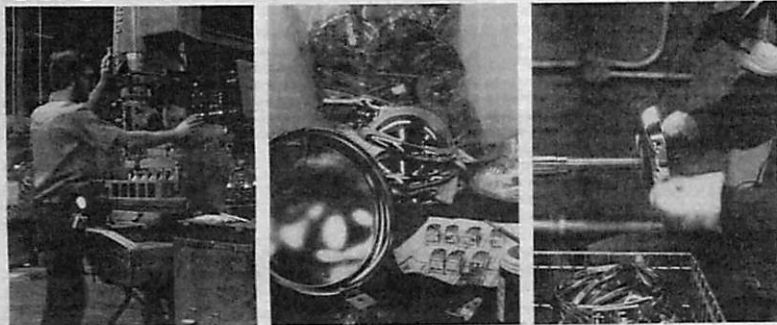


# MOSS

# Motoring

## The Pursuit Of Excellence



Quality is the key word when it comes to Moss reproductions. It all begins with the original stampings, as the quality of the end product depends directly on the stamping. Chrome plating is one of Moss' specialties, skilled craftsman hand polish each part until it is perfect. Each stage of production must be completed exactly to standards in order to achieve the final product. This slow process assures that each part will look and fit exactly as the original. Here at Moss Motors we make certain that quality comes first!

Some weeks ago, a customer phoned to compliment us on the quality of a Moss interior kit he had received. We at Moss always enjoy hearing from our customers. It helps us maintain the level of quality expected from the leader in British sports car spares. This customer's comments on his TR3 interior kit brought to mind a recurring question. In a broad market place, what is the best balance of price vs. quality?

Our interior kits are an interesting subject because their construction is something of a mystery to many people. Although some British sports cars were supplied with 100% leather seats, the cars catered to by Moss Motors were not. In an age when 'export or die' was the catchphrase, many English car makers used leather only on the exposed surfaces as a means of controlling costs. Cost control was very important, as each car was built to suit a certain price range in the market place. Moss duplicates the original leather/vinyl combinations in an effort to produce the most accurate reproduction possible. A side benefit in this case, is a retail price considerably less expensive than a 100% leather seat kit.



Moss takes pride in its talented craftsmen and their superior workmanship. These MGA overriders not only look and fit as original, but Moss uses the very same methods of production as were used years ago when the parts were new.

Quality is a matter of perception. Our caller was pleased that our seat kit is an exact reproduction. Another person could misunderstand the description 'leather seat kit' and complain that our kit is no good because it uses some vinyl. The actual quality of construction is the same in either case, but the perceived quality is different. Our goal at Moss Motors is to produce the highest quality, most original part to satisfy all customers' perceptions of 'good quality'.

When Moss decides to stock a new item, there are three avenues of supply which can be pursued. 'Factory' parts are the exact same parts as originally fitted to the car. They are manufactured by the factory or an outside supplier to the factory such as Lucas electrics and Lockheed brakes. Examples of factory items recently added to the Moss line are MGB convertible tops and rubber floor mats. These tops represent the ultimate in fit and ease of installation. The rubber floor mats for early Bs have not been available for many years, but instead of supplying some cheap, ill-fitting replacement, we waited for the proper part to become available.

Aftermarket parts are those which are produced as an addition to, or as a replacement for the original. An Anco battery box liner or Weber carburettor are examples of aftermarket parts. Due to the wide variations in quality from one supplier to the next, our purchasing staff spends a great deal of time determining which are the best products available. The Weber side and down draft kits we carry include manifolds and linkage supplied by TWI Induction. Their quality and technical support are far superior to the industry standard. As British sports cars become older, the availability of factory and aftermarket parts declines. To make matters worse, some of the existing parts do not meet Moss Motors' standards. Although we make every effort to stock original parts, there are cases where we feel Moss can produce a better quality part. In many instances, we have done this and sell the part for less money than the original. We are justifiably proud of the job done by our product development staff. Any part for which there is a reasonable demand is fair game for reproduction. The forged MG T-series crankshaft we sell is far superior to the original item, yet it sells for the price of a used original.

A considerable amount of time is spent not only on developing new products, but also on insuring that the quality of existing products is maintained. Tooling for a simple looking part can be prohibitively expensive, particularly if there are multiple components to the finished product. Our product people have been known to reject very expensive samples and insist they be retooled before going into production.

Customer comments are an important source of information for us. Complaints are taken seriously and do lead to improvements in product quality. Why do we spend so much time looking for new sources, improving existing products and listening to customer input? The answer is simple. Pursuit of excellence is no lofty ideal. It is a way to do business. As long as you, the customer, continue to support Moss Motors, we feel obligated to produce even better standards of quality.

## Marque Craze '86

'Spring has sprung, the grass has riz, I wonder when the Marque Day is?

Summer is fast approaching and with it comes Moss Motors' celebration of sunshine and sports cars. The Marque Day was started as a low key, fun day. A chance to bring out the car, meet people and find some bargains. Two big features of the Marque Day are the swap meet and of course 10% off on every item Moss sells. Moss SYE will also be having their biggest used parts sale ever.

In addition to the incredible bargains to be found in the swap meet and over the Moss counter, there are other activities of interest. In Goleta, we run tours of Moss Motors' main offices and warehouse. Outside, much hobnobbing and Moss product demonstrations can be found. This is a special year, in that the Ocean to Ocean T Tourist Trophy will be starting its northbound leg from Goleta to Toronto at Moss on the June 29th Marque Day. We expect everyone to be here for the send-off.

Once again local car clubs in New Jersey and Maryland will be holding car shows in conjunction with the Marque Days. Based on turn outs over the last few years, there will be some very keen competition at the Marque Day car shows. We are very grateful to the MG Car Club Central Jersey Centre, North New Jersey Triumph Association, the Austin Healey Sports and Touring Club in New Jersey and the Potomac Area Center of the Triumph Register in Maryland. The enthusiasm and support of these clubs has contributed to the success of our Marque Days.

A number of people call us each spring to find out when their Marque Day will be so they can plan their summer. If you enjoy good people, British cars and incredible parts bargains, then you should come out and join the fun. We look forward to seeing you at Marque Days 1986.



Come join the Marque Day fun at Moss Motors this summer. You never know what you'll find.

## Marque Day Schedule

All events are from 9:00 a.m. until 3:00 p.m.

WHEN	FEATURED CAR TYPE	WHERE
May 17	All MG Marque Day	Beltsville, MD
June 7	All MG Marque Day	Rockaway, NJ
June 21	All British Car Day	Beltsville, MD
June 21	O.O.T.T.T. departure	Rockaway, NJ
June 29*	MGT & A Marque Day	Goleta, CA
June 29*	O.O.T.T.T. stop-over	Goleta, CA
July 12	MGB Marque Day	Goleta, CA
July 26	Triumph Marque Day	Rockaway, NJ
August 2	Austin Healey Marque Day	Rockaway, NJ
August 9	Triumph Marque Day	Goleta, CA
August 9	Triumph Marque Day	Beltsville, MD
October 18	Austin Healey Marque Day	Goleta, CA

\*Special Sunday event.

See page 6 for O.O.T.T.T. information.

# EDITORIAL R.B. HART

It's finally spring—time to get the car out of the garage and your pens and pencils out of your pocket.

You will be spending some time on the repair and maintenance of your car or possibly finishing a restoration. Now, while you're right in the middle of things, is the ideal time to send us a contribution for Moss Motoring.

Take notes while you work; you'll most likely come up with something valuable to pass on to our readers. You don't have to send us an engineering treatise or make a world shattering technical breakthrough. Most tech tips are simple hints that clarify an operation for someone who is unfamiliar with the procedure.

Factory manuals are an absolute necessity—do not turn a bolt without one! The best factory manuals assume that the person has some experience with the car in question; the experienced owner knows the fallings in these books. The

old 'reassembly is the reversal of the above' is a well known joke among British car owners but is no joke to someone trying to put a car together for the first time. Your experience can save a fellow owner hours of frustration. There is no better way to do this than a contribution to Moss Motoring.

Once the car is on the road things start happening. Funny, sad, exciting adventures have always been a part of traveling in a sports car. Share your stories; make it fun for all. Crossing the country or crossing the street, we want to hear from you.

Many of you with an academic bent are marque historians who have read every available book and article about your favorite car. Some of you make regular and important contributions to your club newsletters. We eagerly read every publication we're sent and often wish that some of you real experts would send Moss

Motoring something.

We do make it worthwhile to contribute to Moss Motoring and hope that our efforts to bring you an interesting, timely newsletter are appreciated.

Before you rush out and purchase a box of pencils and a new typewriter ribbon, (some of you desperately need one), a few guidelines are in order:

The tech tips we are most likely to publish include the use of original equipment parts. We have been sent contributions, believe it or not, that include tips on how to avoid using parts supplied by the factory—such as a 'Borgward Isabella fan can be used on your TR-6 and is available from your local NAPA dealer'.

We will not publish tips that advocate extensive modification or conversion of your car. The value of your English car hinges on its originality.

Technical material that includes clear procedural

notation and accurate part numbers are the most useful. Keep in mind that not everyone has your experience so write clearly and concisely.

Please send contributions to only one publication at a time. There is nothing so upsetting as having a contribution typeset, illustrated and placed in our final layout only to come across it while leafing through another magazine. If you've seen an article in a fit of rage you'll understand our concern.

Unfortunately we can't use everything sent. Space limits us to those contributions with the most universal interest. We try to have something for everyone in each issue but you, as contributors, are the arbiters of content.

Look through some back issues, you'll get an idea of what we have used as well as what we need.

Now, get out those pencils and start planning what you'll spend your Gift Certificates on . . . .

# Letters

## MG Affliction

Dear MG Persons:

I enjoy my copy of Moss Motoring (as I enjoy anything that tells me more about my MG affliction). It's nice to know there are 'others' out there who share my love and affection for these strange beasts.

Frankly, I find it difficult to explain to the uninitiated why one finds such delight/trustation in owning one. But then, England also gave us Dr. Jekyll and Mr. Hyde. Depending on the experience of the day, I can expound on the wonderful qualities of the weird mechanical functions (or lack of as the case maybe) when it doesn't run properly.

I enjoyed Bruce Utting's 'First Love' and was reminded of my own. Since the weather here shows signs of the predicted snow storm on top of the 18" of snow on the ground and a temperature hovering at 10" below zero, my MG sits safely in the garage and, I fear, my Austin Healey project is buried under snow. For a roadster lover in the Northland, there is always next spring, so until then, I enjoy reading all about MG's.

Roger A. Goetsch  
Moorhead, MN

## Just To Maintain

Dear Editor,

Owning a classic British sports car is a thrill, an expense and an experience, especially if you drive the car as the British expected it to be used: daily for work and play.

Looking for replacement parts is not the problem it once was, thank you Moss Motors! But conserving the cash and trying always to maintain our MGB in a condition that is both prideful and dependable is somewhat time consuming. Yesterday, my wife and I spent five hours combing the wrecking yards of central coastal California, a depressing and downright dirty pastime.

We discovered a small shop in Lompoc called 'Moss Motors, Ltd.' Naturally, we stopped and went in. After all, everyone that receives this publication (Moss Motoring) feels like a member of the 'Moss B.M.C. Club'.

Well, you can imagine our surprise when we were greeted by John Sereza, so recently seen in our favorite MG newspaper. After we accidentally discovered your upholstery shop, John gave us a warm greeting and explained the shop routine in a most gracious manner. We left, feeling once again that everyone at Moss really does care more about preserving the 'sports car' tradition, than just selling parts.

We're lucky to live close enough to Goleta to visit when buying parts and always get the best advice and tips from the sales people (bet they are just as good on the phone, too!) Just a case in point: pricing an MGB replacement hubcap recently, the price at the junkyards varied from \$3.00 to \$5.00, but a new one at Moss cost only \$3.25.

Thanks again for helping us keep our car alive and well.

David & Sheila Stidham  
Lompoc, CA

## Coast To Coast

Dear Friends,

It was nice to see Bob Goldman's article about his cross-country trek. Bob managed to have several 'false' starts, so that we back East got to say 'good-bye' to him at least seven or eight times. We will miss Bob, especially because, for many people, he provided the only excuse for ever going to New Jersey. We in the land of real bagels and New England Clam Chowder wish him the best with all the tofu and bean sprouts, and look forward to seeing him soon.

Ben Meyer  
Fogelsville, PA

Editors Note: We tried to get Bob's comments on Tofu and bean sprouts, but all we could get out of him was this question: 'Where the heck is Fogelsville?'

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**Sale**  
It's finally Spring and Moss is ready to help you get your classic back on the road! That's right, you guessed it, 'Another Great Moss Sale!'

All Highlight and Sale Prices found in Moss Motoring Spring '86 are valid from May 12 thru June 29, 1986.

## 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.

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, Photos

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# BOB'S GARAGE: Weberphobia

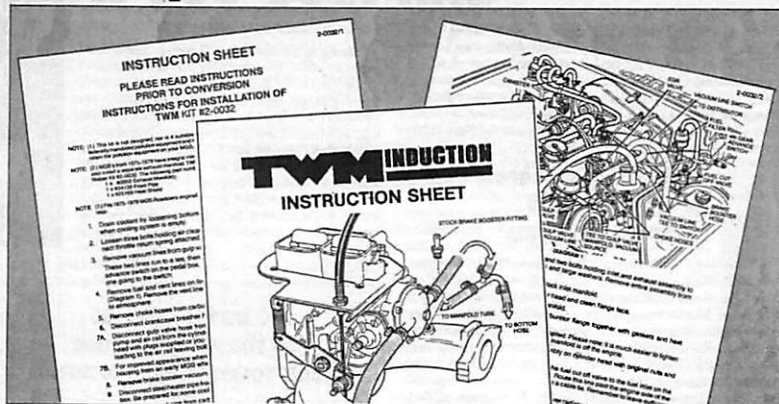
BY ROBERT GOLDMAN

Weber carburetors have recently become the hot set-up. Why after being around for years has the down draft now come into its own? The answer is simple. Confusion over installation and tuning has shrouded the Weber in mystery, relegating it to the domain of the wizard mechanic and performance fanatic.

Now, thanks to the miracle of modern science and more importantly, the efforts of Moss Motors and our suppliers, we offer a kit for every weekend mechanic. The argument most often used against fitting the Weber is tuning problems. Jets, mains, idle, accelerator pump, emulsion tubes, air correctors; what on earth is all this stuff? To the weekend S.U. or Zenith Stromberg mechanic, these terms are considered gibberish, but they make the difference between a carb that merely works and one which helps the engine give its best. Instead of leaving the selection of all these important variables to your Ouiji board, we have done it for you.

Now that I've destroyed your favorite reason not to buy a Weber carb, let me tell you a little about what it does on the car. It won't make your MGB leap tall buildings, or your Spitfire faster than a speeding bullet. However, British carbs with their slow throttle response are no match for a Weber. The two-barrel progressive design gives terrific economy under normal driving conditions because only the small primary barrel is in use. When you stomp the loud pedal, the larger secondary opens up, thus feeding considerably more air/fuel mixture to the engine. The Weber also incorporates an accelerator pump which squirts extra fuel into the manifold when the throttle is depressed. This feature accounts for the far superior throttle response of the Weber.

OK, enough of the technical stuff, let's talk about installation and tuning. Anyone who can remove and install their original carb(s), can install a Weber. In fact, anyone who can read a set of instructions is capable of installing a Weber. Seriously folks, installation is a bolt-on operation and if you feel uncomfortable about doing it yourself, a mechanically inclined helper should be all that is necessary to do the job. I won't go into details here, but take a look at the installation instructions, they are very self-explanatory. (We'll be glad to send you a copy).



Once the manifold and carb are bolted in place, you are ready to start the car and drive away—well almost. The car will more than likely start without touching a thing. However, the idle speed and mixture screws should be adjusted as follows:

1. The mixture screw is located in the base of the carb below the choke linkage. Turn the screw in against its stop, then turn it out between one and two full turns.
2. Turn the idle speed screw out until it clears the throttle lever, then turn it back in one half turn after it makes contact with the throttle lever. These two settings are considered adequate as a starting point.
3. Now start the engine. Allow time for the engine to warm up. Once the carb is warm turn the mixture screw in and out until the smoothest, fastest engine running is achieved. When this is done, adjust the idle speed screw to give the desired idle RPM.

Believe it or not, you're done! Unlike some of the original equipment carbs, the Webers will probably need nothing more than a very occasional adjustment for the life of the carb. Oh yes, I almost forgot the last two instructions. Close the hood. Hop in and go for a ride. After all, you didn't buy the car to sit in the garage. You will be amazed how much more performance and economy is available once those leaking S.U.'s or just plain dead Stromberg carbs have been replaced.

If the idea of an easy to install, genuinely top quality carburettor appeals to you, have a look at our down draft kits in the current sale flyer. You will be surprised how well your car runs with a Weber carb. For those of you who believe too much is never enough, we also carry a complete line of easy to install, pre-jetted DCOE side draft Webers.

## MGB Tops <sup>almost</sup> Install Themselves!

Although the installation of an MGB top is fairly straightforward (and clearly detailed in a couple of the books we sell), many people prefer to have it done professionally. But what if there is not a good 'top shop' near where you live, or if you'd rather not pay to have it done? For just such situations, we are pleased to announce a new line of imported tops which practically install themselves! These tops, especially imported from England, come complete with the header rail already installed. Putting them on your car is a breeze...

In the case of stow-away type tops, simply remove top from sealed plastic bag. Breathe in genuine English air or save for later installation in your Dunlops! Install old latches on the header rail with a Phillip's screwdriver.

Now that the hard part is completed take a break or, if you're the impatient sort rush ahead and erect top as you normally would. Complete installation including swapping the latches can be completed in about 5 minutes! (Not including beer or coffee break).

All versions of our MGB tops with header rails are supplied with all fasteners, snaps and rear anchor bar fully installed. They also include the seal for the header rail pre-installed and trimmed for a draft free, leak free seal.



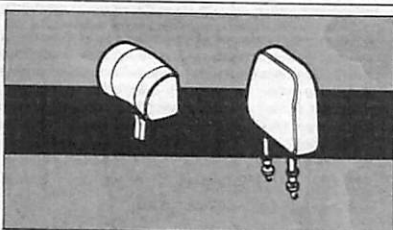
Later tops must be screwed to the top frame and incorporate a strip of fabric which should be glued to the rear bow of the top frame. Even these aspects can be completed in another 5-10 minutes with the same Phillips screwdriver and tube of household fabric cement.

These tops are manufactured in England to exact original specifications in all respects. Each and every top is jig fitted over a full scale MGB monocoque by factory trained technicians to insure a perfect fit. Start this season off with a Moss top built to fit right!

## MGB HEADRESTS

We have located a limited supply of genuine factory MGB headrests. The 1970-76 style headrests are a real bargain! They started life as a non-stock color and have been spray-dyed black. These are slightly scratched or chipped but can be corrected with a can of vinyl spray paint. The 1977-'80 style headrests are perfect originals. Both styles are interchangeable.

641-605	Black '77-'80 Style Headrest	\$24.50
641-615	Navy '77-'80 Style Headrest	\$24.50
641-585	Black '70-'76 Style Headrest (Seconds)	\$12.95



PRICES VALID THRU JUNE 29, 1986

See Sale Section

Book Review

## Practical Classics On MGB Restoration



212-370

Those of you who are lucky enough to live near a good newstand are familiar with the excellent British magazine, Practical Classics. This is a monthly how-to-do-it periodical devoted to ordinary folks who are also absolute car fanatics. A large portion of each issue is devoted to an ongoing part-by-part restoration of a currently popular car.

'Practical Classics on MGB Restoration' brings together in one volume the all-inclusive restoration of an MGB project car which was rebuilt over a two year period.

Paul Skilleter's introduction perfectly describes the book: 'This initially decrepit two seater was brought up to nearly new condition by a series of operations which included a total body rebuild, suspension, brakes, and steering overhaul, trimming, painting, and replacement of chrome parts. All these tasks were followed by the camera in great detail.' Which is to say, the book is absolutely loaded with photos. Material which was not included in the magazine series but appeared elsewhere in Practical Classics issues is also included to make a comprehensive guide.

The opening paragraphs of the very first chapter warn the enthusiast against picking a car to restore that is seemingly, to us here in the colonies, well beyond the scope of the backyard restorer. This is encouraging to the first time restorer, as there is no such thing as an un-restorable British car, and this collection proves it!

# Random Reflections

BY STEVE WURSTER

It is often said that when you ponder past events and deeds, you remember the good times more than the bad. I find this is certainly true when I recall all the cars I have owned. One day as I sat and daydreamed, I listed all the cars that I have had the pleasure of owning (or co-owning with the bank). I was amazed, shocked, and confused. Where did they all go? How could I have sold some of them? Why did I even consider buying a couple of them? No answers here, just good memories.

## A kid in High School with \$200.00 owned the town.

All told and listed, I found 27 cars from 1965 to the present day! That wonderful spring day in my Junior year of High School when I made a \$50.00 down payment to buy a 1951 Ford 'Woody' wagon, was a grand day indeed. That car became the source of some of my most pleasant memories. It was bright orange with fairly nice, well varnished wood. The flathead V-8 had lots of power, even though much of it got lost in the Ford-o-matic two speed gearbox on the way to the rear wheels. I'm convinced that the Ford Flatheads taught the British how to make a car over-heat! I found, hanging in the back room of a local garage, an Offenhauser tri-carb manifold with 3 single barrel Holley carbs. I was able to get this set-up for two weekends of changing tires, pumping gas and clean-up work. I might add that when I later sold this car I re-installed the stock parts and sold the 'O'fly' set-up for \$200.00. A kid in high school in the mid-sixties with \$200.00 owned the town. I sold the 'Woody' to a Mexican field worker for \$150.00 and was sad to hear later that he died and the car went to a junkyard. Hopefully, it's now been rescued and is in Los Angeles cruising Sunset on Saturday nights.

I could fill page after page listing all the splendid (to me) cars I owned but I'll skip on to the more exciting ones. My first British car was a 1963 Austin Healey 3000 BJ7. I really lucked into this one! My dad had gotten me a good deal on a 1965 Dodge pick-up, the compact stub nosed version. I bought it for \$125.00 and packed what I owned in it and took off for college. Leaving central California bound for Idaho, I got to the middle of the Nevada desert before the slant-six engine bit off and swallowed the impeller from the water pump. To make a long story short, after having my wallet lightened considerably I was ready to unload the Dodge for anything that would move under its own power. I was called by a local farmer who saw my 'for sale' sign desperately scrawled on the tail gate and offered me a 'no account sports car' that his son had abandoned next to his barn under a tarp. This turned out to be the big Healey mentioned earlier. All this guy knew about it was, the clutch slipped a year and a half ago and it had been parked and

forgotten. I would have traded for a Borgward at this point, but settled for the 3000!

Changing the clutch was a breeze and a pleasant surprise. The car ran like a dream and turned out to be the best car I owned before or since. The love affair with the big red Healey was up and down, however! Up was when the sun was out and on starry Idaho nights in the warm night wind. Then I loved it. The down days were cold snowy ones like the day I stripped the splines from a rear hub and transformed my pretty sports car into an off road, 3 wheeled snow plow. Driving the car to California and back twice on school breaks was the most fun I've had behind the wheel. Then comes the really sad part. We've all heard the story a thousand times but I got married and the wife demanded and got a 'family'

## ... I traded the Fiat and the wife for some much needed peace of mind

car. I traded the Healey for a 1973 Fiat sedan. Don't ask me why, I still don't know! Years later I traded the Fiat and the wife jointly for some much needed peace of mind.

The years that followed saw a couple of Jaguar E types



come and go, along with a myriad of boring American cars. I tried to recapture the fun spent in the Healey, but could only come slightly close. There were the Jags, a couple of fun little autocross Cortina's, a very strange but delightful Consul Capri from England and a Saab 99 EMS-very nice car. I am now driving, along with a plain but reliable Ford Escort, a cosmetically ugly but mechanically sound 1969 MGB Roadster, close to the Healey in motoring fun.

Who knows what I'll be driving in the years to come. One thing I do know, I'll enjoy them because most of them will be British. I'm hooked on them, oil leaks; SU fuel pumps and all!

# Is Your Car Right?

BY CHRIS NOWLAN

Everyone knows sports cars are fun to drive but few sports car owners really enjoy the full performance their cars were designed to provide.

XKE's, Bugeye Sprites, and everything in between were designed with driving pleasure as the first priority. Sports cars are meant to be driven. The styling that we've all come to love was kept as simple and functional as possible and was a secondary consideration on the part of most sports car designers.

All British sports cars should have excellent road manners, smooth even-firing engines, good brakes and no shakes, rattles, smoldering wiring, or overheating problems!

The MGTC is surely one of the most attractive and desirable of all British sports cars. Although they are frequently seen at the most prestigious Concours d' Elegance events they are rarely seen on the open road. TC's have a reputation for miserably vague steering, non-existent brakes, and spindly wire wheels that can disintegrate without warning!

This writer has driven a significant number of beautifully restored TC's and can confirm that many examples are not even safe much less fun to drive. TC's that are in good tune and state of repair should give the driver complete confidence in his ability to safely and effortlessly maneuver his car over any stretch of road. TC's in good tune do steer and handle very well and should never make the driver feel he is about to roll the car over. Brakes are more than adequate and the complete car should not feel the least bit flimsy or fragile. The T-Series XPAG engine was renowned in its day as being extremely strong and long wearing. These engines should run smoothly throughout the rev range with minimal fuss and clatter. Valves were not designed to be noisy nor was oil pressure intended to be erratic.

The MG TC is widely known as 'The Sports Car America Loved First', a reputation it earned at the hands of fast drivers on race tracks, and of enthusiasts delighted to find a car which offered handling and braking capabilities sorely

missing from the American car of the era. If your restoration is truly to original standards, the car should perform as original as well as looking original!

All British sports cars are apt to develop peculiar annoying qualities after high mileage and neglect. Within a given model many of these problems are common to a great many cars.

MGTD's and TF's develop clutch judder that requires ever increasing amounts of skill to drive away smoothly in first gear. MGA's wear out second gear synchro rings to the point where many MGA owners think only 3rd and 4th gears are really supposed to be synchromesh!

TR2's and 3's develop vague steering due to accumulated wear in the steering box and the multitude of fulcrum pins and the rod ends. TR4's through TR6's also develop similar steering characteristics due to mushy rubber steering rack mounts.

The point to be made is that all these problems are correctable and elimination of annoying faults will make any sports car more enjoyable to drive. Many problem areas are not overly difficult to repair nor require replacement of costly components.

Although we at Moss Motors are not always able to supply every cosmetic part you need, most mechanical parts are available. You can usually restore good handling, positive braking and a nice, taut feel to your car without major surgery. You just need to believe that your car can work well!

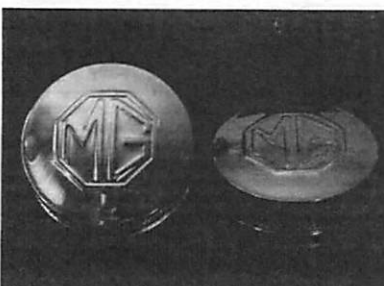
Why not make an objective list of your own car's shortcomings and implement a weekend tuneup program to correct at least the most annoying faults. Your car may be safer because of it and will certainly provide greater enjoyment. After all aren't pride of ownership and driving pleasure the most significant reasons for owning a British sports car?

## COLORTUNE



Now you can be sure your carburetor mixture is perfect! Colortune 500 is a test spark plug with a glass top that takes all the guesswork and frustration out of carburetor tuning. Different fuel/air mixtures burn with different colors; with Colortune you can see the effects of the adjustments you are making, and get the perfect mixture setting. Especially helpful if you have an engine with non-stock carburetors or camshaft, where there is no factory book to tell you what needles to use, etc. Save fuel, save your engine from damage. If you can change a spark plug you can use Colortune 500.

388-210 Colortune 500 \$27.50



## MG CRESTED FILTER

While our selection of MG air filters seems endless we just couldn't pass up these attractive chrome filters. They may not add extra horsepower or give you more miles per gallon, but they are well made, have an effective foam element and are very handsome! Will fit all MGA's and MGB's with twin 1 1/2" SU carbs. A sharp addition to your classic!

223-290 MG Crested Air Filters \$23.95  
(2 required)

PRICES VALID THRU JUNE 29, 1986

# Installing Moss' New BJ8 Seat Kits

For those of you who have waited for Moss Motors to produce an exact reproduction of Austin Healey BJ8 seat kits, your patience is being rewarded. The following article by John Sarena is a step-by-step guide to installing BJ8 seat covers. John, our upholstery division manager, has a tremendous wealth of experience in upholstery installation. Although there may be other ways of installing seat covers, we strongly recommend following his advice to produce the best possible finished appearance. Take a look at the special introductory prices on BJ8 seat kits in our current sale, then let John help you install your new seat kit.

Moss Motors has just made the installation of our Austin Healey seat cover kits even easier with the availability of moulded reproduction seat foam. The cushion and backrest sets fit BM4 thru BJ8 cars, and with slight modification may be adapted to BN1/2 cars. The long awaited BJ8 original style seat covers are now in stock as well, which completes the Moss line of reproduction Austin Healey upholstery.

As with restoration of any area of your car, pay close attention to the method the factory used to cover your seats originally. If your seats are not an original example I suggest you borrow a seat from a friend or fellow club member to help guide you or the upholstery shop. If you plan on tackling this job yourself, other than normal hand tools, I recommend you use a sturdy picnic table for a work bench covered with a carpet remnant or heavy blanket. Warm air temperature and a hair dryer will also assist you in the installation of the foam and covers.

Begin by removing all of the old covers and foam from the seat assemblies. I prefer to 'restore' the back and bottom units by scraping off all rust scale and old glue. It is OK to chemically strip the metal backs and cushion bases but DO NOT SANDBLAST, as you will no doubt warp the sheet metal, making your seats unusable. Prime the raw steel

with lacquer primer and seal with semi gloss black lacquer. If you use enamel, the solvents in the glue used to attach the foam will attack the finish and whatever you attempted to glue will not stick. Please take note of this, as it will save you much grief and aggravation. I advise the use of Moss neoprene adhesive, available under part #221-560. This is put up in quart cans which can be brushed or sprayed. Use proper ventilation with this product as it is flammable and does funny things to your system if inhaled.

Begin by gluing the moulded cushion to the appropriate seat bottom unit. I suggest gluing a 2" wide muslin pull tab around the lower edge of the cushion and joining to the seat base. I also glue a 10" x 16" muslin piece into the insert area of the cushion. Next, turn the cover inside out and position it on the seat. While holding the insert area in place with one hand, pull cover back over foam and seat base, roughly check fit and position of cover. Turn cover back out and glue insert down to foam cushion, 1/2 side at a time. Let glue 'tack up' for 3 or 4 minutes before joining to cushion for maximum adhesion. Set welt at edge of seat, making sure the tail faces down; while holding it in place with one hand at the top, pull the side skirt on over and temporarily hold it in place with seat clips. Follow the same procedure on the other side, re-adjust it if necessary and install all the clips. I prefer to use pop rivets on the back pull tab to hold it in place.

The backrest is a little more of a challenge, but can be done with patience and care. Align and center the backrest foam on the steel seat backrest. Fold back one half side at a time, apply glue, let 'tack' and set in place. Finish off the other side in the same manner and then glue pull tab to the outer back. Pull the muslin taut and work out as many wrinkles as possible. Trim off any folds with a pair of scissors. I replace the jute outer back padding with 1/4" scrim backed

foam, applied scrim side out. Pull excess scrim back from outer edges of backrest, trim the foam even with the seat edge and glue the 'tail' of the scrim back over the muslin pull tab, extending into the backrest foam approximately 1" past the pull tab. Apply a 9" x 17" piece of muslin to the insert areas as in the seat cushion. I duct tape 1 1/4" strips 2 to 3 layers thick on the bottom/front edge of the backrest that is covered by the sewn 'boots' before installing 1/4" foam to prevent chafing of the vinyl on the boots. Note how the factory padded this area and duplicate. Warm the boots with a hair dryer and pull in place, first gluing on the outer back and then to the front of cushion foam. When this is completed, warm the backrest cover and pull it down over the backrest unit, positioning it in place. The first priority is to get the top edge or welt line to be even with the top edge of the seat. A small piece of plastic approximately 10" x 20" such as used for dry cleaning bags lightly taped to the upper portion of the seat will allow the cover to slip in place easier. This will not show under the cover and may be left in place. Turn the tail of the welt towards the back of the seat, check the position of the insert in relation to the indentation in the foam and while pulling the outer back cover down, install 3 or 4 seat clips at the lower back edge. Once you are satisfied with the fit, check the position of the insert; apply neoprene adhesive to the backside of the insert and indent in the foam. Let 'tack' 3 to 4 minutes, warm up the outer cap of the cover with a hair dryer; and starting at the top of the insert, work down pressing the insert in place with your hands pushing into the foam. Finish off the installation of the cover by applying seat clips to the bottom angle flange and re-adjust the outside back if necessary. Mate the backrest to the bottom unit after covering the outer flange of the seat cushion base with a vinyl band and install in the car.

## TOLL FREE PHONE TIPS

One of Moss Motors' desires is to see our customers receive their parts promptly, correctly, and as inexpensively as possible. Since the bulk of our orders come in on our toll free order line, we have come up with several suggestions to help accomplish these goals.

Most important: BE PREPARED!

- Know your customer number.
- Know all the appropriate numbers for your car, (chassis, engine, etc.). A suggestion is to write these on the inside front cover of your parts catalog.
- Write out the order in advance on a separate sheet of paper. Leafing through the catalog while you're on the phone is not only time consuming, but you will probably miss one or more of the items you most need! When writing out the order, keep in mind that we only need the following:
  - the Moss 6-digit part number.
  - the quantity you need.
  - the catalog description.

We don't need catalog page number, illustration number or the price.
- Have your credit card in front of you with your order. We do not keep your number on file, and need the complete number including expiration date each time you order.
- Order the parts yourself, or make certain that whoever is ordering CLEARLY understands what it is you need.
- For clarity on the phone, separate the part numbers into individual digits (four-five-six/seven-eight-zero).
- Save questions to the end. A good idea is to make a notation of the page and illustration numbers of parts you have questions about. This way, we can turn quickly to that page and work along with you.

Most questions concerning ordering, return and shipping procedures can be answered by consulting the opening pages of your catalog and the center pages of your price list/update.

If we work together and follow these simple guidelines, the end result will be fast, error free service.



<b>MOSS</b>	<b>ORDER BLANK</b>	YEAR _____ MAKE _____ MODEL _____
	Date _____	SERIES _____ ENGINE NO. _____
Customer # _____	DAYTIME PHONE _____	SHIP TO: _____
ORDERED BY: _____	STREET _____	STREET _____
CITY/STATE _____ ZIP CODE _____	CITY/STATE _____	ZIP CODE _____

QTY.	PART NO.	DESCRIPTION	UNIT PRICE	EXTENDED PRICE
CHARGE MY <input type="checkbox"/> VISA <input type="checkbox"/> MC <input type="checkbox"/>			PARTS TOTAL	
CARD NO. _____ ENCLOSED IS \$ _____			SALES TAX CA/NJ/MD ONLY	
DATE CARD EXPIRES _____ (805) 968-1041			Simplified SHIPPING CHARGES AIR _____ GROUND _____	
CUSTOMER SERVICE PHONE _____			TOTAL	
IF WE ARE OUT OF STOCK ON ANY ITEM, DO YOU WANT TO BE PLACED ON BACKORDER? YOU WILL BE CHARGED FOR BACKORDERED ITEMS BUT CAN CANCEL FOR FULL REFUND PRIOR TO SHIPMENT. YES _____ NO _____				

## MG ELECTRICAL

**MG TD-TF  
& Spridget 948  
Rebuilt Generator**  
Core charge \$15.00



140-310 Reg. \$187.50 **\$148.95**

**MG TC & TD Horn Push & Dipper Switch**  
140-700 Reg. \$24.95 **\$20.50**

**MGB Brake Check Switch (1972-76)**  
141-280 Reg. \$19.95 **\$14.95**

**1980 MGB Distributor**  
(Except California cars.)  
142-980 Reg. \$147.50 **\$98.50**

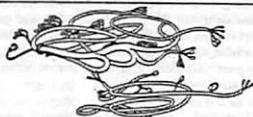


**MG TC & TD  
Original Wiper Motor**  
145-300 Reg. \$244.50 **\$224.95**

**MG TC Original Map Light**  
They make terrific lighted Christmas tree ornaments too.

144-500 Reg. \$29.75 **\$22.95**

**MG TF Wiper Central Knob**  
160-520 Reg. \$7.85 **\$6.50**



**MG TF Cloth Bound Wiring Harness**  
356-160 Reg. \$115.95 **\$98.95**

**MGA 1500 Cloth Bound Wiring Harness**  
356-170 Reg. \$115.95 **\$99.95**

**MGA 1500 Vinyl Bound Wiring Harness**  
355-040 Reg. \$79.95 **\$64.75**

**MGB (68-'80) SU Fuel Pump**  
Brand new original SU fuel pump. 'Keep a spare in your trunk just in case...'  
377-165 Reg. \$69.95 **\$58.95**

**Lucas 7" CFT700S Fog Lamp**

Light up the road ahead with this original Lucas fog lamp. It's a favorite with Jaguar owners, but looks good on any British car.

162-850 Reg. \$124.95 **\$104.95**



**Austin Healey  
100-4 thru 3000,  
MGB (early)  
Knock Off**

Fits 3000 BJ8 to (c) 26704, MGB to (c) 30850.

L/H 200-280 Reg. \$22.95 **\$18.95**

R/H 200-290 Reg. \$22.95 **\$18.95**



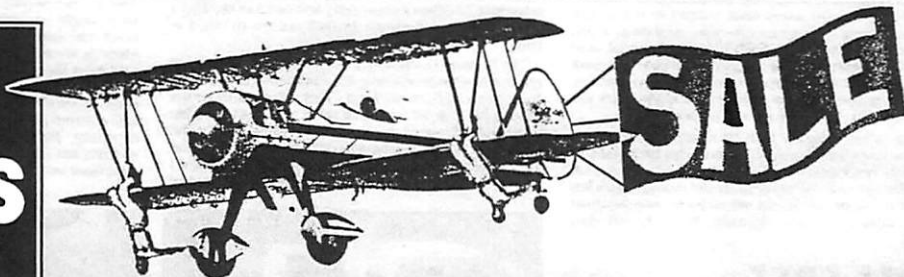
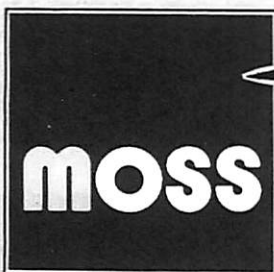
**Connolly Hide Food**  
New seats or old, leather will last longer if treated with Hide Food. This marvelous product softens and preserves leather to keep it looking new.  
220-210 Reg. \$8.50 **\$7.25**

**MG, Triumph, Austin Healey 4-cyl. Mallory Dual-Point Distributor**  
Mallory Dual-Points were the hot racing set-up in the 50's and 60's. Their total adjustability makes them ideal for stock or racing applications. MGT-Series cars will need an aluminum tappet cover #224-300 and may require a longer fan belt.  
143-180 Reg. \$139.75 **\$118.75**



**Spridget Head Gasket**  
Fits all except 1500.

694-530 Reg. \$7.95 **\$5.50**



### PRICES VALID FROM MAY 12 THRU JUNE 29, 1986

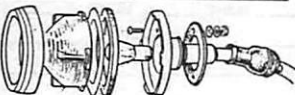
Spring is off to a flying start with another one of our famous sales. Hundreds of items to choose from, all at incredibly low prices! Start your spring off with all the spares you need to put your classic on the road in style.

**MG TC Original Starter Switch**

145-700 Reg. \$39.95 **\$28.95**

**MG TD-TF, MGA & all 948 Sprites Starter Switch Also Midget**

145-800 Reg. \$26.95 **\$21.50**



**MGA 1500 Front Side/Flasher Lamp**  
143-500 Reg. \$29.95 **\$24.95**

**MGA 1500 Front Side/Flasher Lamp Lens**  
158-900 Reg. \$12.95 **\$9.95**

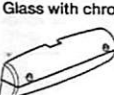
**MGA 1600 & 1600 MK II Front Side/Flasher Lamp Lens**  
164-200 Reg. \$19.95 **\$16.95**

**MGB Amber Front Sidalamp Lens (1963-'69)**

164-795 Reg. \$8.95 **\$5.75**

**MG TC-TD-TF Parking Lamp Lens**  
Glass with chrome rim as original.

157-750 Reg. \$9.95 **\$7.95**



**MGB Courtesy Lamp Lens & Bezel (1968-76)**

158-925 Reg. \$7.75 **\$6.50**

**MG TD Glass Tail Lamp Lens (rectangular)**  
157-910 Reg. \$9.75 **\$7.50**

**MG TD Chrome Rim, Tail Lamp (rectangular)**

157-920 Reg. \$3.65 **\$2.75**

**MG TC Alitette Horn**  
A superb reproduction of the original.

165-900 Reg. \$84.95 **\$71.50**

**MG TD-TF, MGA & Bugeya Starter Cable Coupling**

161-500 Reg. \$4.95 **\$3.95**



## MULTIPLE & SPRIDGET PARTS



**Lucas Quartz-Halogen Headlight (all cars with 7" headlights)**  
Standard sealed-beam headlights cannot match the degree of illumination provided by this Lucas Q-H lamp. (Bulb sold separately.)  
Not Legal where DOT approved lamps are required.

162-750 Reg. \$19.95 **\$17.50**

**Lucas Quartz-Halogen Headlight Bulb**  
162-755 Reg. \$11.70 **\$10.50**

**Headlight Stoneguard Set**

Protect your valuable vintage headlights with a set of stoneguards from Moss. Does not fit MG TC/TD, nor XK 120 with 8" headlights.

222-100 Reg. \$19.95 **\$14.95**

**TR-6 thru 1972,  
Austin Healey 100-4/100-6  
A-type Overdrive Solenoid**

145-720 Reg. \$84.95 **\$74.95**

**MGA, Spridget & Triumph Rebuilt Generator**

For cars with eyelet type connections (no provision for tach drive). Core charge \$20.00.

140-230 Reg. \$104.00 **\$89.95**

**Triumph TR 250, MGA, Spitfire,  
GT-6 & Spridget  
Rebuilt Starter**

This starter can be used in place of either original TR 250 starter. Core charge \$10.00.

541-540 Reg. \$80.00 **\$64.95**

**TR 4-4A & MGB (1963-'68) Wiper Blade**

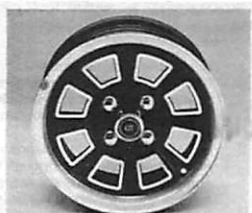
560-390 Reg. \$9.75 **\$7.95**



Without brackets

**AUSTIN HEALEY SPRITE  
& MG MIDGET  
SIDE CURTAIN SET**

259-678 Reg. \$199.95 **\$169.95**



**Spridget 13" x 5" Paddy Hopkirk Wheel**  
455-375 Reg. \$89.95 **\$89.95**

**Triumph TR-2-3 & MGB Seat Slide (per seat)**

454-295 Reg. \$22.95 **\$17.95**

**Sprite Midget**

**Black Top (1967 on)**  
Complete with Header Rail.

242-205 Reg. \$248.95 **\$238.95**

**Sun Visor**

For the TR-2-3B, MGA and MG TC-TD-TF.

240-300 Reg. \$17.50 **\$14.95**

**RACING MIRROR**

Chrome

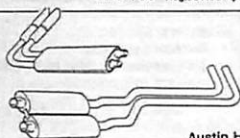
**Racing Mirror (short base)**

222-350 Reg. \$31.50 **\$26.75**



# AUSTIN HEALEY PARTS

**Austin Healey 3000 Brake Caliper Piston**  
Fits BJ 8 to (c) 26704.  
021-163 Reg.\$37.95 **\$32.50**



**Austin Healey 3000 Late BJ 7 & BJ 8 Black Top**  
BJ 7 from (b) 59372.  
021-533 Reg.\$157.00 **\$144.95**

**Austin Healey 3000 Mk III Free Flow Exhaust System**  
This Ansa premium quality performance exhaust system has a manufacturer's retail price of \$255.92.  
021-134 Reg.\$184.50 **\$159.95**

Austin Healey System must be cut in half for UPS shipment

**Austin Healey 100-6/3000 Water Outlet Elbow**

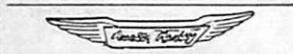
021-346 Reg.\$18.95 **\$15.95**  
**Austin Healey 3000 Gearshift Boot for Centershift**  
021-338 Reg.\$8.85 **\$5.50**

**Austin Healey 100-4 Workshop Manual**  
This reprint of the original factory service manual is the only definitive Austin Healey 100 workshop manual available.  
021-379 Reg.\$34.50 **\$27.50**



**Austin Healey 100-6/3000 Heater Control Panel**  
021-575 Reg.\$9.95 **\$8.50**

**Austin Healey 100-6/3000 Heater Control Knob**  
021-576 Reg.\$2.45 **\$2.15**



**Austin Healey Front Winged Medallion (100 thru early 3000)**  
021-725 Reg.\$12.95 **\$9.95**

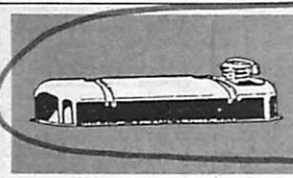
**Austin Healey 3000 Mk III Front Winged Medallion**  
021-739 Reg.\$24.95 **\$19.95**

**Austin Healey 100-6 Grille Motif**  
021-740 Reg.\$8.85 **\$8.25**

**Austin Healey 100-6 thru 3000 BT 7 Side Curtain Seal Set**  
021-774 Reg.\$18.75 **\$15.25**

**Austin Healey 100-6/3000 Trunk Seal**  
021-775 Reg.\$10.95 **\$9.50**

**Austin Healey 3000 BJ 7 & BJ 8 Nylon Window Guide**  
021-780 Reg.\$1.40 **\$1.10**



**AUSTIN HEALEY 100-4 POLISHED ALUMINUM VALVE COVER**  
'Works type' cast alloy valve cover includes Austin Healey script and quick release, chrome oil filler cap.  
852-095 Reg.\$148.75 **\$129.95**

**Austin Healey Chrome Ashtray Assembly**  
Genuine factory ashtray, cigarette butts not included!  
031-322 Reg.\$17.95 **\$15.25**

**Austin Healey 100-6/3000 and TR 3 & 4 Clutch Hosa**  
Fits TR 3 from TS 13046.  
584-760 Reg.\$12.95 **\$9.95**

**Austin Healey BJ 7 - BJ 8 Striker Plate Assembly**  
R/H 803-755 Reg.\$34.95 **\$30.95**  
L/H 803-765 Reg.\$34.95 **\$30.95**

**Austin Healey 100-6 & 3000 Interior Door Handle (2 & 4 seat roadsters)**  
Fits all 6 cylinder side curtain models.  
803-900 Reg.\$9.95 **\$9.75**

## TRIUMPH PARTS

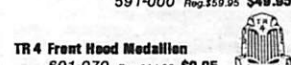
**TR 2 - 4 Luggage Rack (permanent mount)**  
646-000 Reg.\$69.95 **\$64.95**

**TR 2 & 3 Wiper Blades**  
554-070 Reg.\$6.95 **\$5.75**

**TR 2 thru 6 Hand Brake Handle**  
Fits TR 6 to CF 50,000.  
582-640 Reg.\$1.45 **\$1.25**

**TR 2-4 New Clutch Disc**  
591-000 Reg.\$59.95 **\$49.95**

**TR 4 Front Hood Medallion**  
601-070 Reg.\$14.95 **\$9.95**



**TR 250-6 Rear Spring Spacer**  
A factory item, the spring spacer is used between the rear spring and trailing arm to restore sagging springs to the proper ride height.  
675-065 Reg.\$15.95 **\$14.75**

**Triumph TR 2-6 Brake & Clutch Pedal Pad**  
680-230 Reg.\$1.60 **\$1.25**

**TR 4 Interior Mirror Replacement type.**  
801-060 Reg.\$14.95 **\$10.95**

**TR 4 Sun Visor (original type)**  
801-080 Reg.\$18.95 **\$17.50**

**TR 2-3 Short Rear Fender Bead**  
802-820 Reg.\$3.85 **\$2.95**

**TR 2-3 Long Rear Fender Bead**  
854-220 Reg.\$10.95 **\$8.25**

**TR 2-3 Front Fender Bead**  
854-230 Reg.\$13.95 **\$11.50**

**TR 2-3B Spare Tire & Tool Roll Strap Kit**  
Complete set of leather straps including all hardware for securing spare tire and original tool roll.  
802-845 Reg.\$19.95 **\$18.25**



**MGB (63-70) Folding Top**  
Black 250-000 Reg.\$257.50 **\$247.50**  
Red 250-010 Reg.\$274.50 **\$264.50**  
Blue 250-020 Reg.\$274.50 **\$264.50**  
Tan 250-030 Reg.\$274.50 **\$264.50**

**MGB (63-70) Stow-away Top**  
Black 250-040 Reg.\$257.50 **\$247.50**  
Red 250-050 Reg.\$274.50 **\$264.50**  
Blue 250-060 Reg.\$274.50 **\$264.50**  
Tan 250-070 Reg.\$274.50 **\$264.50**

1977 Folding Top with zippered rear window will also fit 1971 on.

**TR 3 Buz Type Side Curtain Fixing Plate**  
Our reproduction side curtain plates are painted with Silver 'Hammerstone' finish exactly as the factory originals.  
R/F & L/R 803-580 Reg.\$12.95 **\$11.75**  
L/F & R/R 803-590 Reg.\$12.95 **\$11.75**

**Triumph TR 4-250 Radiator Air Duct**  
Overheating can often be cured by replacing the missing air duct.  
855-130 Reg.\$13.95 **\$12.95**

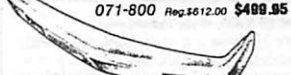
**Triumph TR 250-6 Dash Top Pad**  
854-990 Reg.\$49.95 **\$44.95**

**Triumph TR 4-4A Dash Top Pad**  
855-010 Reg.\$44.95 **\$39.95**

**Triumph TR 4 R/H Door Complete door shell, no hardware.**  
855-060 **\$39.95**

**Triumph TR 4-6 Rocker Panel**  
R/H 855-240 Reg.\$47.95 **\$42.95**  
L/H 855-250 Reg.\$47.95 **\$42.95**

**TR 7 Coupe, Front Bumper**  
Includes bumper and rubber cover  
071-800 Reg.\$612.00 **\$489.95**



**TR 7 Rubber Cover, rear bumper**  
071-887 Reg.\$345.00 **\$289.95**



**TR 7 Rebuild Cylinder Head**  
Fits TR-7 (1975-'80) carburettored cars. Complete with new or reground camshaft, valves and springs.  
071-001 **\$875.00**

**TR 7 Oil Filter**  
071-100 Reg.\$3.25 **\$2.50**

**TR 7 Carb Rebuild Kit**  
One kit required per carb.  
071-114 Reg.\$12.95 **\$9.95**

**TR 7 Clutch Disc (1975-'78, 4 speed)**  
071-302 Reg.\$39.95 **\$33.95**

**TR 7 5-Speed Clutch Disc**  
071-304 Reg.\$89.95 **\$69.95**

**TR 7 Front Shock Absorber (strut type)**  
071-400 Reg.\$44.95 **\$38.75**

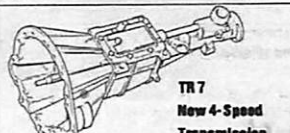
## MGB TOPS WITH HEADER RAIL

Moss introduces original equipment tops as fitted by the factory. The ultimate, easy to install top comes with a new header rail and header rail seal pre-installed.

**MGB (70-76) Folding Top**  
Black 250-080 Reg.\$257.50 **\$247.50**  
Red 250-090 Reg.\$274.50 **\$264.50**  
Blue 250-110 Reg.\$274.50 **\$264.50**  
Tan 250-120 Reg.\$274.50 **\$264.50**

**MGB (1977 on) Folding Top**  
Black 250-130 Reg.\$288.50 **\$278.50**  
Red 250-140 Reg.\$304.50 **\$294.50**  
Blue 250-150 Reg.\$304.50 **\$294.50**  
Tan 250-160 Reg.\$304.50 **\$294.50**

1977 Folding Top with zippered rear window will also fit 1971 on.



**TR 7 New 4-Speed Transmission**  
Don't spend \$600.00 only to find out your 'rebuild' transmission doesn't work. Moss has factory new transmissions for the same price. Fits from gearbox CGS2530 on. Price includes \$100.00 core charge.  
071-335 Reg.\$675.00 **\$595.00**

**TR 7 Throw Out Bearing**  
071-305 Reg.\$17.20 **\$13.95**

**TR 7 Speedometer (1978-'81)**  
071-703 Reg.\$60.00 **\$39.95**

**TR 7 Wiper Motor**  
071-784 Reg.\$195.95 **\$149.95**

**TR 7 Factory Style Front Spoiler**  
071-815 Reg.\$84.95 **\$74.95**



**TR 7 HUBCAP SET**  
Add a touch of class to your TR 7. These are the same quality wheel covers as offered by Triumph to dress up the standard TR 7 wheels. (set of 4 hub caps)  
071-959 Reg.\$24.95 **\$19.95**

## MG PARTS

- MG TC ON Seal, rear hub**  
121-200 Reg. \$4.95 **\$4.20**
- MG TF 1500 Reflector**  
144-600 Reg. \$7.95 **\$6.15**
- MG Side Reflector, rear (1968)**  
144-720 Reg. \$12.95 **\$10.95**
- MG TC Ring Gear**  
190-010 Reg. \$37.50 **\$31.50**
- MG TD Ring Gear 10% L.D.**  
190-020 Reg. \$39.95 **\$33.95**
- MG TD & TF Ring Gear 10% L.D.**  
190-030 Reg. \$37.25 **\$31.50**



- MG TC & TD Radiator Modallion**  
201-010 Reg. \$9.50 **\$7.95**
- MG TD Early Body Rubber Set (rectangular tail lamps)**  
281-518 Reg. \$81.95 **\$69.95**
- MG TD Late Body Rubber Set (with round tail lamps)**  
281-528 Reg. \$99.95 **\$84.95**
- MG TF Body Rubber Set**  
281-538 Reg. \$98.75 **\$83.75**
- MGB Windshield Glazing Strip (all roadsters)**  
282-420 Reg. \$26.75 **\$19.95**
- MG TD & TF 1250 Head Gaskets (round water passages)**  
290-100 Reg. \$19.95 **\$16.75**

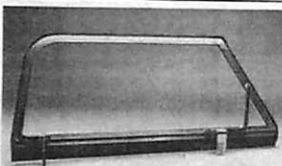


Late MGB Inlet/Exhaust Manifold (Zenith-Stromberg)

'Carburettor problems' are often the result of a cracked manifold. Make sure your inlet/exhaust manifold is in good condition before rebuilding the carburettor.

373-840 Reg. \$209.95 **\$199.95**

- MGB (1975-'80) Zenith Stromberg Air Cleaner Assy.**  
373-900 Reg. \$49.95 **\$29.95**



**MGA Side Curtain Set**  
Moss studied the original MGA side curtain and improved on it to create the best designed, best fitting MGA side curtain ever.

259-648 Reg. \$149.95 **\$129.95**

- MG TC-TD-TF Door Lock, with cover**  
L/H 401-100  
R/H 401-200 Reg. \$19.75 **\$16.50**

**MG TD & TF Door Striker**  
Does not include mounting screws.  
401-417 Reg. \$16.95 **\$13.50**

**MG TD & TF Lock & Handle Set**  
Both locks, covers, handles, strikers and all mounting hardware.  
402-178 Reg. \$94.50 **\$79.95**

### Wind Wing Set

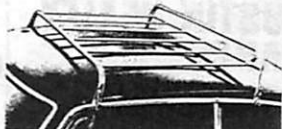
Are you tired of being pummelled by the airstream around your windshield? A set of Moss wind wings will make touring much more enjoyable, especially on long trips.

- MG TC/D/F** 240-100 Reg. \$37.40 **\$32.95**  
**MGA** 240-200 Reg. \$37.50 **\$29.95**

### MGB GT Roof Rack

An Amco detachable roof rack is the perfect option to increase any BGT's luggage capacity. Our supply of this original option is limited, so buy one before they're gone. Must be shipped Truck Freight Collect.

244-020 Reg. \$84.50 **\$89.95**



## LEATHER SEAT KITS!

For years, Moss seat kits have set the standard for quality interior restoration and authenticity. Individually cut and sewn, Moss kits easily replace your worn interior with results equalled only by the original. Proper pleats, correct stitching, beautiful fit and quality materials all say: 'this is how a classic British sports car should look.' All kits are patterned from the originals with uncompromising attention to detail. Installation is very straight forward with no sewing or special skills required. Material samples available upon request.



### MG TD

- Red..... 245-040  
Green..... 245-050  
Biscuit..... 245-060  
Black..... 245-070  
Tan..... 245-490  
reg. \$330.00 **\$279.95**

### MG TF

- Red..... 245-080  
Green..... 245-090  
Biscuit..... 245-100  
Black..... 245-110  
Tan..... 245-500  
reg. \$385.00 **\$327.25**

### MG TC

- Red..... 245-000  
Green..... 245-010  
Biscuit..... 245-020  
Black..... 245-030  
Tan..... 245-480  
reg. \$330.00 **\$279.95**



### TR 4

fits from CT 17131 to CT 20925

- Black with black piping..... 642-180  
Black with white piping..... 642-185  
Red with red piping..... 642-190  
Red with white piping..... 642-195  
Tan with tan piping..... 642-330  
reg. \$269.50 **\$224.95**

### TR 2 & 3

TR 3 to TS 22013

- Black with black piping..... 642-150  
Black with white piping..... 642-155  
Red with red piping..... 642-140  
Red with white piping..... 642-145  
Tan with tan piping..... 642-310  
reg. \$364.75 **\$314.75**

### TR 3A & 4

TR 3A/3B from TS22014  
TR 4 to CT 17130

- Black with black piping..... 642-160  
Black with white piping..... 642-165  
Red with red piping..... 642-170  
Red with white piping..... 642-175  
Tan with tan piping..... 642-320  
reg. \$269.50 **\$224.95**

### TR 4

fits from CT 20926

- Black with black piping..... 642-450  
Black with white piping..... 642-455  
Red with red piping..... 642-460  
Red with white piping..... 642-465  
Tan with tan piping..... 642-470  
reg. \$254.95 **\$214.95**

### TR 4A

- Black with black piping..... 642-250  
Black with white piping..... 642-255  
Red with red piping..... 642-260  
Red with white piping..... 642-265  
Tan with tan piping..... 642-340  
reg. \$289.50 **\$249.50**

### MGB TC Coffin Style Valve Cover

We received a shipment of slightly imperfect valve covers. Although too scratched and pitted to be considered show quality, they are none the less attractive and an excellent value.

224-225 Reg. \$38.95 **\$19.95**

### MGA & MGB Finned Aluminum Valve Cover Set

Brighten the appearance of your engine compartment while reducing valve noise. Comes complete with chrome filler cap, bushings & washers.

224-508 Reg. \$74.50 **\$64.95**



**MG TC & TD Oil Filter Assembly (for throw away filter element)**  
Fits TD to (e)14223  
435-360 Reg. \$27.75 **\$21.95**

### MGB Original Jack

386-920 Reg. \$56.95 **\$51.50**



### MGB Fender Cover

The Moss upholstery division has designed and constructed a fender cover specifically for the MGB. This fitted cover is emblazoned with the MG 'Safety Fast' logo and incorporates a tool rest to keep those small items from getting lost.

242-870 Reg. \$32.95 **\$28.25**



**MGA 1500 & 1600 Cylinder Head w/guides**

451-500 Reg. \$445.00 **\$399.95**

### MGB Camshaft

For the 18V engines.  
451-325 Reg. \$179.95 **\$149.95**

**PRICES VALID THRU JUNE 29, 1986**

**MGA & MGB 63-74 1/2 Rear Axle Check Strap**  
267-610 Reg. \$8.75 **\$5.95**

## RUST REPAIR

**MGA Sill & Pillar Assembly**  
Must be shipped truck freight collect.  
R/H 456-140 Reg. \$179.95 **\$152.95**  
L/H 456-160 Reg. \$179.95 **\$152.95**

**MGA Steel Rocker Panel**  
L/H 456-720 Reg. \$24.95 **\$17.95**  
R/H 456-730 Reg. \$24.95 **\$17.95**

**MOSS**

Slightly different than cover illustrated.





## STAINLESS STEEL EXHAUST SYSTEM

The last exhaust system your car will ever need! Carefully constructed of heavy gauge stainless steel, these systems are designed to fit your car exactly as the original drawings specify. And yes, that good old British exhaust note is still there. Stainless exhaust systems are guaranteed for as long as you own your car. (Made in England)

**MGA Stainless Steel Exhaust System**  
454-875 Reg. \$149.95 **\$124.95**

**MGB (1963-'74) Stainless Steel Exhaust System**  
454-560 Reg. \$179.50 **\$149.95**

**MG TC Stainless Steel Exhaust System**  
454-508 Reg. \$169.95 **\$149.95**

**Jaguar XK 140-150 Stainless Steel Exhaust System**  
860-190 Reg. \$410.95 **\$389.95**

**TR 2-4 Stainless Steel Exhaust System**  
860-100 Reg. \$184.50 **\$159.95**

**TR 4A Early Dual Pipe Stainless Steel Exhaust**  
860-110 Reg. \$349.00 **\$299.95**

**TR 4A Single Pipe Stainless Steel Exhaust**  
860-120 Reg. \$299.95 **\$259.95**

**TR 250 & TR 6 (1968-'72) Single Down Pipe Stainless Steel Exhaust System**  
860-200 Reg. \$295.95 **\$284.95**

## MORE MG PARTS



### MGB Exhaust Header

Replace heavy cast iron manifolds with this neatly engineered tubular header. Use with a Weber conversion or early MGB intake manifold and SUs to improve the performance of single carb MGs. Not legal in California for sale or use on pollution controlled motor vehicles.

459-010 Reg. \$74.95 **\$64.95**

**MGB 7 Blade Fan**  
Fits from (c) 258001 to (c) 410000.  
434-340 Reg. \$21.75 **\$18.50**

**MG TD & TF Side Curtain Mounting Plate**  
405-300 Reg. \$3.75 **\$2.95**

**MGA Exhaust Pipe Heat Shield**  
A neat accessory item - mounts under the floor to keep the muffler's heat out of the cockpit.  
451-728 Reg. \$18.50 **\$15.25**

## MGTD SQUAB & CUSHION ASSEMBLY

Don't go to the hassle and expense of completely rebuilding your original seat frames. Moss has the perfect solution; new frames ready for installation of your new Moss seat kit. Must be shipped Truck Freight Collect.

456-595 Reg. \$278.75 **\$239.95**

**MGA & MGB Radiator Hoses**  
Used on an MGB as a top hose thru 1975 and as a bottom hose to (c)258000.  
470-270 Reg. \$3.75 **\$2.95**

**MGB Bottom Radiator Hose (72-'74 1/2, with heater)**  
470-310 Reg. \$11.95 **\$9.95**

**MGB Bottom Radiator Hose**  
Fits from (c)360301 to (c)410000.  
470-320 Reg. \$8.95 **\$6.95**

**MGB Inverted Spin-On Filter Head**  
Fits approx. mid 1970 thru 1972.  
460-910 Reg. \$39.80 **\$33.95**

**MGB Hanging Spin-On Filter Head**  
Any MGB equipped with an inverted oil filter will benefit from the substitution of a hanging filter. It reduces bearing wear on start-up and makes changing filters a much cleaner job. Use with #235-950 spin-on filter.  
460-915 Reg. \$23.95 **\$19.95**



**MG TD Original Flocked Glovebox**  
454-155 Reg. \$29.95 **\$24.95**

**MG TC Underdash Panel Kit**  
Kit includes all necessary hardware, instructions and a full size pattern to recreate the underdash panel. You supply the waterproof panelboard, (easily obtainable from local upholstery shops) and a few simple wood strips.  
451-785 Reg. \$37.50 **\$31.95**

**MG TD Seat Slide**  
454-275 Reg. \$34.95 **\$27.50 per seat**

**MG TF Seat Slide**  
454-280 Reg. \$34.95 **\$27.50 per seat**

**MGA Seat Slide**  
454-285 Reg. \$22.95 **\$17.95 per seat**

**MGB Rear Leaf Spring, (Rdstr. 63-'74 1/2)**  
454-760 Reg. \$55.75 **\$44.95**

**MGB-6T Rear Leaf Spring**  
454-770 Reg. \$62.95 **\$53.50**

## MGB COMPLETE TUBE SHOCK CONVERSION KIT

Now fitted with Monroe 10 stage shocks that automatically adjust to varying road conditions. Easy to install kit for all 4 corners of your MGB.  
268-128 Reg. \$349.95 **\$224.50**



### Green Drill Car Covers

MGA	236-030
MG TC-TD-TF	236-010
MGB Rdstr. (63-'74)	236-050
MGB Rd. (75-'80)	236-160
MGB GT	236-130
TR 4-6 to 74	236-050
TR 6 (75-'76)	236-100
AH Big Healey (2 seat)	236-030

Reg. \$99.95 **\$88.95**

Triumph TR 7 Coupe 071-954  
Triumph TR 7 Roadster 071-955  
Reg. \$115.95 **\$103.50**

AH Big Healey (4 seat) 021-418  
Reg. \$98.50 **\$87.95**

Jaguar XK 120-150 011-465  
Reg. \$134.95 **\$119.95**



## MGTD & TF ORIGINAL STEERING WHEEL

The only proper original steering wheel for TD/TF  
454-230 Reg. \$139.95 **\$118.95**

## REAR SEAT KITS

Made from the finest leather, these kits are designed with exactly the same style and pleating as the original upholstery. All kits are finished so that the easy installation requires no special tools or experience.

### TR 3A & B

fits from TS22014

Black with black piping.....642-530  
Black with white piping.....642-535  
Red with red piping.....642-540  
Red with white piping.....642-545  
Tan with tan piping.....642-550  
reg. \$198.50 **\$168.50**

### TR 4

bottom cushion only, seat back is included in door panel kit

Black with black piping.....642-350  
Black with white piping.....642-355  
Red with red piping.....642-360  
Red with white piping.....642-365  
Tan with tan piping.....642-390  
reg. \$154.95 **\$129.95**

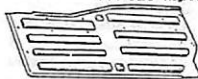
**MG TD & TF Axle Half Shaft**  
Remember the time you were going to impress your date by tearing away from the stoplight, only to wind up embarrassed trying to explain what happened? Old T-series half shafts break when you least expect it. Have a spare in hand instead of 1,000 miles away.  
453-220 Reg. \$109.95 **\$99.95**



**MGA Chrome Overrider**  
454-940 Reg. \$19.95 **\$17.50**

**MGA Coupe Chrome Mylar Windshield Trim**  
451-390 Reg. \$33.95 **\$29.95**

**MG TD & TF 1st Gear**  
441-020 Reg. \$109.95 **\$99.95**



**MGB (1968-'80) Floor Panel**  
L/H 458-950 Reg. \$39.95 **\$33.95**  
R/H 458-955 Reg. \$39.95 **\$33.95**

**MGB Front Floor Panel Repair Panel**  
L/H 458-940 Reg. \$39.95 **\$33.95**  
R/H 458-945 Reg. \$39.95 **\$33.95**

**MGA 1500/1600 Shell & Grille Assembly**  
Flat 470-060 Reg. \$89.95 **\$79.95**



**MGB Steel Hood**  
Must be shipped truck freight collect.  
457-250 Reg. \$159.95 **\$144.95**

## CAR COVERS

Protect your car's finish from dust, birds, sunlight and dew with these water-repellent covers. Choose from a lightweight green poly-cotton or heavier-duty tan flannel with a soft nap on the inside. An inexpensive way to preserve the value of your car!

### Tan Flannel Car Covers

MGA	236-080
MG TC-TD-TF	236-070
MGB Rdstr. (63-'74)	236-090
MGB Rdstr. (75-'80)	236-170
MGB GT	236-150
Triumph TR2 & 3	236-080
Triumph TR4-6 to '74	236-090
Triumph TR-6 (75-'76)	236-105
AH Big Healey (4 seat)	236-120
AH Big Healey (2 seat)	236-080

Reg. \$119.95 **\$107.50**

Triumph TR 7 Coupe 071-956  
Triumph TR 7 Roadster 071-957  
Reg. \$129.95 **\$118.50**

Jag XK 120-150 236-110  
Reg. \$149.25 **\$134.95**



**MG Practical Classics on MGB Restoration**  
Practical Classics presents an excellent reference for the MGB restorer. See the review on page 3.

212-370 Reg. \$12.95 **\$10.95**

## PRICES VALID THRU JUNE 29, 1986

## MG CLUTCH PARTS



**MGA & MGB Clutch Hose**  
180-820 Reg. \$10.95 **\$9.25**



**MG TD & TF Heavy Duty Pressure Plate (8 Inch)**  
190-120 Reg. \$67.95 **\$57.95**

## MGB CLUTCH DISC

190-250 Reg. \$36.95 **\$30.95**



# JAGUAR PARTS

**Jaguar Timing Chain Tensioner Blade**  
011-241 Reg. \$13.95 **\$10.95**

**Jaguar XK 120-140 Rear Wheel Cylinder ( tandem system )**  
011-243 Reg. \$79.50 **\$69.50**

**Jaguar XK 140-150 Wiper Switch**  
011-282 Reg. \$43.85 **\$37.50**

**Jaguar XK 120 Oil Pan Sending Unit**  
011-310 Reg. \$49.95 **\$39.95**

**Jaguar XK 120 Late Parking Lamp**  
011-320 Reg. \$29.95 **\$24.75**

**Jaguar Xk 140-150 Front Flasher Lamp**  
011-324 Reg. \$61.95 **\$55.75**

**Jaguar XK 120-140 Wiper Arm (nut type) 1949-'55.**  
L/H 011-326 Reg. \$9.95 **\$7.75**  
R/H 011-327 Reg. \$10.95 **\$8.25**

**Jaguar XK 140 Wiper Arm (splined type), 1956-'57**  
L/H 011-328 Reg. \$10.95 **\$8.25**  
R/H 011-329 Reg. \$9.95 **\$7.75**

**Jaguar XK 140-150 Steering Rack Mount**  
011-586 Reg. \$14.95 **\$11.75**

**Jaguar XK 120-140 Roadster/Kourod Bolt for Side Curtain**  
011-720 Reg. \$11.75 **\$9.95**

**Jaguar XK 140-150 Steering Rack Seal**  
011-585 Reg. \$7.95 **\$5.50**

**Jaguar XK 120 Trunk Handle**  
011-724 Reg. \$29.95 **\$22.75**

**XK 120-140 Windshield Pest Pads**  
011-729 Reg. \$5.75 **\$4.95**

**Jaguar XK 150 FHC Rear Window Seal**  
011-736 Reg. \$46.95 **\$37.50**

**Jaguar XK 140 BONNET BADGE**  
011-714 Reg. \$14.95 **\$13.25**

**Jaguar XK 120-140 Roadster Wooden Header Rail (2 pc.)**  
011-752 Reg. \$32.95 **\$27.50**

**Jaguar XK 120 Owner's Manual**  
011-700 Reg. \$14.95 **\$11.95**

**Jaguar XK 140 Owner's Manual**  
011-701 Reg. \$18.50 **\$12.50**

**MOSS MOTORING PAGE 4F**

**LARGE JAGUAR MASCOT**  
Optional equipment on XK 150's, makes a great club award when mounted on a hardwood base.  
011-706 Reg. \$39.95 **\$34.95**



**Jaguar XK 120 thru 150 Headlamp Spear**  
011-810 Reg. \$13.75 **\$12.25**

**Jaguar XK 140 Trunk Lid Handle**  
031-977 Reg. \$44.95 **\$39.95**

**XK 150 Wiper Blade**  
874-615 Reg. \$9.95 **\$7.95**

## 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.

For unmatched durability, Moss panel kits use plywood and waterproof panel board as opposed to particle board and common cardboard. Sufficient material is included to recover door top rails, cockpit rails and padded dash rails. These kits also offer very straight-forward installation with no sewing or special skills required. Common household tools are all that you will need. Material sample available upon request.



**MG TD**

Red ..... 245-400  
Green ..... 245-410  
Biscuit ..... 245-420  
Black ..... 245-430  
Tan ..... 245-580  
reg. \$209.75 **\$187.50**

**MG TC**

Red ..... 245-360  
Green ..... 245-370  
Biscuit ..... 245-380  
Black ..... 245-390  
Tan ..... 245-570  
reg. \$209.75 **\$187.50**

**MG TF**

Red ..... 245-440  
Green ..... 245-450  
Biscuit ..... 245-460  
Black ..... 245-470  
Tan ..... 245-590  
reg. \$209.75 **\$187.50**



**TR 3A**  
from TS 22014 to 60000.

Black with black piping ..... 645-020  
Black with white piping ..... 645-025  
Red with red piping ..... 645-030  
Red with white piping ..... 645-035  
Tan with tan piping ..... 645-110  
reg. \$224.50 **\$189.50**

**TR 4B**

Black with black piping ..... 645-060  
Black with white piping ..... 645-065  
Red with red piping ..... 645-070  
Red with white piping ..... 645-075  
Tan with tan piping ..... 645-130  
reg. \$229.50 **\$194.50**

**Jaguar XK 120 thru 150 Jack Hole Cover**  
011-876 Reg. \$17.95 **\$14.95**

**Jaguar XK 120 thru 150 Eared Knock Off**  
R/H 011-880 Reg. \$39.75 **\$33.50**  
L/H 011-881 Reg. \$39.75 **\$33.50**

**XK 140 License Plate Lamp Mount Bracket**  
011-754 Reg. \$39.95 **\$34.50**

**Jaguar XK 120 thru XK 150 Upper A-Arm Bushing**  
011-916 Reg. \$3.25 **\$2.70**

**Jaguar XK 120 thru XK 150 Lower A-Arm Bushing**  
011-934 Reg. \$4.25 **\$3.50**

**Jaguar XK 140 FHC Rear Window Seal**  
011-909 Reg. \$47.20 **\$39.95**

**Jaguar XK 120 & 140 Windshield Seal**  
Fits DHC & FHC only from (c)680497.  
011-910 Reg. \$49.15 **\$39.95**

**Jaguar XK 140 & XK 150 Overdrive Switch**  
Rare original toggle switch with clear acrylic 'bat' handle.  
031-980 Reg. \$28.95 **\$25.95**

**Jaguar XK 120 Late Cloth Bound Wiring Harness**  
356-230 Reg. \$248.50 **\$224.50**

# ALLISON XR 700 ELECTRONIC IGNITION SYSTEM

The XR 700 Ignition System improves engine efficiency, giving high mileage with low emissions. It is the most widely tested and proven replacement breakerless ignition. Upgrading your current point type ignition to an Allison XR 700 will reduce maintenance and give better performance at all engine speeds.

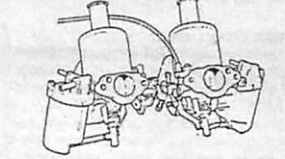
**Allison XR 700 Electronic Ignition System**  
Fits Austin Healey 100-6/3000, Jaguar XK 120-150, TR 250/6, GT6  
222-340 Reg. \$114.95 **\$99.95**

**Allison XR 700 Electronic Ignition System**  
Fits AH 100-4, Sprite Mk I thru IV, MGA (except Twin Cam), MGB '63-'74, MGB '75-'76 (non Ca.) point type dist., Midget Mk I, II, III, MG TC-TD-TF, Spitfire '62-'74, TR 2-4A.  
222-335 Reg. \$114.95 **\$99.95**

**Allison XR 700 Electronic Ignition System**  
Fits MGB '75-'81, Midget 1500, Spitfire '75-'81, & TR 7.  
222-325 Reg. \$114.95 **\$99.95**

## PRICES VALID THRU JUNE 29, 1986

## NEW CARBURETTORS



Rebuilding a worn-out original carb can be expensive and time consuming. Moss offers a convenient alternative to the hassles of carb rebuilding.

**TR 7 (1977-'78) New Carburettor (Fed)**  
Fits '79 to TCT/TCW 110,000  
Rear 071-115 Reg. \$235.00 **\$150.00**  
Front 071-117 Reg. \$235.00 **\$150.00**

**TR 7 (1977 on) New Carburettor (CA)**  
Fits Federal cars from '79  
TCT/TCW 110,001 on  
Rear 071-118 Reg. \$235.00 **\$150.00**  
Front 071-119 Reg. \$235.00 **\$150.00**

**MGB (1963-'64) New HS-4 Carburettor**  
Although original for early cars only, these carbs can be interchanged onto later cars in sets. However, they may not meet emission standards for 1968-'71 cars.  
Front 366-400 Reg. \$124.25 **\$109.95**  
Rear 366-410 Reg. \$124.25 **\$109.95**

**MGB (1965-'67) New HS-4 Front Carburettor**  
372-230 Reg. \$124.25 **\$109.95**

**MGB (1971) New HS-4 Carburettor**  
Front 366-480 Reg. \$124.25 **\$109.95**  
Rear 366-490 Reg. \$124.25 **\$109.95**

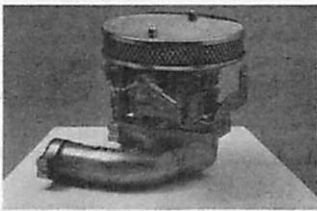
**MGB (1972) New HIF-4 Front Carburettor**  
373-500 Reg. \$124.25 **\$109.95**

**MGB (1973) New HIF-4 Front Carburettor**  
366-600 Reg. \$124.25 **\$109.95**

## PRICES VALID THRU JUNE 29, 1986

## WEBER DOWNDRAFT CONVERSION KITS

Our Weber Downdraft carburettor conversion is a complete kit including a 32/36 DGEV or DGAV carb, manifold, air filter and linkage tailored to your MGA, MGB, Spitfire 1300/1500 or Midget 1500. The ideal road use conversion, this set-up gives improved full-throttle performance without sacrificing fuel economy or driveability at 'around town' speeds. Simple to install, and no modifications are required to your existing linkage. Works with either stock cast iron exhaust manifold or tubular headers. (Late '75 thru '80 MGB's must use either the early stock exhaust manifold or tubular headers.) A very practical conversion for everyday use. Buy now, and give your classic that famous Weber performance.



**TR 6 Dual Downdraft Weber Conversion**  
222-420 Reg. \$509.95 \$489.95

**TR 7 Dual Downdraft Weber Conversion**  
222-410 Reg. \$509.95 \$489.95

**MGB Weber Downdraft Conversion (auto choke)**  
222-265 Reg. \$264.95 \$249.95

**MGB Weber Downdraft Conversion (manual choke)**  
222-260 Reg. \$259.95 \$239.95

**Spitfire & Midget 1500 Weber Downdraft Conversion (water choke)**  
222-255 Reg. \$279.95 \$259.95

**Spridget 1275 Weber Downdraft Conversion**  
222-275 Reg. \$279.95 \$259.95

## AH ORIGINAL AIR CLEANERS

**Austin Healey Rear Air Filter**  
Rear with adapter for 6 cyl. 1 1/4" carbs.  
806-002 Reg. \$29.95 \$24.95

**Austin Healey 3000 Mk III Rear Air Filters**  
Rear with adapter for BJB 2" carbs.  
806-005 Reg. \$29.95 \$24.95

**Austin Healey Front Air Filter**  
Front for 6 cylinder  
1 1/4" carbs.  
806-016 Reg. \$29.95 \$24.95

**Austin Healey 3000 Mk III Front Air Filter**  
Front for BJB 2" carbs.  
806-017 Reg. \$29.95 \$24.95

## CARPET SETS

Moss carpet sets, like our seat and panel kits, are made to the most exacting standards. Each kit is carefully duplicated from an original and test fitted to insure its completely authentic appearance. Our cut pile carpet sets are all made from the finest 80% wool blend English carpet available. Take a close look at our kits, you'll find no better quality and value anywhere!

**Black Carpet Set with Original Heel Mat**  
to (c)4236 (flat floor)  
MG TC 454-448 Reg. \$144.75 \$119.95  
MG TD 454-458 Reg. \$144.50 \$119.95

**MG TD-TF (RHD, flat floor)**  
454-468 Reg. \$144.50 \$119.95  
**MG TD-TF from (c) 4237**  
(recessed footwell).  
454-478 Reg. \$164.50 \$139.95  
Supplied with rubber footwell

**TR 2-3A Black Carpet Set (cut pile)**  
to TS 60,000.  
639-040 Reg. \$224.50 \$204.50

**TR 3A/B Black Carpet Set**  
from TS 60,000.  
(cut pile) 639-060 Reg. \$224.50 \$204.50  
(loop curt) 639-065 Reg. \$189.95 \$179.95

**TR 4A - 6 Black Carpet Set (cut pile)**  
639-085 Reg. \$224.50 \$204.50

**TR 4 Black Carpet Set (loop curt)**  
639-025 Reg. \$189.95 \$184.95

## AH BJB KITS

All kits are manufactured in England from genuine, factory original materials, even the chrome 'herringbone' seat piping is from the original supplier. Seat cushions incorporate the small embossed squares, while the rear quarter panels and jump seat backrests exactly duplicate the larger pattern. Order now and save!



### VINYL SEAT KITS

Blue with chrome piping 247-490  
Red with chrome piping 247-470  
Black with chrome piping 247-450  
reg. \$289.50 **\$269.95**

### REAR SEAT KITS

Blue with chrome piping 247-630  
Red with chrome piping 247-610  
Black with chrome piping 247-590  
reg. \$249.95 **\$229.95**

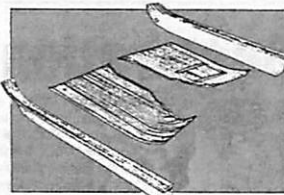
### VINYL PANEL KITS

fits from (c)28705  
Blue 248-700  
Red 248-090  
Black 248-080  
reg. \$324.50 **\$299.95**



A small reminder: Be careful what you order, or you might end up with a 'White Elephant'!

Cartoon submitted by Ginger from our Goleta sales office.



**MGB (1968-71) Black Front Floor Mat**  
L/H 283-010 Reg. \$25.95 \$24.50  
R/H 283-030 Reg. \$25.95 \$24.50

## MGB FLOOR MATS

Restore the 'new' look to your early MGB with original equipment floor and sill mats. In addition to our introductory special on black, we also have original Navy, Autumn Leaf and Yellow Ochre available.

**MGB (1963-71) Black Sill Mat**  
R/H 282-730 Reg. \$24.95 \$23.50  
L/H 282-740 Reg. \$24.95 \$23.50

## RUST REPAIR

Moss carries a full line of Austin Healey rust repair sections, from chassis outriggers to aluminum shroud repair pieces. Take a look at our catalog (AHY-04) for the complete line of AH sheet metal from Moss.

**Austin Healey 100-6/3000 Rocker Panel**  
R/H 021-881 Reg. \$23.75 \$19.95  
L/H 021-880 Reg. \$23.75 \$19.95

**Austin Healey Steel Trunk Floor**  
100-4 856-140 Reg. \$79.95 \$69.95  
100-6/3000 856-150 Reg. \$79.95 \$69.95

## 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 #142-980, 1980 MGB Distributor, has a 'manufacturers suggested list price' of \$169.00. The Moss price for the same item is regularly \$147.50. And during this special sale it's only \$98.50 - that's a savings of about 40%. Moss holds the line on high prices and helps you stretch your British parts budget a long way.

## JAGUAR XK140/150 EXHAUST SYSTEMS

This exhaust system is designed to fit both XK 140 and XK 150 cars. However, we recommend that it be professionally installed on XK 140's.

**Jaguar XK 140-150 Front Pipe**  
R/H 011-191 Reg. \$37.85 \$32.50  
L/H 011-192 Reg. \$37.85 \$32.50

**Jaguar XK 140-150 Muffler**  
R/H 011-193 Reg. \$64.95 \$53.95  
L/H 011-194 Reg. \$64.95 \$53.95

**Jaguar XK 140 Tail Pipe**  
R/H 011-195 Reg. \$21.45 \$18.50  
L/H 011-196 Reg. \$21.45 \$18.50

## Ordering Information

Orders must be received by June 29, 1986 to qualify for these special prices... So be sure to order early! Sale begins on May 12, 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

**PRICES VALID THRU JUNE 29, 1986**

# Finishing A Restoration

BY W. A. RAMOSKA

This is the story of how a 'parts car' became a Jaguar (JCN) concours winner. All the work with the exception of the chroming and sewing of leather was done by an average guy (myself) in my garage.

I found what was to be my 'E' in a garage in Akron, Ohio. The '63 had some problems. Its monocoque was nearly broken in half. It had been in a fire and the bonnet was warped, the doors were half plastic, the boot floor was rotted out, ...well you get the picture. They had to wrap it in clothesline and jack up the center just to move it. But it had a great engine. It was the original and had a new rebuild job (I have no idea why).

I bought the car and had it shipped to Kansas.

Two years later that cat would consistently capture 98 to 99-plus scores in JCN sanctioned shows. What follows is how I did it. The three basic requirements that you must have to pursue such a project are:

1. Channeled enthusiasm
2. A professional plan of attack
3. Lots of spare room in the garage and access to the right tools

## Enthusiasm

The title of this story is 'Finishing a Restoration'. That's because it is real easy to start one. Looking through the classified sections in any car magazine, (especially Hemmings) one easily comes across a number of 'Basket cases'. A basket case is a disassembled car which is currently literally in baskets around the seller's garage. The reason a lot of basket cases become basket cases is that the potential restorer ran out of enthusiasm.

You need a goal. A time frame to get it done in so you won't tire of it. I kept up my enthusiasm two ways; first I kept reminding myself that the torn apart car was worthless until I finished it. Second I followed the second basic requirement listed above, namely, I followed a professional plan of attack.

## Professional Plan Of Attack

Most amateur ground up restorations start out with a lot of enthusiasm but no organization... That is, they bring the car home and tear it down to the frame in a couple of nights work without thinking about the fact that it may be three, four, or five years before it will be put back together. In those years you forget what a part is, where a part is, and where it goes on the car. This is fatal.

To avoid this, one simply needs to approach the restoration in an analytical fashion. Remember that disassembling a car is the most important step in its restoration. If you fail at this, break out the baskets because you're not going to finish the job.

I dismantled the 'E' this way: first I purchased a lot of 35 mm film and took literally hundreds of black and white prints of the original complete car. These were detail shots of every nook and cranny in the vehicle. It included pictures of fasteners, of gauge panel wiring, suspension, upholstery...you name it. When you think about it that's a very small investment that will document exactly how the car was and how parts go onto it. The shop manual is great for a lot of things, but it never seems to have the picture you need so don't depend on it to help you figure out where something goes.

Next I diagrammed out how everything fit together and as I disassembled components I drew 'exploded' diagrams of each assembly and took more pictures. Finally, I tagged everything—even nuts and bolts—describing where each came from and whether it faced in or out, etc.

The actual disassembly of the E-type took a couple of months. I did it by major component system. All electrical, later all suspension, later all interior and so on. Once the major component systems were all off I had nothing but the broken monocoque left. Over the course of the year the individual component systems were disassembled, for example, the heater box or the master cylinder. All components for a particular system were packaged and stored together.

## Lots Of Room

This is where item three comes in. You have to organize the inventory of parts neatly or you won't be able to find them two or three years later. Sounds trite but how many times have you been in a typical suburban garage that had enough extra room for all the parts of a disassembled automobile to be neatly stored? Think about that and if you don't have the room rent a self storage garage or use your unfinished basement, but don't even start the job until you can inventory and store the parts.

Having disassembled and neatly inventoried the major systems the positive work begins. Until now everything you've done has been kind of negative. That is, the piece-by-piece destruction of the car doesn't seem to be improving it. Now everything you do will be improving it and you can see the car will seem to grow right in front of your eyes. This is exciting. Furthermore, since you know where all the parts are and have all the documentation you need to put them back onto the car, you will have a lot of confidence in your being able to finish the project.

You should once again temper this excitement with an organized work plan. I would tackle each component system one at a time and completely finish it before moving on to the next one. For example, I examined all the front suspension, ordered the new bushings, shocks, etc., had parts cadmium plated or painted them and reassembled the system onto the car. If you can't figure out what system to start with, a good rule of thumb is to put the car back together in the opposite chronological order from which you disassembled it.

It is important not to tackle two or three component systems at once because your organization and train of thought will break down and pretty soon you'll be out looking for baskets for the parts.

One point that I don't want to overlook is that it is imperative to completely disassemble these component systems. That is the only way to determine if there is something cracked, worn, broken or missing in them. If you're uncomfortable doing this to a particular system, then take it to a professional to do. But don't assume it is good and return it to the car without inspection. On my E-type I broke this rule on two things, the starter and the cooling fan. Both went out before I had 200 miles on the restoration.

If you're going to do the car yourself, you will need to do bodywork, paint, weld and understand general mechanical

principles. Most of this you can get down at the local vo-tech. It is a small investment in time and money that will pay off big in the end.

## Tools

Here is a list of the major equipment I used in my restoration:

Acetylene equipment  
Set of Body Tools  
Hub pullers  
Leading tools  
Bench grinder  
Heavy duty grinder  
Come-along  
2-hp (min) compressor  
Quality spray gun  
Large vise

The reason I have listed these items is that you'll probably need to have them available during the restoration. If you cannot get most of these tools for a long period of time, then you shouldn't start the restoration until you have them. Nothing is more aggravating than not having the tool you need when you need it.

The term 'amateur restoration' often carries negative connotations which are the result of enthusiasts failing to tackle a restoration in an organized and rational manner. I believe if an approach such as the one I've outlined above is followed, anyone with the desire can restore a car that approaches, if not meets, professional restoration quality.

'Finishing A Restoration' was reprinted by permission from Jaguar International Magazine, November 1985.

# Installing A Cylinder Head

Despite their solid appearance and considerable weight, cylinder heads are actually rather fragile. A brand new head will be ruined in short order if improperly installed. This guide is reprinted from BMC's Gold Seal engine instructions. Never attempt major repairs without a workshop manual.

It is important to avoid the re-use of very old and badly worn parts as they may result in damage or loss of performance.

If in any doubt as to their efficiency then replace with new parts. Never re-use gaskets or lockwashers.

**When the cylinder head assembly is installed, the following checks and adjustments should be made:**

### Coolant

Fill the cooling system using an appropriate concentration of anti-freeze in the water (Refer to vehicle manufacturer's specification. Some companies supply different types of anti-freeze for cast iron heads and alloy heads.)

During the engine warm up period, the pressure cap must be in position at all times. In the case of sealed systems, the level should be checked in the expansion tank after the unit has cooled down.

### Initial Running

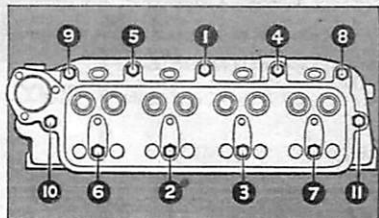
The engine should be allowed to warm up for 15 minutes at approximately 1000 rpm and then switched off. Whilst still hot, the cylinder head nuts should be re-torqued to the vehicle manufacturer's specified torque, using an accurate torque wrench in the correct sequence. The valve clearances should be readjusted following the re-torquing of the cylinder head.

The correct ignition timing must be set. Inaccuracies can result in premature engine failure. The carburetors should be adjusted to the correct idling speed and mixture setting.

### Servicing

On completion of 1000 miles, the following operations should be undertaken:

1. Check tightness of coolant hose connections.
2. Check fan belt tension.
3. Check timing belt tension (where applicable).
4. Check engine idle and mixture setting.
5. Check coolant level.
6. Re-torque cylinder head.
7. Check valve clearances and lock nut tightness.
8. Check torque of manifold fixings.



Check workshop manual for torque sequence on your specific cylinder head.

**If the cylinder head replacement is due to a problem associated with overheating, the following checks and actions should be carried out:**

### Radiator

The radiator should be thoroughly flushed out with cold water and checked for leakage identified by coolant stains. A blocked radiator will have tubes which can be felt to be cooler than the remainder when the engine has reached its normal operating temperature. Clear the cooling fins of any debris that will restrict air flow through the matrix.

Ensure that the radiator cap is of the correct type and pressure.

### Thermostat

For maximum efficiency the temperature is maintained within certain limits by the thermostat.

Check that the thermostat is opening at its prescribed temperature by immersing in water raised to the temperature stamped on the body. DO NOT boil the water.

**If the cylinder head replacement is due to a problem associated with either incorrect fuel/air mixture setting, the following checks and actions should be carried out:**

### Carburettor

The carburettor should be examined for wear on the spindles and linkages and the fuel inlet valve needle and seat.

Unless you are fully conversant with the workings and adjustment of the jets and mixture screws, it is best left to an expert after the engine is running.

# Club Corner

A CONTINUING SERIES BY LAWRIE ALEXANDER

There are many varieties of Rallies to provide enjoyable motoring competition for club members, from the simple Poker Rally (follow a prescribed route to five locations, pick up a playing card in a sealed envelope at each location, the best hand wins) to the fast-paced, demanding TSD (Time-Speed-Distance) Rally which requires sophisticated navigating and timing equipment. One of the more enjoyable varieties is the "Treasure Hunt". This column will deal with how to put on one of these fun events, which can be run for from 10 to 100 cars with virtually the same preparation.

The basic concept is that the competitors solve a clue to take them to their next location, where they learn which is their next clue, and so on to the finish. The winner completes the route in closest to the organizer's prescribed "bogey" time by solving all the clues and not opening any of the answer envelopes which are also provided. A scenic route, some clever clues, some careful planning and an enjoyable finish location (a nice restaurant or party at someone's house) can make a Treasure Hunt very enjoyable indeed. Let's follow a typical competitor through such an event....

Arriving at the start—the parking lot of a local shopping center that's not too crowded—he finds the Start Marshal with a registration list. Paying his \$5.00 entry fee (to cover awards and operating expenses), he signs up, listing his and his navigator's name and his car type (there may be classes by type of car). He is given a large envelope to which is taped a sheet of instructions, one of which is his Start Time. Reading the instructions, he learns he has to open the packet at his Start Time, (cars will leave at 2 minute intervals, on official rally time by the Rallymaster's prominently displayed clock). Inside the packet are seven large envelopes each marked with a letter, and seven small envelopes similarly marked. The instructions tell him the large envelopes contain clues, the small ones the answers to the corresponding clue. Maybe he'll find seven clues before the finish, maybe not, the instructions say (this to stop him opening all of them at once to learn where the finish is. There's a 30-point penalty for incorrectly opening an envelope.) Another instruction tells him he will be charged 1 point for each minute between his Start Time and his arrival at the finish, but that the "Bogey" is 90 minutes, so the first 90 points won't count. If he finishes in less than 90 minutes, there's no penalty so long as he didn't open any wrong envelopes or any answers. Around the course, he's told, he will find 3"x5" cards pinned to trees, fences, etc., at the location determined by solving the previous clue. These cards will tell him which is the next large envelope to open. All the locations can be found by using the local map provided in the packet; all he has to do is solve the clues and correctly decide where the answer takes him.

At his Start Time, our entrant shows his unopened packet to the Starter, who tells him the first letter. Opening his packet, he removes and opens envelope "B". Inside he

finds a sheet of paper which is headed "BEFORE", beneath which are several groups of numbers. Having puzzled for a few moments, and after driving off a brief distance, his navigator suddenly says "B FOUR"; right. B=4, so the number groups are quickly converted to letters by writing out the alphabet, making B=4 and all the other letters equal the other numbers between 1 and 26. Translating the number groups to words gives them "GO FIRST WHERE OAKS MEET THE SEA".

Being in Kansas City, they decide not to drive to California but rather consult their map. Sure enough, OAKS DRIVE intersects with OCEAN WAY. A ten minute drive finds them at the intersection, where they spot a card lettered "N". They open large envelope N and find a sheet with ten unfinished sentences, numbered 1-10, and a group of hash marks below the sentences, numbered as follows: 1-5 3-6 4-2 5-1, and so on. After completing the sentences (No. 1 is: Popeye's girl was OLIVE OYL), they realize the first letter down below will be "E" (1st sentence, fifth letter they wrote in) and thus to complete their clue. This takes them on to the next clue location, again using their map to find out exactly where to go. The next clue, "S" has them completely stumped! Trying for fifteen minutes, they realize they simply have no idea what it means. They decide the 30-point penalty for opening the answer will cost them less than sitting and puzzling for who-knows-how-long. They open the answer envelope to "S" and it tells them exactly where the next clue location is.

This goes on for six envelopes, and the sixth location turns out to be the finish. (Had it not done so, they need not

have solved the last but one puzzle; simply not going to that location and opening the last clue to solve that puzzle would find the finish!) Our hero's time en route was 106 minutes plus a 30-point penalty for opening the answer to "S", so his score was 46. (Good enough for third place!)

That's a fairly typical treasure hunt. The clues could be based on anagrams, number puzzles, trivia questions, nursery rhymes, TV shows, almost anything. If you, as an organizer, want to be sure your entrants follow the prescribed route, ask questions at the bottom of each clue sheet for entrants to answer from things they see en route. Award bonus points for getting them right. On a 90-minute bogey rally, you'll find three or four people manage to come close, another dozen or so will be in the 2-2½ hour range, while there's always someone who manages to stay out for hours! The best way to avoid this is to add an instruction "If you're not at the finish by 4:30, when the rally ends, call this number to find out where to go." A good treasure hunt organizer asks an intelligent friend or relative to "proof" the rally before finalizing it. He may have decided "OAKS at OCEAN" was a good location for a clue and been so intent on it that he didn't realize there was also a cross street called PACIFIC on OAKS BLVD! Nothing ruins a rally faster than two logical solutions to one clue.

Hopefully, this will give some of you an idea for a fun local event. Here in Santa Barbara, the local MG Club has now run eleven annual treasure hunts, each more popular than the one before! If you're not perfectly clear on any of the organizational details, give me a call and I'll try and explain.

## This Month's Puzzle

If you like the idea of a Treasure Hunt (see Club Corner) try your hand at solving the following typical clues. All correct answers received by June 30th, 1986 will be entered in a random drawing, with a \$10.00 Moss Gift Certificate going to each of the first ten drawn from the 'hat'. Send your solution to: Lawrie Alexander, Moss Motors, Ltd., P.O. Box MG Goleta, CA 93116.

1. A clue for backward people. R VMQLB XOFY XLIMVI

2. Why can't the English speak English?

- Stuff it in the trunk or put it in the
- An elevator gives you a
- Don't open the hood, look under the
- Put away the wrench, reach for a
- If you don't want to get gas, buy
- Cookies don't go with tea; eat
- Walk on the sidewalk, not on the
- Blue collars are worn by the

b O L O T  
 a S L S A N  
 c D A A R R  
 d P E A T R  
 e S T O P L E  
 f C R A V E  
 g W R U V W  
 h S I N G  
 I N T E R  
 R A C I  
 S T I  
 C L A S S

g5 a3 d1 f3 f8 c5 e6 b1 d1 h7 e4 c5 g2 b4 g1 d3 e4 a4 f3

3. 2 NTR1 HA3 CLIB2 ZSTR1 PR2 BU3 NFZA4 ALRZO2 FLTIEN  
3 DQW11 AND2 TS3 LAMB2 DUN3 ABCD1 HIT3 TIH2 RA3 QLRB1 D2 XENT3 BLR

## The Real Thing

Moss Imports Authentic Plate Press

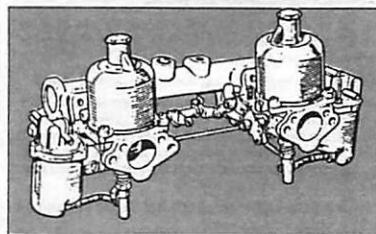


We have imported our very own license plate press to produce genuine pressed English license plates. These are the style used on all British cars of the 40's, 50's, and early 60's, incorporate 'semi sheared' raised letters and border. We supply these plates pressed with up to 7 letters or numbers of your choice.

Our plates are supplied unpainted but the plates are masked before pressing so all that is required is to strip the masking tape off the background, paint the background with classic black or color of your choice and finally peel the tape off the polished letters and borders. The process is very simple and with care you can get excellent results. Instructions are included.

These plates should not be confused with our alternative English plates with rivet-on letters which should be ordered under #302-353. 'Vintage' plates must be ordered under #307-073. (Both types are non-returnable, unless made incorrectly.) 'Vintage' plates are just \$19.95!

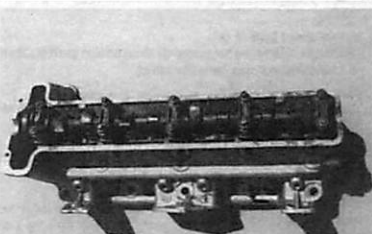
## MGB SU CARBS



Genuine 1½" SU carbs as originally fitted to factory race and rally cars. These matched units are supplied mounted on a precision cast alloy manifold. Interconnecting levers and shafts are included to insure a quick and easy installation. Carburetors include needles and jets suitable for all MGB's in a modest state of tune. These carbs are at their best when used on a mildly modified engine which normally includes head porting and polishing, performance camshaft and free flow exhaust system.

360-398 MGB SU Carburetors \$379.50

## TR7 CYLINDER HEAD



Our TR7 reconditioned head assemblies come complete with valves, springs and a reconditioned camshaft. The heads are carefully crack tested and are supplied with valves fully adjusted to insure ease of installation. Fits all TR7's except fuel injected models. Limited supply, order now to assure delivery.

071-001 TR7 Cylinder Head Assembly See Sale Section

# Preparing For The O.O.T.T.T. BY DAVE RAYMOND

The T Series car is uniquely qualified for a long trip such as the Ocean to Ocean Tourist Trophy.

Take, for example, a typical TD. With a 5:125 rear axle it will run at approximately 60 MPH at slightly over 4,000 R.P.M. which figures out to about 2,500 feet per minute piston speed. This, while actually exceeding the nation's speed limit, will not cause undue stress or wear on the engine.

A well prepared, properly maintained T Series car should make the trip a pleasant experience.

I plan to do the following to my car prior to the trip:

1. Flush brake system.
2. Check for leaks, sticking wheel cylinders, worn brake, deteriorated flexible hoses and corroded or damaged steel brake lines. I plan to flush and refill the system with fresh silicone brake fluid. Check handbrake.
3. Repack wheel bearings and install new seals.
4. Examine U joints. Replace if any sign of wear.
  - A. Driveshaft - check that the forked yokes on both shafts have their axis parallel to each other.
5. Examine and replace any shock absorbers showing signs of deterioration or leakage.

6. Thoroughly check front suspension for worn bushings.
  - A. Align front end.
7. Check condition of all tires including spare - install new tubes.
  - A. Balance 5 wheels.
  - B. Replace coupling rubber set connecting steering inner column with steering rack flange pinion. (Moss #281-368)
8. Replace all light bulbs with new 1st quality bulbs. Headlight, parking and signal lights, marker light and interior light bulbs.
  - A. Align headlights.
9. Thoroughly check electrical system, wiring, wiper motor, horn, charging circuit, etc. Clean up fuse box and be sure spare fuses are in place.
10. Change all fluids, oil, coolant, gear box, rear axle.
  - A. Drain fuel tank to remove sediment.
  - B. Flush cooling system after cleaning using 'Arm and Hammer' washing soda according to directions on box. Check and replace hoses and fan belt, cylinder block core plugs as required.
  - C. Use a 50/50 mixture of antifreeze.

11. Check engine for any external oil leaks, repair required.
12. Major engine tune, adjust valves, etc.
  - A. Check engine mounts, front & rear.
  - B. Check exhaust system.
  - C. Check carbs for leakage, clean fuel bowls, filters and pump filter.
  - D. Check condition of fuel flex lines, renew.
13. Visually inspect clutch linkage for wear - replace necessary clevis pins; lubricate entire car.
14. Check tightness of every nut and bolt on car - check jack, jack handle, crank and tool kit.
15. Physically check all mountings of seat belts, check belts for deterioration.
16. Fit fire extinguisher - join Triple A (AAA).
17. Thoroughly clean car. Wax. Rain X windshield.
18. Enjoy a once in a life time trip across the country with my friends in the New England M.G. 'T' Register.
 

P.S. I'm fitting a cruise control to my car!!!

Thanks to Scared Octagon and Dave Raymond.

## Additional Notes BY PAUL JOHNSON

Dave Raymond's article on prepping for the O.O.T.T.T. is excellent, and if all the checks that are suggested are done thoroughly, your car should run the entire trip with a minimum of difficulty. It has, however, been my experience that no matter how well prepared a car is, vibrations will loosen unexpected components and things will slip, loosen, leak or fall off completely. The following is a list of items that I carry at all times when travelling in my T Type MG. With these, most emergency break downs can be repaired on the roadside.

Silicone seal - clear.

Misc. fibre washers.

(This combination will seal legacy banjo bolts, both oil & gas.)

Misc. nuts, bolts and specialty hardware such as banjo bolts for carbs and oil lines.

(The specialty items cannot be substituted at the hardware store.)

Hose clamps for radiator hoses and very small ones for such things as gas lines.

Spare gas flex lines.

Failing this, hose clamps and rubber gas lines can be substituted using fittings from damaged lines.

A quart of brake fluid and a golf tee.

Should a brake leak occur, the car can be driven with relative safety if the system is kept full of fluid. Topping up should get you to an overnight stop where permanent repairs can be made. If the leaks are excessive, the brake line can be removed and plugged with a golf tee and small hose clamp. This will reduce braking but get you rolling.

A complete gasket set.

Such gaskets as water pump or thermostat gaskets from a complete set can be a life saver.

Fan belt.

Even new belts have been known to fray and disintegrate.

Points, condenser, rotor, distributor cap and coil.

Spare radiator hose set, fuel pump and water pump with pulley.

Spare generator.

The generator does not need to have the tach drive set up. Any MGA or early MGB generator will bolt up cor-



Paul Johnson is one of the most travelled T-series owners in captivity. His exploits include a number of cross-country trips, one of which took only 52 hours in an MG TD. The advice given here applies not only to the O.O.T.T.T., but to any British car owner preparing for a long trip.

rectly and is compatible with the regulator. A generator is needed if for nothing else than an idler pulley to run the water pump.

I carry all of these items except the generator in a sturdy cardboard box in the bottom of the luggage area. The generator is the only item that is a bit troublesome to pack.

Other items that I carry and make readily available are:

A roll of paper towels to wipe inside of windshield and mop up puddles during rain storms.

A roll of duct tape; this will temporarily seal a leaky radiator hose and can be used to seal bad rain leaks around the windshield and side curtains.

Rain-X (works better than the wipers at their best.)

In conclusion; have some warm clothing easily available. As soon as the sun sets the cold starts. In the high plains area and the desert, it gets brutally cold at night. It would be advisable to include a water proof jacket as sometimes the cold mixes with the wet. Then life gets very miserable. Warm gloves are also a necessity.

You should be able to get all of this in the car with careful packing and have a great trip.

### Product Announcement

208-128

## Tube Shock Conversions Offered By Moss

Moss tube shock conversions truly transform the ride and handling characteristics of your MGB! As a result of our continuing evaluation, we are now incorporating premium Monroe 10-stage automatically adjusting shocks in our kits and recommend these in place of both our non-adjustable and gas filled racing shocks as outlined in our MGB catalog.

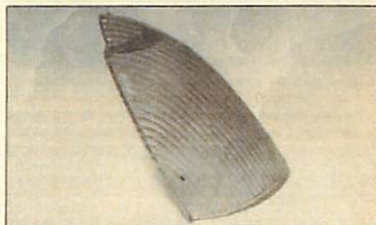
These Monroe-matic shocks incorporate the latest in multi-valve shock technology. They automatically adjust to varying road conditions. On normal roads and under normal driving conditions the ride is firmer than would be provided by normal lever arm shocks. While the ride is firm it is not harsh and makes your MGB feel like a true performance sports car. The real revelation, however, is when the going gets tough! Over rough winding roads these shocks automatically adjust as necessary to keep the car in perfect control by reducing both roll and wheel hop. When the road smooths out again so do the shock absorbers. These shocks truly offer the best of both worlds.

The Moss Motors shock brackets are carefully engineered to insure easy installation. No drilling or permanent modifications are required.

We are pleased to offer these kits at this not-soon-to-be-repeated introductory price. Order before June 29th and save over \$100.00.

See Sale Section

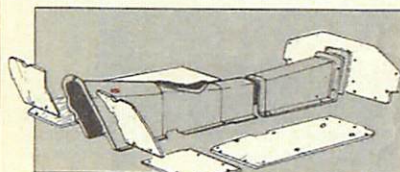
## MGB FLASHER LENS



Genuine Lucas amber rear flasher lamp lens as were originally fitted to all English market MGB's 1963-1969. These lenses were never fitted to MGB's in this country but are legal in all states. A great way to personalize your B and still keep it 'factory original'!

184-725 MGB 1963-'69 'Home Market' \$12.75  
Flasher Lamp Lens

PRICES VALID THRU JUNE 29, 1986



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## MGA FLOORBOARDS

Quality and a perfect fit, that's what puts these Moss MGA floorboards above all the rest! Made from quality Marine grade plywood these floorboards are precision cut to insure that perfect fit. Special 'T' nuts for securing the seat runners are included with each set.

456-950 Complete 7 Piece Floorboard Set \$104.50  
456-960 Main 4 Piece Floorboard Set \$74.50

# SPRIDGET: The Bike Shed Ferrari

BY R B HART

Spridgets: Sprites, Midgets, Bugeyes, Frogeyes. There must be a million of them and it looks as if no one owns just one. Actually, there were something under half a million (355,888) of them produced and their owners are among the most loyal aficionados around. Some of these folks have had one Spridget after another and some own a few (two to eight) at a time.

The most popular range of cars since the T series MG is now rapidly coming into its own. The ever present Bugeye, seen by the hundreds at racetracks around the country is now, in restored condition, bringing three times its original price. Hopeless examples are the subject of extensive, successful restoration projects and many equally hopeless-looking examples are giving unswerving daily service, their indestructible mechanical parts buzzing away under faded paint and rusty panels.

All of this renewed attention and appreciation is not surprising to those who, for years, have enjoyed these eager little cars. From a critical standpoint it is easy to find fault with a Spridget, but you had best not badmouth a Spridget unless you have one yourself.

Let's listen in . . .

'The car's cramped.'

'It's a bit narrow, and your left arm hasn't anywhere to go but there is more leg room than most sports cars.'

'It's not very fast, is it?'

'That's 1275's fast enough to scare your MGB'. The development of the 1275 was allegedly stopped for just this reason. If you've got a rubber bumper B, don't put up next week's pay against a 1275. Even a 1098 will do ninety, albeit downhill.

'It's noisy and the top flaps'

'What are you doing with the top up anyway? Tops are for Flats.' The later versions of the Spridget top are one of the most functional and best looking tops ever put on a British car.

'It's outdated.'

We've heard that . . . At twenty two years the Spridget is one of the longest running production car designs ever built. The floorpan did not change through the entire production except minor details when the rear spring system was changed. The Bugeye was the first unit body sports car.

'The gearbox is so noisy.'

There's not a transmission built that will shift from third to fourth faster than the ribcase. Admittedly, the early smoothcase is noisy and replacing the synchros is a nightmare. The whole transmission is directly replaceable by the later units.

'The steering is oversensitive.'

Pump some more air into the rear tires and go learn to drive. Many do learn to drive in the Spridget. There is no more forgiving car. Its friendly, tolerant nature lets you be a stupid person over and over until you get it right. When you finally do, only fear of the law or consideration for your fellow man will cause you to lift off.

Though there are legitimate complaints, the Spridget has had no serious competition except that three-legged thoroughbred, the Triumph Spitfire. The Honda S600, a promising performer, was taken seriously until the test drive when its outrageous handling scared everyone silly. The Berkeley, a car similar in spirit and considerably smaller than the Sprite, could be repaired on your kitchen table. It was likely to become a permanent kitchen fixture like your dishwasher, what with its Excelsior engine and no reverse gear. Cute but no maduro, m' dear.

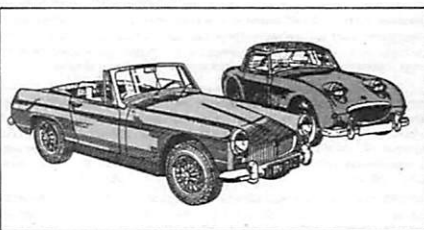
The Bugeye was introduced in 1958 to fill the gap in the marketplace left when the larger, more expensive MGA replaced the MG T series. Len Lord, then the Managing Director at Austin saw a need for 'a smaller low cost sports car much in the mold of the pre-war Austin Seven and Nippy.' (Which themselves have lately become serious collector cars). Gerry Coker, the Healey body designer at the time, remembers that . . . Mr. Healey wanted a cheap two seater that a chap could keep in his bike shed. . . I like to think of it as a poor kid's Ferrari. The result wasn't all that close to the Marene number but a lot more than poor kids took to them.

The 'bike shed Ferrari' carried reworked sedan components from the Austin A-35. A pair of 1 1/4 SU's and some stronger valve gear allowed the little 948 cc engine 43 bhp. The bilious green paint used on the Sprite engine identified it as coming from the Morris works rather than the Austin plant. No matter, an 'A series' is an 'A series' never mind the color of its jacket.

It's the Spridgets that are responsible for all the 'stage three' 'stage four' talk that still goes around. The cars weren't on the street for very long before the speed demons were grinding away at the ports and plunging boring bars down the block. Some accounts place a Bugeye on a racetrack three days after its US introduction. The Healey concern encouraged this. There was always something going on in the back of the shop. The Sprites were quickly included in their competition plans and the resulting work produced some startlingly fast Sprites.

Some of the charm of the Bugeye disappeared in 1961 when the body style changed. No longer the 'smiling sports car', the car gained a trunk lid, more cockpit space, and a stablemate, the Midget Mk I.

The new bodyshape was the only major change throughout the entire production, discounting the structural



modifications needed to adapt the rubber bumpers.

Later improvements gave the basic car some civilized comforts as well as a modicum of luxury but roll-up windows and more padding thinned the character of the original, as well as reducing the cockpit room.

The engine, subjected to continual development, passed through two improved 1098 stages before the ultimate 1275 was introduced in 1967. The 1275 didn't have much time before it was saddled with emission control equipment for the US market, though it was still powerful enough to offset the weight gain of the improvements.

1969 was the last year of the US version of the Sprite, which in England became the Austin Sprite. The Austin Sprite was unceremoniously killed off in June of 1971, leaving the Midget to carry on by itself.

In many eyes, the Midget died in the fall of 1974. The car had heretofore suffered and survived the changes dictated by the Leyland merger as well as the best efforts of the company to ignore it to death.

There being two sides to every issue, there are many enthusiasts who appreciate the rubber bumper Midget. In some eyes, the last Midget was the best of the line. The Spitfire/Marina gearbox added a full-synchro feature but most Austin/Morris enthusiasts had a difficult time accepting the 1500 cc Triumph engine. Sales continued at a fair pace for a few months but the price of the Midget rose far above its real value and the first of the low price, high performance Japanese sports coupes began arriving in the United States, taking much of the Midget's market.

December of 1979 saw the last Midget built. Much more was to befall Abingdon in the coming months.

## SPRIDGET LIBRARY

### Service Manuals By Robert Bentley

Complete Official 948-1098	212-330
Complete Official 1275	212-340
Complete Official 1500	212-345
Haynes SU Manual	211-340
Haynes Stromberg Manual	212-940

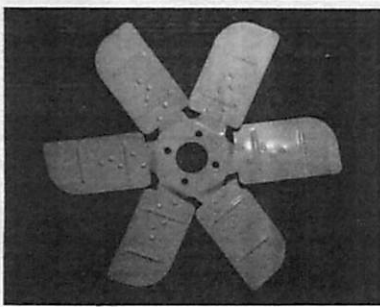
### Marque Histories

The Sprites and Midgets	
By Eric Dymock	212-290
Super Profiles by Lindsay Porter	
Frogeye Sprite	212-310
MG Midget & Sprite	212-315
Spridgets:MG & Austin Healey	
By Chris Harvey	212-335

### Tuning Manuals

Guide To Purchase & D.I.Y. Restoration	212-295
By Lindsay Porter	
Tuning The A Series Engine	
By David Vizard	212-325

## AUSTIN HEALEY FAN



An exact duplicate of the factory optional cooling fan originally fitted as standard equipment to cars sold in tropical climates. This fan fits all 6 cylinder cars and really helps on those hot summer days.

834-880 Austin Healey 6-Blade Fan \$64.50

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## Moss/Santa Barbara Division SPECIAL SAVINGS

Orders from this list as well as regular orders for British Leyland cars not covered by a Moss catalog, MUST go to our Santa Barbara Division at 132 E. Montecito St., Santa Barbara, CA 93101

Factory	Description	Application	Special Price
GWP 205	Waterpump	Spitfire 1979-80	\$49.95
C2J 480	R/H Door	Midget 1974 on	\$90.00
AHA 8437	L/H Door	Sprite/Midget 1968-73	\$90.00
C2J 593	Left Rear Fender	Midget 1975 on	\$90.00
38G 431	Cylinder Head (Bare)	Sprite/Midget 1275cc 1968 on	\$150.00
CK281	Carb Gasket Kit	Sprite/Midget with HS2 Carbs	\$3.00
822434	Beige Convertible Top Boot	Spitfire 1500	\$15.00
822431	Black Convertible Top Boot	with Factory Hardtop	\$15.00

### SPECIAL SALE PRICES VALID THRU JUNE 29, 1986

PLEASE NOTE: We probably have the largest stock of N.O.S. Factory Gearbox parts in the U.S.A. Please call for detailed information; please have your gearbox number available. We also have several N.O.S. complete overdrive assemblies for XK 140, XK 150 & Sedans. Also available are N.O.S. Sedan & E-type parts that are normally considered to be N.L.S.

Prices do not include tax or shipping.  
Remember.... Call (805) 963-0741 to order from Moss Santa Barbara

# CLASSIC-FIED ADS

Publication is quarterly, the deadline for the next issue is June 20th. 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.

**1952 MG TD:** No market in Wyoming for this partially restored vehicle with new paint and new transmission. All parts available including Moss leather kit. Needs new wiring. Asking \$7,000. Larry Reimer, 516 Aspen, Newcastle, WY 82701. (307) 746-9922.

**1969 MGB GT:** Red with black interior. All original, needs minor body, electrical, and TLC. Has 6 wire wheels with tires, leather seats in good condition. \$3,000 or will consider trade for later model car. Steve Ashburn, (817) 771-1140 h, or 773-6886 w.

**1971 MGB GT:** Hard top hatch back, body and tires good condition, over drive, four speed, no spin differential, original hand books, chrome luggage rack, vinyl floor insert for rear of front seats. Restorable, needs engine work, paint, and some interior. Asking \$2,500 cash. Jack Reedy, 12725 Harlow Ave., Riverside, CA 92503. (714) 735-3886.

**1956 AUSTIN HEALEY 100-4 LEMANS VINTAGE RACER:** Race ready and extremely fast. Race prepared engine. S.V.R.A. log book with good race record. Street legal, needs only minor bodywork. Car photographed by Donald Healey, \$13,000 OBO, trades considered. Bill Manuel, 1100 Peninsula Dr., Haines City, FL 33844. (813) 422-6083.

**1958 MGA ROADSTER:** Rebuilt engine, new batteries, floorboards, brakes. Moss upholstery, front bumper, grill shell, vent grills, rubber gaskets and more. Car is complete with side curtains, tonneau cover. Very reliable. \$3,200 OBO. Call or write for photo. Greg Swanson, 773 S. Windsor Blvd., Los Angeles, CA 90005. (213) 739-8313 wk or (213) 935-6506 hm.

**'64 TRIUMPH TR-4:** Engine (stage 1), transmission and suspension (Konty) rebuilt, good body, paint (brg), all body rubber replaced, new dash top and wood. Solid and very quick. \$3,750. Steve Brooks 143 E. Flora Lane, Elko, NV 89801. (702) 753-6360.

**1959 MGA 1500 ROADSTER:** Rebuilt engine, new brakes, tires, new black paint. Garaged, summer driven California car. \$3,695. Ron Crovelli, 1116 La Parisima Place, Fremont, CA 94539. (415) 657-5035.

**1960 MGA 1600 CONVERTIBLE:** Black, excellent running condition, new soft top, tires, rims, upholstery kit, tonneau cover. Original paint, no rust. California car always garaged. Needs minor bodywork, paint, and interior work. \$2,900 OBO. Ron Fagan 24342 Baxter Drive, Malibu, CA 90265. (213) 456-4918.

**1952 MGTD:** Beautiful red lacquer with biscuit leather. 800 miles on professional frame up restoration. 3rd in class 1984 Santa Barbara Concours. Much better and more handsome than new. Asking \$15,500. Phil Sheen, 1620 Oramas Road, Santa Barbara, CA 93103. (805) 966-3888.

**1955 ALVIS TE 21 SERIES 3:** Very good condition, bare metal respray. New leather interior. New Wilton carpets. New exhaust, brakes, clutch. Wire wheels, 5 speed ZF transmission, twin SL's. Beautiful, fast, Alvis owner's club many years. \$7,500. Julian Keevil, R2 Box 97, Manakin-Sabot, VA 23103. (804) 281-0708.

**1952 MG TD:** Good condition, car used to drive back and forth to school. \$7,000. Vince Corell (318) 824-2022 LA.

**1954 AUSTIN HEALEY BN1 L154184:** Engine no. 1B 207132, drive anywhere, good tires, 48 spoke wheels. Silver with black interior, 2 type windoos, very good condition. Extra with sale: Motor, trans, carbs, radiator, generator, starter. \$6,000 cash. Cliff Kinsey, 1308 E. Moreland Street, Phoenix, AZ 85006. (602) 253-2408 or (602) 253-7149.

**1969 JAGUAR XKE 4.2 LTR. COUPE:** Cocoa brown with saddle brown interior 60,000 original miles. Lady has kept it in garage since 1974. \$10,000 cash will give it a new home. Dale Goldstrand (303) 772-5684 or (303) 651-0404 eves.

**1958 MGA ROADSTER:** Engine and transmission rebuilt. New top and chrome. Body and wire wheels in good shape. Needs TLC on interior, minor cosmetics, better paint job, and more attention than I can give. \$2,500. John Carroll, CG Group, YBI, San Francisco, CA 94130. (415) 543-0301.

**1960 TR 3:** Extra clean, rebuilt engine, original hard top, TR 4 transmission, excellent running, and good looking. \$5,000. Pam Dandeneau, 12854 Landale Street, Studio City, CA 91604. (818) 506-4164.

**1953 MGTD ROADSTER:** Last driven 1964. Fully restored 1978-1980. 100% authentic MG parts. Off white with black interior and top. Asking \$14,000. John Maratea, (815) 962-5596. IL.

**'67 MGB-GT:** 67K, professional restorer's dream. Needs group up restoration. All original with solid drive train. \$450 OBO. Ted Inman. (215) 642-3781 h. (215) 388-1155 w. PA

**1952 MG TD:** Left hand drive, runs excellent, 4,000 miles since engine overhaul, new wiring, yellow exterior, green interior, new black carpet, new top, newly plated chrome, side curtains, all Moss replacement parts used. Asking \$9,700. Paul Kingsbury, 112 Gavain, Joliet, IL 60436. (815) 725-3426.

**1955 MG TF 1500:** Excellent condition, owned 6 years. Black exterior, new paint job, new Cranberry interior. \$15,000. Bob Wisehart, 580 Locust, Middletown, IN 47356. (317) 354-2226 days, (317) 354-2750 eves.

**1955 MGTF:** Fully restored, cherry red, wire wheels. In museum since restored. Car is in British Columbia, Canada. Purchase price U.S. funds \$12,818 providing exchange rate remains at .71 cents Canadian. You will never get a better buy. Pictures available. (604) 764-7333 or 860-3177.

**1956 TR-2:** Good running condition with original removable hard top, clean inside and out. Powered by TR-4 motor. I have original engine, no side curtains. Priced to sell \$2,800. Ronald Atebery, 15965 Mills Ave., San Lorenzo, CA 94580. (415) 278-2629, or leave message (415) 276-1068.

**1954/55 MGTF 1500:** Red with black upholstery. 1900 miles on rebuilt engine. New brake system, clutch, wiring. Rebuilt starter, generator. Garaged full time. This one is in excellent condition. Drive as is or restore to perfection. \$3,500. Kermit Southern, 1805 Holapa St., Honolulu, HI 96818. (808) 422-0648 or (808) 254-2911.

**1958 TR 3 with factory hardtop plus soft top and tonneau.** Wire wheels. Original owner. Stored 18 years. Completely rebuilt engine (2.2 liter). Custom BRG paint. New beige upholstery, brakes, clutch, radiator, etc. Absolutely cherry. Won 4th place at TR Assn. show. Sacrifice at \$6900. W. Glover, 1750 Ocean Blvd., Long Beach, CA 90802. (213) 436-9500.

**1961 Austin Healey 3000.** Rebuilt engine has 800 miles. New upholstery, disc wheels, no overdrive, needs light body work to complete restoration. \$4,000. 1959 AUSTIN HEALEY 100-6. Early Fiberglass Jamaican body installed, rebuilt engine and transmission with overdrive, wire wheels, never driven \$3,000. Lynn Gulick, 1094 S. Ogden Dr., Los Angeles, CA 90019. (213) 414-2058 days or (213) 938-8345 eves.

**1985 TVR TASMEN CONVERTIBLE:** Ferrari red, tan Connolly leather, air, targa, Ford V-6, Ford transmission. 8200 miles, totally showroom condition. 5 year warranty available. \$24,950. Peter 1971 TR6: Signal red, overdrive, hardtop, rack Superb, 100% restoration. \$5,950. Peter Raleigh, Box 4944, Modesto, CA 95352. (209) 575-1130.

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