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Motoring

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CONTINUING THE TRADITION...

Moss Custom Deluxe Seat Kits Now Available For MGB & TR6

Styled in the tradition of the great British coachbuilders, Moss Custom Deluxe Seat Kits offer the rich look and feel of the interiors found in coach trimmed cars such as Jaguar, Rolls Royce, Bentley, and Aston Martin.

The Moss Custom Deluxe Kits feature carefully stitched, thick, padded leather or vinyl covers with matching or contrasting piping. Exact fit and contour are easily achieved with these kits.

Those who are already familiar with the perfect fit and long-lasting beauty of Moss' exact reproduction interior kits will be particularly pleased with our Custom Deluxe offering.

OUTSTANDING FEATURES

Custom Deluxe Kits are offered in leather or vinyl. The leather is carefully matched for surface quality and is hand selected for grain match and feel. The vinyl kits are made from the highest quality material manufactured to Moss specification. Both leather and vinyl



closely follow the traditional popular British colors.

Moss Custom Deluxe Kits are supplied completely assembled ready to install. No stitching of the fabric is required. Extra bolster foam is supplied with each kit which is to be shaped to the owner's

requirements. This allows the owner to provide himself with a custom fitted seat with improved thigh and lumbar support. This straightforward but fairly time-consuming operation gives results which are well worth the extra effort!

Each of our Custom Deluxe Kits are



individually cut and sewn to order in our own facility.

While Moss Motors is attempting to stock Custom Deluxe Kits for each application, we are unable to anticipate demand and suggest you order now for Spring delivery.

Moss Motors suggests also the purchase of new cushions and diaphragms where needed. The finished look and wearability of your seat kit is greatly dependent on the foundation beneath the covers.

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WE'D LIKE YOUR INPUT!

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

\$50 Gift Certificates

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

\$25 Gift Certificates

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

\$10 Gift Certificates

Technical Hints, Tips, Cartoons, Humorous Anecdotes, Photos

Items for consideration should be mailed to Moss Motors, Editorial 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.

FLANNEL CAR COVERS



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Properly contoured to fit your car, Moss flannel-lined water repellant car covers offer strong protection for your car.

MGB/Triumph	236-090	
MGB 1975-'80	236-170	
MGB-GT	236-150	\$115.95
MGA	236-080	
MGT Series	236-070	
Austin Healey	236-120	

Jaguar	236-110	\$144.95
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Prices valid until March 14, 1985

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Winter Specials & Upholstery Sale (Feb. 1-March 14) ... Center Pull-Out Section

STEERING WHEELS!

A familiar characteristic of the traditional British sports car is the 'Banjo' style steering wheel. Moss now offers an exclusive range of quality reproduction wheels, the perfect finishing touch for your restoration. Some 100-4's were fitted with a 17" diameter wheel but our 16 1/2" rim was the more common version and was standardized for all 100-6, 3000 non-adjustable applications. Our Big Healey adjustable wheels include the adjusting nut. Healey adjustable and non adjustable wheels are non-interchangeable. MGA wheels fit all years. (See page 12 for details on TD-TF wheels)



Austin Healey 100-6, 3000 Adjustable Wheel	853-790	\$148.50
Austin Healey 100-4, 100-6, 3000 Non Adjustable Wheel	853-800	\$129.75
MGA (all models)	263-250	\$98.50

CLUB CORNER

By Lawrie Alexander

Ed. Note: This is the first in a series of 'how-to' features, relating to car clubs. This month: forming a club; future issues will cover organizing rallies, driving events, gymkhanas & social occasions. Contributions are welcome from any of our readers who have comments on what we propose or suggestions of their own. Please note, however, we cannot publish local club events or activities, nor solicit membership for any specific local clubs!

Much of the fun of owning a sports car is sharing its trials and tribulations with other people who have the same kind of car. But what if you've just bought your first sports car and don't know of any clubs in your area? Obviously, you ask around at local parts stores, gas stations selling premium gas, etc., to see if they know of any car clubs or other owners. The local Chamber of Commerce may also have a listing for a car club. We'll assume, however, you draw a blank, but that your enthusiasm remains undampened!

Now you enlist the support of the media. Ever hungry for local news, your town newspaper will be happy to print a press release worded along the following lines:

FOR IMMEDIATE RELEASE
Local Enthusiast To Start MG Club
John Smith, proud owner of the beautiful 1958 MGA pictured above, invites all local MG owners to the inaugural meeting of the Spring Valley MG Car Club, to be held in

the Public Library Meeting Room at 7:00 p.m. on Tuesday, March 14th.

Since the MG factory ceased production in 1980, the value of all MG's has risen steadily. By forming a local club, John hopes to help owners preserve and enjoy these delightful cars. Planned activities include driving events, social events, tech sessions etc.

If you own an MG, plan to attend the meeting or give John a call at 555-1212.

Obviously, names, marques, etc., should be changed appropriately but the essential message will remain the same. If you can provide refreshments (coffee and cookies will suffice) or rent an interesting car movie to show at a meeting, put that in the announcement, too. You'll be surprised how many people show up! The photograph is important, as this will catch the eye of readers who skim through the paper. If your paper has an 'automotive' page one day a week, ask for your release to be printed in that section.



Club members enjoying an outing at a recent Marque Day at Moss Motors.

THE MEETING. The most important thing is to be ready to take charge and to have a plan of action. Everyone who shows up will be willing to hear you out. Differing ideas will surface in due course, and other 'take-charge' individuals will emerge from the group. The first meeting, however, is up to you. Your agenda might be as follows:

1. Welcome guests, introduce yourself and give a brief background on your involvement and interest in MG's. (Exaggerate if you must!)
2. Pass out sheets for people to record their names, addresses, phone numbers, types of car owned, preferred meeting night, type of activity preferred (Picnic, tours, rallies, social events, tech sessions, weekend trips, etc.) This becomes your first mailing list.

3. Ask guests to introduce themselves briefly, telling what kind of car/s they have, etc. (Make a note of those who are obviously unafraid of speaking to a group of strangers. These are your potential first club officers!)

4. Announce the first couple of planned events. A Sunday drive to a scenic spot, museum, etc. would be one choice; a meeting at a friendly local garage where everyone could look at each other's cars, discuss problems, and hear a presentation from the garage owner on the type of maintenance an owner should do (or 'preparations for a long trip', or other such subject) is another idea. It is important to tell the group what the first event will be rather than say 'OK, now, what do we all want to do?' After one event is safely past, future plans and ideas can be solicited and discussed at subsequent meetings.

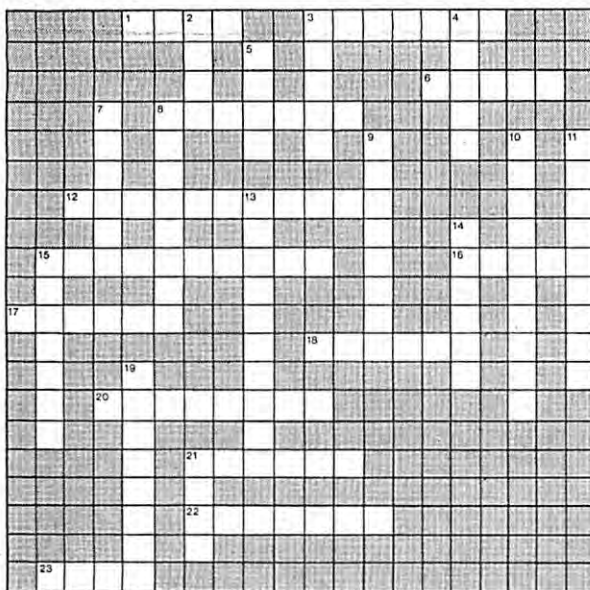
5. Suggest a meeting night for the second meeting, and get a consensus as to which night is best for everyone, whether private homes or public rooms should be used in future, etc. Be decisive and try not to get too many contradicting ideas under discussion!

6. Adjourn the meeting to the parking lot to kick tires and look at cars, or enjoy the refreshments, or watch the movie. Make a point of getting to know the two or three people who seemed most interested, least shy, etc. and sound them out as to whether they'll help organize the club. At your second meeting, you'll want to propose the formation of the Board of Officers and to invite volunteers to help run the club. It'll be nice to have some volunteers primed to speak up right away!

Continued on Page 5

ENGLISH, BY GEORGE!

By Don E. Descy



ACROSS CLUES

- 1 Bushing
- 3 Repair
- 6 Loaded
- 8 Wrench
- 12 Windshield Wiper
- 15 Gearshift Lever
- 16 Electrical Ground
- 17 Shock Absorber
- 18 Generator
- 20 Firewall
- 21 Hood
- 22 Right Side
- 23 Convertible Top

DOWN CLUES

- 2 Oil Pan
- 3 Replace
- 4 Burr Left From Drilling
- 5 Fender
- 7 Dashboard
- 8 Muffler
- 9 Kerosene
- 10 Voltage Regulator
- 11 Freeze Plug
- 13 Windshield
- 14 Gasoline
- 15 Transmission
- 19 Fender
- 21 Luggage Compartment, Trunk

ANSWERS IN OUR NEXT ISSUE, STAY TUNED!

SILICON VALVE GUIDE & TEFLON SEAL

Update and improve your MGT-Series cylinder head with Moss Silicon Bronze Valve Guides and 'teflon' valve stem seals. Designed to add longevity and reduce 'smoking', these new products are a perfect match to Moss Stellite exhaust valves.



Silicon Bronze Guide		
Intake	423-215	\$4.60 ea.
Exhaust	423-225	\$4.60 ea.
Teflon Valve Stem Seal		
	290-905	\$1.45 ea.

Stellite Exhaust Valve		
TC-TD	423-025	\$12.95 ea.
TD MKII, TF	423-045	\$16.95 ea.

Prices valid until March 14, 1985



When it absolutely, positively has to be, call... INCREDIBLE EXPRESS

By Mike Jacobsen

When Rick Green called me from St. Louis and told me that he had purchased an MG while in California, I thought that was great. 'Hey, Rick, let me drive it out to St. Louis, I've never been to that part of the country.' It took a while to convince him that I was serious, but he finally agreed. The car was a 1974 MGB-GT, and Rick said that it was in good shape, though it had been sitting awhile. We made plans for me to pick up the car in Palm Springs, California one weekend. I would use it in the Los Angeles area for a few days, and then a friend and I would drive it to St. Louis. From St. Louis we were going to go on to Chicago and then Detroit. 'What a wonderful opportunity,' I thought. 'I've never been to any of those places, and if I plan the trip right, I'll even get to do some sightseeing.'

Sure I would.

The first sign of what the trip would be like came before I had even left San Francisco. Rick called me at work the day before I was to leave and said that the people who had the car now couldn't get it started, and we might have a change in plans. I still thought that was great, but it wasn't the same sort of great as before. Rick called later in the day, though, and said that the car had been towed to a shop. There they had got it to start and were going to give it a complete tune-up and four new tires. Alright! We're back to the original meaning of 'Great!'

The next morning I flew to Palm Springs and was met by Ray, Rick's friend, who was going to take me over to where the car was. On the way, Ray filled me in on the car's history. The previous owner had not taken very good care of it, in Ray's opinion. He said things that broke were not repaired if the car ran without them. The final straw was when the motor blew up—the owner had never checked the oil! After a new short block was installed, the car had just sat for the past two years, and only had recently been brought back to life. Not to worry, I thought, it's been tuned and has new tires. It'll be just fine.

When we got to the car, I got to start it and almost fell into what passes for a

backseat in a B-GT. The seatback was broken. Once I finally got the car started, I found that it had no electrics besides ignition. Ray asked if I wanted to stop at this place to check over the car before I left for LA (approximately 100 miles away). Why, yes, Ray, I think that would be a wonderful idea. Back to the second meaning of 'Great.'

We eventually got most of the electrics working by cleaning up the terminals in the fuse block. We also discovered that the car had not been tuned, and had only two new tires. Ray noticed that it had no wiper blades while he was cleaning the windows—that explained the big circular scratches on the screen. We found a few other things, but nothing that seemed important. So after filling up, I headed for LA.

Naturally it began to rain about 20 miles out of Palm Springs. After calculating my chances of finding MGB wiper blades in the middle of the desert (You want blades how short?? Ha ha ha!), I decided to keep going. Finally, the rain let up and I started to unwind. The car wasn't so bad after all. The overdrive worked, the radio worked, nothing seemed to leak, the motor was strong. Great as in good again! Wait a minute—why is it starting to slow down? Oh-oh, it's missing. Pull over and yank the plug wires to find the offending cylinder. Number two wire practically falls off. No wonder—it's broken. After briefly surveying the desert, I shoved it back and taped it down. There! The miss is much less now. Back on the road again!

I thought I was home free when I got to LA. I figured I'd be at my friend Greg's place in another twenty minutes. Wrong. The miss came back. Another plug wire bit the dust, but with more tape and a little crimping it ran well enough to keep up with traffic. Well, at least with the traffic in the bike lane. When I finally got to Greg's he had to help me get up the driveway by pushing the car. 'We're getting where in this?' he asked. 'The guy telling you drive this car is your friend?'

'Yeah. The car is a little rougher than I thought it would be, that's all. We can

work on it tomorrow. Let's go do something else tonight.'

As Sunday morning came around, so did we. 'Something else' always seems to take a long time when you do it Saturday night. But we soon remembered the MG. ('What's that blue car doing here? Oh, I remember.') The first objective was to get the electrics sorted out and give it a tune up.

'Where's the nearest import car parts house, Greg?'

'How should I know? All I've ever owned are Chryslers. Let's check the phonebook.' Good idea. Except that the first two places listed as 'Open Sunday' weren't. But third time's a charm, and number three was not only open but said they had the pieces. Great again!

We showed up, and they started to pull boxes. I opened the distributor cap box while we were waiting. Oh, no. 'Greg,

blems! Ah-hal Voltage to starter relay, but not from starter relay! Problem identified. Let's push-start this thing and go get some gasoline.

The trip to the gas station revealed that the speedo was still on vacation and that the turn signals were a sometimes thing. We decided to fix the signals tomorrow (optimists, eh?) and clock the car using Greg's truck and the tach. In fourth overdrive, 55 mph turned out to be 2500 rpm. Remember that.

Monday went much more smoothly. We found a wheel in the second wrecking yard we tried, got new air filters at the third parts store and a starter relay at the fourth. No, we weren't spreading the wealth, it was just that nobody had everything we needed. The turn signals were more of a problem. We traced it to the hazard switch (aptly named, that) but couldn't rectify it. (We learned how after



check this out.

'I didn't know the car was a C.'

'It isn't. Oh, uh, ma'am, we've got a problem here...' The lady was adamant about it—she said her book showed that this was the correct cap for the car, never mind that the cap had six lugs on it. I told her that I'd counted the cylinders but it didn't do any good. The next place had the right parts, though, so we were finally set. Tune up pieces, wiper blades, duct tape, fuses and wire. We disregarded the counterman's suggestion to bring a spare car and headed back to start work.

We decided to work on the MG at Greg's folks' place, since they had a bigger garage. Greg followed me over and when we got there he was almost dying of laughter. 'You ought to see those wheels!' he said, 'They wobble like something off a circus clown's trike!' A quick inspection showed that the left front and right rear had once done duty scraping curbs clean. The right rear was so bad that the UNDO on the knockoff was obliterated.

'No problem. We'll just get a wheel from a boneyard and use the spare. Let's fix the lights and tune it.' Tuning it went easily—the car wasn't that far up the evolutionary ladder from my MGA. The speedometer wasn't connected now that it was, maybe it'd work. The lights were more of a problem. The car was evidently one of those that was made with slow-burning fuses instead of wire in part of the harness, judging from the melted streaks running from the firewall to the taillights. Rewiring it took most of the afternoon. We were finally ready to drive it back to Greg's at dusk. Click. Buzz. Why won't it start now?

We got the meter back out and started to trace wires. (Did I mention that we had to go buy a meter to fix the lights? None of Greg's cars had ever had electrical pro-

blems.) But everything was finished by evening. All that remained was for us to go out and buy our supplies for the next three days. Let's see: a case of soda pop, an ice chest, Oreos, Ritz Crackers and, for nutrition, a box of granola bars. All set. Great again!

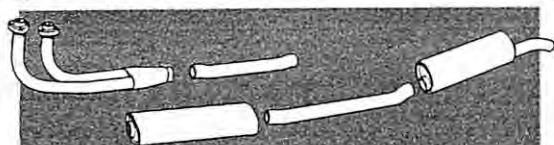
We set out at about 6 a.m. on Tuesday. The whole day was blessedly uneventful. The car ran well, started every time we turned the key, and never even hinted at overheating. Evening was a little different. We had decided to stop for the night in Albuquerque, but the MG decided to stop for the night just outside of Albuquerque. 'What's going on?'

'We're out of gas. The gauge reads nearly a quarter of a tank, too.'

'I think the gauge was made in Eng-

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STAINLESS STEEL EXHAUST



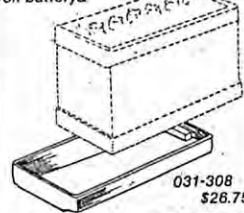
The last system you'll need for your car. Our stainless steel exhaust systems sound great and fit properly. Includes everything but clamps and hangers.

MGA	454-875	\$174.50
MGB 1963-74	454-560	\$184.75
MGB 1975-80 without converter	454-570	\$184.75
MGB 1975-80 with converter	454-745	\$184.75
MGTD- TF	454-528	\$179.50
MGTC	454-508	\$179.50
Austin Healey 100/6, BJ7	610-120	\$364.75
Austin Healey BJ8	850-005	\$392.50
Austin Healey 100-4	850-015	\$274.50
Triumph TR2-3-4	860-100	\$184.75
Triumph TR4A (Early)	860-110	\$359.00
Triumph TR4A (Late)	860-120	\$275.00
TR250-6 systems coming soon!		
Jaguar XK120	860-170	\$398.50

Prices valid until March 14, 1985

AUSTIN HEALEY 12 VOLT BATTERY TRAY

Your Austin Healey probably hasn't seen a battery tray in years. Treat it to one of our heavy duty moulded bakelite trays. Eases maintenance and saves your trunk floor from corrosion. Fits all Austin Healeys with 12 volt batteries.



031-308
\$26.75

Prices valid until March 14, 1985

Custom Deluxe Seats

Continued from Page 1

Here's How to Install Our 'Custom Deluxe' Seat Covers on a Late MGB:

Strip and inspect your seats. Check the kit parts before you begin. Glue gauze scrim to the original seat cushion. Mark out and cut extra bolster pad from the material supplied. Glue to cushion.



Make up tie wire and ties. Center the cover on the cushion.



Perforate cushion insert ties and pull tight. Spray glue center panel.



Pull cover over cushion. Tuck edges and adjust piping. Pull skirting around cushion bottom and spray glue.



Pull rear panel over frame and reinstall clips. Alternate from side to side working out wrinkles as you go.



Mount new fib-reboard cover to frame. Glue scrim to original cushion. Mark out and cut bolster foam. Prepare ties.



Slip cover over back. Adjust welt and center pleats. Pull side skirts tight.

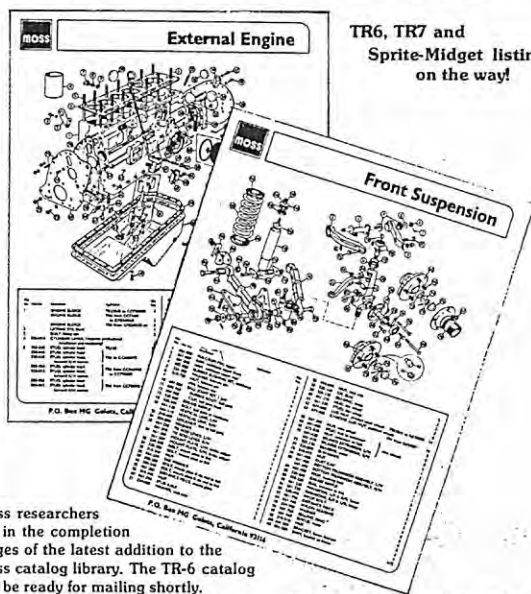


Pull back fabric tight, working from center to edge. Replace side skirt screws, install buttons.



Adjust covers so that pleats line up. Refit hardware and reinstall. Take a cruise and enjoy your work!

NEW CATALOGS



TR6, TR7 and Sprite-Midget listings on the way!

Moss researchers are in the completion stages of the latest addition to the Moss catalog library. The TR-6 catalog will be ready for mailing shortly.

Our new TR-6 catalog follows the pattern of the recently issued MGB comprehensive catalog which illustrates virtually every part of the car. These catalogs are valuable tools to the British car owner as they may be used in place of an assembly manual.

The new TR-6 catalog is to be followed shortly by preliminary catalogs covering the TR-7 and the full range of Sprite/Midget models.

The preliminary catalogs will include the most needed items for the models covered and will be followed eventually by Moss Comprehensive catalogs.

TR-6 owners who haven't already requested our new catalog will want to write soon to receive your copy.

You may have missed one of our current catalogs. We offer a wide range of parts and accessories for most popular British sports cars.

To receive one of our famous catalogs, simply write down the one(s) that you need and mail it in to us along with \$3.00 for each catalog that you order. Payment not necessary for 'in the works' catalogs, but if you send us your name we'll put you on the waiting list and send you one as soon as they come off the press.

CURRENT CATALOGS:

- ☐ MG TC-TD-TF
- ☐ MGA
- ☐ MGB
- ☐ TRIUMPH TR2, TR3, TR4, TR4A
- ☐ TRIUMPH TR250 & TR6
- ☐ AUSTIN HEALEY 100, 100-6 & 3000
- ☐ JAGUAR XK120, 140 & 150

CATALOGS IN THE WORKS:

- ☐ SPRITE/MIDGET
- ☐ TRIUMPH GT6 & SPITFIRE
- ☐ JAGUAR XKE
- ☐ TRIUMPH TR7

Tech Tip

PREVENTING DEAD BATTERIES

My '54 TF developed a condition that would result in a dead battery after being parked for more than a month. Normal trouble shooting tests revealed a constant current drain of about .2 amps. The problem was traced to the horns. It seems that rain water had entered them and built up a conductive layer of corrosion near the 'hot' wire connections that caused a leak to ground. A good cleaning and drying cured the problem. I decided to go a step further and prevent a return of the condition.

As wired originally, a hot wire carries current to the horns and another wire runs to the horn button near the driver. This button blows the horn by completing the circuit to ground. I changed this and now have one terminal of the horns grounded. The other terminal of the horns is still connected to the

wire that goes to a 'hot' terminal on the ignition switch. The result? Horn operation normal and no possibility of future corrosion causing a dead battery.

John G. Nauman
Merritt Island, FL

Our thanks and a \$10.00 Gift Certificate go to John.

BRA TIP

A bra will go a long way toward protecting your car from stone chips and bugs, but don't leave a wet bra on the car.

Moisture trapped between the bra and the paint causes paint spotting and rust formation in the body seams.

Remove the bra at first opportunity and let everything dry out.

Tech Article

ABOUT WIRE WHEELS...

By Laurie Alexander

One of the less popular aspects of wire wheels is that they tend to go 'out-of-tune' and need occasional straightening (or 'truing'). This is caused by the spokes stretching and by the spoke holes wearing, both of which result in a change in spoke tension. This causes the rim to run out-of-round.

Consider that the weight of the car is suspended on the few spokes that are uppermost in each wheel and that they are constantly moving into and out of this weight-bearing position when the car is moving. Add side loads from cornering and you can understand the stresses that cause the spokes to stretch and move around.

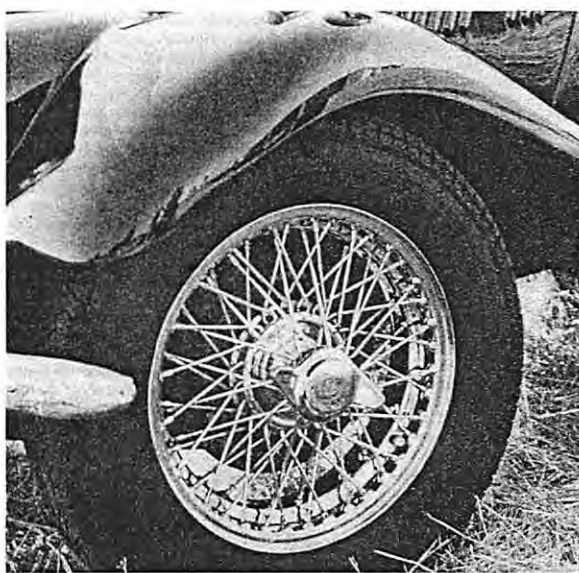
A wheel which is tuned to run true may be kept this way by monthly checking of spoke tension. Run a pencil around the spokes and note whether any make a sound which is markedly lower in pitch than the others. Tighten these 'flat' ones with Moss spoke wrench (#385-800) and you will maintain the wheel in a nice, round condition.

OLD WHEELS

If your wheels have not been trued for some time, simply tightening the 'flat' spokes will not necessarily make them run true. You might just tighten them permanently into their buckled condition! An old wheel should be properly trued to eliminate radial and lateral runout before being put on the monthly maintenance program.

NEW WHEELS

When the wheels are assembled at the factory, they are laced so as to be within factory tolerance for radial and lateral runout. Since the hubs, rims and spokes are new, this tolerance can be achieved without the spokes necessarily being ten-



sioned evenly! Result? When a new wheel is subjected to a load, it may go slightly out of round. Even when the spoke tension is correct, some settling will occur during the first couple of hundred miles, as the spokes and nipples bed into their seats. A good practice with new wheels, therefore is:

A) Check spoke tension before mounting new tires. Tighten any loose spokes, check for excessive runout and remedy by tightening appropriate spokes.

B) Drive gently on new wheels at first, allowing them to settle in without severe stress.

C) Re-check spoke tension and runout after new wheels have been used for a couple of hundred miles or so.

Following this procedure, and remembering to clean and re-grease the hub splines every 4-6 months, will give you years of trouble-free life from your wire wheels.

LETTERS TO THE EDITOR

I thoroughly enjoy your Motoring News letter and I look forward to receiving it often. The hints are good, the topics cover all my cars, and the personal interest articles are extremely interesting! Thank you for providing the extra touch to your fine Moss Motors service - your sale items are most appreciated, too.

Best of luck - from a sea captain... 'somewhere east of Suez, where the best is like the worst, where there ain't no ten commandments, and a man can have a thirst!'

CDR Mike West
CO, USS Brumby, Gulf of Oman

I would like to give a pat on the back to your counter sales and customer service people. I came down to the warehouse for the Austin Healey Marque Day. I know it was a trying day with the electricity out and the crowds. The counter staff were very helpful and courteous.

There was a couple of mix-ups when I received my order, but with one call to customer service, the problems were all handled and within a week or two everything was resolved.

Being in the parts & service business also, I can appreciate how good it is to have quality people.

Bob Yates
General Manager, Automotive Services
Seattle, Wash.

The power outage was caused by an unfortunate backhoe operator hurrying to get the power hooked up to our new warehouse. Service to a large area of our end of Goleta was lost when the machine cut a major wire. Moss hopes our neighbors will accept our apology. -Ed.

I just wanted to enclose a short note telling you how pleased I am with your service.

My first order with the company seemed to be returned in no time flat - so much for those horror tales of some mail order places.

I also had to cancel a backorder and my refund was prompt. All without any hassles and mix-ups you might get.

Your seasonal newsletter with sale items, tips and the experiences of other restorers is very helpful.

Please keep up the good work, you will always get my order and I won't hesitate to recommend you to anyone else I come across.

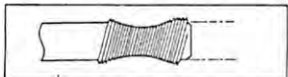
In fact, it was a total stranger who recommended Moss Motors to me. How thankful I am.

Paul Hastings
Lindstrom, Minn.

Tech Tip

STRETCHED CYLINDER HEAD STUDS

During an engine rebuild, be sure and check the condition of the head studs. They should be straight, with the threads clean and tight in the block. They should not have damaged threads or be 'stretched'—this occurs after being torqued and re-torqued, used and re-used (a common event in a 30 yr. old engine). This stretching results in false torque



readings, loose and/or unevenly torqued head, failed head gasket, over-heating and eventual failure (broken stud).

Checking for stretched studs is very simple. Thoroughly clean then lightly oil (WD 40) the threads. Take a head-stud nut (also clean and oiled), 'Star' it on the stud and 'run' it down all the way. It should easily 'spin' on for the complete distance. A stretched stud will bind the nut about 2/3 of the way down. This binding is caused by the distortion of the thread in the stretched area. During my last engine rebuild, I discovered that eight out of ten studs were stretched. Don't take a chance — new studs are much cheaper than another tear-down.

Barney Jackson
Northridge, Ca.

Thank You Barney! A \$10.00 Gift Certificate is on the way to you.

FUTURE MARQUE DAYS

In a relatively short time, Moss Marque Days have become one of the more popular events for all British sports car fans. Marque days are organized with the assistance of local enthusiasts and feature tours of our Goleta facility, car displays, swap meets, parts discounts and plenty of 'car talk' with the Moss staff.

When we first introduced Marque days almost 2 years ago, we were pleased with the positive response. Currently, we are in the planning stages of Marque days for 1985. Moss Motors would like to hear from you or your local club if you would like to schedule an event in conjunction with a Moss Marque Day, or help in the organization of one.

With so many active clubs around the country, it is possible that our Marque days may conflict with other club meets or events. In an attempt to avoid this, we would appreciate receiving a copy of your club's events schedule. Please send your schedule to us in care of Mr. Lawrie Alexander.



Triumph owners and enthusiasts enjoy a recent Moss Motors Marque Day—a great opportunity for British sports car fans to get together, show off their cars and save money on parts. Photo: Lee Fitch

CLUB CORNER

Continued from page 2

Now you're started. The continued success of the club depends on having regular activities or meetings which in turn, depend on having enthusiastic leaders who organize and communicate. So long as you don't overdo it, your local paper will continue to publish news releases about major events, especially shows the public can attend, installation of new officers, etc. That publicity, plus constant recruitment of new members (a club card with contact phone number on the windshield of every sports car you see parked) will ensure a healthy membership base. Good Luck!

Next issue—How to run a simple driving event that's competitive, requires skill, but is FUN!

Moss/Santa Barbara Division SPECIAL SAVINGS

Special prices on N.O.S. Jaguar parts. This is a small sampling of the parts that Moss/Santa Barbara Division can supply. Orders from this list as well as regular orders for British Leyland cars not covered by a Moss catalog MUST go to our Santa Barbara Division at 132 E. Montecito St., Santa Barbara, CA 93101/(805)963-0741. This offer is strictly limited to stock on hand.

JAGUAR	Jaguar Retail Price	Moss SB Special Price
XJ6 Series I Hood	\$445.00	\$225.00
XJ6 Series I Trunk Lid	375.00	195.00
XJ6 S.W.B. Series I (to c#1L63861) R/H Rear Fender	N.L.S.	225.00
XJ6 S.W.B. Series I (to c#1L63861) L/H Rear Fender	N.L.S.	225.00
XJ6 Series I Front Lower Valance Panel	91.05	59.95
XJ6 Series I R/H Front Fender	598.75	295.00
XJ6 Series I L/H Front Fender	598.75	295.00
XJ6 Series I R/H Front Door Shell (from c#1L63862) not to U.S. spec	365.00	150.00
XJ6 Series I L/H Front Door Shell (from c#1L63862) not to U.S. spec	365.00	150.00
XJ6 Series I L/H Rear Door Shell (from c#1L63862) not to U.S. spec	345.00	150.00
XJ6 S.W.B. Series I R/H Rear Door Skin	188.90	95.00
XJ6 S.W.B. Series I L/H Rear Door Skin	188.90	95.00

All the above N.O.S. Jaguar panels are offer as is.
(i.e. Some surface rust and small dents.) Limited quantities.
All the above will be shipped Truck Freight Collect.

XJ6 Series I R/H Front Door Glass (clear, not tinted)	\$74.75	39.95
XJ6 S.W.B. Series I R/H Rear Door Glass (clear, not tinted)	72.80	39.95
XJ6 S.W.B. Series I L/H Rear Door Glass (clear, not tinted)	90.65	39.95
XJ6 Series I Radiator Grille	395.00	225.00
XJ6 Series I Center Vane for Radiator Grille (no emblem)	34.55	19.95
XJ12 Series I Radiator Grille	325.00	195.00
XJ12 Series I Center Vane for Radiator Grille (no emblem)	N.L.S.	9.95
XJ6 Series I Front Bumper Bar (to 1973)	333.50	150.00
XJ12 Series I Front Coil Spring	59.55 ea.	19.95
XJ6 Series I R/H Over-Axle Exhaust Pipe (to c#1L54577)	N.L.S.	7.00
XJ6 Series I L/H Over-Axle Exhaust Pipe (to c#1L54577)	N.L.S.	7.00
XJ12 S.W.B. Series I L/H Front Intermediate Exhaust Pipe	N.L.S.	19.95
MK10 4.2 Grille Surround (N.O.S., slightly flawed)	N.L.S.	99.50
MK10 4.2 Front Windscreen (clear, not laminated)	N.L.S.	125.00
MK10 4.2 Front Windscreen (clear, laminated)	N.L.S.	150.00

Windcreens shipped Truck Freight Collect. Limited quantities.
Prices do not include shipping costs. Prices expire March 14, 1985.
Remember... Call (805) 963-0741 to order from Moss Santa Barbara.

INCREDIBLE EXPRESS

Continued from Page 3

land."

So it was. But Albuquerque is situated in the bottom of a large valley, and we were able to coast over a mile into town, off the interstate, past a yield sign, through a green light and into a gas station! We were so happy that we didn't have to walk. There was even a motel across the street from the station. Great! After filling up we drove across the street, got out... and noticed a trail behind the car.

It was gasoline again. Great again. This was the first time I really noticed that the carbs didn't have external float bowls. But we still banged away on the carbs, hoping to free the sticking float. No luck. We ended up disassembling the front carb, cleaning it out, and putting it back together in the parking lot by flashlight. And then, while running the engine to test for leaks, we noticed that the fan was loose. Correction—the water pump bushing was going away. At least the carb didn't leak. I now remembered Rick's warning to not break down in New Mexico, because there were no NAMGAR members there. Land of Enchantment indeed.

The carb still wasn't leaking Wednesday morning but that didn't matter much to us, since we got to go through the other carb after breakfast. At least there was plenty of light in McDonald's parking lot. Got some coolant system goo, poured it in, and finally took off at about ten o'clock.

Once we were on the road things went smoothly. Actually, they were going too smoothly and we were getting bored. Excitement (or poor judgement) finally showed up in the form of a bright red 280ZX that passed us at some incredible rate of knots. "Hey, let's follow him! He has a radar detector!" Great! We took off in pursuit for what turned out to be the high point of the trip—highest water temperature recorded ("N," whatever that meant), highest engine speed (4700 rpm in OD) and highest anxiety level, because

we followed this guy for 37 miles across Texas and into Oklahoma. We finally had to stop for gas and lost him. (He was probably in a hurry to get home so he could drive his MG.) When we figured out later how fast we'd been travelling, we were amazed. We stopped in Oklahoma City that night without any more adventures.

Thursday was easy after all this. The water pump never made good on its threat to spit the fan into the radiator, and the only problem we had was a broken heater hose clamp in Joplin, Missouri. We found Rick's house in St. Louis easily, even in the rush hour traffic. Great! We made it knock on the door—no answer. Knock harder—noises within. Rick answers the door and the first thing he says is "You guys woke me up." How about Hello or Congratulations? Once he woke up, he was glad to see us.

The rest of the week was more driving, but not in an MG. Rick took Greg & me to Chicago, Grand Rapids and Detroit. We got to meet a lot of NAMGAR people that weren't able to come to GT-9. I was especially glad to finally meet Rob Mackenzie, since we had been writing back and forth for a long time. (I also know now why they're called the Michigan Rowdies. But I digress.) When it was finally time to get on the plane to go home, I was seriously thinking of trying to get an MG to drive back. (That's turning into a rather story.) It was a fantastic trip and I'm already looking forward to driving back for GT-10. But I'm still amazed about a couple of things—that the car did not use a drop of oil over the entire 1800 miles, and that I actually tried so hard to convince Rick to let me drive it out!

Mike Jacobsen of San Francisco, Calif., receives a \$25.00 Moss Gift Certificate for his contribution. Thanks to MGA Magazine for permission to reprint Mike's adventures.

CUSTOMER COMMENTS

GOOD STUFF, MAYNARD!

We like to hear from our customers! The Customer Comment Card included in your order is just one of the ways to keep in touch with the folks here at Moss Motors. Each and every card is read. If there are problems indicated, the problem is investigated and Moss follows through to ensure our customer's satisfaction. We think that is an important part of being your British parts source.

If it were not for Moss Motors MG's would be extinct. Hooray for Moss!!
E.W.M., Scotts, New York

Very Efficient with good knowledge of Austin Healey parts. Seems to be good experience involved in Moss. Thanks!
R.K.S., Montgomery, Alabama

This is starting to worry me—you're getting to close to perfect. Actually, it's a real pleasure doing business with you.
T.A., Victorville, California

The package was pretty well bashed in by UPS, but you left plenty of room inside, so no damage.
D.B., Cocoa Beach, Florida

Getting better. Keep up the good work!!
S.I., Jacksonville, Florida

Customer Comment Card

We at Moss Motors constantly strive to give the best possible service to our customers. Your comments help us stay on the right track! Check the appropriate boxes and return this card if you wish to let us know how we did with your order. (If you check any "negative" boxes, please give us a brief explanation and quote your invoice number.)

My shipment was: Mail Order ☒ Phone Order ☐ Back Order ☐

Your salesman was: Courteous ☒ Knowledgeable ☒ Not much help ☐

My order was handled: Quickly ☒ Acceptably ☐ Too slowly ☐

The parts you sent were: What I ordered ☒ Not what I ordered ☐

The quality of the parts is: Excellent ☒ Satisfactory ☐ Poor ☐

The way my order was packed was: Excellent ☒ Adequate ☐ Poor ☐

Comments: *Getting better*

Picked By: *Key of the good work*

I have received excellent & prompt service on all of my orders so far. Keep up the high standard!
A.N., Kernsville, North Carolina

Keep up the good work. (It would be nice if you expanded to handle MG Midget & AH Sprite parts.)
L.M., Eau Claire, Wisconsin

The 'MG Brick' was very interesting, especially in view of the signature. 'DJ' was very helpful & actually seemed interested in helping me—such a rarity these days—nice to see.
H.J., Portland, Oregon

Customer Comment Card

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My shipment was: Mail Order ☒ Phone Order ☐ Back Order ☐

Your salesman was: N.A. ☒ Courteous ☐ Knowledgeable ☐ Not much help ☐

My order was handled: Quickly ☒ Acceptably ☐ Too slowly ☐

The parts you sent were: What I ordered ☒ Not what I ordered ☐

The quality of the parts is: Excellent ☒ Satisfactory ☐ Poor ☐

The way my order was packed was: Excellent ☒ Adequate ☐ Poor ☐

Comments: *Good stuff, Maynard!*

Customer Comment Card

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The quality of the parts is: Excellent ☒ Satisfactory ☐ Poor ☐

The way my order was packed was: Excellent ☒ Adequate ☐ Poor ☐

Comments: *THIS IS STARTING TO WORRY ME - YOU'RE GETTING TOO CLOSE TO PERFECT. ACTUALLY IT'S A REAL PLEASURE DOING BUSINESS WITH YOU.*

Picked By: *HER*

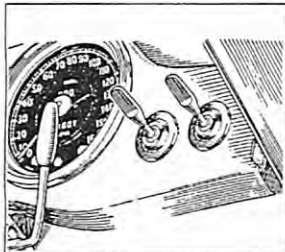
TOGGLE TURN-ON

By John C. LaMonte

Toggle switches turn me on.

There is undoubtedly something profoundly Freudian in this attachment to toggles. But there is no way I want to get into that.

Slide switches are disdained. Push buttons are but tolerated, rockers remind one of the safety fanatics' fondness for bland switching devices. The Austin America had rocker switches, right? Nuff said.



Give me a row of toggles, and I'm happy.

I think it all goes back to those World War II fighter planes in the movies. The dashing pilot would drop down into the cockpit, buckle up his harness, and begin flipping toggle switches, some of

them over his head even!

The P-38's engines would snarl into action as the toggle switches were snapped, and it would soon be too bad for the Axis.

Donald Healey ceased production of the Austin-Healey when British Leyland insisted on using rockers instead of toggle switches. (How's that for revisionist history?)

Oh, how many times have I thrilled a passenger by deftly throwing the overdrive switch with my thumb as I accelerate out of a back country curve?

Of course this backhand bravado has too often resulted in the windshield wipers coming on in bright sunshine, but ignore that.

A fascia full of toggle switches denotes the true macho motorist. Give me enough toggle switches and a place to sit, and I will move the world!

Think about it. Didn't everything on this planet start to go downhill right after toggle switches were abandoned?

Toggle switches and Burma-Shave signs. Nothing's been the same since.

Thanks John! Here's our \$10.00 Gift Certificate to spend on toggle switches. Thanks too, to *Wings*, the magazine of the British Columbia Austin Healey Owners Association.

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)

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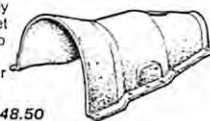
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Payment: We accept VISA/Master Card, or we can ship COD. (COD's over \$400.00 require cash or Certified Check.) Mail orders can be accompanied with check or money order, although personal checks may delay shipment.

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 \$3.00 each. Please order catalogs by number as follows: Austin Healey 100-4, 100-6, 3000 (edition AHY-03); Jaguar XK120, 140, 150 (edition JAG-06); Triumph TR2, 3, 4, 4A (edition TRI-02); TR250/6 (edition TRS-01); MGTC, TD, TF (edition MGT-20); MGA (edition MGA-10); MGB (edition MGB-02).

TRIUMPH TR4, TR4A, TR250, TR6 FIBERGLASS TRANSMISSION COVERS

Is your original fiberboard gearbox cover now only a quaint oil-soaked broken relic, allowing your feet to get wet? Our new fiberglass gearbox covers do not split, sag, soak up oil or water, or collapse as the original 'cardboard' ones do! Be sure to order with our rubber sealing set, #680-428.



The perfect combination. 857-120 \$48.50

Prices valid until March 14, 1985

MOSS MOTORS, LTD. REBUILDING SERVICE

If you do not wish to rebuild your own major assemblies, and are having trouble finding a qualified repair facility, you will want to consider the Moss Motors rebuild parts program.

The Moss Motors Start Your Engines division in Beltsville, Maryland offers a wide range of rebuilt units which carry a 3 month or 3,000 mile warranty which covers

Moss parts and workmanship.

All rebuilt units are sold on an exchange basis - your core deposit is refunded upon receipt of a usable core by S.Y.E.

Phone our Start Your Engines people at (301)937-0313 for complete information on this convenient program.

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 Rebuilt 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

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