



Motoring



New Manager At Moss ECF

Moss Motors is pleased to announce our New Jersey Showroom/Warehouse is now in the capable hands of Rick Heilman. Those of you in the Baltimore-Washington area may be familiar with Rick from his time spent as part of the crew at Moss/SYE, our Rebuilt Parts Division. Rick joined the Moss crew in March of 1985 as a salesman. His training in the US Army had prepared him for more and greater responsibilities, a fact which came to light soon after he started with us. Late in 1985, the manager's spot opened up at SYE and Rick was chosen for the job. He quickly proved himself an excellent choice.

As with so many of our people, Rick is a British car nut. He got a late start in life, but has come on strong in the last few years. Land Rover was the car that sparked Rick's interest in British vehicles. A friend of his had one... you know the rest. Since we've known him, Rick has been seen in his own Land Rover, an MGA, MGB, TR3 and an unusually clean Triumph Spitfire.

Nineteen eighty-six was yet another hectic year for Moss. Unfortunately, we lost our manager in New Jersey during the height of the season. A quick search among our ranks once again yielded the name of Rick Heilman as the man for the job. This created an interesting dilemma for us; we wanted Rick in both New Jersey and Maryland! By the end of 1986, Rick knew every toll booth attendant between Beltsville and Rockaway on a first name basis.

Rick's first assignment is over now. He and his wife Cathy are settled in New Jersey and are waiting for things to get going in '87. They shouldn't have to wait too long because (a) the good weather is coming, and (b) they're expecting their first child soon. We hope the stork brings a happy, healthy fledgling British car nut. All of the Moss crew wish Rick and Cathy the best of luck in their new environment, and we hope our customers in the Northeast will stop in and see Rick at our Rockaway store soon.

Moss East Coast Facility GEARS UP FOR SPRING

We receive numerous cards and letters from customers around the country. This input provides valuable information which helps us give better service. One comment was repeated often enough that we were forced to take action. People east of the Mississippi wanted their own Moss Motors. We appreciate the problem a car owner in Pennsylvania has when his/her car breaks down. Many of the British sports cars are now thirty to forty years old. Despite this fact, the parts should be in stock and a little closer than California.

How then was Moss to insure timely delivery to our friends in the East? Buy a map, rent a car and start looking for an Eastern location. New Jersey seemed a logical place for Moss ECF (we call it ECF; much shorter than East Coast Facility.) We did a lot of sightseeing while looking for the right spot. The commercials are true, New Jersey really does have some beautiful country.

The parameters for a warehouse location were strict. The spot had to be the right size, have good access for counter customers and it had to be near shipping services. A fourth requirement, perhaps the most difficult to fulfill, the environment had to be conducive to sports car activities. A barren industrial complex was not what we had in mind.

Montville, New Jersey turned up as the best common denominator. Once a site was selected, the program went into motion. In California, the largest parts order in company history was created. Over two hundred pages of part numbers to make up our initial stock. Shelving materials were purchased, ordering and restocking procedures set up, and myriad small details were resolved. We wanted to be sure everything worked smoothly before customers started to receive orders.

To test our preparations, we set up the complete New Jersey warehouse in California



and shipped orders for a couple of weeks. A great deal of extra work was required to test our procedures, but we felt it better to find the mistakes in California rather than 2500 miles away.

We packaged the operation (parts, shelving and all) into a forty-five foot trailer and hit the road. The first ECF occupied the lower floor of an old dairy barn. There was a pond out back, trees and open fields. A perfect environment for sports car activities. The inaugural springtime flea market was a terrific success, thanks to the efforts of Greg Prehodka and the New Jersey MGT Register.

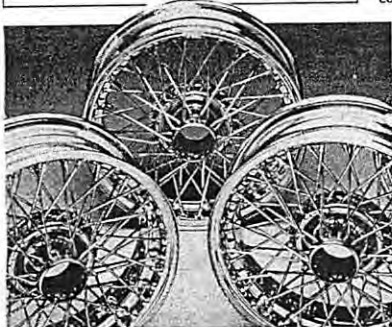
Unfortunately, growth overwhelmed us. The 4,000 foot Montville warehouse couldn't handle our growing inventory and booming sales. A year and a half after arriving in New Jersey, Moss ECF moved to its current location in Rockaway.

Rockaway's 8,000 foot building looked large at the time, but one tends to fill whatever space is available and we're now bursting at the seams. Our product line expanded rapidly and stocks increased as we learned the subtleties of Eastern parts requirements (i.e. heavy on the rust repair).

Moss ECF celebrated its fourth anniversary last October. Rockaway is now established as a favorite spot for Marque Days, flea markets and Saturday hangout for British sports car junkies. ECF also hosted the start of the Ocean to Ocean T Tourist Trophy last summer.

Rick Heilman (see sidebar) and the crew run a pretty slick operation. When we started in Montville, the two man staff shipped a few orders, handled the occasional counter customer and processed small restock ship-

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'Every single wire wheel we sell will be re-trued before being offered for sale. Every wheel will have to meet the quality standards of a man who has been in the wire wheel rebuilding business for the better part of thirty years'...

Guaranteed To Be True

For the last few years, we have been selling genuine Dunlop wire wheels to our customers. These wheels are made in India under license from Dunlop of England. The design specifications are identical to the original wheels supplied by Dunlop on the cars most of us drive.

We chose to sell these wheels because we believe in giving our customers the best value for money, as well as in supplying products which are as close as possible to the original equipment. For a while, we had sold American-made wheels but the cost of these wheels and the uncertainty of supply (strikes at the factory held up production on several occasions) led us to pressure Dunlop into producing enough wheels to meet the US demand.

Recently, rumours have spread through the marketplace that the quality of Dunlop 'made-in-India' wheels is unsatisfactory. We ourselves have had a few complaints of wheels that were out

of round but, we hasten to add, such complaints represent less than five percent of the wheels that we have sold. (And we have sold a lot of wheels!) We should also add that we had at least this same percentage of complaints when we were selling American-made wheels.

However, Moss Motors is not a company to tolerate inadequacies of quality in something as important as the wheels that you are riding on. We have, therefore, recently instituted a new program whereby every single wheel that we sell will be re-trued before being offered for sale. Every wheel will have to meet the quality standards of a man who has been in the wire wheel rebuilding business for the better part of thirty years, and who specializes in rebuilding wheels for classic show cars and vintage race cars. With his seal of approval, we are confident that the

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Moss 'Start Your Engines' On The Move

Every time we go to press, there seems to be something new and exciting to report about the development of Moss Motors. In our continuing efforts to bring our customers the best possible products and service at the best possible prices, we always seem to be making changes somewhere.

This time, it's our Rebuilt Parts Division that is on the move. For the last few years located in the old 'Start Your Engines' facility in Beltsville, Maryland, this Division has now been divided into two separate entities with two separate locations.

The new parts showroom has moved across town to 11980-D Old Baltimore Pike, Beltsville, Maryland 20705, a more compact and cost-efficient (d'you know how much it costs to heat a huge, old warehouse in the winter?) location where we will be able to better manage our inventory. As before, we will have a new-parts sales counter at this location, where customers will be able to buy anything from our full range of products.

Managing this store will be Craig Cody, a young man who recently moved East from our California Headquarters. A several-year employee, Craig made his mark in Goleta by being 'lead salesman' for the last year or two, and by showing strong organizational abilities. Craig's cheery personality and love of sports cars made him an ideal choice for this new responsibility and we hope many of

you in the DC area will stop by to meet him soon (and to show this native Californian some of that famous Eastern hospitality.)

York, South Carolina is the new home of our Rebuilt Parts Division. Here we will have expanded machine-shop facilities in another plant belonging to the Moss organization. The range of products we remanufacture will be reviewed, with emphasis being given to the ones for which there is steady demand and best core supply.

In recent months, our sales of rebuilt engines have gone up by leaps and bounds. People all over the country have found that there are so many advantages to buying a complete unit rebuilt by experts, rather than entrusting their work to local mechanics who are more familiar with American or Japanese engines. With inexpensive prices and free shipping, there is also a strong financial incentive to buying a rebuilt engine from Moss (with its 12-month, unlimited mileage warranty).

We had gone to England for factory rebuilt units to obtain quality and good prices. Naturally enough, they do not have many US-specification engines over there to rebuild so the move to larger premises will enable our Rebuilding Division to supplement the supply. From now on, all sales of rebuilt components (engines, gearboxes, carburetors, etc.) will be co-ordinated by our

California Sales Department instead of our Maryland Division.

Shipments will be made from wherever we have the rebuilt units, but the separation of the rebuilding and marketing functions will enable us to do a better job of each.

Dave Sims, who had recently been in charge of the Maryland Division, has gone down to York, SC, to head up the Rebuilding operation. Dave has many years of experience in this field and, now that he will not have to worry about the marketing, will be able to bring his very considerable mechanical abilities to bear in seeing that any rebuilt part with the Moss label on it is the best on the market.

You'll note no mention is made of a new location for Used Parts sales. That's because we have decided that old MGAs, MGBs and Triumphs are now sufficiently valuable that they should be saved however rough and rusty they are. It used to be that there were so many around that the breaking-up for parts of the really bad ones was justified. Not so any more! The result is the closure of our Used Parts Division so we will no longer be in the market for junkers and miscellaneous used parts. Our thanks to those of you who supported this endeavor in the past; now, if you find yourself unable to find something as a new part and you really need it, let us know. We'll put it on our list for possible reproduction.

LETTERS

A Helping Hand

Dear Moss Motors,

Having just purchased my first British sports car, I was a little anxious about parts availability and technical help. I have been extremely pleased with the help Moss Motors has been to me in both regards. Your personnel are always courteous and friendly over the phone and answer all my inquiries as if I were the most important caller that day. Keep up the great service!

Pat Godfrey
Citrus Heights, CA

Tech Tip

Keeping Rear Window Clear

Seeing through the rear window on your British roadster begins to get problematic as the plastic gradually goes from transparent, to translucent, to opaque. There are some exotic remedies offered for sale but I have found that good old auto wax keeps them sparkling and clear. I just do my rear window inside and out whenever I wax the car and it protects the plastic well from the elements. The mild abrasive even seems to remove the film that may build up if you've waited too long between wax jobs. Just be sure that you start with a clean window so as not to grind dirt or grit into your window.

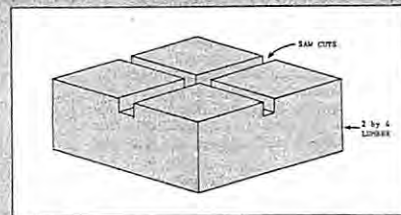
Bob Barcus
Yellow Springs, OH

Thanks for the tip Bob. A \$10.00 gift certificate is on its way.

MGA Tech Tip

Sirs,

Attached please find my 'Tech Tip' for submission to your quarterly publication 'Moss Motoring' as you see fit. Thank you for your fine publication and keep up the good work.



MGA1600 style front turn signal lenses can often be a struggle to remove if the sponge rubber type seal has hardened, has been replaced with the wrong material, or dirt and debris has built up in the recess. This prevents you from pushing in the lens far enough to unlock the tabs and remove the lens. Large pliers used on the lens to remove it almost always break the lens. A short piece of 2 by 4 lumber with two saw grooves cut at 90 degrees will aid in removing the lens without fracture and frustration. Fit the grooves over the four protruding tabs of the lens. The pushing force is now spread evenly over the lens surface and you may work the lens gently back and forth to help loosen it. Then push against the wood and use it as a handle to help unscrew the lens.

Lorin Cuthbert
Santa Maria, CA

Thanks for the tip Lorin. A \$10.00 gift certificate is on its way.

Renewed Handling

Gentlemen:

Recently, I purchased your Moss MGB shock conversion kit through my MG garage, MG Matters, in Goode, VA, and am very pleased with the renewed handling ability of my '73 B. The car is very tight and stable on backroads, while being still very comfortable on the highway.

Also, thank you for your prompt handling of my direct orders with you. I find Moss a reliable friend for my car and myself.

Lee W. Taylor
Lynchburg, VA

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Contributions Invited

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

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

\$50.00 Gift Certificates

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

\$25.00 Gift Certificates

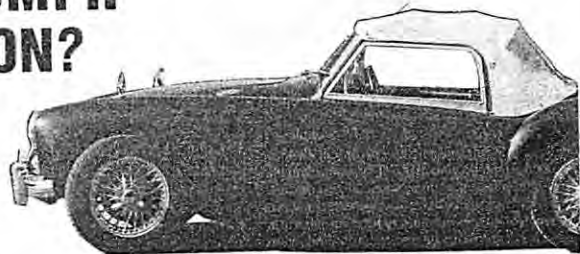
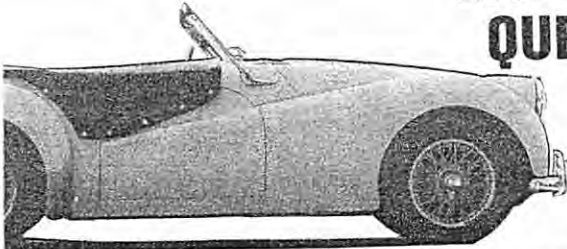
Book Reviews, Club Article Reprints (humorous or general interest) (250-350 words)

\$10.00 Gift Certificates

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

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THE MG/TRIUMPH QUESTION?



After flying back to the Midwest for my high school 20-year reunion last week I stayed on for a few days with my old high school friend and roommate, Pat Donnelly. It was a double reunion of sorts because Pat owns one of the few cars I genuinely regret selling, a 1971 MGB.

He bought it from me in California four years ago and drove it back to Wisconsin. Pat recently finished restoring the car, and it looks like new. After the reunion we spent several pleasant days motoring around town and through the summer greenery of the Midwest—a nice change from the summer brownery of California. I felt the sun on my face and listened to that nice, hollow exhaust note and decided that history doesn't really repeat itself; it just simmers, with an occasional rise in temperature.

Pat and I both bought our first sports cars in the spring of 1968 after spending the winter going to college during the day and working together on a night shift unloading Coca-Cola trucks to earn the necessary money. Pat bought a red 1960 MGA in beautiful condition for \$650 from a man in Madison. I bought a British Racing Green 1957 Triumph TR3, in slightly less than beautiful condition, for \$450 from a seminary student in Milwaukee.

The TR3 was less expensive partly because the engine ran on only three cylinders out of a possible four. The seminary student told me the engine had a burned valve. I bought the car anyway, figuring I'd learn all about valve jobs. Pat and I sputtered 150 miles back to our hometown on three cylinders, laboring painfully over every hill. When I got home, I discovered there was nothing wrong with the valves, but the engine had one bad sparkplug. I installed a new plug and the car ran like a bat out of hell.

On four cylinders, the TR3 was truly a fast car. Some previous owner had fitted it with a JC

Whitney Big Bore High Compression Kit—oversized with liners and pistons that added more grunt to what was already a very torquey engine. The car quite easily burned rubber in the first couple of gears and lunged down the road fast enough to leave the cam and lever steering five or six twitches behind the latest veer. I drove the Triumph everywhere those first few euphoric weeks, flying down country roads, and changing flat tires about every half hour, as hard cornering poked loose spokes through my tubes.

A few weeks later, Pat drove up in his new (used) red MGA. It was a beautiful little car with steel wheels, new Michelin radial tires and no rust. We cruised out of town to the Ridge Road—our own little slice of Road America—and I got behind the wheel for my first drive in an MG.

In those first few miles of driving, I was absolutely stunned. The sheer, overwhelming lack of horsepower emanating from beneath the MG's little tongue-like hood was breathtaking. I didn't know what to say. After two weeks in my punched-out TR3, I felt as though I'd stepped out of a Cobra and into a Fiat 850 Spider. The MGA simply didn't go.

As the miles rolled by, however, I began to see that the MG was not entirely without merit. The car made nice noises, shifted gears better than anything I've driven before or since and felt like a little fighter plane with its leather-trimmed cockpit, albeit a rather slow, WWI fighter plane. Furthermore, the MG had a feeling of oneness, of having been put together carefully and tightly, its seams and joints welded rather than bolted and wired. My TR3, by comparison, had a lot of raw edges, scuttle shake, loose joints, wind leaks, rain leaks, bare wires, rattle and jounce. It was windy, fast, stiff, noisy, crude and fun, where the MGA was soft, rounded compact, precise and fun in a subtler way. Switching

back and forth I didn't know which car I liked better. Preferring one over the other was a matter of mood. But the distinct characters of both cars were fixed in my mind. The Triumph was a hot rod; the MG had more finesse.

As a mechanic, I later worked on and drove the next generation of MGs and Triumphs, the MGB and TR4, and after those the GT6s, TR6s, and 7s and 8s. Right into the next decade, these cars followed the same basic personality profiles of their forebears. The MGBs got a little faster, a little softer sprung and more civilized but kept that tight, one-piece feel. All the Triumphs featured lots of engine, big tires and slab-style bodywork bolted together rather indifferently. And they remained faster than the MGs. (We are leaving the Spitfires and Midgets out of this for now; this is a story about Big Iron.)

Somehow the personalities of the owners who came into our shop also meshed with the character of their cars. For instance, we used to have a running joke among the mechanics that if the owner of a TR6 didn't have a leather sport coat and cowboy boots, we wouldn't work on his car. While the marque attracted its share of forthright Anglophiles, there was also a strong

streak of Texan running through the ranks of Triumph owners. Some, I think, were just taking a short rest on their way to Corvette ownership.

MG owners tended to be a bit more purist in the grand string-back driving glove tradition, or else were eccentrics of the sort who wore one earring (even in 1975) and had bandana-clad dogs named after minor San Francisco poets of the North Beach area. I remember being offered a large lump of hash in exchange for an MGB tuneup by one of my customers. I declined, being high on parts solvent at the time.

Sadly, both cars are gone, along with the philosophies, engineering and construction techniques that made these two affordable, fun British roadsters so different and yet so appealing. But, looking on the brighter side, there are a lot of good used MGs and Triumphs floating around at remarkably low prices. And, after driving my old MGB at the reunion last week, I may be forced to buy myself another one. Unless I find a good clean TR. I'll have to think about it. An MG would have more finesse, but a Triumph, after all, is faster.

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TRUE CONFESSIONS

BY
BEA MEYER

Bea will receive a \$25.00 gift certificate for her contribution.

Do you remember how, during the last 2 minutes of the old Perry Mason TV shows, the guilty party would break down on the witness stand? "Yes, Mr. Mason, I did it. I killed the colonel in the library with a candleabra! I've read that criminals often feel compelled to confess their crimes. Well, Triumph friends, my time has come.

I read in the paper one Saturday that the Keystone MG Club was to hold a gimmick rally the next morning. Normally, it wouldn't have mattered much except that: 1) Sunday was the first day of Autumn, 2) the weather promised to be magnificent, and 3) the starting area was almost within walking distance from my house. What a combination! Only trouble was, I didn't have an MG.

I thought long and hard about that (2 minutes), recalling that beer commercial of a while back that told us since we only go around once in life, we should grab it with gusto. So, I did... the woman who has said in public that she would rather eat worms than sit in any moving vehicle with an octagon on it. I borrowed a 1976 MGB from an extremely trusting friend, I, who had never even ridden in an MG, let alone driven one.

I didn't know it at the time, but getting a

car was the easy part. Finding people willing to get up at 7 am on a Sunday was almost impossible. Almost. My accomplice had never been in a rally car before, but that just made it all the more interesting.

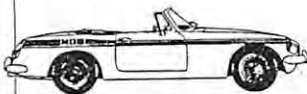
Next morning, it was strange to see over 50 cars lined up in the mist and not a TR4 or Spitfire anywhere in sight. I did wear my Triumph jacket, however, even though the time-keeper made me put on an MG lapel pin before I could leave the starting line. The rally took us through farms and cemeteries, across stone bridges and then around a school. Leaves were just beginning to edge themselves in red. The sun was golden, air crisp, day magnificent.

We didn't win one of the magnums of champagne that served as prizes, but were pleased with a "perfect" time (the MG club considers anything within 120 seconds of the exact allotted time to be perfect.) My partner learned to decipher directions such as "R90° SS", and it was a pleasure to see whole families standing out on their front steps as little cars came by to count the lawn ornaments.

"Yes, Mr. Mason, I confess, I took part in an MG rally. And I'm not sorry! What's more, I plan to do it all again, on the 1st day of Spring.

MGB BODY-SIDE STRIPE KITS

Dress up your classic MGB with a body-side stripe kit from Moss. These kits are easy to install, and are now being offered at new, lowered prices.

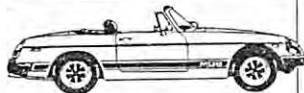


		Was
Black	215-340	\$33.95
Silver	215-355	\$33.95
Gold	215-360	\$33.95

Now Just \$25.50

		Was
Black	215-370	\$53.95
Silver	215-375	\$53.95
Gold	215-380	\$53.95

Now Just \$39.95



		Was
Silver	215-730	\$67.75
Gold	215-735	\$67.75

Now Just \$49.95



PRICES VALID THRU MARCH 31, 1987



BOB'S GARAGE

By
Robert Goldman

Everyone has his or her own interpretation of what constitutes an acceptable modification. Concours entrants will tell you a car must use bias-ply tires if it were so equipped from the factory. As

a concours judge, I agree, as a driver, I prefer radial tires for their superior traction. Sometimes, a small modification can transform a British car from a Victorian era relic to the latest in twentieth century technology. (Well, almost.)

I run my TR4 without air cleaners (I know, foolish) and consequently many birds and small animals find their way down the old Weber velocity stacks. Small engines demand frequent oil changes, particularly ones that ingest more than their fair share of dust and feathers. An oil change is no big deal but changing the oil filter is like a second childhood. The only problem being, I don't like to play in the mud anymore.

A swap meet pile yielded one spin-on filter adaptor some years ago. The application said 'TR2-4A' and the instructions consisted of a blow-up illustration. Great! My oil change hassle had just gone away. No more canister tilted at the proper angle to dump a cup of oil on the floor when you remove it.

Moss Motors feels the same way I do about oil changes and spin-on filters. We have expanded our line of adaptors to include Triumph and Austin Healey. So far, so good. A few months ago, one of our research people asked me about the adaptor on my TR.

'Did it bolt right on, or did you have trouble making it fit?' 'It fell out of the package and jumped right on the car.' I responded.

Ignorance is bliss! I never knew there were two possible filter assemblies, one of which would not have accepted my adaptor kit. Apparently, the manufacturer was in the dark as well. Some quick research turned up the problem. We had two part numbers to cover as many as five potential applications between Triumph and Healey. Both manufacturers used Tecalemit or Purolator canister assemblies. They are interchangeable but their spin-on adaptors are not.

Our research guys (sharp cookies that they are) made a chart for the sales staff showing which adaptor kits fit which oil filter assemblies. We are reprinting it here to help anyone interested in a spin-on conversion order the correct part.

As the cost of an engine rebuild can scare the most ardent British enthusiast into Honda ownership, the idea of extending your engine's life is attractive. Perhaps the most important, often overlooked, bit of advice is to change oil regularly. I've been a lot better about it since adding a spin-on filter. It's just as well, too; those feathers will clog an oil filter in no time.

Austin Healey 100-6 & 3000 with Tecalemit filter assembly

NOTE
RECESS



Order kit #635-818

The 635-818 kit comes with two threaded extensions (one NSF, one NSF) which allows the adaptor to be used with both early and late AH Tecalemit filter heads.

Austin Healey 100-6 & 3000 with Purolator filter assembly

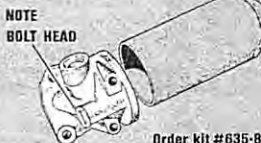
NOTE
NO RECESS



We regret that there is no adaptive kit currently available.

Triumph TR2-4A with Purolator filter assembly

NOTE
BOLT HEAD



Order kit #635-835

Triumph TR2-4A with Tecalemit filter assembly

NOTE
RECESS



Order kit #635-825

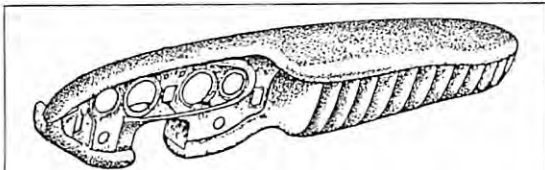
The adaptor kits for the Austin Healey 100-6/3000, and kits for the TR2 through 4A, do not include a filter. We suggest you use the #235-895 oil filter—a high quality full flow filter which incorporates a check valve. The valve helps prevent oil in the filter from draining back into the sump when the

engine is shut off. An important feature where the oil filter is mounted horizontally rather than vertically. The nice thing about these conversions is that the overall length and outside diameter of the adaptor and filter canister is about the same as the original canister.

Dan will receive a \$50.00 gift certificate for his contribution.

Tech Tip MGB Dash Pad Installation

By Daniel J Suter, Rochester, NY



'Without trying to sound like an advertisement, I can truly say that the Moss dash is of great quality. It allows you to do this job beautifully—a job that is a real DIY job... The finished product is WELL worth the effort!'

Have you ever thought about what the solution should be for the cracked dash-board on your 1968-71 MGB? After four years of looking at a dashboard on my '70 MGB that had cracked, curled and broken, I decided this Spring to do something about it. When a used dash out of a rusted '69 GT cracked before I could put it in, I knew I needed a new one. So, with a bit of apprehension about what I might be getting into, I ordered a Moss full dashboard pad (no. 453-720) and went to work.

The first step was removal of the old dash. Having the seats out makes this easier as you can lay on your back and see what's above more comfortably. The dash is primarily attached by six studs that extend down from the top edge, with three additional screws below. With an adjustable socket. (A straight socket probably won't work. Shallow sockets with an integral U-joint are the best bet. Sears and other tool suppliers carry this type of item.) all six nuts were pretty easy to remove, and even the stud above the oil

pressure gauge ('68-71 dashes anyway) wasn't really too difficult.

With all the hardware removed, it is a good time to pop the bonnet and detach the choke cable (don't lose anything!) and pull it back through the firewall. If you don't you will destroy it later, as I did, trying to pull it off. Now you can pull the dash up off its mounting. Support the passenger side with a looped rope to keep it level.

Removing the gauges isn't difficult - but should be done in an organized manner. I am sure that the smartest thing I did here was to diagram each gauge and switch wire as well as tape the wires in groups by gauge. Incidentally, I did: headlights, brake test light, gas, tach, speedo, water temp, oil and heater switch in that order, with heater cables and harness attachments last. With the dash now free, you can remove it entirely (you did the choke removal a while back, didn't you?)

All the little trim comes off very nicely - directionals, generator light, heater controls and knob pins. Stripping the old pad

off requires a razor blade and a little time. From here Moss provides excellent instructions for bonding the pad on, but I learned a few hints as well. First of all, stripping the gauge area of the backing plate of ALL old glue is a GOOD idea to insure complete bonding later. Second, make a trial fit and see if the edges will conform properly and adjust accordingly. Third, get some GOOD contact cement. My own experience showed that all the dimensions lined up very well making this part very straightforward. Lastly, two razors might be desirable: one for coarse cuts like the pad removal, and one for finer cuts like the gauge patterns. Cutting the patterns was a job that made me nervous until I realized that 1) it was all perfectly patterned against the backing plate and 2) the bezels on every gauge, switch and knob will cover any imperfections.

After cleaning and re-attaching the trim, it is time to reinstall the dash in the exact opposite order that I described in paragraph 4. Two things that I did here were to start the car after rewiring but before bolting the dash down, and also to inspect and repair any poor looking wires. This allowed me to fix things while I could still get at them. After that I bolted the whole thing down, using a dab of glue to place all the washers, and I was done.

The end result is a transformation that makes me smile every time I sit in the car. Without trying to sound like an advertisement, I can truly say that the Moss dash is of great quality. It allows you to do this job beautifully - a job that I think is a real DIY job, requiring some care and time but not really craftsmanlike skill. The finished product is WELL worth the effort!

Moss ECF Gears Up...

Continued from page 1



ments that came by UPS. Now, our restocks are a half dozen pallets, a couple of crates and numerous bundles every two weeks. We process hundreds of orders and a constant stream of counter customers.

March is a busy month at ECF. The approach of Spring sets off a flurry of activity. The first few warm days touch off a veritable fixing frenzy among car owners. Suddenly, the winter project is way behind schedule. Parts orders come pouring in. We have to anticipate the demand and ensure our stocks are sufficient.

Calendars and weather notwithstanding, Spring starts in New Jersey on the Best Of Britain weekend (details on page 7). Apparently, we're not the only people who think this way. The last few years have brought huge crowds. Moss' representatives will be coming from California and Maryland for the festivities.

The Moss crew is looking forward to a banner year in 1987. If you live in or around Rockaway, New Jersey, come to the Best of Britain car show & flea market on March 28th. What's that, you say you live in Peoria and can't make it? No problem. Any time you find yourself in the New York metropolitan area, take a ride out to Rockaway and say hello to the crew. We have the parts you need and the friendly efficient staff you expect. Moss Motors East Coast Warehouse is geared up for Spring.

Department Profile: Research & Development

There are a couple of desks tucked away in a corner at Moss that few people ever see. Someone once observed that they are hard to see even if one is standing right in front of them. They are usually covered with a collection of books, old factory publications, miscellaneous notes, and an assortment of car parts. If one could clear away all this, one would find not only these two desks, but also the core of our Research Department here at Moss Motors.

It would be hard to describe just what Research does based on outward appearances. The name is a dead giveaway—clearly they research, exactly what that means and how it is done may not be readily apparent. Perhaps the best way to understand would be to follow the activities of the Research Department for a day and observe.

On one desk there is a neatly arranged collection (OK, call it a pile) of parts. In the middle, the mystery wiring harness. On the left, a bag of what appear to be headless nails, and right next to them is a stack of five or six boxes tagged 'Not Midget 1500.' Now, there is no real reason why we should start with one of these instead of the other, but there is nothing like a good wiring harness problem to get the day off to a good start.

This particular harness is 'possibly for a Jaguar XK120', and that's why it's here. It was bought as part of a half finished restoration project, an early XK120 Roadster. The new owner had laid the harness out in his living room (his wife was no doubt out of town) and, armed with various wiring diagrams and a hazy idea of how it went in the car, he attempted making sense of it. The note sent to Moss Motors accompanying the harness explained that the diagrams and the harness did seem to have a few things in common, but could we please take a look at it and see if it is for a Jaguar or a Greyhound bus.

Not having recently rewired a XK120, the obvious thing to do is to compare this one to the original factory wiring diagrams and to one of the XK120 wiring harnesses in stock. The basic idea is to use the wiring diagrams to identify the bundles of wires that come out of the harness. Once the individual groups of wires have been identified, the harness can be compared to a harness in a car, or as in this case, against a loose harness of known application. So, let's take a look at this bundle of wires and see if we can make some sense of it.

After dumping the harness out on the floor, the half dozen sub-harnesses have to be matched end to end and taped together to make a complete wiring system. The resulting mass of wire, when laid out, stretches clear across the second floor office area, and looks as if perhaps it is for a Greyhound after all. Next time there is a 20 in the parking lot there will be a few of us down there looking to see where all those wires go. That harness has enough wire in it to wrap three times around any Jaguar ever built.



However, after comparing the harness to the schematics and comparing it against the harness from stock, it is clear that this harness is for an early 120. That settled, the harness is reboxed and a letter will be written explaining what has been done and why there are 56 tags with notes on them attached to the harness. A sketch of the harness and some notes will be made to file away just in case there is another XK120 out there with a bundle of wiring that looks as if it came out of a bus.

So much for the mystery harness. What about the bag of headless nails? The bag is marked '325-020' and the note from the warehouse reads simply, 'Are these correct?' Based on the Moss number, these should be taper pins for the clutch lever and fork in the MG TC, TD and TF. This pin goes through the clutch rod, and it keeps the clutch lever or fork from rotating. To answer this question, it will be necessary to find out what the taper pins should be, and make a direct comparison. Because Moss Motors is an authorized British Motor Heritage Dealer, we have access to any original factory blueprint that is still in existence. Many of the parts Moss reproduces for the T-Series cars are made based on these factory blueprints, and these drawings are kept on file. After locating the blueprint for the taper pin it's a simple matter of measuring a representative sample with calipers and comparing the results to the dimensions indicated on the print. The pins are found to be identical to the original pins (± 0.001) and the question is answered 'yes, these are correct,' and back to the warehouse they go. By the way, the bill of materials

indicated that the steel used in making those pins was also correct.

That's two down and one to go. The boxes marked 'Not Midget 1500' contain water pumps, but they are a problem; they won't fit the 1500 Midget. It turns out that they are from England and the manufacturer lists them for 1500's, but they meant English 1500's, not American. The difference is in the hub for the water pump pulley. The US version of the 1500 had a Holset viscous coupling fan clutch while the English version did not. Because the fan hubs are quite different, the pump is going to be a problem on a US car. We know that this pump won't work on a Midget, so the question becomes 'what does it fit that we carry parts for?' The answer is nothing at the moment, but we are working on a new Spitfire/GT6 Catalog, and it might fit one of those cars. The manufacturer's catalog says this pump will fit a Spitfire MK IV, but that is really not enough. After all, that same catalog says it's a Midget 1500 pump, too. Do they mean all MK IV's, just US models or only Home Market (European) versions? To really find out it will be necessary to look at all the factory information that's available and see how that relates to the information from other suppliers.

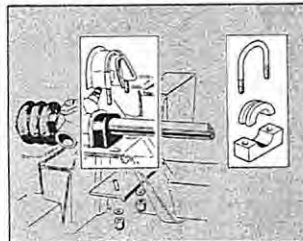
It would be very simple if there were a single reference book we could turn to to look up the answer. The problem is that there is a whole series of books published that deal with Spitfire parts, and each one has to be checked out. If they all listed the same part number for the water pump in question, one could be pretty sure that it was correct. The trouble is, the num-

bers are not going to be the same. Minor changes in the pump design, even something as simple as the size of an attaching bolt can cause a new number to be issued. As time goes on, new cars are built, and rather than make a completely new part, a modified version of an existing part will be introduced. This part will be used on the new as well as the old car. These changes are also listed in separate publications, which ought to make this tracking easier. It is fairly common for an old number to be replaced by a single 'new' number without any mention of the three versions of that part that were in use between the old and new. However, when all the information has been collected and sifted, what you wind up with is a list of parts and a list of the cars they fit, with detailed information (hopefully) about any changes that were made from one model year to the next. After the factory information has been untangled it is a good idea to compare it with the information published by some of the major aftermarket suppliers. Sometimes this comparison will help clear up a confused change point that the factory parts books are not clear on, and sometimes things just get more confusing. In the end, a decision has to be made as to who is correct, and what parts are correct for a given application.

So where are we? The water pump sitting on the desk appears to be the correct pump for an early MK IV Spitfire. The manufacturer of the pump thinks it is the same as what the factory lists as being the correct pump now, although the part number is different from what was specified for the car originally. Great. What about the late MK IV's, the US versions with 1500 engines? The number originally listed for these cars has also been replaced by another.

Continued on page 44

TRIUMPH STEERING CONVERSION



A few issues back (Winter 1986) we ran a tech article regarding the replacement of the stock rubber steering rack mounts on late TR4s, TR250s and TR6s with the solid alloy mounting blocks used on early TR4s. The gist of the article was that the original late TR steering rack mounting system, even when in perfect condition, allows the steering rack tube to move slightly in relation to the frame. A less than wonderful design resulting in less than precise steering response. The early solid rack mounts fit the original holes perfectly and lock the steering rack firmly in position, resulting in virtually no play in the steering and no vibration.

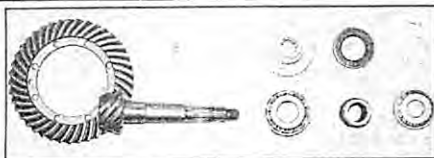
The response to the article was phenomenal and we quickly sold our entire stock of early rack mount blocks. We have now reproduced these parts and backorders are being attended to. For those of you who hesitated before, or missed the original article, get yours while they're hot!

Mounting Block 667-280 \$4.50
Clamp 667-290 \$3.75
U-Bolt 667-300 \$1.95
(2 of each required per car.)

TD-TF RING & PINION CONVERSION KIT

We are pleased to offer a limited number of 4.55:1 high speed rear axle ring and pinion conversion kits suitable for all TDs and TFs. These kits incorporate MGA gear sets which are the same ratio as the factory optional high speed ratio for TDs and TFs. This ratio allows considerably higher cruising speeds while at the same time reducing engine wear and tear. The completed conversion leaves the rear axle original to all outward appearances and does not require modification of any original components. Due to the fact that no longer available MGA pinion flanges are required for these conversions, reconditioned used flanges will be supplied when our current stock of new flanges is exhausted.

A very well documented and illustrated conversion manual written by Carl Cederstrand of the Vintage MG Club of Southern California is available separately. This manual gives very clear and explicit step-by-step instructions on installing these gear sets in the TD-TF rear axle housing.



While installation of these gear sets does require a certain degree of mechanical skill and patience, many installations have already been carried out by enthusiastic novices. If in doubt, order up a manual and see for yourself!

266-338 TD-TF Ring & Pinion Conversion Kit \$24.50
(Does not include manual)
212-350 TD-TF Ring & Pinion Conversion Manual \$6.75

Removing The Spridget Engine BY R. B. HART

Many Spridgets have suffered extensive damage at the hands of people who had no idea how to remove the engine and transmission. An easy operation requiring the minimum of tools, the engine/transmission removal is an afternoon project for even the beginner. With experience, a removal can be carried out in under two hours. Using these tips along with your shop manual, and working carefully, you will have a rewarding experience.

Mark the hood hinge positions by scribing around the mounting flanges with a sharp tool. This provides a guide to replacement of the hood to its original position. Place a carpet scrap or something similar between the hood and the cowl. Loosen the hood hinges working side to side. An assistant is helpful in holding the hood up, but you can do this yourself with a broomstick or prop placed at the front. See that the hood doesn't skew off to the side and gouge your fender.

In the cockpit, remove the console (if fitted) and lift out the center tunnel carpet. Remove the shift knob, shift boot and remote control. Remove the three gear lever retaining bolts. Withdraw the lever and the anti-rattle device and spring. Remove the two gearbox bolts at the sides of the tunnel. While you are there it might be convenient to get the top slave cylinder bolt through the hole in the passenger

toeboard. All of this work should be done with clean hands.

Raise the car as high as you can. The car can be safely supported by jackstands under the rocker panels. Of course this isn't a good idea if your rocker panels are rusted away. If you don't have four jackstands, the underside work may be completed by removing the driveshaft ⁶ells first then carry out the work at the front.

Drain the radiator and block. Later models drain by removing the lower hose. Drain the engine and transmission oil into suitable containers. Disconnect the battery. Remove the ground strap and the two large transmission bolts just to the rear of the engine bay. Remove the release lever clevis pin and the remaining slave cylinder bolt. Remove the speedometer cable, and front exhaust bracket. With 1275's use an extension to reach and remove the exhaust pipe flange nuts from the bottom.

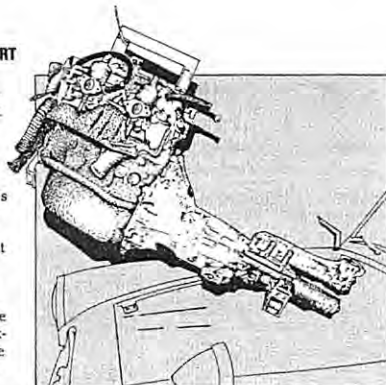
Detach the grille, heater hoses and radiator hoses. The radiator may then be removed. The lower bolts are in the front fender well and are usually missing. The fan, fanbelt, generator, distributor, oil filter housing, starter and carburetors can then come off, along with the temperature sender tube, oil pressure line and fuel feed pipe.

The engine may be lifted by a short chain attached to head studs number nine and six or

to the front and rear rocker studs. Use a large washer to prevent the chain from pulling off the stud. Couple the chain so that the rig will pull at a 45° angle.

Lower the car to the floor. Remove the two nuts on the driver's side engine mount, and the three bolts holding the passenger side bracket. When you begin pulling at the engine give the nut a tug to pull it off the driver's side mount. Pull forward to start the engine out. Guide the transmission tailpiece over the frame and under the bulkhead. Continue working the engine forward while pulling up. See that the backplate does not catch on the crossbrace. In the Bugeye the unit can come forward and out without the angle needed to clear the crossbrace. Push the car back out of the way when the transmission clears the engine bay.

Upon replacing the engine/transmission unit, it will be necessary to reach into the tunnel



to lift the transmission tailpiece over the frame. As the suspended unit is a pendulum, care must be taken to see that your hand is not caught between the transmission and the edge of the tunnel opening. A short length of rope passed around the tailpiece may be used by those with poor reflexes.

Michael will receive a \$25.00 gift certificate for his contribution.
BY MICHAEL LING, SANTA BARBARA, CA

Research

Continued from page 4A

and the new number turns out to be the same as the early pump. The pump will fit the later MKIV with a 1500 engine, and it is therefore correct for cars exported to the United States.

If the process involved in sorting out the water pump sounds long and involved, it's because it is just that - long and involved. Not to mention a little bit confusing. This process of gathering together all the available information on a particular part and sorting through it to arrive at a final list of what fits



and what is correct is actually the primary responsibility of the Research Department. This type of detective work is the foundation of a new catalog; it is the only way Moss Motors can say with confidence that a given part will fit and is actually correct for a particular application. The story of the water pump is a particularly a good example because the information uncovered in the process of figuring out what they fit will wind up in the new Spitfire/GT6 Catalog. The Research Department also gets involved in resolving questions about individual parts, but this is simply a side line to the main job of preparing a new catalog or revising an old one.

The next time you stop by Moss Motors on a Marquee Day, take the tour. Once upstairs, look around for that section with the two desks - it is really easy to find. It looks a bit like a combination of a library and that corner of your garage you've been meaning to clean up one of these days. Now you can point it out and say, 'Look, that must be the Research Department.'

Tech Tip TR3 Radiator Removal

I have to feel sorry for those souls who trekked up the Himalayas, or tortured their bodies by participating in triathlons. Imagine the costs of preparation and training leading to self doubts and frustration! I too have reaped such 'reward' recently by venturing no farther than 20 feet from my front door. You see, I accomplished the sense of ultimate achievement merely by replacing the radiator in my TR3B, without the removal of its front cowling.

Readers may question my defiance of the factory's procedure at this point. I purposely chose to remove the radiator without the removal of the front cowling because there are many TR3s with either too beautiful paint work or with their cowling in place but hope never to remove it again, or for any of a dozen other reasons which TR3 owners are well aware, why removal of the front cowling is the absolute last resort. I had to find out how this task could be accomplished. Another logic here is that most hobbyists are far more willing to take the extra time to pull nuts and bolts, though more time consuming, than to pay a bodyman to touch up and match color on body seams.

Owing to the radiator's lower mounting brackets, it's easier to pull the radiator from the top side than to drop it from the bottom. Trust me on this point. To accomplish this task, I first

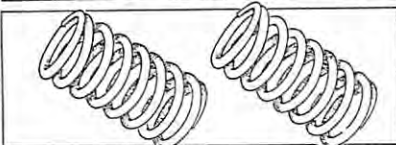
pulled the lower hose out at the radiator's end, then followed the order below.

1. Cover the radiator's front and back sides with pieces of cardboard shaped to protect its cooling fins during its removal and installation.
2. remove both horns
3. remove thermostat housing and the bypass hose
4. remove water pump after generator is loosened on its bracket
5. remove front chassis tube
6. remove lower radiator mounting bolt on each side, then push the radiator as far forward as possible
7. remove fan assembly and hub extension
8. remove top hose
9. remove plunger apertures, onto which the bonnet release lever locks

Once the repaired radiator sat back inside the car, I re-installed all pieces in the reverse order. My total time expenditure was about 12 hours for the entire job. But now that I am a veteran, with the above info, I believe the same job can be completed in 6 uninterrupted hours.

Would I do it again? My answer is the same as Sir Francis Chichester's, when he was asked the same question at the completion of his solo trans-world sail: 'Yes, but not tomorrow though.'

TR250/6 COIL SPRINGS



These are exact duplicates of the heavy duty coil springs as supplied by British Leyland special tuning department. Heavy duty springs provide a firmer, better controlled ride and considerably reduce rear end squat under hard acceleration. The original rear springs are too soft and will sag in short order. A set of heavy duty springs will permanently solve this common problem.

670-138 TR250/6 Front Coil Spring Set \$79.95 pr
670-148 TR4A-6 Rear Coil Spring Set \$79.95 pr

MOSS MOTORING PAGE 4H





Club Corner

By
Lawrie Alexander

In our last issue, this column talked about ways to keep the enthusiasm of club members perk-ing along during the winter months when, in most parts of the country, it is not possible to schedule driving activities. Salt does wonderful things in terms of making roads passable so that you can get to work more-or-less on time but we all know what it does to the underside of your car. The whole point of getting to work is to earn enough to be able to buy parts and accessories to improve the looks of your pride and joy. Having to spend those hard-earned dollars fixing rust-holes is not part of the plan! We hope that our suggestions have helped you get better turnouts (albeit in non-English cars) for your meetings and that you are going into the New Year with renewed enthusiasm and a full calendar of activities planned.

We had a fairly good response to our request for names of club officers and we are busy updating our 'local contact' lists. There are a lot of areas where we have no listings, however. If you are a club officer and are interested in gaining new members, send us your name, address and club affiliation. Better yet, put Moss Motors on the mailing list for your local club publication or newsletter. The pleasure to be had from your club activities has a very definite relationship to the number of active members in the club.

You would be surprised how many requests we get each month for club referrals so we can probably turn several members your way during the course of an average year.

Last time we also promised to publish names and addresses of people looking for clubs or owners of similar model cars in areas where we had no local club contact listing. This feature begins this month with the following enthusiasts:

Les Tyrrel (MG Midget)
95 Pierce Road
Weymouth, MA 02188
Ernie Rice, Jr. (Austin Healey)
2211 Chestnut Drive
Corinth, MS 38834
Ken Berry (Triumph)
121 Ridge Road
Carlisle, PA 17013
Betty Taker (MGB)
Rte 2, Box 662
Jacksonville, NC 28540

Elsewhere in this Newsletter, we are announcing the introduction of Moss Instructional Videotapes. If you don't feel like buying one for yourself (betcha will when you've seen how good they are!) why not get one for your club? If you can't incorporate the showing of one of these tapes into the most informative 'Tech Sessions' your club has ever put on, we'll be very surprised! You might also want to discuss the subject of which videos your club members would like us to do this year. We're looking for guidance and your suggestions will be very helpful!

In closing, let me make one final appeal for input. If you are planning an event of any size this year, or if you publish a club activity calendar, please tell us about it. We can notify would-be members, contribute prizes, etc., and even have representatives of Moss Motors attend some of the bigger events. Our staff are all enthusiasts and we all enjoy a trip to a fun car meet once or twice a year. Let us know what you're up to so we can help support you; after all, we recognize the fact that the sports car club member is significantly responsible for keeping marque enthusiasm alive.

May 1987 be Happy, Prosperous and filled with enjoyment from your British sports car!

Puzzle Answers

FROM THE LAST ISSUE

We were a little surprised to find that no-one responded to the 'puzzle' contained in last month's Club Corner. Does this mean that nobody reads this column, we wonder, or that nobody has interests beyond one marque? Just in case any of you were intrigued but baffled, we are here reprinting the questions and the answers.

Q. True or False — One MG at one time held international records in five different engine-capacity classes?

A. True. In 1938, the MG factory re-acquired EX 135, a speed record car that had been sold a few years earlier. To it was fitted a modified K3 engine owned by Major (later Lt. Col.) Goldie Gardner and a new, fully streamlined body designed by Reid Raitton. In late May, 1939, the car, with Gardner driving, established a new International Class G (750-1,100 c.c.) record for the Flying Kilometer at 203.5 mph. A few days later, with the engine now bored out from 1,086 c.c. to 1,106 c.c., a record was set in Class F (1,100-1,500 c.c.) at 204.2 mph. In October, 1940, now fitted with a modified N-Type engine of 741 c.c., a new Class H (500-750 c.c.) record was set at 159.15 mph for the flying mile. In September, 1949, again with the K3 engine (now at 497 c.c. with a special crankshaft allowing the engine to run on only three of its six cylinders), the Class I (350-500 c.c.) record fell to the Gardner MG at 154.23 mph. To cap this amazing string of records (one of which, Class G, stands to this day), the engine then had one more piston and the rod removed and the Gardner MG attacked the Class J (under 350 c.c.) record, taking it at 121.09 mph!

Q. Which model Triumph's engine was nicknamed 'Sabrina' and why?

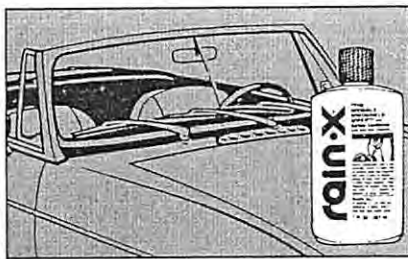
A. In 1959, a special 4-cylinder engine with double-over-head cams was built for a works entry at Le Mans. The car was known as the TR3S; the engine acquired its nickname because the front of the cam covers had a very rounded profile, reminding people of an English TV star of the day whose stage name was Sabrina. (You might say she was the Dolly Parton of the Sixties...)

Q. How many Austin Healey 100-S cars were built and what was their most obvious difference from other A-H 100s?

A. The factory built just fifty of this special racing model. They were easily distinguished from other Hundreds by their distinctly oval grilles, as compared to the 'four-sided triangle' of the production 4-cylinder cars.

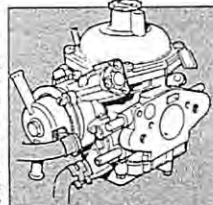
Rain-X: Seeing Is Believing

With winter rain and sleet in full force again, it's time to renew door seals, wiper blades, etc. One of the better winter protection aids we've seen in years is Rain • X. Easily applied to a clean, dry windshield, lens or exterior mirror, it makes surfaces so smooth and slippery that rain, mud splatters and even bugs virtually slide right off. A single application to headlamps increases light intensity dramatically; tests prove that visibility is improved even in dry weather. You need to re-apply Rain • X only about once a month or every 2000 miles or so to maintain performance. We all know that even the most thoroughly restored British car has visibility problems in winter weather. Take a tip from the Moss sales staff; you'll find a bottle of Rain • X in each and every Triumph, MGB or Healey trunk. A 7 oz bottle (*221-550) will last thru spring and costs only \$4.95. It's a pretty inexpensive way to double your driving safety in just seconds!



MIDGET 1500 CARBS

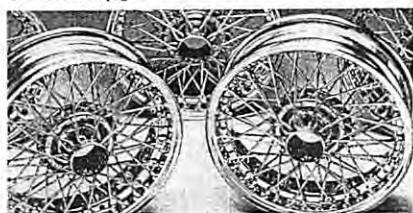
The cause of a poor running MG Midget is often a worn out Zenith Stromberg carburettor. The local foreign car garage may be willing to rebuild it, but what will you get? Some new gaskets, washers and a big bill. The smart alternative is a brand new carb. We have a good supply of factory new carburetors in stock. Order a carb, and the proper metering needle for your year. (see applications on page 13 of our Sprite/Midget catalog) and give back the performance your 1500 Midget had when new.



366-730 MG Midget 1500 Carb \$219.95

Guaranteed To Be True

Continued from page 1



wheels we sell will be true and will have correctly tensioned spokes. We are doing this so you can have confidence that a wire wheel bought from Moss Motors will not give you any problems in normal service.

Oh, yes, we should mention that we are absorbing the cost of this individual checking of each wheel. Our price to you will remain the same — less than the cost of an American-made wheel — for a genuine Dunlop wheel, guaranteed to be true and correctly tensioned.

WIRE WHEELS

You no longer have to suffer with loose spokes or wobbly rims. Moss is the only source for pre-tread (see article on page 1) genuine Dunlop wheels. Other companies sell Dunlops for a couple dollars less, or non-original wheels for considerably more, but nobody takes the time to check every single wheel like Moss Motors. Our wire wheel experts check both lateral and radial runout and spoke tension before each wheel is sold. Unlike the others, Moss feels this extra effort is worthwhile to insure every wheel is properly tensioned and runs true, right out of the box. We know you'll agree the best choice is pre-tread wheels from Moss Motors.



14x4 1/2 60 SPOKE

Fits MGB & MGB GT

454-635	CHROME	\$176.95
454-625	PAINTED	\$119.95

15x4 48 SPOKE

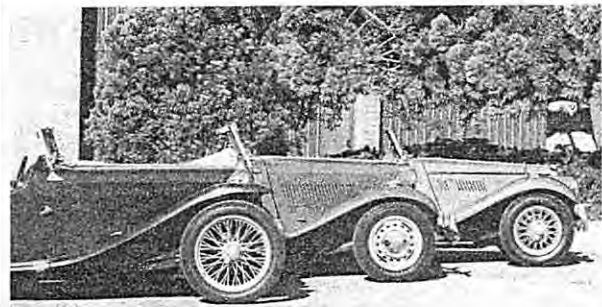
Original for AH 100-4, 100-6 & 3000 to BJT chassis #24366, MGTF, MGA & TR2/3

454-615	CHROME	\$169.95
454-610	PAINTED	\$119.95

15x4 1/2 60 SPOKE

Original for AH 3000, (Q24367 thru BJB, TR4-250. Heavy-duty application for MGT, MGA, TR2/3 & AH (w/ front disc brakes)

454-630	CHROME	\$189.95
454-620	PAINTED	\$123.95



The MG T-Series

The MG T Series trace their origins to the Morris Minor of 1928. The little 847 cc car provided a base on which MG Built their first 'Midget' sports car. Development of the Midget through M, C, D, J and P Series led to the TA of 1936. World War II ended MG production with the TB of 1939. Within ten years, this aging design had started an American revolution.

MG's first post-war offering, the TC, was a slightly modified TB. The only changes made were to resolve complaints registered before the war. However, the TC was inexpensive, attractive and fast enough to keep up with the huge, lumbering American cars of the era.

For 1950, MG offered their first true post-war sports car design. Booming interest in the US coincided with the TD's introduction. Its design was far better suited to American buyers; both softer and more controllable. Sales showed a steady increase through 1952, so there was little interest outside the design

office in a new envelope body design.

Triumph's TR2 and the Austin Healey 100 closed the books on open fendered MGs, but not before the TF of 1954/55. No MG before or since has caused such passionate disagreement. Styled literally on the shop floor, the TF is considered the most beautiful or ugliest of all square rigged MGs. One is advised to use caution when discussing TF aesthetics!

There is no question that, despite their sometimes inferior performance, the T Series have a particularly strong hold on people. Nearly twenty percent of all T Series built have been registered with car clubs in the US alone. No other volume production car can hope to touch this record.

Why such loyalty? There are indeed few stories of people being glad to sell off a T. In an effort to capture some of this mystique, we asked three owners to pen a few words on their own respective favorites.

TC

BY CHRIS NOWLAN

I remember most vividly the first TC I ever laid eyes on. It was 1968 and only a few months after buying my first car, a 1953 MG TD. I had seen TDs and TFs for many years while growing up in Massachusetts and while I was aware that TCs existed (I wore out my first copy of 'The MG Story' by Joseph Wherry), TCs in the flesh were elusive indeed.

That first encounter was a fine BRG example owned by Mitch Broady of Cambridge, Massachusetts. It was one of those fantastic New England fall days when Mitch pulled in the driveway. I was truly awestruck at the sheer beauty of that car. While my TD was cute and looked a little like a sported-up shrunken 'Model A', the lines of the TC were all original and oh-so-perfect. Those incredible 19" wire wheels and high peaked cyma-curved fenders were designs in motion. In fact, all the TC's body lines were absolutely perfect and were not the least bit spoiled by glitzy chrome and non-essential embellishments. Amongst other things TCs don't have bumpers, but then what do bumpers have to do with sports cars and real motoring?

The interior of Mitch's car still sported the original biscuit leather interior, perhaps a little cracked and a little worn, but a perfect complement to the rich green paint which had seen years of careful polishing. The whole car had that marvelous patina that only comes with years of loving care.

That TC made such an impression on me that within a year I had sold my much loved TD and bought a very much unrestored TC. Three years later I completed a full frame-up restoration and went on to win more than my fair share of concours awards, including the coveted Premier Award at a New England MGT Register GOF.

While the TC is considered the sports car America loved first, and its great lines are legendary, TC mechanics are very much misunderstood. The TC was introduced in November 1945, only a few months after the hostilities in Europe ended. In view of the urgency to get motor cars back in production, the TC that emerged from Abingdon was only a mildly modified version of the TB, which was again only a TA with a different engine and gearbox. The TC was a true 1930's vintage sports car without a single shred of 'modern technology' learned during WWII.

Mechanically neglected TCs did earn a reputation for miserably loose and hard steering, non-existent brakes, harsh ride and generally poor handling. After having driven 20-30 different examples over the years, I can confirm that this reputation was not unfounded. On the other hand, I have also driven a half dozen or so dead stock TCs that were an absolute delight to drive in all respects. My own first TC did not handle as well as some, while my current TC handled extremely well even before full restoration.

TCs seem to have unique individual personalities that defy common logic. Surely any two TCs restored to the same standard should handle exactly the same, but for some mysterious reason this is not always true. One example will feel as if it is cornering on rails, can turn on a dime and stop on a nickle while the next has difficulty staying on the pavement on a four-lane highway, feels like falling over around the gentlest bend and needs a steep uphill grade to assist the brakes!

Actually, the performance and handling of a TC depend on the

Continued on page 7

TD

BY CRAIG COYD

The MG TD Midget, produced from 1950-'53, represented, in my opinion, the epitome of square-rigged motoring from Abingdon. There are numerous reasons for my opinion.

First among the changes in the TD was the use of the (then) revolutionary independent front suspension derived from the 'Y' Sedan. Designed by Sir Alec Issigonis, this front suspension system made the somewhat skittish, hard riding TC seem truly anachronistic by comparison. This same suspension was used, virtually unchanged, in the MGA and MGB until the company's demise at the end of 1980.

Positive acting rack and pinion steering gave excellent road feel and steering response and has since become the standard for all sports cars and 'wannabee' sports cars. While some purists raised howls of protest, the TC's 19" wire wheels were replaced by pressed steel 15" wheels which remained throughout TD production. It wasn't until the introduction of the TF in 1954 that the factory returned to the use of wire wheels as an option. Left hand drive became available on the TD, making it better suited to the American and European markets.

The sturdy 1250cc XPAG engine was retained until introduction of the 'bored-out' TF 1500 in 1955. Low cut 'suicide' doors and the flat folding windscreen stayed even after Abingdon's 'Modernization' of the TD when it became the TF. Large instruments and a 'snick, snick' 4 speed gearbox completed the picture. A heater wasn't even an option, so it was up to the driver to provide a good wool motoring robe to those passengers who felt that engine heat coming through the firewall and floorboards was inadequate to provide proper creature comfort.

My own TD, a late 1953 model, is more than just a car, she is like a member of the family. The first time I saw a sports car, at the age of five, it was this very car. She belonged to a friend of the family; when she passed us on a downhill grade (about the only way a TD can pass anything) I knew that was what I wanted. The car sat unused, but not unloved or unwanted, from 1966 until I was able to resurrect her (definitely a 'her') in 1978. There were some shows and club events for a couple of years, but not much driving fun (didn't want to scratch the paint, you know) until I decided that since I didn't own a museum, why own a museum piece? Since that time, the car has served excellently as well-tended but not pampered daily transportation.

The central coast of California where I live is ideally suited to the TD. Not too hot, and many miles of scenic coastal roads on which to enjoy the thrill of motoring. (Not driving, dammit, Motoring!) The road rushing past the cut-down doors, and the wind in my face with the windscreen folded is all that it takes to make a mundane trip to the supermarket seem like the Mille Miglia!! Handling of the TD is neutral and totally predictable, and my friends are always surprised when I am able to keep up with them, in spite of having only 54 horsepower.

It is always a kick to be passed by someone in a megabucks Italian sports car and get a toot of the airhorn in recognition, and perhaps envy. The TD is as much a part of American motoring history as Ford or Chevy, and perhaps one of the most coveted. After all, when was the last time you saw a 1952 Chevrolet replica?

I can not stand writing about my TD any longer. I have to go for a drive and make some yuppie in a 911S eat his heart out. . .

TF

BY COLIN KENNEDY

Of the T Series MGs, the TF has always been the design I've admired most. It appeals to me because of its faster, sleeker body style as opposed to the boxlike TC and TD. Its lines are accented by headlamps molded into the fenders and the slant of the grille. The gas tank profile is raked at an angle which adds to the forward thrusting look of the car and the optional wire wheels set it all off. This MG also features a fold-flat windshield. Although not unique to the TF, it's great for country drives, parades and use as a serving tray for pizzas & drinks at the local drive-in theatre, (a favorite pastime for Santa Barbara's T Series drivers.) One drawback though, is the low profile of the windshield. Taller drivers, sitting upright in the seat, tend to have the top of the windshield at eye level where it impairs vision.

The TF was produced for only two years, 1954 and '55, in relatively few numbers. The thought of owning one was just a dream to me. I came by my TF by pure luck. A friend informed me of a TF that was available from a Moss customer. I was intrigued at the thought of this chance. After several calls, I arranged to meet the owner and see the car. The TF, under a tattered cover, looked like it had been sitting in the driveway for a long time. As soon as it was visible, we knew this was a rare find. It had to be mine! We inspected the car and found it very complete, though not totally original.

The owners told us the car was originally bought at the factory by a US serviceman. He brought it home and soon sold it to them. They explained to us that it had always been used for its intended purpose; to be driven as a sports car. After some more phone calls, I returned with a trailer for the final negotiations. I had to assure them it was going to a good home. I decided to keep the car as it was and use it, true to its heritage.

I gave my new TF the once over and commenced the replacement of all necessary parts to achieve road worthiness. After installing a new radiator, brakes and a battery, I was ready to take my first ride. My car has a good rack and pinion, it steers more easily than other MGs I've driven. Most people don't know you can four wheel drit a TF. Nineteen fifty-four TFs were powered by a 1250 cc engine and '55s by a 1500. I find my 1250 exhilarating to drive on tight, twisting mountain roads. (Once while on a club outing with MGTs, MGAs, an MGB and a Jag XJ6, we taught a lesson to a sporting Fiat X19 that had joined us on a romp over a challenging mountain road!)

The auto runs comfortably at 70mph and is still functional going to the grocery store. I receive comments like 'How much did the kit cost?' from people in their Cadillacs. It is these comments and stares that reinforce the feeling of driving the last truly classic MG. Of my five cars, this one has been nothing but driving pleasure. I must have been blessed by the sacred Octagon. All my life I've avoided stop signs, only to find out that the car I love has octagonal knobs on its switches and octagonal gauges.

One special experience with the TF happened on a rally that took us through the countryside. I was lost and came to a crossroad where I had no idea which way to go. An old farmer was working in his yard and looked up, smiled slightly and nodded his head to the right. I turned right and was back on track. I don't think he would have done the same for a Porsche. The TF was the end of a series, at the end of an era. MG was obviously saving the best for last!

Marque Day Schedule 1987



I want my Marque Day! Never fear, the 1987 schedule is set. Four years ago we started holding Marque Day events as a way of bringing people and cars together. Our sales staff rarely gets a chance to see the cars they spend so much time helping to restore. Customers often want to meet other owners of similar cars. It gives them a chance to trade stories and advice on how things can be done easier or better. We decided to bring all these people together and throw in a few other attractions as well.

Some people might say it's not enough just to drive out and see an impressive array of cars. Well how about the swap meet? All vendors are welcome (used parts only please) to sell their wares. Moss Motors traditionally has a large spread consisting of discounted, one-of-a-kind and shop soiled parts at terrific savings.

You still want more? How about a 10% discount on everything bought over the counter. We even ship the items you can't fit in your sports car. There are also product demonstrations and tours of our main offices and warehouse in Goleta. Put all of these activities together and we have quite a busy show. In 1986, we met a man from Utah who had driven his TR4 out to Goleta just for the day!



Organizing a car show requires planning and a bevy of volunteers. Moss would like to say thank you in advance to the Santa Barbara Special Ts, Central Coast Triumphs, New Jersey Region of the New England MGT Register and North New Jersey Triumph Association for their continued support of Marque Day car shows. Any clubs interested in putting on additional car shows should contact Lawrie Alexander in Goleta, Rick Heilman in Rockaway, or Craig Cody at Start Your Engines. The Moss crew had a lot of fun at Marque Days last year. We hope you'll join us in 1987!

Rockaway, NJ March 28th
Best of Britain Car Show & Flea Market
Goleta, CA June 13th
MG T Series, MGA, MGB Marque Days
Beltsville, MD June 20th
Annual Pre-British Car Day Open House
Goleta, CA/Rockaway, NJ July 18th
TR Marque Day
Goleta, CA Oct Jaguar Weekend details in the next Moss Motoring

Car Show & Flea Market *Best of Britain*



The 5th annual car show and flea market is on! Sponsored by the New Jersey MGT Register, in conjunction with Moss Motors' East Coast Warehouse, the Best of Britain show will be held March 28, 1987, rain or shine.

Jerry Keller, the event organizer, tells us this is bound to be the best show yet. Considering how successful previous years have been, we're in for a treat. There will be plenty of space for flea market vendors and the popular vote car show has been expanded to include all British cars, not just sports cars.

Show hours will be from 11:00 am to 2:30 pm. Moss will be open from 9:00 am to 3:00 pm and will offer a 10% discount on all parts purchased over the counter.

For more information, or to preregister, contact Jerry Keller, 14 Birchwood Road, Denville, New Jersey 07834 (201) 625-3148.

PICTURES WORTH A THOUSAND WORDS



Although the cars we all love haven't been made for many years, that doesn't mean we cannot keep up with current technology. Indeed, we are now at the forefront with the 'Shop Manual of the Eighties' - instructional videotapes.

Our first offerings are...

- 1) A Complete Soft-trim Installation Tape for the Austin Healey BJ7 and BJ8
- 2) SU Carburetors Rebuilding, Tuning and Maintenance

The Healey tape covers the installation of a trunk lining kit, panel kit, carpet kit and convertible top, and the rebuilding and recovering of the front and rear seats of the BJ7/8. This is a two-tape set, close to four hours long, with detailed step-by-step instructions including the tools and materials you will need. This tape makes a very difficult project look so straightforward that no Healey owner should fear doing his own interior or convertible top.

The two hour SU tape will cover the disassembly, cleaning, rebuilding, reinstallation, tuning and maintenance of the H, HS, HD and HIF models in great detail. Now you can hear the engine note change as the mixture strength is adjusted, see in detail exactly how these carburetors should be set up. With one of these tapes, you can become an SU expert; you may even become proficient enough to



work on other people's SU's and earn enough to more than cover the cost of the tape.

The real advantage of videotapes over written instructional materials is that you can actually see someone doing what they are telling you to do. No more do you have to rely on interpreting the written word, and guessing at what the author really meant. The cost of the tapes is more than offset by the savings in professional help. With most shops' labor rates at \$30 per hour or more, you've paid for the tapes in no time if you accomplish just one task yourself.

As 1987 progresses, Moss Motors will be bringing out more videotapes on various subjects: suspension and brake overhaul, tune-ups, routine maintenance and more interior and top installations. Obviously, we cannot do them all at once. Your written requests (mailed attention: Lawrie Alexander) will see that we do the ones you need as soon as possible.

For now you can order the following:

211-020	BJ7/8 Soft Trim (BETA)	\$79.95
211-025	BJ7/8 Soft Trim (VHS)	\$79.95
211-030	SU H, HS, HD & HIF (BETA)	\$39.95*
211-035	SU H, HS, HD & HIF (VHS)	\$39.95*

* Should be available by March 1, 1987. Call us.

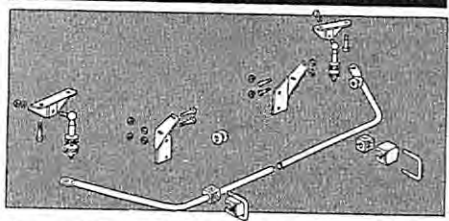
TC

Continued from page 6

skill of the restorer. It is not sufficient to make the car perfect in looks alone; the chassis, brakes and steering while appearing very simple, require very careful inspection, overhaul and reassembly with great attention to detail. I do know that even the worst examples can be restored to provide the same kind of wonderful vintage motoring manners all TCs had when they left the factory. Chassis geometry, steering, springs, axles and wheels must all be correct, but perfection can be achieved with patience and common sense and some help from other knowledgeable TC'ers.

I've owned TDs, TFs, MGAs and MGBs but the TC gets my vote for pure fun, bugs in the teeth, vintage motoring. If I really feel like driving an MG with independent front suspension, rack and pinion steering and all that other new-fangled engineering I'll get into my '67 BGT, turn the key, drive away and blend into the crowd.

TR4 ANTI-SWAY BAR KIT



Does your TR4 handle like a Flexible Flyer? The TR4 is a good performer, but doesn't handle as well as it could. Kas Kastner, one of the premier Triumph special tuning gurus, said in his competition preparation manual, 'The standard factory fitting is recommended for both street and racing use.' Unfortunately, the anti-sway bar he refers to was never standardized.

We have located a limited supply of the original front anti-sway bar kits. A sway bar equipped TR4 corners flatter, the rear wheels are kept in better contact with the road allowing earlier application of power. The net result is a more sure footed, safer car. Give your TR4 what it deserves, an anti-sway kit from Moss.

660-968

TR4 Anti-Sway Bar Kit

\$89.95

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 March 20, 1987. We suggest you place your ad well in advance, and limit it to 50 words or less. Cars which are realistically priced have a better chance of selling than those which are unreasonably priced. Due to space availability, ads received near the deadline may be held for the next issue. Late ads will run in the next issue unless the advertiser specifies current issue only. Please send written copy (no phone calls, please) include your name, address, zip and phone number.

1932 MG J2: Requires complete restoration or use with another lacking major components. Mostly complete including correct engine/gearbox. Assembled but not currently running. \$3500./obo. Windom Estes, 1047 San Carlos Road, Pebble Beach, CA 93953. (408) 375-2311 anytime.

1953 MG TD: Mostly restored. No body rust, new paint, new upholstery, new tonneau, rebuilt engine and transmission and electrical less than 2000 miles ago. All mechanical restoration done by former Morris factory mechanic. Original green with biscuit interior. Chrome in excellent condition, garaged and never driven in winter. Eager to sell and asking \$9500. Harvey Siegelman, 1443 48th Street, Des Moines, Iowa 50311, (515) 277-2813.

1958 TR3A: Original owner. Always garaged. Stored for 15 years. 74,000 miles on car; 5000 miles on completely rebuilt engine. Custom BRG paint, new upholstery, both soft and hardtop, very clean. Will sacrifice for \$6300. Call (213) 436-9500.

1967 AUSTIN HEALEY 3000 BJ8: Museum quality restoration (no bondo), 75% assembled. Body and drive train w/ rebuilt engine

includes all rebuilt or new sub-assemblies. Needs new interior, top, rubber, exhaust system. \$11000. Invested does not include own labor. Asking \$8900. N.E. Kortsis, 18340 102nd Way South, Boca Raton, Florida 33434. (305) 483-0907.

1952 MG TD: Very good original condition. 66,141 actual miles. Engine presently disassembled with all new parts for rebuild. Garaged, when not in use, for last 25 years. Needs a good home with someone not too lazy to rebuild him. Best offer, but serious offers only, please. Jack Harrison, 2812 Forest Drive, Melbourne, FL 32901. (305) 723-4821.

1968 MGC GT: One owner, rust-free. Wire wheels, 95,000 miles. New leather upholstery in 1981. New transmission 1981. Good condition. Needs transmission repair and rear splines. Repair record for 5 years available. Price \$1100. obo. Reason for selling: Age 71. S. Shankman, 4600 Gainsborough Ave., Los Angeles, CA 90027.

1958 JAGUAR XK150 Convertible: Right-hand drive, automatic transmission, all original, only 50,000 miles. Excellent condition, \$19500./obo. Car located in Santa Barbara, call Bob at (805) 569-1986.

1972 MGB ROADSTER: Original owner, garage kept. Excellent mechanical condition, runs great! Professionally rebuilt engine and rear end. Original body, top and interior in very good condition. Wire wheels with Pirelli Cinturato P3 tires. \$3500. Nancy, (213) 596-6814.

1968 TR250: Triumph 6 cylinder, 4-speed transmission, 80% restored, engine runs good, new interior, new convertible top, plus hard top, all new chrome and new tires. Will take best offer over \$2000. Please contact Paul Hope, P.O. Box 95, Altadena, CA 91001. (818) 797-7651.

1960 MGA MARK II: Completely original Original engine with complete mechanical restoration, less than 500 miles on engine. Completely restored and stored for years. Wire knock-off wheels. Convertible. Red. Immaculate. \$7500. Strad Will, 519 Pine Lane, Rogers, AR 72756. (501) 925-1713.

1950 YASALOON: Consistent show winner. Restored in '84. Two tone brown. \$18000. obo. Photos available \$2.00. Contact Jay, eves (619) 458-1358, days (619) 283-7005.

1954 'WOODIE' STATION WAGON & 1958 SEDAN: Both Morris Minors in good condition, plus many mechanical and body parts. Prefer to sell as a package. Serious inquiries only. (717) 755-6995. Call anytime. York, PA.

1946 MG TC: Extra careful restoration, documented and based on accurate research, detailed on every mechanical component. Also a good strong driving car. Ten years accumulation of extra parts including engine and accessories, etc. Also books and complete set of TSO's. Will not sell separately. \$16500. 1953 MG TD Mk II. Completely ready for restoration and disassembled for new beginning by the next

owner. Since storage space is a big concern, we will consider any serious inquiry around \$4500. Griffey, 6817 Cherry, KC, MO 64131. (816) 444-0249.

1959 PEERLESS: Rare and restored for driving. TR3 drive train, fiber glass body, tube frame and DeDion rear end. Wire wheels and overdrive. Body stripped before painted white, seats recovered — black leather, new white head liner & black carpet. Refinished wood steering wheel. Transmission rebuilt, new clutch installed. Vintage Racing? \$7500. Allen Barrett, (219) 287-4567, South Bend, IN.

1973 MGB GT: Meticulously maintained by original owner. Always garaged in California. Virtually mint; no rust. Best looking MG around. Wire wheels, dual exhaust, Cibie fog lamps, electronic overdrive, front and rear bumper guards \$3900, or negotiate. Wes Rosenthal, 2700 Ascot Drive, San Ramon, CA 94583. (415) 829-6659.

1959 MGA 1500 convertible: Michelins, new Moss front grill. Side-curtains, top, tonneau. Perfect for in/out restoration. 1987 CA license. Needs some work on thru-out bearing. Runs good. Must sell due to recent move. \$1900/OBO. Call Kathy Mooney, 22101 Jonesport Lane, Huntington Beach, CA 92646. (714) 963-9334.

1968 AUSTIN AMERICA: (Running condition when parked.) Plus approx. 2 pick-up truck loads of engine, transmission, drive axles, doors, windows, interiors etc. from three other AAs '68-'72. \$1000. or trade for 1" air wrench & new 12 volt batteries. William Moser 14420 Terra Bella, Panorama City, CA 91402. (818) 892-2627.

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