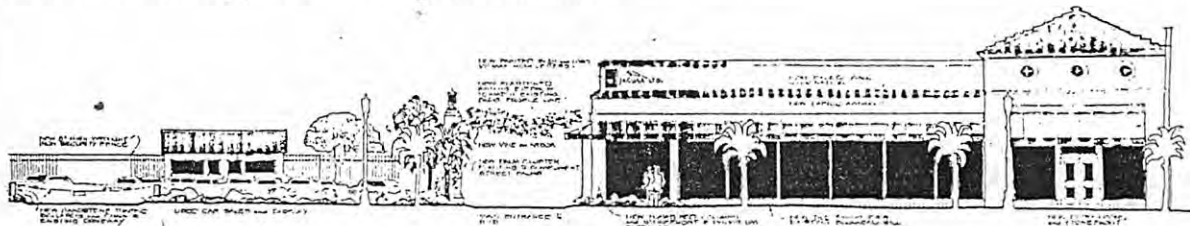


Moss Jaguar Expansion



The new Moss Jaguar dealership, located in the heart of downtown Santa Barbara, is many times larger than our original location. The expansion of our showroom and service facilities has also made it possible to take on another car line, Peugeot. The transition from one location to another was hectic, but the new Moss Jaguar/Peugeot is in full operation.

During the 1950's, Moss Motors performed service work and sold new cars. Times changed and Moss evolved into a supplier of parts for vintage sports cars. Nineteen eighty one found Moss Motors once again in the new car field. Of course, at that time the future of British cars in the US looked bleak. MG and Triumph were gone and Jaguar looked shaky. The doomsayers had a point, it looked like the wrong time to start selling Jaguars.

We felt, as did our new sales manager, Harry Haigh, that Jaguar was about to turn itself around. The new chairman, John Egan, had the ability and enthusiasm to do the job. British Leyland was not in the best shape, but their top management wanted Jaguar to survive, so they made the necessary funding available to make improvements.

Immediately, it was apparent that quality control was the biggest problem Jaguar faced. People loved the car, but it just didn't work. Harry Haigh commented, shortly after coming to Moss, that in his days with Santa Barbara's former Jaguar dealer, he would arrive every Monday morning to find a line of cars waiting for repairs. Most of these cars did not arrive under their own power. By 1980, the situation was so bad, the local Jag dealer dropped the Jaguar franchise and concentrated his efforts on other makes.

Into the breach! Moss Jaguar opened its doors in August of 1981 with a small (two car) showroom, a handful of new Jaguars and a commitment to service after the sale. Business started slowly, but time was on our side. Not long after

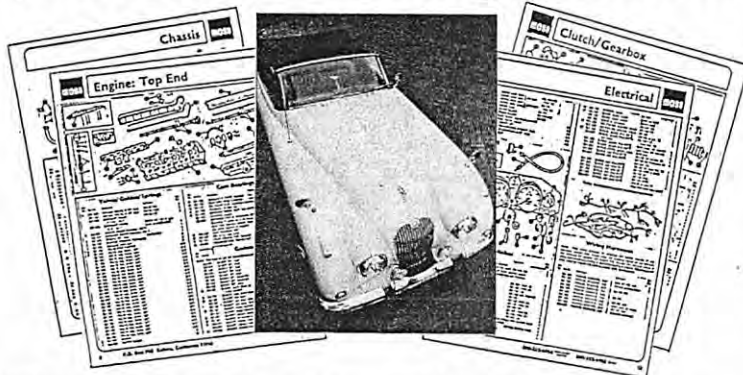
we opened, the situation started to change. New owners brought their cars in, not because they were broken, but simply for routine maintenance.

The Jaguar crew had done their homework well. Quality had improved dramatically and the word spread that Jaguar was on the rebound. Within two years, Jaguar sales were mushrooming and the voices of doom were silenced.

Jaguar sales have grown steadily from a low of 14,000 in 1980 to a record 37,000 in 1985. However, booming sales caused a problem: our small dealership could no longer handle the load. What were we to do? Move, of course. The new dealership, located in the heart of downtown Santa Barbara, is many times larger than our original location. The expansion of our showroom and service facilities has also made it possible to take on another car line.

The British have threatened to export new car lines to the States for some time. To date, nothing has reached our shores. While casting about for another car to complement the Jaguar line, we stumbled onto an interesting device

New Jaguar Catalog Available



Yes, it has been a long time coming, but our new Jaguar XK Catalog is finally here, and it's well worth the wait.

We can now offer an even more extensive range of parts and accessories to the XK120, 140 and 150 enthusiast. Many months of research and development went into producing a parts catalog that would be far superior to any other offered to the Jaguar market.

Clear, concise exploded view illustrations in an easy to use format make shopping for the items your classic needs fast and easy. New in this edition are six pages of accessory

items including books, manuals, maintenance equipment, Jaguar sporting apparel etc. The selection is sure to please even the most discriminating Jaguar enthusiast.

If we owe you a new Jaguar XK120-140-150 Parts Catalog, you should be receiving one by mail within a week or so. For those of you not on our Jaguar mailing list who would like a copy, you can purchase one for only \$3. Just mail a check to us at our Goleta, CA location (see address on page 8) and we'll get one in the mail to you right away along with a \$5 Gift Certificate good on your next counter or mail order.



Outside the new Moss Jaguar/Peugeot dealership.

known as Peugeot. (That's pronounced Peuh-zho.) We put considerable mileage on a gas turbo station wagon this summer and were not only surprised, but quite impressed. The car was quiet, rattle free and completely devoid of mechanical glitches. The interior design received rave reviews. Handling was flawless, particularly in light of the car's size. As if all of this weren't enough, it goes like a rocket! Here is a car just waiting to be discovered. Needless to say, we were so impressed we changed our name to Moss Jaguar/Peugeot.

The transition from one location to another was hectic, but the new Moss Jaguar/Peugeot is in full operation. We have built a reputation throughout Southern California on the quality of our service. Whether selling new cars or parts for old ones, Moss applies the same philosophy: take care of our customers and they'll take care of us. It seems to be working!

Why Did You Drop Me From Your Mailing List?

'Why did you drop me from your mailing list?'

We certainly do not intend to drop people, but it does happen. Usually, the reason is simple; the car is sold, put in long-term storage or the owner moves without giving a forwarding address. In an effort to maintain an orderly, accurate mailing list we do, from time to time, go through and remove names which have shown no activity for an extended period of time.

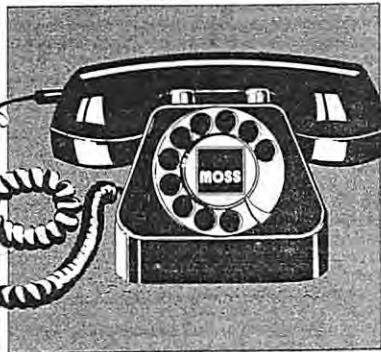
We know quite well that situations change and your car might be set aside in favour of other pursuits. You want to stay on the list, but our computer decides we have not heard from you in a while and down comes the axe.

Don't despair, Moss Motors will gladly send Price List Updates and Moss Motoring Newsletters to anyone who wants copies.

Therefore, if you have not received anything for some time, call or write. We want to put your name back on the active list. Better yet, buy something; tune-up parts or air and oil filters. (You are changing your oil at least once a year aren't you?)

With any purchase, even a small one, you will be kept on the mailing list longer than you would with a written request.

People often come after us wondering why we have stopped sending them mailings. To make sure this



doesn't happen to you, keep in touch!

TELEX #858473
FAX #1-805-968-6910

800-235-6954 Outside California
800-322-6985 Inside California
805-968-1041 Customer Service

C O N T E N T S



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Contributions Invited

Contributions are greatly appreciated and every effort will be made to use appropriate material. Items for consideration should be mailed to: Moss Motors, Editorial Department, P.O. Box MG, Goleta, CA 93116. We regret that we cannot return any material. We also reserve the right to accept or reject any material on whatever grounds we decide; we reserve the right to edit or change any material to suit the needs of our publication, without prior notification to the contributor. 'Letters to the Editor' will be accepted for publication provided they are accompanied by a name, address and phone number.

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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, Puzzles, (250 words or less)

Letters

Dear Moss Motoring,

Thank you for your front page coverage of Vintage Racing in the Summer 1986 issue.

The sport of Vintage and Historic Racing has really exploded in North America during the past few years. We now have nearly 100 vintage sports car races and hill climbs a year nationwide, most with fields of 100-300 cars.

As in the 50's and 60's, many of the racers that make up the grids of today are British marques. In fact, MGs can be found at any vintage race across the country.

At certain select events, there are MG Only races, put together by the MG Vintage Racers group. Most of these races (but not all) are limited to the T-Series. There is an MG Vintage Racers Newsletter available by writing Greg Prehodka at 62 Dartmouth Street, Edison, NJ 08837.

Our magazine, Victory Lane, covers all of vintage and historic racing on a monthly national basis. The magazine contains Race Reports and Results, Special Reports, News, Cars and Drivers, Accessories, Previews and Reviews, Classifieds, Club Listings, a Calendar of Races, and a whole lot more. Any of your readers who would like a free sample copy can send their name and address to VICTORY LANE MAGAZINE, 2460 Park Blvd., Suite #4, Palo Alto, CA 94306.

Wishing you happy motoring miles.

Dewey Dellinger
Publisher/Editor
Palo Alto, CA

Dear Moss,

As requested by your June letter, I am returning the defective shock absorber from my MGB. Ref. RA*20669.

I want to express my appreciation for the prompt response to my dilemma. As usual, Moss has bent over backwards to help me out. I only wish that other companies and organizations would follow the way Moss operates. So many couldn't care less. Thanks.

Although inconvenient for me to have to R & R a shock again, there is no need for an apology. I realize that sometimes rebuilds just won't rebuild. Besides, if my friends/neighbors don't see my legs sticking out from under my B' every couple of months, they can't get their jollies with statements like, 'MG down? ... again!' So once again, thanks. Now all I have to do is finish the clutch job, get the new starter on, get the engine back in ...

Sincerely,
Jack C. Eads
Camp Hill, PA 17011

Gentlemen,

Having heard scores of stories over the years concerning British motor cars—some good and some not so good—it might be of interest if I added mine to the list.

During my term of employment in Germany in 1964, I purchased a new MGB from a dealer in Dusseldorf. Considering the type of secondary roads over there, the MG proved to be a fast and safe form of transportation.

Six years later, I brought the car back to California with me, where it is still my daily means of transportation to and from work, being driven about 30 miles each day at freeway speed.

My steed is now coming up on 300,000 miles and still using original equipment. The engine, transmission and differential have never been opened or repaired in any way, and other than normal servicing, no significant expenditures have been incurred. Right now it appears to be ready and willing to go another 22 years.

Yours,
Bud Beverlein
Granada Hills, CA

Ed. Note: Triumph owners - your turn!

Solution to last month's puzzle...

From Clue #1: 3 digits, all different, totaling 10.

From Clue #4: must end in 5 or 0 (divisible by 5).

From Clue #2 & 3: odd - so must end in 5.

There are four possible numbers: 145, 235, 325 or 415.

The answer is 145"

Thanks to George Jardim, Walnut Creek.

Fast Idle

BY MIKE JACOBSEN

Every now and again, I get a letter that has a little dig in it about driving in California. Usually very subtle, they go something like 'Too bad your cars wear out so quickly from being driven all year' or 'The reason that there are relatively few cherry MGAs in California must be that you folks can't work on them in the winter like we can.' Well, all is not sweetness and light on the Left Coast. We have our own set of driving hazards.

Some of them are the usual big city hazards of piloting an MGA, like being invisible to the twelve ton buses or getting bounced out of the car whenever you hit an inner-city street crater. Some are peculiar to California, like getting sunburned in February because though you knew that it was nice enough to put your top down, you didn't realize it was going to reach 87 today. And some are San Francisco's own. The classic in this category is to come up a hill in the dry sunshine, go over its top into wet fog, try to stop at the next corner, and slide into the intersection on the wet cable car tracks.

But the biggest nuisance, especially in San Francisco, is parking. And it isn't always just finding a place to park, either. The other day I left my car in a parking garage while a friend and I went to do some shopping. We weren't gone for very long and as usual it seemed to take longer to park the MG than to buy the stuff. Finally we headed out to the attendant's booth. I gave him the parking stub.

'That'll be a dollar twenty-five.'
I pulled out my wallet and discovered that I only had a twenty, so I handed it to him.

'Sorry, I don't have that much change. You'll have to go upstairs and get some change.'

No way am I going to back down the garage ramp, re-park the car, go upstairs three levels to a shop, have them break a twenty, come back down, and end up paying for additional parking. I suggested that he should get the change, since it was reasonable that he should be able to make change for a twenty, especially on a Saturday morning.

'Nope, I'm not allowed to leave the booth and no one else is working this morning.'

OK. Wait a minute, here. Along with assorted pens, pencils, candy bar wrappers and the like, the MGA's doors hold a lot of change for bridge tolls and parking meters. Just let me rummage through here a minute. ... Here we go: three quarters, a dime, four nickels and twenty pennies. There! 'I can't accept all those pennies. Sorry.'

Wait a minute, I say, what do you mean, you can't accept pennies? They're regular US of A In God We Trust money. What's wrong with them?

'It's the rules. We aren't allowed to accept pennies. The bank only takes them if they're rolled up.'

Well, roll them up then. That isn't my problem, that's yours. The pennies are legal tender. You don't have any choice about taking them.

'Nope. Pennies are only for paying taxes and odd amounts. I don't have to take any pennies for a dollar twenty-five.'

Pennies are not only for taxes. They are for anything, and we don't have any other change in the car. Besides, it's a state law that a merchant must accept coins for payment, up to fifty of each kind of coin. You have to take the pennies.

'I'm not supposed to take pennies. It's the rules.'

Where's the manager? I'd like to talk to the manager about this and see just how inflexible these rules are.

'Boss isn't here today. I'm it.'

I'll say. Hey, look at this temperature gauge. My car is going to fry if you just keep us sitting here.

'Too bad. No pennies, I can't take pennies. Go on upstairs for some change.'

No, I think I'll switch off the car and wait here. There. Why don't you go get the change that you should have had in the first place?

'I can't leave the booth. Hey, people are starting to back up behind you.'

I've got all day, now. You know, it really is a law that you have to take up to fifty of any sort of coin, even pennies.

'No way. I'm not supposed to — it's the rules.'

I guess we sit until someone comes to relieve you, then.

By this time there are about half a dozen cars behind us and people are starting to honk. My friend volunteers to go get the necessary change, but I refuse to even consider. We sit a while, and then see a cop go by. I decide to go out and flag him down to see if he can convince the attendant to accept the pennies.

Hey, Officer!

'Yes?'

The parking attendant in this garage and I have a problem that we can't seem to resolve. He won't accept my money because I want to pay him in coins.

'Let's go see the attendant. Why won't you take this man's money?'

'I'm not allowed to take pennies. It's the rules.'



Officer, there is a state law that a merchant must accept coins for payment, up to fifty of each denomination. There're only twenty pennies here.

'Just a moment.'

The cop had evidently never heard of the law, because he went outside to use his radio as if he was going to check. At least everyone stopped honking when they saw the cop. After a minute or two, he got back on the radio, and then came back to the parking attendant's booth.

'Gentleman's right. You have to take the money.'

I dumped the coins on the guy's counter, and then went back to each of the cars lined up behind the MG. Then I got back into the MGA, and drove under the barricade while the attendant was still complaining to the cop. What did you say to all those people, my friend wanted to know. Did you apologize to them?

Not exactly. I told them that the trouble was that the guy didn't have enough change. I also said that he especially needed pennies. ...

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MG Midget & Austin Healey Sprite

Guide To Purchase & D.I.Y. Restoration

We all must be a little crazy or why would we be involved with these eccentric British Machines that demand so much of our attention?

Ah, but alas, we have discovered a book 'MG Midget & Austin Healey Sprite Guide To Purchase & D.I.Y. Restoration', that will help us in our labor of love or insanity, whichever is appropriate, for those of us afflicted with symptoms of Sprite syndrome or Midget malignancy. This book continues where the workshop manual left off. There are chapters from Purchasing (the what to look for and what to avoid) to Body Work and Rust Repair (for those of us who didn't read what to avoid). There's also a section on Workshop Procedures with safety tips so we won't do something stupid and hurt ourselves. You didn't read it here, but there's even a chapter on how to de-smog late model Spridgets. Other chapters cover mechanical, electrical and interior trim components, historical information and model specifications.

'MG Midget & Austin Healey Sprite Guide To Purchase & D.I.Y. Restoration' will not cure Sprite syndrome or Midget

212-295
\$19.95



malignancy, but should make the symptoms more tolerable and allow the afflicted to perform a restoration that they can be proud of.

RELEAD

Not Just a fuel additive, but a lead substitute.

Developed to replace the lead your engine was designed to use. Protects against excessive valve seat wear and recession.

Available in 8oz bottles (Treats 80 gallons of gas)

#220-390

\$5.95



SEATBELTS

Seatbelts are a proven part of any car's safety equipment. If your car does not have seatbelts, do yourself and your loved ones a favor. Install a set of Moss seatbelts now. Buckle up for life!

Vintage style with chrome buckle.

Uses existing mounting hardware.

222-235 2 point \$14.95
222-205 3 point \$25.95

Lapbelt with black buckle.

Includes mounting hardware.

222-215 2 point \$21.95

Competition lapbelt (3").

Includes mounting hardware.

222-210 2 point competition \$84.95

Bob's Garage

ROBERT GOLDMAN

Once before, I described my preparations for a cross country trip. Fortunately, the cursory examination I gave the two cars was sufficient. I might have done something to prevent a wheel falling off the TR6. However, that's another story best left for others to tell.

The Ocean to Ocean T Tourist Trophy provided considerable insight into what can go wrong on a long journey. Some of the problems encountered might have been prevented if the cars had been more carefully prepared. Perhaps we can learn from the combined experience of 47 cars and over 300,000 hard travelled miles.

Although none of these suggestions are new, they bear repeating. First and foremost: before leaving on a long trip, know the mechanical condition of your car. It is not necessary to do a ground up restoration, but you should be familiar with the condition of everything. A questionable component may or may not last the entire trip. Two MGTCs had rear axles and hubs replaced during the OOTTT due to excessive spline wear. Both cars probably would have finished the trip without a failure, but then maybe not. In each case, the driver opted to change parts en route. An inspection before leaving would have made the roadside changes unnecessary.

The number of generators and fuel pumps replaced due to failure indicated that some of these should have been repaired or replaced before leaving. Generator bearings and bushings which are acceptable around town can fail during prolonged high temperature operation. The same applies for fuel pump points.

An engine rebuild may not be required, but why not be sure? Unless you know how and when the engine was built, who knows what it is like inside? Drop the pan, pull the head for decarbonizing, check the condition of the cam and tappets. An inspection won't stop the crank from breaking if it has a hidden crack. It will identify obvious problems such as burnt valves, bad bearings, pitted tappets and many other potential troubles. Be 100% sure of everything before the trip starts.

We learned something about luggage racks on this trip. Try to put four weeks' worth of gear in an old MG and keep it orderly. It's like a trip to Europe; everything fits on the way over, nothing fits on the trip home!

We had a few luggage racks fail due to overloading. One gentleman complained that his Moss luggage rack was bending. Later, I found out that he had fifty pounds of spares plus all of his clothing strapped to the back. Our racks can carry a great deal, but there are limits. Some people strapped the top of their load to the spare tire carrier. This reduced stress on the rack mounts as the cars bounced across America. The idea seemed to work quite well and provided an additional safety factor. If the rack broke loose, the parts would still be tied to the car. Someone I know once ran over a briefcase while taxiing an airplane. The plane won. I'd hate to think what a semi would do to your gear.

What were the real problem areas? Spares were swapped around freely on this trip, so I don't have specific numbers. Below is a list of the things which came to my attention.

Parts which broke:

1. Generators
2. Fuel Pumps
3. Fan Belts
4. Axles, snapped or fell apart
5. Crankshafts
6. Luggage Racks
7. Water Pumps
8. Bearings (spun)
9. Pistons (burned or broken)
10. Brake Pipes (worn through)
11. Valves (burned)
12. Flat Tires (TCs in particular)
13. Pushrods (bent)
14. Distributor Parts
15. Starters
16. Brake Master Cyl.

Parts that fell off:

1. TC front shock link
2. Brass exhaust manifold nuts
3. Core Plugs (good idea to check before a trip. I recall three people had less than an enjoyable time fixing these.)
4. Hats
5. Carb Float Bowls
6. Supercharger Belts

Here are a few other ideas which were employed on the trip and may be of interest: the car and its occupants will run cooler if the hood side panels are removed. Drive across the desert top down only if you are young and foolish. I did, drank a six month's supply of Gatorade® along the way and felt like the left over hotdog sitting on the fire at a BBQ... great tan though! A number of people wrapped a wet towel around their necks and felt much cooler as a result.

and clothing. At the end of each day they had freshly washed clothing in need only of a rinse and dry.

Choose a point along the route that will serve as your preventative maintenance stop. Go over the car carefully. If there are signs of deterioration in any important mechanical components, do something about it then. Don't wait for a wheel to fall off before tightening the lug nuts.

What of Moss Motors' entries in the OOTTT? Well, Howard Goldman, in his MGTC, drove from New Jersey to California. He was responsible for the float bowl and supercharger belts (listed above). He also proved that old MGs can outrun almost anything on four wheels. The Moss TD pickup drove West to East for the start, received a new generator (hmm!) at our New Jersey warehouse and returned to California. The car always had fresh oil in it as it leaked enough to make oil changes unnecessary, otherwise it was flawless. The Peugeot parts wagon drove about 15,000 miles pulling a car most of the way. That vehicle was uncanny, it never skipped a beat.

There were times during our twenty-one day adventure when people had every right and reason to quit. However, no one did. Some of the cars had serious problems, but one point was proven. A well prepared, carefully maintained British sports car will take you anywhere, reliably and comfortably. Well, maybe not too comfortably.



A near disaster in Mitchell, South Dakota.

Two enterprising individuals solved their laundry problem by strapping a small cooler to the back of the car. Each morning the cooler was filled with hot water, detergent

and soap. *Bob's Garage* was designed to give you a chance to talk with us, and to answer questions on Moss products and services. If there are any subjects of interest to you, chances are many others are interested also. Send your questions and contributions to: Editor, Moss Motors, Ltd., Box MG, Santa Barbara, CA 93116

BY BEA MEYER

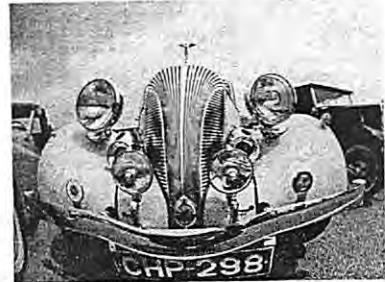
VTR Convention: A Huge Success

August and the green, rolling hills around Pittsburgh, Pennsylvania, were filled with Triumphs. The 1986 Vintage Triumph Register Convention attracted more cars of a single British marque than had ever before come together in North America.

There were enthusiasts from Arizona and Hawaii, Michigan and Vermont. (A TR250 from Concord, California, won the trophy for 'Farthest Distance Driven.') There were more cars than you could shake a... um, dip stick at. Participants ogled an 1800 Roadster, a Super Seven, a vintage Dolomite, a Triumph 10, and a huge assortment of Roadsters.

The 4 day convention featured rallies and a scenic tour, concours judging, an autojumble and a picnic under the stars. Mostly, though, it featured stories like the one about a get-away driveshaft that was run over by a truck on the Ohio Turnpike. Or the 18 wheeler that ripped a TR3's door off. The best news heard at the convention was that a 1980 TR8 had 5th place overall in the US Endurance Cup, ahead of new cars from Nissan, Mazda, GM and Ford.

Next year's VTR Convention in Gainesville, Georgia, promises to be just as exciting. For one day, participants will



have the Road Atlanta track for the exclusive use of their Triumphs. Also, the 1987 keynote speaker will be Graham Robson—author, journalist, historian and Triumph authority. Plan to enjoy some Southern hospitality in Georgia at next year's VTR Convention.



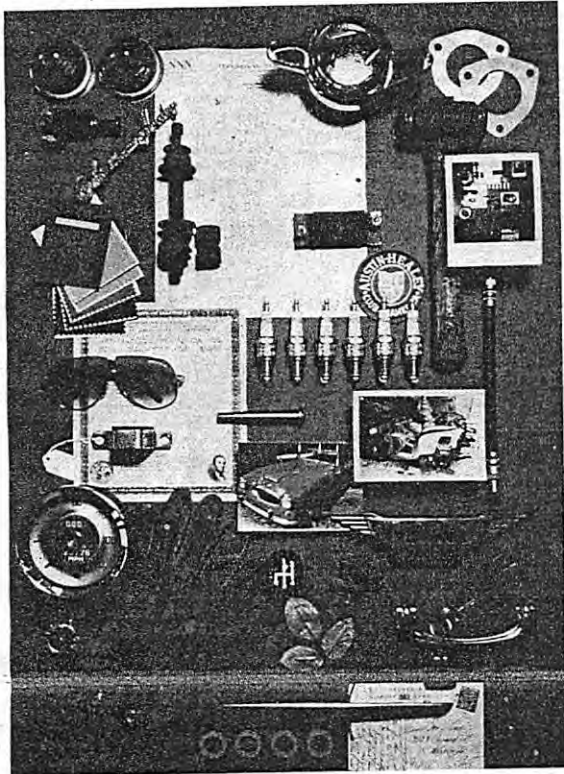
FIRE EXTINGUISHERS

If you own a classic car, be sure to keep one of these on hand at all times. Our Halon® fire extinguishers are premium quality throughout and include permanent mounting brackets. Halon® is found for pound more effective than dry chemical extinguishers and leaves no residue. Suitable for all class B and C fires (liquids including grease & fuel and electrical fires). The 20oz. capacity should be more than adequate to cope with any underhood or cockpit fire.

220-468 Red Extinguisher with Bracket \$32.50
220-488 Chrome Extinguisher w/ Bracket \$43.25

PRICES VALID THRU DECEMBER 25, 1986

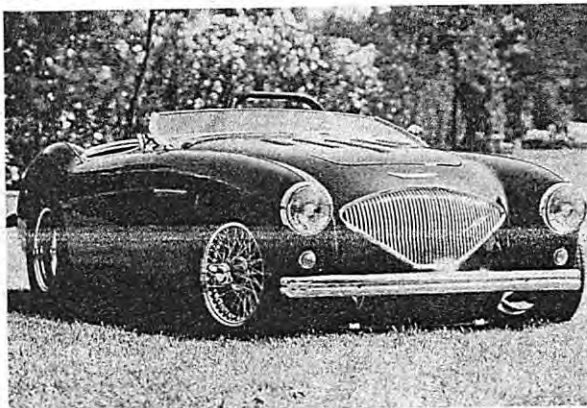
1986 Photo Contest Winners



1st Place: Barry Lau Chicago, Illinois ▲



▲ 2nd Place: Dan Masterson Mt. Vernon, Indiana

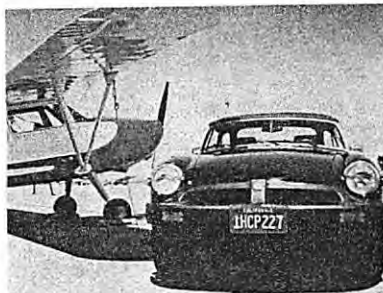


▲ 3rd Place: Penny Waugh Duarte, California



Honorable Mention: Carol Pennington Stockton, CA ▲

Y Honorable Mention: Frank B. Henry, Jr. Novato, CA



Honorable Mention: B. Facchin Glendale, CA ▲



Honorable Mention: Max Young Upland, CA ▲



▲ Honorable Mention: Robert Cambridge Beatty, NV



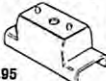
▲ Honorable Mention: Mary Beth Hart Richmond, VA

TRIUMPH PARTS

TR4-4 A Inner Speedo Cable (O/D)
Here is an inexpensive alternative to buying a complete new speedo cable. It's always the inner cable that breaks. Keep one as a spare.
031-738 Reg. \$3.95 **\$1.95**

Triumph TR7

Rear Transmission Mount
071-046
Reg. \$42.95 **\$35.95**



TR6/TR7 Water Temperature Sender
071-241 Reg. \$13.95 **\$10.50**



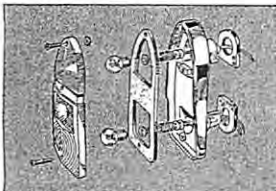
TR7 Tie Rod End
sold individually
071-402
Reg. \$21.50 **\$17.25**

TR7 4 speed Synchro Ring
071-330 Reg. \$19.95 **\$13.95**

TR3/3B License Plate Lamp
from TS 18913
144-200 Reg. \$25.95 **\$22.50**



TR2/3 Original Tail Lamp lens
159-200 Reg. \$6.95 **\$6.25**



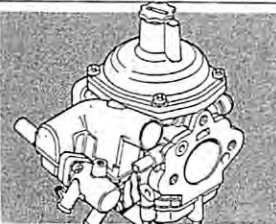
TR250 Original Tail Lamp Assembly
(complete with amber flasher lens)
544-790 Reg. \$109.95 **\$89.95**

TR4-4 A Tail Lamp Lens
560-290 Reg. \$10.95 **\$9.50**

TR4/6 Head Lamp Rim
from body # 244601 CT thru TR6
560-210 Reg. \$16.95 **\$13.95**

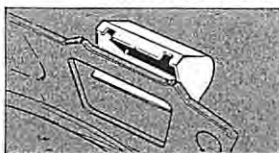
TR4 A/250 Front Side Marker Lens
560-220 Reg. \$6.95 **\$4.95**

Triumph Fuel Pump Repair Kit
Includes: diaphragm, check valves & gaskets.
378-530 Reg. \$12.65 **\$10.95**



TR2/3B Cover for 'budget locks' on spare tire cover
407-510 Reg. \$5.95 **\$4.25**

TR2/3B Glove Box Lock
633-050 Reg. \$6.00 **\$4.95**



TR4/250 Glove Box
633-110 Reg. \$21.95 **\$20.50**

TR4/250 Glove Box Door Finger Pull
633-330 Reg. \$1.90 **\$1.75**

TR2/3B Vent Pull Escutcheon
from TS 6157
633-640 Reg. \$2.95 **\$2.50**

TR4/6 Rear Wheel Cylinder
from CT 5666 thru TR6
580-045 Reg. \$25.95 **\$18.95**



Triumph Owners Manuals

Every glovebox should contain an owners manual. These reprints of the original handbooks contain valuable information on the car's controls and maintenance. The TR6 handbook is for 1975, but is useful for any year car.

TR250
210-730 Reg. \$8.95 **\$6.95**

TR6
210-740 Reg. \$8.95 **\$6.95**

Triumph Wall Plaque Set

(Limited Supply)
Triumph set includes TR2, Dolomite Roadster and Stag.
230-358 Reg. \$4.95 **\$2.50**

MG TC, TD & TF

Reproduction Spark Plug Clip
Spark plug clips are known to fail at the most inconvenient times. Keep a few spares on hand.
171-530 Reg. \$1.95 **\$1.50**

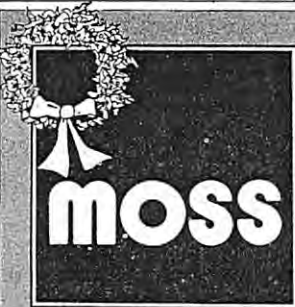
WIRING HARNESSES

MG TD (early) Wiring Harness, vinyl bound
fits to (c) 18882 for TDs without turn signals
356-030 Reg. \$79.95 **\$59.95**

MG TD Wiring Harness, Vinyl Bound
Fits from (c) 18883 for TD's with turn signals and dash mounted dimmer switch.
356-040 Reg. \$79.50 **\$63.50**

MG TD Wiring Harness, Vinyl Bound
Fits from (c) 18883 for TDs with turn signals and floor mounted dimmer switch.
356-050 Reg. \$79.50 **\$63.50**

MG TF Wiring Harness, Vinyl Bound
356-060 Reg. \$79.50 **\$63.50**



SALE!

SALE PRICES VALID NOV 15 THRU DEC 25, 1986

Happy Holidays! Here is another huge sale just in time for the Holiday Season. Great gift items at great Moss prices. Look this Sale section over carefully, we're sure we can save you time and money.

TR3 thru 4 A Clutch Slave Cylinder
from TS 13046
580-760 Reg. \$66.65 **\$54.75**

TR4/4 A Clutch Master Cylinder
581-510
Reg. \$79.95 **\$63.50**



NEW STROMBERG CARBURETTORS FOR YOUR TR7! Last chance close-out special. Brand new carbs. for less than the cost of a rebuild.

Federal TR7, 1975-'79 (to TCT/TCW 110,000)
Rear 071-115
Front 071-117
California TR7's & Fed'l from TCT/TCW 10,001 on
Rear 071-118
Front 071-119
Reg. \$235.00 **\$95.00**

TR2/3B Prop Rod Stop, Hood & Trunk
282-350 Reg. \$2.45 **\$1.95**

TR2/3B Steering Column Wiring Harness
356-450 Reg. \$17.95 **\$16.25**

TR3A/4A Voltage Regulator Spade Connector Style
from TS 69001 thru TR4 A
542-100 Reg. \$26.50 **\$23.95**

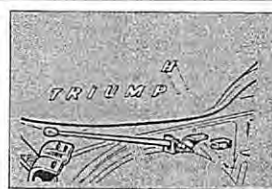


TR4/4 A Brake Master Cylinder
581-030 Reg. \$65.95 **\$54.50**



TR3 B thru 4 A Brake Disc
(does not fit TR4 to CT 4689)
586-510 Reg. \$29.95 **\$24.95**

TR2/3A Trunk Seal
to TS 60,000
680-500 Reg. \$16.25 **\$14.95**



TR3 A thru 4 A Triumph Letter Set
Non-ribbed style for late TR3 A front apron and TR4 A hood and trunk lid
601-068 Reg. \$7.95 **\$5.95**

MORE TRIUMPH ON PAGE 4 E

MG PARTS



MG TD & TF License Plate Lamp
(also fits TC 1949 EXU cars)
144-200 Reg. \$26.95 **\$22.50**

MG TD Tail Lamp (rectangular)
To (c) 21302. We now offer a complete lamp. There is no longer any need to order parts separately.
157-908 Reg. \$24.85 **\$19.95**

MG TD, TF Battery Retaining Bracket
407-700 Reg. \$7.95 **\$6.95**

MG TD-TF Brake Hose
Front & Rear
180-840 Reg. \$12.50 **\$10.50**



MG TD & TF Brake Master Cylinder
You've made your car go, now make it stop. Be sure the brakes are in perfect condition. Your life depends on them.
180-730 Reg. \$83.30 **\$69.95**

MG TC, TD Oil Temperature Gauge
Fits all TC's and TD's. A functional and popular original accessory. Complete with adaptor to install sending unit in oil pan drain hole.
360-130 Reg. \$92.50 **\$69.95**



MG TC-TD MotoMeter Temperature Gauge
Here's the perfect Christmas gift idea; the Moto-Meter is a functional and attractive addition to any TC or TD. Just drill a 7/16" hole in the radiator cap and you have your engine's temperature right where you can keep an eye on it.
230-104 Reg. \$29.75 **\$23.95**

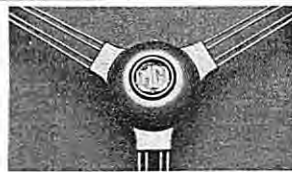
MG TC-TD Hood Handle Set
(4 outside hood handles)
406-868 Reg. \$32.25 **\$27.25**

MOSS MOTORING PAGE 4 B

(800) 235-6954
USA TOLL-FREE

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CALIFORNIA TOLL-FREE PHONE

(805) 968-1041
CUSTOMER SERVICE PHONE



MGTD-TF STEERING WHEEL CENTERPIECE

Complement your new Moss original steering wheel with a matching new centerpiece.

262-340 Reg. \$34.50 \$29.95

MG TD 1/24th scale Die-Cast Model Kit
Wills Finecast makes the finest die-cast models available. Give your favorite model builder a new toy, something to keep him or her busy this winter. 231-160 Reg. \$51.00 \$46.95

MG TD-TF Front Shock Absorber, New
Price includes \$25.00 each refundable core charge. Sold individually. 264-350 Reg. \$167.95 \$154.50

MG TD-TF Rear Axle U-bolt
266-420 Reg. \$3.95 \$3.25

MG TC, TD & TF U-Joint
268-060 Reg. \$10.95 \$6.95

MG TC, TD, TF Chrome Hood Strip
453-050 Reg. \$14.75 \$12.75



MG TD-TF Rubber Gearshift Snug
282-680 Reg. \$17.95 \$13.50

MG TC, TD, TF Threshold Plate Set
These plates are photo-etched with 'The MG Car Company'. They can also be turned over to give a simple brushed finish to your door sills, as original. 451-398 Reg. \$19.95 \$14.95

MGA Twin Cam Original Knockoff
Also fits MKII Deluxe with knockoff disc wheels
R/H 200-200 Reg. \$39.95 \$34.95
L/H 200-205 Reg. \$39.95 \$34.50

MGA U-Joint
268-060 Reg. \$10.95 \$6.95



MGA Wire Wheel Hubs
Replace worn-out rear hubs before they ruin your wheels too.
L/H Rear 267-480 Reg. \$129.95 \$109.95
R/H Rear 267-485 Reg. \$129.95 \$109.95

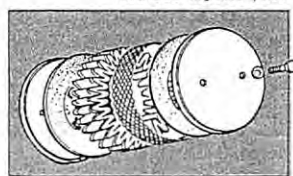
MGA Trunk Seal
280-714 Reg. \$8.95 \$7.50

MGA Finishing Strips on Rocker Panels
(complete with mounting bolts for both sides) 453-098 Reg. \$12.95 \$10.95

MGA, MGB Rear Top Bar Retainer
Teardrop shaped retainer mounts on rear deck.
470-747 Reg. \$3.95 \$3.25

MGA Chassis Cover Plate
with felt strips & rivets
R/H 470-900 Reg. \$16.95 \$14.95
L/H 470-890 Reg. \$16.95 \$14.95

MGA Hose Air Cleaner to Valve Cover
372-050 Reg. \$6.35 \$4.95



MGA Reproduction Front Air Cleaner
372-120 Reg. \$18.95 \$16.50

MGA Reproduction Rear Air Cleaner
372-130 Reg. \$18.95 \$16.50

SPRIDGET INTERIOR KITS

Give your Sprite or Midget a brand-new factory interior, exactly as it was when new! Moss Seat and Panel Kits are complete and straightforward to install. The seat kits include squab and cushion covers along with headrest and seat back extension covers, where appropriate.

The panel kits include sufficient vinyl to cover your dash panel and cockpit rails as required, new footwell boards, gear-box tunnel boards, inner sill boards, door pockets boards and rear quarter panels.

MIDGET MK III on, SPRITE IV SEAT KIT
(from Oct. 1969)
NAVY 640-970
AUTUMN LEAF 640-980
Reg. \$187.50 \$173.50

BUGEYE SPRITE PANEL KIT
BLACK 645-500
RED 645-510
Reg. \$164.95 \$152.95

SPRITE 948 MK II, MIDGET Mk I PANEL KIT
from H-ANG 14980
BLACK 645-540
RED 645-590
Reg. \$164.95 \$152.95

SPRIDGET 1098 PANEL KIT
BLACK 645-620
RED 645-630
Reg. \$206.50 \$189.95

SPRIDGET 1275 PANEL KIT
(for cars up to but not including split rear bumper models)
BLACK 645-660
Reg. \$189.95 \$182.25

SPRIDGET 1275/1500 PANEL KIT
(for cars with split rear bumpers and rubber bumpers)
BLACK 645-700
NAVY 645-710
AUTUMN LEAF 645-720
Reg. \$169.95 \$158.50

MORE ON THE NEXT PAGE...

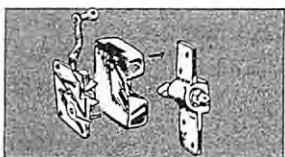
Gift Certificates

Having trouble finding that perfect gift for the British Sportscar nut on your holiday gift list? How about a Gift Certificate—at 15% off the face value! Purchase a Gift Certificate as a gift (or for yourself) in any denomination listed below and save. Redeemable on any order placed after December 25.

\$25 Gift Certificate— Now \$21.25
\$50 Gift Certificate— Now \$42.50
\$100 Gift Certificate— Now \$85.00
\$250 Gift Certificate— Now \$212.50
\$500 Gift Certificate— Now \$425.00
\$1000 Gift Certificate— Now \$850.00

MG TC Front Engine Mount
410-010 Reg. \$12.45 \$10.95

MG TD-TF Rear Gearbox Mount Set
281-408 Reg. \$9.95 \$4.50



MG TD, TF Door Lock & Striker Set
Includes 2 locks, 2 strikers and all mounting hardware.
402-158 Reg. \$64.95 \$51.95

MGA Distributor Vacuum Line Assembly
163-620 Reg. \$17.95 \$14.95

MGA License Plate Lamp
144-200 Reg. \$26.95 \$22.50

MGA 1500/1600 Original Tail Light Lens
159-200 Reg. \$8.95 \$6.25



MGA FENDER COVER

Protect your fenders from dents and scratches. Our custom made fender covers are emblazoned with the famous MG 'Safety Fast' logo and incorporate a tool rest to keep small parts and tools from running away.
242-900 Reg. \$32.95 \$26.95

MGA Fender Piping
As original, any color you want so long as it's silver-gray.
249-738 Reg. \$9.95 \$7.95

MGA Gearshift Boot
280-760 Reg. \$5.45 \$4.25

MGA Crank Dog Nut
460-460 Reg. \$14.95 \$11.95

MGA Dashpot & Piston Assembly
370-730 Reg. \$35.00 \$26.75

MGA Firewall Grommet Set
This set includes all grommets in the heater box shelf area.
281-808 Reg. \$13.65 \$11.95

MGA Grommet Set
For all wiring other than heater shelf.
281-818 Reg. \$3.75 \$3.25

MGA, MGB Rear Spring Shackles Bushing Set
282-858 Reg. \$5.75 \$4.50

MGA Reproduction Gas Cap
470-190 Reg. \$13.95 \$11.15

MGA Gas Cap Seal
470-210 Reg. \$2.95 \$2.75

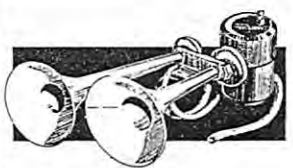
MGA Coupe Door Striker
R/H 470-545 Reg. \$19.75 \$15.75
L/H 470-555 Reg. \$19.75 \$15.75

MGA Heater Control Panel
360-450 Reg. \$9.75 \$7.75

MGB GT Rear Window Defroster Switch
fits GT from (c) 267333
141-290 Reg. \$18.95 \$14.95

MGB Hazard Warning Switch
1968-72
141-630 Reg. \$27.95 \$23.95

MGB Turn Signal/Dimmer Switch
from RD (c) 219001 to (c) 267109, GT (c) 267332
141-820 Reg. \$54.95 \$44.94

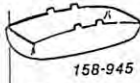


Air Horn Kit
Are you tired of dodging big American cars that 'didn't see you in that little car'? Let them know you're there with an air horn kit. Twin tuned horns with an instant-start compressor give a 100 plus decibel warning.
545-040 Reg. \$27.50 \$22.95

(800) 235-6954
USA TOLL-FREE

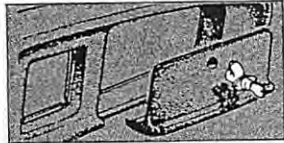
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MGB
1970-80 Roadster
Trunk Lamp Lens
158-945 Reg. \$1.95 \$1.50

MGB 1972-76 Glove Box Lock with Key
163-560 Reg. \$19.95 \$18.50



MGB 1977-80 Glove Box Door Lock w/key
163-570 Reg. \$19.95 \$16.50

MGB 1970-80 Gasket, Tail Lamp Lens to Base
164-883 Reg. \$3.50 \$2.95

MGB 1963-76 Front Brake Hose
to (c) 394300
180-895 Reg. \$9.85 \$8.95



MGB Front Brake Rotor
182-170 Reg. \$32.50 \$28.75

MORE MG ON PAGE 4F

AUSTIN HEALEY PARTS

Austin-Healey 100-4 Oil Pan Gasket
021-057 Reg. \$8.75 6.95

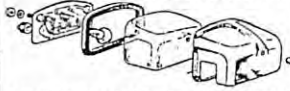
Austin-Healey 3000 Brake Disc
to (c) 26704
021-170 Reg. \$69.95 51.95

Austin-Healey 3000 MKIII Brake Servo Repair Kit
021-164 Reg. \$83.75 74.50



Austin-Healey 3000 BJ8 Shift Lever Bushing
031-259 Reg. \$2.50 2.10

Austin-Healey 100-4 thru 3000 Front Suspension Rebound Buffer
031-279 Reg. \$2.25 1.75



Austin-Healey 100-4 thru 3000 License Plate Lamp
144-200 Reg. \$25.95 22.50

Austin-Healey 100-4 thru 3000 Prop Rod Stop, Hood & Trunk
(2 required)
282-350 Reg. \$2.45 1.95

Austin-Healey 100-4/100-6 BN4 Dashpot & Piston Assembly
(also fits TR2, MGA)
370-730 Reg. \$35.00 26.75



Austin-Healey 3000 BJ7 & BJ8 Vent Window Seal
R/H 682-090 Reg. \$17.95 13.50
L/H 682-100 Reg. \$17.95 13.50

Austin-Healey 3000 Battery Stay Rod
for BT7, BJ7 & BJ8 (12 volt battery)
807-040 Reg. \$4.25 3.75



Upholstery Adhesive
Our industrial grade adhesive is perfect for installing your new Moss upholstery or fixing the family car. One quart; can be brushed or sprayed.
221-560 Reg. \$8.25 \$7.25

LEATHER SEAT KITS

Just in time to complete your winter project! Moss Interior Kits are the perfect finishing touch to your car. Priced right and now even better value on sale, these kits are the most accurate interior kits offered. Moss Kits feature quality through-dyed leather and vinyl made for us to match the original patterns and feel. All Moss kits are patterned in our shop from original parts.

A Moss kit is designed to be quickly and easily installed by most any enthusiast. Fabric to cover cockpit rails, dash faces and door pockets is included where applicable. Proper fasteners are a part of each kit.

MGA ROADSTER

BLK/BLK	246-010
BLK/RED	246-020
BLK/WHT	246-030
BLK/BLUE	246-040
RED/RED	246-050
TAN/TAN	246-060

Reg. \$319.95 \$274.95

MGA COUPE

BLK/BLK	246-070
BLK/RED	246-080
BLK/WHT	246-090
BLK/BLUE	246-100
RED/RED	246-110
TAN/TAN	246-120

Reg. \$339.50 \$289.95

MGB 1963-68 RD to (c) 158370
GT to (c) 158230

BLK/BLK	641-170
BLK/RED	641-180
BLK/WHT	641-190
BLK/BLUE	641-200
RED/BLK	641-210
RED/WHT	641-220
RED/RED	641-230
TAN/TAN	641-235

Reg. \$284.50 \$239.95

MGB 1969 RD from (c) 158371
to 187210 GT (c) 158231 to 18740

BLK/BLK	641-310
BLK/RED	641-320
BLK/WHT	641-330
BLK/BLUE	641-340
RED/BLK	641-350
RED/WHT	641-360
RED/RED	641-370
TAN/TAN	641-375

Reg. \$399.50 \$339.50

MGB 1968-80 Clutch Master Cylinder
180-695
Reg. \$51.25 \$42.50



MGB U-Joint
Be ready for your U-joints to fall when the winter rains start. Buy two now at this special price.
268-060 Reg. \$10.95 \$6.95



MGB Special Tuning Manual

Do you want to make your MGB a real winner? The factory's Speed Tuning Manual provides much valuable data on the best ways to make your MGB go!

1963-67 211-005 Reg. \$8.95 \$7.25
1968-80 211-010 Reg. \$8.95 \$7.25

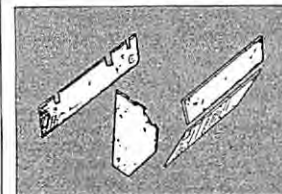
Austin-Healey 100-4 thru 3000 Clutch & Brake Pedal Pads
Many states require that pedal pads be in good shape for safety inspection. (2 required)
021-412 Reg. \$1.75 1.35

Austin-Healey 100-4 thru 3000 Rear Bumper Grommet
R/H 021-755 Reg. \$2.45 1.75
L/H 021-756 Reg. \$2.45 1.75



Austin-Healey 3000 BJ8 Leaf Spring
from (c) 26705
Always replace leaf springs in pairs
021-371 Reg. \$69.50 54.50

Austin-Healey 3000 BJ7 & BJ8 Windshield Frame to Body Seal
021-764 Reg. \$15.95 12.95



Austin-Healey 100-6/3000 Head Gasket Set (6 port head)
524-051 Reg. \$107.25 89.95



Austin-Healey 100-4 thru 3000 BJ7 Voltage Regulator
542-100 Reg. \$25.50 23.95

Austin-Healey 3000 BJ8 Glove Box Lock
633-740 Reg. \$26.95 21.95



Austin-Healey 3000 Front Coil Spring
661-920 Reg. \$59.95 49.95

Austin-Healey 100-4 thru 3000 Bump Stop Box, Rear Axle
from (C/E) 221536 to (c) BJ8 26704
806-180 Reg. \$17.95 15.25

Austin Healey Firewall Heat Shield Set

With mounting hardware. New firewall heat shields will substantially reduce the cockpit temperature in your Healey.

100-4 021-781
100-6/3000 I 021-782
3000 MKII & III 021-783
Reg. \$63.95 59.95

Austin-Healey 100-4 thru 3000 Trunk Hinge

L/H 802-440 Reg. \$15.95 12.25
R/H 802-450 Reg. \$15.95 12.25



Austin-Healey 100-4 Rocker Panel
L/H 855-950 Reg. \$39.95 33.95
R/H 855-960 Reg. \$39.95 33.95

Austin-Healey 100-4 thru 3000 Inner Sill Assembly (2 piece)
R/H 856-060 Reg. \$24.75 21.95
L/H 856-050 Reg. \$24.75 21.95

SPRITE/MIDGET PARTS

Midget 1500 Synchro Ring
071-330 Reg. \$19.95 \$13.95

Spridget 1958-80 U-Joint
268-060 Reg. \$10.95 \$6.95



Spridget License Plate Lamp
thru 1969
144-200 Reg. \$25.95 \$22.50

MOSS MOTORING PAGE 4D

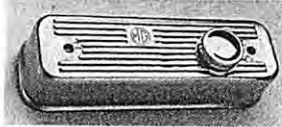
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USA TOLL-FREE

(800) 322-6985 /
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(805) 968-1041
CUSTOMER SERVICE PHONE

Austin-Healey Bugeye Sprite Original Tall Light Lens

159-200 Reg. \$6.95 \$6.25



Spridget 948-1275 Aluminum Valve Cover
This traditional accessory will brighten the appearance of your engine bay and muffle noise. They fit all Spridget engines, but have no provision for attaching a crankcase breather. (Re-route the breather to your air cleaner.) Order a new gasket, (part # 296-005) if yours needs replacing.

224-530 Reg. \$36.95 \$32.95



Spridget 1088 & 1275 Voltage Regulator
542-100 Reg. \$25.50 \$23.95

JAGUAR PARTS

Jag XK120 (early) Rear Gearbox Mount
120 Rd. to (c) 672481
120 FHC to (c) 679815
011-145 Reg. \$19.95 \$15.95



Jag XK120 Radiator Top Hose
011-175 Reg. \$14.95 \$11.95



Jag XK120-140 Brake Master Cylinder standard system
011-234 Reg. \$87.80 \$59.75



Jaguar Trico Decal
This is the original decal used on the windshield washer bottle in all Jaguar XKs.

011-707 Reg. \$2.75 \$1.75

Jag XK140, early 150 Original Tall Light Lens

159-200
Reg. \$6.95 \$6.25



Jaguar Lock Cover for Fender Skirt
407-510 Reg. \$5.95 \$4.25



Jaguar SS100, XK120 & E Type Wall Plaque Set

We've seen these sell for \$20-\$30 at auctions. While supplies last, you can have this tremendous gift idea at a price guaranteed to please any budget. Set contains three plaques.

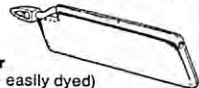
230-318 Reg. \$4.95 \$2.50

HEAD GASKET SETS

TR3/4 83mm Head Gasket Set
690-010 Reg. \$78.50 \$49.95

TR4-4 A 86mm Head Gasket
694-510 Reg. \$37.75 \$29.95

TR250/6 Head Gasket Set
fits 1968-'71 to (e) 75000E
694-550 Reg. \$42.50 \$35.95



TR4 Sun Visor
(white only - easily dyed)
801-080 Reg. \$18.95 \$17.50



TR4 thru 250 Trunk Lid Hinge
R/H 802-280 Reg. \$10.30 \$9.50
L/H 802-290 Reg. \$10.30 \$9.50

TR4 thru 250 Trunk Lid Handle

802-300 Reg. \$18.95 \$16.50



MGB-GT (REAR) 1966-'68 GT to (c) 158230

BLK/BLK	643-210
BLK/RED	643-220
BLK/WHT	643-230
BLK/BLUE	643-240
RED/BLK	643-250
RED/WHT	643-260
RED/RED	643-270
TAN/TAN	643-275

Reg. \$229.50 \$194.50

MGB-GT (REAR) 1969 from (c) 158231 to 187840

BLK/BLK	641-450
BLK/RED	641-460
BLK/WHT	641-470
BLK/BLUE	641-480
RED/BLK	641-490
RED/WHT	641-500
RED/RED	641-510
TAN/TAN	641-515

Reg. \$284.50 \$239.95

AUSTIN-HEALEY 100-4

BLK/BLK	246-670
BLK/WHT	246-680
BLK/RED	246-690
RED/RED	246-700
RED/WHT	246-710
BLUE/BLUE	246-720
TAN/TAN	246-730

Reg. \$349.00 \$249.95

AUSTIN-HEALEY 100-6/3000 thru BJ7

BLK/BLK	246-810
BLK/WHT	246-820
BLK/RED	246-830
RED/RED	246-840
RED/WHT	246-850
BLUE/BLUE	246-860
TAN/TAN	246-870

Reg. \$398.00 \$339.95

AUSTIN-HEALEY (REAR) 100-6 thru BN4-68960

BLK/BLK	246-950
BLK/WHT	246-960
BLK/RED	246-970
RED/RED	246-980
RED/WHT	246-990
BLUE/BLUE	247-000
TAN/TAN	247-010

Reg. \$215.00 \$184.50

AUSTIN-HEALEY (REAR) BJ7

BLK/BLK	247-090
BLK/WHT	247-100
BLK/RED	247-110
RED/RED	247-120
RED/WHT	247-130
BLUE/BLUE	247-140
TAN/TAN	247-150

Reg. \$224.50 \$189.95

AUSTIN-HEALEY (ARMREST) 100-4/100-6

BLK/BLK	247-230
BLK/WHT	247-240
BLK/RED	247-250
RED/RED	247-260
RED/WHT	247-270
BLUE/BLUE	247-280
TAN/TAN	247-290

Reg. \$58.75 \$49.95



Midget 1500 Filter Box W/K & N Air Filters
We received a limited number of attractive custom air filter boxes for 1500 Midgets. The problem is, they're for European twin 1 1/2" SU setups. If you have converted your car, our mistake is to your advantage. Order yours soon, because there are only a few left and they'll be NLS when the present supply runs out.

222-945 Reg. \$61.95 \$39.95



Midget 1500 New Camshaft
851-330 Reg. \$169.95 \$139.95

Midget 1500 Oil Pump
836-130 Reg. \$78.95 \$54.75

Spridget 1275 Muffler & Tailpipe
fits from 1970 on
444-270
Reg. \$38.95 \$33.95

Jag XK140 Rear Deck Badge
'Winner Le Mans 1951-1953'
011-712 Reg. \$24.95 \$19.95

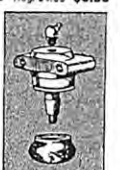
Jag XK120 Front Bumper Spacer
011-731 Reg. \$9.95 \$7.95



Jaguar XK120-140 Chrome Hub Cap
011-758 Reg. \$24.95 \$21.95

Jaguar XK120 Headlight Mounting Rubber
011-805 Reg. \$4.65 \$3.95

Jaguar XK140-150 Headlight Mounting Rubber
011-806 Reg. \$4.65 \$3.95



Jag XK120 thru 150 Upper Ball Joint Pair
011-935
Reg. \$89.95 \$49.95

Jag XK120-140-150 Tappet
011-940 Reg. \$11.50 \$9.95

Jag XK120 Bottom Radiator Hose
570-016 Reg. \$8.95 \$7.50

Jaguar XK120 thru 140 Roadster Teardrop Top Retainer
Retainer for top bar on rear deck.
470-747 Reg. \$3.95 \$3.25

MORE TRIUMPH

TR2 thru 4 Hub Cap Medallion
674-710 Reg. \$6.95 \$5.25

TR2 thru 3B Silantbloc Bushing
For steering center tie rod assembly
667-040 Reg. \$9.25 \$8.25



TR250/6 Tie Rod End Set
667-265 Reg. \$29.95 \$23.95

TR250/6 Rear Differential Mount
680-075 Reg. \$14.95 \$11.95

TR2/3B Rear Overrider Mount Bracket
802-600 Reg. \$13.75 \$8.95

TR2/3B Dzus Hood Fastener
from TS 4229
802-690 Reg. \$3.85 \$3.25

TR3A/3B Dzus Fastener for Side Curtains
from TS 28826 - 3 B
802-945 Reg. \$3.15 \$2.75

TR2 thru 3B Trunk Hinge
R/H 802-840 Reg. \$9.95 \$8.25
L/H 802-850 Reg. \$9.95 \$8.25



TR2 thru 3B Hood Hinge
R/H 802-860 Reg. \$9.95 \$8.25
L/H 802-870 Reg. \$9.95 \$8.25



What can be more British than a wood dash? Unfortunately, the finish used on TR dashes lasted about as long as a tank of gas. Our solid Teakwood dashboards are attractive, beautifully made and will probably outlast your car. Replace your cracking, yellowed veneer dash with an elegant, long lasting solid teak dash from Moss.


TR4	855-025
TR4 A	855-035
TR250/6 thru 1971	855-045
TR6 1972	855-055
TR6 1973-'76	855-065

Reg. \$209.95 \$194.95

TR2/3B Body Stone Guard
R/H 802-950 Reg. \$4.75 **\$3.95**
L/H 802-960 Reg. \$4.75 **\$3.95**


TR2/3B Rear Fender Stone Guard
R/H 802-970 Reg. \$8.25 **\$7.75**
L/H 802-980 Reg. \$8.25 **\$7.75**

TR2-4 Front Pipe
860-000 Reg. \$20.95 **\$16.75**

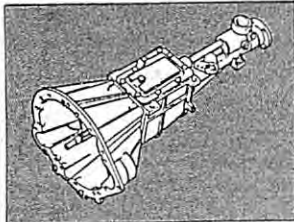


TR2-4 Front Muffler (long)
862-000 Reg. \$26.75 **\$21.25**

MGB 1977-'80 Fuel Gauge
Price includes \$15 refundable core charge.
360-940 Reg. \$59.50 **\$39.50**

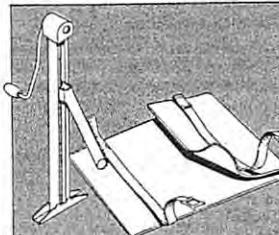


MGB 1975-'80 Catalytic Converter Test Pipe
Use this test pipe for emissions testing to determine if your catalytic converter works properly.
444-160 Reg. \$38.75 **\$34.50**



TR6 1973-on New O/D Gearbox
Brand new gearbox for J-Type overdrive. This is a gearbox only; overdrive unit and adaptor are not included.
847-120 Reg. \$845.00 **\$749.00**


TR6 New J-Type Overdrive Unit
(adaptor not included)
866-005 Reg. \$394.50 **\$319.95**



MGB Original Jack
As supplied with all MGBs when new.
386-920 Reg. \$56.95 **\$49.95**

MGB Original Tool Bag
386-930 Reg. \$18.95 **\$16.95**

MGB 1963-'64 Water Pump
3 main engine
434-000 Reg. \$59.95 **\$49.95**



MGB Water Pump
434-260 Reg. \$62.50 **\$51.95**



MGB Oil Pump
5 main engine
435-600 Reg. \$56.95 **\$44.95**



TR4 thru 6 Door Hinge
803-000 Reg. \$19.95 **\$16.95**

TR4/4A Window Winder Handle
from CT 20311
803-350 Reg. \$5.95 **\$4.95**

MORE MG

MGB 1963-'70 Hood Prop Rod Stop
282-350 Reg. \$2.45 **\$1.95**

VINYL PANEL KITS

Painstakingly made to accurately match the original designs, Moss Panel Kits will give your interior a professional appearance even when installed by the novice. There is simply no easier or more affordable way to erase the years of wear and tear from your aging interior than with a Moss Panel Kit.

Vinyl kits with heat welded seams are offered for later MGB and Austin Healey models. These kits are made in England for Moss Motors by the original equipment supplier. All Moss products represent unequalled value and quality. Order today to assure quick delivery.

MGA ROADSTER

BLK/BLK	246-310
BLK/RED	246-320
BLK/WHT	246-330
BLK/BLUE	246-340
RED/RED	246-350
TAN/TAN	246-360

Reg. \$199.95 **\$169.95**

MGA COUPE

BLK/BLK	246-370
BLK/RED	246-380
BLK/WHT	246-390
BLK/BLUE	246-400
RED/RED	246-410
RED/RED	246-420
TAN/TAN	246-420

Reg. \$198.50 **\$169.95**

MGB 1963-'65 RD to (b) 57985

BLK/BLK	643-280
BLK/RED	643-290
BLK/WHT	643-300
BLK/BLUE	643-310
RED/BLK	643-320
RED/WHT	643-330
RED/RED	643-340
TAN/TAN	643-345

Reg. \$199.95 **\$169.95**

MGB 1966-'67 RD from (b) 57986 to (c) 138400

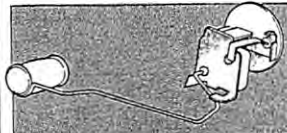
BLK/BLK	643-350
BLK/RED	643-360
BLK/WHT	643-370
BLK/BLUE	643-380
RED/BLK	643-390
RED/WHT	643-400
RED/RED	643-410
TAN/TAN	643-415

Reg. \$199.95 **\$169.95**

TR3A/3B Door Lock Assembly
from TS 60,000 on
R/H 803-670 Reg. \$19.95 **\$17.75**
L/H 803-680 Reg. \$19.95 **\$17.75**

TR2-3B Door Top Rail End Plug
803-890 Reg. \$1.75 **\$1.25**

TR6 1972-'74 Radiator Top Hose (straight)
834-620 Reg. \$3.95 **\$3.25**



Spitfire MKIV, Gas Tank Sending Unit
fits Spitfire IV with 1500 engine
857-700 Reg. \$49.95 **\$39.95**



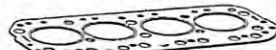
Union Jack Bandana
Patriotic, fashionable and functional best describe our 100% cotton Union Jack bandana. The perfect stocking stuffer! 22" x 22"
229-300 Reg. \$2.95 **\$2.25**



MGB 1963-'67 Distributor Water Proofing Kit
(side entry distributor cap)
282-660 Reg. \$5.95 **\$4.95**



MGB 1963-'74 Chrome Air Filter
An attractive accessory air filter for all twin SU MGBs. (2 required)
223-210 Reg. \$12.95 **\$9.95**




MGB 1963-'74 Head Gasket Set
297-300 Reg. \$29.95 **\$23.95**


MGB 1968-'71 Choke Cable
'T' shaped knob
331-480 Reg. \$12.95 **\$10.95**

MGB 1974 1/4-'80 Needle Valve Assembly
for single Zenith Stromberg carb.
366-090 Reg. \$7.25 **\$5.95**

MGB 1963-'67 Steering Wheel Horn Push/Centerpiece
408-220 Reg. \$26.75 **\$20.95**



MGB 1968-'80 Front Door Seal Finisher
R/H 472-275 Reg. \$3.75 **\$3.25**
L/H 472-285 Reg. \$3.75 **\$3.25**




CAR BADGES

Since the 1930's, sports cars owners have personalized their cars with badges. Show your allegiances with car badges from Moss. A great stocking stuffer.

Austin-Healey 408-457 Reg. \$15.95 **\$13.95**


RAC Badge 408-547 Reg. \$15.95 **\$13.95**

Jaguar Badge 408-467 Reg. \$15.95 **\$13.95**

Triumph Badge 408-587 Reg. \$15.95 **\$13.95**

MG Badge 408-487 Reg. \$15.95 **\$13.95**

Badge Bar Clip 408-567 Reg. \$2.50 **\$1.75**



Union Jack Badge 408-507 Reg. \$15.95 **\$13.95**

Mount-A-Badge Plate 408-577 Reg. \$3.45 **\$2.50**



US Flag Badge 408-527 Reg. \$15.95 **\$13.95**

MOSS MOTORING PAGE 4F

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USA TOLL-FREE

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CUSTOMER SERVICE PHONE



MGB (five main) High Performance Camshaft
Our high performance cam is an ideal compromise between street and all-out race cams. Gives a boost to mid and top end power. All MGBs, particularly late ones, will benefit from a high performance cam.

Not legal on pollution controlled vehicles.
222-270 Reg. \$182.50 **\$169.95**

MGB 1970 thru (approx) 1976 Rear MG Badge, plastic



470-665 Reg. \$13.75 **\$12.25**



MGB 1968-'71 Radiator Fan
434-330 Reg. \$17.95 **\$14.95**

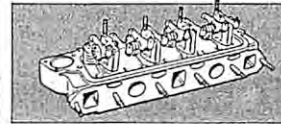
MGB 1977-'80 Radiator Fan Motor
542-430 Reg. \$47.95 **\$39.95**

MGB 1968-'80 Leather Gearshift Boot



Fits over the original rubber boot to provide maximum sound deadening and add a touch of class to your car's interior.

228-360 Reg. \$14.50 **\$11.95**



MGB Cylinder Heads
We have in stock a limited supply of BL factory reconditioned MGB cylinder heads complete with valves, springs and keepers. These heads were originally fitted to all English market MGBs ('72 on) but will fit all MGBs with SU or Weber carbs. May also be used as high performance head when fitted to MGAs. Since the valves are already installed and fully lapped, complete installation can be finished in a few hours.

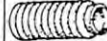
451-545 Reg. \$375.00 **\$295.00**

New MGB 1975-'80 Cylinder Head w/water outlet
for single Zenith carb

451-535 Reg. \$525.00 **\$465.00**

About Our Prices...

The 'regular Moss prices' printed in small type alongside the 'sale prices' are for your comparison and will illustrate significant savings. But these 'regular Moss prices' also offer great savings when compared to the 'manufacturers suggested retail list price' (see our current price list) or other retail outlets. For example: Moss part #360-940, MGB 1977-'80 Fuel Gauge, a 'manufacturers suggested retail price' of \$66.95. The Moss price for the same item is regularly \$59.50. And during this special sale it's only \$39.95 - that's a savings of about 35%. Moss holds the line on high prices and helps stretch your British parts budget a long way.



MGB Rack Seal Boot
263-280 Reg. \$8.95 **\$4.95**

MGB 1966-'67
GT to (c) 139471

BLK/BLK	643-420
BLK/RED	643-430
BLK/WHT	643-440
BLK/BLUE	643-450
RED/BLK	643-460
RED/WHT	643-470
RED/RED	643-480
TAN/TAN	643-485

Reg. \$189.95 **\$159.95**

MGB 1968-'69
RD from (c) 138401 to 187210

BLK/BLK	643-490
BLK/RED	643-500
BLK/WHT	643-510
BLK/BLUE	643-520
RED/BLK	643-530
RED/WHT	643-540
RED/RED	643-550
TAN/TAN	643-555

Reg. \$199.95 **\$169.95**

MGB 1968-'69
GT from (c) 139472 to 187840

BLK/BLK	643-560
BLK/RED	643-570
BLK/WHT	643-580
BLK/BLUE	643-590
RED/BLK	643-600
RED/WHT	643-610
RED/RED	643-620
TAN/TAN	643-625

Reg. \$194.95 **\$164.95**



AUSTIN-HEALEY 100-4

BLACK	247-880
RED	247-890
BLUE	247-900
TAN	247-910

Reg. \$259.95 **\$219.95**

AUSTIN-HEALEY 100-6 BN4 to (B) 68960

BLACK	247-925
RED	247-935
BLUE	247-945
TAN	247-955

Reg. \$259.50 **\$219.50**

AUSTIN-HEALEY 100-6 BN6 and 3000 BN7

BLACK	247-960
RED	247-970
BLUE	247-980
TAN	247-990

Reg. \$269.95 **\$229.95**

AUSTIN-HEALEY 100-6 BN4 from (B) 68961 and 3000 BT7

BLACK	247-965
RED	247-975
BLUE	247-985
TAN	247-995

Reg. \$249.50 **\$214.50**



MARQUE WRAPPING PAPER

Give your auto enthusiast an automotive present for Christmas and wrap it in his or her favorite Marque. Wrapping paper, that is. White paper with blue marque logos. (three sheets, 20"x30")

Austin-Healey	221-880
MG Gift Wrap	221-885
Jaguar Gift Wrap	221-890
Triumph Gift Wrap	221-895

Reg. \$1.95 **\$1.80**

Copper Hammer
Save damage to your knockoffs; use a proper soft copper hammer.
386-000 Reg. \$14.50 **\$12.50**

Smiths Accessory Voltmeter
Know the condition of your battery at all times with a Smiths voltmeter. Comes with black and chrome bezels to match most dash layouts.
360-975 Reg. \$20.75 **\$17.95**

Ordering Information

Orders must be received by December 25, 1986 to qualify for these special sale prices... So be sure to order early! Sale begins November 15, 1986.

NOTE: All items listed in this Newsletter and Sale Section do not include Shipping & Handling Charges or local Sales Tax (CA, NJ, MD). If you send pre-payment with your order, please see our current Update/Price List for shipping rates to your area.

NOTE: We always plan to have adequate supplies of 'Sale' Items, but there is no real way of anticipating demand. We recommend, therefore, that 'Sale' items be ordered 'Backorder Yes' so that you will receive the full benefit of the Sale prices even if we sell out our initial stocks. Because of the nature of our business, obsolete British auto parts, our supply of some items is limited and we are unable to replenish it when depleted. With the exception of those items, we can restock temporarily exhausted supplies within a reasonably short time.
Our minimum order is \$5.00 please.

MOSS
Moss Motors, Ltd. P.O. Box MG
7200 Hollister Ave. Goleta, California 93116

Sale Prices Valid Nov. 15 Thru Dec. 25, 1986

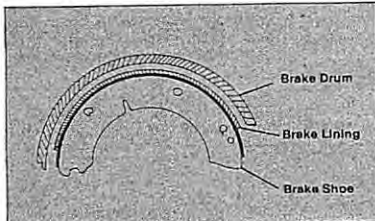
Seasons Greetings!

We wish to thank you very sincerely for your business, and wish you very Happy Holidays and a terrific 1987!

What Causes Brake Fade?

BY CLYDE KIRKPATRICK

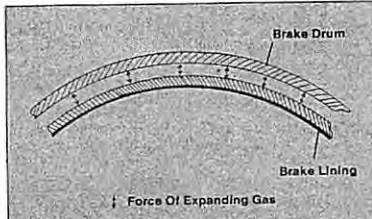
Most of us who have owned British sports cars, especially those fitted with drum brakes, have experienced the frustration of brake fade. That helpless, empty feeling after a series of high speed stops of pushing harder and harder on the brake pedal only to have the car slow down with the agility of an ocean liner. This is most distressing in a race or rally when the car you are 'slip streaming' decides to slow down for the next turn early! You have also heard many people exclaim 'Yea, the brakes overheated! Well why should heat cause such a loss of braking efficiency? Let's look at a typical drum/shoe brake system.



A typical drum/shoe brake system.

When the pedal is depressed the brake shoe is pushed up to make a dragging contact with the inside surface of the rotating drum. This (hopefully) stops the car. In doing so it generates tremendous heat from the friction. What takes place next is the mysterious fandango known as 'brake fade', often followed by epithets from the driver we can't print here. Here's what happens: The brake lining material is made up of compressed particles, usually fiber asbestos. Sometimes, in high performance or competition linings it

also includes bits of other materials (metallic sintered linings, etc.). Whatever the composition, and it can vary from different manufacturers, the whole mess is held together by adhesives. It is these adhesives, when the temperature rises, that cause all the problems. The high heat actually vaporizes the adhesives into a gas. As most of us who stayed awake during sixth grade science class remember, when a solid element is heated into a gas there is expansion. This expanding gas creates an opposing force between the brake drum and brake lining, trying to force the two surfaces apart. The harder you push the pedal, the



The force of expanding gas could cause brake fade.

more heat there is generated. The more heat, the more vaporizing gas, and the resultant increase in brake fade.

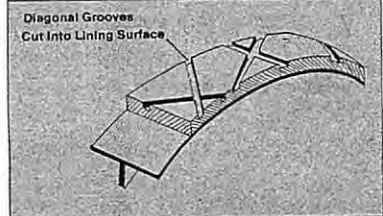
In the old days of affordable, do it yourself SCCA racing, there were many attempts made to cool the brakes. People ventilated the backing plates, (drilled them full of holes), purchased finned brake drums, cut air scoops in the front wings, or ran flex hose from behind the grille through the wheel well to point at the brakes.

One trick used by crafty competitors was to take a hack

saw and cut diagonal grooves part way into the brake lining surface to provide channels for the gas to escape. Kind of like the tread pattern of a tire providing escape for water when the track is wet. How much this helped is questionable. It did increase the wear rate however.

None of the above modifications would seem logical for normal street driving, unless you live on top of a very high mountain and get brake fade just going to the mailbox.

I have used replacement brake linings from Moss Motors for many years and find them exceptional for both every day street use as well as hard driving club events. It pays to



Diagonal cuts provide an escape for expanding gas.

stick with a supplier that is as enthusiastic about these wonderful old cars as we are.

The best cure for brake fade, of course, is disc brakes, but for those of us with older marques who refuse to march to anything but the beat of drum brakes, take heart. Next time you are careening down hill somewhat out of control, just tell your navigator the car has a bad case of gas!

Editor's Note: We don't know if Clyde's theory is true, but found it sufficiently logical and interesting to publish.



Laguna Seca '86



How can one describe an overwhelming array of vintage and historic automobiles jammed into the confines of the Laguna Seca Raceway for a weekend? Nostalgic, impressive, fun, these words hardly convey the emotional impact generated by the sight of D Type Jaguars and Ferrari Testa Rosas sharing the track. On Sunday, an Austin-Healey 3000 showed just how fast and close to the edge it could be driven, especially when chasing an even faster Lotus Elan.

Monterey is a constant. Fog at night, bright sunshine during the day and spirited competition. I would like to have seen more British sports cars running against one another, but then one can't have everything.

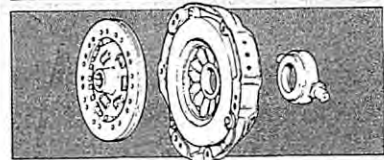


RAIN · X

Winter is approaching, and that means rain, snow and a host of other visibility problems on the road. Give your windshield wipers a hand. An occasional application of Rain-X coats the windshield (and headlights) with an invisible film which cause water or mud to bead up and simply blow away. We have found Rain-X to be so effective, one can drive in the rain without windshield wipers! Moss doesn't suggest driving without wipers, but we strongly recommend you use Rain-X this winter. Your safety may depend on it.

221-550 \$4.95

CLUTCH KITS



Nobody wants to do a clutch job, but when it is necessary, be sure to change the clutch as a unit. Moss supplies convenient kits to simplify ordering. Pressure plate, clutch disc and release bearing in a matched set, at a price well below the individual component costs. The next time you have to undertake an engine and/or gearbox removal, be sure to change the clutch while you're at it. And remember: Moss has the kit you need, at the price you'll love.

190-808	MGB	\$97.50
593-030	TR4/250/6	\$115.95
071-340	TR7 4 speed	\$104.95
071-345	TR7 5 speed	\$139.95

CONNOLLY HIDE FOOD



Leather will last longer if properly cared for. Regular applications of Hide Food will replace valuable oils the sun destroys. Keep your leather seats soft and supple with Connolly Hide Food.

220-210 Connolly Hide Food \$7.95

Club Corner

A CONTINUING SERIES BY LAWRIE ALEXANDER

The advent of winter severely curtails the use of our beloved sports cars (except for those of us lucky enough to live where snow, salty roads and lots of rain are seen only on the national weather report). Club activities now lean more toward parties than driving events, so I thought we'd devote this month's column to a discussion of some ways you can keep at least part of the monthly meeting oriented towards your cars and away from the refreshments.

Many members use the winter months for restoration or refurbishment of their cars. This opens the way for tech sessions, when experts in particular areas can demonstrate their proficiency to less skilled club members. SU Carburettor overhaul or tuning, major tune-ups, brake jobs, suspension rebuilding, interior trim installation, are just a few of the subjects which are always popular. With many hands available to disassemble, clean, repair and reassemble, the job gets done quickly, everyone sees how it should be done properly and the less-experienced member gains the confidence to tackle the same project on his or her own car.

Winter meetings, too, are a great opportunity for newer members to learn more of the history of their club or marque. Old-timers can usually be persuaded to dig through their files and produce movies, slides or photos of old club events, old race meets, etc. These help foster the feeling of being part of a continuing tradition as well as sustaining enthusiasm for your cars which are now safely (and wisely!) tucked away from the ravages of winter.

Competition doesn't have to take a back seat, either. Some contests that are simple to organise yet surprisingly enjoyable are trivia quizzes, photo contests, parts puzzles, car games and table-top rallies. For a trivia quiz, have your club marque expert cull twenty or so little-known facts from his library, type them up in question form, copy the sheet and give it out in the form of a timed test. (Example questions: True or False—One MG at one time held inter-national records in five different engine-capacity classes? If True, which model, where and when and what records? Which model Triumph's engine was nick-named 'Sabrina' and why? How many Austin-Healey 100-S cars were built? What was their most obvious difference from other 100's?) These quizzes often generate stimulating arguments among

the experts and the neophyte gains a lot of information which heightens his appreciation of his marque.

Photo contests can be done several ways. As well as the usual 'whose is the best in various categories?' contest, you can also display photos of past events or different models of your marque and have an identification test. Caption-writing contests for photos of club members caught in conversation or with strange expressions on their faces, can also provide some laughs. Parts puzzles generally involve setting out a display of various bits and pieces and trying to identify them all. Either one member can bring along a collection of oddities from his current restoration project or each member brings one part. It is surprising how strange some brackets or fittings look when removed from their location on the car! To make the contest tough, obviously answers such as 'some kind of bolt' are not acceptable; you have to state exactly where the part goes and what it does.

Car games include board games, dice games, card games, etc., where the central theme involves cars. You'll be surprised how many of your members have such a game tucked away in their toy chest! You can all play the same game or you can have a kind of Monte Carlo night where groups of members play various games, and the winners play each other in the form of an elimination contest. If one or more members has an old slot-car racing set tucked away, this, too, can generate a surprisingly enjoyable evening's competition. I well remember a rather staid group of Jaycees filing down into my basement some years

ago, looking rather dubiously at a slot-car layout spread all over the floor. When told they had to play, there was not a great deal of enthusiasm! A couple of hours later, however, when one of the ladies had proved victorious, everyone wanted to play again and they all went home very late that night with a new level of camaraderie.

One more form of competition that can keep club members amused and challenged during the winter months is the table-top rally. As with all rallying, there are many forms of this activity but they share one common denominator: the rallying is done by pencil, not by car! Requirements are a map and a set of instructions for each competitor. Using the instructions, you have to find co-ordinates on the map, follow a theoretical route from place to place, and correctly list where you think the checkpoints and finish are located. The degree of complexity is up to the rallymaster and, if he does his job well, a great time can be had by all the 'entrants'.

The above ideas are just a few of the ways your club can continue to have meetings during the winter months that are more than just opportunities to eat and drink with friends. You'll find that the turnout for meetings remains higher when people have a reason to brave the elements, and your club will go into the New Year with better friendships and more enthusiasm. Oh yes, and if any of you want to send in an answer to the example trivia questions I listed a few paragraphs back, we'll send a \$5.00 Gift Certificate to anyone who gets them all correct. Mail your entry to Moss Motors, P.O. Box MG, Goleta, CA 93116. Attention: Lawrie Alexander, and do it before 1/31/87.

NEED TO FIND A LOCAL CLUB? Each month, Moss Motors receives a number of letters asking for contact addresses of marque clubs in various parts of the country. Sometimes we can help, sometimes not.

In keeping with our desire to help our readers enjoy their cars, we have decided to introduce a new service. If you want to contact other owners or a club in your area, drop us a line. Give us your car type and address. We'll write and give you a local contact if we know one, or publish your request in our

next issue in the hope that the local contact you are looking for will get in touch with you.

The winter season, often seeing the election of new club officers, is a good time to remind all clubs that we cannot put people in touch with you if we don't know who you are. Take a moment now to write and give us your current secretary's or president's address for our records. Write to Moss Motors, attn. Club Corner (see above).

Answer to last month's puzzle on page 3.

Lucas Wiring: A Simplified Approach

Lucas wiring systems as used on virtually all British cars since the 1930's are a source of frustration and bewilderment to a great many sports car enthusiasts. In fact, Lucas wiring is clearly engineered around a standardized color code and cable size formula. This system is used on all British sports cars and once understood is very simple.

The following detailed explanation has been excerpted from a Lucas technical manual which dates from the mid 1950's. The professional mechanic or die-hard enthusiast may wish to clip out this article for future reference. After all, this information could be invaluable in sorting out the 'Manumatic' gearbox wiring of your 1957 Borgward Isabella estate wagon!

With few exceptions, the electrical system of a motor vehicle can be considered as a series of simple circuits, each consisting of the component, its switch and three wires—feed, switch wire and return. On earth return systems, the return circuit is provided by the frame of the vehicle, although in the case of components insulated from the chassis, an earthing lead is also necessary. Some variations are to be found, such as fuses, two-way switching and so on, but the principle of feed wire, switch wire and return remains, and it is upon this principle that the Lucas color scheme is based. The insulation on feed wires carry a main color only, switch wires have the main color of feed with a colored tracer running the length of the wire, while return earthing leads are black.

Where components are switched or controlled in the earthed side, that is, with the switch wire on the return side of the unit instead of on the feed side, this is normally indicated by the use of a black tracer.

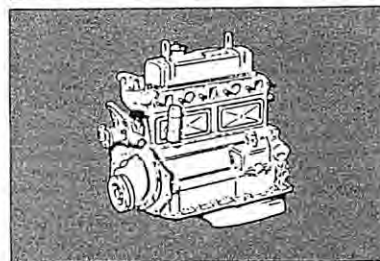
Main colors, of which there are seven, are allocated to the circuits as shown below. The practice of feeding certain of the accessories through the ignition switch and auxiliary lighting circuits through the side and tail lamp switch is recommended, so that the side-and-tail-lamp switch and ignition switch wires become feeds to other circuits or, in effect, master switch wires.

CABLE COLORS

- BROWN** Battery circuit. From battery or starter switch to ammeter or control box and (with compensated voltage control) feeding lighting and ignition switches (and radio, when fitted) from control box terminal. Also from starter switch to electric clock, inspection sockets and battery auxiliaries fuse (from which are fed electric horns, cigar lighter, interior lights, etc.)
- YELLOW** Generator circuit. From Generator Terminal to corresponding control box terminal and to ignition warning light.
- WHITE** Ignition circuit and all requirements essential when ignition is switched on but which do not require fusing, e.g., electric petrol pump, starter solenoid switch, etc.
- GREEN** Auxiliary circuits fed through ignition switch and protected by the ignition auxiliaries fuse, e.g., stop lamp, fuel gauge, direction indicators, wind-screen wipers, etc.
- BLUE** Headlamp circuits. Fed through terminal on lighting switch.
- RED** Side and tail lamp circuits. Fed from terminal on lighting switch. Included in these circuits are fog lamps, panel lights and other lamps required only when the side lamps are in use.
- BLACK** Earth circuits. If a component is not internally earthed, a cable must be taken to a good earthing point on the chassis.

Hopefully, the above information, combined with a proper wiring diagram for your car, will help turn that multi-colored mass of spaghetti into an understandable wiring system. Don't get discouraged; Lucas really did make an effort to use logic in their wiring.

MGB REBUILT ENGINES



You could spend this winter freezing out in the garage while attempting to rebuild your MGB engine. You could heat the garage and spend more money on energy bills than the engine itself. We have an alternative. Moss now carries a complete line of five main bearing MGB engines. Our remanufactured engines are built in England to the highest possible standards. They are supplied complete, less starter, generator (or alternator), distributor, flywheel, manifolds and carb(s). All engines are rebuilt to as new condition and come with a full 12 month unlimited mileage warranty. They are sold on an outright basis with prices ranging from \$1195.00 to \$1495.00. The Moss SYE rebuilding center may be interested in purchasing your used engine, regardless of year. Please call Moss SYE at (301) 937-0313 for a price quote on your engine. Used engines can easily be shipped in our engine crates. Call our toll-free order phone for more information on the many models and stages of tune available. Give your MGB a new lease on life with a remanufactured engine from Moss.

427-010	MGB 1965-'67	\$1295.00
427-035	MGB 1974½-'80	\$1345.00

Austin Healey 100-4, 100-6 & 3000

The Big Healeys... the name of a book (Moss No. 213-000) and a phrase spoken with reverence by all who love the cars that evolved from Donald Healey's genius. They were big, in value performance and in the impact they had on the sports car marketplace between 1953 and 1967. The enthusiasm that follows them today is also big, with clubs for Healey owners in most countries of the world, and big gatherings of Healey owners happening regularly (a recent gathering at Whistler, just outside Vancouver, BC, drew close to 300 cars from all over the Western US and Canada).

The Austin-Healeys which are included in the 'big



AH 100 BN2, by Reid Trummel (Reid has owned five big Healeys since he first fell for a ten year old 3000 in 1971. For the last two years, Reid has edited Healey Highlights, the national publication of the Austin Healey Club (PO Box 6197, San Jose, CA 95150). His gorgeous 100 BN2 recently won first in its class in the Concours at the 11th Annual West Coast Healey Meet, held in Whistler, BC.)

I agree with Donald Healey: the original 'Big Healey', the Austin-Healey 100, is the best example of the marque. Under Mr. Healey's direction, Gerry Coker designed a car with truly timeless good looks. The 'Hundred' blends an economy of line with a strength of character which has seldom been matched. From its vertical-slat grill to its sloping boot lid, the Healey Hundred's profile looks like the trace of wind flow over the wing of a jet fighter. And that windscreen... it folds down, you know. No other production car of the era can match the Hundred's 'wind-in-the-hair, bugs-in-the-teeth' credentials.

Between March 1953 and August 1956, a total of 14,612 examples were produced. The first 10,688 of these had a three-speed transmission and are known as 'series BN1'. In August 1955 a four-speed was introduced, and the final 3,924 units with four-speed are known as 'series BN2'. My personal example is one of the later cars, a four-speed built February 1, 1956.

Sitting in the car you'll encounter a skinny, large diameter steering wheel which frames a set of Smiths gauges including a 120 mph speedometer, a tachometer with 'red line' marked at 4800 rpm, a fuel gauge, and a 'safety gauge' which displays both water temperature and oil pressure. A black knob the size of a golf ball crowns the end of a rather long gear shift lever, and although the throw is rather long by today's standards, gear changes are positive if a bit slow. The pedals are neatly grouped in the footwell; close enough for 'heel and toe' driving, yet spaced enough so that even my size 11 Feragamo loafers don't get two for the price of one.

Turn on the ignition and the reassuring clicking of the Lucas electric fuel pump lets you know that all systems are 'go'. Like all proper British sports cars, the Hundred has a starter button, and depressing it brings a big (2660 cc), torquey (144 lb ft at 2000 rpm), four-cylinder, cast iron, pushrod, overhead valve power plant to life. Breathing petrol and oxygen through twin 1 1/2" S. U. carburetors, it produces a maximum of 90 bhp at 4000 rpm. Top speed is over 'the ton' (100 mph), thus the name 'Hundred'.

If you really try you'll reach 60 mph in just over 10 seconds, and you can put a quarter mile behind you in 17 and a half. Coupled to the transmission is a Laycock de Normanville overdrive which operates on third and top gears, giving a total of six forward ratios. This combination of six speeds and a very torquey engine gives you outstanding flexibility whether you're accelerating uphill in fourth gear with overdrive engaged, or hanging the tail out in a sweeping flat-out-in-third gear curve. The Hundred cruises down the highway effortlessly but purposefully at 70-80 mph, but if you're inclined the same way I am, you'll much prefer the by-ways to the highways.

Healey' group are the 4-cylinder BN1 and BN2 models, the 6-cylinder BN4, BN6, BN7 and BT7 roadsters and the convertibles, the BJ7 and BJ8. All were 100 mph sports cars, all achieved noteworthy successes on the racetracks of the world, several set remarkable speed records. The convertibles added creature comforts which, aided by the cars' power and overdrive transmissions, made them true high speed touring cars in the 'grand manner'.

In this issue of Moss Motoring, we have asked three big Healey fans to talk about the three models of big Healey which seem to mark the three stages in the development of this classic British Sports car. Their views will give you their



AH 100-6 BN6, by Walt Glendonning (Walt is a long time Healey fan, runs a Healey restoration business named, appropriately enough, Absolutely British. Though he loves all Healeys, Walt's favorite is the 100-6 and he rates the one in this picture a 'keeper'.)

The enormously popular Austin-Healey 100 went out of production in 1956, and 1957 saw the introduction of the first mighty six-cylinder Healey.

Dubbed the 100-6, its performance was sluggish compared to the quick and nimble 100. Although it had two more cylinders, capacity was actually 21 cc LESS! Adding to its woes, a poorly designed cylinder head with cast-in two-port manifold fed by two tiny 1-1/2" H-4 SU carburetors was of little help in pushing its extra 260lb down the road (although it's still capable of speeds in excess of one hundred mph!).

Performance was vastly improved in 1958 with a redesigned six-port, separate manifold head by Harry Weslake, and twin 1-3/4" HD-6 SU carbs. However, it was still no match for the four-banger 100.

Aimed at the 'family' market, the first 100-6 was offered in an 'occasional four seater' model only. It had two tiny jump seats with practically no leg room. As one test report put it, they were 'fit for small children and puppy dogs!'

To make room for the jump seats, the battery and spare tire were moved into the trunk. With the side curtains stored there also, that left precious little room for luggage, although an amazing number of small items could be crammed into the nooks and crannies surrounding the fuel tank.

According to consumer demand, a sportier two-seater version was offered in 1958. As in the 100, the spare tire was stored on a shelf behind the seats, with two 6 volt batteries, in series, in a compartment beneath. The side curtains stowed neatly on top of the spare greatly increased the usable storage capacity of the trunk.

Optional overdrive, wire wheels, and adjustable steering wheel were very popular. A Healey with disc wheels, non-overdrive transmission, fixed steering wheel is seldom seen.

The stark 'no frills' cockpit of the 100 was only slightly improved. The fascia was fabric covered, and a padded dash top added. Heater and fresh air controls were conveniently center mounted on the fascia and a bit of chrome trim further enhanced its appearance. The manual windscreen washer pump is more convenient to the passenger, and the choke remained out of sight under and behind the fascia. Many a driver has driven for miles at full choke before remembering to 'feel' for the knob to determine its status!

Larger door pockets can accommodate a variety of items readily 'at hand'; towels, potato chips, maps, etc. A 12oz can of soda (or beer, depending on your preference) will neatly wedge in the forward confines of the pocket without danger of spilling. The soft-top, originally of dubious weatherproofing quality, can be erected by one person, although the required trips around the car would be good training for the Boston Marathon. Having someone to assist is a great help, if nothing more than to have someone

individual perspectives on the cars and, we hope, enable you to share the pleasure they derive from their Austin-Healeys.

Each of our three contributors has received a \$50 Gift Certificate for his contribution. We are planning future articles on MG T-Series, MGAs, MGBs, Sprites, Midgets, Jaguar XKs etc. If you would care to submit an article for consideration for inclusion in such a feature, please send it to Moss Motors, PO Box MG, Goleta, CA 93116, Attn: Editorial Dept. Use the following articles as a guide for length and style, and note that they are for this series.



AH 3000 MkIII BJ8, by Dudley Haines (Dudley has owned five Austin-Healeys, and currently has a Bugeye Sprite and the 3000 MkIII shown above with his wife, Bonnie. He lives in Juneau, Alaska, and the 3000 is his 1st choice for long distance touring.)

The Austin-Healey 3000 MkIII was the last in the series of 'Big Healeys'. To the enthusiast it is known as the 'BJ8', which is the production code for the series. About 17,000 MkIII's were built, between early 1964 and the end of 1967—making it the most popular Austin-Healey built. The MkIII is quite different from the early Austin-Healeys. The differences primarily reflected the changing taste of the sports car buyer, especially in North America where the majority of the cars were sold.

The excitement in the fifties of driving a British sports car that had a hard ride, minimal weather protection, side curtains instead of windows, and few creature comforts was giving way in the sixties to a more civilized approach. The German and Italian cars were offering roll up windows, removable hardtops, radios, and good roadholding without an unduly rough ride, plus more power. The cars weren't as attractive as the early fifties British roadsters, but they were much more practical.

Austin-Healey responded to the market with power increases several times during their production. The MkIII had a three liter, six cylinder engine with a pair of two-inch SU carburetors. The transmission had four speeds plus a smooth electric overdrive in third and fourth. Third overdrive nearly duplicated fourth normal, so the car effectively had five ratios (not six), with fourth overdrive being a true overdrive ratio. The MkIII continued the roll-up windows, side vent windows and convertible top that were introduced with MkII models. (A convertible top is permanently attached and merely pulled up. A roadster top is erected over a removable frame and attached to the car.) The MkIII also offered increased soundproofing and an attractive wood veneer dash, with a console running down from the dash to between the seats over the transmission tunnel. After production of about 1,300 MkIII's, a 'Series 2' MkIII was introduced. This model had increased ground clearance and door locks. Subsequent years saw minor changes, such as large separate turn signal lights.

How is the car to drive and to live with on a daily basis some twenty years later? In a word—great!! It retains plenty of that British sports car feel and fun, while providing comfort and weather protection adequate to withstand even the coldest winters. And it's still a very attractive car. Properly maintained, it is a very dependable car. Most components were engineered to be both simple and strong.

Last summer, I drove my MkIII over 3,000 miles from Port Rupert, British Columbia to California. I drove over 600 miles one day, and I never got tired. Fortunately, I was able to drive the entire distance with the top down. The car is smooth, relatively quiet, and comfortable. It will cruise effortlessly at 2,500 rpm (which is about 55 mph) all day. The only problem is engine heat. The occupants sit right behind the big six cylinder engine, and it's impossible to escape the heat.

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O.O.T.T.T.: 50 Years Of Fun

This summer, members of the New England MGT Register celebrated the 50th anniversary of the MGTA. Few people are aware of the prewar MGs, but it is important to note that the TA was the first of a series which introduced the sports car concept in the US. How does one make a nation of CRX and RX7 drivers aware of their heritage? Why not get a bunch of T-Series MGs together and drive them across the country?

As described in the Summer issue (Vol.4, no.3), the Ocean to Ocean T Tourist Trophy covered 6,500 miles from New Jersey to California and back to Toronto, Canada. The idea was to see the country, show people some old MGs and have fun along the way.

Twenty days on the road made me realize that this trip was about people as much as their cars. Space doesn't permit a full description of the OOTTT, but here is a sampling of the human experience.

John Bekker and Ton Van Dalen, from the Netherlands, brought John's MGT over for the trip. I spent some time



John Bekker and Ton Van Dalen from the Netherlands.

following them. They had no windshield or top on the TD. When it rained, out came the ponchos and crash helmets. Rain, heavy enough to make other cars stop under an overpass, never deterred John Bekker.

Every time I caught up with a broken car, there was John tearing his car apart, looking for tools and spares. On one occasion, I arrived to find Walt Ginther, from New York, replacing the fuel pump in his TF. Ton was under the car holding his thumb over the fuel tank outlet. John had stuff scattered everywhere. Seats, floor boards, hood and a host of personal items were removed to get at the spares hidden below. I asked John if he wanted to remove the fenders and finish restoring his car right there. After the trip, he left his car at our New Jersey warehouse. John will be back next summer to drive his car down through Mexico.

As the group's tail end Charlie, I spent a lot of time in small towns explaining to people why they had seen so many old sports cars drive by. That was the educational aspect of the trip. Of course, I hate telling the same story



Moss comes to the rescue on the way into Cody, Wyoming.

over and over. I must admit to having added more and better embellishments to the basic story of OOTTT as time went on. It's the endurance trophy. The winners receive two weeks free admission to one of the country's finest mental institutions!

The little things are what make a trip worthwhile. Many of us came in late each night. Quite often, all the fun was over before the whole group arrived. July 3rd (day 13) at the Buffalo Bill Village, in Cody, Wyoming, made up for many of the missed opportunities along the way.

Buffalo Bill Village is a collection of cabins with two rooms in each one. I arrived around 9:00 pm and went looking for activity. About the only thing going on was a fuel pump rebuild. Something wild would have to happen to grab my attention away from this exciting project. Something like bagpipes. Bagpipes? As they drew closer, I poked my head out the door and saw a full band of bagpipes and drums heading up the driveway, accompanied by some of our group. The band was from Montana, probably the only bagpipe band from Billings, Montana that I'll ever see. One of our group had spotted them and for the price of a bottle of Johnny Walker, they followed him home.

A few turns around the complex proved sufficient to gather a crowd and the evening was spent with song, bawdy jokes, a visit from the local constable and a wake-up call at what turned out to be the wrong cabin.

These late night activities would seem to have little bearing on the 50th anniversary of the MGT series. In fact, the antics are just another aspect of the cars themselves. When the Nuffield organization redesigned the MG Midget in 1936, they set the tone for a generation of American culture. Sports cars represent youthful enjoyment. The OOTTT proved that old sports cars are still young enough to have fun.

100-4 Continued From Page 6

Handling is fairly neutral, and with the Hundred's light weight (just over 2100 pounds) and ample power, it is an outstanding performer. I run skinny bias-ply tires (as original), and so the driver is definitely in charge—no modern conveniences such as radial-ply tires to do the work for you.

The brakes are drum type all around (11" x 13 1/2"), and the suspension is by coil springs, wishbones, anti-roll bar and lever shock absorbers at the front, with a live axle, half elliptical leaf springs, Panhard rod, and another pair of lever shocks at the rear.

Shortcomings are few, but there are a couple which stand out. Unless you add an electric radiator fan or some such non-original aid to cooling, your Hundred will not happily tolerate hot, summer traffic jams. Water temperature can literally go off the scale in short order. It's not a

commuter. And weather protection leaves something to be desired. If you'd like to know what it's like to drive one in a rain storm, just go take a cool shower with your clothes on. It's not your best choice for foul weather transportation.

Its shortcomings hardly seem worth mentioning, though. The Austin-Healey Hundred was the 'purest' variation of a noble marque. It exhibits a unity of design and purpose which became diluted in later models. The Hundred was never subjected to 'design by committee' which added 'occasional seats', 'gobs of chrome and other so-called luxury features to later models, and which have nothing to do with 'practising the art of fast motoring'.

I'm quite sure that there will never be another Healey Hundred, but then it really doesn't matter because I'm never going to sell the one I've got.

100-6 Continued From Page 6

to yell and scream at and take your frustrations out on.

Leg room is outstanding. In fact, the brake and clutch pedals are mounted so far forward that after-market 2" pedal extensions became available for 'short people'!

The side-shift gearbox, with its long gear-change lever is not conducive to speed shifting. Horrible grinding noises in first and reverse are invariably the end result of the driver failing to come to a complete stop before engaging the non-synchro first gear.

The exceptionally low profile of the car, resulting in a mere 4-5/8" ground clearance further compounded by an under-slung exhaust, created unique problems for the Healey driver. A head-on assault on an inclined driveway is accompanied by ear shattering noises from the tail pipe and rear license plate. Driving with reckless abandon over

shopping center speed bumps often results in a dramatic increase in exhaust noise, followed by a trip to the local muffler shop!

The six-cylinder Roadster Healeys are... well... just fun to drive. Not as quick as the 100 or later convertible models, throttle response is still satisfying. They will cruise effortlessly at speeds well beyond the double-nickel speed limit. Mountain roads, switchbacks and Mack trucks are handled with ease.

Envious looks, thumbs-up signals, and little boys' noses flattened against windows do wonders for the ego, and attest to the superb lines created by Donald Healey and Gerry Coker, little changed throughout the entire production of the 'big' Healeys.

3000 Continued From Page 6

While luggage space is not large by any standards, it is certainly adequate for two people for a two week trip—provided that they pack things in a series of small, soft sided bags. MkIII Healeys have two small 'buckets' in back that are supposed to be seats. They're only useful if the top is down and then only for very short distances, since you sit about two feet above the top of the windshield.

Fortunately, the rear seat back folds down to form a luggage shelf, which is the true purpose of the space.

The 3000 MkIII is the most powerful, most comfortable, and most useful model of Austin-Healey ever built. More MkIII's are available today than any other model. (Unfortunately, they also command some of the highest prices.) The MkIII is not the sportiest, the best handling, or the best looking Austin-Healey. Your choice will depend on your views of what a good British sports car should be. But if you choose a Healey—any Healey—you won't be disappointed!

MGB SHOCK CONVERSION

Tube shock kits for MGBs have proven so popular, we've had trouble keeping them in stock. If you have been waiting for a chance to buy a tube shock kit for your car, now is the time. We have a good supply on hand at a new, even more attractive price. The Moss complete conversion kit includes our own specially designed mounting brackets, Monroe ten stage self-adjusting shocks and installation instructions. Replace your leaking, antiquated original shocks with a tube shock conversion from Moss.

268-128 MGB Front & Rear Tube Shock \$249.95 Conversion Kit

WEBER CARBS



The ultimate conversion for street use. Weber down draft carbs provide extremely accurate fuel/air ratios at all critical engine speeds. The result is better mileage for the economy minded, better performance for the lead foot and less maintenance for everyone. All Moss Weber down draft carb kits are easy to install. Each kit includes carb(s), intake manifold and all linkage pieces necessary to adapt the kit to your car. Late MGB, Midget 1500 and TR6 owners will be particularly pleased with the results of a conversion to Weber performance carburetors.

222-255	1500 Midget/Spitfire	\$267.95
222-260	MGA, MGB 1963-74	\$259.95
222-265	MGB 1974 1/2-'80	\$274.95
222-275	1098-1275 Sprite/Midget	\$259.95
222-410	TR7 (dual carb)	\$509.95
222-420	TR6 (dual carb)	\$509.95

NOTE: Not legal for sale or use on pollution-controlled vehicles.

CLASSIC-FIED ADS

We accept advertisements for British cars only; no parts ads please. One time insertion is \$30.00. Publication is quarterly, the deadline for the next issue is December 15, 1986. We suggest you place your ad well in advance, and limit it to 50 words or less. Cars which are realistically priced have a better chance of selling than those which are unreasonably priced. Due to space availability, ads received near the deadline may be held for the next issue. Late ads will run in the next issue unless the advertiser specifies current issue only. Please include your name, address, zip and phone number.

1977 MGB ROADSTER: Restoration was begun in 1984 on this classic BRG towner, nearly completed in Dec. of '85. A fire in the engine caused severe damage to the electrical system and accessories. Lack of funds and available work space prompt sale of this restorable auto at a salvage price of \$500. Some new and used parts included. Contact: David G. Sidham, E. 610 Pine Ave., So. 41, Lomboc, CA 93436. hm (805) 735-4574 usk (805) 866-0750.

1960 AUSTIN-HEALEY MK 1 3000: 67,000 miles, wire wheels, hardtop and bows for rag top, 2 seat, very restorable condition, overdrive. Will send photos to interested party, make offer. Would trade for 355 Porsche in restorable condition. J.C. Stahl, RR3 Box 176, Seymour, IN 47274, (812) 522-2838.

1952 MG TD: 97% restored. New paint, carpets, leather seats, re-chromed and rebuilt engine. Rosewood dash. Many extra parts including a complete rear end. \$9,500. K. Don Thompson, 597 McMullin Drive, Grand Junction, CO 81504, (303) 434-5189.

1952 MG TD: Ground-up restoration to original quality. Rebuilt engine, transmission and differential. Beautiful show winner, must see. Red/leather. \$15,500. (615) 721-0083. Wichita, KS.

1976 TR6: Blue, am-fm, 38k miles, many new Moss parts, show condition, none nicer at \$6,900. Joe Hatrup (615) 288-8997, TN.

1958 MGZB MAGNETTE: 4 door sedan, good running condition, original paint, excellent for restoration. Also a complete parts car with engine in trunk. Asking \$2,000. for both. Joe Di Peri (805) 484-8669, CA.

1968 TRIUMPH TR250: Mechanically & physically in excellent shape. Mechanical & electrical upgrades, recent complete valve work. New upholstery, tonneau, rollbar. Drives & handles like a dream. Must see and drive to appreciate. Best offer. Dick Ramirez, 26119 Bella Santa Dr., Valencia, CA 91355. (805) 254-0211.

1960 MG MAGNETTE MK III: 4 door sedan, \$4,900. Leather interior with walnut trim. Outstanding and extra fine condition throughout, absolutely no rust or damage anywhere, 26,250 original miles, literature and spares included, pictures available. Paul Fleming, 417 Meramec Way, St. Charles, MO 63303. (314) 928-5897.

1968 TR250: One beautiful car. Engine has been professionally built to stage 2 specifications. Includes 52 cam, balanced internal engine, competition rods, springs, coil, ported/polished head and finished with triple webers. New red paint, black interior (all new), OD gearbox, Konis on front. Tonneau boot and white hardtop. A true California car with much more to mention. Over \$9,000. Invested, looking for \$4,500/obo. Serious minded TR owners only, please! (415) 952-9789 or 583-7613.

1957 AUSTIN-HEALEY 100-6: 34,000 original miles, totally restored with everything new; all electrical parts and wiring, stainless exhaust, frame dry stripped, engine, tri-carbs, brakes, suspension, hydraulics rebuilt, 1985 Benz red, tan leather, beige carpet, chrome Dunlops, Pirelli's, this is a new car. Jonathan Sutton, 5181 S. Ulita, Tulsa, Oklahoma 74105. (918) 742-7113.

1953 MG TD2: Red, 54,000 actual miles, original leather seats, even original John Bull spare tire, and all tools. Engine rebored 2,000 miles. All new interior, paint, top and curtains plus some chrome. Everything there, everything works. \$10,000. NOT LESS. Don J. Stevens, 29 Oak Crest, Baxter Springs, KS 66713, (316) 856-5395.

1967 MGB GT SPECIAL: Beautiful condition, restored to original. New rails and floor pans, black Connolly leather w/white piping, new carpet, perfect dash, clean engine comp., wire wheels, English white. Garage kept, looks and runs like new. \$3,800. Vince Karpinski, 25 West High Street, Somerville, NJ 08876. eves (201) 685-1512.

STOLEN MGB: Restored 1965 B rdstr. Red with blk/red interior, painted wires, engine compartment is still original black paint. Serial GPN3/L/44778, engine no. 18GBVH971, body no. MGBM43635 (?). This car was stolen in Sept. around McComb, ILL. Any information on the whereabouts of this car will be appreciated. Chris Francisco, 114 W. Jackson Street, McComb, ILL. 61455. (309) 833-5133.

1960 TR3A: Wire wheels, new tires, leather interior, new rugs, hard & soft tops, many extras. OD transmission, carb set, exhaust manifolds, gauges. Priced for immediate sale \$3,750. Geoffrey Graham, 131 Tenth Apt J, Hermosa Beach, 90254. (213) 376-3054.

1947 MGTC: British racing green, tan interior, tan rag top, matching tonneau, 2,500 miles, fully restored, manuals and service records available, many spare parts. So. Cal. car, no rust, used only for club events, cover car for Car Collector's Magazine in Nov. '80. \$17,000. Charles Zahuto, (714) 997-8224 or (714) 731-3366.

1951 MGTF: Excellent condition, British racing green, biscuit interior. Authentic restoration from ground up. Under 3,000 miles since restoration. This is a California car and has been garaged since leaving the state. Anxious to sell. \$9,750. Howard Deferrari, 209 Burleigh Ct., Louisville, KY 40223. (502) 245-2981 eus/whnds.

1965 AUSTIN-HEALEY 3000 MK III: Garage kept last 11 years by present owner. New black upholstery and interior moldings. \$7,000/obo. Dr. Harvey Yenkinson, 1463 Bethel Rd., Boothwyn, PA 19061. (215) 485-7525.

1954 MGTF 1500: Professional restoration. Excellent condition. Driven daily. Wire wheels, Ivory exterior. Red leather interior. \$16,500. neg. Dr. Byron Williams, 48 Smith St., Charleston, SC 29401. (803) 744-3500 wkdays 8-4:30. Would consider trade for late model Jeep Grand Wagoneer.

1969 MGB GT: Primrose yellow. Original owner. 110,000 cared for miles. Mechanically excellent. The body is too. A Southern California car all its life. \$2,500/obo. Jo Compton, Studio City, CA. Mon-Fri 9am-6pm (818) 760-5722.

1957 TRIUMPH TR3: White/red interior, wires, totally restored two years ago. Always garaged, used in Carolina car shows. \$5,975. Dr. Steve Hobbs, 132 Oak St., Darlington SC 29532. (803) 773-4313.

1970 TRIUMPH GT 6+: 5,000 miles on totally rebuilt engine. New paint, stereo, tires, wheel covers. Interior excellent Jensen-Healey seats. Roll bar. Almost totally restored. Must see to appreciate. \$2,000. Alan Mills, 2183 Colusa, Corring (916) 824-4885.

1962 MGA 1600 MK II DELUXE: Original pushrod 1622 engine. Dunlop four wheel disc brake system. Knock-off wheels. Excellent condition. Original owner. Complete maintenance records. \$8,700. Ian Stubbs, 2293 N. Hollister Ave., Altadena, CA 91001. (818) 794-9992.

1954 AUSTIN-HEALEY 100-4: A milestone car in good unrestored running condition. Very good body, excellent professionally rebuilt engine. Most parts original. \$3,500. George Corrigan, 108 Allen Way, Pleasant Hill, CA 94523. (415) 685-8678.

1957 TRIUMPH TR3: New top, interior and chrome, cream/black, disc wheels, very good looking and running condition when garaged and covered in 1980. Planned restoration shelved for career. This TR is 100% complete and therefore an excellent project candidate. \$4,500/obo. Bruce T. Rouland, 1493 Woodmont Blvd., Nashville, TN 37215. (615) 383-8934.

1965 AUSTIN-HEALEY SPRITE: Excellent mechanical condition, runs great. Needs paint. Absolutely best offer. Car located in Shell Beach, CA. Call Sue at (805) 773-2995 mornings only.

1961 MGA COUPE: Dismantled - complete. 1969 MGC COUPE. Needs some body work. Both \$2,000. Have some extra parts and restoring equipment. Contact B. Shermer, 4613 Janvier Way, La Crescenta, CA 91214, hm (818) 248-6882 usk (818) 240-7870.

1964 TR4: Rebuilt motor, transmission, clutch, Webers. Needs cosmetics. \$1,200. Ed Michael, (805) 583-3336.

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