

Bench Racing



Back in the early fifties, Moss Motors was owned and operated in true, one-man shop fashion, by Al Moss. Al wasn't quite so interested in 'business as usual' on Saturdays as we now are. Accordingly, he closed his doors at noon and headed for a local lunch spot.

Sports car lovers often travel in groups, so Al regularly found himself accompanied by fellow enthusiasts.

Al claims that there never was any real organization or specific group of people involved. Whoever showed up was welcome. One thing is sure though: there were some fertile minds among Al's friends, the kind of minds that would disconnect every SU fuel pump in the parking lot before the start of a rally. Ben Sears apparently had his own active imagination, because he showed up one day with the now famous Moss Motors Luncheon & Bench Racing Society design.

We've never had the opportunity to ask Ben how he came up with the idea, but the thought process may be traceable. In aviation they have an expression, hanger flying; the practice of talking about flying without actually having to do any. A natural automotive counterpart might be bench racing; the practice of talking British cars without actually having to drive the car-tankerous beasts. Whatever went through Ben's mind at the time, the result is now known. Ben gave the design to Al who ultimately had about 25 badges made. These he gave to friends as whim directed and now, some 35 years later, a few are still seen in public.

Contrary to the passive sounding nature of bench racing, the society's members were and are in fact some of the most active members of the sports car community. Where are the few remaining badges? A couple have been seen on the front of vintage race cars. One participated in last summer's 7,000 mile, Ocean to Ocean T Tourist Trophy. As to the others, the ones that survive are most likely the coveted mementos of a simpler bygone era.



The sales staff, back row, left to right: Mark Bagley, Ginger Volkman, Larry McCammon, Carleen Baker and R. B. Hart. Front row: Bruce McMillian, Bob Cote, Jessica Altstatt, Al Schmidt and Joyce Hart, editor of the North American MGA Register newsletter, 'MGA', who just stopped by for the photo.

'Hello, How Can We Help You?'

Stepping through the door of the sales room is rarely an uneventful experience. With between 10 to 12 of the staff answering an always ringing phone, running to the warehouse for a part to answer a customer's question, and waiting on a busy sales counter, there's never a lack of movement or noise. Led by Sales Manager Lawrie Alexander, our sales staff consists of a group of good-natured British sports car buffs. Bob Cote, best known for taking the long way to work every morning because he loves to drive his '71 MGB every spare moment, is often found racing around the building. Our California showroom visitors will recognize Ginger, who, besides manning the phones at six every morning, is often found giving help and advice to visiting customer customers. Since the majority of our business is conducted over the telephone, it's important to maintain a staff that can clearly understand your needs and give you prompt and efficient service. In the auto parts business, as

in any other, you depend on a friendly and knowledgeable staff to help with your parts orders. We want to make it easy for you to keep your car on the road, and have a good time in the process.

'Hello, how can I help you?' is the first thing you'll hear when you call Moss Motors looking for parts for your British sports car. Of course, having your part numbers handy saves time on the telephone and allows us to get your order out as quickly as possible, but when you need help in figuring out a part, we're here to answer your questions. Unique to the sales department is the fact that the staff never knows what to expect when the phone rings. A call can bring anything from a routine order, to a complicated technical question. You'll find that R.B.'s catalog research background gives him in-depth knowledge about even the most obscure tech queries. Yet some questions can be impossible to answer by telephone,

especially when a customer wants to match up a non-stock part to his or her car; 'It's kind of thin, with three holes on the side and one end curves a little sideways.'

Answering a variety of questions, checking mail orders, researching problems and fielding hundreds of calls a day can leave even the most lively employee exhausted. Yet with all the new faces, different cars and exciting restorations seen and heard about every day, it's always easy to generate new enthusiasm.



More of the Staff: Colin Kennedy, Tim Bates, Dave Dawson and Mark Bagley. (looking for extra publicity.)

Unlike just 'order-takers', our sales staff completely shares your interest and enthusiasm in British sports cars. As you might recall from our last newsletter, both Craig (now manager of our Maryland warehouse) and Colin wrote articles on their everyday cars an MGTD and an MGTF. Jessie drives her '57 Austin Healey 100-6 everyday, and has a '62 Sprite and '67 MGB GT to work on in her spare time. Then there's Mark, who 'doesn't' know any better', with his two TR6s that don't run well, if at all.

While David doesn't drive a British car at present, he is constantly seeking a young

Continued on page 3

Best Of Britain II A HUGE SUCCESS

If the season opener was any indication, this should be one fun summer for the sports car fraternity. March 28 is pretty early for a car show in New Jersey, but we came prepared for the worst. Saturday morning it looked as if the worst was on our agenda. Rain clouds threatened to make Best of Britain II a wet event, but then that never stopped us before.

Early Saturday morning Jerry Keller and his band of volunteers from the New Jersey region of the New England MGT Register were outside setting up. Jerry must have made a deal with someone because early morning showers had turned to sunshine by the time things got going. The T Register

came prepared. They made up 500 badges to give away, one per paid car show admission. This, it was thought, would give a total head count at the end of the day. When all the badges were gone, (some time before 1:00 pm) it was decided to remove the gates and make it a free show from there on in. No official count exists, but eyeball estimates put the total figure up around 800 people!

The car show, too, provided an unexpectedly strong turnout. In addition to the standard MG, Triumph Austin Healey and Jaguar classes, the popular vote show also had an 'Other British' class. Entrants

Continued on page 5



What's In A Name?

By Robert Goldman

Naming of cars seems to be a standard practice among British sports car owners. Often the car is referred to only by a given name.

'I'm driving to a show in Alex. You want to join me?' All well and good, but who is Alex and what does he-she-it (choose one) have to say about all this?

We also ascribe gender to our cars. 'she is perfectly reliable. We drive her everywhere.

I just received a letter from a guy. He named his MGB 'Dexter'. I'll buy that. Dexter seems like a good name for a juvenile MGB. I guess individual owners know best how to determine their car's sex. I tried lifting the rear end of one of my cars to see what sex it was. I removed a wheel and the car squirted brake fluid on me. Hmm, must be a boy.

Actually, I have always refused to give my cars names or genders. An amateur psychologist friend of mine decided to analyze me to see why I don't name my cars.

'Why don't you give your cars names?' she said. I responded, 'I told them they're only cars and thus don't deserve names.' 'Aha! So you treat them like people, but don't give them names! Why is that?'

She had me there. I did refer to them as living entities. Pets I think. The only time I talk to them like humans is when they screw up.

'All right. Who left the oil spot? Come on, fess up. I'll go easier on you if you're honest.'

At this point in the conversation, I'm treating the cars as animate objects, but any names I may be using are not fit for public consumption. I should also add that if a car were to respond at this point I would retire and move into a nice padded cell.

So where are we? Even I'll admit to treating a car like a human under certain circumstances. Perhaps this is a rationalization. Your friend cuts himself. So you say...

'Hey Fred, you're bleeding. Go get a bandage.' And he does. Why not do

the same thing with the car?

'Hey Dexter, you're all dirty. Go take a bath.' We can all hope that some day the car will walk into the garage, pull out the bucket and start scrubbing.

'Don't forget to scrub behind the spokes this time!'

Here's the rub. The original manufacturers claim that each car was built on an assembly line to the same exacting specifications. If this is true, we should be able to develop a demographic of automobile names and genders which shows very definite trends for any given make and model. I have assigned myself the task of accumulating the data.

Anyone out there who feels as strongly as I do that we must better understand the delicate psyches of our cars, please send name & gender of your car and reasons for same to Robert Goldman here at Moss. I'll collate the information and see if we can establish some trends. Stay tuned for the final analysis in the next Moss Motoring.

Letters

Dear Moss,

I have just finished reading your excellent publication. It is well-written, informative and interesting, even to a non-owner. I am not a sports car enthusiast, but I enjoyed it very much.

How did this happen? Was I in a dentist's waiting room faced with a choice of Moss Motoring and a 1983 copy of Reader's Digest? No. I was selectively reading the article on 'Why I Love My TF' by Colin Kennedy. (You might notice a certain similarity of surname). Then I read 'Why I Love My TD' by Craig Cody, because I am acquainted with Cody. And since I tend to be methodical and organized, I completed the trilogy by reading 'Why I Love My TC' by Chris Nowlan.

Pleasantly surprised, I began browsing further into its pages, searching for more clues into my son's passion for these pieces of machinery. In the process I gained a new perspective and a somewhat increased understanding of the dementia, though I must confess that the whole point of going to work being to buy parts for one's car remains a novel idea to me.

Nevertheless, this new-found perspective may well result in a cessation of my not-too-subtle hints that perhaps he consider owning a more practical vehicle, a conversion that ranks in magnitude with Paul's on the road to Damascus. My own requirements of an automobile are that it start, stop, and get me from point A to point B.

I especially enjoyed the article about the research department because that is what I do. I was struck by the fact that the methodology and procedure described in the article does not differ essentially from my own. To paraphrase a poet: Research is research is research.

While I may never share the fascination with 'bugs in the teeth vintage motoring', I have a new appreciation - and tolerance - for those that do. Obviously what I looked upon as 'fling-cum-investment', MGT owners consider the raison d'être.

Shirley Kennedy
Goleta, CA

Dear Moss,

I'm not sure whether to laugh or cry, to be smugly jubilant or scowl and curse, but I am sure that I have a problem and only you can help.

Last fall the poor little SU fuel pump in my '57 MGA finally blipped its last gulp of petrol. For several years it had shown signs of age - heart palpitations, rapid pulse when the tank was near empty, and even occasional cardiac arrest. All that fast living of youth, pumping cheap, lead-rich fuel through its lines as if there was no tomorrow, surging up and down the coast highway and hammering around corners in weekend rallies had taken its toll. Yet it bravely carried on to the end, responding more than a few times to sharp raps with a spanner, chugging me home on nights when I wouldn't want to think about being stranded, and finally expiring within its own garage, its duty done.

While I personally have little quarrel with electrics, I am aware that I may be in a minority; I was therefore disappointed but not really surprised to find (ahem) a German-built fuel pump in a Moss Motors package on my doorstep one afternoon. I can accept that time marches on, the British empire is not the shining jewel it once was, and progress can be disappointing, but I am superstitious - I took the old SU pump outside for a proper burial before I brought that Deutsche hardware into the garage.

To make a short story long, I installed the trim little plastic critter. It made humorless little 'phut-phuts' instead of that happy 'boing-boing' sound I knew, but it did pump fuel. For a while. Then it seemed to suffer from tissue rejection problems. The pulse became erratic, surging and falling one day, then flawless for a week and finally stranding me a goodly distance from any useful landmark.

So here's my dilemma: philosophically speaking I'm full of glee to see that the Germans are not infallible, don't understand the English mind and in fact can't hack the organic eccentricities of British engineering.

Practically speaking, I've shelled out a healthy sum for a fuel pumping device that doesn't, indeed never did, and my car is not running. Hence, I don't know whether to laugh or cry. Can't you send me British hardware? Or at the least, something that won't go through tissue rejection? I await your reply anxiously.

Sincerely,
Peter Saucerman
Rio Linda, CA

(We were sorry to hear about Mr. Saucerman's tissue rejection problem. Fortunately, the new pump we sent him was transplanted successfully. For anyone out there who may be wondering, we do have the original SU fuel pumps - Ed.)

CONTENTS



Moss Sales Staff By Laura Eltherington	1
Best Of Britain II By Robert Goldman	1
History Of Old Number 11 By Al Moss	3
Bob's Garage By Robert Goldman	4
Marque Day Schedule 1987 Calendar	5
Building The Perfect Bench By Chris Nowlan	6
Rust Repair By Eric Wilhelm	7

Contributions Invited

Moss Motoring is the official quarterly newsletter of Moss Motors, Ltd. of Goleta, California and is sent free of charge to Moss Motors' current customers. Additional copies are available by request but are subject to availability.

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

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\$50.00 Gift Certificates

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

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\$10.00 Gift Certificates

Technical Hints, Tech Tips, Cartoons, Humorous Anecdotes, Puzzles, Photos (250 words or less)

The History Of Old Number 11

By Al Moss

This now-historic MG TD was purchased new in 1950 by John and Eleanor von Neumann, owners and operators of Competition Motors, a tiny but well known and respected sports car repair shop in North Hollywood, California. The first outing for the car was the inaugural Pebble Beach road race in November of 1950, where John drove the car to first place wins in both events entered. At this time the engine had received some modifications, including fitting of the present Lucas racing magneto. A TC gearbox was fitted in the interest of reliability, better ratios and weight saving. The body was modified to the extent of having the front of the frame 'bobbed' and being fitted with aluminum front wings, front apron and bonnet, all hand-fabricated by the renowned Emil Diedt. Subsequently, the car underwent several stages of further modification, finally reaching its present form during 1952.

The next stage consisted of replacing the factory steel disc wheels with Borrani 72-spoke alloy racing wheels on special 55 mm hubs. Al-Fin-brake drums were fitted at this time. The car continued running with the original TD body, doors, gas tank, rear fenders and even complete original upholstery!

Then one night, Jay Chamberlain and John removed the body from the chassis and proceeded to gut the body shell of all wood and upholstery. They then formed and installed just enough EMT (electrical conduit) to give the body a bit of its old rigidity. The body was then re-installed, after being dropped 3 inches over the chassis (the radiator and shell have also been lowered a like amount, and a new 3-piece firewall was fashioned from aluminum, along with one-piece aluminum doors, gas tank rear apron and all floor pans, gearbox covers, all again by Emil Diedt.

While the boys were doing this work, Eleanor kept herself busy with an assortment of hole saws and really made light work of the chassis. The results of these efforts, along with extreme lightening of many chassis components, resulted in a finished overall weight of only 1275 pounds.

As can be seen, this was not a 'purpose-built' special, as were most of the later specials (the Barlow Simcas, Miles specials, Coppel's and David's MGs, etc.) It was, however, the most successful under-1500cc car on the west coast until Roger Barlow came out with his first Simca Special at the end of 1951. During this time, John and Number Eleven won every under-1500cc event they started and were never below 7th overall in the unlimited races.

During the later part of 1951, the von Neumanns sold the car to Tracy Bird and

Bumpy Bell from Tucson, Arizona. They continued racing the car in the west coast events with considerable success. They installed the rather rare single-throat Weber side draft carburetors, which are still on the car.

The car was then sold to Eleanor von Neumann's daughter, Josie, a prominent and top placing west coast 'lady driver', in the early part of 1953. Josie campaigned the car with considerable success, winning at least one 'Ladies Race', before retiring the car. Several years later Josie sold the car back to John, sort of completing the circle.

John, who incidentally became the USA importer of Volkswagen (and either west coast or California importer of Porsche), continued his active and very successful racing career in Porsche and Ferrari cars, competing to this day in races both here and abroad. Earlier this year John brought two late-model Ferraris to a sort of revival of the old 'Carrera-Panamericana', or

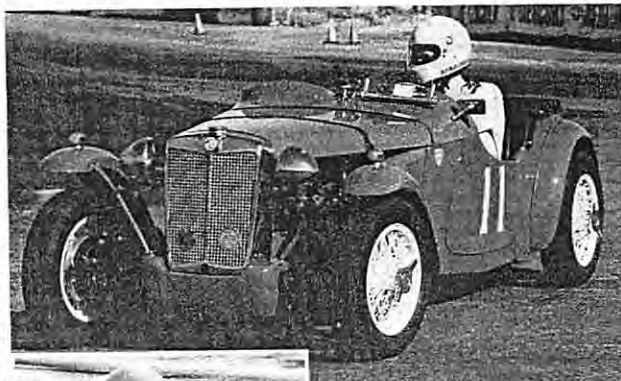


Slightly modified XPAG engine.

Mexican Road Race, finishing, so I understand, second in a new Testa Rossa.

Quite a few years ago, John shipped the Special to Switzerland, where he presently resides. He shipped the car back to California in 1975, where he entered it in the second running of the Monterey Historic. The car was then modified (rather crudely in my opinion!) for road use, by the addition of more lights, a legal exhaust system, stock TD spare tire carrier, bumpers which must have weighed 150 pounds, two 'comfortable' seats, full floor carpets and pads, and worst of all, a Tijuana-style upholstery job which was pop-riveted directly through all of the doors and other panels. The car was then shipped back to Switzerland where John used it on the roads and in an occasional event.

In November 1985, during the revival weekend of the old Palm Springs Road Races, I got to talking with John. The conversation which took place over the next two days, went something like... By the way, John, where is your old TD Special? It's still in Switzerland... Why don't you buy it and restore it? Hell, I don't need any



Don Martine driving Number 11 at Palm Springs (above). Al Moss in his space helmet (left).

more cars... How much would you want for it? I'll think about it and let you know... I would take \$\$\$\$\$\$ for it. I'll think about that. Finally, at the conclusion of the meet, we reached a deal, shook hands and I went home to wait for the car to come back from Switzerland.

Finally, on March 26th, I drove to LA, met John and Vasek Polak and collected the car from the famous Vasek Polak racing facility and trailed it home. Having bought the car sight-unseen, I was quite pleased. It was a bit tatty and in need of major restoration, but all there. The next day I fired it up, unstuck the clutch and brakes and took it for a test drive. I was actually disappointed in the performance, which seemed just a tad better than a stock TD, but the handling was something else!

I immediately proceeded to dismantle the car down to the last bolt and rivet. I found to my dismay that nearly all the nuts and bolts had been

replaced with continental metric, whether they fit or not. OK for a bolt and nut, but not a bolt in a threaded part. I even discovered some body bolts which were under-size with masking tape wrapped around the shank and hammered in!

My goal, which I achieved, was to return the car to its exact original (modified, of course) condition, or exactly as it would have been in the early fifties. No pop rivets. No plastic tie wraps. In the course of this endeavor I have established contact with all of the previous owners (with the exception of Bumpy Bell who, I understand, has gone to the Great Race track in the Sky), and have examined many old photos and gleaned much information which helped in the restoration. Eleanor even presented me with the 1606 original hand-made steering wheel.

I completed the project in mid-July, having spent exactly 14 weeks of nearly full time work. The performance and handling are superb... far superior to my driving talent. After all, racing is against my religion... I am an orthodox coward! The first outing was at the Monterey Historic in August, where the car performed faultlessly

Continued on page 5.

Can We Help You?

CONTINUED FROM PAGE 1

single E-Type, complexion... immaterial. Tim, last year's 'salesman of the year' sold his '69 MGB GT and has been looking for an Austin Mini project car. While not everyone is currently driving, or even restoring a UK car (due to lack of funds, patience or time), each sales person is well acquainted with the models we handle and most have a great deal of hands-on experience. Carleen spent four years as an assistant mechanic before coming to Moss, and has been 'getting around' to restoring her '64 MGB for a couple of years. Bruce had two MGAs, 'made them run' and is now searching for a 1600 MkII to restore. His twin brother Mac helped a fellow employee restore an MGB GT to perfection and spends as much time as he can working at Concours and local car shows. And then we have poor Doug, his Austin Healey BJ8 engine blew up and he is now forced to ride a tiny bicycle to work and back, until he finds time for a

complete rebuild. In fact, just like you, most of the sales staff spend their weekends working on their own British cars. We understand that each customer has different concerns when ordering parts. People who depend on their roadsters to get them to work every day have different expectations and needs from the serious Concours restoration owner. Our sales staff cares a lot about your individual needs and is trained to be as efficient as possible. That's why they are familiar with the better part of the 20,000 parts in our warehouse and know every catalog we've ever published inside and out. When they question you about commission or engine numbers, they're doing so because they care that you get the right part! Call in or stop by and get to know us better. After all, if it weren't for you, we wouldn't be doing what we enjoy most — working with British Sports cars!



Club Corner

A Continuing Series By Lawrie Alexander

As soon as last month's column went to press the inevitable happened! I wrote that no-one had sent in responses to the trivia questions in the previous issue when two letters arrived on the same day, both essentially correct answers to all the questions! It was too late to change what I had written so I thought I'd wait till this issue and congratulate them here, as well as mentioning all the other responses that, I supposed, were about to flood in.

So much for supposition! Those two were the only two. At least that means I can spend my Gift Certificate Budget without a great deal of work on my part. Tom Bowman of Melbourne, Florida and Charles Baldwin of York, PA, will therefore be receiving a \$20 Gift Certificate each for their efforts.

Don't hesitate to write in about your club interests. Hearing from you is the only way of knowing if my column is helpful, or at least interesting. It's nice to know that my efforts are worthwhile, so let me share with you the gist of some recent correspondence with one Joe Randolph of Fulton, Missouri.

Joe is the President of the Mid-MO MG Car Club and he wrote me in January 'We found your Club Corner in the Fall '86 issue very helpful. However, we need more information as to the details of how to do some of the activities. We did the SU carb o'haul and suspension rebuilding; where can we obtain instructions on a table top rally, trivia quizzes and other Winter activities?'

I sent Joe an outline of a table top rally and, in March, was pleased to receive a 'Thank you' letter from Joe telling me that he had organized one for his group and that it had been well received. It does the ego good to know that a bunch of MG folks in Missouri had a good time as a result of something I suggested! One of the goals of this column is to share information about club activities. As mentioned before, if you run a rally or event that you consider has a neat twist to it, send me a copy of the instructions. If we share your enthusiasm for it, we'll gladly give credit to your group and publish the idea so that clubs around the country can benefit from your experience. The best way to sustain enthusiasm is to organize interesting activities. Learning about other club's events helps do this and saves your club from falling into the 'Next month's event is the seventh annual Let's all polish our cars and go to Shakey's Pizza outing' routine!

Although we have all been watching with keen interest the actions of our elected legislators in regard to the national speed limit, there is other, more local, legislation that needs watching, too. Tales have been heard of local communities in some states passing laws that all cars parked on or within sight of any public road must be licensed. Few of us have multi-car garages and a large number of enthusiasts have at least one car awaiting restoration. I presently have four in that condition and I surely don't want to be told I must have them all currently registered or else they will be towed away!

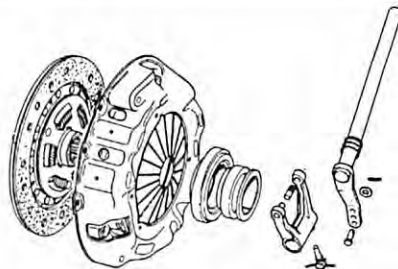
TR6 Clutch Fix

Sometimes, for reasons we may never know, things change on a car. Parts that are correct and that have worked just fine in the past suddenly don't work any more. The following example is just such a case.

Rich Baines of Stevensville, Maryland owns a 1974 TR6. Some time back in 1982, Rich decided to take his TR out of every day service and do some restoration work on it. One of the areas which received attention was the clutch. Everything was replaced; pressure plate, disc, release bearing, master and slave cylinders. The car then sat for some time before being run. While the car sat, atmospheric moisture caused the clutch to seize up, necessitating removal of the transmission to free the parts.

When all was said and done, the car was started and the clutch would not release. What followed was a typical British car nightmare. First, the slave and master cylinders were rebuilt. Both were new, but had sat for a while and it was thought that there might have been a connection — no luck. Rich pulled the transmission again and had the pressure plate checked and adjusted to manufacturer's specs but still no release. He changed to silicone brake fluid, pulled the transmission yet again and installed a different pressure plate. Out of desperation he replaced the hydraulic feed pipe because it had a nasty kink in it.

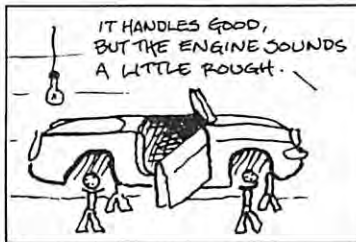
All this work proved futile, the clutch would still not release properly. While writing a letter asking for help, Rich noticed something in our catalog. TR250-6 clutch systems are identical,



with the sole exception being the the master cylinder. For some reason, the TR250 and early TR6 used a larger diameter cylinder bore. Rich put his engineering skills to work and quickly calculated that the .05" difference in bore size added up to a 15% difference in fluid volume when the pedal was depressed. He installed the early master cylinder on his late car and hasn't had trouble since.

We hope that this tale will help a few others solve their own clutch problem. If you have learned of an obscure way to fix an infuriating problem, let us know about it. British cars sometimes defy all descriptions and specifications. What should be black only works when it's white. We want to spread helpful information around, so go ahead, tell us about the time you temporarily fixed your leaking radiator with a banana.

WING NUTS



Here in California there is a 'watchdog' organization that keeps an eye on pending legislation and lobbies on behalf of the old car enthusiast. The association of California Car Clubs, Inc. (motto: United for Survival) has been in existence for 15 years and has a record of preventing some such legislation and of sponsoring other legislation which benefits car enthusiasts. A few similar groups have been started in other states but, to excerpt from a letter I received recently, 'as most British sports cars are approaching the 25 year old age which denotes antique status by definition of law, it seems that there should be more unity in the political action arena'. If you would like more information on this subject, write Darwyn Lumley, 1225 Naples Avenue, Placentia, California 92670.

To wrap up this month's column, let me express the hope that all you club members are now ready for an enjoyable year of activity. We have had quite a good response to our request for names of club officers in various parts of the country (although there are still some blanks on our 'map') so we continue in our program of referring people to their nearest club. If your name is not in our files yet, drop us a line so we can refer people to you. To you club officials who have sent in your year's calendar or notified us of your major events, let me say thank you. We do not publish a calendar of events around the country for reasons of space but we do respond to individual requests from people wanting to know what might be happening in their area, so we have not ignored what you sent in to us.

TR4-6 RACK SEAL SET



Brand New!

With ample grease and the absence of water, your steering rack should last for years and years. If however, your rack boots are split and leaking oil, you can cause irreparable damage to the entire rack and pinion. Don't take a chance with your entire steering assembly. Replace those worn rack seals before it's too late!

TR4-6 Rack Seal Set 680-058 \$17.95

WHEEL BEARING KITS



Brand New!

Check wheel bearings for wear before it's too late! Worn bearings can cause brake damage, or worse, a bearing could seize while you're driving. With our new wheel bearing kits, you'll find everything necessary to renew your wheel bearings — at an economical price. Each front kit contains one inner and one outer bearing, an oil seal and wheel bearing grease. Rear kits include bearing, oil seal, O-ring, gasket and grease as necessary for individual car type.

Spridget Wheel Bearing Kits, per side	
Front Kit	125-820 \$23.50 ea
Rear Kit	125-830 \$10.95 ea
MGB Wheel Bearing Kits, per side	
Front Kit	125-840 \$16.95 ea
Rear Kit, Tubular Axle	125-850 \$18.95 ea
Rear Kit, Banjo Type Axle	125-860 \$30.95 ea
Triumph Wheel Bearing Kits, per side	
TR2-6 Front Kit	525-220 \$19.95 ea
IRS Rear Kit	525-230 \$22.75 ea

AUSTIN HEALEY

Austin Healey 100 Fan Belt
021-066 Reg \$14.95 **\$12.90**

Austin Healey 100 Front Wheel Cylinder

7/8" dia. cyl. fits from (c/e) 221404
Left Hand 021-144 Reg \$29.95 **\$24.95**
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Austin Healey 3000 Rear Wheel Cylinder

021-161 Reg \$36.25 **\$29.95**

Austin Healey 100 thru 3000 Lower A-Arm Bushing

021-187 Reg \$2.50 **\$1.95**

Austin Healey Shift Boot, Center Shift

021-338 Reg \$6.85 **\$5.65**

Austin Healey 100-6/3000 Flexible Fuel Line, Pipe to Carb
Fits 100-6 BN4 from (c/e) 58727 to 3000 (c) 13750
021-713 Reg \$8.95 **\$7.25**

Austin Healey Anti-Sway Bar Mount Bush

021-767 Reg \$1.95 **\$1.25**

Austin Healey 100-6/3000 Side Curtain Sealing Strips

Keep some of the wind and water out of your Healey with a new set of side curtain rubber seals. Sold by the pair, for original side curtains.
021-774 Reg \$17.95 **\$14.25**

Austin Healey 100-6/3000 Trunk Seal

As original, these seals are glued to the trunk lid.
021-775 Reg \$10.95 **\$9.25**

Austin Healey 100 thru 3000 Upper Fulcrum Pin Bush

282-310 Reg \$1.75 **\$1.40**

Austin Healey BJ7 & BJ8 Door Top Outer Seal

Left Hand 282-380 Reg \$6.95 **\$5.85**
Right Hand 282-390 Reg \$6.95 **\$5.85**

Austin Healey 100-6/3000 Brake, Clutch Master Cylinder

Fits 3000s without brake servos. Used as clutch master cylinder for 100-6 BN6/3000
513-318 Reg \$65.20 **\$49.95**

Austin Healey 3000 Front Disc Brake Pads

Fits to (c) 26704
517-007 Reg \$18.25 **\$13.95**

Austin Healey 100-6/3000 Oil Pressure Booster Kit

This easy to install replacement for your oil relief valve lets you externally adjust your oil pressure to the exact requirements of your car. Fits 3000 thru BJ7
622-000 Reg \$29.75 **\$24.95**

Austin Healey 100-6 thru 3000 BT7 Seal, Scuttle to Door

Left Hand 680-920 Reg \$23.95 **\$21.95**
Right Hand 680-930 Reg \$23.95 **\$21.95**

Austin Healey 100 thru 3000 Gearbox Cover Plug

Does not fit 100 BN1 with 3-speed transmission
680-940 Reg \$2.95 **\$2.25**

SALE!

Moss Motors Holds The Line On Rising British Parts Costs!

We've gained a reputation over the last few years for holding the line on prices. In fact, many prices have shown a steady decline recently. The strength of the U.S. dollar, combined with the efforts of our purchasing department have made this possible.

Unfortunately, the days of the strong dollar appear to be over for now. We will continue to hold the line on prices for as long as we can, because Moss Motors is the source for quality parts and service at affordable prices.

Prices Valid June 1 Thru July 15, 1987

Austin Healey 100-6/3000 Rocker Shaft
021-354 Reg \$56.75 **\$47.95**

Austin Healey 100-6/3000 Rocker Arm Bushing
021-355 Reg \$3.50 **\$2.95**

Austin Healey 100 Workshop Manual

Our reprint of the factory shop manual is the most comprehensive available for 100-4 Healeys. The smart mechanic always has a manual nearby for quick reference.

021-379 Reg \$44.50 **\$36.50**

Austin Healey 100-6/3000 Speedo Cable, Non O/D
4'8" cable fits 3000 to BN7 (c) 5588
021-381 Reg \$11.95 **\$9.50**

Austin Healey 100 thru 3000 Door Scuff Plate Set
Protect your door panels from scuffs and scratches with our attractive aluminum scuff plates. This set includes two satin finished, ribbed aluminum plates and mounting screws.
021-466 Reg \$15.95 **\$13.50**

(800) 235-6954

CONTINENTAL USA TOLL-FREE

Moss Motoring Page 4B

Austin Healey 100 BN1 2nd Gear Synchro Ring
Must be machined to fit.
031-247 Reg \$17.50 **\$9.95**

Austin Healey 100 BN1 Third Gear (with synchro assembly)
Fits to gearbox number 5146.
031-248 Reg \$38.50 **\$22.50**

Austin Healey 100 thru 3000 Hood Buffer
031-359 Reg \$1.75 **\$1.50**

Austin Healey 100-6/3000 Carburettor Jet Bearing
Fits 100-6 BN6 with HD-6 carbs, all 3000 except tri-carb.
031-998 Reg \$4.95 **\$3.50**

Austin Healey 100 thru 3000 Winged Knock-off (fine thread)
Fits 3000 BJ8 to (c) 26704
Left Hand 200-280 Reg \$22.95 **\$18.75**
Right Hand 200-290 Reg \$22.95 **\$18.75**

Austin Healey 100 Super Profile

This informative book is a must for chronic Austin Healey lovers. Sections cover history, evolution, specifications, road tests and more. 56 pages, numerous illustrations including many color.
213-120 Reg \$11.95 **\$10.95**



Austin Healey 3000 BJ7 & BJ8 Wiper Blade
560-390 Reg \$9.75 **\$7.95**

Austin Healey 3000 Brake Master Cylinder
Fits cars with brake servo.
581-100 Reg \$139.90 **\$113.50**

Austin Healey 100 thru 3000 BJ7 Passenger Grab Handle
633-690 Reg \$31.95 **\$25.95**

Austin Healey 100-6/3000 Front Exhaust Pipe
Fits thru 3000 BJ7
Left Hand 610-099 Reg \$29.50 **\$24.50**
Right Hand 610-104 Reg \$29.50 **\$24.50**

Austin Healey 100-6 & 3000 to (c) 13750 Hood Sealing Strip
682-180 Reg \$4.50 **\$3.95**

Austin Healey 100 thru 3000 Inner Wishbone Pin Assembly
661-860 Reg \$11.50 **\$9.75**

Austin Healey 3000 BJ8 Console Trim Pieces
These are the stainless trim pieces that highlight both sides of the gear shift console.
Left Hand 633-840 Reg \$14.95 **\$12.75**
Right Hand 633-845 Reg \$14.95 **\$12.75**

Austin Healey 100 thru 3000 Firewall Grommet Set
This vast selection includes most, if not all of the firewall grommets necessary for Big Healeys.
681-018 Reg \$7.95 **\$6.8**

Austin Healey 100-6/3000 Muffler
Fits 3000 through BJ7
610-108 Reg \$49.50 **\$41.1**

Austin Healey 100-6/3000 Tailpipe
Fits 3000 through BJ7
610-110 Reg \$45.00 **\$38.1**

Austin Healey 100-6 thru 3000 BT7 Door Latches
Left Hand 803-815 Reg \$19.95 **\$16**
Right Hand 803-825 Reg \$19.95 **\$16**

(805) 968-1041

CUSTOMER SERVICE PHONE

**Austin Healey 3000 BJB
Padded Dash Top**

Don't let that old and cracked dash top ruin an otherwise flawless interior. Our padded dash top comes fully assembled with plywood base and is covered with a superior grade of black vinyl.

633-850 Reg. \$194.50 **\$159.50**



Melco Tire Iron Set

These small tire irons are just like the ones supplied in factory tool kits. Keep a set in your tool box, you never know when you'll need them.

387-008 Reg. \$3.95 **\$3.15**

AUSTIN HEALEY - RUST REPAIR



Rear Seat Pan
Austin Healey 100-6/3000

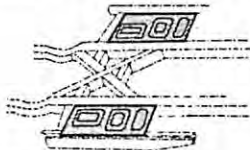
Fits 4-Seaters
856-160 Reg. \$98.50 **\$89.95**

Austin Healey 100 Door Shut Panels

Fits from body # 2236
Right Hand 806-045 Reg. \$32.95 **\$27.25**
Left Hand 806-055 Reg. \$32.95 **\$27.25**

Austin Healey 3000 BJT & BJB

Door Shut Panels
Right Hand 806-085 Reg. \$37.40 **\$31.95**
Left Hand 806-095 Reg. \$37.40 **\$31.95**



Austin Healey 100 thru 3000

Steel Floorboards
If you're tired of seeing the road below through gaping rust holes, now's the time to replace your rotted floor panels.
Right Hand Floorboard
856-030 Reg. \$59.95 **\$49.95**
Left Hand Floorboard
856-020 Reg. \$59.95 **\$49.95**

Austin Healey 100 Door Pull Cable

Like the original, but without the cover.
803-805 Reg. \$7.95 **\$6.50**



Austin Healey 100-6 thru 3000 BT7
Interior Door Handle
803-900 Reg. \$9.95 **\$7.95**



Austin Healey 100-6
thru 3000 BT7
Side Curtain Mounting Plate
805-100 Reg. \$2.75 **\$2.95**

Austin Healey 100-6 thru 3000 BT7
Side Curtain Wing Nut
805-110 Reg. \$3.75 **\$2.95**

Austin Healey 100
Windshield Spring Clip Assembly
805-150 Reg. \$6.95 **\$4.95**

Austin Healey 100 Side Curtain Socket
805-170 Reg. \$3.95 **\$3.25**



Austin Healey 100-6 & 3000
Filler Neck Panel Board
Hides the filler tube inside your trunk.
805-990 Reg. \$4.95 **\$4.25**

Austin Healey 100 thru 3000
Front Shock Mounting Plate
Right Plate 856-110 Reg. \$29.95 **\$24.50**
Left Plate 856-120 Reg. \$29.95 **\$24.50**

Austin Healey 100 Badge Bar
870-125 Reg. \$59.75 **\$54.95**

Austin Healey 100-6/3000 Badge Bar
870-130 Reg. \$48.75 **\$42.50**

Austin Healey 100-6/3000

Rocker Panel
Left Hand 021-880 Reg. \$24.95 **\$19.95**
Right Hand 021-881 Reg. \$24.95 **\$19.95**

Austin Healey 100 thru 3000
Rear Fender Repair Panel
Right Panel 857-510 Reg. \$24.95 **\$17.95**
Left Panel 857-500 Reg. \$24.95 **\$17.95**



Austin Healey 100-6/3000
Upper Front Shroud Repair Piece
If you've dented your front end and realize that used shroud panels can cost as much as your first house (if you can find one!) - stop looking. Now you can give your Healey a brand new look with this high quality repair piece.
857-575 Reg. \$229.50 **\$209.95**

Austin Healey 100 thru 3000 BJT
Chassis Outrigger
Right Front 857-600 Reg. \$48.75 **\$42.50**
Left Front 857-610 Reg. \$48.75 **\$42.50**
Austin Healey 3000 BJB Chassis Outrigger
Left Front 857-640 Reg. \$59.95 **\$52.50**
Left Rear 857-650 Reg. \$79.95 **\$69.95**

Austin Healey 100-6/3000 to (c)13750
Upper Grille Surround
Fits early 3000 with horizontal grille
870-090 Reg. \$164.95 **\$139.95**
Austin Healey 100-6/3000 to (c) 13750
Air Intake Grille
This is the small grille at the front of the hood.
870-120 Reg. \$64.75 **\$54.50**

MG PARTS



MGTD-TF Rebuilt Generator
(\$15.00 Core Charge included)
140-310 Reg. \$187.50 **\$172.50**

MGTC-TD Ignition Warning Lamp, red
142-200 Reg. \$26.50 **\$21.75**

MGTD Fuel Warning Lamp, green
Late TDs use two, one for turn signal warning.
142-210 Reg. \$24.55 **\$20.75**

MGTD Fuel Warning Lamp Lens, green
151-100 Reg. \$6.95 **\$5.95**
MGTC-TD Ignition Warning Lamp Lens, red
151-300 Reg. \$6.95 **\$5.50**

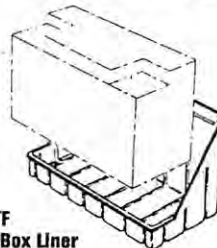
MGTF Headlamp Chrome Rim
164-000 Reg. \$21.75 **\$17.75**

MGTD-TF Rear Wheel Cylinder
Rubber handbrake lever boot sold separately as part of 180-950 kit.
180-630 Reg. \$28.95 **\$25.15**



MGTF Black & White MG Medallion
Used on grille and spare wheel knockoff on wire wheel cars.
201-030 Reg. \$8.95 **\$7.25**

MGTC-TD Factory Owners Manual (reprint)
Essential for the T-series owner, the factory manual contains the most complete data ever gathered in one book. Whether you're an enthusiast, new to MGs, or an expert at restoration, you'll enjoy the many photos, illustrations, and exploded views. Don't think about maintenance or rebuild without a copy nearby.
MGTC 210-500 Reg. \$12.95 **\$10.50**
MGTD 210-600 Reg. \$10.50 **\$8.75**



MG TD-TF Battery Box Liner
Save your battery box from destructive corrosion caused by spilled battery acid. Our heavy-duty ABS plastic liners are tough, easy to remove for cleaning and they keep acid away from your vulnerable firewall.
241-020 Reg. \$23.75 **\$19.50**

MGTD-TF Wooden Battery Tray
407-710 Reg. \$9.95 **\$8.50**



MGTC Front Wire Wheel Hub
Left 261-040 Reg. \$124.50 **\$104.95**
Right 261-050 Reg. \$124.50 **\$104.95**

MGTC-TD-TF Head Gasket
Fits 1250cc engines with round water passages.
290-100 Reg. \$19.95 **\$16.75**



MGTC-TD-TF New Crankshaft
Moss Motors' forged steel crankshafts are stiffer and better balanced than in days of old. The 4340 Chromemoly steel we use is much tougher than the original, too! Our customers have reported that their engines run smoother and 'rev' more freely when equipped with a new Moss crankshaft.
451-490 Reg. \$995.00 **\$875.00**

MGTC-TD-TF Piston Set, .020, oversize
Does not fit TF 1500
420-038 Reg. \$174.95 **\$152.75**
MGTC-TD-TF Piston Set, .060, oversize
Does not fit TF 1500.
420-068 Reg. \$174.95 **\$152.75**

**ALL SALES PRICES VALID
THRU JULY 15, 1987**

MGTC-TD-TF Timing Chain Tensioner Assembly
This is an original reproduction manufactured with improved materials. Quality parts at low prices.
433-578 Reg. \$34.50 **\$29.25**

MGTC Generator Fan/Palloy
433-680 Reg. \$39.75 **\$30.75**

MGTC-TD-TF Breather Pipe Clamp, upper
433-800 Reg. \$2.75 **\$2.20**

MGTC-TD-TF Windshield Top Corner Bracket
Left Hand 408-600 Reg. \$9.75 **\$7.50**
Right Hand 408-610 Reg. \$9.75 **\$7.50**



MGTD-TF Transmission Cluster Gear
441-010 Reg. \$295.90 **\$236.75**

MGTF Air Filter Element
372-175 Reg. \$31.50 **\$26.50 ea.**



MGTD-TF Badge Bar
Mounts easily between bumper assembly and front frame extensions. Mounting brackets included.
451-080 Reg. \$32.75 **\$26.75**

MGTD-TF Radiator Stay Bar
451-700 Reg. \$17.95 **\$14.95**

MGTC-TD-TF Cam Bearing Set
Set includes core plug and tab washer.
424-968 Reg. \$77.95 **\$64.95**

MGTC-TD-TF Crankshaft Dog Bolt
433-450 Reg. \$16.95 **\$12.50**

MGTD-TF Rear Axle Half Shaft
453-220 Reg. \$109.95 **\$94.95**



MGTD Flocked Glovebox
454-155 Reg. \$29.95 **\$23.75**

MGTC-TD Polished Stainless Grille Slats Assembly
454-180 Reg. \$49.95 **\$41.50**

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Moss Motoring Page 4C

MGA Stainless Steel Exhaust System

454-875

Reg. \$122.95 **\$109.95**



MGA, MGB '63-'67 Sliding Hub & Dog Assembly
3rd & 4th gears.

481-550 Reg. \$64.95 **\$58.50**



MGA Radiator Shell & Grille Assembly

Fits all models except MGA 1600 MkII.
470-060 Reg. \$89.95 **\$77.50**

MGA, MGB '63-'76 Radiator Hose, top and bottom
Used as bottom hose on MGB through 1971, top hose through 1976.
470-270 Reg. \$3.75 **\$3.20**



MGB '72-'74 1/2 Bottom Radiator Hose
470-310 Reg. \$11.95 **\$9.50**

MGB '74 1/2-'76 Bottom Radiator Hose
470-320 Reg. \$9.95 **\$7.40**

MGA Roadster Door Lock Release Cable
470-560 Reg. \$4.85 **\$3.75**

MGA Front License Plate Mount Bracket
Right 470-990 Reg. \$1.95 **\$1.50**
Left 470-980 Reg. \$1.95 **\$1.50**

MGA Defroster Finisher
472-000 Reg. \$6.95 **\$5.70**

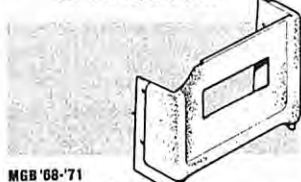
MGA Roadster Door Seal End Cap Set
472-128 Reg. \$10.95 **\$9.20**

MGB '63-'67 Window Winder Escutcheon
This is the chrome piece which fits between the window handle and the door panel. (Also fits door handle.)
472-500 Reg. \$5.95 **\$4.95**

MGB '68-'80 Window Regulator Handle
472-520 Reg. \$2.75 **\$2.30**

MGA Coupe Interior Door Handle
This is an excellent replacement for the NLS original handle.
803-900 Reg. \$9.95 **\$7.95**

MGB '63-'68 Windshield Wiper Blade
Fits roadster to (c)164063
560-390 Reg. \$9.75 **\$7.95**



MGB '68-'71 Radio Console Cover
Now you can restore your torn and battered radio console. Installation is simple. Remove the console, strip off the old cover and glue on the new one! Includes instructions. Use our upholstery glue #221-560 for easy repair.
453-705 Reg. \$44.75 **\$40.25**

MGB '68-'71 Radio Console Cover
453-705 Reg. \$44.75 **\$40.25**

MG - RUST REPAIR

MGA Roadster Sill & Pillar Assembly
Truck Freight Collect.
Right 456-140 Reg. \$184.50 **\$189.95**
Left 456-160 Reg. \$184.50 **\$189.95**

MGA Coupe Sill & Pillar Assembly
Truck Freight Collect.
Right 456-145 Reg. \$195.95 **\$179.95**
Left 456-165 Reg. \$195.95 **\$179.95**

MGA Center Inner Sill Panel
Right 456-190 Reg. \$19.75 **\$17.50**
Left 456-200 Reg. \$19.75 **\$17.50**

MGA Front Inner Sill Panel
Right 458-120 Reg. \$11.95 **\$10.75**
Left 458-130 Reg. \$11.95 **\$10.75**

MGA Rocker Panel
Right 456-730 Reg. \$24.95 **\$17.95**
Left 456-720 Reg. \$24.95 **\$17.95**

MGB Rear Fender Dogleg Panel
Right 457-580 Reg. \$19.95 **\$15.95**
Left 457-585 Reg. \$19.95 **\$15.95**

MGA Rear Fender Dogleg Panel
Right 457-780 Reg. \$24.95 **\$17.50**
Left 457-790 Reg. \$24.95 **\$17.50**

MGB Front Fender Repair Panel
Right 457-935 Reg. \$17.95 **\$18.95**
Left 457-930 Reg. \$17.95 **\$18.95**

MGB Rear Wheel Arch Section
Right 457-975 Reg. \$29.95 **\$24.95**
Left 457-970 Reg. \$29.95 **\$24.95**

MGB 1965-'80 Door Skin
(Push-button outside door handle.)
Right 458-275 Reg. \$29.95 **\$24.95**
Left 458-270 Reg. \$29.95 **\$24.95**

MGB Jacking Bracket
458-470 Reg. \$12.50 **\$9.25**

MGB Brace, for jacking bracket
458-475 Reg. \$4.95 **\$3.95**

MGB Crossmember Tip, Jack support repair section
458-480 Reg. \$8.95 **\$7.25**

MGB '63-'67 Floor Panel
Right 458-945 Reg. \$44.95 **\$37.50**
Left 458-940 Reg. \$44.95 **\$37.50**

MGB '68-'80 Floor Panel
Right 458-955 Reg. \$39.95 **\$32.95**
Left 458-950 Reg. \$39.95 **\$32.95**

MGB '66-'67 Lighting Switch
Push-pull type switch fits from (c)90002 thru 1967.

542-050 Reg. \$52.25 **\$41.75**

MGB '68-'74 Temperature Sending Unit
760-180 Reg. \$7.50 **\$8.30**

SPRIDGET PARTS

Spridget 948 cc Rebuilt Generator
(Core Charge \$15.00 included)
140-310 Reg. \$87.50 **\$172.50**

Austin Healey Bugeye Sprite Headlamp Chrome Rim
164-000 Reg. \$21.75 **\$17.75**

M6 Midget 1970-'80 Replacement Tail Lamp Lens
164-735 Reg. \$8.95 **\$7.50**



Sprite Stainless Steel Threshold Plate Set
Our polished stainless steel threshold plates with 'Sprite' logo look great. Dress up your door sills today.
240-660 Reg. \$14.95 **\$12.25**

SPRIDGET RUST REPAIR

Spridget Front Hood Repair Section
Fits all models except Bugeye.
455-200 Reg. \$28.95 **\$24.50**

Spridget Front Fender Repair Piece
Fits all except Bugeye & 1500.
Left Hand 455-260 Reg. \$22.95 **\$17.95**
Right Hand 455-265 Reg. \$22.95 **\$17.95**

\$ALE!

Prices Valid June 1 Thru July 15, 1987

Spridget Rubber Plug for Door Hinge Holes
282-140 Reg. \$3.50 **\$3.40**

Spridget 948 cc Rear Wheel Cylinder
Rubber boot for handbrake lever sold separately as part of # 180-950 kit.
180-630 Reg. \$28.95 **\$25.15**

M6 Midget 1500 Clutch Hose
180-845 Reg. \$15.95 **\$12.95**

Spridget 1958-'72 Locking Gas Cap
Keep your gasoline where it belongs. Our top quality locking gas cap foils thieves and vandals.
202-760 Reg. \$11.95 **\$10.15**



Midget 1500 Cast Aluminum Valve Cover
This traditional accessory will brighten the appearance of your engine compartment and muffle valve noise too!
224-550 Reg. \$69.50 **\$58.95**

Austin Healey Bugeye Sprite Air Cleaner
Excellent reproduction of the original air cleaner.
Front 373-420 Reg. \$29.75 **\$25.15**
Rear 373-425 Reg. \$29.75 **\$25.15**

Spridget 948-1275 Air Filter Element
Does not fit Bugeye Sprite.
373-430 Reg. \$4.75 **\$3.95**

Midget 1500 Front Fender Repair Piece
Left Hand 455-270 Reg. \$22.95 **\$17.95**
Right Hand 455-275 Reg. \$22.95 **\$17.95**

Spridget Floorboard Repair Panel, rear (spring mount area)
Left Hand 455-420 Reg. \$18.75 **\$15.95**
Right Hand 455-425 Reg. \$18.75 **\$15.95**



Spridget Back Panel, rear (spring mount area)
Does not fit Bugeye or Midget MkII/Sprite MkII.
Left Hand 455-430 Reg. \$22.95 **\$19.95**
Right Hand 455-435 Reg. \$22.95 **\$19.95**

Bugeye Sprite Rear Spring Hangar Box
455-500 Reg. \$55.50 **\$79.95**

Spridget Door Shut Pillar
Fits Bugeye and Sprite MkII/Midget MkI. Must be trimmed at the bottom to fit.
Left Hand 455-640 Reg. \$20.95 **\$17.50**
Right Hand 455-650 Reg. \$20.95 **\$17.50**

Midget 1500 Radiator Bottom Hose
Fits from G AN6 166304 on.
470-420 Reg. \$5.95 **\$4.95**

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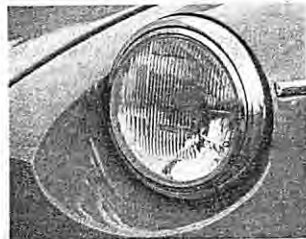
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Spridget 948 cc Connecting Rod
Cylinders #2 & 4
837-300 Reg. \$19.95 \$17.95

Spridget 948 cc Connecting Rod
Cylinders #1 & 3
837-310 Reg. \$19.95 \$17.95

Spridget Lower Wishbone Bushing
282-310 Reg. \$1.75 \$1.40



Lucas Quartz Halogen Headlight
The ultimate in lighting! Although not DOT approved because they are semi-sealed beams, their lenses are designed for left-hand drive use and their light pattern is superb. They give fantastic penetration on high beam, while low beam has a sharp cut-off to fully light the road without dazzling oncoming drivers. If you drive fast at night or have to face rain-slick streets, these are the lights for you. Sold individually, bulbs not included. Not legal where DOT headlights are required.

Headlight 162-750 Reg. \$24.95 \$22.50
Bulb 162-755 Reg. \$12.25 \$9.95

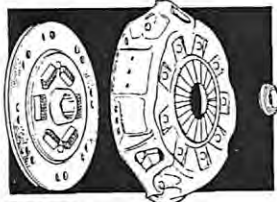
TRIUMPH PARTS

TR4 Speedometer

Fits to CT11307. The factory listed these speedos for cars equipped with bias-ply tires and a 3.7:1 rear axle ratio. The gauge is identical to later instruments, but has a convex, rather than flat lens.
031-667 Reg. \$39.95 \$25.00

TR2-3B Windshield Washer Bottle Bracket
031-692 Reg. \$4.95 \$2.50

TR7 Piston, std.
Sold individually, each includes rings and wrist pin.
071-018 Reg. \$72.95 \$63.50



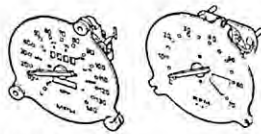
TR7 Clutch Kit
4-speed gearbox. Kit includes new pressure plate, disc and release bearing.
071-340 Reg. \$127.50 \$104.95

TR7 '75-'77 Hand Brake Cable
Fits 4-speed and automatic transmission.
071-546 Reg. \$37.50 \$30.75

TR7 Ignition Wire Set
071-700 Reg. \$7.95 \$6.50

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Moss Motoring Page 4F



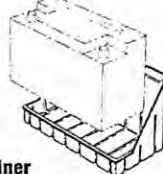
TR7 Speedometer
071-703 Reg. \$60.00 \$34.95

TR7 Tachometer
071-707 Reg. \$84.95 \$74.95

TR7 '75-mid'77 Rear Defroster Switch
Fits to ACW30001
071-750 Reg. \$43.95 \$32.50

TR7 Headlamp Housing Assembly
Right 071-827 Reg. \$36.95 \$34.50
Left 071-828 Reg. \$36.95 \$34.50

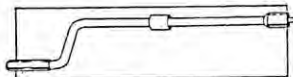
TR2-3B Ignition Warning Lamp, red
Replacement type.
142-200 Reg. \$26.50 \$21.75



Triumph Battery Box Liner

Save your battery box from destructive corrosion caused by spilled battery acid. Our heavy-duty ABS plastic liners are tough, easy to remove for cleaning and will keep acid away from your vulnerable firewall.

TR2-3B 241-010 Reg. \$23.75 \$19.50
TR4-6 241-020 Reg. \$23.75 \$19.50



TR2-3 Handcrank
Fits cars with small mouth grilles only.
389-030 Reg. \$24.50 \$20.75

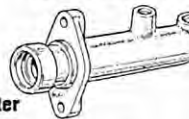
TR3 A-3 B Handcrank
389-040 Reg. \$24.50 \$19.95

TR4 Hand Crank
389-010 Reg. \$24.50 \$19.95



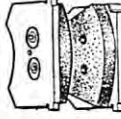
TR4-6 Lighting/Heater Fan Switch
Used as lighting switch on TR4, heater fan switch on TR250/6. TR4 A does not use this switch.
542-050 Reg. \$52.25 \$41.75

TR4-4 A Windshield Wiper Blade
560-390 Reg. \$9.75 \$7.95



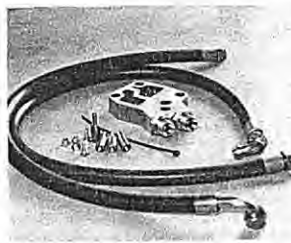
TR3-3B Brake Master Cylinder
Fits cars with front disc brakes.
581-010 Reg. \$69.95 \$59.95

TR3-4 Clutch Hose
Fits TR3 from TS13046.
584-760 Reg. \$11.95 \$9.95



TR3-4 Front Brake Pad Set
Fits TR3 (not 3 B) and TR4 to CT4689.
585-500 Reg. \$17.50 \$15.25

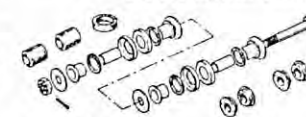
Spitfire MkIII thru 1500 Front Brake Pads
585-570 Reg. \$9.95 \$7.95



TR6 '73 Headlamp Switch
Fits TR6 from CF1 thru CF12500.
635-660 Reg. \$29.95 \$19.95

TR4A-6 Blue Cut Pile Carpet Set
Original for TR4, the quality blue carpet we supply is very similar in color to the original TR250 'Midnight Blue.' Carpet set is complete with bound edges and moulded heel mats as appropriate.
639-280 Reg. \$195.95 \$169.95

TR4-6 Accessory Door Scuff Plate Set
Protect your door panels from scuffs and scratches with a set of our satin finished, ribbed aluminum scuff plates.
648-010 Reg. \$15.95 \$13.50



TR4 Major Front Suspension Rebuild Kit
Fits TR4 from CT7219 on.
660-978 Reg. \$51.95 \$47.50

TR2-4 Major Front Suspension Rebuild Kit
Fits TR4 to CT7218
660-988 Reg. \$51.95 \$44.50

TR4 A-6 Major Front Suspension Rebuild Kit
660-998 Reg. \$51.95 \$44.50

TR4 A-6 Front Suspension Inner Wishbone Bushing
661-720 Reg. \$2.15 \$1.50



TR4-4A Tie Rod End Set
667-275 Reg. \$32.50 \$26.75

TR2-3B Tie Rod End Set
Each set includes one inner & one outer.
667-365 Reg. \$35.95 \$29.50

TR4 Accessory Sun Visor
Polished tinted plexiglas sun visors make early morning and late afternoon driving much more comfortable. Chrome plated fittings. Requires some drilling in windshield frame for mounting.
647-500 Reg. \$21.95 \$16.50



TR2-4A Spin-On Oil Filter Adaptor

(Fits Tecalemit filter head only) Use with our #235-895 spin-on filter to make filter changes quickly and cleanly. Our adaptor and filter are the same overall length and diameter as your original canister.
635-825 Reg. \$16.95 \$13.50

TR4-6 Steering Rubber Flex Coupling

667-390 Reg. \$18.75 \$15.95

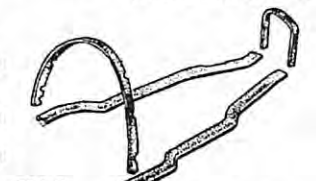
TR2-4A Spring Eye Bushing
Front of rear leaf spring. Does not fit TR4A IRS.
674-440 Reg. \$6.75 \$5.95

TR4A thru 6 Rear Shock Absorber Link
Does not fit TR4A with solid axle.
671-030 Reg. \$12.75 \$10.25

TR3 thru 6 Pedal Pad, Clutch and Brake
680-230 Reg. \$12.25 \$9.95

TR2-3B Steering Column Grommet (on firewall)
680-830 Reg. \$7.95 \$6.75

TR250-6 1969-'72 Choke Cable
734-260 Reg. \$19.75 \$17.95



TR2-6 Transmission Tunnel Seal Set
680-428 Reg. \$15.95 \$13.50

TR4 Fuel Gauge
Fits to CT11307. If you've run out of gas a few too many times lately, take advantage of this one-time special! Reproduction of early gauge with convex lens.
760-120 Reg. \$42.50 \$21.25

TR4-4A Water Temperature Sending Unit
760-180 Reg. \$7.50 \$6.30

TR6 Oil Pressure Switch
Fits 1973 on.
760-200 Reg. \$8.95 \$6.95



Spitfire 1500 Speedometer
Fits 1975 on.
(Core charge \$15.00 included)
760-215 Reg. \$65.00 \$49.95

TR2-3 Rear Overrider Spring Bracket
802-600 Reg. \$12.75 \$8.95

Vintage Style Seat Belts

Attractive and functional, these belts are black with solid steel, chrome-plated aircraft-style buckles. If your state hasn't yet passed a mandatory seat belt law, you can be sure it will happen soon. Stay one step ahead of the law; install a working pair of belts today. Mounting hardware not included.

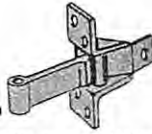
3 Point Belt 222-205 Reg. \$26.95 \$22.25
Lap Belt 222-235 Reg. \$14.95 \$12.85

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TR4 Door Check Strap
Fits to CT 22343
Left 803-010 Reg. \$17.95 **\$15.95**
Right 803-020 Reg. \$17.95 **\$15.95**

TR6 Interior Door Handle
803-205 Reg. \$4.65 **\$3.95**

TR3 Side Curtain Mounting Plate
(*Dzus' type)
Right front & left rear
803-580 Reg. \$12.95 **\$10.95**

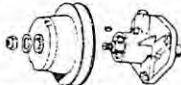
Left front & right rear
803-590 Reg. \$12.95 **\$10.95**

TR4 Front Bumper Bracket
Fits between bumper and chassis extension bracket.
804-050 Reg. \$3.95 **\$2.95**

TR250/B Front Engine Mount
810-050 Reg. \$10.75 **\$8.95**

TR2-4A Radiator Hoss
TR2-3B uses two; pump to pipe & pipe to radiator. TR4 uses one; pump to pipe.
834-260 Reg. \$3.95 **\$3.25**

TR2-4 Oil Filler Cap
This a factory part, but is finished in silver/gray hammertone and does not include the three 'depressions' as per late originals. (Does not fit TR4 with closed circuit 834-750 Reg. \$6.95 **\$5.90** breathing.)



TR250/B 1968-72 Water pump
For 3/4" fan belt width.
835-030 Reg. \$49.95 **\$41.50**

TR2-4 Thermostat Housing
835-520 Reg. \$11.90 **\$10.95**

TR6 Oil Pump Rotor and Vane Assembly
TR6 from (e) CC66297 E on.
836-210 Reg. \$19.95 **\$18.95**



TR2-4A Engine Locktab Set
837-575 Reg. \$3.50 **\$2.90**

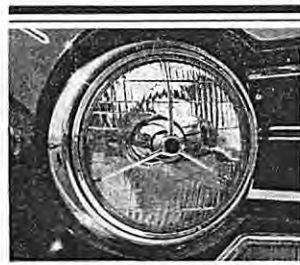
TR3A-3B Front Radiator Duct
855-125 Reg. \$16.95 **\$13.95**

TR4-4A Radiator Air Duct
Overheating can often be cured by installing an original air duct.
855-130 Reg. \$13.95 **\$12.25**

TR2-4 Stainless Steel Exhaust System
The last exhaust system your Triumph will ever need! Our stainless systems are made just like the originals so they fit properly. Guaranteed never to rust out for as long as you own your car, and they sound great too!
860-100 Reg. \$184.95 **\$159.95**

Connolly Hide Food
Don't let your new leather seats dry out! Simply apply this cream once a month and your seats will remain soft and luxurious in the years to come. Works great on old leather, too!
220-210 Reg. \$7.95 **\$6.50**

TR4A Stainless Steel Exhaust System
Single muffler system, fits from CT70489 on. The last exhaust system your TR4A will ever need. Our stainless steel exhaust system are carefully constructed to fit exactly as per original, and they sound great too!
860-120 Reg. \$298.50 **\$235.95**



Vintage Tripod Headlight Kit
Our Moss tripod headlamps are virtually identical to the Lucas originals. Give your car a European touch with classic tripod headlamps. Kit includes 2 each of headlamps, bulbs and adaptors. Not legal where DOT headlamps are required.
156-878 Reg. \$74.95 **\$59.05**

JAGUAR PARTS

Jaguar XK 120 Front Brake Hose
Fits all XK 120s with tandem master cylinder.
011-248 Reg. \$12.50 **\$10.75**

Jaguar XK120 (late) Front Side Lamp
011-320 Reg. \$29.95 **\$23.95**

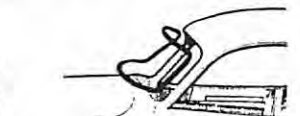
Jaguar XK 120 Trunk Handle
011-724 Reg. \$29.95 **\$24.95**

Jaguar XK 120-140 Roadster Windshield Pillar Pad
011-729 Reg. \$6.35 **\$5.25**

Jaguar XK 120 Front Bumper Dome Nut, large
011-732 Reg. \$3.60 **\$2.95**



Jaguar XK 140-150 Steering Rack Seal
011-585 Reg. \$7.95 **\$5.50**
Jaguar XK 140-150 Steering Rack Mount
011-586 Reg. \$14.95 **\$9.95**



Jaguar XK150 F. H. C. Rear Windshield Seal
011-736 Reg. \$46.95 **\$38.50**

Jaguar XK 120 Tapered Washer, bumper
011-739 Reg. \$4.90 **\$3.95**

Jaguar XK 120-140 Roadster Crash Roll End Cap
011-790 Reg. \$5.95 **\$4.95**

Jaguar XK 120-140-150 Jack Hole Cover
011-876 Reg. \$17.95 **\$14.95**

Jaguar XK 140 Rear Deck Trim
011-879 Reg. \$29.95 **\$26.95**



Jaguar XK120-140 Wire Wheel Hub
Don't let worn hubs damage your expensive wire wheels.
Left Rear 011-901 Reg. \$289.95 **\$229.95**
Right Rear 011-902 Reg. \$289.95 **\$229.95**

Jaguar XK 120 thru 150 S Upper Ball Joint Boot
011-914 Reg. \$2.95 **\$2.25**

Jaguar XK 120 Anti-Sway Bar Bush
Early type for 1/2" sway bar.
011-936 Reg. \$2.95 **\$2.15**

Jaguar XK 120 thru 150 S Anti-Sway Bar Link Top Bushing
011-943 Reg. \$1.50 **\$1.20**

Jaguar XK 120-140 Lug Nut
031-819 Reg. \$2.95 **\$2.25**

Jaguar XK 120 thru 150 S Spring Eye Silentbloc Bush
031-955 Reg. \$2.95 **\$2.25**

Jaguar XK120-140-150 Rubber Bushing, Gearshift Lever
(2 required)
682-010 Reg. \$1.70 **\$1.50**

Jaguar XK150 Wiper Blade
874-615 Reg. \$9.95 **\$7.95**

Jaguar XK 150 Front License Plate Mounting Panel
This backing panel is original for English license plates. It can be used on the front or rear, and will be NLS when our present supply runs out.
031-969 Reg. \$27.95 **\$23.75**

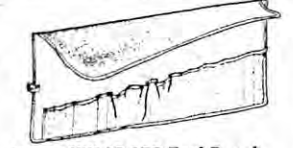
Jaguar XK 140-150 Head Gasket Set
Fits 3.4 litre engine
524-069 Reg. \$64.50 **\$52.75**

Jag XK 140-150 Timing Cover Oil Seal
535-120 Reg. \$2.85 **\$2.40**

Jaguar XK 150 Rear Deck Badge
601-240 Reg. \$28.75 **\$23.25**

SALE!

Prices Valid June 1 Thru July 15, 1987



Uni-Syn Carburettor Synchronizer
386-200 Reg. \$20.95 **\$17.85**



Lockheed Brake Lube
An invaluable aid to rebuilding front brake calipers and slave, master, and wheel cylinders. This specially formulated lubricant lets rubber seals slip into place without the mess of brake fluid. Compatible with all brake systems and fluids.
220-430 Reg. \$5.75 **\$4.85**

Jaguar XK140-150 Tool Pouch
031-866 Reg. \$29.75 **\$24.95**
Jaguar XK 120 thru 150 S Camshaft Sprocket
031-918 Reg. \$39.95 **\$33.95**

HOW TO ORDER

Orders must be received by July 15, 1987 to qualify for these special prices... So be sure to order early! Sale Begins on June 1, 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.

Prices Valid June 1 Thru July 15, 1987

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Moss Motoring Page 4G

Auto Mechanics 101

By Bob Ewald

If you are like most British sports car owners, you're afraid that many repairs on your car are just too difficult to tackle. So when your engine finally bites the dust, you are ready to call in a professional mechanic to fix it. The professional has a greasy garage and a truck with bold red lettering on the sides and huge quantities of tools and two assistant professional mechanics who will spend the better part of a week whacking away at random parts of your engine. When the pros are done with your car, you get the honor of receiving a bill for slightly more money than it would cost you to run a successful campaign for the US Senate. That's about when you

There is no point in paying other people to screw things up when you can easily screw them up yourself for much less money.

decide to do things yourself. You figure 'If these guys can fix my car, then so can I... how difficult can it be?'

Very difficult. In fact, fixing your sports car yourself is impossible... which is why you should do it yourself. There is no point in paying other people to screw things up when you can easily screw them up yourself for much less money. This article is for YOU.

First, a few words about tools.

Basically, a tool is an object that enables you to take advantage of the laws of physics in such a way that you can seriously injure yourself. Today, people tend to take tools for granted. If you are ever walking down the street (because your car isn't running), and you notice some people who look particularly smug, the odds are that they are taking tools for granted. You ever seen a mechanic mad? Hell no... he's got lots of tools and takes them for granted.

There are three major types of tools: Tools for hitting things to make them loose; to tighten them up; or to jar their many complex, sophisticated electrical parts in such a manner that they function perfectly. (Witness the SU fuel pump!) These tools are hammers, maces, truncheons and heavy pipe.

Tools, if dropped properly, can penetrate your foot, like awls and ground down screw-drivers.

And then there are tools that no one should ever use because the potential danger is greater than the value of any project that could possibly result. Grinders (ever hit your knee with one while grinding away your rocker panels?), power drills, air wrenches, etc. Any tool that uses any power more advanced than flashlight batteries is to be avoided.

Now, where can you get good quality tools that won't maim you and break your budget at the same time. (You know, like the ads for a complete auto mechanic tool set for \$4,007?) Well, you go to one of these really cheap dis-

count stores where they sell plastic furniture in colors visible from the planet Neptune and where they have a good section specializing in cardboard cartons full of raisinettes packaged during the Nixon administration. In the hardware department, you'll find an item imported from an obscure Oriental country and described as '47 tools in one', consisting of a little handle with interchangeable ends representing the inscrutable Oriental notion of tools that British sports car owners might use while fixing the camshaft. Buy it.

This is the kind of tool set that professional mechanics use. Not only is it inexpensive, but it also has a great safety feature not found in the so called quality tool kits: the handle will actually break right off if you accidentally hit yourself or anything else or expose it to direct sunlight. Warning: do not be misled by ads for tool sets allegedly containing large numbers of tools. These are frauds. Oh sure, you get lots of tools, but most of them are the same. For example, you'll get two widget adjusters and 128 hacksaw blades in a 'Super, 130-piece Tool Extravaganza'.

After you have taken a shot at working on the heavy metal parts of your engine and do not

Any tool that uses any power more advanced than flashlight batteries is to be avoided.

have too many pieces left over when you're finished, you may want to try tackling the Lucas electrical system. Electricity is actually made up of minuscule things, called electrons. They travel at the speed of light, which is 12 volts an hour. This is very fast. Most British sports cars have direct current (DC), which means that electricity goes in one end of the wire and comes out the other. This prevents the electrons from backing up and clogging the wire.

The Lucas electrical system is basically a bunch of wires that bring electricity into your engine from the battery, to dissolve mystically before you are killed because you touched a metal part of the car. This is a 'circuit'. The most common problem is when the circuit is broken by a blown fuse. You can tell when this happens because a shower of sparks will shoot out from under the hood and blind you as the windshield melts. The easiest way to avoid this is to change your fuses regularly, say, every 200,000 amps.

Another common problem is that the lights flicker. This sometimes means that you either have a bad ground or your Lucas alternator is performing as expected. You have to start with the fuse block to find the problem here. Never tested or changed your fuses? Here's all you have to do:

Look under the hood for a black box with most of the car's wires hooked up. It may have a sticker on it that says 'Caution'; ignore it. Standing about 15 feet away, toss a small domestic

For example, you'll get two widget adjusters and 128 hacksaw blades in a 'Super, 130-piece Tool Extravaganza'

animal toward the fuse block and note whether it (a) falls to the garage floor unscathed or (b) is reduced to a lump of carbon by a gigantic bolt of lightning emanating from your car. If 'b' happens, replace your fuses immediately, using only metal tools and new fuses. Don't use those wood fuses, they seem to burn out early.

Preventative maintenance can save you lots of time in the future. Changing your oil will add years of life to your engine. To change it, lie flat on your back on the oily garage floor. Have your spouse back the car over you until the oil pan hits you in the face. Trust is important here. If your spouse drives too fast, you'll waste gas. Look for the bolt on the oil pan that looks like it has no flats sides on it, that's the one you have to remove. Use one of the tools you just bought at K-mart, either the 7/92 open end box ratchet nut driver or the utility knife. Turn the nut until it breaks off like a limp pretzel, a signal that you put it in too tight last time. Then get an air chisel and remove the rest of the nut. After you bandage your head wounds inflicted by the chisel, you can add oil. Five for the engine and nine for the floor. You can tell the engine is full when you see the oil coming out from under the car. Replace the oil pan bolt at this time and you're done.

See, working on British sports cars yourself can save lots of money. All it takes is patience, the correct tools and the willingness to spend time with your car and your doctor. Now, when's the next tech session?

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Bill will receive a \$25.00 gift certificate for his contribution.

Stories Dad Told Me

By Bill Krause

'One morning the police came to where I worked and asked the security man at the gate if I had arrived on time for work. Seems a white sports car had out run them the night before and I was the only one they knew with a car that fit the description. It wasn't me, though.'

There weren't too many sports cars in up-state New York in the mid-fifties and my father's brand new, white '56 TR3 made him a marked man. That was just one of the many stories my dad used to tell me as I was growing up and yearning to know more about cars. I'm sure your father had great stories too. Everyone's dad seems to have a bunch they love to tell again and again. My favorite stories, like the one above, were the ones involving his Triumph. Sure, there were also tales of my uncle's Volvo, Grandma's 1937 Buick and his college buddy's Kaiser-Fraser that couldn't climb hills, but somehow the Triumph was special. Perhaps it was easier to imagine his tales since the car is still in his garage.

You've probably heard or told the 'Undo' stories or driving in the summer with ankles on fire or driving without heat in the winter, but they're different coming from your own father. I would listen tirelessly about countless run-ins with the law, wild road rallies with my uncle, Mom wrapped in the tonneau to stay warm, the top down in the rain and the camaraderie when he encountered another British sports car. I couldn't wait until I got my license and could drive around in Dad's TR3 and do everything he had done.

I took my driver's test on my 16th birthday. I arrived home with a smile on my face and a slip in my wallet telling the world I could drive! Dad, however, didn't buy it. 'Sports cars aren't for kids', he said. He went on telling me the importance of responsibility and obeying traffic laws and so on. There was no joy in Mudville that day because I was not allowed to drive Dad's pride 'n' joy. Instead I was sentenced to Mom's green, 1970 AMC Wagon.

'This will never do', I thought, 'How am I going



to have any fun and what am I going to tell my kids?' So I embarked on finding myself a sports car. Being 16 years old meant it would be a cheap, er, inexpensive car. It had to be a sports car, a ragtop, 4 speed at least, five would be ideal. Dad's idea of a car for me was a Chevy Biscayne.

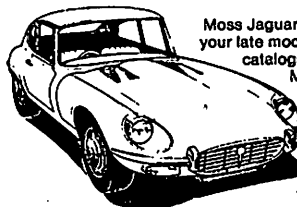
I searched want ads and car lots for months until one day it appeared. A purple, 1970 Triumph Spitfire was sitting in front of a foreign car repair shop near my home, the sign on the windshield read \$500. I should have known something was wrong when a foreign shop was selling it but I had to have that car. Sure, it had its problems; the engine was cooked and spat more oil than a Texas oil well, the seats didn't match (the previous owner experimented with covering one in cheap leather), there was a spare engine of varying dimensions in the trunk, the top and tonneau were new but didn't fit and I couldn't take passengers because the floor on the right side was rusted through.

My friends came over and helped me dismantle the car. We removed the engine by having my friend stand on the firewall with a rope over his back and the two ends tied around the motor. A valve job, new pistons, crank and carb later we were ready to put it back. Again my buddy stood on the firewall supporting the engine while I guided it onto the gearbox.

I was ready to turn the key and bring the engine to life. Mom was in the house when she heard the engine crank and all the commotion that followed. She opened the door to the garage and when she saw the flames... well, that's a story for my kids.

If You Own A British Car Not Covered By One Of Our Catalogs...

Here's Help!



Moss Jaguar, Ltd. can supply the parts you need for your late model British car not covered by one of our catalogs. (See the back cover for current Moss Motors listings.) With thousands of parts in stock, and others available through special order, Moss Jaguar, Ltd. can provide many hard-to-find parts and accessories for the cars listed below.

Austin • Rover • MG1100
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Jaguar E-Type and XJs • Other BMC and JRT cars

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For those of you that may happen to own a Peugeot (or know someone who does), Moss Jaguar/Peugeot has a large inventory of factory parts and accessories at excellent prices! Most popular body panels now in stock.



Best Of Britain II

CONTINUED FROM PAGE 1



included Morgan, TVR, Daimler and a beautiful Nash Metropolitan convertible. Something about those interchangeable doors, the Nash won hands down. Best of Show went to a beautiful Austin Healey 100M belonging to Michael Ferrante of Weehawken, New Jersey.

Best of Britain is not just a car show. The flea market, now in its fifth year, provided a range of items from used original parts to regalia, with Dick Knudson, Chairman of the New England MGT Register, passing out route maps for the Kimber Alaskan Challenge to be held in 1988. We'll have more on this 8,000 mile trek across Canada, Alaska and the lower 48 in future issues of Moss Motoring.

We had a great time at Best of Britain II. If you live anywhere near NJ and didn't attend, that's too bad.

Don't worry though, we have other events scheduled this summer and of course, the all new, better than ever Best of Britain III less than a year away. Plan a trip to Rockaway and get in on the fun!

Marque Day Update 1987

MGT, MGA & MGB Marque Day
June 13 Goleta, Ca

Pre-British Car Day Open House
June 20 Beltsville, Md

Triumph Marque Day
July 18 Goleta, Ca/Rockaway, NJ
(*Triumph Day in NJ is co-sponsored this year by the North New Jersey Triumph Association and the Austin Healey Sports and Touring Club. All British cars are welcome.)

Combined Jaguar Clubs Swap Meet
October 10 Santa Barbara, Ca
(Details in the Summer Moss Motoring.)

Old Number 11

CONTINUED FROM PAGE 3

both days. I took it to Sears Point Raceway in Northern California in early October and did reasonably well in the sprint races. On Sunday afternoon, two other MG enthusiasts, (Don Martine and Don Wasserman) and I went in a two hour 'enduro'. I had always wanted to do a Le Mans start so I did the first stint, I ran across the track, hopped in, buckled up and blasted off to discover that I was sixth off the line, exactly where I did not want to be as there were many, very fast cars behind me. Once this got sorted out, I turned the car over to Don Martine, who drove for about 30 minutes, came in for a mandatory 10 minute stop and turned the car over to Don Wasserman for the next half hour, with Martine driving to the finish. Out of 46 entrants, we finished 17th, not too shabby considering we really weren't terribly serious about the whole thing.

Serious, hell! I just wish someone had photographed our blackboard signals. First race on Saturday - I am driving my heart out trying to stay ahead of

the last six cars, with absolutely nothing ahead of me for a mile. Martine holds out the signal: 'OK TO PASS', followed by 'GO FOR THE GOLD', 'ARE YOU HAVING FUN YET?', etc. On Sunday, I gave him a blackboard with large Chinese characters, and another with a long message written in tiny letters. When I signalled Don on his fastest lap, I added, 'WHAT'S WRONG?' And of course, '10 MIN. TO BEER.' Needless to say, the three of us had a ball. The car came through unscathed, even after jamming the tach hand down into the clock a few times. All in all, a neat toy. Next event: Palm Springs in November.

(Old no. 11 ran well in Palm Springs. Al drove in the Vintage class and Don Martine drove in a faster sports car class. The ever cautious Al Moss did an engine tear-down after the last race to check that all was well. He found one rod bearing was down to the copper! Fortunately, there was no harm done and the bright red TD is ready to go for 1987. - ED.)

MGB OIL COOLER LINES



These braided stainless steel hoses are a bit more expensive than the standard rubber hoses, but are well worth it. With a working pressure of 400 PSI, these heavy-duty hoses are designed with competition purposes in mind. Don't let a burst hose catch you by surprise.

MGB '63 thru '67 (2 required)	435-680	\$34.75
MGB '68 thru '74½ (short)	435-690	\$29.75
MGB '68 thru '74½ (long)	435-700	\$34.75
MGB '75 thru '80 (2 required)	435-710	\$35.75

MGB LOWERING KIT

While all MGBs share a reputation for excellent handling, the chrome bumpered roadster was superior to the later cars due to its lower ride height. Later rubber bumpered MGB owners can easily revert to the early specifications by installing lowered front coil springs and a rear lowering kit. This easy modification will let you enjoy a vast improvement in the handling of your MGB. We also recommend fitting shorter check straps (267-610) on the rear axle.

This conversion may be illegal in some states.

Rear Spring Lowering Kit	268-140	\$69.50
Heavy Duty Lowered Coil Springs	264-385	\$48.75

MOSS REBUILDING CENTER

Rebuilt Components from Moss

If you haven't the time, skill, patience or whatever to rebuild your own components, consider our Rebuilding Center as an alternative. The biggest benefit of buying a rebuilt item from us is that our team of technicians genuinely care about British sports cars and enjoy working on them. Their experience and enthusiasm brings a level of quality to our line that you won't find at your local garage.

Our Rebuilding Center has just completed a move to larger, more complete accommodations. As we get settled in, we'll be concentrating our efforts on the items listed at right, with a much broader range to follow in the coming months.

Check our current offerings. You'll find each a good value and can take pleasure in knowing that they were rebuilt right!

These items are regularly stocked at our California warehouse and can be ordered through normal channels (our Toll-Free order phones or by mail). Please call for availability as our stock can vary depending on our supply of rebuildable cores.

Triumph Gearboxes (non-overdrive)

Application	Part No.	Price	Core Charge	Net Cost After Refund
TR2-TR3A (thru TS50000) (with early type starters)	041-430	\$674.95	\$50.00	\$624.95
TR3A (from TS50001) and TR3B (TSF series)	041-431	\$724.95	\$100.00	\$624.95
TR3B (TCF series) and TR4 (all-synchro gearboxes)	041-432	\$724.95	\$100.00	\$624.95
TR250 thru TR6 (thru 1972)	041-433	\$724.95	\$100.00	\$624.95
TR6 (from 1973 on)	041-434	\$724.95	\$100.00	\$624.95
TR4A	041-435	\$724.95	\$100.00	\$624.95

Triumph I.R.S. Hub Assemblies

Application	Part No.	Price	Core Charge	Net Cost After Refund
TR4A thru TR6 (each)	041-550	\$242.50	\$100.00	\$142.50

Rebuilt SU Carburetors

Application	Part No.	Price	Core Charge	Net Cost After Refund
MGA 1500 (AUC784)	041-701	\$345.00	\$120.00	\$225.00
MGA 1600 and MkII (AUC943)	041-702	\$345.00	\$120.00	\$225.00
MGB, 1963-'67 (AUD52/135)	041-704	\$325.00	\$100.00	\$225.00
MGB, 1968 (AUD265)	041-705	\$325.00	\$100.00	\$225.00
MGB, 1969 (AUD326)	041-706	\$325.00	\$100.00	\$225.00
MGB, 1970 (AUD405)	041-707	\$325.00	\$100.00	\$225.00
MGB, 1971 (AUD465)	041-708	\$325.00	\$100.00	\$225.00
MGB, 1972 (AUD493)	041-709	\$325.00	\$100.00	\$225.00
MGB, 1973 (AUD550)	041-710	\$325.00	\$100.00	\$225.00
MGB, 1974 (AUD630)	041-711	\$325.00	\$100.00	\$225.00
Triumph TR2 (AUC721)	041-730	\$375.00	\$150.00	\$225.00
Triumph TR3 & 3A (AUC768) (with banjo fittings on float lids)	041-731	\$325.00	\$100.00	\$225.00
Triumph TR3A & 4 (AUC878) (with push-on fittings on float lids)	041-732	\$325.00	\$100.00	\$225.00
Triumph TR4A (AUD284)	041-734	\$325.00	\$100.00	\$225.00

The Nitty-Gritty about Cores

Core charges are swiftly refunded upon receipt of a complete, rebuildable core. We suggest that you ship your core after you receive the rebuilt item, making certain that your core includes exactly what you received with the rebuilt unit. This ensures that you don't send us too little or too much. Please Note: While you can order rebuilt parts from us just as you would any item from our catalog, your core should be sent directly to our Rebuilding Center. The address is:

Moss Motors Rebuilding Center
103 East Madison Street
York, South Carolina 29745

Be sure to include a copy of your invoice when returning a core to us.

Building The Perfect Bench By Chris Nowlan

Over the years, I've had the opportunity to visit many sports car enthusiasts in their garages (usually with attached homes), and have found most garages to be poorly equipped to efficiently handle serious mechanical rebuild or restoration projects. I've also restored my share of cars and in the process have graduated from the bucket of gasoline, bag of old tools school of automobile mechanics. I've found that working on old sports cars is far more enjoyable when carried out in a well lit, clean and efficiently organized work area.

A good rugged work bench and an efficient parts washer are perhaps the two most important elements in any well equipped hobby shop. Having priced 'professional' parts washing equipment and a range of rugged work benches, I realized that short of taking out a second mortgage, I needed to develop a more economical alternative.

The work bench/parts washing combination described below was completed six or seven years ago and has worked out extremely well. The key design elements of the parts washer were 'borrowed' from production parts washers then on the market, while the bench is typical of designs found in various home handyman books. The beauty of this particular combination is that when the parts washer is not in use, it is truly out of the way, and the flush fitting cover allows for full use of the work bench top. When in use, there is ample room to park both washed and unwashed components. Incidentally, I've found my wife's shallow baking trays are great for drying and preventing excess solvent from soaking into the bench top, but once returned to the kitchen they tend to impart a mild repair shop aroma to her Christmas cookies!

The sturdiness of the bench itself might at first appear to be overkill, but I've found it provides the necessary rigidity for working on heavy items, or when putting my oversized

bench vice through exciting maneuvers. This particular bench is also free standing and is now in its second home. The back splash has made my day on more than one occasion in keeping all of those little round balls and springs from rolling off the backside. I have finished off the plywood top with tempered masonite which is smooth, relatively durable and easy to keep clean. While the masonite is glued in place, the oak edge is attached with screws to allow for removal and easy replacement of the cemented masonite. The edge trim screws are chrome

while the clean solvent floats to the surface of the water where it is recycled. The water truly stays put and does not mix with the solvent.

I've used my washer extensively and have never had to change the solvent or clean the tank. Since there is no filter in the conventional sense, nozzle pressure is never reduced or restricted.

The solvent reservoir is made from a cut down 55 gallon drum. I selected one with a removable top secured by a band clamp. By

med down. The heavy plastic tank liners are used for corrosive chemicals and can be obtained from the same source as the used 55 gallon drum. A good heavy coating of Moss fuel tank slushing compound (*220-450) on the inside of the bare tank would probably also minimize the chance of rust.

The submersible pump that I used was purchased as a solvent pump from an industrial supply house. Apparently, ordinary water type submersible pumps work fine, such as the type used for garden water fountains. (Pump should deliver around 150 gallons per hour to 3 foot height.)

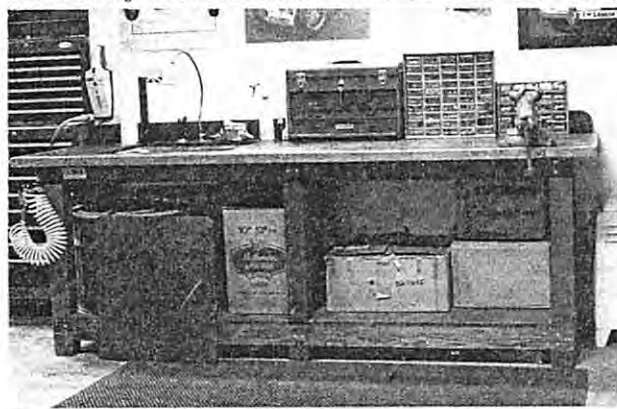
The sink is a basic stainless steel kitchen sink and is large enough to hold a 4-cylinder engine block.

All drain fittings and the hand held spray washer are normal kitchen hardware, while the main solvent gooseneck and control valve were obtained from the local industrial supply house. I've wired the grounded power cord to a switch box on the front of the bench.

I had originally envisioned finishing off the base of the bench with panelled sides and framed doors. This is the main reason for leaving all support rails flush with the bench legs. Drawers could also be added, but the top cross rail would have to be reduced in height which would, to a minor extent, compromise the strength of the bench.

The bench/washer setup took a few evenings and the better part of a weekend to complete. As I recall, the cost of lumber and parts washing components was ultimately a fair bit more than I had originally estimated, but still far less than the cost of a separate production parts washer and bench.

All in all, this has been a highly serviceable piece of equipment, has enhanced my enjoyment of working on old cars and was fun to build! Why not plan your own bench/washer building weekend soon!

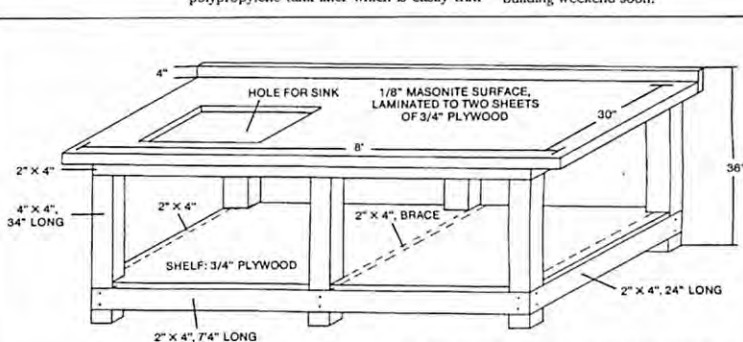
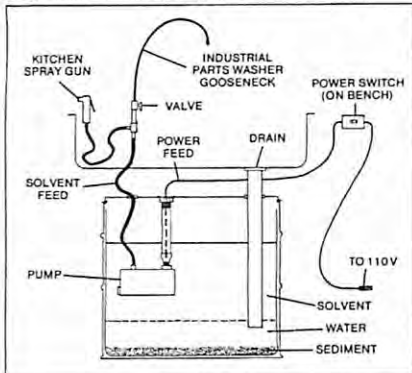


The 'Bench', currently residing over Chris' garage.

plated TD dashboard screws and provide a nice finishing touch.

The parts washing aspect of the design is simple, yet highly effective. The water filtration system couldn't be more efficient as all solids and heavy greases settle to the bottom of the tank

removing the midsection and rewelding with a continuous bead, the resized tank can be made air tight to eliminate solvent evaporation and fumes. Since the bottom six inches or so is filled with water, rust could become a problem. I eliminated this potential by fitting a 55 gallon polypropylene tank liner which is easily trim-



Send SASE to editor for complete set of building instructions.

MGA STEEL FENDERS

Our steel fenders are manufactured exclusively for us in England. While our jigs and tooling have been very carefully designed and tested, some slight variations do occur in our fenders, as well as in the original fenders and body panels. These are supplied undrilled and installation does require special body working skills. All our fenders are fitted to special go-no-go jigs prior to shipment. This ensures consistency within specified tolerances and provides for easier installation.

Left Front 456-740 \$495.00 Left Rear 456-700 \$475.00
Right Front 456-750 \$495.00 Right Rear 456-710 \$475.00

Fenders must be paid for in advance and shipped truck freight collect. Because of the nature of these items, we cannot accept returns after installation has begun.

LEATHER STEERING WHEEL COVER

You've never seen a finer steering wheel cover! Unlike adjustable-size covers, this premium grade black leather cover is custom tailored. Fits snugly on the 16 1/2" rim of your MG TD-TF, MGA, '63-'69 MGB, Big Healey and Triumph TR2-3. Simple installation results in a steering wheel with a luxuriously-soft grip that looks factory-fitted. The look and feel of fine leather under your hands may not improve the performance of your car, but it will certainly make driving a pleasure!

Leather Steering Wheel Cover 222-315 \$24.50

Rust Repair

By Eric Wilhelm

'The most feared four-letter word in a British sports car owner's vocabulary must be 'rust'.

The most feared four-letter word in a British car owner's vocabulary must be 'rust'. I once saw a TR250 collapse in the middle when lifted by a tow truck; when set back on all fours, the center portion of the frame was resting on the pavement. Rust, caused by road salt and neglect, was responsible.

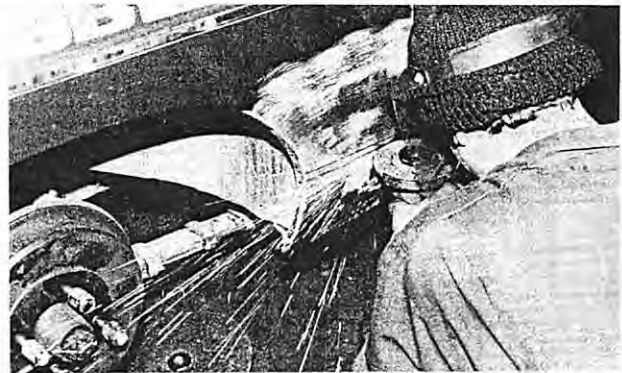
Even in areas where road salt is not used, rusting agents may be present which literally eat holes in auto-mobiles. Dilute sulphuric acid is present in many areas in the highly publicized form of 'acid rain'. Some crop spraying chemicals are also active rusting agents, while salt spray in coastal areas often turns cars into dangerous hulks of rusty steel lace. Once the rusting process has begun (often by the time the car reaches the dealer), it is too late for protection - remedial action must be taken immediately to remove existing rust, no matter how seemingly insignificant.

The only way to remove rust which hasn't yet eaten entirely through its 'host' panel is to sand down to clean metal, treat the sanded area with a rust remover (most proprietary solutions containing phosphoric acid work well), wash thoroughly to remove all traces of the rust remover, prime and paint. This is a lot of work, even for a relatively small area. If rust is forming between two pieces of metal spot-welded

together, or otherwise lapped over each other, acid treatment is not recommended, as it can't be adequately neutralized. What can be done to de-rust a sealed boxed-in area? Unless you can get to all rust-contaminated surfaces and de-rust them, there's not much that can be done. Generally, the compounds advertised as 'rust neutralizers' and such have some rust retardant value, but they don't seem to effect permanent cures.

'Body cancer' is one of the least pleasing pseudonyms of automotive rust, but one of the most accurate. Once rust has eaten through a panel, even in pin-holes, the only cure is to cut out the affected part and weld in a new piece. This can be more trouble and certainly more expensive than prevention or immediate first aid when rust is first noticed, but it is the only way to cure the problem. Body putty, lead, pop-riveted patches and other commonly used 'repair' methods only hide the problem; they do not cure it.

Rust has an even more dangerous cousin - electrolytic corrosion of aluminum panels where they join steel, as on Big Healeys. In this case, the aluminum and steel, in the presence of moisture, act as an electric battery, especially when the moisture is salt-laden and the temperature is warm. When this occurs, the aluminum crumbles and turns into white pow-



der, leaving the steel rusty, but usually sound. What makes this form of 'body rot' worse than rust is that it is much more difficult to perform 'cut and weld' repairs on aluminum than on steel.

Prevention of corrosion is much easier than repair. When washing your car, wash it thoroughly underneath as well. Do whatever you can to dry it - blow with compressed air, mop it dry, or open doors, trunk and hood to allow all water to evaporate. Letting it sit out in the hot sun will dry it quickly enough. Above all, do not put a wet car in a heated garage - heat combined with high humidity is what rust thrives on. Check the car thoroughly underneath for raw or rusty metal areas - clean and protect them with paint, undercoating, or even grease. Have you ever noticed that the bottoms of your front floors never seem to get rusty - the oil from engine leaks protects them. (This won't prevent floors from rusting from the inside, though.) Do whatever you can to prevent rust from starting. Most commercial undercoatings work very well when properly applied.

Checking a car for rust and finding all the rust is not as easy as it sounds. For example, by the time rust bubbles appear under the paint at the lower front of MGB rear fenders, it's a dollars to doughnuts bet that at least the rear portion of the rocker panel (covered by the fender) and the vertical inner sill panel are in much worse

condition. The only way to find this dangerous structural rust is to explore. Remove the other rusted fender section, probe deeply and try not to be horrified by what is found. On most cars, removal of the front bulkhead sealer plates will show if there is any rust 'inside' the lower rear of the front fenders. This is one of rust's favorite spots. While exploring, the traditional 'ice pick' method works, but I prefer to tap suspect areas with a body pick hammer which has the pick ground to a hemisphere about 1/8" in diameter. Light tapping with this won't damage sound bodyworks, but it will, by sound and feel, if not by penetration, find all rust damaged areas which are not visually apparent.

So your car's like mine, well past the prevention stage, and ready for major surgery. Moss helps hundreds of us each year by supplying not only complete fenders, rocker panels, and floor boards, but also repair panels which are designed to replace those areas of your car which are prone to rusting. Check the Moss Catalog for the car of your choice and you will likely be surprised by the number of such body repair pieces available. Our price list updates are worth checking, as well. In them we introduce new products, including even more repair panels.

(Next issue - how to install Moss repair panels.)
(Take a look in our current sale flyer for some rust repair panel specials. - Ed.)

WANTED! *mm03-35*

We need your help! We won't be able to continue or expand our Rebuilt Parts program without a steady supply of good rebuildable cores. Right now we are in desperate need of Triumph gearboxes, Triumph IRS hub assemblies and British SU carburetors. We'll also consider buying cores for items not yet in our program. For more information and prices, please call Dave directly at 803-684-3577.

Note: Cores are not purchased at any of our counter locations, they must go to our Rebuilding Center.

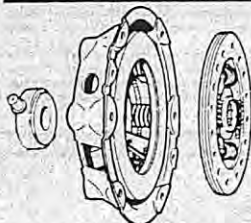
MGA LUGGAGE RACK



Don't cramp your style in a crowded car. Strap on your weekend luggage and enjoy the drive with this great reproduction of the factory optional rack. Now you can give your MGA a special look with a luggage rack rarely seen on US spec cars.

MGA Luggage Rack
244-700 \$139.75

SPRIDGET CLUTCH KIT



Brand New!

Let us help you replace your clutch easily and economically. This convenient clutch kit contains a brand new pressure plate, disc and throw-out bearing to fit your Sprite or Midget 1275.

Spridget 1275 Clutch Kit
190-980 \$95.50

WEBER DOWNDRAFT CONVERSIONS



Our Weber Down-Draft carburetor conversion is a complete kit including a 32/36 DGEV or DGAV carb, manifold, air filter and linkage tailored for your car. The ideal road use conversion, this set-up gives improved, full-throttle performance without sacrificing fuel economy or driveability at 'around town' speeds. Simple to install, and no modifications are required to your existing linkage. Works with either stock cast iron exhaust manifold or tubular headers. (Late 1975 thru '80 MGBs must use either the early stock exhaust manifold or tubular headers.) A very practical conversion for everyday use. Buy now, and get that famous Weber performance!

TR6 (dual carb)	222-420	\$619.95
TR7 (dual carb)	222-410	\$619.95
MGA, MGB 1962-'74½ (manual choke)	222-260	\$274.95
MGB 1974½-'80 (automatic choke)	222-265	\$299.95
Spiffire 1300/1500 & Midget 1500 (auto choke)	222-255	\$289.95
Spridget 1275	222-275	\$264.95

CLASSIC-FIED ADS

We accept advertisements for British cars only; no parts ads please. One time insertion is \$30.00. Publication is quarterly, the deadline for the next issue is July 1, 1987. We suggest you place your ad well in advance, limit it to 50 words or less. Cars which are realistically priced have a better chance of being sold. Due to space availability, ads received near the deadline may be held for the next issue. Late ads will run in the next issue unless the advertiser specifies current issue only. Please send written copy, include your name, address, zip and phone.

1963 TRIUMPH TR4: New top, roll bar, carpets, etc. Rebuilt engine and transmission, runs great—very quick. Body is undamaged and very straight. Good paint. \$2400. Frank Dikken, 3007 Cottonwood Ct. Newbury Park, CA 91320. (805) 498-7993.

1966 MG 1100: Running condition. White with black interior. Solvang, CA. (805) 688-0841.

1957 TRIUMPH TR3: New top, interior and chrome, cream/black, disc wheels, very good looking and running condition when garaged and covered in 1980. Planned restoration shelved for career. This TR is 100% complete and therefore an excellent project candidate, \$3,800/obo. Bruce T. Rowland, 1493 Woodmont Blvd., Nashville, TN 37215. (615) 383-8934.

1950 MG TD: 2nd owner, completely restored, always garaged. Participant in Concours d'Elegance, 3rd place '84 and class award, Sacramento Autorama '86. 62,000 original miles and only 1,200 miles since ground-up restoration in '72. Old English white with black \$12,500. Chris Chinco, 1740 Rolling Hills Road, Sacramento, California 95864. (916) 485-9834 leave message.

1951 MG TD: Just finished ground-up restoration. Never been driven. White exterior, tan leather interior. Black carpets. This is the car you've been looking for. Photos available. Dave Elko, 221 Dickens Drive, Delran, NJ 08075. (609) 754-9718.

1947 MG TC: British racing green, tan interior, tan rag top, matching tonneau. 27,000 miles, fully restored, manuals and service records available, many spare parts. So Cal car, no rust, used only for club events, cover car for Car Collector's Magazine in Nov. '80. \$16,000. Charles Zafra, (714) 997-8224 or (714) 731-3366.

1955 Classic MG TF 1500: Red/black upholstery, excellent restoration. \$19,800. Call (912) 742-4538, Lester Atrial, 933 Highland Terrace, Macon, GA 31201. Mechanic's reference available.

1955 MG TF 1500: One owner - Always garaged since restoration in 1972. Best offer over \$10,000. Ron Dillard, Route 3 Box 120 Maryville, TN 37801. (615) 977-0062 after 6pm est.

1955 MG TF 1500: Very good original condition, BRG exterior & interior, wire wheels, luggage rack. Garaged and never driven in winter. Must sell & asking \$15,000. Call: (216) 699-6031 after 6pm est.

1937 MG VA TICKFORD: Drop Head Coupe by Selmons & Sons. This rare four seater is one of MG's most beautiful designs. A unique find for the enth-

usiast with a family. Roll down windows, trunk, mahogany trim and the room to tour comfortably, makes this the MG to enjoy while your investment appreciates. One of just 360 built in this classic '30's all unique "Tickford" parts are included. Many NOS spares. Spare engine block and rare original owner's parts literature included. This unique car, assembled but not running will require a restoration to return it to its original glory, but it is a once in a life time find. Offered at \$8495. Ed Flax, 5 Oxford Court, Princeton Junction, NJ 08850-1810. hm(609) 275-8690-wk(215) 677-5600.

1952 MG TD: Green with black interior, new top, looks good, good running condition. \$5,500. Also: 1956 ALISTIN HEALEY 100-4 BAZ: New top, wire wheels, good running condition. \$4,000. San Francisco, CA. Call Georgia Frazier at (415) 431-1207.

1953 MG TD: White with burgundy interior. Driven daily and garaged. It needs TLC and I need the space. Asking \$10,000/obo. Call or write: JP Jost, 977 Sylvania drive, Dallas, TX 75218. (214) 328-6327. Good condition.

1959 JAGUAR XK 150 S: USA car. Mechanical restoration 90% complete, solid and extra clean. Engine, clutch, brakes recently overhauled. O/D gearbox. Interior suitable, paint good, wire wheels re-tread and polished. General overall condition very good, no rust. \$20,000/obo. In Grover City, call Big Joe at (805) 481-3665.

1962 AUSTIN HEALEY 3000: Good body, motor, groul in low gear. Hard and soft top. Run anywhere - wire wheels \$5,000. 1965 SPRITE: Good condition with lots of spare parts including soft top. \$2,000. May take some trade. G. Lyons PO Box 313 Myrtle Point, Oregon 97458. eves (503) 572-3784.

1951 MG TD: Excellent condition. No rust or damage. White with green interior. Garaged last 8 years by present owner. William Hunt, PO Box 686 Boca Raton, FL 33429. hm (305) 739-6132, wk (305) 393-3029.

1964 TRIUMPH TR4: Ready for restoration. Have all parts. Partially disassembled. Paris: New white soft top, motor and transmission mounts, lights, rubber seals, completely rebuilt front end, etc. Engine runs, and transmission and clutch also fine. Tires fairly new. Extra gauges, factory TR5 manual and other TR4 manuals. Solid wheels with chrome covers. Needs new interior. Call Jim Burnham at (619) 481-2362, or (619) 942-0836. Make offer for whole package. Serious inquiries only. 160 Phoebe Street Leucadia, CA 92024.

1966 AUSTIN HEALEY 3000 BJS MkIII: Excellent condition 45,155 original miles. New rubber parts, exhaust system, clutch. Nearly new top, tonneau, boot, car covers, Michelin. Owners and workshop manuals. Always kept under cover. \$9,000. Call Russ Chapman, 1405 Hacienda Drive, San City Center, FL 33570. (813) 634-8235.

1949 MG YT: 4 passenger touring roadster. Only 877 ever built! Complete restoration 1982. Driven less than 1,000 miles since. First-in-class 1984 GOF West. Green with tan leather interior, folding black hood, tonneau, side curtains. Built-in hydraulic jacking system. Mechanically perfect Concours winner. Pictures on request \$17,500. Dave Wellington, 73 Cascade Key, Bellevue, WA 98006. (206) 747-5940.

1967 AUSTIN HEALEY BUG EYE SPRITE: Convertible, mint condition. Metallic red paint with wire-wheels. Black leather upholstery w/ wool carpeting. Features rebuilt engine, transmission, clutch, brakes, radiator. Complete restoration for classic display model. \$7,000/obo. Scott Eagle, 10 Gambol Street, Newport News, VA 23601. (804) 596-4000.

1966 MGB ROADSTER: Newborn forces sale of restoration project which was never started. Engine and trans out of car. Asking \$800. George, eves (213) 425-8887, days (213) 595-5316, Ext. 1210.

1949 MG TC: Originally sold in England. New top including wood. Body and engine sound. Tonneau and cover included. Car driven regularly. \$11,000. Steve Thigpen, 9526 Bay Ct, Carmel, CA 93923. (408) 624-4494.

1958 TRIUMPH TR3A: Holds 3rd place trophy for Northwest Concours, 1986. Frame off restoration. Hand rubbed red paint, black leather interior, wire wheels, overdrive, and adjustable steering. \$7,000. Lynn Martin, 102 E. 4th, Post Falls, ID. (208) 773-7768 or (208) 773-2300.

1960 JAGUAR MkII 3.8 SALOON: Completely restored to original specs. Red leather, new paint, tires, motor, tranny, exhaust system, battery, etc. A real class act. Asking \$9,550. Make an offer. Call (415) 591-6716.

1960 JAGUAR ABC 122: 3.8 litre automatic. Mechanically restored. New paint. Wimbledon white, red wire wheels. Needs living & wiring. \$2,200. Call Richard (805) 581-2222 eves, or (818) 847-5887 days.

1972 MGB GT: This car has 65,000 miles on it and runs excellent. No mechanical problems. Chrome wires. Sunroof. A real eye catcher. Must sell because of restoring another car. Blue in color. \$2,500. Dennis Muncy, Rural Route Box 23, Knightsdown, IN 46148. (317) 345-2769.

1958 MGA 1500: Coupe, 74,000 miles. Engine and body in fine condition, red, new batteries. All original or Moss Motors parts. Would love to continue to restore, but no time avail. \$2,000. Lennart A. Lorenson, 1817 Ibis Ln, Sanibel, FL 33957. (813) 472-6865.

1979 MGB: Convertible with hard top. Has factory air, new red paint, little or no rust, wire wheels, new brakes, good rubber. Drives OK at 87,000 miles but currently in covered garage. A good investment at \$3,200. Call or write Ken Grise (812) 425-4843 after 4:30pm, 912 Joan Ave. Evansville, IN 47711.

1960 JAGUAR Mk II SEDAN: Rust free Oregon car, black & grey, sunroof, automatic. Much mechanical work done, including rebuilt engine & trans. Interior wood in good shape but leather seats need repair under vinyl covers. Stored in SLC, Utah. Must sell. \$4,500/obo. Rick Jenken, PO Box 4351, St. C. Calgary, Alberta, Canada T2T 5N2. (403) 255-3560. \$250. FINDER'S FEE: Looking for concours condition 1967 MGB Roadster. No rust. Must be original. \$250, to finder upon purchase. Jay McGoodwin (714) 645-5961 eves.

1968 TRIUMPH 2000: 4 door sedan, automatic transmission. Great project car, very unusual. Wood dash window trim. 6cyl engine, runs well, needs TLC on interior. Outside dark blue, never wrecked & no rust \$1,500. (805) 481-8423, Arroyo Grande, Calif.

1960 TR3A: Pristine vehicle with concours potential. Actual 33,000 miles. Recent custom burgundy metallic lacquer, new interior, top, side curtains, tires. This unique TR being offered for the first time at \$7,500. Eves (818) 353-4811. Serious inquiries only, please.

1970 MGB/GT: Very extensive engine re-build, new clutch, etc. Wire wheels, etc. Excellent performing car. Very very, very clean! Must sell quick... a "tax time" sacrifice, asking only \$2,500. Murray Naidich 4351 Kingswell Ave. Los Angeles, CA 9007. (213) 6-3-8877.

Need A Moss Catalog?

Moss offers you a full line of complete catalogs. Beautifully detailed illustrations of each car make finding the parts you need fast and easy. Tech tips and accessories also aid you in the restoration and maintenance of your British classic. Send \$3 today for each catalog, and we'll send you a \$5 gift certificate good on your next mail or counter order.

(Specify catalog by checking appropriate box)

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| MGA | <input type="checkbox"/> MGA-11 |
| MGB | <input type="checkbox"/> MGB-02 |
| TR 2-4A | <input type="checkbox"/> TR-02 |
| TR 250-6 | <input type="checkbox"/> TRS-01 |
| AH 100, 109-6, 3000 | <input type="checkbox"/> AHY-04 |
| JAG XK120, 140, 150 | <input type="checkbox"/> JAG-07 |
| TR 7 | <input type="checkbox"/> TRZ-01 |
| SPRITE/MIDGET | <input type="checkbox"/> SPM-01 |



Palm Springs Vintage GP, Nov, 1986

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