



Motoring

Moss Catalogs: A World-Wide Standard

Extensive research with an exceptional effort towards accuracy along with clean design and illustration techniques make Moss catalogs a cut above the rest.

Moss Motors' comprehensive catalogs are among the best offered to the British automobile enthusiast. Our parts numbering system is used throughout the world. It is not uncommon to see enthusiasts at swap meets with Moss catalogs in hand comparing the bargains offered with illustrations in the Moss Motors catalogs. Parts are commonly referred to by our page and part number in club newsletters and in conversation. Many parts suppliers either unwittingly or on purpose pick up the Moss catalog pages when assembling their own catalogs. Moss catalogs have become a standard reference tool to the industry, being for many people a frame of reference due to the complete parts listings and accurate illustrations.

Moss comprehensive catalogs are illustrated breakdowns of an entire car, and include information not found anywhere else. In most cases the need for a parts manual is obviated by the illustrations found in our comprehensive catalogs. Many Moss customers report that they have completed an entire car using only the factory service manual and a Moss Motors catalog as a guide.

The illustrations in Moss catalogs give precise views of the assemblies as the owner is apt to view them. The factory drawings are useful as engineering drawings, but sometimes are not much help in assembly or restoration of individual components. Small considerations such as turning a part the right way round, or converting right hand drive to left hand drive illustrations can be a great help to the enthusiast.

If you have been a Moss customer for a few years, you will already be familiar with the Moss Motors range of catalogs. If you are new to Moss, you will want to stay with us and receive our regular mailings.



Current Catalogs

MGT-20
(Covers MGTC-TD-TF)
MGA-11
(MGA 1500 & 1600)
MGB-02
(MGB 1963 thru '80)
Jag-06
(Cover Jaguar XJ120-140-150)
TRI-02
(Covers Triumph TR2-3-4-4A)
TRI-01
(Covers Triumph TR250 & TR6)
TR2-01
(Covers Triumph TR7)
AHT-04
(Covers Austin Healey 100, 100-6 & 3000)

Special offers, Marque Day schedules, catalogs, updates, new product announcements, and of course, Moss Motoring, all come via mail to our customers. A small regular purchase will keep you on the Moss mailing list.

Legend

In every facet of life we have legends, men whose deeds and accomplishments put them out in front. In music or art it seems you have to die to become a legend, in sports you can be a legend and be forgotten in the same decade. But in the world of automobiles there are some very bright and steadfast legends. I'm not talking about the brave and talented men that risk life and limb to prove their car fastest and strongest of the field, although they are deserving of the title of superstar or even legend. I refer instead to the designers and creators of the great automobiles which epitomize the joys and pleasures of driving.

History has blessed us with several of these men. For instance: Enzo Ferrari, Francis Duryea, Victor Riley, and closer to us, John Thornley, Syd Enever, and the still energetic Sir Donald Healey.

I've left one name to last, one man the industry will miss and never forget: Sir William Lyons.

Each time I see a Jaguar, there is something special-like fireworks or a beautiful sunset. From now on these sightings will be tinged with a little sadness. On February 8th, 1985, this automotive genius, this bringer of joy to many, the creator of one of the world's finest motor cars,



passed away. Sir William Lyons is gone now at 84 years of age, but his creations will live forever.

Steve Wurster
Moss Sales Dept.

Marque Your Calendar

Fun, friends and bargains are just part of what you'll find at Moss Motors this summer!

You'll want to visit one of our three counter locations for Marque Days, 1985.

These popular gatherings give our customers and friends the opportunity to visit with us and take part in a day of activity designed to increase the enjoyment and understanding of our cars. Marque day is the place to meet people, exchange ideas, and get a bargain or two.

As a Moss Marque day participant, you'll receive a ten percent discount on all purchases and free shipping on anything you cannot carry home.

A tour of the Goleta facility is offered which, this year, will include the new 12,000 square foot addition to our main warehouse.

Local clubs often organize a car display as part of Marque Day at Goleta. We have in the past assisted these groups by providing space and awards for the display. If your club would like to organize a display, we would appreciate hearing from you in the near future. Call Lawrie Alexander at (805) 968-1041; Lawrie will be glad to help you with your Marque Day plans.

A major attraction at Marque day is the swap stall operated by the Moss staff. A variety of parts is offered-orphaned, one of a kind items, shop soiled and broken packages. Only the Shadow knows what lurks in the goodie pile at the Moss stall! The swap meet is also open free of charge to individuals and vendors who wish to sell used parts. For obvious reasons, we cannot include new parts vendors.



One man's junk...

Marque days at Goleta will include mini-tech sessions. Some subjects currently being discussed include: upholstery installation, a Color Tune demonstration, and wire wheel maintenance. There may be others; we are open to suggestions from our customers.

An open house for all British Cars and an MGB show is scheduled for our East Coast facility in Rockaway, New Jersey.

Full details of Moss Marque Days are available from our three counter locations a couple of weeks prior to each event.

For a complete listing of dates and times of our seven scheduled Marque Days, please turn to page 3, column 3.

Join the Marque Day schedule on your calendar now, plan on joining us for a great day of fun! See you there!

EDITORIAL R.B. Hart

Over the last two years, Moss Motoring has been well received. Your letters and calls are most encouraging. Contributions and commentary have been received from all over the world; as far away as New Zealand.

Now in our third year of publication, Moss Motoring is making important advances. Our art department has already made some design changes we are sure you will like.

Most of you have an interesting story or a valuable tech tip. Please share your experiences with us. We want to especially encourage the artists and photographers among you. (See the photo contest in this issue.) If you can't

send an article, photo or drawing, your letters are always welcome. Our gift certificate program will continue and represents in a small way our appreciation of your efforts.

We hope everyone understands that we cannot possibly run everything that is sent to us. We would rather not return material, but if you will include a SASE and a gentle reminder we will gladly return your contribution.

A few guidelines are in order. It is always a good idea to keep a copy of your contributions, and don't send the same thing to a whole bunch of publications at once. Needless to say, we assume your work is original.

In the past we have received requests to run events schedules. It is clear that we would have to devote an entire issue to an events calendar. We just don't have that kind of room.

We are most interested in receiving your club newsletters. We like to keep up on the great variety of activities enjoyed by enthusiasts everywhere, and are often able to share your information. We in turn, are happy to send Moss Motoring to anyone requesting it.

The Classic-feds will continue. Please include your name, address, phone, and your Zip code with your ad. Also remember that an ad that includes a price will prove more effective than

one that doesn't. We will run ads for cars only, for obvious reasons we won't run parts ads.

Major events organizers who would use copies of Moss Motoring and other Moss promotional material in registration packets are encouraged to send us your requests. Please describe the nature of your event and its anticipated attendance. Regrettably, we aren't able to accommodate each and every event and must limit these contributions to events that will draw fifty or more cars. Catalogs are also available at quantity prices. Please let us know if we can help you.

Letters

MORE ON WINDOW SEALS

Dear Moss Motors:
The letter to the editor in the October 1984 Moss Motoring concerning MGB window seals was only partially correct. While the padded stop block in the bottom of the door can be removed in the 62-69 MGB, it is spot welded in place on all subsequent (70-80) cars. For those cars, you must, unfortunately, remove the window to replace the seal.

Charles M. Genrich
Fairfax, VA

LIFTED

Dear Moss Motors:
Just received the Winter 1985 edition of Moss Motoring thanks for a publication which is interesting and useful. I noticed that you had reprinted something from the publication which I edit (*Healey Highlights*). This has motivated me to send a contribution of my own. The article from *Healey Highlights* you reprinted was the piece by John C. LaMonte titled, "Toggle Turn-On". This piece was lifted, so to speak, from *Healey Highlights* by the good folks at the British Columbia Austin-Healey Owners Association, and reprinted in their publication *Wings*. Being the most-stolen from publication in the hobby is flattering, but it's a shame to miss a free plug!

Reid Trummel
Editor, *Healey Highlights*
Monterey, CA

Sorry we missed seeing the article in *Healey Highlights*.

FOR MY NEXT PROJECT

Dear Moss Motors:
Enclosed are several 'Technical Hints' for your newsletter, 'Moss Motoring'.

Thanks for publishing your interesting newsletter; I always look forward to it and usually find at least two or three good tips.

Also, a word of encouragement on your fine service. I've been ordering quite a few parts lately for my MGA, and after trying a number of different sources, I've settled on Moss. Nobody can beat your fast service, quality parts, and good prices. How did you know that my next project is to rewire the A? Your special price on the wiring harness was all I needed to spur me on to this project.

Thanks again.

S. Mark Palmer
Lansdale, PA

THANKS AGAIN

Sirs:
Just a note to thank you again for Moss Motoring. Keep up your good work.

E. Mischler
Aurora, Co

LIKES CATALOG

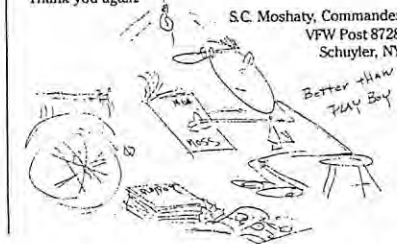
Gentlemen:
Received your catalog- words cannot express the wealth of information it contains-it's better than any manual we have seen.

We are restoring a '68 MGB to raffle for our building fund, so please keep us on your mailing list.

If you have any back issues of Moss Motoring we would appreciate receiving them.

Thank you again.

S.C. Moshaty, Commander
VFW Post 8728
Schuyler, NY



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3 Spring Brake: Some tips on getting your braking system in top shape.



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6 Club Corner: A look at some competitive driving events for your club.



Center Another Huge Sale: We've got special prices on about three hundred items in this one, everything from Weber performance carburetors to brake and clutch pedal pads!

Thanks to all of our contributors to this issue of Moss Motoring. Ten dollar Gift Certificates go to technical contributors John Richard of Salisbury, Connecticut and Joe Scannella of Knoxville, Tennessee. Reid Trummel of Monterey, California receives a fifty dollar Gift Certificate for 'The Classic-feds'.

Contributions Invited

Moss Motoring is the official quarterly newsletter of Moss Motors, Ltd. of Goleta, California and is sent free of charge to Moss Motors' current customers. Additional copies are available by request but are subject to availability.

Contributions are encouraged, and every effort will be made to use appropriate material. All material must be the original unpublished work of the contributor, and must be free of copyright encumbrances and include release forms where applicable. We regret that we cannot return any material. Keep a copy of your submission. No payment other than the gift certificates referred to in this statement can be made. Contributors whose material is selected will be notified by mail upon publication.

Moss Motors reserves the right to accept or reject any material on whatever grounds we determine. We further reserve the right to edit or alter any material to suit the need of our publication without prior notification or permission of the contributor.

Opinions expressed in the pages of Moss Motoring are those of the writer, and do not necessarily reflect the policy or philosophy of Moss Motors, Ltd.

Letters to the editor will be accepted for publication but must be accompanied by the correspondent's name and address. The Editor reserves the right to edit for length and appropriateness.

Send your contributions to:

EDITOR, MOSS MOTORING
P.O. BOX MG
GOLETA, CA 93116

Contributors whose material is selected for publication in Moss Motoring will receive Moss Motors gift certificates in the following amounts:

\$50.00 Gift Certificates

Technical Articles, Marque Reviews, Histories (cars, race teams, etc.), Personality Profiles (500-700 words)

\$25.00 Gift Certificates

Book Reviews, Club Article Reprints (humorous or general interest) (250-350 words)

\$10.00 Gift Certificates

Technical Hints, Tips, Cartoons, Humorous Anecdotes, etc.

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SPRING BRAKE

TECHNICAL ARTICLE BY R. B. HART

Freshly tuned carburetors, proper running adjustments, an oil and filter change; these are just the start of a successful driving season. Making sure that your car will stop is probably the most important part of the Spring maintenance routine. This year, why not give your car a thorough brake safety check?

Excessive pedal travel and/or excessive handbrake movement indicates an overdue adjustment or the need for new pads or shoes.

Sticky wheel cylinder pistons or incorrect master cylinder push rod adjustment will result in a 'dead' feeling pedal. Air in the system is the most common cause of 'spongy' pedal. These are the most common of storage-related brake problems.

An obvious serious brake problem is indicated by the abnormal loss of fluid once the car is put in service. Do not just keep on filling the reservoir, clean and tighten the brake fluid connections. Look for fluid seeping out of the cylinder seals. Pay special attention to the master cylinder. If wheel cylinders leak into the brake assembly, the fluid quickly ruins the shoes.

Leaky rear oil seals are also a prime source of brake contamination. Often, both leaky wheel cylinders and oil seals rob your stopping safety. Determine the culprit and correct the problem.

Shoes that have been soaked with brake fluid and oil may sometimes be reclaimed with a proprietary brake cleaner, but it is usually necessary to replace them, as rear end oil will soften the friction material, greatly reducing its efficiency and safety.

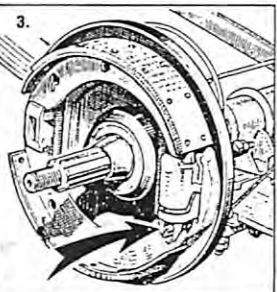
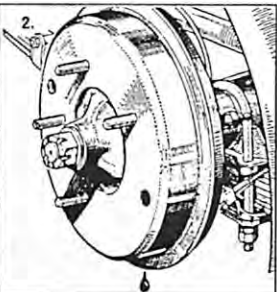
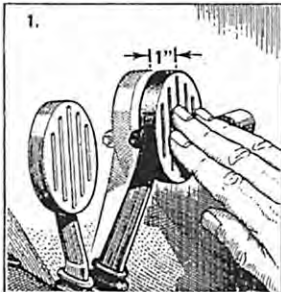
As brake fluid is susceptible to water contamination, it is essential to bleed the brake system once a year. Worn seals will allow air to enter the system without a sign of fluid leak. The need for repeated bleedings is a sure indicator of this fault.

Absolute cleanliness is essential when servicing brake systems. Be sure that the master cylinder top is clean before it is opened, so no dirt or grit enters the system. Small rubber caps (Moss #031-300) are available to cover bleed screws, and are an inexpensive and convenient way to keep dirt out of the bleeders. Wash the backplates and any other gritty areas before anything is disassembled for service. Remove the drums and clean the parts with brake cleaner or soap and hot water. Do not use an air blast to clean brake assemblies. The asbestos particles are a proven carcinogen. Do not handle the clean parts with dirty hands.

Carefully inspect the cylinder bores. Units having rust pits, scoremarks, and 'rings' left by corrosion must be

Examine the rubber hydraulic hoses. The connections to the metal piping are commonly covered in grease. This area should be kept clean so any indication of cracking or swelling can be observed. An uncommon problem with rubber hydraulic hoses occurs when the inside of the hose swells and cuts off the fluid flow. No problem is apparent on the outside. If you are bleeding the system and no air or fluid passes from the cylinder in question, consider removing the rubber hose for close inspection.

It is preferable to visually inspect front drum brake systems where two cylinders are used. Back off the adjusters to permit the removal of the drum. Get a helper to push the pedal gently. Observe the action of the cylinders pistons. Only one cylinder may be working, while the other may be stuck. That will stop the wheel, but not very well. If the cylinder does not retract fully when pressure is released, you can see right away that it will have to be rebuilt.



1. Excessive pedal travel indicates an overdue adjustment or the need for new pads or shoes.

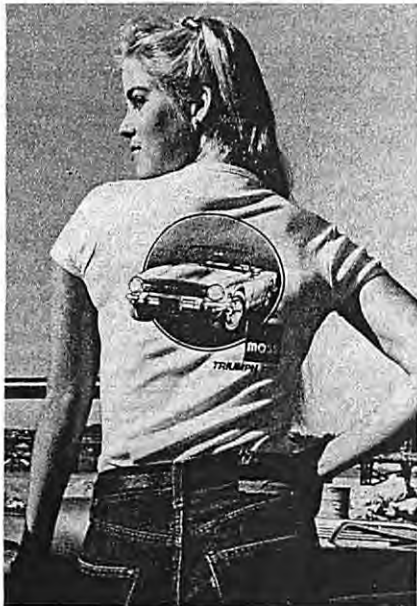
2. A damp backing plate or dripping between drum and backing plate indicate trouble.

3. Check cylinder seals for fluid leaks and oil seals for gear oil seepage.

replaced. Internal parts must also be in good order. Disc brake pistons that are rusted or corroded will not hold a seal, nor will plungers and pistons that are scored, or worn on one side.

TECH TIP: Stuck pistons can be forced from cylinders by air pressure. Clean the cylinder, remove corrosion from the exposed bore. Use an air nozzle to force air into the cylinder, covering the open end with a rag to prevent damage from flying pistons, seals, etc.

MOSS MOTORS T-SHIRTS



Hang out this summer in one of our famous 100% cotton silkscreened T-shirts. Each shirt has the appropriate car insignia on the front and a large rendering of your favorite sportscar on the back. Shirts are tan with colorful artwork.

Just the thing for showing your colors at car shows, club events, or just keeping cool while turning wrenches on that British beast. Men's sizes only.

only **\$8.95 each!**
Prices valid until September 14, 1985

	Small	Medium	Large	X-Large
MGTC	218-010	218-020	218-030	218-040
MGTD	218-110	218-120	218-130	218-140
MGTF	218-210	218-220	218-230	218-240
MGA	218-310	218-320	218-330	218-340
MGB*	218-350	218-360	218-370	218-380
MGB**	219-000	219-010	219-020	219-030
XK120	218-410	218-420	218-430	218-440
TR-3	218-450	218-460	218-470	218-480
TR-4	219-200	219-210	219-220	219-230
TR250	219-280	219-290	219-300	219-310
TR-6	219-240	219-250	219-260	219-270
100-4	218-510	218-520	218-530	218-540
100-6	218-590	218-600	218-610	218-620
3000	218-630	218-635	218-650	218-660

* (Chrome bumpered car) ** (Rubber bumpered car)

Brake Adjustments

Adjustment of most British brake systems is a simple operation which should be done regularly.

The general method is to turn the adjusters clockwise until the shoe comes up against the drum, 'clicking back' until the wheel turns free. Most manuals recommend one click to free the drum, but two or more are usually needed. Rotate the wheel by hand to check the adjustment. A slight 'scuff' is permissible, but no drag must be present. Check the drum for concentricity if the adjusters must be backed off an excessive amount. On twin cylinder systems adjust each shoe in turn.

It is advisable to remove the brake drums at least once each year to inspect the linings and drum surfaces.

MARQUE DAY SCHEDULE

All events are from 9:00 am until 3:00 pm.

WHEN	FEATURED CAR TYPE	WHERE
June 22	Open House - all models	Beltsville, MD
June 29	MGB Marque Day	Goleta, CA
July 13	All British Day	Rockaway, NJ
July 20	Triumph Marque Day	Rockaway, NJ
August 10	MGT & MGA Marque Day	Goleta, CA
August 31	Triumph Marque Day	Beltsville, MD
September 14	Triumph Marque Day	Goleta, CA
October 12	Austin Healey Marque Day	Goleta, CA

The 'Classifieds'

A SHORT STORY CONTRIBUTED BY REID TRUMMEL

I read the ads. The Austin Healey ads, that is. Any newspaper, any city, any time, the first thing I go for is the ads. Actually, I read the ads for Jaguars, Triumphs, and sometimes the MGs and Alfas, too, but the ones that really interest me are the Healey ads. Please understand that I'm not planning on buying a Healey, I already have two, but I do like to look.

In fact, it was classified ads that led me to the purchase of both of my presently owned Healeys. About three years ago (when I was serious about buying a Healey) I would buy the Sunday papers as soon as they hit the newsstand on Saturday afternoon. 'The early shopper catcheth the bargain.' Anyway, I was looking for a 1967 B8, and one

Now I like Bugeyes as much as the next guy, but for six grand I must assume that this car comes complete with at least two cases of Chateau Lafite Rothschild that are older than the car...

weekend in July a few years ago, the *Los Angeles Times* listed four of them. That was too much to resist. I drove 350 miles to Los Angeles, and before the day was over I owned one of them. The last one I looked at, as a matter of fact. A very original car at a fair price. Overall, a satisfying deal.

Unfortunately, this didn't quite completely satisfy my 'Austin Healey lust'. You see, I'd owned six-cylinder Healeys before -- a '61 BN7, a '64 B8, and one-fourth interest in a '58 BN6 -- but I've always had a strong desire to own a Healey Hundred, too. There's just something about the look of those cars when the windshield is folded down... Less than a month later, opportunity knocked again when a '56 BN2 (the year and model I wanted) was advertised in the *Sunday San Francisco Chronicle Examiner*. I had to miss the Monterey Historic Automobile Races to go up to San Jose to look at it, but it was worth it. I guess that every other Healey fan in the area was at the races that day because I was the first to look at it, and also the last; I bought it.

Anyway, like I said, I still read the ads. Heck, I even subscribe to *Hemmings Motor News*, and it's nothing but ads. I like to try to imagine just what the advertised cars look like, and I think you can tell a lot about the seller by what his or her ad says. For example, a recent *Los Angeles Times* advertised a '69 Bugeye Sprite, mint cond., \$6000, (213)999-9999pp. I've changed the phone number to protect the identity of the optimistic seller, and for those not familiar with the Times, the 'pp' at the end of the ad means that the car is offered by a private party. Now I like Bugeyes as much as the next guy, but for six grand I must assume

that this car comes complete with at least two cases of Chateau Lafite Rothschild that are older than the car, a mink-lined convertible top, and a lifetime subscription to *'Expensive Investments'* magazine. At least that's the way I picture it. If you absolutely must have a Sprite with those features, try a cash offer of \$4500. It's safe to assume that you will be the only bidder in this range.

Another type of ad I always enjoy is the kind that lists what I call a 'K-Mart price.' You know the ones. These are the people that think they're fooling you when they ask a price just a few dollars short of the next higher grand, like \$4999, \$5995, \$6950 etc. I can just imagine the conversation in some homes on the morning that such an ad appears. 'Gee, honey, here's a Healey for just over \$4000, let's go take a look!' Well, \$4999 is over \$4000, but don't kid yourself. The difference between \$4999 and \$5000 won't pay for your next trip to the McDonald's drive-through. Try an offer of \$4001 and see what they say.

Then there's the 'They-Don't-Know-What-They've-Got-Department.' These ads are the most amusing of all. You've seen these before, too. These are the people who spell 'Healey' without the second 'e', or list the model as '106' when they mean '100-6', or say '1967 Austin Healey Convertible', as opposed to the sedan and station wagon models, I suppose. However, my all-time favorite from this category is from several years ago when the Datsun 240Z was gaining popularity. Somebody ran an ad in the *Portland Oregonian* for a 1961 Austin Healey 3000Z. All I can figure is that the owner looked at the grill flash and thought that the lightning bolt that runs through the numerals looked like a letter 'Z', hence, 3000Z. Try an offer of \$2500, I mean \$2500.

Then there are the people who run their ads under 'Classics and Custom Cars', instead of the regular 'Sports and Imports', classification. I'm always a little suspicious of these ads, and there's something slightly undignified about seeing a Healey ad sandwiched between an AMC Hornet and a Bricklin -- both 'classic' cars to be sure. I mean, I think Healeys are classics myself, but I tend to take this as an

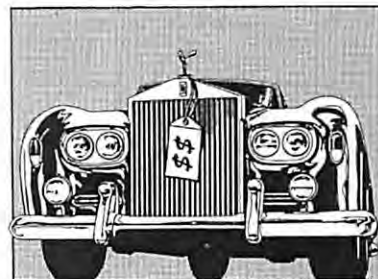
...there's something slightly undignified about seeing a Healey ad sandwiched between an AMC Hornet and a Bricklin...

indication that the seller thinks a little too highly of the car, and won't budge off the asking price. And if you find a Healey in this section with no price listed, look out. You have found a very pricey Healey, indeed.

Finally, there's the special abbreviated language of classified ads. To get the full enjoyment from reading the classifieds you must become conversant in 'ad-speak'. To make things even more complicated, many of the commonly used phrases and terms have meanings not obvious to the uninitiated. For example 'original' means that the car has been washed recently. That term is often used with 'interior like new' which means that it's been vacuumed out, too. Another favorite of mine is 'loaded'. That's what you have to be to buy this car. And there's always 'must sell'. This can mean one of two things. It may mean that the owner wants you to think that you've got him in a tough spot so you will go away feeling like you took him to the cleaners, when actually he gets the price he wanted. Or

'must sell' may mean that the owner is so sick and tired of the lemon that if he doesn't sell it, he's going to push it over a cliff. And don't forget, 'L.O.B.' That means 'fresh-off-the-boat', and that's what you've got to be to agree to the asking price. Finally, my favorite is 'needs a little mechanical work'. That means 'bring a trailer'.

But despite all that, or maybe because of it, I enjoy reading the Healey ads. Like I said, I'm not really in the market



for one, but if, just maybe if, I could find a decent Bugeye for around twelve or thirteen hundred, then I might... nah, if I bought it I couldn't enjoy reading about it on Sunday mornings, and in my imagination all the Healeys are original, low-miles and real clean. Just like they say in the ads.

Tech Tip Too Little Too Fast



When servicing late model MGBs fitted with automatic choke, pay special attention to the coolant level. If the coolant level is too low, there will be insufficient flow through the automatic choke causing extremely high idle speed.

To Refill the Cooling System:

1. Fill the expansion tank half full and replace the cap.
2. Fill the system through the filler plug hole in the thermostat housing and replace the plug.
3. Run the engine until the top hose is warm to the touch. Shut off and allow the system to cool.
4. Refill the expansion tank to half full, replace the cap.
5. Top up the radiator through the filler plug and replace the cap.

Auto chokes fitted to Zenith carburetors have proven unreliable and expensive to service. Moss Motors manual choke conversion kit (*386-320) is easily fitted to the existing assembly and allows you control of the choke.

John Richard
Salisbury, CT

RUBBER FLOORMATS



Our custom moulded rubber mats will protect your new carpets from sunlight and soil and are perfect for covering holes if you haven't gotten around to the new carpets yet. Available in heavily ribbed black rubber, with appropriate logos, these are a Moss exclusive!

Set of Two \$21.95

MGA	241-810
MGB 1962 to 1968	241-840
MGB 1968 on	241-850
MG Midget MKII & MKIII	241-860
Austin Healey Sprite MK III & MKIV	241-880
Austin Healey 100-6 & 3000	021-430
Triumph TR2, 3, 4, 250, & 6	646-750
Triumph TR7	646-760
Spitfire	646-770

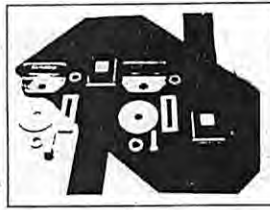
Prices valid thru September 15, 1985

SEATBELTS!

Many states are passing seatbelt laws. Most British cars were not fitted with them. Keep ahead of the new laws with these rugged, attractive seatbelts. They fit all two seaters and small saloons; sold individually in black only.

Seatbelt (lap only) 222-215 \$18.95 ea.

Toll-Free Order Phones: (800) 235-6954 Continental USA except Calif.
(800) 322-6985 California order phone (if busy, call (800) 638-0267 Continental USA)
Moss Motors, LTD • 7200 Hollister Ave. • Goleta, Ca. 93106



1985 MOSS MOTORING PHOTO CONTEST

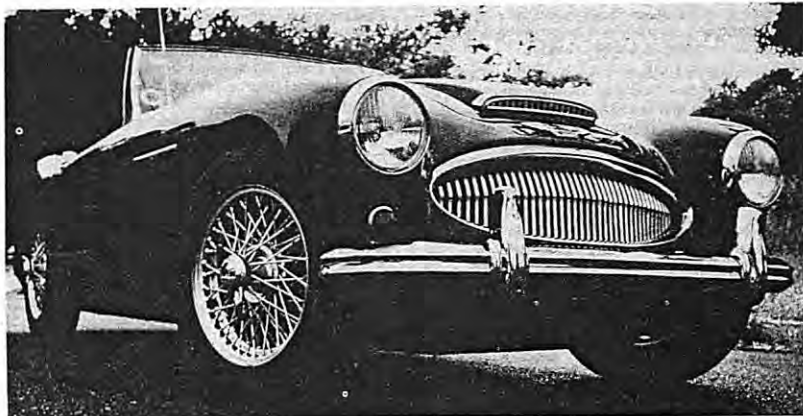
Photographing our cars and the people who enjoy them is a big part of everyone's involvement with the British Car. There are as many cameras as there are cars at most events. Camera toting enthusiasts are after the 'special' shot or the specific detail shots needed to finish a restoration accurately. Many enthusiasts try for 'art shots' of their favorite marques, others are involved in recording the festive nature of the British car event.

Whether you are shooting for art, catching the fun or documenting important details, you'll want to get in on the *Moss Motoring Photo Contest*.

Here's your chance to make some of that photography pay off. The *Moss Motoring Photo Contest* is open to amateur photographers who may submit up to three entries each. *Moss Motoring Photo Contest* winners will receive generous gift certificates. Each person who enters will receive a \$5.00 Gift Certificate just for entering.

Remember, the subject is British Cars and the activities related to them. This includes rallies, shows, social events, restoration photos, tours, and the vast array of activities enjoyed by the British Car Enthusiast.

There's plenty of time to get your shots, but don't dally, the contest closes September 1st, 1985.



Jack Aids Exhaust System

Headpipes are sometimes difficult to attach to the exhaust manifold, especially when working alone. This helpful hint will make your life easier.

Mount the hangers and support brackets to the pipe but do not tighten any parts until the headpipe is secured. Place a small jack under the headpipe and run it up against the manifold opening. This will leave your hands free to mount the hardware. Always use a new exhaust gasket and see that it is centered properly.

TR250/6 SEAT KITS

TR250/6 upholstery kits are now in production and will be available soon. These kits feature original styling, color and patterns. Some examples of the new line include TR250 covers in Black, Shadow Blue and Tan and TR6 sets to fit folding, fixed and removable headrest models. Please check your TR250/6 catalog and phone us for availability.

MGB MUD FLAPS



If you are not one to baby your MGB, these sturdy rubber mudflaps are just the thing to keep stones and mud off your rocker panels. Originally offered by B.L. for the 'home' and European market.

222-610 \$12.95 pair
Price valid until September 15, 1985

Tech Tip

Frozen Treat



In building TD and TF Gearboxes, a dummy shaft is used in removing and replacing the cluster gear which is located in the bottom of the gear box.

One of the last steps in the assembly process is to turn the gearbox over allowing the cluster gear to fall into place. The dummy shaft is then tapped out using the longer permanent shaft.

In each end of the cluster gear are 16 needle bearings. It is most frustrating for a needle bearing to fall out as the dummy shaft is removed. This necessitates the disassembly of the gearbox to that point.

A simple remedy is to assemble on the dummy shaft, the cluster gear, needle bearings, and washers. Pack in heavy grease and place the assembly in the freezer the night before assembly. The result: all parts held firmly in place!

Joe R. Scannella
Knoxville, TN

TR7 WHEELCOVER



Give your TR7 a startling facelift with this beautifully styled wheel cover set. These rugged full sized factory wheel covers are an inexpensive and practical accessory for all TR7's. We have a good supply, but don't delay- at this price they won't be around long! (S&H of 4)

Factory Wheel Cover Set 071-959 \$24.95
(Factory Price \$59.95)
Price valid until September 15, 1985

Photo Contest Rules, Etc., Etc...

1. The Moss Motoring photo contest is open to amateur photographers only. Employees of Moss Motors, Ltd. or Moss subsidiaries and their immediate families are not eligible.
2. All entries must be received no later than midnight September 1st, 1985. Please see paragraph 6 below for information that must accompany each entry.
3. Each entry must be the original unpublished work of the entrant.
4. Photos will be judged on the basis of content, photographic skill, and appropriateness. Photo subject matter must be 'British Car' related. Your entries may include cars, enthusiasts enjoying cars, competitive events, social outings, or technical subject matter. This is a representative listing, and should not be construed as a limit to the scope of entries.
5. Prizes will be awarded as follows:
One First Prize, a \$100 (one hundred dollar) Moss Motors gift certificate. Second Prize, a \$75.00 (seventy five dollar) Moss Motors gift certificate. Third Prize, a \$50.00 (fifty dollar) Moss Motors gift certificate. Six honorable mentions will be awarded a \$25.00 (twenty five) Moss Motors gift certificate each. Every entrant will receive a \$5.00 Moss gift certificate. Winning photographs will be published in Moss Motoring.
6. Each entry must be labeled with the photographer's name and address. Do not write on either the back paper or the front (emulsion) side of the print; apply a separate label to the back of the print.
7. This contest is limited to black and white and/or color prints only. We regret that we are unable to accept color transparencies for this contest. Entries must be no smaller than 5 x 7 nor larger than 11 x 14 glossy prints. Entries need not be mounted but should be packed securely to avoid damage. Moss Motors may request the original negative of any entry. All nonconforming entries will be disqualified.
8. Up to three (3) submissions will be accepted from each entrant. Each must be labeled individually.
9. All entries become the property of Moss Motors for their exclusive use. No entries can be returned.
10. If there are recognizable persons in your photo, a signed release must accompany your entry. If securing a release is impossible, a letter explaining why a consenting signature could not be obtained must accompany the entry.
11. All winners will be notified by October 1, 1985. If you wish a list of the winners send a SASE to Editor, Moss Motoring, P.O. Box MG, Goleta, CA 93116.

Good Luck!

Club Corner

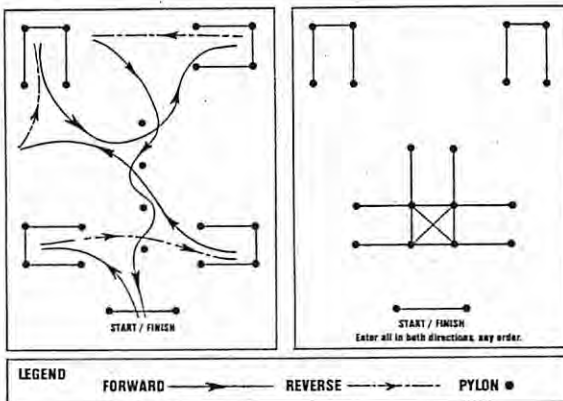
PART 2 A CONTINUING SERIES BY LAWRIE ALEXANDER

Last time we talked about forming your local club. You did that (well done!), but now you're looking for something to do with all your new found club-mates...

Since a stated goal in the By-Laws of many clubs is 'the enjoyment of our cars', and since ours are sports cars, competitive driving events find favor with most groups. One type of event that is popular with drivers and organizers alike is the 'Funkhana'. These do not require much in the way of facilities nor equipment, and they can be tailored to the tastes of your group. Hard-charging, would-be racers can test their car handling skill and reflexes in the 'Dual' event, while the competitive urges of the more sedate club members are challenged by the 'Novelty Funkhana'. Let's take a look at both types:

The 'DUAL FUNKHANA' requires the use of a large parking lot which can be divided into two equal areas. Local schools, businesses or shopping centers can usually be persuaded to allow your club to stage the event. The needed equipment is limited to some fifty or so rubber pylons, two stopwatches, some large poster board on which to display the results, and a bag of flour to mark lines. Two identical courses are laid out, one in each half of the parking lot. Two cars are started simultaneously and they each perform the test as quickly as possible. The starter starts both watches as he gives the 'go' signal and records each car's time. The fun of this event comes from not only competing against the clock and the course but from seeing how you are doing against the car on the other side. This often leads to silly mistakes being made, as you try to hurry to beat the other car! This element can be encouraged if you set a free-form test, where you require that a certain number of maneuvers be performed but you do not specify the order in which they must be done. For example, 'enter each of five garages both forward and reverse in any order, then stop astride the finish line'. A couple of well-placed marshals are usually needed to ensure the course is completed correctly and to record penalties for failing to fully enter a garage or for hitting a pylon. When setting the penalties, make sure that the penalty points exceed the time saved by incurring the penalty. Some canny competitors deliberately incur penalties to get a low time! The total event might encompass five different layouts, with consecutive runs on each side for each driver. Penalties of 1 point per second, five points per pylon moved or touched, ten for not entering a garage fully (all four wheels between the pylons), five for not stopping astride the finish line, are typical. A competitor who fails to follow at least the prescribed route (if it's OK to realize you're wrong and re-start where you went wrong) would get a time equal to the worst of any other competitor on that test. Each test should have a 'bogey' (i.e. the organizer would drive it) time of about 50 seconds. Classes can be set based on types of cars entered, and it's always flattering to someone to offer an 'F.T.D.' award for the best score of the day.

Here are a couple of fun layouts, variations of which can easily be worked out. Remember only that you should allow plenty of stopping room (and no spectators!) at the end of a fast stretch and don't make the turns so tight that lots of 'backing and filling' are needed. It's a good idea, too, for the organizer to do a demonstration run of each test, and to post the route on a large poster near the start.



The 'NOVELTY FUNKHANA' also requires a parking lot, although a much smaller space can be used. Added equipment will be tennis balls, water balloons, paper cups, paper sacks, or what have you. This event also requires that a passenger be carried, to help get around the course. The range of tests is limited only by the organizer's imagination but, again, tests should be able to be completed in not more than a couple of minutes, and penalties should be carefully calculated so as to prevent deliberate screwing-up on the tests to get a low time. Here are a couple of ideas for novelty events: 1. Driver starts event out of car, key in hand, blindfold on (papersack on head). Navigator is in the car. At 'Go', navigator directs driver to car (may not help!); Driver starts car, drives forward (still blindfolded) following directions through a 3-pylon slalom, into a garage. Blindfold off, reverse into another garage where navigator has to throw three balls into a bucket. Then forward to another garage. Driver exits car, picks up three water balloons. Reverse through another slalom, navigator placing one balloon on each pylon. Then forward to finish line. 2. Start facing a layout of seven randomly placed pylons, each with a white tennis ball on top. Crew have seven yellow balls, must

replace white with yellow in any order, then stop astride finish line.

These should give you the idea! As you become more experienced and get to know your club members better, you can tailor the events to their likes and dislikes, adding more garages, pylons, water obstacles, balloons to burst with pointed sticks, etc. The object is fun, at the same time offering a chance for the skillful crew to score a low time.

Two last notes: Liability Insurance is usually required by the parking lot owners. On an event-by-event basis, this is usually not expensive if your carrier is given a clear outline of the nature of the event and the assurance that there will be no high speeds, wheel-to-wheel competition, or alcohol consumption by the drivers allowed. If your local carrier does not have an acceptable program, try J.C. Taylor; this is something they offer to clubs everywhere. Fund Raising is also a possibility. You may want to charge your members an entry fee to cover the costs of the trophies, and you could consider running a participation-type event where participation by other car owners is encouraged.

Funkhanas require a minimum of planning and provide a great deal of safe enjoyment when set up sensibly. They are a great way to enjoy your sports cars and get all your club members active. You'll be surprised who puts up the good times, too!

Stainless Steel Exhaust Systems

Most of us are all too familiar with our exhaust system. For the most part, they are out of sight, but not out of earshot. They hang tenuously under the car, rusting away, eating holes in your parts budget. Replacement is a regular, costly job not on anyone's list of fun things to do with the car this weekend.

Many enthusiasts who are replacing mild steel exhaust systems with stainless steel systems recognize the value of a good idea. The demand for better parts is increasing as car owners are less willing to spend money on parts that need frequent replacement.

Although not presently offered for all cars, industry forecasters believe that the stainless system will, in the near future, replace virtually all the mild steel systems now being offered as replacement parts.

Stainless steel replacement systems offer the latest developments in exhaust system design. Motivated primarily by the need to provide rugged systems that will withstand the high heat of modern emission controlled engines, designers have made rapid advances in exhaust system design in the last few years.

Recognizing that not everyone's needs can be served at once, Moss Motors will continue to offer, as best it can, the mild steel systems.

Two major factors make the investment in a stainless steel system almost a necessity for the person whose car must endure adverse driving conditions and winter storage. The stainless system is virtually impervious to burn-out caused by internal condensation and, are highly resistant to air and water-borne corrosive chemicals and pollutants.

Stainless steel exhaust systems represent one of the best values in replacement parts today. Compare the initial cost and 'once only' labor cost of the stainless system against the labor and parts expense of the several mild steel replacement systems you will need in the future—their value becomes immediately apparent.

NOW FROM MOSS
START YOUR ENGINES DIVISION
NEW **SU** BODIES



Bodies available for:
MG-TF, MG-TD, MG-TC (modified MG-TD to fit MG-TC), MGA, MGB, Triumph TR2 3 & 4, and Austin Healey 100-4

Please phone for full details.

MOSS MOSS MOTORS LTD
Start Your Engines Division
6798 Mid Cities Ave.
Beltsville, MD 20705
(301) 937-0313

TR250/6 Catalog

The Moss Motors TR 250/6 comprehensive catalog is now off the press!

This latest addition to the Moss comprehensive catalog line up is the most complete, best illustrated offering of Triumph TR 250 and TR 6 parts available anywhere. Included in this completely new, easy-to-use listing are mechanical, electrical, body, trim, emission control and interior parts— all in the Moss comprehensive format. You'll enjoy shopping for TR parts with this new book!

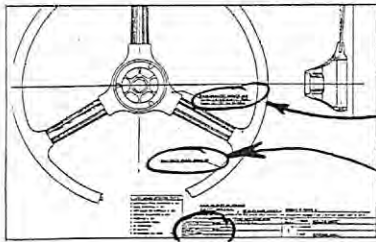
Tech tips and maintenance hints make up an important part of the TR250/6 catalog. Paint codes, production information and Lucas wiring codes are included in clear, concise form.

Speed equipment, books, and accessories fill several pages. The selection is sure to please the most discriminating enthusiast.

If you have already requested a TR250/6 catalog, you will receive a copy shortly. If you are not on that list, send \$3.00 with your name, address and Zip code— we'll rush a copy to you.

TR7 ENTHUSIASTS- Our preliminary TR7 catalog is off the press and now available. Call for your copy today!

Would Moss Steer You Wrong? Never!



Since our recent announcement that we had reproduced the original MG TD-TF steering wheel, there has been some debate about the rim color. For many years, the only wheels available had mottled brown rims and a number of people came to believe that this was the original color. Actually, these mottled brown wheels were supplied by the

POLYCHROMATIC BRONZE HUB
TO MATCH INSTRUMENT PANEL
FINISH I.C.I. REF. No. 74/3024

RIM - GOLD PEARL FINISH 101

factory (under part no. AAA1499) as replacement wheels, only after the TF had gone out of production.

The drawing at left represents a part of the factory blueprint for the TD steering wheel. It clearly states the rim color to be 'Gold Pearl Finish 101'. That is why, when we set out to reproduce the TD-TF wheel, we had our wheels made with a gold pearlescent rim. Copies of the blueprint are available upon request.

Concours judges may find this interesting: they will now have another point of originality to check when trying to decide which of the 'perfect' cars they are judging is really the most authentic restoration! Maybe having a Moss steering wheel will become the purist's trademark?

TD-TF Steering wheel 454-230 \$139.95

MGA SIDECURTAIN REPAIR KIT OFFERED

The Moss MGA aluminum sidecurtain is the result of hundreds of hours of effort by our product development and research departments. It represents a significant development over the factory-supplied fabric sidecurtains and is a real boon to the enthusiast who drives his car despite the weather.

In spite of our best efforts, we have experienced some trouble with the rubber parts on a few of the units shipped by Moss between the dates June and December, 1984.

Development problems are uncommon, but occasionally creep in when a product is unique or very specialized.

Moss Motors now offers a repair kit (part #259-647) free of charge to those who have experienced problems with the seals of our MGA sidecurtains. This easily installed kit includes the rubber parts and instructions needed to bring your MGA sidecurtains up to snuff. These repair kits are unique to the Moss #259-648 only and will not fit any other factory or aftermarket replacement sidecurtain.

If your Moss sidecurtains were shipped by us between June and December, 1984 and you need a repair kit, supply us with a copy of the invoice or other proof of purchase and we will send a kit free of charge. If you have not saved your invoice, we will need to know the approximate date of purchase.

STRIPE KITS!

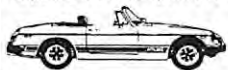
Since issuing our MGB comprehensive catalog, one of the most requested items has been these original factory stripe kits. We have been out of them for some time now, but they are finally in stock!

This 'above the belt line' stripe kit is particularly suited to the chrome bumpered models.



Black 215-340
Silver 215-355
Gold 215-360
\$39.95

This kit suits the rubber bumper models as it helps blend the bumpers and trim.



Black 215-370
Silver 215-375
Gold 215-380
\$64.95

Originally intended for the Limited Edition models, this attractive stripe kit will jazz up any 'B'.



Silver 215-730
\$77.95

Prices valid until September 15, 1985

Moss Customer Survey

Help us to serve you better. We're interested in your viewpoint. Return this survey with your name and address and we'll send you a \$5.00 Gift Certificate. Thanks!

1. How many British cars do you own? 1
 2
 3
 4 or more

2. My car is primarily used for
 daily transportation
 pleasure / occasional use
 show only
 therapy

3. I carry out all
 some
 none of the work on my car.

4. Moss pricing is usually very reasonable
 a fair value for the product
 sometimes expensive

5. The quality of Moss parts is usually Excellent
 good
 satisfactory

6. Moss is careful to send the correct parts
 always
 almost always

7. When I need technical help I consult
 the Moss catalog
 the factory service manual
 both

8. I have found Moss catalogs to be
 better than the factory service parts list
 practical, easy to use
 extremely accurate and precise

9. My favorite part of Moss Motoring is
 sale items
 stories from customers
 tech tips
 Moss company information
 product highlights
 other

10. The catalog illustrations are clearly presented
 above average
 average

11. I use the Moss backorder system because
 it is convenient
 I know the parts will arrive just as soon as Moss can obtain them
 I don't mind waiting as I'm restoring the car
 I can cancel for a full refund
 I don't use the backorder system

12. I would like to see Moss reproduce the following part

13. I use one of the three Moss counter locations
 frequently
 when in the area
 never- they're too far away

14. Moss Marque Days are
 bargain days
 great fun, a chance to meet fellow enthusiasts
 other (please specify)

I haven't been able to attend

15. I find that having Moss ship orders from both the East and West Coast warehouses improves service
 a great deal
 somewhat
 I hadn't noticed

16. Compared to other British parts specialists, Moss quality, service and price is:
 far superior
 better than most
 only average
 don't know

17. I have been known to buy my parts from other parts specialists
 often
 occasionally
 when necessary
 other (please specify)

18. The single aspect Moss needs to improve on is
 better service
 better quality
 wider parts availability
 other (please specify)

19. I respond to Moss sale offerings
 always
 occasionally
 hardly ever

20. My telephone orders are handled
 very quickly
 acceptably
 not as quick as I like

21. The Moss sales staff seems to be
 knowledgeable
 willing to help
 not much help

22. My orders are packed expertly
 adequately
 poorly

23. My orders usually arrive within 72 hours
 3 to 5 days
 over 5 days

24. I specify 'Backorders Yes' on my parts orders
 always
 sometimes, depends on what I'm ordering
 never

25. When planning a Moss order I try to
 order as I need items
 order in advance
 both of the above

On a separate piece of paper, please give us your general comments about Moss products, service, what have you.

SCORE YOURSELF

24-25 Moss Employee
20-23 Bribed Customer or Moss Employee relative
15-19 Average Joe
10-14 280 Z Owner
Below 10 Competitor

Seriously folks, we would really appreciate your comments!

