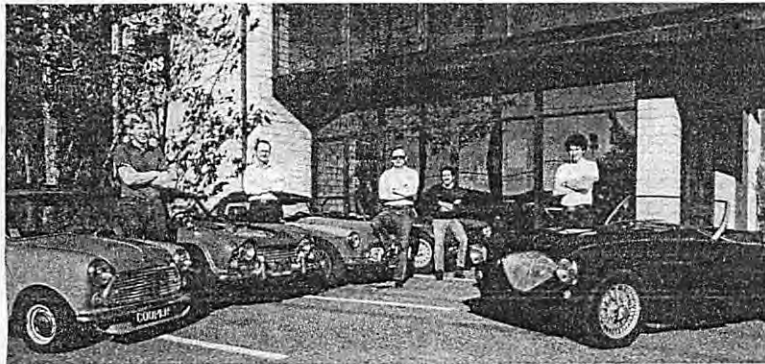


## Moss Equals British

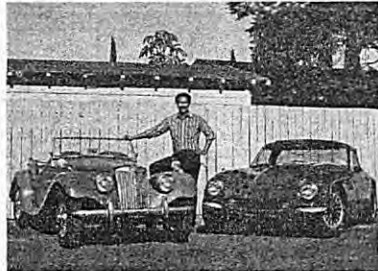


Pictured from left to right: Tim from Sales with his '68 Mini Cooper, Eric from R & D with his '65 TR4, Steve from our Returns Dept. with his '69 MGB, Dave, Director of Art and Advertising with his '74 TR6, and Bob from R & D with his '54 AH100.

When Al Moss started Moss Motors in 1948 he catered to British sports cars. Of course, at that time, beyond the MGTC the selection was limited but Moss equaled British and that's all he worked on. In 1986, Moss still equals British. Now even more so. What has changed in 38 years? With the opening of the import market in the 1950's, names such as Triumph, Austin Healey and Jaguar became part of the American sports car scene. In time, Moss equals British has come to mean Moss equals all the most popular British sports cars.

Our enthusiasm for these makes is not buried deep in the corporate soul, but rather guides the company on a daily basis. Let's take a look at how this works. Moss employees own over 65 British cars representing 8 manufacturers and 27 different models. Many of these cars are used as everyday transportation. Laura and Craig from our sales department drive a TR6 and an MGTD rain or shine. There is no better way to tell what a car needs than to use it and find out for yourself. Moss employees supply a continual source of new product suggestions based on their own experience with the cars.

Moss product development is another benefactor of our car enthusiasts. The TR6 belonging to Dave in Art & Advertising has played guinea pig for a number of products including upholstery and the new tube shock conversion kits. The number of cars available within the company provide a terrific stomping ground for our product staff. Chris and his able crew are often found snooping about garages and parking lots looking for 'samples'. Product testing is



Colin works in Purchasing and owns a '54 MGTF and a rare 1971 TVR.



Pete is the Manager of our East Coast Facility and is shown here with his '62 Mini Cooper and his '75 MGB.

carried out in a real world setting when Moss people install and use parts on their own cars. A number of Moss people have driven coast to coast in anything from a TC to a TR6. Eric from the research department pulled a trailer from Maryland to California behind an MGZB Magnette. He has since used it to pull his TR2 project car around.

Sales and customer service both benefit from car ownership. They have at their disposal first hand knowledge supported by a vast array of factory parts lists, shop manuals, and reference books. If a customer has a problem, the circumstances can often be duplicated on one of our own cars and a solution found in a minimum of time.

Of course, car enthusiasm is not only limited to activities around Moss Motors. A healthy number of car club memberships are distributed among the Moss crew. Our people and cars are regularly seen at shows across the country. In the past two years, we have established a series of marque days at each of our three locations. These popular, car oriented events encourage interaction between Moss and our customers. After working with people to help them restore their 'pride and joy', it is nice to see the finished cars come out to a show.

A favourite question asked of us is 'how do you find all those obsolete parts?' Needless to say, finding sources for limited production of complicated items is no small task. Our product people rely heavily on experience and close relations with English manufacturers to obtain original and reproduction parts for your car. Our association with

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## No... There's No Shortage Of Cows

(Or Why we aren't having a leather sale this Spring)

If you've been a Moss customer for the last few years, you'll remember that we started 1984 and 1985 with a big sale on our leather upholstery kits. This year we chose not to. Here's why...

When we started making upholstery kits in our own plant a few years ago, our primary goals were complete originality of design and quality. Pleat for pleat, seam for seam, we wanted our kits to duplicate the factory originals as closely as possible. Where seats were originally a combination of leather for the 'wear' areas and vinyl backs and sides, that's what we did. As fast as we could find cars with genuine, original interiors to pattern from, we increased the range of kits we carried. To encourage people to use our kits, we offered them on sale from time to time.

Were we successful? Beyond our wildest dreams! The 'Spring Leather Sale' of 1985 backed up our production facility to the point where we just could not keep up with the demand. Despite our efforts to hire and train new personnel (and we weren't prepared to sacrifice quality just to turn out kits that had been ordered) we fell woefully behind our delivery schedule. Many customers had to wait far too long for the interior kits they ordered and we know that many restorations were not completed in time for the car to be used last year. Were we right to refuse to compromise quality for the sake of delivery? We believe so. Although our late deliveries caused major disappointment to many people, when their kits eventually arrived we believe the excellence of the product and the value for money went a long way to earning us forgiveness.

As well as insisting on quality, we at Moss also believe in learning from our mistakes! Our Upholstery Shop staff has been increased by the addition of new, skilled personnel and new Manager, John Sarena, has been working with them to increase production without sacrificing quality. At



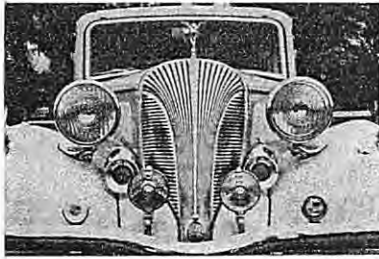
the same time, John is supervising the development and addition of new kits for the continually expanding range of models for which we supply parts. Priority is being given to completing the few remaining backorders for the tail-end of 1985, and soon we hope to be back in the position we consider optimum: shelf stock of the most popular styles and colors, others available 3 to 4 weeks from the time you place your order. For the time being, we are not planning any Sales on kits made in-house. (They are bargains at their regular prices, anyway, compared to the cost of custom interiors!)

Owners of Austin-Healey BJS's and MG or Triumph models made after 1970 are being catered to slightly differently. These cars largely used seats and panels covered with vinyl that was patterned and sealed by a dielectric (heat) process. This cannot be duplicated on a sewing machine, however talented the operator! To serve the needs of those customers who want to restore these later cars to original condition, we sent people to England to seek out sources for the correct materials and manufacturing techniques. Again we were successful - but again there have been some delays! The companies we are dealing with also had some trouble keeping up with the demand,

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# Saloon Appeal

By Robert W. Horzmann, Baldwin, Mo.



There's no doubt in my mind that the British sports car provides a unique driving experience. As I remember, my driving experiences in British cars, a common trait recurs. British cars generally possess refined road manners and a sporting character. They are delightful to drive and reward the skillful driver with pleasurable experiences. This is true of sports cars and sporting sedans.

I hope that, as a group interested in British cars, we do not fall victim to the narrow vision which has plagued our hobby in the past. We have all seen neglected sports cars. These

cars were allowed to decay and went uncared for because they were unfashionable or not valuable enough to rebuild. Austin Healeys, Triumphs, Jaguars and MG's which were discarded in previous decades are now being rebuilt and are highly prized. We failed to anticipate the simple principle that the value of those relics would increase with age and renewed interest.

I hope that 20-20 hindsight will help us to realize that the sporting sedans of the '50s and '60s are suffering the fate of lesser sports cars of our past. The list of potential neglected cars include MG's, Triumphs, Rileys,

Austins and Jaguars. Many of these cars possess desirable characteristics. They offer, in addition, the larger passenger accommodation and luxury not found in the true sports cars.

Sedans were never as numerous as sports cars in the U.S. Those that were imported have largely been neglected and abandoned, so few remain. The phrase 'badge engineered' holds no disfavor for sedan enthusiasts, it simply means that because of parts shared by cars of different product lines there is a ready sup-

ply of most components. Some knowledge of these kindred components is required. Once mastered it is apparent that many parts are available from your favorite supplier. (Moss, of course).

Your choice of sporting sedan will also in all probability be catered to by a marque club or register of a larger club.

So, do your homework, learn about your favorite marque. There's a lot to recommend owning a sporting sedan over owning another clone car from the 80's.

#### Editor's Note:

There are many parts, especially electrical items that are common throughout the range of British cars. Most of the mechanical parts found on sports cars were directly appropriated from production saloons. Although our meter is sports car parts we do try to keep as many British cars on the road as possible, and appreciate your efforts and loyalty to your choice.

If you have done some research or have interchange lists that you wish to share we would be glad to have this information. Please do not at this time send inquiries or orders for uncataloged parts.

Our hope is to gather enough information to make some comprehensive listings of Moss parts which we already catalog. We will keep you posted through Moss Motoring. Send your listings to Editor, Moss Motoring, 7200 Hollister, Goleta, CA 93117

# Letters

## Tech Tip Helpful

Dear Sirs,

Many thanks for your fine publications, both Moss Motoring and the MGB parts catalog. Both have provided invaluable assistance in maintaining my 1966 MGB-GT. I have a comment regarding a Tech Tip in the MGB-02 parts catalog.

Following a break-in and theft of my MGB's stereo, I decided it was time to convert the electrical system from positive to negative ground. I followed the procedure on page 55 of the parts catalog as well as the procedure for conversion of an impulse tachometer on page 98. Both were very clear and easy to follow. However, it took several weeks of driving in the dead of summer in Southern California before it dawned on me that the circulation fan was turning in the opposite direction. A quick switch of the wires at the fan solved the problem.

Again, thanks for all your help.

Stewart Lumb  
Huntington Beach, CA

Editor Note: For those of you that are confused, Stewart is talking about a heater fan not an after market electric engine cooling fan. Hard as we try, we sometimes overlook very important details, and it's comments like these, from you our readers, that help so much. Thanks again!

## New MGA Catalog

Gentlemen:

Your new MGA parts catalog is tremendous! What a valuable source of information. Thank you very much for sending me a copy.

John A. Dunkel  
Columbus, OH

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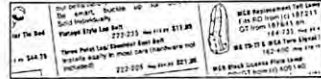
A Cross Country Triumph by Robert Goldman.

7



Club Corner is back, see page 7.

# Sale



More great Moss Sale items than ever before.

Thanks to all of our contributors to this issue of Moss Motoring. Ten dollar Gift Certificates go to technical contributors Scott Ruczko of Houston, TX, Norman Nock of Stockton, CA, Tom Strauss of Lancaster, PA and Bob McLachlan of Bismarck, ND. A Ten dollar Gift Certificate goes to Conrad Campos Jr. of Keizer, OR for his humorous story 'Roadsterman'. Twenty-five dollar Gift Certificates go to Reid Trummel of Tampa, FL for his article 'It Had To End' and to Robert W. Horzmann of Baldwin, MO for 'Saloon Appeal'.

## There Is No Equal

To the editor,

Recently receiving catalogs MGB-02 and MGA-11, I would like to commend you and your staff for such a meaningful and informative piece of art. Without a doubt, there is no equal! Your technical tips will help every enthusiast and his/her marque.

Your quarterly newspaper is well-written and informative but it's the sale items that find me picking it up again to make sure I didn't miss a bargain. This added extra makes me feel like I belong to a 'club'!

Thank you to a well-organized firm with some obviously talented personnel.

Bob Ertzinger  
Burlington, Iowa

# Contributions Invited

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

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

#### \$50.00 Gift Certificates

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

#### \$25.00 Gift Certificates

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

#### \$10.00 Gift Certificates

Technical Hints, Tips, Cartoons, Humorous Anecdotes, Photos

## Tech Tip

# Loose Cap?



Car won't start, and lifting the bonnet reveals the distributor cap has come off? Replace it, and everything's OK? How did it come loose?

Check for a perforated vacuum advance diaphragm. Inlet manifold vacuum can send fuel vapor from the carbs down through the line, through hole in diaphragm, and into the distributor. A little vapor build-up and a spark from the rotor when it meets the cap lugs can set off a small explosion that dislodges your cap. Vacuum capsules are often faulty and should be checked if ragged acceleration and general lack of power is a problem.

(Ed. note: overheating at highway speeds is often the result of a defective vacuum advance unit.)

Scott Ruczko  
Houston, TX

# Moss Equals British

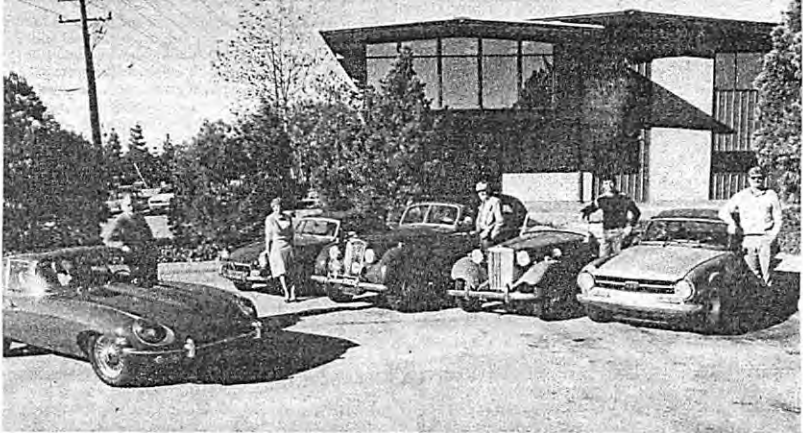
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British Motor Heritage Ltd. produces much useful information to help insure the accuracy of reproduction parts.

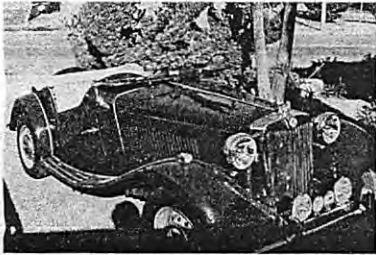
We at Moss are proud of our British sports car background. Howard Goldman, the owner of Moss Motors, purchased his first MG TC from Al Moss in 1949. Lawrie, our sales manager, has built two MG Specials from 'left over' parts. From experience gained before coming to Moss Motors and time spent here on the job, Moss employees can claim better than 300 years of combined involvement in British cars. So, the next time your British sportscar needs parts, remember 'Moss equals British'.



Chris N. our Product Development Manager coming to work in his 1967 MGB GT.



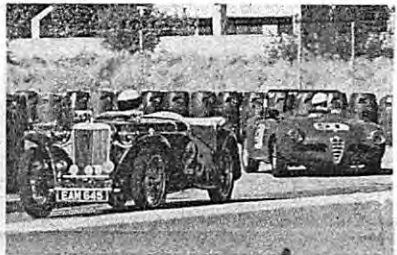
From left to right, Moss owner H. Goldman and his '69 XKE, Donna, Customer Service Manager, and her '73 MGB, R.B. from R & D with his '53 Riley Saloon, Craig in Sales and his '53 MGTD, and Randy from Moss Distributing with his '70 TR6.



Chris K. the General Manager here at Moss, owns the '53 MGTD parked in the driveway and a '57 MGA.



Laura from our Sales Dept. with her '54 MGTF and 'her baby' a '74 1/2 TR6.



Al Moss at the wheel of 'the TC' at the Palm Springs, Vintage Grand Prix.

## Moss Employee British Car List

Tim Bates (Sales)	Carey Kendall (Moss Jaguar)	Al Moss (retired)
65 Morris Mini Cooper S	69 Jaguar E-type	48 MG TC
67 MGB GT	Tim Korner (Moss Jaguar)	49 MG Y Type
Craig Cody (Sales)	69 Jaguar E-type	53 MG TD
53 MG TD	Bill Curtis (Purchasing)	55 MG TF
71 MGB GT	59 Austin Healey Sprite	75 Jaguar XJ 12C
Randy Carpenter (Moss Distributing)	Howard Goldman (Owner)	Steve Wurster (Returns Dept.)
70 TR 6	38 Rolls Royce	69 MGB
R.B. Hart (Research & Development)	48 MG TC	Peter Cosmides (ECF Manager)
53 Riley Saloon	69 Jaguar E-type	75 MGB
Paul Johnson (Club Representative)	74 Jaguar E-type	62 Austin Mini Cooper
48 MG TC	75 Jaguar XJ6C	Carleen Baker (Sales)
53 MG TD	75 Jaguar XJ12C	64 MGB
61 Morris Minor	Dave Polarek (Art & Advertising Director)	Chris Kepler (General Manager)
Ginger Volkmann (Sales)	74 TR 6	53 MG TD
67 Morris Minor	Lawrence Alexander (Sales Manager)	57 MGA
Rick Hellman (SYE Manager)	35 MG PA	Chris Nowlan (Product Development Manager)
60 MGA	52 MG TD Special	48 MG TC
77 MGB	71 Jaguar XJ6	58 MGA
Dave Simms (SYE)	Hank Carralejo (Warehouse)	64 Jaguar E-type
60 Jaguar MK II	55 MG TF	67 MGB GT
Peter Heyman (SYE)	Robert Goldman (Research & Development)	Laura Eltherington (Sales)
59 Jaguar XK 150	35 MG PB	54 MG TF
Jim Black (SYE)	54 Austin Healey 100	74 1/2 TR 6
65 MGB	59 MGA Twin Cam	Colin Kennedy (Purchasing)
Moss Motors	64 TR 4	54 MG TF
55 MG TD Pick-Up	71 TR 6	71 TVR
58 TR 3A	73 MG Midget	Bruce McMillan (Sales)
61 Morris Minor	Eric Wilhelm (Research & Development)	61 MGA
Donna Cooper (Customer Service Manager)	54 TR 2	61 MGA
70 MGB	57 MG ZB Magnette	Steve Foley (Moss Jaguar)
73 MGB	65 TR 4	73 TR 6



Carleen from Sales on her way in her 1964 MGB.

### Product Announcement

## MG T Underdash Panel Kits

Perhaps the most often missing item from all T-Series cars is the original style underdashboard panels. These elusive black vinyl covered hardboard panels were original to all TC's and TD's but were quickly discarded the first time work was required in the under dash area. Apparently 1950's MG owners didn't appreciate the sound deadening properties nor the tidy appearance these provided to the underdash area.

Moss TC-TD underdash panel kits include everything you need except the actual waterproof panelboard (available from local upholstery shops) and a few simple wood strips. We do supply a full size paper template that makes it very easy to cut your own perfect panel. Complete instructions are included along with all special brackets, hardware and black vinyl covering. We also offer complete TF panels which cover only the central underdash area, but are ready to install and are exact duplicates of the originals.

451-785	TC Underdash Panel Kit	\$37.50
451-795	TD Underdash Panel Kit	\$37.50
451-800	TF Underdash Panel	\$23.50

# Roadsterman

By Conrad Campos Jr. Kelzar, Oregon

A top is a toy and a top is opposite of a bottom. There is the expression 'to top someone' and a description such as 'Top Banana'. There is also the top that is a hood. I was lucky to find one in the boot (olde English) of my MGB, when I bought it. The red hood wasn't in the best condition but then again it never rains in Southern California.

There is a code among roadster fanatics. The top does not go on unless it is pouring down rain. I am not talking mist here but monsoon, otherwise you might as well drive a Toyota. It may be ten degrees below or a hundred and ten above but the top stays off. It is permissible in a snow storm, something about Lucas electrics.

It was a rare storm that caught me on the L.A. freeway. Roadster people constantly scan the skies and are on the lookout for overpasses. By the time I found one, I was soaked. Roadster tops are not the easiest things to install. The sun was out by the time I had it on.

Tonneaus are great except when some pervert attacks it with a switchblade thinking you have the Crown Jewels under it. This can also be said for tops. Have you ever wondered why BMC put locks on the doors? That's so some sportscar deviate can abuse your hood with sword and can open.

With rain being a rare event, the top deteriorated in the boot. Threads separated from the seams and the plastic windows turned a shade of yuck. I started carrying needles and thread in the glove compartment for those wet emergencies.

One day, as the wife and I were driving over San Marcos Pass, the Rains came. We were drenched by the time I pulled over and had the top on. The rain was still coming

inside. Needle and thread and a few safety pins helped to keep the water down to a trickle. Back on the road again and the wind blew the top apart. The wife held the separated pieces together until we reached our destination, then her arms promptly fell off.



Rain soon stops in California and I threw the top away and quickly forgot about bad weather. I was staying at a friend's house, my MG parked behind his Spitfire. During the night, I was awakened by the horn from my MGB. I raced outside to discover that it was raining. I disconnected the horn wires. I was drenched and my friend was laughing. He had put the top on his car. I found some plastic sheet in the garage and covered my soaked car. When I tried to fix the horn the next morning, I saw the horn button pop off to parts unknown.

I finally purchased a brand new top and it only comes out during monsoons. Now I just frantically wave my hands and dive in and out of traffic screaming 'honk', honk!!!

## Book Review

By Carleen Baker

MGB: A Guide to Purchase and D. I. Y. Restoration  
By Lindsay Porter

All of us do-it-yourselfers have, of course, a workshop manual. But, as complete as they are, we can always use a little extra help... and here it is!

Written by Lindsay Porter, who has done extensive work with the MGB, this Guide to Purchase and D.I.Y. Restoration of the MGB is really a fantastic wealth of information and an excellent book for both beginner and seasoned enthusiast.

It contains some interesting history as well as vital information on choosing a used car. Also highlighted are bodywork, including front and rear fender removal, sill repair, tips on painting and rust prevention.

There is also a chapter on engine and gearbox removal, carburettor adjustment (yes, even Zenith-Strombergs!), clutch renewal, steering rack removal and overhaul.

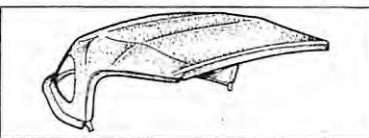


But my favorite chapter is entitled 'Interior and Hood'. It contains some very detailed information on replacing the convertible top and seat upholstery. There are also 4 pages of very clear photographs on fitting the top, which is very handy when your phone is attached to the kitchen wall so you can't call for help!

Seriously, though, if you're going to renew your own car's interior or do any major restoration work, this book is a 'can't-do-without!' 211-385 \$19.95

Carleen Baker owns a '64 MGB Roadster and works in the Sales Department in Goleta California.

## MG TOPS WITH HEADER RAILS



Moss Motors is pleased to announce the availability of complete factory type tops with the header rail assemblies pre-installed to insure an easy and accurate installation. Since all the hardware, dot fasteners and securing clips, are also installed, putting on your new top is a breeze. This can completely eliminate the tug-of-war battle required to fit all other replacement tops. These tops are tailored to the exact, original specifications and incorporate genuine, factory-original, vinyl and rear window material. Our colored tops are the original shades and have not been available for years. Treat yourself to a perfect top that practically installs itself!

MGB 1963-'70 Folding Tops		
250-000	Black	\$229.95
250-010	Red	\$244.95
250-020	Blue	\$244.95
250-030	Tan	\$244.95

MGB 1963-'70 Stow-away Tops		
250-040	Black	\$229.95
250-050	Red	\$244.95
250-060	Blue	\$244.95
250-070	Tan	\$244.95

MGB '71-'76 Folding Tops (w/out zippered rear window)		
250-080	Black	\$229.95
250-090	Red	\$244.95
250-110	Blue	\$244.95
250-120	Tan	\$244.95

MGB '77 on Folding Tops (with zippered rear window)		
250-130	Black (This can also fit '71 on)	\$249.95
250-140	Red	\$264.95
250-150	Blue	\$264.95
250-160	Tan	\$264.95

Sprite/Midget 1967 on Tops		
242-205	Black	\$229.95

## Tech Tip

### TR6 Steering Conversion

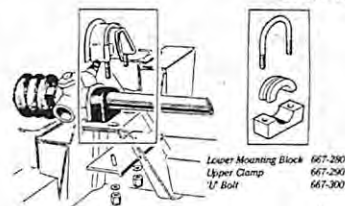
Those of us with a TR6 that is less than perfect (but still trying) have put a lot of time, effort and money into the beast to get it the way we want it. I have owned my '74 for only a couple of years and it was a pretty decent example when I got it, but I seem to have managed to have worked on just about every system on the car in one way or another - from quick fix to complete restoration - since then.

One system that I completely restored was the front suspension and steering. (I know the workshop manual and the Moss catalog list these as two separate systems, but they are so inter-related that they really should be considered as one.) After replacing all the bushings, bearings, ball joints and trunnions in the front suspension and rebuilding the steering rack, steering column and rear suspension I had the wheels spin-balanced on the car and both front and rear axles aligned. On the first test drive it felt like a completely different car, but something still felt wrong. There was still a fair amount of free-play in the steering system. Standing outside the car with the hood open I moved the steering wheel back and forth slightly while watching the rack assembly. As I did this I noticed the whole steering rack moved a good quarter inch in either direction before turning the wheels. The rack mounts were tight and properly installed, so I determined that it was a design flaw rather than my mechanical ability that was allowing all of that slop in the steering system. It's usually the other way around.

The solution was to fit the early TR4 (up to commission # 20063) solid alloy steering rack tube mounts. They fit perfectly in the existing holes and lock the rack solidly in position. Be sure to re-fit the lower reinforcing plates and use new nylon nuts. The result of this modification was virtually no play in the steering and no harshness or vibration, presumably the things the rubber bushes were designed to absorb. Now I'm ready for the fun stuff like a set of Koni shocks, competition springs, a Moss tube shock conversion kit, and wider, 205/70-15 tires.

A message I would like to get across here (as I get up on my soapbox) is not to expect this modification to do much for you if your suspension and steering systems aren't in first class condition. Bolting on 'go-fast' accessories will only disappoint you if your basic components are history. You wouldn't put a Weber carb set-up on an engine that burns a quart of oil weekly and only fires on three cylinders, would you? The same theory applies to suspension and steering systems. OK, I'm off my soapbox now. Go have fun with your Triumph.

by Dave Polarek  
Art Director



## Stop Smoking

Does your Austin Healey smoke? Burn oil? Have less than 15 pounds oil pressure at idle? Have less than 45 pounds oil pressure at 55 mph?

If you have the smoking and oil pressure problem, here is a diagnostic procedure that could save you an engine rebuild and a few thousand dollars. Drive your car for 30 miles or more to bring the oil up to operating temperature. As soon as you return, remove the valve cover before the oil cools down. With the valve cover removed, start your engine and run it at 3000 rpm and notice the quantity of oil coming from the side of each rocker arm. An engine in good condition will have only a very small amount of oil coming out of the top center of the rocker, or if it spurts out of the small hole making a gusher of 6 inches or more, you have now found a major cause of low oil pressure and smoking in the Big Healeys.

A fresh rocker arm assembly is the solution, including a new shaft, new bushes, and reground rocker arm faces.

Norman Nock  
Stockton, CA

# Austin Healey, It Had To End By Reid Trummel, Tampa, FL

It's been a little over seventeen years since the first of the 'Big Healeys' rolled out of Abingdon, and although virtually every Healey enthusiast regrets that, it had to end.

A combination of new US legislation and the vagaries of the British auto industry teamed up to lay the 3000 Mark III to rest, but even if things had worked out differently then, the Austin Healey most certainly would have succumbed by now anyway. After all, there are no more of the sporty Triumphs, venerable MGs, or sleek E-types being produced, so how could a limited-production car like the Austin Healey have made it very far into the seventies? Sooner or later the laws of economics and the misguided intentions of bureaucrats would have caught up to end the party. 'The end of an era?' Yes, but it had to end. However, let's suppose for a moment that by some strange twist of fate that the Austin Healey was still being produced. Suppose that it had outlasted the E-types, the TRs, and even the MGs. . .

Now in its thirty-second year of production, enthusiasts in both Europe and North America applauded the introduction of the 1986 Austin Healey 2000 Mark IV Turbo. Strict emissions standards have necessitated a down-sized, two-liter engine, but 'adequate' power has been maintained by the ingenious addition of turbo-charging. Of course, gone is that wonderful, distinctive Austin Healey exhaust note of days gone by. It has been replaced by the tinny whine of the turbo, but that's a small price to pay for keeping the 0- to 60 mph times on the new emission-choked Healeys under fifteen seconds! Right?

Gone too are the simple, graceful chrome bumpers that the old-timers remember from the '60s. These have long

since been replaced by large, plastic 'impact' bumpers that protrude over a foot in front and back of the body. But it's worth it. I mean, you just never know when you might get the urge to ram your Healey into something immovable without wanting to dent your bumper! Right?

Of course, this combination of a huge, grill-blocking bumper, and turbo-charged engine just doesn't mix. Just at a time when the Healey's engine needs more cooling air than ever before, it gets a battering ram bumper blocking the air intake. What to do? No problem! The grill just had to be enlarged, and now covers the entire front of the car between and under the headlights. I mean, you loved that look on the Checker Cab! Right?

And as we all remember, the wire wheels that we all came to know and love had to go a few years ago. It seems that someone in Washington D.C. decided that the things just weren't safe. Soon afterwards wire wheels were banned as original equipment, but hey, those new fake wire wheel covers aren't bad looking! Right?

And then there's all the little changes made to comply with the new regulations: little side reflectors cluttering up the once smooth flanks of the Healey; increased ground clearance for some reason that no one can actually explain; and air bags! Don't forget the air bags! But we don't mind -- it's worth it to still have our Healeys! Right?

And what's more, those clever British haven't been sleeping through the Japanese car boom. No sir! Why, I understand that just next year there'll be a new option

available on the Healeys; that's right, you'll be able to order a Healey with one of those 'voice warning systems' that reminds you to shut the door, close the trunk, and not chew with your mouth open. Gee, I can close my eyes and hear it even now, announcing with that famous British reserve, 'Switch off, old chap, something is burning'.

If all this sounds less than attractive to you, then you probably agree with me that car design is best left to car designers -- not politicians and bureaucrats. The Austin Healey is a beautiful example of a car designed and built by a team of men who loved cars and loved their work. The beauty, simplicity and harmony of the Big Healeys continues to give us pleasure over seventeen years since the end of production. It reminds us of a day when 'character' was something built into cars, not just an advertising slogan; when there was no such thing as fake wire wheels; when things that looked like wood were really made out of wood; and when a company's competition cars at least looked something like their production cars. Alas, those days are gone.

Maybe it's better that the Austin Healey bowed out when it did -- still a strong seller with all of its integrity intact. How inappropriate it would have been for such a wonderful car to slowly succumb to the effects of corporate penny-pinching and an ever-increasing list of governmental regulations. A 1986 Austin Healey 2000 Mark IV Turbo wouldn't have been an Austin Healey at all. Even if Abingdon had kept turning out Austin Healeys after 1967, they wouldn't have been Big Healeys.

## Moss Ready For O.O.T.T.T.

Our Goleta crew is readying the Moss pick-up for the Ocean to Ocean T Tourist Trophy, June 21 - July 10, 1986. Sponsored by the New England MGT Register, the 7000 mile endurance test is in celebration of the 50th anniversary of the MG T type. We at Moss Motors are looking forward to our role in the event. Howard Goldman, Moss' fearless leader, will drive the famous T pick-up carrying a load of spares. The North New Jersey MGT Register will be throwing a send-off party at Moss Motors East Coast Facility for all those starting from this location.

Moss Motors Rockaway location will be one of two starting points. The second starting point will be Melbourne, Florida. The two groups will meet on the South Rim of the Grand Canyon, continue West to the mid-point at Moss headquarters in Goleta, turn North to San Francisco and then East to Toronto and GOF Mk XLII.

Due to the ambitious nature of the event, there will be two classes of entrants. Competitors are expected to drive the full route. For those unable to do this, a Participant class has been established. Anyone driving 50 miles or more in an MG along the route will receive a jacket patch, dash plaque, route book signifying their participation in

this historic event. As of this writing, details of the trip are being finalized. Further information and entry forms are available through the event organizers.

Contact: H. A. Rippert, 11084 Cedar View Rd., Pineville, North Carolina 28134.



Moss Motors owner Howard Goldman, shown here outside our Goleta facility with his MG TD pick-up.

## 1st Annual Palm Springs Vintage Grand Prix

By Robert Goldman

Racing in the streets. My images of sports car racing come from picture books and tales recounted by the likes of my father. November 29 to December 1, 1985 the images became real at the Palm Springs Vintage Grand Prix.



The cars, now pampered collectors items, returned to do battle in the streets. It was gratifying to see so many British cars being driven competitively. Race winners included a Jaguar XK120, an Austin Healey 3000, a Morgan and a Bugeye Sprite which outran an MGB in one race and a Siata V8 in another.

My father worked tech inspection at the last Palm Springs race in 1965. Now I return as a spectator to enjoy a bit of automotive history. Al Moss summed it up for the competitors, 'I had a smile on my face from the moment I got on the track.' So did the people watching.



### MGB GT LOUVRES

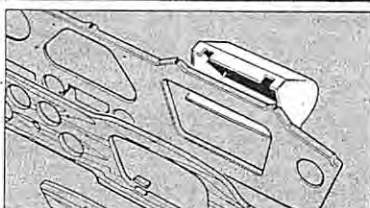


That's right, black anodized louvres are now available from Moss! These louvres can help save your carpet and upholstery by reducing temperatures inside your car. It is also an inexpensive and stylish addition to any MGB GT.

224-540 MGB GT Louvres \$149.95

Prices Valid February 10 Thru March 22, 1986

### TRIUMPH GLOVEBOX



Every TR4, 4A and 250 needs this! An excellent flocked replacement glovebox that fits well and is easily installed without extra drilling or hardware. Our improved riveted construction ensures that this replacement glovebox is the last you'll ever need!

633-110 Replacement Glovebox \$21.95

Prices Valid February 10 Thru March 22, 1986

## MG PARTS

### MGA & MGB Oil Pump

Can be used on MGA before (c)GB46342 if used with #460-760 strainer. Fits MGB 3-main engines.

460-730 Reg. \$79.95 \$64.75

### MGB Oil Pump

Fits MGB 5-main engines.

435-600 Reg. \$79.95 \$59.95

### MG TC-TD-TF Oil Pump Rebuild Kit

435-088 Reg. \$118.95 \$109.95

### MGA Vent Grille

471-010 Reg. \$7.95 \$5.50

### MGA Door Hinge

470-960 Reg. \$21.25 \$19.95

### MGB British Layland Badge (on fender)

Fits RD from (c) 187211 on.

GT from (c) 187841 on.

470-685 Reg. \$4.50 \$3.75

## FUEL LINES

Moss braided stainless steel, teflon-lined fuel lines, durable and made to last. Lifetime Guarantee!

### MGA Braided Fuel Line

Metal pipe to rear carb.

376-350 Reg. \$20.85 \$17.75

### MG TC, TD Mk II Braided Fuel Line

pump to carb, 18 inch.

376-090 Reg. \$22.95 \$18.25

### MG TC & TD Braided Fuel Line

carb to carb, 14 inch.

376-080 Reg. \$21.80 \$17.50

### MG TF Braided Fuel Line

carb to carb, 17 inch.

376-070 Reg. \$24.95 \$19.95

### MG TD & TF Braided Fuel Line

pump to carb, 16 inch.

TD Mk II uses 3.

376-050 Reg. \$19.95 \$16.95

### MGA & MG TC-TD-TF Flexible Oil Line

to Firewall

376-060 Reg. \$18.25 \$16.35



### MG TD Walnut Dashboard, (finished)

For the early TD only with chronometric instruments (flat-faced).

233-645 Reg. \$148.95 \$129.95

### MGA Finished Wood Dash

233-610 Reg. \$169.95 \$153.75

### MGB Fan Thermostat Switch

Fits RD (1977-'80) to

(c) 511519 542-215 Reg. \$18.95 \$12.95

### MGA & MGB Battery Pad Set

for 2, 6-volt batteries.

473-198 Reg. \$5.95 \$5.45

### MGA & MGB Battery Hold-Down Bolt Set

for 2, 6-volt batteries.

473-188 Reg. \$9.95 \$8.90

### MGA & MGB 6-volt Battery Clamp

473-180 Reg. \$2.95 \$2.25

### MGB Seat Webbing (1970-'80)

(does one seat.)

641-990 Reg. \$18.95 \$15.50

### MGA Aluminum Corner Cockpit Rail

R/R 472-470 Reg. \$9.75 \$8.30

L/R 472-460 Reg. \$9.75 \$8.30

### MGA Aluminum Front Cockpit Rail

R/H 472-180

L/H 472-170 Reg. \$7.85 \$5.65

### MGA Chrome Door Seal Finisher Kit

472-128 Reg. \$10.95 \$9.85

### MGA, MGB, & MG Midget Radio Blanking Plate Set

Fits Midgets with radio console; MGB to 1976 (c)410000 and all MGA.

472-078 Reg. \$20.95 \$15.95

### MGB Original Gearshift Knob

Fits 1963-'67 models, non-synchro.

461-680 Reg. \$8.95 \$5.95

### MGA & MGB Transmission Layshaft

Fits MGB to (e) GB74719 std,

GB74528 O/D.

461-560 Reg. \$45.95 \$34.45

### MGA & MGB Synchro Ring (3 & 4)

Fits MGB non-synchro 1st transmission.

461-520 Reg. \$28.50 \$24.85

### MGA & MGB 2nd Gear Steel Synchro Ring

Use with #461-480 gear only. Brass and steel synchro rings are not interchangeable and must only be used with their respective gears. Fits MGB with non-synchro 1st gearbox.

461-495 Reg. \$26.50 \$23.85

### MGA & MGB 2nd Gear Synchro Ring (brass)

Fits MGB non-synchro 1st transmission. Use with original style 2nd gear.

461-490 Reg. \$22.95 \$19.95



### MGA Water Pump

460-950 Reg. \$35.15 \$29.95

### MGA & MGB Water Outlet Elbow

Fits MGB with 18G-GB engines.

460-940 Reg. \$19.75 \$17.50

### MGA Fan Bolt

460-990 Reg. \$3.55 \$2.95

### MGB Telescopic Trunk Lid Prop

457-465 Reg. \$9.50 \$8.75

### MGB Hub Cap

Motif, (Rostyle Wheel)

462-720

Reg. \$1.75 \$1.50

### MGB Windshield Pillar Seal

282-400 Reg. \$11.95 \$9.85

### MGA 1600 Tail Lamp Plinth Pad

280-970 Reg. \$5.95 \$3.75

### MGA Coupe Rear Window Seal

280-950 Reg. \$48.95 \$41.95

### MGA Coupe Windshield Seal

280-940 Reg. \$47.95 \$41.50

### MG TC Rubber Heel Mat

280-995

Reg. \$9.95 \$7.50



### MG TC-TD-TF Pedal Excluder

280-420 Reg. \$7.95 \$5.95

### MG TD Rectangular Tail Lamp Body

Fits TD to (c) 21302.

280-510 Reg. \$3.95 \$3.25

### MGB V8 A-Arm Bushing Set

Works better and lasts longer than the original bushings. These are factory original bushes as fitted to MGB V8's and highly recommended for earlier MG's! Complete set of four does both sides.

280-498 Reg. \$19.95 \$17.95



### Black Furflex Door Seal

sold per yard

249-607 Reg. \$10.95 \$8.75

### MGB & Austin Healey Shift Knob

Fits MGB 1968-'72,

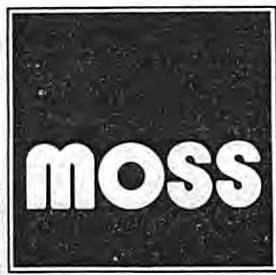
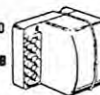
and all big Healeys except BN 1.

021-399 Reg. \$7.95 \$6.50

### MG TC Voltage Regulator

screw terminal, 5 post.

142-000 Reg. \$21.95 \$19.95



# \$ALE!

PRICES VALID FROM FEBRUARY 10 THRU MARCH 22, 1986

This has got to be the biggest sale ever offered by Moss! More of everything, more engine, body, electrical and accessory items than ever before. Take advantage of the hundreds of great parts at incredibly low prices.

### MGA Fuel Pipe, tank to pump

454-090 Reg. \$11.95 \$10.50



### MGB Dash Top Repair Panel (1972-'76)

453-895 Reg. \$44.95 \$39.95

### MGB Dash Top Repair Panel (1968-'71)

453-890 Reg. \$44.95 \$39.95

### MGB Striker (console lid)

For the 1972-'80 MGB.

453-767 Reg. \$ .00 \$ .80

### MGB Catch, (console lid)

For the 1972-'80 MGB.

453-765 Reg. \$11.25 \$10.05

### MGB Ash Tray

Fits MGB from 1972 (c)258001

Roadster (c)258001 to 367803/GT.

453-760 Reg. \$15.95 \$13.95

### MG TD 'Coffin' Style Valve Cover

We received a shipment which are slightly imperfect. They have a few pits and scratches, so are not 'concourse' quality. However, they look 'pre-aged' so are suitable for 30 year old cars! Offered at a steal of a price.

224-220 Reg. \$38.95 \$19.95

### MGA Grille Piping

470-120 Reg. \$2.40 \$1.95

## GROSE JETS

A most effective way to prevent float-bowl flooding in SU HIF and Zenith-Stromberg carbs with traditional needle-and-seat float valves. Engineered for positive fuel cut-off, these won't stick open. Sold individually.



### SU Side-bowl Grose Jet

Fits MG TC-TD-TF, MGA, MGB HS-4 Spridget, Austin Healey 100-3000, TR2-4A (SU only) & Jaguar.

386-330 Reg. \$6.50 \$5.75

### SU HIF Grose Jet

MGB (1972-'74)

386-340 Reg. \$6.50 \$5.75

### Zenith-Stromberg Grose Jet

Fits TR4-4A (Zenith-Stromberg only), TR250-6, MGB (75-'80) & Midget 1500

386-350 Reg. \$6.50 \$5.75

### MGB Anti-Sway Bar Bushing

Fits MGB to 1974 (c)360300

280-920 Reg. \$1.65 \$1.25

### MGA Roadster Windshield Glazing Rubber

280-735 Reg. \$5.25 \$4.50

### MGA Master Cylinder Fume Excluder

(not twin cam).

280-710 Reg. \$7.45 \$5.95

### MG TD-TF Rack Seals

(2 required) 280-560 Reg. \$7.25 \$5.75

### MG TD-TF Brake & Clutch Pedal Pad

280-450 Reg. \$1.40 \$1.25

### Austin Healey 100-4/3000 BJ 7, TR 2-3B, MG TD-TF, MGA & Jaguar Dimmer Switch

Fits MG TD-TF from (c)18883 on.

140-900 Reg. \$25.70 \$21.95

### MG TF, MGA & Bugoye Sprite Headlamp Rim

164-000 Reg. \$21.75 \$17.50

### MGA & TR 2-3B Tail Lamp Base Pad

Does not fit MGA 1600 Mk II.

159-400 Reg. \$3.20 \$2.85

### MGA 1500, 1600 & TR 2-3B Tail Lamp Base

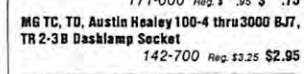
159-300 Reg. \$17.95 \$15.75

### MG, Austin Healey, Triumph, & Jaguar Dash Illumination Bulb (screw in type)

171-000 Reg. \$ .95 \$ .75

### MG TC, TD, Austin Healey 100-4 thru 3000 BJ7, TR 2-3B Dashlamp Socket

142-700 Reg. \$3.25 \$2.95



### MGB & Austin Healey Locking Gas Cap

This good quality locking cap keeps petrol in your tank and not in someone else's. Fits MGB's 1963-'69, all Big Healeys and Spridget 1958-'72.

202-760 Reg. \$11.35 \$10.25

MOSS MOTORING PAGE 4B

(800) 235-6954 (800) 322-6985 / (805) 968-1041  
USA TOLL-FREE CALIFORNIA TOLL-FREE PHONE CUSTOMER SERVICE PHONE

## AUSTIN HEALEY PARTS

### Austin Healey 100-4 to 3000 BJ7 Chassis Outrigger

L/R 857-630 Reg. \$52.50 \$44.75

R/R 857-620 Reg. \$52.50 \$44.75

Austin Healey 100-4 Anti-Sway Bar Bushing  
682-140 Reg. \$1.50 \$1.30

### Aluminum Sill Finisher Set

Original style, aluminum finisher set for the B-post and sill.

### Austin Healey 100 Aluminum Sill Finisher Set

Fits 100-4 from (B)2236

R/H 803-800 Reg. \$47.50 \$37.95

L/H 803-810 Reg. \$47.50 \$37.95

### Austin Healey 100-6 thru 3000 BJ7 Aluminum Sill Finisher Set

R/H 803-820 Reg. \$49.75 \$39.85

L/H 803-830 Reg. \$49.75 \$39.85

### Austin Healey 3000 BJ7 & BJ8 Aluminum Sill Finisher Set

R/H 803-840 Reg. \$49.75 \$39.85

L/H 803-850 Reg. \$49.75 \$39.85

### Austin Healey Trunk Lid Buffer

for all Big Healeys.

682-110 Reg. \$ .50 \$ .45

### Austin Healey 100-6/3000 Bumper Bracket

R/R 804-290 Reg. \$23.95 \$20.95

L/R 804-280 Reg. \$23.95 \$20.95

### Austin Healey 100-4 Front Splash Apron

aluminum

805-000 Reg. \$49.95 \$44.50

### Austin Healey 100-6 & 3000 Front Splash Apron

aluminum

031-350 Reg. \$49.95 \$44.95

### Austin Healey 100-4 thru 3000 Panhard Rod

Fits 3000 to (c)26704

851-300 Reg. \$29.75 \$24.95

### Austin Healey 3000 BJ7 & BJ8 Convertible Top Spring

805-010 Reg. \$12.95 \$11.50



### Austin Healey (6 cyl.) Cast Aluminum Valve Cover

852-100 Reg. \$124.50 \$109.85

### Austin Healey 100-6/3000 Front License Plate Mount

808-390 Reg. \$29.75 \$25.95

### Austin Healey 100-6/3000 Side Curtain Fixing Plate

Fits 3000 side curtain models.

805-100 Reg. \$3.75 \$3.25

### Austin Healey 100-6/3000 Front Pipe

Fits 3000 thru BJ7.

R 610-104 Reg. \$29.50 \$24.75

L 610-099 Reg. \$29.50 \$24.75

### Austin Healey 100-6/3000 Muffler

Fits 3000 thru BJ7 (2 in & 2 out)

610-108 Reg. \$49.50 \$37.50

### Austin Healey 100-6/3000 Twin Tall Pipe

Fits 3000 thru BJ7.

610-110 Reg. \$43.95 \$37.25

PRICES VALID THRU  
MARCH 22, 1986

## STAINLESS STEEL EXHAUST

Comes complete with headpipe(s), muffler(s), and tailpipe(s).

### Austin Healey 100-6/3000

Fits 3000 thru BJ7.

610-120 Reg. \$249.75 \$224.50

### Austin Healey 3000 BJ8

850-005 Reg. \$367.50 \$329.95

### Austin Healey (6 cyl.) Connecting Rod Set

Bush type connecting rod (set of 6)

837-770 Reg. \$118.50 \$79.95

Austin Healey 100-6/3000 Heater Control Knob

635-500 Reg. \$2.95 \$2.45

### Austin Healey 100-6/3000 Vent Control Knob

635-510 Reg. \$2.95 \$2.45

### Austin Healey 3000 BJB Switch Panel (w/overdrive)

633-800 Reg. \$19.95 \$15.95

### Austin Healey 100-6/3000 Oil Pressure Boost Kit

622-000 Reg. \$29.75 \$25.75

### Austin Healey 3000 Mk II Winged Medallion

601-280 Reg. \$24.95 \$21.95

### Austin Healey Fender Spear

Fits all Big Healeys.

R/H 601-270 Reg. \$15.50 \$14.25

L/H 601-260 Reg. \$15.50 \$14.25

### Austin Healey Sprite Mk I Hood Emblem

031-590 Reg. \$14.95 \$12.25

### Austin Healey Sprite Mk II Hood Emblem

031-600 Reg. \$14.95 \$12.95

### Austin Healey Misc. Firewall Grommet Set

Includes just about every firewall grommet your Healey needs except the main harness & steering column grommets.

681-018 Reg. \$6.55 \$5.25

### Austin Healey 3000 Vent Window Tip Set

681-008 Reg. \$3.40 \$2.75

### Austin Healey 100-6/3000 Throttle Rod Bearing

680-980 Reg. \$3.45 \$2.75

### Austin Healey 100-6/3000 Throttle Linkage Bearing (nylon)

Fits 100-6 from (E) 48863, 3000 except Tri-carb.

371-610 Reg. \$2.75 \$2.25

### MGB & Austin Healey BJ7 & BJ8 Door Top Seal, outer

L/H 282-380 Reg. \$5.95 \$5.45

R/H 282-390 Reg. \$5.95 \$5.45

### Austin Healey 100-4 thru 3000 Outer Tie Rod Assy.

Fits 100-4 from (c)157624

667-550 Reg. \$52.65 \$44.75

### Austin Healey 100-6/3000 Original Style Side Curtains (per set)

259-208 Reg. \$149.95 \$129.95

### Austin Healey 100-4/3000 Door Shutface Welt

Does both doors.

249-880 Reg. \$3.25 \$2.35

### Austin Healey 3000 Headlamp Gasket

Fits from (c) 18764 on. (2 required)

164-050 Reg. \$9.95 \$8.50

### Austin Healey 100-6/3000 Clutch Boot

031-370 Reg. \$7.95 \$6.25

### Austin Healey 100-4 thru 3000 Hood Buffer

031-359 Reg. \$ .75 \$ .55

### Austin Healey 100-6 & 3000 Bumper Bracket

L/F 031-358 Reg. \$22.70 \$18.50

R/F 031-354 Reg. \$22.70 \$18.50

### Austin Healey 100-4, Jaguar XK 140-150 S Motor Mount

Used on BN1 as gearbox mount.

011-146 Reg. \$10.95 \$9.25

### Austin Healey 100-4 thru 3000 Anti-Sway Bar End Bushing (4 required)

021-769 Reg. \$ .95 \$ .75

### Austin Healey 100-6/3000 Anti-Sway Bar Mount Bushing (4 required)

021-767 Reg. \$1.95 \$1.50

### Austin Healey Battery Tray

Fits Big Healey w/single 12-volt battery.

031-308 Reg. \$18.95 \$15.50

### Austin Healey Battery Cover

Fits Big Healey w/single 12-volt battery.

031-311 Reg. \$7.95 \$6.25

### Austin Healey 100-6/3000 Water Valve

021-573 Reg. \$21.50 \$19.25

### Austin Healey Gas Tank Sending Units

For the 3000 BJB only. 021-571

Fits all big Healeys except 3000 BJB.

021-570 Reg. \$44.95 \$35.95

### Austin Healey Pushrod (6 cyl.)

(12 required) 021-396 Reg. \$7.45 \$6.50

### Austin Healey 100-6/3000 Q/D Speedo Cable (5' 2")

100-6 to 3000 BN7 to (c) 5588, BT7 to (c) 6744. 021-384 Reg. \$11.95 \$9.85

## SEATBELTS



Beat the system! Many states, including New York, New Jersey and California, already have seat belt laws. Install a set of our belts before it's the law in your state. Be smart, buckle up for safety. Sold individually. (hardware not included)

### Vintage Style Lap Belt

222-235 Reg. \$13.95 \$11.95

### Three Point Lap/Shoulder Seat Belt

Installs easily in most cars

222-205 Reg. \$24.95 \$21.95

### Austin Healey 100-6/3000 Rocker Shaft

021-354 Reg. \$47.95 \$39.95

### Austin Healey 100-4 thru 3000 Engine Rebound Mount (upper mount)

021-342 Reg. \$4.95 \$4.25

### Austin Healey 100-4 thru 3000 Front Engine Mount

021-341 Reg. \$17.00 \$15.25

### Austin Healey 3000 BJB Layshaft

021-332 Reg. \$32.50 \$28.95

### Austin Healey 3000 Front Brake Rotor

Fits 3000 to (c) 26704.

021-170 Reg. \$69.95 \$59.50

## AUSTIN HEALEY BLACK TONNEAU COVER

100-4 021-535 Reg. \$85.00 \$79.95

100-6/3000 Fits BN6, BN7 (2 seater)

021-536 Reg. \$119.50 \$109.50

100-6/3000 Fits BN 4, BT 7 (4 seater)

021-537 Reg. \$120.00 \$104.75

## MORE MG PARTS

### MGB Stainless Steel Threshold Plates

Beautifully detailed with MG Logo and wreath in black.

240-630 Reg. \$24.50 \$19.95

### MG TC-TD-TF Stainless Steel Threshold Plate Set

232-108 Reg. \$26.95 \$23.85

### MG TD-TF & MGA Turn Signal Switch

162-400 Reg. \$78.15 \$59.85

### MG TD Mounting Plate (for the # 162-400 switch.)

235-887 Reg. \$3.00 \$2.65

### MGB Factory Luggage Rack

From 1975 on.

244-010 Reg. \$74.95 \$69.85

### MGA & MGB Spin-on Oil Filter Element

Use with #235-940 spin-on oil filter adaptor and late hanging spin-on filter for MGB.

235-950 Reg. \$3.95 \$3.50

### MGA & MGB Spin-on Oil Filter Adaptor

Fits MGB 1963-67

235-940 Reg. \$19.95 \$15.95

### "MG" Crosted Patch

large size, 5 inch diameter.

229-505 Reg. \$3.00 \$2.85

### MG TC-TD-TF Curved Grab Handle

229-200 Reg. \$6.95 \$5.25

### MG TC-TD-TF & MGA Original Jack w/Handle

386-900 Reg. \$39.95 \$33.95

### MGA Pedal Excluder Retaining Plate

181-650 Reg. \$2.95 \$2.25

### MGA & MGB Disc Brake Seal Kit

180-980 Reg. \$4.25 \$3.75

### MGB Ignition Wire Set w/clips

Fits top entry distributor cap.

171-658 Reg. \$6.95 \$6.95

### MGB Clear Sidelamp Lens

Fits RD to (c)187213, GT to (c) 187841.

164-810 Reg. \$6.95 \$5.25

### MGB Replacement Tall Lamp Lens

Fits RD from (c) 187211

GT from 187841 on.

164-735 Reg. \$9.45 \$8.25

### MGA Radio Speaker Screen

233-750 Reg. \$4.95 \$3.75

### MGB Black License Plate Lamp

Fits RD/GT from (c) 409140.

144-230 Reg. \$19.95 \$15.95

### MGB Hazard Switch

Fits RD from (c) 138401 to (c) 267580, GT from (c) 139471 to (c) 267580.

141-630 Reg. \$29.95 \$24.75

### MGB Voltage Regulator

Fits MGB to (c) 138400.

142-040 Reg. \$21.95 \$19.05

### MG TC-TD Wiper Blade

160-300 Reg. \$5.95 \$4.50

### MG TC-TD Wiper Blade Retainer

160-400 Reg. \$ .45 \$ .40

### MG TC-TD Wiper Motor Handle & Nut

160-500 Reg. \$6.95 \$7.25

### MG TD Headlamp Stoneguard Set

222-150 Reg. \$24.50 \$19.95

### MG Poster (MG through the Ages)

The ultimate MG shopping list.

Although we have a good quantity on hand, this informative poster will not be reprinted when supplies are exhausted.

214-200 Reg. \$1.00 \$ .50

### MG TC-TD-TF Car Cover with bag

236-015 Reg. \$48.95 \$33.75

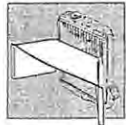
**Triumph TR 2-3B Threshold Plate Set**  
Not to be confused with our outer accessory threshold plates (648-500), these are the original type polished aluminum finishing panels. They mount vertically and cover the raw top and inner surfaces of your door sill.

855-858 Reg. \$18.25 \$15.95

**Triumph 250/6**

**Door Top Rail**  
Replace those cracked and dying door top rails with new ones from Moss.  
L/H 855-015 Reg. \$26.95 \$24.95  
R/H 855-005 Reg. \$26.95 \$24.95

**Triumph TR 4-250 Fender Bead 2 req'd**  
**Upper Rear** 854-180 Reg. \$10.95 \$8.45  
**Front** 854-120 Reg. \$12.95 \$10.95



**Triumph TR 6 Radiator Shroud**

Keeps your Triumph running cool.  
855-135

Reg. \$22.75 \$19.50

**Triumph TR 2-4 Tappet**  
8 req'd. 838-250 Reg. \$6.25 \$4.75

**Triumph TR 2-4 Timing Chain Tensioner**  
Timing chain tensioners on 4 cylinder Triumphs are prone to breakage. Always replace tensioner when replacing timing chains.

823-250 Reg. \$6.95 \$6.25

**Triumph TR 2-3B Wind Wing Set**  
647-000 Reg. \$36.50 \$29.95



**Triumph TR 6 Wheel Trim Rings (aluminum)**  
These are the same rings as originally fitted to most TR6's sold in this country. Sold individually. 674-715 Reg. \$18.95 \$15.95

**Triumph TR 2-4 Cam Timing Gear**  
838-000 Reg. \$59.95 \$49.95

**Triumph TR 6 Oil Pump**  
Fits from (e)CC6297E on.  
836-200 Reg. \$74.50 \$64.95

**Triumph TR 6 Water Pump (73-74) & Pulley (with 1/2" groove)**  
835-040 Reg. \$64.50 \$44.95

**Triumph TR 2-4 Water Pump**  
835-000 Reg. \$55.95 \$42.75

**Triumph TR 2-3B Door Striker Plate**  
803-640 Reg. \$11.95 \$8.75

**Triumph TR 3-3B Outer Door Handle**  
Fits TR 3 from TS22014 on.  
803-610 Reg. \$21.95 \$18.25

**Triumph TR 4-4A Door Pull Handle**  
Works well as a replacement for those fragile plastic door pulls used on early MGB's.  
803-440 Reg. \$9.95 \$8.50

**Triumph 250/6 Window Winder Handle**  
803-355 Reg. \$11.95 \$9.95

**Triumph TR 4A-6 "B" Post Finisher**  
L/H 802-340 Reg. \$9.95 \$7.95  
R/H 802-330 Reg. \$9.95 \$7.95

**Triumph TR 4-4A Hood Latch**  
802-220 Reg. \$9.95 \$8.25

**Triumph TR 2-4 Handbrake Cable**  
733-000 Reg. \$14.95 \$10.50

**Triumph TR 2-3B Cowl Vent Sealing Rubber**  
Fits TR 2 from TS6157 thru TR 3B.  
680-770 Reg. \$6.95 \$6.80

**ODDS & ENDS**

Parts in this section fit more than one car type.

**Spridget Laygear**  
Factory #22G 76, originally fitted to all cars with 1098 cc engines, series 10CG and 10CC to 4641.  
843-100 Reg. \$98.75 \$82.50

**Austin Healey 3000 & MGB Door Window Brush Seal**  
682-030 Reg. \$3.70 \$3.25

**MG & Austin Healey Gearbox Cover Plug**  
fits Spridget and the Big Healey.  
680-940 Reg. \$2.25 \$2.45

**Austin Healey Sprite & MG Midget Gearshift Boot**  
all 948 & 1098 models.  
680-890 Reg. \$7.75 \$6.85

**U-Joint, TR 2 thru 6, & all Big Healeys**  
674-650 Reg. \$15.95 \$10.95 each

**Austin Healey & Jaguar XK 140 thru 150 S Exhaust Mount**  
Fits all Big Healeys front & rear.  
Jaguar XK 140-150S, rear only.  
614-008 Reg. \$3.25 \$2.75

**TR 3 thru 6, & Austin Healey 100-4 thru 3000 Wheel Cylinder Dust Cover**  
Fits TR 3 from TS 13046, 100-4 from (C/E)21536.  
582-190 Reg. \$1.95 \$1.80

**Triumph 2-4A, MGA, & MGB (to 1967) Remanufactured Generator**  
Price includes \$10.00 core charge.  
540-200 Reg. \$76.00 \$59.95

**MGA, MGB, & Spridget Door Striker**  
Fits MGB to 1964 (b)57985, Sprite Mk I & II, Midget Mk I and MGA roadster.  
470-540 Reg. \$5.25 \$4.50

**MGB, Midget, & Austin Healey Sprite Tappet**  
Fits 18V MGB, & 948-1275 Spridget.  
460-605 Reg. \$9.75 \$5.50

**MG TF, MGA, MGB, & Austin Healey 100-4 SU Fuel Pump (Hi Pressure)**  
Fits TF from (c)1510, MGB RD to (c)44438.  
377-040 Reg. \$119.95 \$79.95

**MG TC-TD-TF, MGA, & Austin Healey Carb. Overflow Pipe**  
Fits Spridget with H type carbs, Big Healey with HD carbs.  
451-250 Reg. \$7.40 \$5.95

**TR 2-4, MG TC, TD, TF, MGA & Austin Healey SU Carb Float**  
Fits Big Healey except BJ7 with H56 carbs.  
370-010 Reg. \$15.95 \$13.75

**MGB, Midget, TR 6 Anti Run-on Valve**  
Fits RD from (C)294251, GT from (C)296001, Midget 1500, TR 6 from 1973 on (e)CF1UE.  
367-110 Reg. \$18.25 \$17.35

**MGB, Austin Healey 3000 BJ7 & BJ8 Door Top Seal**  
R/H, outer 282-390 Reg. \$5.95 \$5.45  
L/H 282-380 Reg. \$5.95 \$5.45

**All Big Healey, MGB, Spridget Fulcrum Pin Bush**  
282-310 Reg. \$2.30 \$1.75

**Triumph 3-3B, Spridget, MG TC, TD, TF, & MGA License Plate Lamp Seal**  
Fits TR 3 from TS 18913, Spridget through 1969, TC EXU.  
280-540 Reg. \$1.75 \$1.45

**MG, Austin Healey, & Triumph Headlamp Rim Seal**  
Fits MG TF, MGA, Austin Healey 100-4, 100-6, Bugeye Sprite, & TR2-4.  
280-120 Reg. \$3.45 \$2.60

**MGB & Austin Healey Anti-Sway Bar Bracket**  
Fits all Austin Healey, and MGB to 1974 (c) 360300.  
263-430 Reg. \$1.95 \$1.70

**Black Plastic Door Seal**  
Our black plastic/rubber replacement door seal is the perfect economical alternative to our original type fabric/rubber door seal. Fits many types of British sportscars such as MGA, MGB, Triumph TR 4 thru TR6, all six-cylinder Austin Healeys, etc. Really keeps the wind, water and cold out of your cockpit! Sold by the running foot.  
259-907 Reg. \$1.50 \$1.30

**Triumph TR 2-6 Upper Wishbone Bushing Set**  
Set includes 8 bushes.  
682-008 Reg. \$4.95 \$4.15

**Triumph TR 2-6 Jack Hole Plug**  
680-780 Reg. \$3.60 \$3.20

**Triumph TR 3A-3B Front Bumper Bracket**  
802-540 Reg. \$7.25 \$5.85

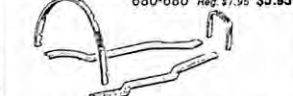
**Triumph TR 4-250 Lower Fender Bead**  
L/R 802-360 Reg. \$3.75 \$3.20  
R/R 802-350 Reg. \$3.75 \$3.20



**Triumph TR 6 Front Bumper**  
from CF27001, 1974 1/2 on.  
854-115 Reg. \$129.50 \$94.95

**Triumph TR4 Rubber Gearshift Boot**  
680-690 Reg. \$8.95 \$7.50

**TR 2-3B Rubber Gearshift Boot**  
680-680 Reg. \$7.95 \$5.95



**Triumph TR 4-6 Transmission Cover Seal Set**  
680-428 Reg. \$17.95 \$14.95

**Triumph TR 4-6 Transmission Cover (fiberglass)**  
857-120 Reg. \$49.95 \$44.95

**Triumph TR 4-6 Cowl Vent Sealing Rubber**  
680-390 Reg. \$7.95 \$6.25

**Triumph TR 4-250 Trunk Seal**  
680-380 Reg. \$17.25 \$16.25

**Triumph TR 4-6 Windshield Frame Seal (to body)**  
680-250 Reg. \$10.25 \$9.50

**Triumph TR 4A-6 IRS Lower Front Mounting Rubber**  
680-090 Reg. \$3.75 \$2.50

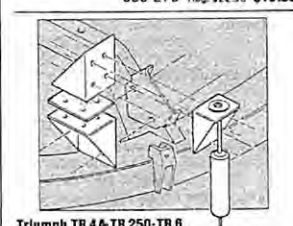
**Triumph TR 4A-6 IRS Mounting Rubber**  
TR 4A uses 6; 4 at the rear, 2 upper front.  
TR 250/6 use 2 upper front only.  
680-080 Reg. \$3.75 \$2.50

**Triumph TR 4-6 Steering Rack Mount**  
Fits TR 4 from CT 20064 thru TR 6.  
680-070 Reg. \$22.20 \$19.00

**TR 2-6 Fan Rubber Bushing**  
Fits TR 6 to (e) CC75000E.  
680-000 Reg. \$ .50 \$ .35

**Triumph TR 4A-6 Rear Suspension Bump Rubber**  
Fits TR 6 from (c) CC61571, does not fit TR 250 & early TR 6.  
674-590 Reg. \$6.35 \$5.25

**Triumph TR 4-6 Heater Water Valve**  
635-270 Reg. \$22.95 \$19.95



**Triumph TR 4A-TR 250-TR 6 Monroe Tube Shock Conversion Kit**  
New, three piece bracket assembly made from 3/16 structural steel and supplied with two Monroe ten stage adjustable shocks. Complete with mounting hardware and two rubber pads.  
670-116 Reg. \$148.50 \$129.95

**Triumph TR 2-4A Shackie Pin Bushing**  
(Fits TR 4A with solid rear axle only.)  
674-470 Reg. \$ .65 \$ .55

**Triumph TR 4-6 Steering Flex Coupling**  
667-390 Reg. \$18.95 \$15.95

**Triumph TR 2-4 Gump Rubber**  
(on lower wishbone)  
661-620 Reg. \$6.75 \$6.25

**HEADLIGHTS**



**Lucas 'Le Mans' 7" Headlight Units**  
These genuine 'Le Mans' headlights were designed for use at Le Mans in the 50's. Essential for the vintage look, they give an especially effective beam. Use with #157-000 bulb holder and #170-600 bulb. Not legal for street use where DOT approved headlights are required.  
156-900 Reg. \$67.50 \$59.95

**Moss Triped Headlight**  
In the old days a sports car just wasn't British unless it was fitted with tripod headlamps. Our reproductions are virtually identical to the Lucas originals, but without the Lucas name or price. Gives a powerful light and looks great as well. Not legal for street use where DOT approved headlights are required.  
156-870 Reg. \$49.95 \$29.95

**MG, Triumph, Austin Healey & Jaguar Adaptor Plug (semi-sealed beam)**  
Fits Moss tripod, Lucas Le Mans and Lucas P700 headlights.  
157-000 Reg. \$11.95 \$6.95

**MG, Triumph, Austin Healey & Jaguar Headlight Bulb**  
Fits Moss Tripod, Lucas Le Mans and Lucas P700 headlight.  
170-600 Reg. \$4.95 \$3.95

**Triumph, Austin Healey, MG, & Jaguar Headlight Plug & Pistal**  
Complete as original with grommet, fits all cars with sealed beam headlights.  
171-400 Reg. \$4.75 \$3.85

**Triumph TR 2-3B Steering Idler Bracket**  
(use with idler lever below.)  
667-030 Reg. \$25.95 \$19.50

**Triumph TR 2-3B Steering Idler Lever**  
(use with bracket above.)  
667-020 Reg. \$26.95 \$20.50

**Triumph TR 2-4 Nylon Bearing**  
(inner ends of lower wishbone.)  
661-580 Reg. \$ .80 \$ .60

**Triumph TR 2-4 Ball Joint**  
Fits TR 4 to CT6343 wire wheels, CT6389 disc wheels.  
661-070 Reg. \$29.95 \$22.95 each

**Triumph TR 4-6 Door Window Outer Seal**  
L/H 680-340 Reg. \$11.95 \$11.25  
R/H 680-330 Reg. \$11.95 \$11.25



**Triumph TR 6 Rear Exhaust Pipe**  
Fits both left & right; (72-76)  
863-080 Reg. \$10.95 \$9.50 each

**Triumph TR 6 Rear Muffler**  
Fits 72-76, 2 in-2 out  
862-080 Reg. \$67.95 \$73.85

**Triumph TR 250 Rear Muffler**  
1 in, 2 out.  
862-070 Reg. \$59.95 \$54.95

MOSS MOTORING PAGE 4D

**(800) 235-6954 (800) 322-6985 / (805) 968-1041**  
USA TOLL-FREE CALIFORNIA TOLL-FREE PHONE CUSTOMER SERVICE PHONE



**MG TF Top Radiator Hose**  
434-420 Reg. \$5.75 \$4.95 

**MG TC & TD Top Radiator Hose**  
434-410 Reg. \$8.00 \$7.25

**MG TC-TD-TF Water Pump Pulley**  
434-080 Reg. \$34.25 \$24.75

**MG TC-TD-TF Timing Chain**  
433-580 Reg. \$15.75 \$12.95

**MG TC-TD-TF Cam Sprocket**  
433-430 Reg. \$47.50 \$41.95

**MG TC-TD-TF Tappet Set**  
433-368 Reg. \$74.50 \$64.50 

**MG TC-TD-TF Pushrod Set**  
433-348 Reg. \$59.95 \$44.85

**MG TC Windshield Mirror (R/H only)**  
407-350 Reg. \$79.95 \$63.85 

**MG TC-TD-TF Inner Hood Support**  
407-300 Reg. \$1.35 \$ .95

**MG TC-TD-TF Outer Chrome Hood Support**  
407-200 Reg. \$2.75 \$2.25

**MG TC Badge Bar Mounting Bracket**  
R/H 406-320 Reg. \$19.95 \$18.50  
L/H 406-310 Reg. \$19.95 \$18.50

**MGB Hood Release Cable**  
406-030 Reg. \$9.75 \$8.25

**MG TC-TD-TF SU Fuel Pump**  
Fits TC-TF thru (C) 1509. mounted  
376-990 Reg. \$79.95 \$59.95

**MGB Air Filter Element**  
Fits MGB's with Zenith-Stromberg carbs.  
373-905

**MG TC Air Cleaner Cannister**  
372-150 Reg. \$87.50 \$72.75 

**MG TC Air Cleaner Manifold**  
372-145 Reg. \$82.50 \$71.95

**MGA & MGB Heater Water Valve**  
360-410 Reg. \$17.95 \$15.95

**MGA Gas Tank Sending Unit**  
360-280 Reg. \$44.95 \$35.95

**MG TC-TD-TF Gas Tank Sending Unit**  
360-050 Reg. \$44.95 \$35.95

**MG TC-TD-TF Tachometer Reduction Gearbox**  
360-010 Reg. \$29.95 \$24.50 

**MG TC Original Slow Running Cable**  
331-390 Reg. \$27.95 \$24.95

**MG TC Original Starter Cable**  
331-370 Reg. \$27.95 \$22.50

**MG TD Clutch Cable**  
Fits TD to (c)22250.  
331-070 Reg. \$65.25 \$48.95

**MGA & MGB Rocker Arm Bushing**  
330-150 Reg. \$2.25 \$1.85

**MGB Manual Choke Conversion**  
For Zenith Stromberg carburetors.  
386-320 Reg. \$59.95 \$51.95 

**MGB Shift Boot**  
Fits MGB from (c) 258001 on.  
(Includes #282-890).  
282-880 Reg. \$21.95 \$18.05 

**MGB Shift Lever Grommet (1968-'80)**  
282-890 Reg. \$6.45 \$5.50 

**MGB Hood Buffer**  
282-600 Reg. \$4.65 \$3.85

**MGB Hood Seal**  
Fits RD from (c)138401 on  
GT from (c)139471 on.  
282-815 Reg. \$17.95 \$15.25

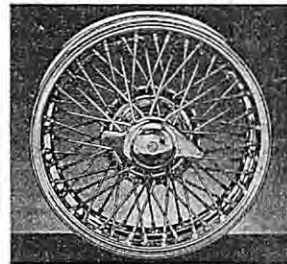
**MGB Seat Diaphragm (1963-'60)**  
Order hooks separately if needed.  
282-745 Reg. \$14.95 \$11.75

**MGB Rdstr Vent Window Seal**  
L/H 282-530 Reg. \$24.95 \$17.95  
R/H 282-510 Reg. \$24.95 \$17.95

**MGB Trunk Lid Seal**  
Fitted from 1977 on.  
282-475 Reg. \$37.25 \$31.95

**MGB Roadster Windshield Seal (bottom rail to body)**  
282-410 Reg. \$11.95 \$8.95

## WIRE WHEELS



**Austin Healey 100-4 thru 3000, MG TF, MGA & TR2-4 Chrome Wire Wheel (15 x 4) 48 spoke.**  
Fits 3000 to BJ7 (c) 24366.  
454-615 Reg. \$189.95 \$159.95

**Austin Healey 3000, TR4A-250, MG TF, & MGA Painted Wire Wheel (15 x 4 1/2) 60 spoke**  
Fits 3000 BJ 7 from (c)24367. Can be used as heavy duty replacement for 48 spoke wheels on MG TF, MGA, TR2-4 and AH with front disc brakes.  
454-620 Reg. \$134.95 \$114.95

**MGB Painted Wire Wheel (14 x 4 1/2) 60 spoke**  
454-625 Reg. \$129.95 \$109.95

**Austin Healey 3000, TR4A-250, MG TF, & MGA Chrome Wire Wheel (15 x 4 1/2) 60 spoke**  
Fits 3000 BJ 7 from (c)24367. Can be used as heavy duty replacement for 48 spoke wheels on MG TF, MGA, TR2-4 and AH with front disc brakes.  
454-630 Reg. \$199.95 \$169.95

**MGB Chrome Wire Wheel (14 x 4 1/2) 60 spoke**  
454-635 Reg. \$189.95 \$159.95

**Jaguar XK 120-140 Painted Wire Wheel (54 spoke)**  
Limited supply.  
854-340 Reg. \$295.00 \$269.95

**MGA & MGB Tappet**  
Fits MGA from engine(E)5504, MGB 18G thru 18GK engines.  
460-800 Reg. \$7.95 \$5.95 

**MGA & MGB Timing Chain Tensioner Assy.**  
460-560 Reg. \$11.95 \$10.50 

**MGA & MGB Cam Sprocket**  
Fits MGB with double row timing chain.  
460-540 Reg. \$52.95 \$36.95

**MGA & MGB Timing Chain Crank Sprocket**  
Fits MGB with double row timing chain.  
460-420 Reg. \$35.95 \$25.95 

**MGA & MGB Dipstick Boot**  
Fits MGB 18G-18GF engines.  
460-040 Reg. \$2.50 \$1.75

**MGB Front Fender to Bulkhead Splash Panel**  
Fits GT to (c) 296000 and RD to (c) 294250.  
R/H 458-395 Reg. \$17.50 \$14.95 

**MG TD Steel Front Splash Apron**  
457-110 Reg. \$99.75 \$84.50

**MGB Door Skin**  
Fits MGB from (b)57986 on.  
R/H 458-275  
L/H 458-270  
Reg. \$26.95 \$24.95  
Reg. \$20.95 \$24.95 

**MGB Fender Moulding Set**  
Set of six moulding strips.  
453-488 Reg. \$26.95 \$23.05

**MG TF Wood Strip Set (rear of cockpit)**  
453-288 Reg. \$15.95 \$12.75

**MG TD Wood Strip Set (rear of cockpit)**  
453-278 Reg. \$14.95 \$11.95

**MG TC Wood Strip Set (rear of cockpit)**  
453-268 Reg. \$14.95 \$11.95

**MGA Rear Cockpit Wood Rail**  
453-265 Reg. \$17.95 \$15.75

**MGA Wood Door Top Rail**  
R/H 453-260 Reg. \$10.95 \$8.75  
L/H 453-255 Reg. \$10.95 \$8.75

**MGA Wood Top Rail (above windshield)**  
453-250 Reg. \$18.95 \$15.25

**MG TD & TF Wood Top Rail (above windshield)**  
453-240 Reg. \$17.95 \$14.45

**MG TC Wood Top Rail (above windshield)**  
453-230 Reg. \$17.95 \$14.45

## TRIUMPH PARTS

**Triumph TR 4-4 A Dash Knob Set (1 x 4) 48 spoke**  
633-708 Reg. \$22.50 \$19.95 

**Triumph TR2-3B Dash Knob Set (6 pcs.)**  
633-608 Reg. \$14.95 \$11.95

**Triumph TR 6 Union Jack Decal (rear fender)**  
Fits TR 6 from (c) CF1.  
R/H 601-350 Reg. \$9.95 \$8.25  
L/H 601-340 Reg. \$9.95 \$8.25

**TR 3A Ribbed Letter Set**  
TR 3A from TS22014 thru TS60000.  
601-208 Reg. \$18.95 \$12.95

**Triumph TR 3A-3B Front Medallion (blue & white)**  
Fits TR 3A from TS41874 thru 3B.  
601-130 Reg. \$14.95 \$12.95

**Triumph TR 2 Front Medallion**  
601-120 Reg. \$18.95 \$14.95

**Triumph TR 4A Bonnet Badge Ring**  
601-085 Reg. \$5.65 \$4.85

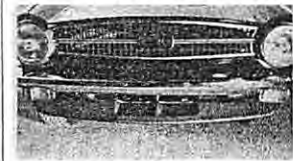
**Triumph TR 4A Bonnet Badge**  
601-080 Reg. \$9.95 \$9.45 

**Triumph TR 250-6 Aluminum Valve Cover**  
Black enamel finish with polished ribs.  
Screw on filler cap.  
223-250 Reg. \$109.50 \$99.50 

**Triumph TR 6 Headlight Switch**  
Fits from (c) CF12501 on.  
635-675 Reg. \$6.75 \$5.95 

**Triumph TR 4-250 Tail Lamp Assembly**  
Introductory Special! These Lucas tail lamp assemblies have been unavailable for some time. Though equipped with red TR4 lenses, these new assemblies will gladly accept your original TR-250 lenses.  
544-080 Reg. \$124.50 \$88.95 

**Triumph TR 2-4 A Oil Cooler Installation Kit**  
Use with 235-925 oil radiator to prolong engine life in hot climates and hard driving conditions. (Limited supply.)  
635-290 Reg. \$76.95 \$62.75



**Triumph TR 6 Factory Speller**  
Fitted from CF1, will also fit all earlier cars. 855-095 Reg. \$41.50 \$38.95

**Triumph TR 4A-6 Clutch Throwout Bearing**  
595-010 Reg. \$18.95 \$18.95

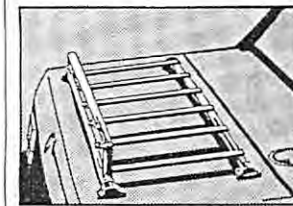
**TR 4A-6 New Clutch Disc (Borg & Beck)**  
For more information and installation tips, see page 18 of the TR 250/6 Parts Catalog, edition TRS-01.  
591-010 Reg. \$49.95 \$38.95

**Triumph TR 4A Flywheel Assembly**  
590-520 Reg. \$39.95 \$32.50

**Triumph TR 3B-6 Front Brake Rotor**  
(Does not fit TR 4 to CT4690.)  
586-510 Reg. \$39.95 \$24.75

**Triumph TR 4 Handbrake Grommet**  
582-750 Reg. \$6.50 \$3.25

**Triumph TR 6 Emission Control Air Pump (75-'76)**  
379-550 Reg. \$179.95 \$139.95



**Triumph TR 7 Luggage Rack**  
244-050 Reg. \$79.95 \$72.95

**Triumph TR 4A-6 Seat Diaphragm**  
Order hooks separately if needed.  
282-755 Reg. \$12.95 \$10.25

## MGB Body Side Stripes



**STYLE 1**  
As supplied by many dealers on new cars in the early '70's, this attractive stripe runs just above the beltline. Adds a new, distinctive dimension to your MGB! Looks great on chrome-bumpered cars and GT's. Easy to install too.

**Black** 215-340 Reg. \$39.95 \$29.95  
**Silver** 215-355 Reg. \$39.95 \$29.95  
**Gold** 215-360 Reg. \$39.95 \$29.95



**STYLE 2**  
The original, factory-optional side stripe which goes along the lower part of your MGB. Especially suited to the late, rubber-bumpered cars as it helps to visually blend the bumpers into the overall body shape. A sharp addition to your MGB.

**Black** 215-370 Reg. \$64.95 \$48.75  
**Silver** 215-375 Reg. \$64.95 \$48.75  
**Gold** 215-380 Reg. \$64.95 \$48.75



**'Limited Edition' Silver Body Stripe**  
215-730 Reg. \$83.95 \$59.95

**MG TF & MGA Headlamp Mounting Rubber**  
280-130 Reg. \$4.45 **\$3.50**

**MG TC-TD-TF Radiator Lacing Rubber**  
280-010 Reg. \$2.45 **\$1.95**

**MG TC-TD-TF, MGA, & MGB U-Joint**  
268-060 Reg. \$10.95 **\$8.95**

**MGB Rear Shock Link (1974 1/2-'80)**  
267-645 Reg. \$13.95 **\$9.95**

**Late MGB Rear Axle Rebound Strap**  
For 1974 1/2 models on.  
267-615 Reg. \$11.95 **\$8.25**

**MGA Rear Spring Silentblock Bush**  
267-510 Reg. \$4.05 **\$3.85**

**MGB King Pin Set**  
264-418 Reg. \$69.95 **\$54.95**

**MGB GT Front Coil Spring**  
Fits MGB GT to 361000. (will also fit MGA Twin Cam & Mk II Deluxe.)  
264-390 Reg. \$43.50 **\$36.75**

**MGB GT Front Coil Spring**  
Fits MGB GT to 361000. (will also fit MGA Twin Cam & Mk II Deluxe.)  
264-390 Reg. \$43.50 **\$36.75**

**MOSS CUSTOM SPRAY PAINTS**  
Specially formulated to match the original colors. Sold in 12oz spray cans.



**MG TC-TD-TF Bronze Paint for Instrument Cluster Panel & Steering Wheel Center**  
220-530 Reg. \$9.95 **\$7.95**

**MG TC-TD-TF Tan Paint for Top & Side Curtain Frame**  
220-520 Reg. \$9.95 **\$7.95**

**MG TC-TD-TF Red Engine Paint**  
220-510 Reg. \$9.95 **\$7.95**

**MGA & MGB Red Engine Paint**  
220-540 Reg. \$9.95 **\$7.95**

**Austin Healey Green Engine Paint**  
Also correct for some 1275 Sprites.  
220-550 Reg. \$9.95 **\$7.95**

**Silver Wheel Paint (disc & wire)**  
220-560 Reg. \$9.95 **\$7.95**

**Black Wrinkle Paint**  
220-570 Reg. \$7.95 **\$6.50**

**MGB 1" Lowered Coil Spring**  
264-385 Reg. \$48.25 **\$43.95**

**MG TD-TF & MGA Front Rebound Rubber**  
Requires #264-060 spacer.  
264-290 Reg. \$8.95 **\$6.65**

**MG TD-TF & MGA Front Rebound Rubber Spacer**  
264-060 Reg. \$3.95 **\$3.50**

**MG TD-TF & MGA Top Suspension Link (steel)**  
L/H 264-190 Reg. \$67.50 **\$59.95**  
R/H 264-180 Reg. \$67.50 **\$59.95**

**MG TD-TF & MGA Bottom Suspension Link (steel)**  
L/H 264-210 Reg. \$67.50 **\$59.95**  
R/H 264-200 Reg. \$67.50 **\$59.95**

**MGB Front Wishbone Arm**  
R/H 264-035 Reg. \$21.95 **\$14.95**  
L/H 264-030 Reg. \$21.95 **\$14.95**

**MG TD-TF, MGA, & MGB Front Suspension A-Arm**  
The TD, TF, & MGA use 4, while the MGB uses 2.  
264-020 Reg. \$18.50 **\$13.95**

**MGA & MGB Steering Column U-Joint**  
Fits MGB to 1974 (c) 360300  
263-260 Reg. \$13.95 **\$12.95**

**Moss Motoring Page 4F**

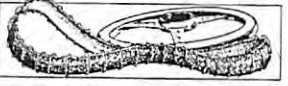
## ACCESSORIES



**Battery Filler**  
Automatically fills batteries to proper level. Great for hard to reach battery locations.  
163-400 Reg. \$3.95 **\$3.50**

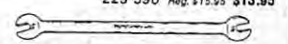
**SU Carb Manual**  
211-340 Reg. \$9.45 **\$8.75**

**Gas Tank Sealing Compound**  
This is what the factory should have used! Puts a protective film on the entire inside surface of your gas tank to prevent rust formation. Prevents fuel line blockage and gas tank rust-out.  
220-450 Reg. \$14.95 **\$13.25**



**Black Leather Steering Wheel Cover**  
Lace on, fits 16 1/2 to 18 inch diameter wheels.  
222-300 Reg. \$12.95 **\$10.25**

**Dash Flex Lamp**  
Easily installed on your dashboard, this flexible lamp has a switch in its base. Great for rallying or late night reading while waiting for the tow-truck!  
229-590 Reg. \$15.95 **\$13.95**



**Triumph, Austin Healey, Jaguar & MG Spoke Wrench**  
This wide-faced wrench is the correct size to turn tight spoke nipples without rounding them off (unless they're rusted solid). Quality steel is used and the wrench is nicely plated. 7" length provides good leverage. Guaranteed for life!  
385-800 Reg. \$12.95 **\$9.50**

**MG, Triumph, Austin Healey, & Jaguar Uni-Syn Carb Synchroniser**  
Works on all multi-carburettor installations. A must for a proper tune-up.  
386-200 Reg. \$22.75 **\$19.95**



**Colortune 500**  
Now you can be sure your carburettor mixture is perfect! Colortune 500 is a test spark plug with a glass top that takes all the guesswork out of carburettor 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 carburettors or camshaft, where there is no factory book to tell you what needles to use, etc. Save fuel, save your engine from damage from running too lean. If you can change a spark plug, you can use Colortune 500!  
386-210 Reg. \$29.95 **\$24.95**

**MG TD-TF & MGA Steering Spring Cover**  
Fits MGA with adjustable steering column.  
262-250 Reg. \$6.95 **\$5.25**

**MG TD-TF & MGA Steering Wheel Spring Cover Cap**  
262-240 Reg. \$2.75 **\$2.25**

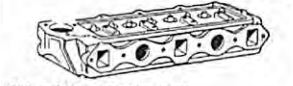
**MGB Top Anchor Bar**  
244-210 Reg. \$9.95 **\$8.25**

**MG TC-TD Radiator Cap**  
202-010 Reg. \$14.95 **\$13.25**

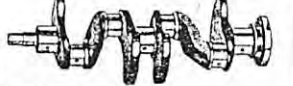
**MG TC Axle Shaft**  
453-210 Reg. \$52.50 **\$43.25**

**MGB Grille Badge (Black & Red)**  
201-050 Reg. \$4.25 **\$3.95**

**MG TF Hood Side Strip**  
453-070 Reg. \$17.50 **\$13.95**



**MGB Cylinder Head (1975-'80)**  
Brand new factory cylinder head as fitted to US Market 1975-'80 MGBs.  
451-535 Reg. \$525.00 **\$495.00**



**MG T Series Crankshaft**  
Forged chrome-moly 4340. Alloy steel crankshafts tufted and fully balanced.  
451-490 Reg. \$895.00 **\$845.00**



**MGA Hub Cap**  
200-230 Reg. \$15.95 **\$13.95**

**MGA & MGB Rocker Shaft**  
451-340 Reg. \$27.95 **\$22.50**

**MGB Camshaft**  
Fits 18GB thru 18GK engines.  
451-335 Reg. \$182.50 **\$159.95**

**MG TC-TD-TF Standard Camshaft**  
451-260 Reg. \$162.50 **\$139.85**

**MG TC Badge Bar**  
451-070 Reg. \$33.50 **\$28.50**

**MG TF Short Running Board Strip**  
451-020 Reg. \$9.95 **\$7.95**

**MG TF Long Running Board Strip**  
451-010 Reg. \$12.50 **\$9.95**


**MGA Carb Heat Shield**  
451-000 Reg. \$19.95 **\$18.50**

**MG TC, TD, TF, & MGA Gear Shift Lever**  
443-060 Reg. \$39.40 **\$34.50**

**MGB BRAKE ROTOR**  
182-170 Reg. \$36.50 **\$29.95**

**TR2-3B Amca Battery Tray**  
241-010  
Reg. \$22.75 **\$17.95**

**TR4-6 & MG TD & TF Amca Battery Tray**  
241-020 Reg. \$22.75 **\$17.95**




**MG Sports**  
Quality reprints from the English Autocar magazine. Limited Supply!  
*The Six Cylinder Cars*  
211-480 Reg. \$6.95 **\$4.95**  
*The Four Cylinder Cars*  
211-240 Reg. \$3.95 **\$3.50**



**MGA Special Tuning Manual**  
211-000 Reg. \$4.95 **\$4.15**

**MGA Factory Workshop Manual**  
210-410 Reg. \$19.95 **\$18.60**

**MG TD-TF Factory Workshop Manual**  
210-400 Reg. \$19.95 **\$18.60**



**PRICES VALID THRU MARCH 22, 1986**

**Rubber Floor Mat Sets**  
'AMCO' design moulded rubber mats will protect your new carpets from sunlight and soil.

Set of two Reg. \$18.95 **\$15.95**



Triumph Spitfire/GTB	646-770
TR7	646-760
TR2-6	646-750
MGA	241-810
MGB (1963-'67)	241-840
MGB (1968 on)	241-850
MG Midget Mk II & III	241-860
Austin Healey Sprite Mk III & IV	241-880
Austin Healey 100-4 thru 3000	021-430



Legal in California only for racing vehicles which may never be used upon the highway

## TRIPLE WEBERS

For the serious performance-seeker, side-draft Webers are the way to go! Triple 40 DCOE carburetors combined with the precision cast-alloy intake manifold will enable you to maintain maximum power throughout your engine's operating range. Installation is fairly straight-forward, and almost no tuning or adjustment is required as these carburetors are set up specifically for TR6 applications. To gain even greater performance with these carburetors, we recommend an exhaust header and either a free-flow or stainless steel exhaust system.

**Late TR6 Triple Weber with Manifold**  
Fits from CC 75001 (1972) on.  
(Double Down pipe exhaust)  
222-490 Reg. \$264.95 \$784.95

## DUAL WEBERS

The Side-Draft Conversion for serious performance-seekers, this side-draft Weber is the way to go! A single 45 DCOE combined with a precision cast alloy manifold will enable you to set your car up for maximum power throughout the rev. range. Although installation is straight-forward enough, tuning the carburetor to the particular requirements of your engine is best done by a mechanic with experience in setting up Webers. Many people run side-draft Webers for street use, but they are at their best in competition. (Late B's with integral intake/exhaust manifold will need a separate exhaust header.)

**MGB & MGA 1600 Weber Side Draft with Manifold**  
222-460 Reg. \$332.95 \$294.95

**Spitfire 1200 Weber Side Draft with Manifold**  
222-470 Reg. \$339.95 \$299.95

**Spitfire 1300-1500 Weber Side Draft with Manifold**  
222-480 Reg. \$349.95 \$309.95

Legal in California only for racing vehicles which may never be used upon a highway.

## ORIGINAL STYLE UPHOLSTERY

Moss BL-style seat and panel kits are complete and quite straightforward to install. The panel kits include sufficient vinyl to cover roadster cockpit and door top rails, new front and rear quarter panels; rear bulkhead panels for roadsters, and rear deck insert panels for GT's; new door window brush seats and all correct panel mounting clips. New door seals are not included in these kits.

### MGB Front Seat Kit

Reg. \$194.50	\$174.50
Black 1970-72	641-520
Navy 1970-72	641-530
Autumn Leaf 1970-72	641-560
Black 1973-76	641-560
Navy 1973-76	641-570
Autumn Leaf 1973-76	641-590

### MGB/GT Front Seat Kit

Reg. \$194.50	\$174.50
Black Fabric 1973-76	641-680

### MGB/GT Rear Seat Kit

Reg. \$158.95	\$129.95
Black Fabric 1973-76	641-690
Autumn Leaf 1970-76	641-695

### MGB RD Door Panel Kit

Reg. \$168.95	\$149.05
Black '70-'80	643-630
Navy '70-'80	643-640
Autumn Leaf '70-'80	643-660

### MGB GT Door Panel Kit

Reg. \$168.95	\$149.05
Black '70-'80	643-710
Navy '70-'80	643-720
Autumn Leaf 1970-'80	643-740

For samples of our luxurious upholstery materials, Order FREE sample card #878-120

## ORIGINAL STYLE UPHOLSTERY

### TR 250 Seat Kit

Virtually indistinguishable from the originals, these kits are carefully hand-tailored in England to uncompromising standards of excellence. Great attention to detail.

Reg. \$248.50	\$229.50
Shadow Blue w/white piping	642-555
Black w/white piping	642-560
Tan w/white piping	642-565

### TR 6 Seat Kit

Reg. \$249.50	\$229.50
Black 1969	w/folding headrest 642-570
Shadow Blue 1969	w/folding headrest 642-580
Light Tan 1969	/folding headrest 642-590
Black 1970-72	w/fixed headrest 642-600
Shadow Blue 1970-72	w/fixed headrest 642-610
New Tan 1970-72	w/folding headrest 642-620
Black 1973-76	w/removable headrest 642-640
Shadow Blue 1973-76	w/removable headrest 642-650
New Tan 1973-76	w/removable headrest 642-660

For samples of our luxurious upholstery materials, Order FREE sample card #878-140

### TR 6 Door Panel Kit

Constructed and finished exactly as the factory originals with heat-pressed seams, and in authentic Triumph colors, these English-made panel sets are absolutely the finest available anywhere. These sets include door panels, rear quarter panels, triangular rear sill panels, wheel well covers and rear cockpit panel.

Black '70-'72	645-305 Reg. \$239.50	\$219.50
Shadow Blue '70-'72	645-315 Reg. \$239.50	\$219.50
New Tan '70-'72	645-325 Reg. \$239.50	\$219.50
Black 1973	645-330 Reg. \$224.50	\$214.95
Shadow Blue 1973	645-340 Reg. \$224.50	\$214.95
New Tan 1973	645-350 Reg. \$224.50	\$214.95
Black 1974-76	645-370 Reg. \$224.50	\$214.95
Shadow Blue '74-'76	645-380 Reg. \$224.50	\$214.95
New Tan '74-'76	645-390 Reg. \$224.50	\$214.95

### TR 250 Door Panel Kit

Black w/white piping	645-410 Reg. \$224.50	\$199.95
Shadow Blue w/white piping	645-420 Reg. \$224.50	\$199.95
Tan w/white piping	645-430 Reg. \$224.50	\$199.95

### MGA Rear Muffler

454-580 Reg. \$33.95 \$27.95

### MGB Free Flow Exhaust (1974 1/2-'80)

Not legal for sale or use in California on pollution controlled motor vehicles.  
454-555 Reg. \$119.95 \$105.95



Guaranteed to be the last system you'll need for your car, our Stainless Steel exhausts also sound good and fit properly. Constructed entirely of top quality stainless steel, this is the system for your car if you live where winter road conditions are harsh. Includes everything you need except clamps and hangers: 454-745 from your converter back, 454-470 from manifold flange back.

### 1974 1/2-'80 MGB Stainless Steel Exhaust System (catalytic converter)

454-745 Reg. \$179.95 \$159.95

### MGB Stainless Steel Exhaust System (74 1/2-'80)

Eliminates catalytic converter.  
Not legal for sale or use in California on pollution controlled motor vehicles.  
454-570 Reg. \$179.50 \$149.75

## 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 #843-100, Sprite/Midget laygear, has a manufacturers suggested list price of \$113.00. The Moss price for the same item is regularly \$98.75. And during this special sale it's only \$62.50—that's a savings of about 40%. Moss holds the line on high prices and helps you stretch your British parts budget.



### MGB Mud Flaps (Set)

222-610 Reg. \$12.95 \$9.95

### MG TC-TD-TF Side Curtain Strip Kits

These new, improved Moss strip kits are made from highly polished stainless steel. Nearly identical in luster to the original chrome plated brass strips, but with the important advantage of stainless steel's durability. Strips incorporate spooned ends as originally fitted to TD's and TF's. Kits are supplied complete with stainless steel T-bolts and original style stainless steel nuts.

MG TC	252-108	Reg. \$54.95	\$39.95
MG TD (2 bow)	252-208	Reg. \$49.80	\$36.95
MG TD (3 bow)	252-308	Reg. \$49.80	\$36.95
MG TF	252-408	Reg. \$49.80	\$36.95

MG TC'Do It Yourself Mitre-End Strip Kit. (Made of the same quality materials as listed above but with unfinished ends that you mitre yourself for a perfect fit.  
252-508 Reg. \$42.50 \$39.95

## JAGUAR PARTS

### Jaguar XK 140 Pedal Excluder Grommet

682-060 Reg. \$6.45 \$5.25

### Jaguar XK 140-150 S Exhaust Mount

614-009 Reg. \$2.50 \$1.95

### Jaguar Ignition Wire Carrier

031-923 Reg. \$16.75 \$15.95

### Jaguar XK 120-150 S Cam Sprocket

031-918 Reg. \$39.95 \$33.95

### Jaguar XK 150-150 S Windshield Seal

011-908 Reg. \$49.50 \$37.50

### Jaguar XK 140 Rear Deck Trim

011-879 Reg. \$29.95 \$27.50

### Jaguar XK 120 Gas Tank Sending Unit

011-311 Reg. \$44.95 \$35.95

Orders must be received by March 22, 1986 to qualify for these special prices... So be sure to order early! Sale begins on February 10, 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 MOTORS, LTD. P.O. BOX MG  
7200 HOLLISTER AVENUE, GOLETA, CALIFORNIA 93116

## UNIPART SPARK PLUGS



85¢ each

Stock up now and save! Top quality British Leyland 'Unipart' spark plugs. You won't find these at your local auto parts store!

MG TC & TD, 1/2" reach	175-075
TR 2-4 A/Spitfire (62-66)	175-065
TR 250/6/GT6/Spitfire (67-74) & MGB/C, AH Sprite 1275	175-055
MG TDF/A, AH 100 thru 100-6	175-045
Jaguar with V-12 engines	175-035
Jaguar with 4.2 litre engine	175-025
AH 3000/Sprite 948 & 1098	
Jag 3.4 & 3.8 engines	175-015
MG Midget 948, 1098 & 1500, TR 7/Stag/Spitfire (74-80)	

## PRICES VALID THRU MARCH 22, 1986

MOSS MOTORING PAGE 46

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USA TOLL-FREE CALIFORNIA TOLL-FREE PHONE CUSTOMER SERVICE PHONE

## Puzzled?!

A bit confused? You probably noticed that there was something wrong with the puzzle we published in the last issue of Moss Motoring. It seems that a slight slip in production can cause a lot of question and confusion with our readers. We regret this unfortunate mistake and wish to apologize to everyone and especially to George Jardin of Walnut Creek, California. In answer to most of your questions: No the puzzle was not in a foreign language, and Yes the first and third minus signs found in the first part of the puzzle should be pluses. At one point, being just short of aborting the whole contest, we noticed an increase in contest entries. Not only were we receiving correct answers from many of our readers, but very entertaining letters as well. The contest was on! It was good to see that so many of you kept with the puzzle, solved the problem, then went ahead and entered the contest. We would like to thank William Joy of Perry, IA for his letter and his great sense of humour (see letter to the right). Again, we say we're sorry for our mistake and thanks to all who entered the contest.

## And The Winner Is...

Michael Carnell of Charleston, SC will receive a \$25.00 Gift Certificate good on his next counter or mail order from Moss.

All other correct entries received will receive a \$5.00 Gift Certificates.

Daryl Trulock, Shreveport, LA  
 Ertzinger, Burlington, Iowa  
 Rudolph Krueger, Tewksbury, MA  
 Mary Williams, Rohnert Park, CA  
 W.H. Joy, Perry, IA  
 Monte Stedley, North Augusta, SC  
 Dave Clothier, Wichita, KS  
 Robin Hooker, Plantation, FL  
 Marianne Turlington, San Diego, CA  
 John Finke, Kettering, OH  
 Andy Reshke, Sacramento, CA  
 John Groves, San Francisco, CA  
 Anthony Trevino, San Antonio, TX

Kevin Shannon, Costa Mesa, CA  
 Tom Demergian, Madison, WI  
 Robert Paul, Grand Blanc, MI  
 Jan Novick, Dobbs Ferry, NY  
 Bryan Orr, Midwest City, OK  
 Jim Baldock, Colorado Springs, CO  
 Christopher Fiore, Tranquility, NJ  
 Charles R. May, Berkeley, CA  
 Robert Smith, Virginia Beach, VA  
 Charles Fairbrother, Santa Cruz, CA  
 Guy Pizzarello, Yorba Linda, CA

Dear Editor:

I always look forward to your magazine's arrival, and that some article or new and unusual product would finally justify my irrational love and constant financial support for the two fine examples of British design and workmanship which I proudly own.

George Jardin's puzzle caught my eye, so I decided to try my mental skills on what appeared to be a rather straight forward problem. By carefully following all the instructions, the first puzzle generated the following answer:

MOON+RIFLE+SAW-CAR-CAN-SG-W-SAFE-LOG = MOI -C-A-C-A-S-G-G

The second puzzle was less challenging, and produced the following: GATE-RAT-PIG+DIMES-PIE-D-MITT = GARAGES

So, my answer is:

MOI -C-A-C-A-S-G-G GARAGES.

What a lot of work for an answer that makes no sense at all. But then I thought: "What would happen to the answer if I disregarded the instructions and just tried to come up with an answer that had some relationship to your publication and my interest in cars?" When I looked at the puzzle in that light I found that if the CAR and SG clues in the first puzzle were to be added, rather than subtracted, the answer would look like this:

MOON+CAR+SG+RIFLE+SAW-CAN-W-SAFE-LOG = MORRIS

So, my answer then would have been: MORRIS GARAGES.

After much thought I finally know why you and Jardin made the puzzle the way you did. After many years of working on my cars and trying to take them apart and put them back together by following the instructions found in shop manuals and car publications I should know by now that nothing associated with those cars, including Jardin's puzzle, turns out right on the first try when you follow the instructions.

Doesn't my perseverance and logical approach to this problem entitle me to some type of prize or award?

Very truly yours,

*William Joy*  
 William Joy

## Stuck Wheels

By Tom Strauss, Lancaster, PA

I was no stranger to English cars. I had pleasant early associations with the unique aroma of Wilton wool carpet mixed with Connolly hides and top-down summer days spent in an older brother's Jaguar. Those childhood memories were, as much as anything else, responsible for my buying a Rover 2000 some years later. I exorcised the ghost of Henry Lucas periodically from that Rover for years. It might have been the memory of quality enamel, faultless chrome, or picnic baskets that made me recall the best qualities of those cars and forget their weaknesses, but I now find myself in a well cared for MGB.

A feature new to me, and one I gave little thought to before buying the car, were the wire wheels. Then I read in the owner's manual that the splines of wire wheels should be greased periodically to prevent binding at the worst possible time: while away from home, and possibly in foul weather.

Removal of the first three wheels took a matter of minutes. A wire brush applied to the splines, careful wiping, and application of a thin coat of grease proved a simple, almost pleasant job. I was idly imagining having a flat in traffic and replacing it with the spare in next to no time. Then I tried to remove the fourth wheel. What I thought was a 'little snug' turned out to be frozen tight. Pry bars, then wrecking bars proved no match. Penetrating oil applied through tubes to reach behind made no difference. Hammering with increasing intensity produced only a ringing in the ears.

The most amazing aspect of the whole experience was the lack of good advice available. I called numerous mechanics and wheel/tire specialists, only to hear that they had no special tools or equipment to solve this problem. A kind of one-upmanship emerged in the story telling of normally helpful mechanics. I heard about 'the guy who replaced the whole rear end', 'the guy who changed the tire right on the car', and 'the guy who put the car in a broadside and still couldn't get the wheel off'. Lucky for him it stayed on!

Finally I told my tale of woe to an industrial mechanic. He was more at ease with heavy machinery than light sports cars, but his answer came without hesitation. Handing me a large gear puller, he said, 'Heat the wheel'. I told him it would ruin the paint and he assured me that was the least of my problems! 'You can always get it painted, but if you deform it, you've ruined it' he told me. 'It'll come off hard

all the way', he predicted 'but let the heat do the work for you. The axle will act as a heat sink, keeping the spline cool as the wheel expands'.

I first confirmed that the penetrating oil I had used was not flammable. Then I carefully positioned the three arms of the gear puller between the spokes. It might be necessary to disassemble the gear puller to avoid bending the spokes; this is a simple matter. Considerable pressure can then be applied very evenly without distorting the rim, but probably still not enough to loosen the wheel.

The torch is the charm. Concentrate heat between the outer spokes while turning the wheel slowly. I did this for what seemed like far too long a time and was about to give up when a sound very much like a twenty-two caliber rifle scared me to death. I jumped, yelled, and nearly dropped the torch. Even then there was no obvious evidence anything had come free. The only noticeable change was that the gear puller was not quite as tight as before. I gave it a turn or two and began heating again. A minute or two later, 'Pop', another sixteenth of an inch. That was the way it went all the way off.

To save all this trouble, the owner's manual warning to remove the wheels and grease the splines regularly should not be taken lightly.

*Ed. note: your gear puller will have to have relatively fine jaws to fit behind the wheel hub. A harness can be made by securing a chain around the hub and attaching the gear puller to the chain.*



## Moss Jaguar... A Year Of Success

When Moss Motors took over the Jaguar dealership for Santa Barbara county in 1981, we were lucky to sell 2 new cars a month. Since then, under the inspired leadership of Harry Haigh, the business has grown by leaps and bounds, with December '85 recording sales of 15 new cars by mid-month!

Other significant achievements at Moss Jaguar in 1985 included:

- Parts Manager, David Green, won a trip to Jamaica in a factory-sponsored nationwide contest among dealership parts managers.
- Service Manager, Neal Trent, won a factory award for efficiency and quality of his service organization.
- Salesman, Carey Kendall, placed in the top ten U.S. Jaguar salesmen in a contest based on product knowledge, and won a trip to the factory in England.
- Four of our Service Technicians won factory awards.
- Customer retention in the 4½ years of operation of the dealership remains at 99%, the only losses being people who have moved out of state!

With customers coming from as far away as Los Angeles and San Francisco to buy from us and have their cars serviced by our staff, you have to believe Harry Haigh's favorite slogan: the only car better than a Jaguar is a Moss Jaguar!

## WHEEL HAMMERS

Knock-offs are made to be bashed. Wrapping them in rags or using blocks of wood could result in injury to you or your wire wheels. Using the proper hammer is the only right answer.

Copper Wheel Hammer	386-000	(1 pound)	\$15.95
	386-850	(2 pound)	\$21.95
Lead Wheel Hammer	386-020	(1 pound)	\$19.95
Copper/Rawhide Wheel Hammer	386-110	(2 pound)	\$18.95

# A Cross-Country Triumph By Robert Goldman

During the last three years, spent in New Jersey as Manager of Moss Motors' East Coast Warehouse, I often had occasion to tell people that British sports cars are reliable transportation as well as fun to drive. This past summer I had the opportunity to prove whether I was right! My tour of duty was finished and I could return to California, but I now had four cars instead of the one TR4 I had brought to NJ. Clearly, I had to drive across country - apparently, more than once.

Good friend and colleague, Paul Johnson, volunteered to make one trip with me. We were both scheduled to attend the Vintage Triumph Register's 1985 National Convention in Chicago, so the dates and first part of the route for our trip were soon decided. This also simplified car choice. We couldn't turn up at the TR meet in an MG Midget and an MG PB, so we'd have to take the TR4 and TR6. Paul lives in Cleveland so it fell to me to prepare the cars; Paul would fly to NJ a few days before the Convention.

The stage was set. Two Triumphs, two drivers, and all summer to prepare for the journey. As you might expect,



however, I left everything to the last minute. The TR4 was partially torn down for an engine rebuild (that it still needs!) The TR6 had not run in the last six years. A week before our departure, I realized I'd better get busy...

The TR4 went back together quickly but the SU's were shot so on went a new set of side-draft Webers. Everyone said I was nuts but, once the float levels were set properly, the car ran great and gave 25 m.p.g., even though the engine itself is very tired. I have yet to make any other adjustment on the Webers and I encountered none of the horror stories people tell about setting up side-draft Webers for street use. The bent original fan was replaced with an electric fan, normal safety checks made, and the TR4 was declared fit for the trip.

The TR6 was another story! Its last six years had been spent in a body shop in the first stages of a repaint. When I bought it, it had 95% surface rust and the engine was hidden beneath a thick layer of old oil mixed with sanding dust and overspray. But it had started and run up the street so I had bought it! After several evenings of work, it was presentable enough to drive to a mechanic friend for his inspection. Except for needing new tires, (25 year old Blue Streaks wouldn't handle the trip to CA, we wisely decided), the car was given a surprisingly clean bill of health. He did suggest rebuilding the triple Webers that someone had fitted to the car but there was not time to do that, nor to refit the original Lucas fuel injection system, the parts of which were scattered through the trunk.

The fateful Wednesday morning came. Paul arrived, we packed a small box of spares, a large box of tools, our luggage, some spare fuel, oil and water. With 'I wouldn't do that for anything' as a farewell from Pete Cosmides - our new East Coast Manager - we set off for Cleveland, our first scheduled stop. We left the Moss parking lot, roared through New Jersey on Route 80, crossed into Pennsylvania and stopped. Construction delay! After much sitting and waiting we eventually got clear and sped on to our next delay, an accident. More sitting and waiting. We began to wonder if we'd make it to Cleveland, let alone California!

I have never liked car radios, preferring to listen to the car's own noises and sounds; this contributes to the 'feel' of driving, I believe. While still in PA, this 'feel' told me the TR6 was developing a slight vibration. 'Rough road', was my first thought but I decided to stop and check anyway. As I pulled over to the right lane, two shiny flashes caught the corner of my eye. 'Lug nuts' replaced 'rough road' as the thought for the moment. Sure enough - I continued to pull to the right while my left front wheel went on straight. I stopped - noisily - saying unpleasant things about tire shops and inept mechanics. Paul ambled back suggesting I retrieve the wheel before it left the state.

Meanwhile, a local thunderstorm found us in its path and by the time the TR6 was back on its feet, we were both

thoroughly soaked. Wednesday evening found us sitting in Paul's living room, having had no further troubles, wondering what stroke of luck had urged me to pack some extra lug nuts in the tool box! The run from Cleveland to Chicago was uneventful. Both cars ran well and behaved themselves in the seemingly endless rush-hour traffic jam. We appreciated the weekend in Chicago - a peaceful interlude allowing us to reflect on the journey so far and the journey yet to come. With unusual sincerity, we wished this particular Convention would never end...

In fact, this was a particularly enjoyable car meet. We were fortunate enough to see one of the very rare Triumph TRS Le Mans cars, a 1937 Dolomite and a host of other beautiful Triumphs. On Saturday, I entered the TR4 in the Autocross and had a great time, even though my Webers meant I was running in the 'modified' class. These events are such fun - where else can a guy burn rubber, throw his car around and not get a ticket?

Sunday morning dawned and it came time to leave. The TR4 started just fine but the TR6 wanted to be a TR5. We couldn't get the sixth cylinder to join in, so we set off hoping it would clear up by itself. As we struggled through St. Louis on Rte 70, I decided that this was no way to attempt a transcontinental drive; we had to get the engine working properly. The check we should have made in Chicago revealed that one of the sparkplugs had gone west ahead of the main party! A new set of Champions solved the problem and on we went.

Our pattern of travelling had settled into a routine of stopping every 250 miles or so. During one of these stops, Paul and I discussed pressing on through the night to try and reach Colorado Springs and Pike's Peak early Monday. I wanted to see if my TR's could handle 14,000 feet, to further prove the practicality of the British sports car. To do this we would have to drive through Kansas at night (which, Paul assured me, was 'every bit as exciting as driving through Kansas in daylight!'). As the day faded into night, the approach of darkness was hastened by the approach of a line of thunder clouds. (The weatherman on TV that morning had promised no rain that day in the Midwest. Were we lost? Surely he couldn't be wrong!)

There are few occasions when I can remember a worse storm. The TR6 stayed relatively dry thanks to its hardtop, but I wondered how Paul was faring in the TR4. Its Surrey top is old and leaks on a misty day. So intense was the storm, I was reduced to idling along in third gear trying to keep the lane dividing line between my headlights. Paul stayed back away, visible only as two yellow Euro-spec halogen glows, his strategy obviously to let me crash and then not follow! Kansas by night proved to be more exciting than expected, with the constant bursts of lightning providing a series of snapshots of the roadside scenery.



Sometime around 3:00 a.m. Paul flashed his brights for me to stop. Unfortunately, the truck in the left lane took this to mean 'OK to move over' and started moving into the space already occupied by my car! A brief foray onto the shoulder saved the situation, then we both pulled off at the next rest stop. Paul wanted to rest briefly before pressing on, to get to Pike's Peak early in the morning. We agreed to doze for 'twenty minutes or so' and we're grateful to the kind soul who slammed his car door some three hours later and saved us from wasting an entire night. The rain was behind us and the fog that replaced it began to burn off as we crossed into Colorado.

Arriving at Colorado Springs, the TR6 fuel pump began acting up, although it never quit entirely. We decided wisdom was better than valor and left the TR6 in the parking lot at the foot of Pike's Peak rather than risk trouble in the clouds. Actually, that parking lot is at a greater elevation

Continued on Page 6

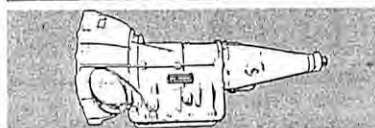
## Best of Britain Car Show & Flea Market

A tradition in the making! The New Jersey MGT Register, in conjunction with Moss Motors East Coast Warehouse, presents the 4th annual car show & flea market to be held at Moss Motors, April 5th, 1986. Poor weather notwithstanding, this event has grown steadily to become the season opener by which all others are judged.

Although it started as a pure flea market, the number of British cars attending has prompted the establishment of a

car show to round out the event. So bring your MG, TR, Austin Healey or Jaguar, bring the family, bring some fleas (don't forget yourself!) to the Best of Britain Car Show & Flea Market, April 5, 1986-11:00 AM to 3:00 PM rain or shine. Moss Motors will be open from 9:00 AM to 3:00 PM and will be offering a 10% discount on all items purchased over the counter. For further information, contact: Jerry Keller, 14 Birchwood Rd., Denville, NJ 07834 (201) 625-3148

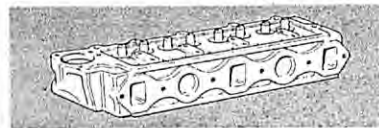
### GEARBOXES



Moss gearboxes are rebuilt to the most exacting specifications and are fully guaranteed for 12 months or 12,000 miles. Our complete MGB overdrive gearboxes are ideally suited for converting non-overdrive cars to full factory overdrive specifications. MGB's (63-67) will need new or slightly lengthened drive shafts and overdrive electrical switches (wiring is not included). Our Sprite/Midget gearboxes are all of the late and improved 'ribcase' design. These are the best gearboxes available for all Sprites and '62-'74 Midgets. Order yours today and save!

- 445-010 MGB ('65-'67) Non-overdrive gearbox \$495.00  
Non-synchro first gear with 5 main bearing engine'
- 445-020 MGB ('65-'67) Complete overdrive gearbox \$695.00  
Non-synchro first gear with 5 main bearing engine'
- 427-510 MGB ('75-'80) Complete overdrive gearbox \$1149.95  
Full-synchro first gear with 5 main bearing engine'  
Also direct bolt-in replacement for 1968-'74
- 427-520 Sprite/Midget 'ribcase' gearbox \$595.00

### CYLINDER HEADS



We have in stock a limited supply of BL factory reconditioned MGB cylinder heads complete and assembled with valves, springs and keepers. These heads were originally fitted to non-pollution equipped 1972-on English market MGB's. While they are not street legal when fitted to post 1968 MGB's in this country (because they don't include any pollution equipment features), they will fit all MGB's fitted with SU or Weber carbs. These are also a high performance cylinder head when fitted to all MGA's due to improved combustion chamber shape and larger valve sizes. Since the valves are already installed and fully lapped, complete installation can be completed in a few hours.

Restore the zip to your MGA or MGB easily & economically but don't delay... at this price they won't last long.

- 451-545 MGB Cylinder Head \$285.00

Prices Valid February 10 Thru March 22, 1988

## Club Corner

By Lawrie Alexander

Sports car enthusiasts who devote time and energy to Car Club activities seldom receive any reward other than the satisfaction of a job well done. At Moss Motors, however, we recognize the importance of these people and know that their efforts help others to enjoy the marque. Club people are a reliable source of suggestions for new products and of constructive criticism of existing products. The existence of strong marque clubs expands the ownership and preservation of the cars that are the reason for our existence.

In return, Moss Motors is happy to support marque clubs in a variety of ways. We donate awards and/or raffle prizes to clubs' major annual meets; we donate Gift Certificates for inclusion in event Registration packets; we advertise in club publications, where such advertising is often the club's major source of annual revenue; we send company personnel to major meets, often as guest speakers; we conduct Marque Days at our various locations in conjunction with local clubs; we maintain a file of names of local people around the country who are active in their local clubs. This file is used to refer people who call or

write to us, saying something like 'I live in Philadelphia and I've just bought an Austin Healey. Is there a local club or person who can tell me where to get the car serviced, whether there are any organized Healey events, etc.?'

Clearly, the value of the information we give out is in direct proportion to what we have available! And there are many areas of the country where we draw a blank! So, if you are an officer of a local club, and would like to be used as a local reference, please write and give us your name, address, day and evening phone numbers and your Club affiliation. We promise not to give your name to any junk mailers, just to people who want information about your club. Address your card or letter to: Moss Motors, P.O. Box MG, Goleta, CA 93116. Attn: Lawrence Alexander, Club Liaison Dept.

While you're writing, why not let us have a calendar of your club's 1986 activity schedule, with contact phone numbers of the organizers of your major events (especially regional meets, multi-marque days, etc.). We cannot support events we never hear about!

## Cross-Country

than the peak of Mt. Washington, the tallest mountain on the East Coast, so the TR6 didn't do too badly!

I took over the TR4, Paul squashed into the passenger seat and we set off after the Windybagels and other assorted slowpokes that had decided they, too, should climb this legendary road. The last few miles are unpaved and at a terrific altitude, so the traffic moved as slowly as that we'd experienced in Chicago's rush hour. However, this was where champions had driven and I and my Triumph were not to be beaten. Maybe not all the passing maneuvers would have met with my driving instructor's approval but they all worked - and Paul didn't ask to be let out. We even managed to shake off a Turbo-Chrysler which thought it could slip, too! The TR4's bumper now proudly displays its 'I climbed Pikes's Peak' bumper sticker.

When we returned to the TR6, it was mid-afternoon Monday. We had been on the road since Sunday morning so we decided to continue across Colorado and spend the night in Grand Junction. This took us over Loveland Pass, just shy of 12,000 feet, and through some spectacular scenery. Sadly, the fatigue of driving more-or-less non stop for 36 hours blurred the views into a fuzzy backdrop to the drama of driving through the mountains. We staggered into Grand Junction around 10:00 p.m., sat around for a while talking with the innkeepers about their new sod and other local highlights, then collapsed to bed.

Tuesday morning and on to Las Vegas, our next scheduled overnight stop. I'm now driving the TR4 and, as we pull out of Grand Junction, a puff of smoke comes from under the dash. Another electrical leak! A quick inspection failed to find the source (although the dash lights don't work any more) and the car ran fine, so on we pressed. As it turned out, that was our last mechanical glitch.

Continued from Page 5

The drive through Utah into Nevada goes through some of my favorite country. Hot sun, desert and colorful rock formations are my kind of terrain. Time passed slowly, R.V.'s were passed quickly and Las Vegas came into view around 6:00 p.m. I was enjoying the drive so much, and we were so close to home, that I decided to continue on alone, leaving Paul and the TR6 to stay overnight. Soon after dark, I crossed into California where I was saved by another 'feeling'. The car that suddenly appeared back there and then slowed to my pace; could it be the CHP? Yes, and it's a good job my hunch had me slow from our earlier travelling pace of 70 mph! He still pulled me over, after tailing me for a while, to protest the TR4's yellow headlights. Wouldn't accept any excuses, and gave me a 'fix it' ticket!

Continuing on my way, with this fresh but unwelcome shot of adrenaline to keep me awake, I arrived in Goleta around 3: a.m. Wednesday. Paul showed up that afternoon after what he described as a profitable rest in Vegas! Our combined mileage was 6,300 miles. Aside from the wheel falling off, we really had very little trouble with two cars that were basic, unrestored, rather tatty old Triumphs. We used six quarts of oil, one pint of water, and about enough gasoline to take a Cadillac from New York to Florida.

Did I prove my original point? I think so! British sports cars do work, are reliable, and can be trusted on long journeys. If everything about the car must be absolutely perfect at all times, you'll never really enjoy it. If you're prepared to give it the basic maintenance it needs, tell it at least once a week that you love it, and not care whether everything is perfect, you'll find your British sports car a trusty & reliable friend. You may even enjoy it more if you take it out and 'drive the wheels off it' once in a while!

## Chronicles FOR THE BRITISH SPORTS CAR

### A Healey Short

By Bob McLachlan Bismarck, ND

I recently was plagued by an intermittent short on my Healey 3000 that for a long time defied diagnosis.

The short was in the primary circuit of my Distributor but I couldn't figure out what was causing it. I removed the Distributor and rebuilt it (it probably needed it anyway), but that still didn't solve the problem.

Eventually, I traced it back to the Battery Master Switch in the trunk. A wire from the Distributor leads back to the Master Switch. The switch had malfunctioned some time earlier but rather than replacing it, I had taken it out of the circuit. Had I replaced it when it initially malfunctioned, I would not have spent the many hours that I did searching for the cause of the problem.

Moss offers the #145-770 Battery Master Switch as the solution to this problem.

'Chronicles For The British Sports Car' is designed to let you, our readers, share those incredible stories from the road. Send us your story along with your name and address and Moss will send you a \$10.00 dollar Gift Certificate good on your next counter or mail order.

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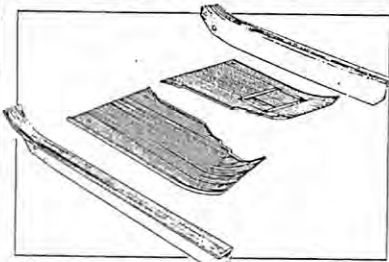
## No Shortage

especially during the initial months as we learned which color combinations were going to be most frequently ordered. However, we have recently stocked up (hopefully with sufficient quantities of the most popular kits!) and the current Sale includes some late MGB and TR 250/6 kits. You BJ-8 owners who have been so patiently waiting will be pleased to know that we finally found a source for the 'chrome' mylar piping and your kits will be available very soon.

The goal of our Upholstery Division for 1986 is to continue broadening the range of kits we carry so that anyone restoring a British sports car can turn to Moss for an exact duplicate of his car's original interior. Quality and authenticity will be paramount but we will also catalog some non-original colors and materials for those enthusiasts wishing to personalize their cars. In order to maintain production levels without having to backorder for more than 3-4 weeks, we will not be able to entertain requests for non-cataloged color schemes, so if you really want green leather with red piping, you'll have to find someone local to do it for you!

To those of you who waited so long in 1985 - a public apology and a sincere 'Thank You!' for your patience. To those of you (and you number thousands more!) who are enjoying your Moss interior, a 'Thank You!' for your confidence in our products and for agreeing with us that our kits are straightforward to install and just as great as we say they are. To those of you hoping for another upholstery Sale in 1986 - be patient. If we can round up enough red, green and tan cows, we may be able to make your wish come true later this year.

## MGB RUBBER FLOOR & SILL MATS



These genuine factory original floor and sill mats are once again available for your 1968-'80 MGB (sill mats fit 1963-'76). Underseat mats are still not available but your original mats can usually be cleaned up to look like new. Restore the factory look of your MGB interior, order your set today!

### FRONT FLOOR MATS ('68-'76)

Black	L/H	283-010
	R/H	283-030
Navy	L/H	283-100
	R/H	283-110
Autumn	L/H	283-140
	R/H	283-150
Leaf	L/H	283-180
	R/H	283-190

**\$25.95**  
Per Side

### SILL MATS ('63-'76)

Black	L/H	282-730
	R/H	282-740
Navy	L/H	283-120
	R/H	283-130
Autumn	L/H	283-160
	R/H	283-170
Leaf	L/H	283-200
	R/H	283-210

**\$24.95**  
Per side

## Bad News and Good News For MGA and Early MGB Owners

The Bad news is that original cluster gears for MGA's and '63-'66 MGB's are no longer available and that remanufacturing in the near future is unlikely due to extremely high tooling costs!

The Good news is that Moss Motors is offering a special kit to convert to the 1967 type cluster gear which runs on a longer, heavier duty layshaft. We supply a special piloted reaming tool that allows you to quickly and easily bore out your gearbox case to accept the slightly larger diameter shaft. No other special tools are required and the remaining assembly is straightforward. The kit includes new factory cluster gear, layshaft, all bearings and thrust washers plus the special, easy-to-use reaming tool.

461-898

Conversion Kit

\$105.95

# Marque Review: Austin Healey '100-M'

By R. B. Hart

'It's a genuine sports car' crowed Road and Track in March 1956. The Austin Healey 100 certainly is a genuine sports car, and remains one of the all time favorite pure sports cars. Many enthusiasts view it as the first of the family of aerodynamic designs that include Cobra, Maserati, Corvette and the MGA.

Capable of 100 mph and better, according to some contemporary reviews, the 100-4 was an instant hit at the New York auto show in April of 1953. This first 'Big Healey' boasted a 3-speed gearbox with a Laycock de Normanville overdrive on the standard Austin A-90 engine which, in the 2,176 lb chassis, delivered one horse power per 22 lbs. Reviewers were complimentary about the finish and trim of the car and were quick to point out the easily erected top made of an entirely new plastic material. The BN1 carried the Austin gearbox with the first 'stump puller' gear blocked off. The ratios for the BN-2 were improved somewhat and provided four speeds.

The Austin Healey 100 was made between 1953 and 1956 in three main versions (apart from the BN1/BN2 distinction mentioned above). There were the basic 100, the 100-M and the 100-S. This last, of which only 50 were made, was the 'full race' model and it was most easily distinguished by its oval grille rather than the diamond-shape fitted to regular 100's and 100-M's. Few 100-S models ever appear on the market these days.

The 100-M was also known as the LeMans model, and

many people are unclear as to the real differences between it and the ordinary 100. Generally advertised as 'rare', the 100-M actually comprised about a third of the BN-2 production, and many BN-1's were retrofitted with LeMans parts. Although a considerable bit of mystery remains, information is readily available in the selection of books currently in print. (See box below) The confusion probably caused by misinterpretation and a certain willingness by some enthusiasts to perpetuate popular myth.

Any 100 Healey with a louvered hood has been called a 'LeMans' regardless of the fact that louvered hoods were offered by dealers and aftermarket suppliers and are still offered as replacements. (Moss #858-070). The '100-M LeMans specification' factory sales brochure features the 'louvered bonnet', 'LeMans regulation leather bonnet strap' and two-tone paint in a variety of colors. The feature page of mechanical specifications includes 8.1:1 pistons, 'high lift camshaft' twin 1 3/4 H6 SUs with special inlet manifold, a special distributor with 'modified automatic advance' and a steel faced cylinder head gasket. The suspension listings include a 'race type' anti roll bar and 'special setting' front shock absorbers.

The contentious 'cold air box' is buried in a full page of specifications among the common specifications such as 'electrical' and 'coachwork'.

The 'LeMans' or 100-M is not a separate type of 100 Healey but is a conversion of the regular production, and

was not treated as a separate model by Warwick. Graham Robson states in The Big Healeys (published by Motor Racing Publications in 1981) that 'the Healey company at Warwick developed a 100-M performance kit, which was effectively a simplified and rationalized version of the items made available as a result of early BN1 racing experience. Not all 100-Ms had all the kit fitted, and not all 100-Ms were converted by Warwick - which is where the only mystery enters the discussion.'

Not all 100-Ms were the same. They seem to reflect what the owner ordered as well as what the factory felt was required at different times. Possibly the cars reflect what was available at assembly time.

The factory 100 Healey production records have been lost but reliable production figures exist although no breakdown is available as to where the cars went. A total of 10,688 BN1 and 3,324 BN2 models were made. Using the Abingdon built BN4 as an example we find 3,995 units exported to the USA, 90 units as 'other' and C.K.D. (3) with 156 cars staying at home. We do know that this pattern was continued from the 100 series.

Many 100 Healeys survive. Their simplicity and direct, purposeful design make for a stunning if not exactly easy restoration. Highly valued and extremely pleasant to drive, the remaining Austin Healey 100's should remain a permanent star among the 'real' sports cars - whether or not they are really the LeMans model.



## Recommended Reading

The Big Healeys: A Collectors Guide by Graham Robson	213-000
Healey: The Handsome Brute by Chris Harvey	212-840
Brooklands Reprints: Austin Healey Cars 1952-59	212-250
Illustrated Austin Healey Buyers Guide by Richard Newton	213-100
AH-100 Factory Workshop Manual	021-379

## Specifications 'Le Mans' Model.

8.1-1 High Compression Pistons. High Lift Camshaft. Twin 1 3/4" H6 S.U. Carburetors with Special Inlet Manifold Special Distributor w/ modified automatic advance curve Steel-faced Cylinder Head Gasket
Race-type Anti-roll Bar Special setting Front Shock Absorbers
Louved Bonnet. LeMans Regulation Leather Bonnet Strap Two-tone Paint Finish in a variety of colours.

## MGB: For Rent

Much more than 'just another rental car' is offered by the MG touring company in Warwickshire, England.

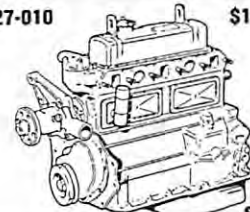
Eric and Pam Benson are offering MGB roadsters and GTs on a rental basis from their Cotswold home near Stratford-on-Avon. Each car is supplied with an information packet of recommended places to visit, which includes MG events.

The business is run from April to October and details can be had by inquiring to the MG Touring Company, Lees House, Radway, Warwickshire, CV3 0UN, England



## MGB Engines Offered

#427-010 \$1195.00



Free Shipping

We are pleased to offer a very limited number of complete MGB engines re-manufactured in England to the most exacting standards. These units are complete with cylinder head, valve cover and water pump but do not include starter, generator (or alternator), distributor, flywheel, manifolds or carburetors.

These non-pollution-equipped engines fit all chrome bumpered MGB's but are not street legal for post 1968 cars in this country. 1963-'64 MGB's originally fitted with 3 main bearing engines will need a special pilot shaft bushing to adapt to their original '63-'64 gearbox. These engines produce 95 HP (net) with 8.8:1 compression ratio. They are designed to run on regular leaded gasoline but high test may be preferred. As these engines are rebuilt to as-new condition in all respects, we are pleased to include a full 12 month 12,000 mile factory warranty.

We are offering these on an outright basis. However, our Moss SYE rebuilding division may be interested in buying your old engine (regardless of year). Please call SYE at 301-937-0313 for a price quote on your engine. Used engines can easily be shipped in our remanufactured engine crates. At press time, we have a number of later model American specification pollution equipped models which are completely street legal in all states. Call our Goleta sales office for further information.

## PADDY HOPKIRK WHEELS

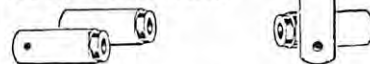


For years the name Paddy Hopkirk has meant the very best in British Car Accessories. We have found 60 of the now out of production Paddy Hopkirk 'mag' style wheels to fit your Spridget. These 13"x5" wheels are similar to the factory optional slotted mag, and come complete with lug nuts, washers and a lug wrench. This offer is strictly limited to stock on hand. Don't delay-Order now!

455-375 Paddy Hopkirk Wheel \$89.95 each

## MG T TAPPET SETS

New, Super Duty!



Moss Motors is pleased to announce the ultimate solution to premature T-series tappet wear. While our regular tappets are still produced by the original manufacturers for us in England to original specifications, they were never long wearing and utilized 1930's metallurgy.

Our Super duty tappets are American made and promise to out-live and out-perform old fashioned cast iron tappets by a very considerable margin. Moss' super duty tappets are a direct replacement for the stock type and do not require special pushrods. As with any tappet it is always good practice to mate these to a new or reconditioned camshaft.

433-358 MG T Tappet Sets \$118.50

# CLASSIC-FIED ADS

We accept advertisements for British cars only; no parts ads please. One time insertion is \$30.00. Publication is quarterly, the deadline for the next issue is March 1st. 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.

1955 XK140 FIXED HEAD COUPE. 41,000 miles. 96 pt concours car. Automatic transmission. Totally original, old English cream with black interior. \$12,500. Phone (713) 862-4164 to see or Harold Simmons at (713) 370-1327, TX

1959 TR-3A. Everything new or redone. Rebuilt engine w/ new sleeves, pistons, bearing. Body stripped to bare metal and painted w/ BRG lacquer. New beige upholstery, new brakes. All chrome new or replated. Rebuilt side curtains, good top. Can't be duplicated at \$5650.00. J. Patrick Messall, 1300 S. Campbell Ave, Apt A, Alhambra, CA 91803. (818) 308-3845. This car's a beauty!

1973 MGB: Professional frame up, zero miles on restoration. Black tulip, showroom condition. Alpine stereo, new chrome. Major front and rear end rebuilt. Rebuilt motor, new clutch. New inner/outer rocker panels. New top. Two step Ziebart. No rust/bondo. Over \$7,500 invested and 700 man hours. Finances cause sacrifice \$9,500. Peter Mena, 4 Creeper Hill Rd., Grafton, MA 01536. (617) 839-5145.

1955 MG TF1500, full ground-up professional restoration. Less than 100 miles on full engine restoration. Wire wheels, deep red. 3rd owner. In family for 17 years. Receipts for over \$24,000 invested. Asking \$17,500. To make offer, please contact Chris Mitchum, 3328 Calle Fresno, Santa Barbara, CA 93015 or call (805) 569-5785.

1956 MGA ROADSTER, completely restored 15" wire wheels \$5225.00. 1971 MGB GT 75% restored 1800 CC engine rebuilt w/ new parts. Static balanced, 14" wire wheels. \$1250 complete engine, \$1850 engine & complete body w/ extra transmission. (915) 336-2617. No Collect. Send SASE to P.O. Box 1563, Ft. Stockton, TX 79735 for add'l info.

1958 JAGUAR XK150 ROADSTER. Put the top down & watch the heads turn as you blow by in this little gem. Professional restoration including signal red hand-rubbed exterior, Connolly leather interior, and Wilton carpet. Standard transmission. Strong restored engine. Five original wire wheels. A beautiful example of an exciting motorcar. \$19,000. Lewis Wolfe, 618 S. Broadway, Georgetown, KY 40324. Phone evenings (502) 863-6653.

1959 JAGUAR XK150 ROADSTER, ground up restoration, 2nd Calif. owner for 16 years. New: white lacquer, red leather, wool carpet, exhaust, brakes, clutch, chrome, rubber. Chrome wires. A turn key and go! can't be duplicated for \$14,995 O.V.N.O. Dr. K. Gerard, 5175 E. Pacific Coast Hwy, Long Beach, CA 90804 (213) 498-2795 (R) or (213) 597-1543

1937 MG TA. Professional ground-up restoration. Bright red exterior, burgundy leather interior. Brown carpets. This is the car you've been looking for. Photos available upon request. Jim Ward, 5438 York Rd, Baltimore, Md 21212 (301) 532-8006.

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1967 MGB/GT 4 SPEED. 90% restored, New paint, Scheel seats, Michelin tires, shocks, exhaust system and header. Engine completely rebuilt and balanced. Weber carb and Iskycam installed. Less than 500 miles since overhaul. \$4250 OBO. Steve Larson, 745 Apollo Lane, Foster City, CA (415) 345-0733 or (415) 574-2525.

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