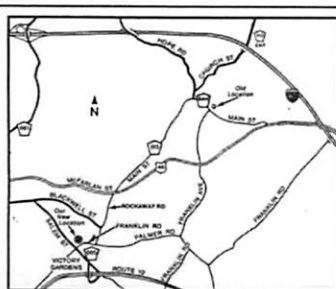


MOSS Motoring

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ECF MOVE COMPLETE

Moss Motors' East Coast Facility has finally completed the move scheduled for earlier this summer. We apologize for any inconvenience we may have caused while we were closed for the move. Now that the job is done, Rick Heilman and his crew are back up to speed. The additional space we now have available will allow us to continue expanding the line of products we carry in New Jersey. If you haven't already visited the newest Moss showroom, just follow these directions to get there.

From route 80, heading either East or West, take exit 37 and turn right. You will see signs for route 513. Follow 513 across route 46 to a "T" intersection. The cross street is Palmer Rd. to the left, and Franklin Rd. to the right. Make sure you turn right onto Franklin. The driveway for the Hamilton Business Park where we are now located will be a couple blocks up on your right.

From route 10 West, take the South Salem St. exit (just before the K Mart Plaza), at the first light turn right onto Franklin. Your second left is the Hamilton Business Park entrance. If all else fails, call (201) 361-9358 and say "Help, I'm lost!" Rick and his crew will be happy to guide you from there. We'll see you soon at the new ECF.

THE ENGLISH CONNECTION



Have you heard the rumor that Moss Motors has opened an English operation? We sure have. In fact, so many people have asked that we felt it was high time to set the record straight. Moss Motors does have a facility in England, but don't pick up the phone to place an order. Moss Spares UK serves a different purpose.

Although the British stopped sending us new sports cars seven years ago, they are still critically important to a supplier like Moss Motors. Many of the products we carry come from factory sources, or are made for us by the original equipment manufacturer. The best way to stay on top of availability is to be close to the source of manufacturing. We've managed to do pretty well over the years, but have always felt a little bit helpless when having to

deal with suppliers from across the Atlantic.

A year ago, we acquired an English supplier and manufacturer of MG's parts. Aside from the immediate benefit of gaining a number of new MGA sheet metal items (such as our new MGA fenders), we now have a long-term direct connection to the English market. Adrian Wood, manager of Moss Spares, is a member of the board of directors of the Association of Heritage Approved Suppliers.

British Motor Heritage is the organization which takes responsibility for the long-term preservation of factory drawings, blueprints, and production records which may prove vital to the reintroduction of obsolete items. They also preserve obsolete tooling against the day when it may prove necessary for new produc-

tion. Many new products come about as a result of their efforts. We feel it is vitally important to have a man on the inside. Moss Motors wants to make sure that everything possible is being done to make needed parts available, and quite often this means finding the original supplier. This task would be far more difficult from thousands of miles away.

Adrian doesn't spend all his time on the road, though. Moss Spares, located in Darlington, is kept busy making rust repair panels in their own shop. The line of products they already carry is complete enough to construct a brand new MGA body shell from scratch! We'll have an MGA sheet metal supplement some time this winter. With the MGA line squared away, we'll be producing new rust repair items for all types in the future.

Moss Spares also sells parts over the counter, but they won't ship orders to the States, so don't bother trying. However, they will be happy to supply your needs when in England. The operation is primarily MG oriented, but that doesn't stop them from working on new products for all models that Moss covers. As time goes on, there will be more and more new products for Triumphs, Healeys and Jags in addition to MG. We feel the benefits of having an English connection will be directly reflected in the number of new parts we supply each year. We know a lot of you enjoy travelling across the Pond now and then. If you find yourself in the north of England, call 0325-281-343 for directions, and come visit Moss Spares UK.

1/2 SCALE MG ROAD TEST



Half size equals twice the agility in a slalom. Our 1/2 scale test car is seen here rounding the last pylon. Test driver Bob Cote was quite enthusiastic. "It handled beautifully. I could enter the course at any speed I wanted without the slightest worry!"

Do we really have something to say about a car which went out of production in 1949? Most decidedly, yes! The first new MG model to hit the States since 1980 is here, and the Moss staffers just happened to be the first Americans to put one of these little beauties through its paces. But before you start planning next year's vacation in one, be aware that the new MG won't hold much luggage. In fact, it only holds about 1/8 (See box on page 6.) as much luggage as the venerable MG TC. If you haven't figured it out yet, we're talking about the all new, limited production, 1/2 scale MG TC.

The TC is battery powered and takes a good 12-14 hours to charge, so we'll run down some of the technical features while we wait. A good car needs a good frame to build on. Welded, box section steel is used with a mind to carrying adults (even though the car is intended for children). All mechanical components are mounted on the frame. The motor is bolted through two inner frame members to be sure it can't move around. Rear axles are held in place by heavy duty, permanently sealed bearings which are housed on heavy metal plates welded to the

frame. Yes, we did say axles. To eliminate the need for a differential, each rear wheel has its own axle. Drive is taken directly from the 12-volt motor to the right rear wheel by means of a chain and sprockets. The left rear axle carries the brake. The production car differs from the prototype in that the electrically operated brake has been replaced with a cable operated brake. This new brake gives better proportional control than the electric unit which was either on or off. The foot pedal still incorporates a cut-off switch for the motor, so one can not accidentally try to brake and accelerate at the same time.

The car's front wheels pivot on heavy frame extensions. Steering is by means of a lever attached to the end of the steering column. A tie rod runs to each front wheel directly from the lever. Steering is quick and precise, just like a full size TC in the first case, unlike the real thing in the second. We found the car's handling quite reminiscent of the full-size car, but more on that later.

Dash controls are remarkably complete for a car this size. Starting from the left, we have a battery voltage meter, horn push, ignition key switch, lighting master switch, lighting activation button (one push of the button gives one minute of light), ammeter and direction switch. The direction switch

includes a neutral position allowing for an accidental blip of the throttle without the car driving off on its own. Turn on the ignition switch and you're greeted with the pleasing sound of a well-tuned engine. Flip the direction switch up for forward, or down for reverse and you're off. Although the "transmission" is automatic, you'll hear the exhaust note change as you go up through the gears.

The total package, complete with an impressively sized 12-volt ni-cad battery weighs something over 100 pounds. Two adults are enough to load the car in a "tow" vehicle. The TC fits perfectly in the back of a Peugeot station wagon for example.

"Yes, yes, we know. All the construction details are fine and dandy, but what's it like to drive?" To keep the proceedings as scientific as possible, we brought in a real MG TC for comparison. Climb in (or on as the case may be) and get comfortable. Turn the key. Our test car started instantly every time. The full size car had to be manually choked to get it started when cold. A brief glance to familiarize yourself with the controls, and it's time to start driving.

We went to the skid pad first. Pure acceleration was judged superior on the full size car, however it was pointed out that aside

continued on page 6

EDITORIAL

By Robert Goldman

One department within Moss Motors which we rarely discuss is returns. No one likes to return parts, but there are occasions when a return is necessary. You can simply pack the item in a box and send it back with no explanation, or you can call for a return

All items purchased from Moss Motors can be returned within 30 days, if they are accompanied by an invoice and are in their original, unused condition.

authorization first. Admittedly, it sounds a lot easier to send the part back without authorization. However, there are good reasons to call.

Before we look at the RA (Return Authorization) process, let me give a rundown on Moss Motors' return policy. All items purchased from Moss Motors can be returned within 30 days, if they are accompanied by an invoice and are in their original, unused condition. We will also exchange or issue a refund for parts which have been ordered in error, or are not wanted due to a change of heart. Although we will gladly take the return, we do not feel it is fair for our

entire customer base to bear the cost of processing this sort of return. As a result, there will be a 20% restocking fee. If the error is ours, we will bear all the costs involved, including shipping. This policy is not absolute. We realize that extenuating circumstances do exist.

There are a couple of exceptions to the open returns policy. If installation has been attempted, upholstery, engine bearings, and electrical components are all non-returnable. Would you like to receive a leather seat kit which someone else has already installed in their car? This is true of everything we sell. Determine that the part is what you want before attempting installation. A perfectly good part will be put back in stock and resold, so we ask that you consider the condition of an item when returning it. Would you want to receive an item in this condition?

We don't want to scold you for returning a part. That's not the reason for RAs. We fill out paperwork over the phone so our returns people will know exactly what to expect. If there is a potentially incorrect part in stock, your phone call could save other people from receiving the same incorrect part. Want a better reason to call first? Suppose you ordered a left hand widget, but received a right hand

because stock was mixed on the shelf. You send the part back with no explanation and two things happen. First, the return is set aside until Larry and Don (our two ace returns people) have time to figure out what to do with it. They always process authorized returns first. Second, because your note says only "Please exchange this," we go to the shelf and pull another widget, not knowing that the part will again be wrong.

Moss Motors is not alone in asking for a phone call before you return a

We want to process your return as quickly and efficiently as possible... Your phone call (for an RA) saves hours of work, and this savings is ultimately reflected in our retail prices.

part. Virtually all major mail order companies have the same policy for the same reasons. We want to process your return as quickly and efficiently as possible, and we want to fix problems as soon as we know about them. Your phone call saves hours of work, and this savings is ultimately reflected in our retail prices.

LETTERS

Dear Sirs,

This is a brief note to say thank you for all the help and friendly service you provided during the recent confusion over my 1967 TR4A's exhaust system.

The problem over two parts (one which didn't fit and one which was incorrectly shipped) was resolved over the phone by courteous and concerned employees. As I am a small customer and only involved with my one "pet-car," I am truly amazed by your service! You not only recognized the problem and corrected it, you reimbursed me for the shipping.

My Triumph sounds as good as new again. Thanks!

Sincerely,
Dennis Waterson
Bloomington, IL

Moss Motors,

I would like to take this opportunity to thank you for your generous contribution to the American MGC Register's seventh annual meet in Washington, D.C. on September 11-13.

The weekend was quite successful due in part to your participation, as well as that of many others. The continued interest in MG cars by all will certainly help to keep them on the road.

We look forward to a larger gathering in Lake Tahoe next year. Again, thank you for your generous contribution.

Very truly yours,
Tom Boscarino

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CONTRIBUTIONS INVITED

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

Contributors whose material is selected for publication in *Moss Motoring* will receive Moss Motors Gift Certificates in the following amounts:

\$75.00 GIFT CERTIFICATES
Technical Articles, Marque Reviews, Histories (cars, race teams, etc.), Personality Profiles

\$40.00 GIFT CERTIFICATES
Book Reviews, Club Article Reprints, (humorous or general interest)

\$20.00 GIFT CERTIFICATES
Technical Hints, Tips, Cartoons, Humorous Anecdotes, Puzzles, Photos

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Editor: Robert Goldman

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NEWS UPDATES: Photo Contest



It has been pointed out that we didn't leave enough time for people to send in their photo contest entries. We have therefore decided to keep the contest open until January 1, 1988. Keep those entries coming!

Perfect Bench

We were quite pleased with the interest shown in Chris Nowlan's article, "Building the Perfect Bench." After xeroxing what seemed to be about fifteen million copies of the workbench plans, we assume that at least some of you are building, or have built your own. Send us a photo, we want to see what you've done.

As long as the we're on the topic, if anyone out there has something useful (such as a safe, \$100.00 engine hoist), why not share it with your fellow enthusiasts. A lot of unfinished projects might get completed if the right equipment is available.

CREDO QUIA ABSURDUM EST!

by Mike Jacobsen

This is a correction to the glossaries that appear in every English car manual you've ever seen. Yes, they're all wrong! After long research (a late evening with several root beers), I am able to bring the truth and light to the eyes of MGAers everywhere.

Here at last is a direct translation of Chaucer's famous Glossarie of Mekkanikle Termes, first written in the fourteenth century and immediately misplaced by scholars until just last Tuesday evening, complete with modern updates to reflect current English usage.

Allen Key	Journeyman locksmith at the Abingdon works from 1937 to 1963.
backlash	A mild term describing the spouse's reaction to your decision to acquire another MG.
ball joints	Establishments of ill-repute found in the less desirable parts of town.
bleeding	An English expletive: "The bleeding brakes don't work!"
castellated	A traditional finish to one end of chassis nuts to commemorate Wellington's victory over Napoleon at Waterloo, in the duchy of Chassis.
Clevis	Distant relative of Elvis Presley, famous for his system of handbrake links.
core plug	A test sample to determine an engine's soundness, taken by drilling a plug from the block with a special hollow drill bit.
damper	Archaic weather forecasting term used to describe the sudden shower that catches you with the top down.
drag link	An unacknowledged connection to one who engages in standing-start racing instead of touring, e.g., a brother-in-law that is a hotrod.
dry sump	A condition often found in older MGs, caused by all the oil leaking out of the motor.
dynamo	The individual in a car club that seems to be the only

electrode	Any metal tool held near a battery, especially a screwdriver, when you least expect it.
field coils	Ignition parts found by farmers in their roadside fields, usually thrown there by irate Lucas victims.
grommet	A cosmetic rubber ring, used to hide missing insulation on wires where they pass through a metal sheet.
end float	the axial movement you feel when your solid axle car traverses a whoopedee.
halfshafts	The parts you are left with after you hear a loud snap followed by a grinding noise from the rear axle.
helical	A special deviousness: "I'm having trouble setting up my MG's differential gears because they are helical."
hypoid	An extra-low form of helical.
impeller	The final reason to undertake a project long delayed: "The water pump's failure finally impelled me to rebuild the motor."
journals	Monthly magazines showing easily-made repairs, such as replacing crankshaft bearings.
kingpin	A gang leader, usually ends up in prison or on suspension.
mandrel	A type of African baboon noted for its habit of only eating the centers of fruit.
manifold	A great many: "The manifold leaks in my MG's radiator caused me to spin on that last corner."
needle rollers	Old, inner-city women that have turned to lives of crime in order to supply their knitting and sewing habits.
oil bath	The dousing you get when changing the oil filter on an MGA 1500. (It's even worse on a TR - Ed.)

panhard rod	A French connecting rod.
pinion	A small pine tree whose wood is used to build Morgan cowl supports.
ratchet	Deposits left in abandoned garages by large rodents.
Seat squab	A small game hen found in Spain.
semi-floating	Typical driving position during a heavy rainstorm.
setscrew	A small locating screw that is broken off or pre-rusted at the factory after installation.
shackle	A semi-flexible coupling describing an MG owner's relationship with the MG.
shell bearing	A temporary replacement bearing purchased at a gas station.
solenoid	A particularly insidious form of paranoia that frequently strikes after a frame-up restoration. Symptoms are fear that the restored vehicle could become the only example left in the world.
spanner	An iron worker that travels across the country to work on suspension bridges.
speedometer	A universally inaccurate instrument used as the sole basis of outrageous stories told at club pizza feeds.
stub axle	A remanufactured piece made from a halfshaft.
swivel pin	A kingpin's girlfriend, or moll.
track rod	An especially stiff anti-sway bar used only for racing.
wet sump	An external sign of a serious oil leak.
windscreen	A device erected in front of the cockpit after the windshield has been folded down, to keep the bugs out of one's teeth and hair.

Reprinted with permission from MGA!, the newsletter of the North American MGA Register. For his contribution, Mike Jacobsen will receive a generous gift certificate.



GIFT IDEAS!

CATALOGS

In the spirit of the season, we have decided to make it a little bit easier to obtain the world's finest spare parts catalogs. Until further notice, all of the famous Moss Motors catalogs will be sent free of charge. Merry Christmas from the Moss Crew.

One Moss Motors Catalog

FREE

ABINGDON BRICK

It's no longer possible to visit the MG factory at Abingdon, but it is possible to own a piece of its history. We've managed to locate another batch of the original bricks from which the factory was constructed. Each brick comes on a handsome wooden base. A brass plaque, engraved with the signature of John Thornley and Syd Enever, documents your brick as an authentic piece of MG history. Just wait until you see the look on your loved one's face when presented with their own chunk of the factory on Christmas morning.



229-670 Abingdon Brick \$49.95

INSTRUCTIONAL VIDEO TAPES

Filmed in full color, with conversational dialogue, these videos are designed to make unfamiliar projects easy to understand. We'll take you through each and every step in detail. Tools and materials you'll need are shown, and you'll learn tricks the pros use. With shop labor rates averaging up to \$50.00 an hour, a video tape will quickly pay for itself. The SU tape covers all aspects of rebuilding and tuning H, HS, HD, and HIF SU carbs (2 hrs. 40 min.). The Austin Healey interior tape covers installation of a trunk lining kit, carpet and panel kits, seat rebuilding and recovering, and the convertible top (4 hrs.).

211-030 (Beta)	SU Carburetor Video	\$44.95
211-035 (VHS)	SU Carburetor Video	\$44.95
211-020 (Beta)	Austin Healey Upholstery Video	\$89.95
211-025 (VHS)	Austin Healey Upholstery Video	\$89.95

T-SERIES HANDBOOK

This excellent collection of technical articles and helpful hints was compiled by Dick Knudson and Chip Olds, former technical editor of the *Sacred Octagon*. Your T-series lover will love you for giving this useful gift.

212-980 T-Series Handbook \$20.95



MARQUE WRAPPING PAPER

To wrap it all up, try using some of our marque wrapping paper. British car enthusiasts will appreciate receiving gifts wrapped in the logo of their favorite marque.

221-880 AH Gift Wrap	\$2.50
221-885 MG Gift Wrap	\$2.50
221-890 Jag Gift Wrap	\$2.50
221-895 TR Gift Wrap	\$2.50

"BUMBLE BEE" IGNITION WIRE

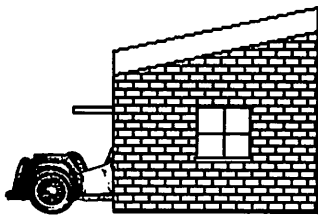
Look at the engine of an old factory race car and you'll most likely see yellow ignition wires with a black stripe. We have recently located some of the old Lucas "Bumble Bee" ignition wire and are selling it by the foot. What better way to add color and performance to that new sports car you're getting for Christmas.

571-020 "Bumble Bee" Ignition Wire

\$0.85 foot

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Bob's Garage

by Robert Goldman

More tips! This is the technical tip issue for Bob's Garage. I have a number of tips, some based on comments and suggestions, and others which were sent in by customers. They all have one thing in common. We haven't had room for them in previous Moss Motorings, so I thought I'd lump them together in this issue. We always like tips which are based on people's experience trying to keep things going. If you have an idea, but have been a little hesitant to send it in, don't be shy, we won't laugh at you.

MGB GEARBOX OIL

MGB gearboxes (especially the early ones) aren't the most bullet proof of modern day designs. However, this doesn't mean they can't give reliable service over extended periods. As with any mechanical component, proper lubrication is critical.

A favorite topic of conversation among B owners is what sort of oil to put in these funny English gearboxes, and this is where the trouble starts. Everyone has a pet theory, even the factory books have been known to provide conflicting information. Whatever one might think, engine oil seems to work best, not 90wt. gear oil.

Unfortunately, many people, upon hearing that the gearbox uses engine oil, mistakenly assume this means oil is fed to the gearbox from the engine. Not so. The gearbox has its own oil supply which leaks out on the driveway in the same manner as the engine's oil supply. A lot of "slow" MGB gearboxes are simply suffering from lack of oil. This condition must not be left unchecked.

If you own an MGB and have never checked the gearbox oil level, now's the time to start. First off, let's bear in mind the simple fact of personalities. MGBs (in fact most British sports cars) require that you occasionally get down on your knees and grovel before them. Think of it as idol worship. Bearing this in mind, wander over to the passenger side of the car, open the door, get down on your knees, and crawl head first into the passenger's footwell.

Once in position, knees on the ground, head where your feet belong, look for someplace really inaccessible. Let's try under the carpet, between the firewall and console on the transmission tunnel. Peel back the carpet to expose a rubber plug (or empty hole as the case might be.) Lurking somewhere down there, half covered by old grease and dirt, is a combination filler plug and dipstick. Pull this out, wipe it off, then attempt to restore it to its original location in the gearbox. Once done, pull it back out and get a proper reading of the oil level. You may find the hole in the trans tunnel is conveniently designed to be a little too small for you to get your hand down in there. Use the stiff upper lip method...perseverance.

If the level is at the top mark, all is well. If not, the best way to add oil is by using some cheap plastic tubing from the hardware store and a funnel. Feed the tubing into the tiny little hole in the transmission, then slowly pour oil through the funnel. Remember, the gearbox doesn't hold all that much oil, so check the level often. You don't want to overfill it. Put everything back together, crawl out, and know in your heart of hearts that the MG gods have been satisfied.

We have heard quite a few stories about cars that worked well until the day the gearbox ran dry and locked up at 55 mph. Make a gearbox oil level check part of your routine maintenance schedule and you'll never have trouble again. Well, at least not until something else goes wrong.

UPHOLSTERY ADHESIVE TIPS

Some of our customers have commented that our upholstery adhesive (#221-560) comes with a stack of warnings about the nature of its contents, but no instructions. We therefore offer the following advice for all types of upholstery adhesive...

Apply a thin coat to both surfaces. A common short cut is to apply a thick coat to one surface only. This will not work! Contact adhesive is cohesive, it is designed to stick to itself. Wet upholstery adhesive will stick to a surface, but will not bond two surfaces together.

Allow time for the adhesive to dry until barely tacky. The ultimate strength of the bond depends on the adhesive having a chance to gas off. Remember, although almost dry upholstery adhesive doesn't feel sticky to your finger like an adhesive might, it will stick to itself.

As many of us can attest, it's frustrating to end up with a gather where it doesn't belong, or the whole piece too far left, leaving a big gap at one end. To insure the piece is aligned correctly, apply the adhesive to a small strip or patch in the middle of the piece, let it set, then put it in place. Now you can move it slightly, or even pull it back up without causing damage. When you have it aligned right, glue the remainder of the piece, working out from the original contact spot.

Here are two more little tricks to help the job go smoothly. Contact adhesive dries faster on porous surfaces, so apply it to a metal surface first, then on the fabric. Also, when gluing foam, don't use too much adhesive; otherwise, the foam will be saturated and when you press on it, the foam will collapse leaving visible dents in the finished panel.

Always use upholstery adhesive in a well ventilated area, the fumes will make you light-headed or even physically ill. You now know as much about upholstery adhesive as the pros. One last note though. Never use upholstery adhesive to glue your neighbor's children to the sidewalk. They'll be hard to remove.

MGA RADIATOR by Bernard Allison

This idea may be nauseating to some of the dyed in the wool British car owners, but the best modification I had done on my 1957 MGA was to have the radiator filler neck changed at a radiator repair shop.

There are two sealing rings in a radiator neck. The distance between the British seals is 1", and the American distance is 3/4". By changing to the 3/4" size, I am now able to use the siphon-style radiator cap and overflow bottle. Now when the coolant expands it raises the cap, flows to the bottle and returns back to the rad when cool, without loss of coolant.

Also, the radiator can be pressure tested with a regular tester. Bernard will receive a Moss gift certificate for his contribution.

MGA COOLANT OVERFLOW

by Lyn Biglin

I purchased a new MGA 1600 in 1961. Over the years, I have encountered problems of coolant loss in hot weather. I purchased after market surge tanks, but they did not fit well in the engine area. At the local wrecking yard I found a late model General Motors factory plastic surge tank. It is approximately 6" long x 4" wide x 4" high. I mounted it under the top of the right front fender near the voltage regulator on top of the firewall shelf. Very good fit. I used a wire tie to fasten the overflow tube to the brake line. I ran a continuous 3/8" copper tube from the supply tube, around the valve cover, following the heater supply copper tube to the overflow tube on the radiator. Clamp the overflow tube to the heater tube. Bend the new copper tube 45°, and slip fuel line on the radiator overflow tube and connect to your new copper overflow tube. (Cut radiator tube with a hack saw.) Use fuel line as it will not crimp. Plastic tubing will crimp and restrict water flow.

This works very well and saves coolant.

Lyn will receive a Moss gift certificate for her contribution. (We often receive similar tips from different people. The two preceding tips deal with a subject common to all types, not just MGAs - Ed.)

MG TC OIL FILTER

We recently saw an article by Gary McGovern of the Southeastern MGT Register in their newsletter "MG Talk". In the article, Mr. McGovern writes about an oil pressure problem he experienced with the Moss #435-380 replaceable element oil filter conversion for the MG TC and early TD. Although he solved his problem, he never knew why his solution worked.

The element for this conversion (#435-390) is marked top on one end. In fact, the element can go either end up as long as the metal screen is at the top of the element when it is placed in the canister. This screen keeps the gauze from being sucked into the outlet, and subsequently blocking the flow of oil to the engine. For years, a lot of people have been installing these filters with no regard to which end goes up. Although there may be no problem in this, it's a good idea to make sure the metal screen covers the outlet.

INSTALLING WINDOW CHANNEL

FUZZY STRIPS by Richard W. MacLean

Window channel strip installation can take hours of frustration, or just minutes if you know this trick. First, clean off the old black fuzzy strip using a glue solvent if you have one. Find a piece of wood slightly thinner than the channel slot, masking tape and black or clear silicone glue. Don't use glue that sticks firmly on contact. Use a flexible pine wood strip if the channel is curved. A one quarter-inch thick yard stick works great on an E-Type Jag, for example. Next, cut a measured length of fuzzy strip off the roll and fold it over the edge of the stick. Check to see if the stick with the strip folded over it will fit nicely into the channel. If it does, then lay the stick flat on a table and lay half the width of the strip along the top of it. Using masking tape, attach this side to the stick by catching only one sixteenth of an inch of the strip along its edge. Turn the stick over and fold the strip over the stick's long edge, attaching the other side along the edge of the strip. Apply the silicone glue to all three exposed sides of the folded strip and carefully position the glued strip and stick combination to the window channel. Push it in and while holding it in place, slowly peel back the masking tape out of the channel. If you have only caught the edge of the fuzzy strip, this should be easy to do. Slide the stick up and out, leaving the strip to dry overnight. Presto! A perfect installation with no mess and fuss.

Richard will receive a Moss gift certificate for his contribution.

MGB ELECTRICAL PROBLEM

by Herb Bradley

I recently bought an MGB in above average condition. The father of the girl who owned the car did the selling (what little was needed). In the discussions he mentioned that they had recently put a new battery in the car because the old one wouldn't hold a charge. He also indicated that the replacement battery was a bit old, so initially I didn't think too much about any electrical problems.

The car ran fine with no problems for a while, then suddenly the starter began turning the engine slowly, and if I didn't drive the car every day (heresy) I really worried whether it would start the next day. Eventually it wouldn't.

With the help of a friend, we began disconnecting one thing at a time with a meter hooked to the battery. We finally discovered the thermostatic fan switch was shorting out when it was in the "off" position. The switch worked in that the fans ran and shut off presumably correctly. The problem showed up after I had topped off the radiator. Apparently, when the radiator was low there was no problem because the switch is mounted in rubber and there was no coolant to conduct through. When I filled the radiator it submerged the bulb in coolant. In the "off" position, the fan switch shorted through the coolant to the radiator, causing the battery to drain.

Herb will receive a Moss gift certificate for his contribution.

WANTED: MG T-SERIES SIDE CURTAIN FRAMES

Can you help us? We haven't had T-Series side curtain frames in stock for quite some time, and won't be likely ever to get them if we don't come up with some good original samples.

Unfortunately, there could be substantial variations between each set of curtains as they left the factory. Rumor has it that this was due to variations in the cars themselves. Now we don't mean to cast aspersions, but it does seem that no two T types are exactly alike. Anyone who has ever installed a new tub or fender on their car will tell you stories about making things fit together.

What all this means is that to make a set of side curtain

frames which fit all cars, we must first have a good representative set of samples. We need your help to collect these sample frames.

Moss Motors would like to borrow or purchase (as the case might be) original, uncovered side curtain frames for MG TC through TF. We need both two and three bow frames for TDs. If you have extra frames, or won't need yours until the restoration is finished, please contact Chris Nowlan at Moss Motors in California for more information.

There are a lot of people out there who desperately need new frames. Only you can help us fill that need!



1987 MONTEREY HISTORIC RACES

by Lance Freeley

It's Thursday morning and my fuel pump is dead. These two facts are normally of little consequence, but this happens to be the third week in August, and that means the Monterey Historic Automobile Races are coming. Every year a substantial percentage of Southern California walks off the job and heads up to the Monterey Peninsula. I'm driving up in a 1967 Morgan 4/4 this year, and for some reason the car's mechanical fuel pump has chosen this moment to call it quits.

Fortunately, the car doesn't have a top, otherwise I never would have fit everything in. Now, of course, it all has to come back out so we can get at the firewall from inside the cockpit. A fuel pump for an English Ford, 105E engine is not to be had on short notice, so a friend is helping me rig an electric fuel pump stolen from an MGTD. We're bolting it to the firewall, which requires that the cooler be removed from the footwell. To get at the cooler, we must first unpack the tent, jackets, cameras...all to install one bolt.

With the new fuel pump in place, I'm off again. The first race isn't until Saturday afternoon, but I want to arrive up there on Thursday to get a good campsite. Every year it becomes necessary to leave earlier as more and more people attend the races. Campsites are either dust with a view, or just plain dust. There are showers available, but much to the chagrin of a member of our group, there's no place to plug in an iron. Oh well, we'll just have to rough it.

My friend tells me to stay on the freeway so he can spot me on the side of the road when I break down. Thanks for the support and the confidence in my car pal. Not long after getting on the freeway, little signs start to appear that perhaps I just might need the roadside support. The car suffers fuel starvation going up hill. I have a race-prepared 1500cc engine in a 1300 pound car, and I'm being passed by Ford Pintos!

The drive should take a little over four hours if all goes well. This year is no milk run however. I hit freeway construction around San Luis Obispo and after cruising for twenty odd minutes in first or second gear the car won't accelerate when traffic clears. An inspection suggests that there's no fuel in the old Webers. A few raps with a knuckle-buster (adjustable wrench) and ticka ticka ticka, the jury-rigged pump comes back to life. Around Santa Margarita I'm having to stop every couple miles and bang on the damn fuel pump, so I pull

off into town, find a parking lot and go to work on the original mechanical pump. Ultimately, I get to produce a steady, if inadequate, supply of fuel.

I arrive at the track to the sound of what? A blown manifold gasket perhaps? The sound is about right, and we've had that problem before. I no longer care though. I've arrived at Mecca, all

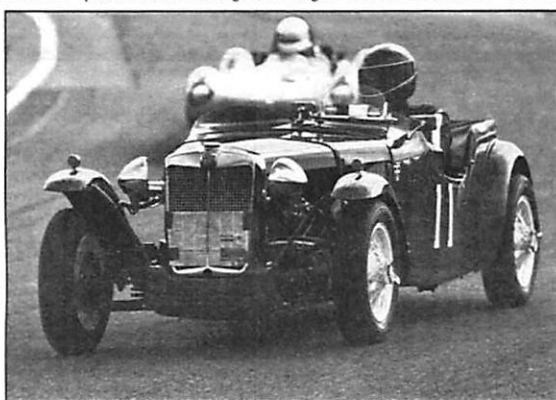


photo by Bruce Muscolino

other considerations are secondary. Besides, I don't have to drive anywhere until Sunday and I hear a beer calling me.

1987 is Chevy's year at Monterey. The scourge of all real sports cars, the Corvettes, dominate the festivities. The obligatory paddock tour would make any Sprite owner nervous. These cars have air cleaners big enough to pass a Bugeye without so much as a hiccup, and the rumble of big block exhaust systems leaves a certain uneasiness in this Anglophile's subconscious. That night I dream about racing down the street as fast as I can go with an early Stingray on my tail. I'm tapped out, running redline rpm in fourth gear, but the monster draws inexorably closer. Just as its giant maw is about bite down on the unprotected flanks of my wooden wonder (actually the Morgan does have a metal frame, sort of), I awake to the sound of

somebody's old Ferrari doing its morning exercises. Vroom vroom, it's race day!

Watching old black and white photos come to life is an experience not soon forgotten. Modern turbocharged race cars don't make the pleasing sounds which once characterized each marque. The thunder of an American V8 mixes with the wide open scream of a

Ferrari V12. The old cars run first. Some of them make you wonder if they'll survive long enough for a second lap. Between the snorts, pops and occasional bursts of clean power you realize the extent to which technology progressed between the wars.

When the sports cars run, it's all eyes on the lookout for British cars. The preponderance of American iron has taken a bite out of our ranks this year, but there are still plenty of cars to choose from. Perhaps the most outstanding performance this year is turned in by Chris Lawrence (of Morgan racing fame) driving an AC Aceca to second place against a host of larger, faster cars. The best British car dice is between a pair of Jaguar XK120s and an Austin Healey 100. Sorry Jag fanciers, the Healey won.

Sun, wind, and noise take their toll. By the time the last race has ended, I'm ready for a shower and some dinner. When the sun goes down, so too does the temperature, and by the time it's dark we're all crammed in around a camp fire attempting to act warm. There is still an entire day of racing on Sunday, but that doesn't stop people from staying up until all hours. You don't have to pay for the late nights until Sunday and the long lonely drive home.

I got back to Santa Barbara around 10:00 pm Sunday night. Fortunately the "blown manifold gasket" turned out to be a dislodged o-ring in one of the carb mounts, and the Morgan gave no further trouble on the trip home. The car knew how tired I was and figured that if it broke now I'd just leave it on the side of the road, so it didn't cause trouble. Wise move Mr. Morgan.

The aura of Monterey, should be experienced by every-body at least once. If your favorite old race car is not represented among this field, it must not have been much of a car. One of these days I'll get up some nerve, finish one of my project cars (if I don't grow old and die first) and apply for a spot on the grid at Monterey. I don't think I'll feel truly fulfilled until I've been out there at least once.

Lance will receive a Moss gift certificate for his contribution.

BUDGET STYLE SPEED TUNING

by Daryl Bucciarelli

While we MG enthusiasts are fortunate to have all the speed and performance equipment available to mildly change our MGs from factory stock to wild racing radical, much of it from Moss, it wasn't always so. As the purchaser of a new 1952 MG TD while in college, the speed equipment available amounted to a belt driven supercharger or larger carburetors, both of which were beyond my means. A fellow student TD owner and I had to revert to some hotrod tricks to improve the performance of our cars.

The first change was to the cylinder head. The larger Mark II valves were installed, .125" was milled to approach 10:1 compression, and the engine stud shrouds that cluttered the intakes were cut out completely. The head was bolted to the block here with a countersunk Allen head bolt after being polished and ported.

As with the supercharger, the Mark II 1 1/2" S.U. carburetors were also beyond our budget, so intake volume was increased, we thought, by filing down the split brass rod that held the butterflies to almost paper thinness and soldering the butterflies in place. This might not have done much for performance, but it sure made for some interesting idles, especially when a solder joint broke. The air cleaners were, of course, discarded and replaced with copper screens "to keep out

bugs." Power to the wheels was further increased by removing one of the two blades that comprised the fan and replacing the stock muffler with an almost straight through "glasspak." No catalytic converter worries in those days.

Brake fade was eliminated, somewhat, by welding scoops in the front of the backing plates and drilling the rear part with many 1/2" holes. This especially eliminated brake fade during Berkeley's rainy winters but some other brake problems did arise, like not stopping. Suspension was stiffened by cutting continuous 1" strips from old inner tubes, around the circumference, and wrapping them around the front coil springs while the car was raised. When lowered, the springs compressed into the rubber. The strips were baling wired to the spring at the start and finish of the wrapping. Believe it or not, this worked and lasted for the full three years I owned the car. Heavy oil replaced the stock shock absorber fluid.

With these modifications we were able to enter the Berkeley Hills Unofficial Grand Prix races which went on almost every night and weekend, with some success, even against those funny German cars with the engines in the back and roofs (not real sport cars), that were appearing on the scene and sliding into the Tilden Park bushes

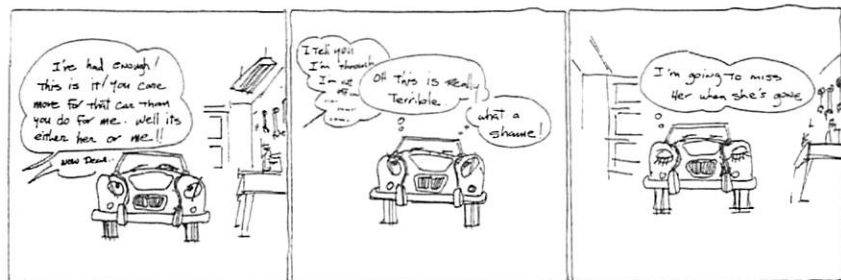
backward.

Those were fun days when sports car drivers waved at each other, (well, Jag drivers would sometimes raise a little finger in recognition) and the great Detroit Iron owners would continually ask "how do these little doodlebugs stay on the road?" I loved my TD. It cost me \$1,800 out the door, all my savings, but it got me out of the Ford V8 rut and taught me how to drive. I have owned many, many foreign cars since. Let me qualify that, the only Japanese car I've owned was an S-800 Honda when I lived in England for two years. I'm still loyal to the Marque and I've recently begun racing my 1964 MGB in vintage events. That reminds me, I've got to find some old inner tubes.

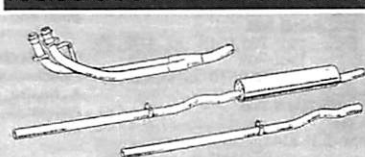
Daryl will receive a Moss gift certificate for his contribution.

Emma Gee

by Bruce Queen



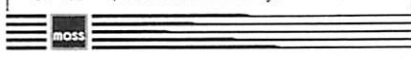
MGA T/C STAINLESS EXHAUST



We have just received another item exclusively for MGA Twin Cams. Proper exhaust systems have been NLS for years. If your car is running around with a rusted out collection of oddball pipes and adaptors, we have what you need.

The people who make our top quality stainless steel exhaust systems are now producing one for the Twin Cam. As with all the stainless systems we carry, this one is guaranteed for as long as you own your car.

452-100 T/C Stainless Exhaust System \$246.00

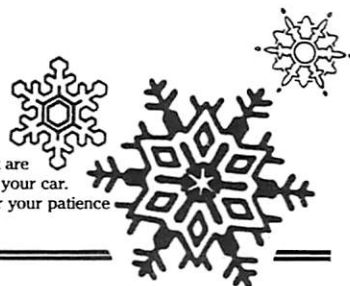


SEASONS GREETINGS!

Christmas is almost here again, bringing to close another enjoyable year for us at Moss. We'd like to take this time to wish all of you a very merry 1987 holiday season. We'd also like to thank you for your continual support, once again making Moss Motors the unrivaled leader in the British sports car spares field.

Unfortunately, there have been a few times this year when we've been so busy that it's been difficult for you to reach us on our toll-free lines, or receive your parts as quickly as usual. We've shared your frustration with these problems but are happy to say that the new year will bring more improvements in service and, of course, even more new products for your car.

Best wishes in the New Year from all of us at Moss! The staff and management would like to thank you again for your patience and support with our once-a-year gift certificate offer.



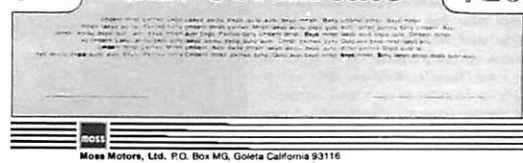
Wouldn't you like your car parts at 15% off during 1988?

Whether your car budget is \$25 or \$25,000, you can get a 15% discount on everything you buy at Moss this coming year! For those of you still shopping for a holiday gift for your British sports car owner (and don't forget yourself!), here's your opportunity. Moss gift certificates are available in multiples of \$25.00 and are on sale until Christmas at 15% off. Good on any retail order from December 28, 1987 through December 31, 1988, certificates may be mailed in or presented at any of our three counter locations. If you are ordering for yourself, we'll send the certificates to your mailing address. If you wish them to go directly to the sports car enthusiast on your gift list, we'll be happy to send the certificates to them along with a Christmas card with your name on it.

Compare the savings...

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

\$25 Gift Certificate \$25



Gift certificates can be ordered by mail or telephone. Our toll-free lines are open for your convenience. In California only, call 800-322-6985. In the Continental US, including Hawaii, call 800-235-6954. Please order and pay for gift certificates separately from other transactions or send separate checks. Also, payment with a charge card will let us ship immediately, while using a personal check may cause a delay.

Sale!

**Prices Valid
November 16, 1987
Through
December 25, 1987**

TRIUMPH PARTS

TR3-4 Rear Axle U-Bolt
Fits TR3 from TS13046 to TR4CT 23382. Four required.
674-510 Reg. \$4.25 **\$3.40**

TR4-4A Rear Axle U-Bolt
Except IRS
Fits from TS13046. Four required.
674-580 Reg. \$5.80 **\$5.85**

TR3-4 Rear Axle Buffer
Fits from TS13046. Two required.
674-580 Reg. \$6.80 **\$5.85**

TR2-3 Scuff Plate Set
Protect your door panel edges from scuff marks. Ours are ribbed satin finished aluminum with self tapping screws for easy installation.
648-000 Reg. \$23.95 **\$19.95**

TR2-3 Dash Knob Set (6 piece)
You'll save money when you buy the entire set! Knobs are the black original type with white lettering.
633-608 Reg. \$12.25 **\$9.50**

TR3 Head Gasket Set
If winter is your favorite time for engine work, take advantage of this great sale price. Head set contains all gaskets from cylinder head on up. For 83mm engines only.
690-010 Reg. \$94.25 **\$89.95**

TR4-4A Zenith-Stromberg Carb Gasket Set
Low priced set contains all the gaskets you need including air cleaner to carb, carb to manifold and float chamber, plus washers and O-rings. Set does one carb.
698-030 Reg. \$4.25 **\$3.10**

TR250 Seal, windshield to door
Alternately called the A-post seal, this rubber piece prevents drafts from leaking through between the windshield pillar and door seal. 2 required.
680-475 Reg. \$11.95 **\$10.50**

TR2-4 Handbrake Cable
Handbrake doesn't work like it once did? A frayed cable is often the cause. Assembly includes both cable and housing.
733-000 Reg. \$12.95 **\$10.95**

TR4A-250-6 Rubber Seat Diaphragm
Replace new seat diaphragms and gain an entirely new (and pleasing) driving perspective. Phone books and wood blocks just don't work as well as the real thing!
282-755 Reg. \$11.95 **\$10.50**

TR250-6 Oil Pressure Switch
Fits TR6 to 1972 with single connector.
760-190 Reg. \$7.50 **\$6.50**

TR4-4A-250 Trunk Lid Handle
Keep your valuables safely tucked away! Handle assembly has super chrome finish and comes complete with lock and key.
802-300 Reg. \$18.95 **\$16.75**

TR4-6 Hood Pin
If you've noticed the rear corners of your hood vibrating as you drive, we've got an easy remedy to the problem. Install two of these rubber-tipped pins for a perfect fitting hood!
802-390 Reg. \$3.45 **\$2.60**

TR4-4A Radiator Fan (4 blade)
A bent or battered fan will easily raise your engine's driving temperature. If your fan needs some work, take time now to buy a new one.
834-020 Reg. \$59.95 **\$52.50**

1973 TR6 Headlamp Switch
If you've a problem with your lighting, flasher or dimmer controls, this is the switch you need at a price you can afford. Column mounted switch connects directly into your dash wiring just like your old one.
635-660 Reg. \$29.95 **\$21.95**

TR2-3 Bottom Windshield Seal
Exterior rubber is one the first things to go on your British sports car. Check your bottom windshield seal for rot, and take advantage of our sale price on a brand new seal.
680-470 Reg. \$6.75 **\$5.95**

TR250-TR6 Chrome Wiper Blade
Fits TR250 and 1969 TR6. Blades are sold individually.
560-610 Reg. \$9.25 **\$7.85**

TR2-TR4A Generator Pulley
Brand new, this pulley is built to exact factory specification. Install one today and give your Triumph a new lease on life.
539-010 Reg. \$16.95 **\$12.95**

TR4-4A Ignition Switch
If the electric part of your switch has gone out, but the lock barrel and key is good, save money and purchase just this one part instead of the entire assembly. Remove old lock and barrel by depressing pin on switch side with key in position.
542-070 Reg. \$23.95 **\$21.95**

TR6 Vacuum Retard Unit
Fits from 1972-'76.
560-205 Reg. \$28.50 **\$24.75**

TR4-TR6 Headlamp Assembly
Fits from (B)24601CT thru 4A-250-6. Front end damage depressing you? Our headlamp assembly contains all the necessary parts for instantaneous night driving including sealed beam, outer chrome rim and mount gasket.
544-010 Reg. \$69.95 **\$51.25**

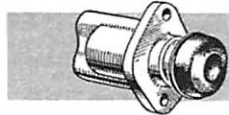
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Moss Motoring Page 4B

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

TR4-TR6 Headlamp Rim

Fits from (B)24601CT thru 4A-250-6. Rusting old headlamps getting worse by the week? A set of brightly polished chrome rims can make washing your Triumph enjoyable again. Sold individually.

560-210 Reg. \$19.95 **\$17.25**

**TR3-4A Clutch Slave Cylinder**

Fits from TS13046. No assembly is necessary; cylinder is ready to bolt directly in place.

580-760 Reg. \$72.50 **\$64.50**

TR3-4A Clutch Slave Cylinder Repair Kit

Fits from TS13046. Includes all the necessary rubber seals to rebuild the cylinder.

583-760 Reg. \$4.60 **\$3.95**

TR4-6 Finger Pull, Glovebox Lock

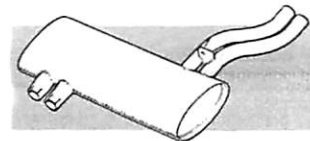
TR4-6 with chrome lock uses this finger pull.

633-330 Reg. \$1.90 **\$1.80**

TR250-6 Switch Surround, 5 Holes

This early black padded switch surround fits like the original but looks better than your old and faded piece! You'll really enjoy the difference in appearance. Fits thru 1969.

633-415 Reg. \$39.95 **\$37.25**

**TR6 1972-76 Muffler**

2 in 2 out design fits from (c) CC 75001 on.

862-080 Reg. \$92.50 **\$79.95**

**TR2 Air Cleaner (2 Bolt SU)**

Fits 1 1/2" SUs with 2 carburettor to manifold studs.

371-500 Reg. \$19.25 **\$16.95**

TR3-4 Air Cleaner (4 Bolt SU)

Fits 1 3/4" SUs with 4 carburettor to manifold studs.

371-520 Reg. \$19.25 **\$16.95**

TR4-6 Rack Seal Set

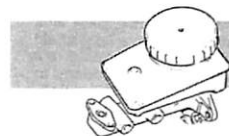
If your rack boots are split and leaking grease, you can cause irreparable damage to the entire rack and pinion. Don't take a chance with your entire steering assembly. Replace these worn seals before it's too late!

680-058 Reg. \$17.95 **\$15.95**

TR7 Synchro Ring

Correct for four speed gearboxes. Four required.

071-330 Reg. \$9.95 **\$7.95**

**TR250/6 Brake Master Cylinder**

Ready to install, this complete assembly even includes a new reservoir and filler cap.

581-040 Reg. \$151.50 **\$134.25**

TR2 Chrome Air Cleaner (1 1/2" SU)

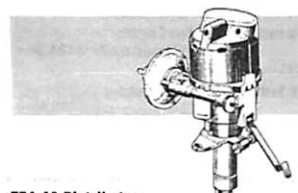
Brighten up your Triumph engine compartment with a pair of our triple-plated chrome air cleaners. Sold individually.

223-200 Reg. \$18.95 **\$16.50**

**TR250/6 Alloy Valve Cover**

The black enamel finish on this heavy duty finned valve cover gives a racing look to your engine compartment while muffling valve train noise. Includes screw type cap painted to match.

223-250 Reg. \$124.50 **\$114.25**

**TR4-4A Distributor**

If you've had any distributor trouble lately, you might think about keeping a new one handy. We can't promise how much longer we'll be able to stock the genuine Lucas distributor for your TR4 & 4A.

543-010 Reg. \$235.00 **\$189.95**

TR2-3 Water Valve and Pipe

A faulty water valve can cause engine overheating and heater malfunction. Replace both parts and drive comfortably this winter.

Water Valve 635-120 Reg. \$19.95 **\$15.95**
Water Pipe 635-110 Reg. \$5.90 **\$4.80**

Triumph TR6 Rear Suspension

Rebound Buffer
Fits on chassis from 1971 (c) CC61571. Two required.

674-590 Reg. \$5.75 **\$5.25**

**TR4 Interior Mirror**

Interior mirrors can weather more quickly than usual when you keep your top down. As original, ours is painted black for long-lasting durability.

801-060 Reg. \$14.95 **\$11.95**

TR3A-3B Outer Door Handle Ass'y

Fits from TS22014. Our polished chrome door handles really brighten up your exterior. Use with 2 of our #803-140 gaskets.

803-610 Reg. \$21.95 **\$18.95**

TR3-3B Door Latch Ass'y

Fits from TS60001. Latch will also fit early TR2-3 when used with original cable fittings.

Right 803-670 Reg. \$19.95 **\$17.25**
Left 803-680 Reg. \$19.95 **\$17.25**

TR2-4 Front Hood Medallion

Brighten up your front end with a brand new Triumph crested hood medallion. Deep colored ceramic enamel is baked on to a chrome backed badge for long-lasting wear.

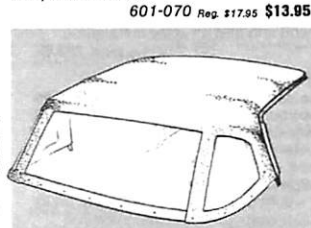
TR2, red & black (w/ 'Triumph' on bottom.)
601-120 Reg. \$17.95 **\$13.95**

TR3, TS8637-22013, red & black (w/ 'Triumph' on bottom.)
601-135 Reg. \$17.95 **\$13.95**

TR3A, TS22014-41873, red & black
601-125 Reg. \$17.95 **\$13.95**

TR3A-3B from TS41874, blue & white
601-130 Reg. \$17.95 **\$13.95**

TR4, blue & white
601-070 Reg. \$17.95 **\$13.95**

**TR6 Original Top with Reflective Stripes**

Offered only through the factory, chances are good you've seen very few, if any, of these tops on local TR6s. If you're a true enthusiast, you won't let a chance to buy one of the original tops pass by. The cost is a little more than a replacement top but we really feel the special look is worth the extra money.

640-150 Reg. \$284.95 **\$264.95**

TR7 Wheel Bearing Kits

An economical way to replace your wheel bearings. Our kits contain bearings, seals, and enough grease to do the job. Front Kit 071-554 Reg. \$14.25 **\$11.25**
Rear Kit (except 5 speed) 071-555 Reg. \$13.50 **\$11.95**

**TR4 Handbrake Grommet**

This rubber snug helps prevent dirt and grime from sneaking inside and damaging the interior trim and floor pans.

582-750 Reg. \$6.50 **\$4.25**

TR 'Triumph' Nameplate

Polished chrome 'Triumph' lettering on trunk is correct for TR3A-3B.

601-210 Reg. \$7.95 **\$5.40**

Triumph TR2-3 Ring Gear

Shrink-on gear fits to TS50000.

590-000 Reg. \$46.95 **\$37.10**

Triumph TR3A-4A Ring Gear

Bolt-on gear fits from TS50001.

590-010 Reg. \$47.95 **\$37.70**

Triumph Wall Plaque Set

For the true Triumph enthusiast, three classic plaques to add color to the wall of your choice. This factory promotional set includes a 1938 Dolomite roadster, 1954 TR2 and 1970 Stag. Act quickly, this special is limited to stock on hand.

230-358 Reg. \$4.95 **\$2.50**

TR2-6 Transmission Mount

Fits from TR2 thru 1972 TR6.
810-020 Reg. \$15.50 **\$12.75**

**Triumph TR250-6 Air Filter Element**

Gas mileage dropping for no apparent reason? Check your air filter elements for dirt and dust. Old, clogged elements block proper engine breathing and increase gas use.

371-570 Reg. \$3.65 **\$2.95**

TR2-6 Brake Parts

A selection of Triumph brake parts on sale this winter!

TR2-3 Front Brake Hose to TS13045
584-000 Reg. \$14.40 **\$12.65**

TR2-3 Rear Brake Hose to TS13045
584-060 Reg. \$13.95 **\$10.75**

TR3B, TR4 from CT4690 & TR4A-6 Front Brake Rotor
586-510 Reg. \$28.50 **\$23.50**

TR4-6 Brake Pad Set to (c) CC29929
(1 set req.) 585-520 Reg. \$12.95 **\$9.95**

TR6 Brake Caliper Kit from (c) CC29930
(1 kit req.) 583-110 Reg. \$15.95 **\$14.25**

TR6 Frt. Cal. Piston from (c) CC29930
(4 req.) 582-005 Reg. \$14.90 **\$12.50**

**TR4-4A-250-6 Gloveboxes**

Almost every Triumph on the road needs a new glovebox! This flocked replacement box fits well and is easily installed without drilling or extra hardware.

TR4-4A-250 633-110 Reg. \$23.95 **\$21.95**
TR6 633-115 Reg. \$23.95 **\$21.95**

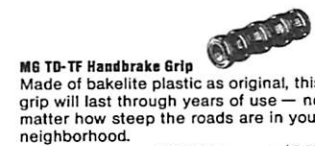
MG PARTS

**MG TD 7" Head Lamp Bucket, Painted**

Original for 1952-53 TDs, these genuine Lucas assemblies are also suited for earlier TDs, and 8" TC buckets. Complete with chrome outer rim, these steel buckets are painted black but should be repainted to match individual body color.

143-300 Reg. \$79.50 **\$64.95**

Headlamp and stoneguard not included.

**MG TD-TF Handbrake Grip**

Made of bakelite plastic as original, this grip will last through years of use — no matter how steep the roads are in your neighborhood.

181-360 Reg. \$8.95 **\$5.25**

MG TF False Radiator Cap

Try to unscrew it you might, but you'll find the real filler cap inside the bonnet! In keeping the TF body similar to the TC & TD, the cap was left for looks!

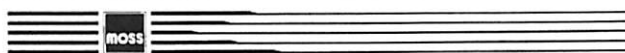
202-040 Reg. \$24.95 **\$10.25**

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CUSTOMER SERVICE PHONE



Upholstery & Trim Sale

Over the years, we found that when we ordered reproduction upholstery and trim from different companies, we didn't always get the superior quality product we expected. So, in order to give you high quality, long-lasting tops, seat kits, panel kits and tonneaus crafted to exact factory specifications and fit we opened our own upholstery division. Using original samples, we've invested a great deal of time and patience to produce complete working patterns for upholstery and trim that looks great and fits your car just as the original once did!

Vinyl Panel Kits

Austin Healey 100-6 BM4/3000

from (B) 68961 to 3000 BJ7
Paintstakingly made to match original designs, Moss panel kits give your interior a professional appearance even when installed by a novice. There is no easier or more affordable way to erase years of wear and tear from your aging interior than with a Moss panel kit.

For unmatched durability, we use plywood and waterproof panel board like the original. Kits include front and rear kick panels, door panels and door pockets, parcel trays and matching vinyl to cover dash-face, dash top and door top rails where original.

Black	247-965
Red	247-975
Blue	247-985
Tan	247-995
Reg. \$316.95 \$279.95	

Vinyl Seat Kits

Austin Healey 100-6/3000 thru BJ7

Black/Black	246-740
Black/White	246-750
Black/Red	246-760
Red/Red	246-770
Red/White	246-780
Blue/Blue	246-790
Tan/Tan	246-800
Reg. \$199.95 \$174.95	

TR3A-TR4 Vinyl Seat Kit

Fits TS 22014 thru CT 17130.

Black/Black 642-040	Reg. \$189.95 \$164.95
Black/White 642-045	Reg. \$189.95 \$164.95
Red/Red 642-050	Reg. \$189.95 \$164.95
Red/White 642-055	Reg. \$189.95 \$164.95
Tan/Tan 642-220	Reg. \$189.95 \$164.95

MGA Original Combination Seat & Panel Kit
The ultimate in MGA interior kits! Our combination kit is the only way to go if you desire a Concours quality interior. Enjoy the luxury of supple leather seats and a deluxe vinyl panel kit, just as your car came from the factory!

Black/Black	246-008
Black/Red	246-018
Black/White	246-028
Black/Blue	246-038
Tan/Tan	246-058
Red/Red	246-048
Reg. \$524.00 \$475.00	

MGA Black Side Curtain Stowage Bag

1500-1600 to (c) 78249

Keep your side curtains in excellent condition with a factory style stowage bag. Ready to install, our stowage bag is pre-cut and stitched for easy installation.

243-280 Reg. \$99.95 **\$89.95**

MGA 3-Window Top

Take advantage of our sale price and keep your MGA interior warm and dry this winter. Our beautifully designed top has double-sewn rear windows that last and insure premium quality appearance. 3-window top is original for late 1500-1600 but will fit perfectly on your early 1500 while giving you increased visibility!

Tan Canvas 242-360	Reg. \$224.94 \$199.95
Black Vinyl 242-310	Reg. \$189.95 \$169.95

MGA 'Short Style' Tonneau

Black vinyl tonneau mounts on rear cockpit rail.

241-420 Reg. \$94.95 **\$84.95**

MGA 'Long Style' Tonneau

Black vinyl tonneau mounts just behind the rear cockpit rail.

241-520 Reg. \$99.95 **\$89.95**

MGB 1963-'68 Leather Seat Kits

Black/Black	641-170
Black/Red	641-180
Black/White	641-190
Black/Blue	641-200
Red/Black	641-210
Red/White	641-220
Red/Red	641-230
Tan/Tan	641-235
Reg. \$302.95 \$249.95	

Tan Duck Canvas

Original for the TC-TD, tan duck is a heavy, single-ply canvas in a light khaki tan color with a greenish cast to it. It's known for its stiffness, its tendency to fade in bright light and not being fully waterproof. Although not as durable or practical as the later tan canvas, we have reproduced it for those enthusiasts determined to restore their cars to absolutely original condition.

MG TC 1/2 Tonneau Original Type Tan Duck	241-360 Reg. \$102.95 \$89.95
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MG TD 1/2 Tonneau Original Type Tan Duck	241-370 Reg. \$95.95 \$84.95
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MG TF 1/2 Tonneau Original Type Tan Duck	241-380 Reg. \$95.95 \$84.95
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Made from TC-TD original type material.

Tan Canvas

Original for the TF, this multi-ply canvas is light tan with a pinkish cast to it. Although the original material is long obsolete, the Haartz canvas we supply is remarkably close in appearance. Very popular as a replacement for the early tan duck, this durable waterproof canvas wears well and looks superb on any TC, TD or TF.

MG TC-TD-TF Tan Canvas Top

TC Single Window

241-970	Reg. \$211.95 \$189.95
TD 2-Bow 242-070	Reg. \$211.95 \$189.95
TD 3-Bow 242-170	Reg. \$211.95 \$189.95
TF 242-270	Reg. \$211.95 \$189.95

MG TC Full Tonneau Tan Canvas

241-150 Reg. \$216.75 **\$184.95**

MG TD Full Tonneau Tan Canvas

241-250 Reg. \$212.95 **\$182.95**

MG TF Full Tonneau Tan Canvas

241-350 Reg. \$212.95 **\$182.95**

MG TC Tan Canvas

Side Curtain Covering Kit	256-500 Reg. \$229.95 \$206.75
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MG TD 2 Bow Tan Canvas

Side Curtain Covering Kit	256-600 Reg. \$234.95 \$209.95
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MG TD 3 Bow Tan Canvas

Side Curtain Covering Kit	256-700 Reg. \$234.95 \$209.95
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MG TC-TD-TF Type Gearshift Knob

Black original shift knob has shift pattern detailed in white!

228-290 Reg. \$8.95 **\$6.95**

MG TC-TD Chrome Seat Back Slide Bracket

406-110 Reg. \$10.95 **\$8.75**

MG TC-TD-TF Upper Rear Crank Seal

Our crank seal is fully die cast as original, then precision machined to the most exacting standards. While these are always a challenge to install, Moss seals insure your best possible chance for a leak free engine.

433-410 Reg. \$19.95 **\$16.95**



MG TC-TD Motometer

This vintage accessory is actually a temperature gauge for the radiator cap on your TC-TD. Simply drill a small hole in your present cap or buy #202-010 cap, if you don't want to drill your original.

230-104 Reg. \$29.75 **\$26.50**

MG TF Tan Canvas Side Curtain Covering Kit

256-800 Reg. \$234.95 **\$209.95**

Black Spridget Carpet Sets

Will not fit Bugeye

Tired of unkind remarks about your worn out carpeting? A new Spridget carpet set will make a 100% difference in your interior. And, at this low, low price you can't afford to hesitate!

948-1098

242-530 Reg. \$139.95 **\$114.95**

1275/1500 1970 on

242-560 Reg. \$139.95 **\$114.95**



Connolly Hide Food

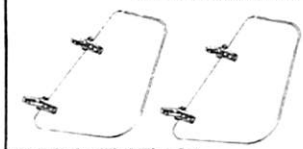
Don't let expensive leather dry out! Once a month application of this English-made creme keeps all leather clean, soft and supple.

220-210 Reg. \$7.95 **\$7.25**

MG TF Water Outlet & Hose Set

Contains #434-420 top radiator hose and #434-150 water outlet.

434-198 Reg. \$16.75 **\$13.25**



MG T-Series Wind Wing Set

Eliminate vexing side drafts with a set of wind wings! Clear plexiglas panels are mounted to fully adjustable chrome fixing brackets. No drilling is necessary for installation.

240-100 Reg. \$39.75 **\$32.95**

MG TC-TD-TF Oil Flex Line

A leaking flex line can ruin your whole day. Eliminate that chance by replacing yours now with this teflon lined steel braided hose.

376-060 Reg. \$19.75 **\$16.75**

MG TF Dash Knob Set (5-Piece)

Original style dash knobs have the correct lettering not found on most after-market repros.

150-908 Reg. \$14.75 **\$11.95**

MG TD Generator Pulley/Fan Combination

Original for early cars but can be used on later TDs or TF.

433-655 Reg. \$24.95 **\$17.50**

MG TD-TF Generator Pulley

Fits late TD with separate generator fan.

433-660 Reg. \$21.75 **\$17.25**

MG TC Rubber Heel Mat

This original style black rubber mat includes the MG octagon. Also suitable for MGB & Midget.

280-995 Reg. \$9.95 **\$7.50**

MGA & RHD TD-TF Rubber Heel Mat

Black factory style rubber mat for right hand drive TD-TF and all MGAs.

280-990 Reg. \$9.95 **\$7.50**

MG TD-TF LHD Footwell with MG Crest

This durable black rubber footwell is complete with MG crest.

280-400 Reg. \$13.95 **\$11.25**





MG TC-TF Fender Covers

We offer specially tailored black padded vinyl fender covers to protect your expensive paint job from slippery tools and greasy hands. Each set includes both right and left covers.

MG TC 236-210
MG TD 236-220
MG TF 236-230
Reg. \$69.95 **\$59.95**

MG TC-TD Top Bow Socket

406-920 Reg. \$2.95 **\$2.25**

MG TC-TD Hood Buffer Pad Set

406-828 Reg. \$16.25 **\$13.80**

MG TC Door Hinge Set

Our TC hinges are just like the original but cast in stainless steel. This eliminates the problem of rust between hinge halves with cast iron hinges. Includes all mounting hardware.

401-858 Reg. \$87.50 **\$72.50**

MG TC-TD Main Bearing Set.040"

424-900 Reg. \$69.95 **\$61.95**



MG TD-TF Steering Wheel & Centerpiece

We are pleased to offer the first and only original type wheel available since the last TF rolled off the assembly line in 1955! This is the proper wheel with the goldish-tan pearlescent plastic rim. Centerpiece is exactly as the original and correctly color-matched to the steering wheel.

Wheel 454-230 Reg. \$139.95 **\$119.95**
Centerpiece 262-340 Reg. \$34.50 **\$27.50**

MG TC Home Market

Chrome Steering Wheel Medallion

This factory style medallion for the original all black TC steering wheel includes MG crest.

262-310 Reg. \$9.95 **\$7.50**

MG TC Patent Plate

Every full or partial restoration deserves new ID plates. The patent number plate fits directly below the chassis ID plate.

408-780 Reg. \$13.75 **\$11.25**

MG TC-TD-TF Rubber Radiator Lacing Strip

280-010 Reg. \$2.85 **\$2.50**

MG TC-TD-TF Body Rubber Kits

Our body rubber kits contain virtually everything you need to replace the rubber parts on your T-Series. Buy a kit now and save substantially over individual component orders.

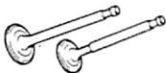
MG TC 281-508 Reg. \$104.95 **\$89.95**
MG TD w/rectangular tail lamps 281-518 Reg. \$85.95 **\$73.95**
MG TD w/round tail lamps 281-528 Reg. \$95.95 **\$81.95**
MG TF 281-538 Reg. \$95.95 **\$81.95**

MG TC-TD Dash Mounted Horn Push/Dip Switch

140-700 Reg. \$24.95 **\$19.95**

MG TD-TF Reverse Gear

441-950 Reg. \$74.50 **\$59.75**



MG TD Mk II & TF Stellite Exhaust Valve

Why not do all you can to make your engine last? Unleaded fuel is here to stay.

423-045 Reg. \$19.95 **\$16.05**

MG TD Wiper Connecting Bar

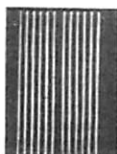
Late TD - for cars with center mount wiper motors.

451-140 Reg. \$16.75 **\$14.25**

MG TD-TF Door Lock & Handle Set

A simple way to install proper working door locks! This set contains 2 locks, 2 strikers, 2 handles and all the mounting hardware you'll need.

402-178 Reg. \$89.95 **\$78.50**



MG TF Grille Slat

We invested a great deal of time and research in producing the correct cross section and radius for each grille slat. Finally available, these are chromed brass like the original.

451-030 Reg. \$11.95 **\$9.55**

MG TD Early Original Style Clutch Cable & Bracket

Use with #190-590 cable bracket which mounts on side of oil pan with 2 bolts #320-270.

Cable 331-070 Reg. \$59.95 **\$49.95**
Bracket 190-590 Reg. \$7.95 **\$5.50**

MG Crested Grab Handle

Install this chrome-plated brass handle on your TC-TD dash and quiet down excitable passengers while adding a vintage look to your interior!

229-100 Reg. \$13.95 **\$11.95**

MG TC Rubber Gear Box Cover

Black moulded rubber cover is complete with gearshift lever snug.

281-288 Reg. \$94.50 **\$85.95**



MG T-Series, MGA Stainless Steel Fuel Lines

The short life of the original hoses prompted us to go out and remanufacture them in braided stainless steel covered Teflon. Guaranteed for life, these fuel lines are temperature resistant and have a burst pressure of 12,000 PSI. The non-aging teflon interior withstands constant flexing and is 100% fuel resistant.

MG TC-TD Carb to Carb 376-080 Reg. \$24.50 **\$19.95**

MG TC-TD Mk II Pump to Carb 376-090 Reg. \$24.50 **\$19.95**

MG TF Carb to Carb 376-070 Reg. \$27.25 **\$22.50**

MG TD-TF Pump to Carb 376-050 Reg. \$21.25 **\$17.25**

MGA Pump to Carb 376-070 Reg. \$27.25 **\$22.50**

MGA Pump to Carb 376-350 Reg. \$21.75 **\$17.95**



MGA 'Twin Cam' Emblem

Brightly polished chrome 'Twin Cam' logo. 3 per car.

408-425 Reg. \$17.50 **\$15.95**



MGA Monza Exhaust System

Our free flow sport muffler increases your engine's efficiency by reducing exhaust back-pressure. You may also notice a gain in horsepower and gas mileage. (Mounts to existing front pipe.)

454-590 Reg. \$69.95 **\$59.95**

MGA Seat Slides

If you have an ongoing battle with seats that don't seem to allow for a change in leg lengths, this is most likely the reason. Throw out rusting old slides and enjoy adjusting your seat to the position that feels most comfortable. 4 piece set per seat.

Right 454-055 Reg. \$22.95 **\$19.95**
Left 454-045 Reg. \$22.95 **\$19.95**



MGA Steel Fenders

Our steel fenders are manufactured for us exclusively in England. While our jigs and tooling have been carefully designed, some slight variations do occur in our fenders, as well as in the original fenders and body panels. Fenders must be paid for in advance and shipped truck freight collect. They fit all coupe and roadster 1500-1600 but holes must be cut to suit your application. Because of the nature of these items, we cannot accept returns after installation has begun.

Right Front 456-750 Reg. \$495.00 **\$475.00**
Left Front 456-740 Reg. \$495.00 **\$475.00**
Right Rear 456-710 Reg. \$475.00 **\$459.50**
Left Rear 456-700 Reg. \$475.00 **\$459.50**

MG Engine Mounts

Don't take chances with rotted motor mounts! We offer a wide selection of factory style mounts to suit your needs.

MG TC Front Engine Mount

410-010 Reg. \$16.95 **\$14.25**

MGA Right Engine Mount

413-010 Reg. \$7.85 **\$6.50**

MGA Left Engine Mount

413-020 Reg. \$7.85 **\$6.50**

MGB '63-'74 Right Engine Mount

413-010 Reg. \$7.85 **\$6.50**

MGB '63-'74 Left Engine Mount

413-020 Reg. \$7.85 **\$6.50**

MG Rear Axle Hardware

Take advantage of these winter rear axle specials.

MGA U-Bolt (4 req)

267-550 Reg. \$7.75 **\$6.60**

MGA, MG TD-TF Buffer Plate (2 req)

267-560 Reg. \$4.40 **\$3.95**

MG TD-TF Seating Plate (4 req)

266-450 Reg. \$6.95 **\$6.50**

MGA, MGB w/banjo-type axle Seating Plate (4 req)

267-570 Reg. \$5.95 **\$5.25**

MGA Oil Flex Line

376-060 Reg. \$19.75 **\$16.75**

MGB Rear Hood Sealing Strip

Here's one seal that your MGB is likely to be missing! White adhesive-backed foam as original, it fits into the rear hood drain channel to prevent excess water flow into the engine compartment.

282-810 Reg. \$2.65 **\$2.25**

MGA Splash Plate Seal Set

Set of 4 fully moulded splash plate seals complete with original type split rivets. Easy to install!

280-808 Reg. \$35.95 **\$27.50**



MGA Fume Excluder, Pedal

Fits all but Twin Cam and MK II Deluxe.

280-710 Reg. \$7.45 **\$5.50**

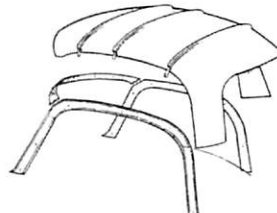
MGA Top Bow Socket

406-920 Reg. \$2.95 **\$2.25**

MGA Bottom Windshield Seal

Get rid of your old rotted seal and replace it with a brand new one! Ours is moulded like the original for easy fit.

680-470 Reg. \$6.75 **\$5.95**



MGA Coupe White Headliner Kit

You will improve your Coupe interior dramatically when you install one of our headliner kits. Don't put up with a tattered, dirty liner another day when you can easily return your MGA to a like-new appearance.

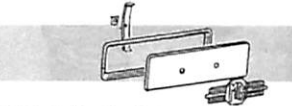
456-970 Reg. \$119.95 **\$104.95**



MGA Dash Knob Set (11 Piece)

Give your dash a quick overhaul with our 11 piece dash knob set. Knobs are lettered just like your original set.

150-888 Reg. \$22.75 **\$17.25**



MGA Radio Blanking Set

If you prefer the sweet sound of your exhaust system to modern radio, you'll appreciate this excellent buy. Blanking plate set includes black plate, chrome surround, MG badge and installation clips all at this super low price!

472-078 Reg. \$19.95 **\$15.95**

MGA Breather Hose

Necessary for proper engine breathing, this hose fits between your valve cover and air filter assembly. Use with two clamps, #326-300.

372-050 Reg. \$6.35 **\$5.25**

(800) 235-6954 (800) 322-6985 (805) 968-1041

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

MOSS



MGA Steering Column Spring Cover & Clamp
Your upper steering column is always protected with this brightly chromed spring cover. Use with #262-240 chrome cap.

Spring Cover 262-250 Reg. \$8.95 **\$7.95**
Chrome Clamp 263-320 Reg. \$8.95 **\$5.50**



MGA, MGB Vent Window Seals

Put a stop to unnecessary drafts and noise with a new pair of vent window seals.

MGA Coupe

RH 280-017 Reg. \$16.75 **\$11.95**

LH 280-027 Reg. \$16.75 **\$11.95**

MGB Roadster

RH 282-510 Reg. \$18.95 **\$15.95**

LH 282-530 Reg. \$18.95 **\$15.95**

MGB GT

RH 282-520 Reg. \$12.95 **\$10.25**

LH 282-540 Reg. \$12.95 **\$10.25**



MGA, MGB Crank & Cam Sprockets

If worn out sprockets are causing you grief, we can help. Save now during our winter sale. Double row fits all MGA and MGB thru 1971.

Crankshaft Sprocket

460-420 Reg. \$29.95 **\$23.95**

Camshaft Sprocket

460-540 Reg. \$49.95 **\$41.50**

MGB Front Side Lamp Lens 1963 thru '89

This amber colored lens is an alternative to the clear lens #164-810.

164-795 Reg. \$8.95 **\$5.25**

MGB 1970-'74 Side Flasher Lamp Lens

Lens includes rubber seal. (Does not fit 1974½-on with rubber bumpers.)

164-805 Reg. \$9.50 **\$8.75**



MGB Filter Plate with K & N Filters

This hot looking kit will replace the stock air cleaner assembly, on all twin 1½" SU carb MGBs. Each black and silver ribbed aluminum end plate is emblazoned with the logo and includes two high flow pre-oiled K & N air filters. Use the back plates from your original air filters.

222-910 Reg. \$92.25 **\$79.95**



MGB Hood Release Cable

406-030 Reg. \$8.25 **\$6.75**



MGB Battery Retaining Bar

Keep your battery secure and in place with a new retaining bar. For 12 volt batteries only, 1974½-'80.

473-185 Reg. \$4.95 **\$4.25**



MGB Coffee Mug

Every coffee drinker in the family deserves one of these thick and sturdy mugs of his or her own. It's also breakage resistant for garage visits.

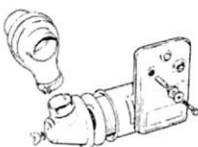
230-850 Reg. \$8.25 **\$7.25**



MGB Umbrella

We've silk-screened this large golf umbrella with large brown and cream MG crests. This high quality, English made umbrella has wooden handle and is just the thing for keeping dry or cool.

231-420 Reg. \$44.95 **\$39.95**



MGB 1975-'80 Air Cleaner Assembly

This complete, 18 part assembly is quickly bolted to your Zenith-Stromberg carb. All you need is the #366-240 gasket and you're on the road again!

373-900 Reg. \$31.95 **\$24.50**



MGB Drum Brake Hardware Kit

This kit contains all the springs, clips and nipples you need to restore your rear brakes. Used with new wheel cylinders or rebuild kits, and new shoes, you'll have your brakes back to perfection in no time.

386-880 Reg. \$14.25 **\$11.25**

MGB 1972-'80 Console Striker & Catch

Probably the most common MGB part ordered through our sales staff. Yes, you're not the only one who breaks them with great frequency. Not the best factory design ever, but at least they're inexpensive!

Striker 453-767

Reg. \$3.90 **\$7.50**

Catch 453-765

Reg. \$1.25 **\$1.00**

MGB 1963-'71 Chrome Door Pulls

If you, like most B owners, break your plastic door pulls on a regular basis, you'll love our durable and great looking chrome pulls.

803-440 Reg. \$11.50 **\$10.25**

MGB 1963-'67 Horn Push Centerpiece

408-220 Reg. \$26.75 **\$22.95**

MGB Seal, Radiator Support to Hood

Generally missing from MGBs, this seal will cut down on the rattles created when your hood bumps against your radiator support.

282-900 Reg. \$4.40 **\$3.75**



MGB Chrome Door Mirror

This useful attractive factory style mirror was fitted to all MGBs from 1974 on.

RH 165-170

Reg. \$31.95 **\$24.95**

LH 165-135

Reg. \$31.95 **\$24.95**



MGB Chrome Door Mirror

Fitted as factory option to 1968-74 models these sporty mirrors look great on all MGBs. They also help support the area under the vent window which is prone to cracking.

RH 165-250 Reg. \$29.70 **\$24.95**

LH 165-220 Reg. \$29.70 **\$24.95**

MGB Roadster Windshield Pillar Seal

Fits between the vent window and windshield pillar. (2 required)

282-400 Reg. \$7.95 **\$6.95**

MGB Overdrive Transmission

1968 thru '74

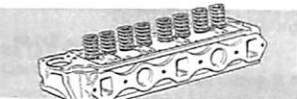
Convert your MGB to overdrive specifications. Our rebuilt gearboxes are guaranteed for 12 months or 12,000 miles and are complete, less wiring. This gearbox will also fit 1975-'80 models.

427-500 Reg. \$1095.00 **\$1025.00**

1968-'80 MGB Synchro Rings

Our research department discovered that the factory has superceded synchro rings so one part number can be used in all applications — 1st, 2nd, 3rd & 4th.

462-220 Reg. \$17.95 **\$14.75**



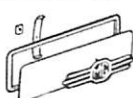
MGB Cylinder Head

This is a Deal!

We have in stock a limited supply of BL factory reconditioned MGB cylinder heads complete with valves, springs and keepers. (Does not include rocker ass'y.) These heads were originally fitted to all English market MGBs from 1972 on, but will fit all MGBs with SU or Weber carbs. May also be used as a high performance head for all MGAs. Since the valves are already installed and fully lapped, complete installation can be finished in just a few hours.

Not legal on pollution controlled motor vehicles.

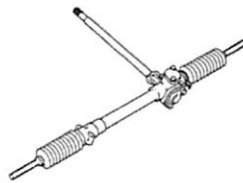
451-545 Reg. \$375.00 **\$295.00**



MGB Radio Blanking Set, 1963-'76

If you prefer the sweet sound of your exhaust system to modern radio, you'll appreciate this excellent buy. Blanking plate set includes black plate, chrome surround, MG badge and installation clips all at this super low price!

472-078 Reg. \$19.95 **\$15.95**



MGB Rack & Pinion Assembly

We've recently received a good supply of left hand drive rack and pinion assemblies. Although they have been obsolete for some time, the original manufacturer has assembled complete units using factory components.

1963-'74½ 453-620 Reg. \$297.50 **\$229.95**

1974½-'80 453-625 Reg. \$297.50 **\$229.95**

MGB 1967-'72 Inner Front Splash Panels & Splash Seals

Replace your rusted old panels with these bolt-in factory type steel panels. New seals will prevent dirt and water from collecting inside front fenders.

RH Panel 458-395

Reg. \$17.50 **\$14.75**

LH Panel 458-390

Reg. \$17.50 **\$14.75**

RH Seal 282-360

Reg. \$11.95 **\$9.95**

LH Seal 282-370

Reg. \$11.95 **\$9.95**

MGB Splash Plate Extension Seals

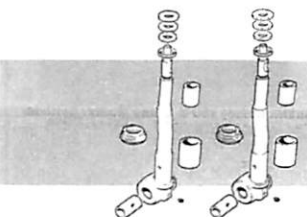
These are the small yet critical seals above the main splash plates.

RH 282-365

Reg. \$5.50 **\$3.95**

LH 282-375

Reg. \$5.50 **\$3.95**



MGB Front Suspension King Pin Set

Contains everything you need to completely rebuild your king pins. Kit does both sides. (Bushings must be reamed to fit.)

264-418 Reg. \$59.95 **\$59.95**

MGB 1975-'80 Catalytic Converter Test Pipe

Before buying a new catalytic converter, troubleshoot your old system to be sure. This bolt-on test pipe installs quickly and easily. Not legal for street use.

444-160 Reg. \$39.75 **\$33.95**

MGB Heater & Defroster Controls Knobs

There have been quite a few incorrect repro knobs floating about in past years. We now have genuine factory type control knobs, that both look and fit right, now available for your MGB.

1963-'67 Heater Knob

233-890 Reg. \$5.95 **\$5.25**

1963-'67 Defroster Knob

233-870 Reg. \$5.95 **\$5.25**

1968-'70 Heater Knob

233-965 Reg. \$7.95 **\$6.50**

1968-'70 Defroster Knob

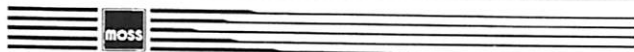
233-985 Reg. \$7.95 **\$6.50**

MGB 1977-'80 Bottom Radiator Hose

fits (c) 410001 on

If your MGB is an every day car, it's a great relief to have extra hoses just in case...! At this great savings, you just can't afford not to buy an extra.

470-350 Reg. \$12.50 **\$8.95**



Moss Motoring Page 4F

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

AUSTIN HEALEY

Austin Healey 3000 & MGB Outer Door Top Seals, Clips, and Inner Brush Seals

Don't put off replacing outer door top 'squeegee' seals! Deteriorated ones allow dirt and moisture to collect inside your door, the exact conditions which cause body rot. Replace inner brush seals to stop annoying window rattles.

MGB & 3000 Right Outer Seal

282-390 Reg. \$7.50 **\$8.25**

MGB & 3000 Left Outer Seal

282-380 Reg. \$7.50 **\$8.25**

MGB Door Seal Clip (14 req) 803-400

3000 Door Seal Clip (14 req) 326-175

MGB & 3000 Brush Seal (2 req)

682-030 Reg. \$3.65 **\$3.15**

Austin Healey 100-6 BN4 Head Gasket Set

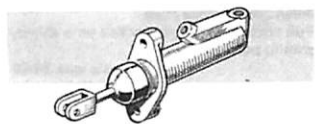
2 port head. Contains all necessary gaskets from cylinder head on up.

524-050 Reg. \$72.25 **\$72.25**

Austin Healey 100-6/3000 Head Gasket Set

6 port head. Set includes all necessary gaskets from cylinder head on up.

524-051 Reg. \$99.95 **\$89.95**



Austin Healey 100-6 Brake Master Cylinder
Fits from (C/E) 48863. Master cylinder is complete and ready to directly bolt up.

513-320 Reg. \$89.95 **\$74.50**

Austin Healey 100-4 thru 3000

Steering Idler Seal

Fits from 100-4 (C/E) 231109.

520-240 Reg. \$5.95 **\$5.25**

Austin Healey 100-4

Distributor Vacuum Advance Unit

Fits from (C/E) 230361.

560-500 Reg. \$33.50 **\$28.75**



Austin Healey 3000 MkII

Front Winged Medallion

This bright enameled badge on a chromed background fits right below your air intake grille.

601-280 Reg. \$24.95 **\$19.95**

Austin Healey 3000 BJ8

Radio Blanking Plate

633-780 Reg. \$7.50 **\$5.85**

Austin Healey 3000 BJ8 Glovebox

This quality reproduction is flocked as original.

633-590 Reg. \$30.95 **\$25.95**

Austin Healey 3000 BJ7/BJ8

Vent Window Seal

Put a stop to excess noise and unwanted drafts with a new pair of vent window seals.

RH 682-090 Reg. \$18.95 **\$14.95**

LH 682-100 Reg. \$18.95 **\$14.95**

Austin Healey BN1-BN2

Firewall Asbestos Kit

021-781 Reg. \$69.75 **\$64.74**

Austin Healey 3000 BJ8

Windshield Washer Pump

Keep your windshield sparkling in all types of weather. This brand new original equipment washer pump fits all 3000 BJ8s.

565-170 Reg. \$17.95 **\$14.25**



Austin Healey 100-6/3000 Wind Wing Set

Fits side curtain models only.

240-150 Reg. \$39.50 **\$32.75**

Austin Healey 3000 BJ8

Pipe to Carb Fuel Line

376-830 Reg. \$13.95 **\$12.75**

Austin Healey 100-6/3000 Ignition Wire Set

021-750 Reg. \$12.35 **\$10.25**

Austin Healey Round Lapel Pin

Another great gift idea from Moss! We've taken the colorful Healey crest and made it into a perfectly sized shirt or jacket pin.

229-720 Reg. \$2.95 **\$2.50**

Austin Healey Winged Lapel Pin

This brightly enameled replica of the early Healey hood badge will add a 'marque' of distinction to any shirt or jacket.

229-710 Reg. \$2.95 **\$2.50**

Austin Healey 100-6/3000 Wood Top Bow

If you're planning to fit a new top to your 2 or 4 seat roadster, double check your front bow for rot. Our wood bows are designed to fit exactly as your original. Not for BJ7 or BJ8.

806-080 Reg. \$59.95 **\$44.50**



Austin Healey Tool & Jack Bags

Our tool and jack bags are made to original specifications at our own upholstery division. Although factory design varied from time to time, the differences were very slight. Like the original, the jack bag is made of durable black canvas, the tool pouch of black canvas-backed vinyl with stitched tool compartments and sturdy canvas strap. Tools are not available.

Jack Bag 221-210 Reg. \$29.50 **\$24.95**

Tool Pouch 221-220 Reg. \$69.95 **\$59.95**



Austin Healey 100-6/3000

Rear Bumper Brackets

New brackets are a must for straightforward bumper bar installation.

Right 804-290 Reg. \$25.95 **\$22.95**

Left 804-280 Reg. \$25.95 **\$22.95**

Austin Healey 100-6/3000

Rear Axle U-Bolt

Four required.

675-460 Reg. \$5.95 **\$4.50**

SPRITE & MIDGET PARTS

MG Midget 1500 Synchro Ring

Fits all four gears. 4 required.

071-330 Reg. \$9.95 **\$7.95**

Sprite 948 Horn Push

408-125 Reg. \$23.50 **\$19.95**

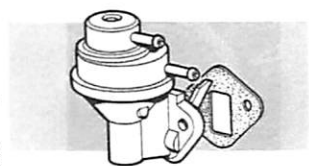
Midget 948 Horn Push

408-135 Reg. \$23.50 **\$19.95**

Sprite Mud Flap Set

Protect your front and rear wheel arches from stone chips and excess filth. A popular home market accessory, these durable black rubber mud flaps show off the Sprite logo. Set contains 2 mud flaps.

222-620 Reg. \$12.95 **\$11.95**



MG Midget 1500 Fuel Pump 1978 on

End your fuel problems today! Factory style pump is complete and ready to bolt up.

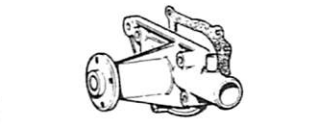
377-410 Reg. \$27.75 **\$22.75**



Bugeye Sprite Rear Override

Tired of strangely sized replacements? We've just reproduced a good supply of triple plated chrome overrides to factory specifications.

400-210 Reg. \$59.50 **\$44.50**



Spridget 948, 1098 & 1275 Water Pump

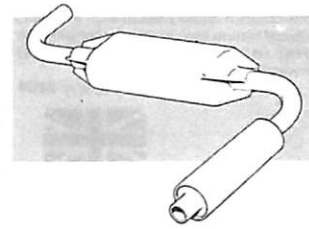
Water pump is complete, less pulley and includes gasket.

434-540 Reg. \$23.95 **\$19.95**

Spridget Side Curtain Attaching Screw

You'll need four of these knurled fixing screws to mount your side curtain set. Sold individually.

401-690 Reg. \$4.95 **\$4.25**



Spridget 1098/1275 Muffler

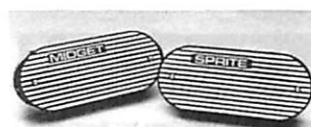
444-260 Reg. \$24.95 **\$21.50**



Sprite Badge, Dash & Trunk Lid

This chromed 'Sprite' logo fits the dash and trunk lid on all but the Bugeye. Mount each with 2 of #326-635 speednuts.

470-615 Reg. \$4.95 **\$4.25**



Sprite-Midget Air Filter Assembly

with K & N Filters

This hot looking kit will replace the stock air cleaner assembly on all twin 1 1/2" SU carb Spridgets. Each black and silver ribbed aluminum end plate is emblazoned with the Midget or Sprite logo and includes two high flow pre-oiled K & N air filters. Does not fit 1500 Midget.

Midget 222-930 Reg. \$99.95 **\$82.75**

Sprite 222-920 Reg. \$99.95 **\$82.75**



MG Midget Roadster Hubcap

Fits all Midgets from 1970 on, sold individually.

462-765 Reg. \$8.65 **\$6.75**

MG Midget 1500cc Head Gasket Set

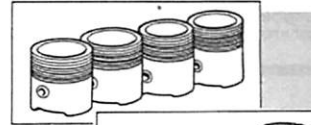
Set includes all necessary gaskets from the cylinder head up. (Not TF 1500.)

694-140 Reg. \$32.25 **\$26.75**

MG Midget 1500cc Head Gasket

(Not TF 1500.)

694-110 Reg. \$16.50 **\$13.75**



Sprite/Midget High Compression Piston Set

These high compression pistons for 948cc Spridgets are a once in a lifetime offer! A high performance 9.35:1 compression ratio instead of the stock 8.3:1, these pistons will give your Spridget a major increase in power. Don't wait... these sets will go faster than you'll believe. Complete set of 4 includes rings and pins. This is a limited supply and will not be repeated.

Std. 420-270 Reg. \$175.95 **\$127.50**

.020 420-275 Reg. \$175.95 **\$127.50**

.030 420-280 Reg. \$175.95 **\$127.50**

.040 420-285 Reg. \$175.95 **\$127.50**

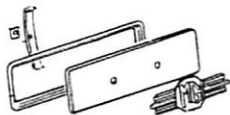
.060 420-290 Reg. \$175.95 **\$127.50**

Because of the need for high octane fuels or other detonation control systems, this may not be the answer for everyone.

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MOSS



1970-80 Midget Radio Blanking Set

If you prefer the sweet sound of your exhaust system to modern radio, you'll appreciate this excellent buy. Blanking plate set includes black plate, chrome surround, MG badge and installation clips all at this super low price!

472-078 Reg. \$19.95 **\$15.95**

JAGUAR PARTS

Jaguar XK120-150S Sway Bar Mount Bush

Fits late XK120 with 1/2" anti-sway bar, and all 140-150. (Sold individually.)

011-938 Reg. \$2.95 **\$2.50**

Jaguar XK150S 3.8 Head Gasket Set

Includes all gaskets from cylinder head on up.

524-073 Reg. \$112.95 **\$87.50**

Jaguar XK150 Conversion Gasket Set

All bottom end engine gaskets.

522-053 Reg. \$44.95 **\$36.95**

Jaguar XK120 Bottom Hose

570-016 Reg. \$9.95 **\$8.45**

Jaguar XK140-150 DHC

Quarter Window Seal, Pair

680-900 Reg. \$17.85 **\$15.95**

Jaguar XK120-140 Oil Filter

4 1/2" x 3 1/2" — this is the smaller of the two XK filters.

800-009 Reg. \$8.70 **\$7.25**

Jaguar XK120-140 DHC Top Clamps

Right 805-460

Reg. \$66.50 **\$54.65**

Left 805-450

Reg. \$66.50 **\$54.65**

Center 805-470

Reg. \$66.50 **\$54.65**



Leaping Jaguar, 4 1/2"

Original for the XJ6, but often used as a car show award or desk display.

231-470 Reg. \$29.95 **\$24.95**



US Flag (pair)

You drive British but your loyalty is to the US beyond a doubt. The colors of the American flag are shown off beautifully in bright enamel. Each badge measures 2 1/2" x 1 1/2" and is ready to mount on any flat surface. Screws are included.

229-318 Reg. \$14.50 **\$11.75**



Aero Racing Screens

A favorite vintage accessory! Aero screens have polished cast aluminum frames, chrome-plated brass fittings and safety glass. Suitable for all roadsters with fold-down or removable windshields. Sold individually.

224-100 Reg. \$94.50 **\$84.95**



Relead

It's not just a fuel additive, but a lead substitute. Developed to replace the lead your engine was designed to use, Relead protects against excessive valve seat wear and burned valves. One 8 oz. bottle treats 80 gallons of gas.

220-390 Reg. \$5.95 **\$5.50**



Chrome Headlamp Stone Guard Set

These well constructed chrome stone guards are perfect for vintage racing or just tooling around city streets. They fit all cars with 7" headlamps except MG TC-TD and Jaguar XK120. Sold in pairs, complete with mounting hardware.

222-100 Reg. \$13.25 **\$10.75**



Lucas 'Le Mans' Headlamp

Genuine 1950s vintage accessory lamp, as fitted to MG, Austin Healey, Jaguar and Triumph competition racing cars. Use with #170-600 bulb and #157-000 bulb holder.

156-900 Reg. \$67.50 **\$59.95**



Special Tuning Decal

This colorful rosette decal with the BMC special tuning logo in the center will look great on your toolbox, garage cabinet or windshield.

408-505 Reg. \$2.75 **\$2.50**



Union Jack Bandana

Faunt your loyalties with this handy Union Jack bandana. It measures 22" x 22" in traditional red, white and blue.

229-300 Reg. \$2.95 **\$2.25**



British Leyland Jacket Patch

Brighten up a sweatshirt, jacket or anything that needs a patch, with this durable colorful logo.

229-560 Reg. \$1.95 **\$1.75**



1 1/2" SU Chrome Air Cleaner w/MG Crest

And you thought you had enough air cleaner options! Now there's another; these superbly chromed air cleaners also flash the MG crest. Fits all 1 1/2" SU equipped MGs, except TF.

223-290 Reg. \$23.95 **\$21.95**



2 lb Copper/Rawhide Wheel Hammer

Give your knock-offs the best of both worlds! Copper side loosens with minimal damage to chrome. Rawhide side finishes the job with no damage at all!

386-110 Reg. \$22.95 **\$19.95**



Rain-X®

Apply an invisible shield of silicone to your windshield and watch raindrops just fly off. You'll be amazed at being able to drive in mist or a downpour without using your wipers. One bottle should last through the rainy season.

221-550 Reg. \$5.95 **\$5.50**

Kozak Dry Wash Cloth

Keep your car bright and sparkling between washes. This specially treated cloth polishes as it cleans, without water! The fibers pull up dirt from the paint and leave a gleaming exterior. One cloth gives about 50 washes.

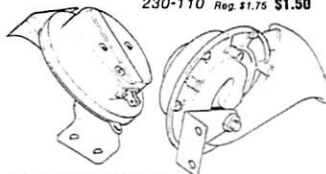
231-620 Reg. \$9.95 **\$8.95**



GB Sticker

All European cars travelling outside their home country must display a country of origin insignia. Give your car a UK flair not often seen in the US.

230-110 Reg. \$1.75 **\$1.50**



Low & High Note Horns

Replacements for the original 2-terminal small size horns. Fits MGs, Triumph TR4 thru TR6, 1098 thru 1500 Spridgets and others.

Low Note

545-020 Reg. \$32.95 **\$24.50**

High Note

545-030 Reg. \$32.95 **\$24.50**

Union Jack License Plate

Full color British flag printed on a sturdy plastic panel.

229-730 Reg. \$5.95 **\$4.50**

Logo Baseball Caps

Just the thing to keep bright sun out of your eyes and keep you cool while driving your favorite British sports car! Durable caps are brightly colored with your favorite logo across the front. Mesh backing will keep you comfortable even in the hottest weather. A perfect gift for any car enthusiast!

MG 219-660

Reg. \$6.95 **\$6.50**

Austin Healey 219-665

Reg. \$6.95 **\$6.50**

Triumph 219-670

Reg. \$6.95 **\$6.50**

British Leyland 219-675

Reg. \$6.95 **\$6.50**

Jaguar 219-680

Reg. \$6.95 **\$6.50**

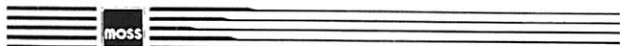
Prices Valid Nov 16 Through December 25

HOW TO ORDER

Orders must be received by December 25, to qualify for these special prices...So be sure to order early! Sale begins November 16, 1987.

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 prepayment 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 them 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.

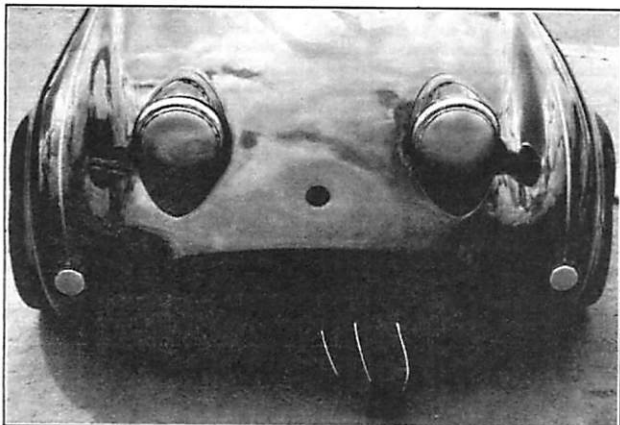


Moss Motoring Page 4 H

(800) 235-6954 (800) 322-6985 (805) 968-1041

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

IS YOUR CAR TIRED?



Your four wheeled friend has been a source of entertainment (and maybe transportation too) for years, but now it's feeling a little worn out and well...you know the cost and hassle of having things rebuilt. Wouldn't it be easier to simply swap the old component for a new one? Take a look at our list of Moss rebuilt drive train components. You'll find the prices are very competitive, and everything is backed by Moss Motors' twelve month, unlimited mileage warranty. Try getting that from the guy who "thinks" he can do the job.

"What about my core?"

Core charges will be swiftly refunded upon receipt of a **complete, rebuildable core**. Don't send the core before receiving your new unit. Make sure the core you return is exactly as complete as the unit you receive. We don't want you to send too little, or too much.

PLEASE NOTE: While you can order the rebuilt items listed here as you would any other part, your core must be sent freight prepaid to the following address:

**Moss Motors Rebuilding Center
103 East Madison St.
York, SC 29745**

Send a copy of your invoice when returning a core, otherwise we may not know why it's there. **Check your invoice. All cores with 041 part numbers must be sent to South Carolina. All other cores (any number not starting with 041) must be sent to California.**

\$ \$ \$ \$ \$ \$ \$

Those worn out components you've been saving "just in case" are worth money! Here is a list of items currently in short supply at our rebuilding center:

Carburetors

- ◊ MGA 1500 & 1600 complete sets
- ◊ TR3-4 SU H6 sets
- ◊ MGB 1974 1/2 HIF4 (AUD630)

Gearboxes

- ◊ MGA 1600
- ◊ TR4-6

Misc.

- ◊ TR4A-6 I.R.S. hub assemblies
- ◊ MGA1500-1600 complete motors w/head
- ◊ Good magnafluxed cylinder heads for all MGAs and MGBs. Please call the Rebuild Center for prices.

Need some extra money? Then head on out to the garage and see what you have keeping dust off the floor. Some of it might be valuable. If you are interested in selling any of the items we have listed, pick up a phone and call the Moss Rebuilding Center at (803) 684-3577.

\$ \$ \$ \$ \$ \$ \$

Triumph I.R.S. Hub Assemblies



Application	Part No.	Price	Core Charge	After Refund
TR4A thru TR6 (each)	041-550	\$219.95	\$75.00	\$144.95

Differential and Axle Assemblies



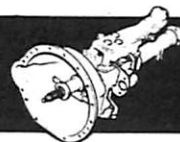
Application	Part No.	Price	Core Charge	After Refund
TR3 (from TS13046 thru 3B) (for 9" brakes)	041-501	\$649.95	\$200.00	\$449.95
TR250/6	041-505	\$695.00	\$220.00	\$475.00

Rebuilt SU Carburetors (Sold Per Pair)



Application	Part No.	Price	Core Charge	After Refund
MGA 1500 (AUC784)	041-701	\$325.00	\$100.00	\$225.00
MGA 1600 and MKII (AUC943)	041-702	\$325.00	\$100.00	\$225.00
MGB 1963-'67 (AUD52/135)	041-704	\$325.00	\$100.00	\$225.00
MGB 1968 (AUD625)	041-705	\$300.00	\$ 75.00	\$225.00
MGB 1969 (AUD326)	041-706	\$300.00	\$ 75.00	\$225.00
MGB 1970 (AUD405)	041-707	\$300.00	\$ 75.00	\$225.00
MGB 1971 (AUD465)	041-708	\$300.00	\$ 75.00	\$225.00
MGB 1972 (AUD493)	041-709	\$300.00	\$ 75.00	\$225.00
MGB 1973 (AUD550)	041-710	\$300.00	\$ 75.00	\$225.00
MGB 1974 (AUD630)	041-711	\$300.00	\$ 75.00	\$225.00
TR2 (AUC721)	041-730	\$325.00	\$100.00	\$225.00
TR3-3A (AUC768) (with banjo fittings on float lids)	041-731	\$325.00	\$100.00	\$225.00
TR3A-4 (AUC878) (with push-on fittings on float lids)	041-732	\$300.00	\$ 75.00	\$225.00
TR4A (AUD284)	041-734	\$300.00	\$ 75.00	\$225.00

MG & Triumph Gearboxes



Application	Part No.	Price	Core Charge	After Refund
TR2-3A (thru TS50000) (for early-type starters)	041-430	\$644.95	\$ 75.00	\$569.95
TR3A (from TS50001) thru TR3B (TSF series)	041-431	\$644.95	\$ 75.00	\$569.95
TR3B (TCF series) and TR4 (all-synchro gearboxes)	041-432	\$644.95	\$ 75.00	\$569.95
TR250/6 (TR6 thru 1972)	041-433	\$644.95	\$ 75.00	\$569.95
TR6 (from 1973 on)	041-434	\$644.95	\$ 75.00	\$595.95
TR4A	041-435	\$644.95	\$ 75.00	\$595.95
TR2-3 (to TS50000), overdrive (does not include overdrive unit or adaptor plate)	041-437	\$695.00	\$100.00	\$595.00
TR3A (from TS50001) thru TR3B (TSF series), overdrive (does not include overdrive unit or adaptor plate)	041-438	\$695.00	\$100.00	\$595.00
MGA (late 1500 thru early MKII) (10 spline first motion shaft)	041-402	\$644.95	\$ 75.00	\$569.95
MGB (1968-'74)	041-406	\$644.95	\$ 75.00	\$569.95
MGB (1975-'77)	041-407	\$644.95	\$ 75.00	\$569.95

1/2 SCALE ROAD TEST *continued*

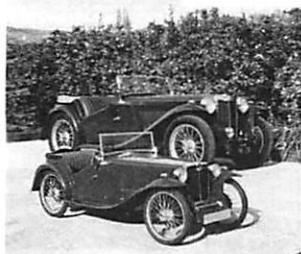
from the big car's displacement advantage, it had a Shorrock supercharger which isn't currently available for the half scale car. We therefore disqualified the big car's numbers, making the model's blistering 0 to 7 mph time of 1.5 seconds the clear winner. Top speed was subject to the same qualifications, so once again the model came out on top with a two way average of 7 mph over the flying city block. We ran the top speed test in both windshield up and down configuration. The car's terrific power to weight ratio made a mockery of aerodynamics and the same top speed was recorded for both configurations.

Next up was the slalom. Our full size TC driver started the course confidently, but was disqualified for crushing all the pylons. With repairs made to the course, the half scale car put in a flawless performance. Everyone who drove it said they were amazed at how easily the car negotiated the course. The quick steering mentioned previously proved invaluable in changing directions rapidly to follow the course. We went from the slalom directly to the lateral acceleration test. Once again the full size team started confidently, only to be crushed by a seemingly impossible feat. The half scale car never broke loose! We pushed it unmercifully, but couldn't get so much as a squeal from the tires.

There was but one last chance for the big car to redeem itself. Out on the open road there are few cars which can match a TC's twitchy handling and rock hard ride. The model's ride is every bit as hard as the big car, but unfortunately it just couldn't be coaxed into hopping back and forth across the pavement of its own accord. The judges were clearly divided on this point. Some said that no real TC ever runs in a straight line, and consequently the model is not up to big car standards. Others said

that because the model's handling is safer (read less twitchy), it must be judged a better car. We'll leave it for our readers to decide.

Automotive technology certainly has improved these last 40-odd years. Much to the surprise of everyone involved, the model handily defeated our full size car in almost every category. The big TC is worth about \$20,000.00 and yet was outgunned by a new \$6,995.00 (Moss #041-500) car. Frankly, we think the scale car is a better deal. After all, you can pick up used TC almost any-



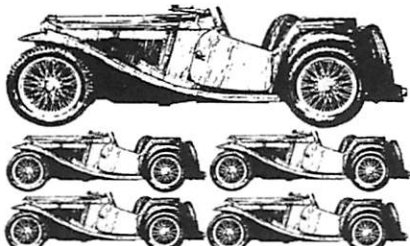
Our test cars take a time-out for photographs.

where, but the new MG is a limited production car which we can virtually guarantee won't appear in your next door neighbor's garage two days after you buy yours. As a final statement, as if to prove our conclusions correct, the full size TC lost its brakes on the way home. The defeated, humiliated machine limped away using a combination of downshifting and handbrake to check its rapid decline, uh progress.

Why does a 1/2 scale car look so small?

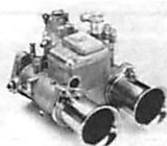
The accompanying illustration is designed to help show what 1/2 scale really means.

From the side, the model is half the length and half the height of a real car. The model covers 1/4 of a full size car. Now consider that the model is half as wide and we see that a total of 8 models would be required to fill the "volume" of a full size TC.



SK[®] RACING CARBURETORS

From the people who supply our famous Weber carb kits, comes the first new high performance side draft carburetor introduced in years. The SK racing carburetor offers several attractive features which make it easier than ever to put the sports back into your English sports car! Call now for more information on the new SK racing carburetor.



SK carbs feature:

- ◇ Externally adjustable accelerator pump rod
- ◇ Vacuum port for distributor vacuum advance
- ◇ Externally adjustable float level
- ◇ Uses Weber jets

621-700	Spridget 1275	\$329.95
621-710	MGA 1600 & MKII, MGB 1963-'74	\$329.95
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Moss Motoring page 6 \$175 -

MGB ELECTRIC FANS

by David Lewis

Once the ignition is switched off, the engine and water temperature in a car rise. Heat, once concentrated around the combustion chambers and exhaust manifold, now begins to spread generally throughout the engine block. Coolant is no longer pumped through the engine and can easily reach boil-over point. The temperature rise can be substantial, overheating engine oil, bearings, gaskets, and unnecessarily stressing nuts and bolts.

A number of manufacturers have dealt with the problem by installing electric fans which operate independently of the ignition circuit. After the ignition is turned off, if the engine's temperature rises to a critical point, the cooling fans turn on. The fans remain on until the engine has cooled. Even if the water pump is stationary, water will still circulate. (In prewar days, MGs often ran without a thermostat, fan or water pump. Hot water in the engine rises, and cool water in the radiator sinks. Put the two together and you get circulation through the system. The process is known as thermosiphon - Ed.)

An MGB's electric cooling fans are connected to the white/brown wired "switched" circuit and not the brown wired "always hot" circuit. As a result, the fans can only run when the ignition is switched on.

To make the fans operate independently of the ignition switch, do the following:*

- 1) Check that the ignition is switched off.
- 2) Remove the connector at the thermal fan switch (do not pull the whole switch out of the radiator). Use a piece of wire to jump across the two female terminals in the connector.
- 3) Turn the ignition on, and the fans should start. If they don't, check the fan line fuse (green wire on one side of the fuse, white/brown on the other).
- 4) Remove from terminal #5 of the fuse box (hot side) the connector with the white/brown wires on it. The fans should stop. Identify which lead runs the fans by separating the wires. The smaller diameter white/brown should be it. Reconnect the other wire, adding a female slide connector if necessary. The fans should not start at this point. Add a female slide connector to the end of the fan circuit wire.
- 5) Make a small 2" long "Y" pigtail of 14 gauge wire with two male and one female connectors. Remove a brown wire from the #7 fuse terminal, and plug the female lead from the pigtail into the fuse block. Reconnect the brown wire to one of the male connectors of the pigtail. Connect the fan circuit lead to the other. (The pigtail allows the wiring to be easily put back to original. Another approach

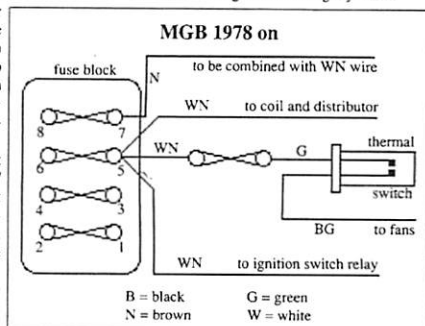
* Your car's wiring may not match Mr. Lewis' description. Read the additional notes and look at your car before starting.

would be to cut the connectors off the brown and fan circuit wires, then combine them in one female connector - Ed.)

- 6) Remove the jumper from the thermo switch plug and plug it back in. The fans now run when needed, regardless of whether the ignition is on or off.

Don't worry about draining the battery when the engine is not running. The fans can only run until the engine cools (usually a few minutes or less), and will not run again. They won't run at all if the engine doesn't overheat. This is how the fans should have been wired in the first place.

A word of warning: If like me, you are apt to park the car and immediately open the hood to look at or adjust something, be aware that the fans can now come on at ANY time, even a few minutes after the engine is shut off. Stay clear of the fans whenever the engine is even slightly warm.



SOME ADDITIONAL NOTES:

While looking at a 1979 MGB to confirm Mr. Lewis' tip, we noticed something strange. The wires on our car didn't quite match his description. A look at a wiring diagram labeled "1978 and later" showed a discrepancy. Mr. Lewis' 1977 car matches the late diagram, but our late car (with 70 original, documented miles) has slightly different wiring at the fuse box. In step 4, he refers to three wires, two of which are combined in one plug. Our car has only two wires, with individual plugs. This does not match the diagram. If your car is like ours, you have two identical white/brown wires, one of which is the fan circuit. Without tearing things apart, our best guess is that the two wires in the double connector (as shown by the diagram) must be connected elsewhere in the wiring harness.

Another point which could be confusing: The in-line fuse referred to is, on our car, a sealed metal box which was made in Chicago, Illinois. We have never yet found a proper replacement for it. If you have one of these and it blows, do not bypass it. You have no other protection if something goes wrong with the fans. Install a normal in-line fuse holder and 37 amp fuse to replace the metal box. Moss doesn't currently have a source for these, but we are working on it.

David will receive a Moss gift certificate for his contribution

MGB 1968-'69 STEERING WHEEL

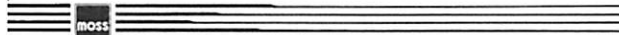
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How Generators Do and Regulators Ought To

By Michael Grant

Most people first learn about generators at night on a back country road in the middle of nowhere. (Actually, about 100 yards from a house, but the middle of nowhere is so much more depressing.) You have one of those "English sports car needs minor electrical work" from the classified ads. Oh, the man who sold you the car was honest; the car was most certainly English and it did need electrical work. Anyway, after standing over the open engine compartment and alternately thumping on the generator, the control box, and the flashlight, you conclude that although flashlights improve with thumping, generators and control boxes don't.

Perhaps the best way to come to grips with the old electrics is by gaining an understanding of what makes them work. Contrary to popular belief, the operation of a Lucas generator is not based on some magic incantation - it is based upon five fundamental properties of electricity and magnetism:

- 1) Electric current in a coiled wire will create a magnetic field.
- 2) Wrapping the coil of wire around a soft iron core will intensify the magnetic field.
- 3) The strength of the magnetic field will vary with the current in the wire.
- 4) Rotating a loop of wire in a magnetic field will induce a voltage in that loop of wire.
- 5) The strength of the induced voltage is dependent upon the strength of the magnetic field and the speed at which the loop of wire is rotated.

A generator is composed of five parts. The armature (1) is made up of coils of wire wrapped around an iron core, and it is the armature which rotates when the generator pulley is turned. The brushes (2) are the spring-loaded contacts which transfer current from the armature to the electrical system. The brushes actually rest against a segmented ring at one end of the armature; this ring is called the commutator (3). Inside the generator body are the field coils (4) (also called field windings) which are wrapped around the field poles (5), which are essentially pieces of soft iron. It is current in the field windings that produces the magnetic field in which the armature rotates.

When the engine is turning over, the armature is spun by the fan belt. In the presence of a magnetic field (generated by the field coils), a voltage is induced in the armature windings. When the voltage in the armature windings is greater than the rest of the system, current will flow from the armature terminal of the generator (usually "D") to the corresponding terminal (also usually "D") of the control box or voltage regulator.

The control box (or voltage regulator as most of us call it) has two main parts. The cutout relay (6) prevents current from flowing to the generator from the battery when the generator's output voltage is lower than battery voltage. The second part of the control box is properly called the voltage regulator (7). This strengthens or weakens the magnetic field in the generator according to the needs of the battery or other electrical system components. Remember, the stronger the magnetic field, the greater the voltage induced in the spinning armature.

The cutout relay consists of an iron core with a "shunt" and a "series" coil wrapped around it. The shunt windings (8) are connected between the generator armature terminal "D" and a ground terminal (usually marked "E") on the control box. This means that the internal generator voltage is always impressed upon the shunt windings. The series windings (9) are wired so that all the generator output current passes through them before going to the electrical system in general.

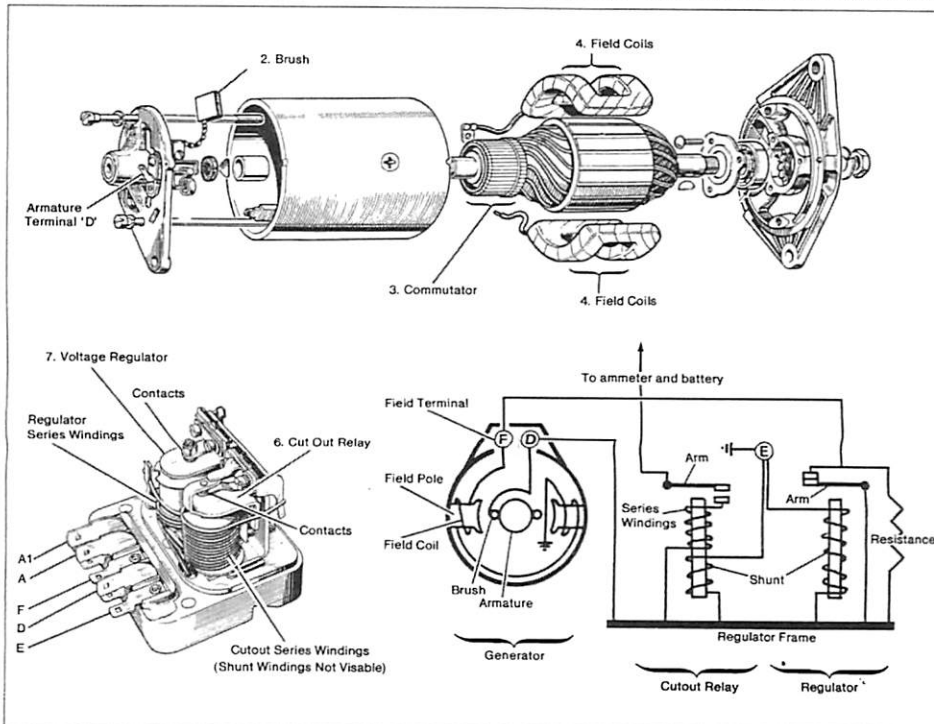
Fixed above the cutout core is a spring arm that carries a contact (10) which is connected to the series windings of the cutout core. Output current from the generator can only pass on to the electrical system and the battery when the contact arms

are touching. Spring tension normally holds the contacts apart so there can be no current flow in either direction.

When the armature in the generator is spinning fast enough, (about 1000 generator RPM or 750 engine RPM) the current in the shunt windings (8) of the cutout relay will generate a magnetic field strong enough to overcome the natural spring tension of the contact arm. The arm snaps down and the two contacts touch. Current now flows through the series windings (9), across the contacts and on to the battery through the output terminal (usually "A") on the control box. Current in the series windings actually intensifies the magnetic

internal voltage of the generator. The voltage regulator, like the cutout, has a shunt winding (11) made up of many turns of fine wire wrapped around a soft iron core. Suspended above the regulator core are a pair of contact points (12), again like the cutout relay. However, these points are normally closed, rather than open. The function of the regulator is to break this connection. When generator voltage is low, the current in the shunt windings is small, so the magnetic field is too weak to overcome the spring tension in the arm holding the contact points closed. When the points are closed, the output current from the generator (entering through the "D" terminal) goes through

This second path is through a short piece of resistance wire, and the built-in resistance reduces the current passing through the field windings inside the generator. The reduction in current in the field coils reduces the strength of the magnetic field in which the armature is spinning. The induced voltage in the armature windings falls, and so generator output falls as well. With reduced generator output, the current in the shunt windings (11) of the regulator is also reduced, and the magnetic field produced by the current in the shunt windings (11) is likewise reduced. When the strength of the magnetic field is no longer enough to hold the regulator contacts (12) apart, they snap



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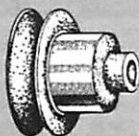


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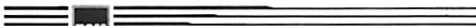
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