

MOSS Motoring

Published by Moss Motors, Ltd.
P.O. Box MG, 7200 Hollister Avenue
Goleta, CA 93117
Tel. (805) 968-1041

Number 1
1988

Best of Britain

Dover, New Jersey

Sunday, March 20. Rain or shine!

(Indoor swapmeet space will be available if it rains.)



Best of Britain III is coming! B.o.B. is the season opener for East Coast anglophiles. Whether you're looking for discounts at our Dover, New Jersey sales counter, a popular vote car show, a giant swap meet, or an opportunity to renew old friendships, you'll find it here on March 20.

Ever wonder what the 1/2 scale MGTC really looks like? Come on out and see. We'll be driving one around the parking lot. Don't forget your camera. Your kids will want to be photographed with the car. (Heaven help the parent who forgets to bring the instamatic!)

Last year, an Austin Healey 100M belonging to Michael Ferrante of Weehawken, NJ took best of show. Who'll win this year? Come on out and see for yourself. And please remember, we don't care what your car looks like. This is a low key event and "I left it at home because ..." excuses will not be accepted.

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

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

For more information, or to pre-register for the show, contact Jerry Keller at:

(201) 625-3148 after 5:00 pm

MARQUE YOUR CALENDER!

Here are some other dates you'll want to remember. Look for details in the next issue.

June 11, MG Marque Day in Goleta, CA

June 25, Pre-British Car Day Open House in Beltsville, MD

July 16, TR Marque Day in Goleta, CA

July 17, TR & A-H Marque Day in Dover, NJ

Want to organize a Marque Day? These events happen because of your efforts. Give us a call.

MEET OUR NEW SALES MANAGER



The sales department is once again gearing up for a busy spring and summer, and under the leadership of sales manager Michael Grant, plans to have the smoothest season ever. Michael's concern with detail and calm approach to problem solving has not only improved departmental efficiency, but has also increased the technological knowledge of the staff.

With a father who bought and sold British cars as a hobby, what could have been more natural than Michael's first car experience - helping bleed the brakes of a British racing green MG TD. Continuing his interest in cars throughout college, Michael became involved with the Formula Ford Racing Team, and soon after opened a small repair shop (Flats only, at the time he refused to work with temperamental British cars). As his interest in cars turned from the

casual to the serious, he found himself moving to West Germany, working with a limited production automobile company. He later worked for Schmidt Motor Sport translating engine specifications for rally MG Metros. As luck (for Moss) would have it, his wife found a job in Santa Barbara and Michael chanced upon an ad for British car sales in the local newspaper. As an old Moss customer, and a fellow British sports car enthusiast, he seemed perfect for the job.

After Michael's extensive car knowledge became known, he moved into our research department to work in catalog development and technical research. Those of you familiar with the Moss SU Carburetor and Austin Healey Upholstery Video tapes might be interested in knowing that Michael is a partner in the production of these highly successful

repair tools. He found that inadequate instructions and lack of experienced help made a video format the clearest way to give step-by-step instruction to customers. You'll also see his technical articles in our quarterly newsletter. After his article on generators and regulators ran, customers began to call up to speak to our "electric expert." When the position for sales manager opened up, Michael with his research-oriented background and interest in improved customer communications made him the natural choice.

Michael also has the help of new sales assistant manager, Mike Chaput. Mike started at Moss as a parts packer, moved into the sales department for two and a half years, and has worked in another division for the last two years. Mike feels that customers should be able to feel as though they are talking to a friend, not a large company, and his experience in our Distributing division has given him the ability to solve customer problems quickly and efficiently. His goal is to keep the sales department running like a "well-oiled machine," and to reduce the needless returns due to poor communication.

One of the newest developments in the sales department due to Michael's input is the advent of weekly tech sessions. For the staff, supplementary information plus hands-on experience prove invaluable. Over the last few months, the staff has attended sessions on the new SK carburetor, including complete breakdown and comparison to the Weber and standard carbs. There has been an evening concerned

continued on page 6

ET TU LUCAS?



Lucas Industrial PLC has recently announced major changes which could seriously affect future availability of sports car spare parts. In an effort to restore profitability Lucas has sold its car lighting factory to Carrello, the Italian lighting specialist but has retained a 30% interest. Lucas's starter and alternator division has been relinquished to another Italian company, Magneti Marelli, but again Lucas is retaining a

30% share holding. The latest move in the recent reorganization is the outright sale of the wiper motor division to British A.C. Delco PLC.

Future availability of wiper motors and components appears to be bleak, but decisions to continue lighting, starter and alternator components will be made on a case by case basis by the new management.

Lucas has in the past offered an amazingly comprehensive range of electrical spares long after British Leyland discontinued virtually all other mechanical components. It is very unlikely that Italian management will approve of the continued production of spares for 30 to 40 year old sports cars. Even the most basic components for the latest British sports cars could be axed at some point in the not necessarily distant future. Products still under direct Lucas control such as switches could

come under serious review as related products are deleted from the range.

What this all means to today's sports car enthusiasts is that they would be well advised to review future requirements and buy now while overall availability is still quite good. Price structures are also subject to review, and between the recent battering of the dollar and Lucas's new management's desire to turn a profit this could result in still price increases. We have already been advised of across the board increases which, regrettably, will at least partially be reflected in our March 1 price list.

In view of this recent turn of events Moss is buying extra inventory and will continue our effort to reproduce and/or resource these products as existing products are depleted through normal channels. This will undoubtedly pose challenges as tooling investments for

continued on page 6

Moss Motoring page 1

Castles Pass is a perfect example of a California sports car road. As you leave the coast, the first section of road is relatively flat, but it requires constant attention. There are some difficult corners which will reach out and bite the unwary or inexperienced

How Safe Is Safe?

By Robert Goldman

driver. I very nearly rolled an MG TC on that stretch. I was fifteen, had a learners permit, and thought I knew how to drive. A group from the local MG club was heading over the pass toward Ojai and I figured I could keep up with the newer, faster cars. One of those tricky corners caught me napping, a sudden jerk of the steering wheel, a few moments of that funny sinking feeling and I was safely around the bend. The guy following me later said it was quite something to see me up on two wheels.

The TC is equipped with competition seat belts. I like the feeling of a big fat belt, it allows me to concentrate on driving rather than staying in the seat. There is one possible concern though. If the car had gone over, my passenger

and I would likely have remained bolt upright in our seats. With two people up, the odds of us both being able to duck under the dash were quite slim. Those same safety belts which held us so securely in place would have limited the extent to which we could move around or lean over.

I drive much faster cars now. They're still British, and they all have competition lap belts installed. I would use three-point belts, but not without a roll bar.

Roll bars have a number of advantages. They look great, provide a wee bit of stiffness to the rear of the chassis, and most importantly they add a considerable measure of safety to the car. A roll bar is the only thing between you and the earth if you park upside down. The roll bars we sell are of the bolt-in type. They're constructed of heavy gauge steel and bolt into hard points in the car's body structure. Even if a severe impact deforms the structure, it still absorbs energy which might otherwise be expended on your head.

Moss Motors has had some complaints recently about our roll bars. The manufacturers are shipping each bar with a warning sticker which says in effect, don't rely on this thing for roll-over protection. What? why buy one then? The roll bar manufacturer is

looking squarely down the barrel of a loaded liability. They make a piece of safety equipment, it proves ineffective in a particularly nasty accident, and the company gets sued into oblivion. Their lawyers tell them they will limit their liability by pointing out that the installation does not guarantee complete safety in an accident.

Webster's definition of the word accident is "A happening that is not expected, foreseen, or intended." Because of the nature of an accident, there is no way of knowing what will transpire. For this reason, The roll bar manufacturer, and Moss Motors, simply cannot state that a roll bar will be effective in any given situation. Why then should you use a roll bar if it doesn't guarantee safety? A seat belt doesn't guarantee safety either, but one look at the statistics is enough to convince a hard-core fatalist like me that I should wear one. Think of roll bars in a similar light.

A few last notes. When installing a roll bar, follow the installation procedure religiously. Make sure your backing plates are properly sized and free of sharp corners. Mount the bar directly to steel, not through the carpet, and above all remember, the best prescription for safety is common sense. Never think you're invincible.

LETTERS

Dear Bob,

Your notes on MGB gearbox oil were quite timely. My 1969 MGB-GT now has 261,600 miles on its transmission, and countless quarts of oil have gone through it. Yes, 30 wt. as the manual says. I changed the oil last week (more on this in the next paragraph) and found some bearing race metal in the drain plug depression. Though it sounds fine, shifts well, and all the synchros work, I think I should start saving for a rebuild. Also, I feel the practice of double clutching on down-shifts has prolonged the life of the synchros.

Now I caution your readers: when using the rubber hose to fill the trans, it must be long enough! I used this technique for many years, except instead of a funnel I used a pump type oil can to squirt oil down the tube. This took some time, depending on how low the oil was. Well, last week I was topping up the various oil levels and I couldn't find the hose I normally use to fill the trans, so I substituted a different one which turned out to be shorter than my normal one. All went well until it slipped into the gearbox! With visions of pulling engine and trans out of the car to get the little bas... I finally decided I would first see if I could remove the side cover plate and snake it out under the gears. The hose was on the other side from the cover plate. Well to my surprise, after removing the drain plug and reaching in with my finger to see if there were any more metal chips, I touched my friendly rubber hose. I moved it a little to the side and it fell out. Boy, was I relieved.

After putting the plug in and finding a longer piece of hose and an old funnel, I filled the box with 30 wt. oil much faster than I have ever done before.

Geoff Kimler
Arroyo Grande, CA

Gentlemen:

I really enjoy receiving the latest Moss Motoring paper, both for the articles and sale items.

As a diehard MG owner living in New England, I commute with my B every day except when there is the threat of any salt or snow on the roads. I replace the soft top with an MG "factory" hardtop from mid-November to early April. The seals on the used top I bought were in pretty tough shape, being both brittle and cracked. After a bit of investigation and a little experimenting, I found that the Moss front soft top seal (P/N 453-610) was a perfect replacement for the front hardtop seal. I then tried Moss door seal (P/N 259-907) as a side seal for the door glass, trimming the ends as necessary—again a perfect fit. About three feet of the door seal is required for each side of the hardtop. I couldn't find a suitable substitute for the seals to the body so I used self adhesive 3/16" X 3/8" closed cell foam weather stripping applied to the original seals. The foam follows the body contours and fills in all of the gaps.

Having made these improvements, the B's heater keeps me toasty warm on the coldest days.

Paul Fitzpatrick
North Easton, MA

Paul will receive a \$10.00 gift certificate for his suggestions.

CONTENTS

Meet Our New Sales Manager.....	1
Photo Contest Results	3
Bob's Garage by Robert Goldman	4
Evolution of the Sporting Jaguar	4H
Body by Moss by Jack Bentle	5
Remember the Ford Fracture?	6
Book Review: <i>Flywheel</i>	7

CONTRIBUTIONS INVITED

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

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

\$75.00 GIFT CERTIFICATES

Technical Articles, Marque Reviews, Histories (cars, race teams, etc.), Personality Profiles

\$40.00 GIFT CERTIFICATES

Book Reviews, Club Article Reprints, (humorous or general interest)

\$20.00 GIFT CERTIFICATES

Technical Hints, Tips, Cartoons, Humorous Anecdotes, Puzzles, Photos

Although we make every effort to insure the correctness of technical articles, Moss Motors, Ltd. assumes no liability for the accuracy, safety, or legality of these contributions. All technical material should be weighed against commonly accepted practice. Any opinions expressed in this newsletter are those of the authors and do not necessarily reflect the opinions or policies of Moss Motors.

Moss Motoring is published by Moss Motors, Ltd.
Editor: Robert Goldman

MOSS MOTORING © 1988 Moss Motors, Ltd. All rights reserved. Editorial Office: Moss Motors, P.O. Box MG, Goleta, CA 93116 (805) 968-1041

CORRECTION: MGB Electric Fans

The Fall 1987 Moss Motoring (Vol.5 No.4) contained an article entitled "MGB Electric Fans." The article explained a way to convert your late MGB's electric fans to run independently of the ignition circuit. Well, it seems we're learning the same way the factory did. John Twist of University Motors called us and explained that in the case of the B, the fans can run for a half hour or more after the engine is turned off. Obviously, this is rather more than an honest, hard working battery can take. A few customers have called to say the same thing, so we feel certain that the idea may cause more trouble than it cures.

If you made the conversion as outlined in the article we recommend you keep a close eye on your battery and charging system. Any sign of a weak battery may well be traced directly to this problem. From what John told us, the MG factory initially wired the fans independently, but wound up rewiring them because of customer complaints about dead batteries.

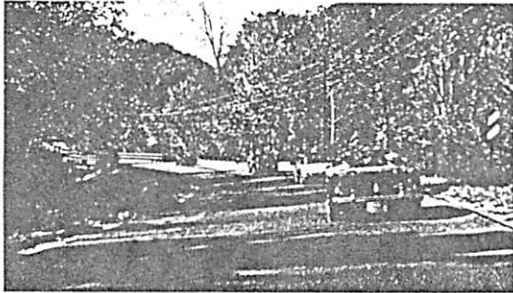
We're sorry for any inconvenience this may have caused. We try to screen tech articles as best we can before publication. Unfortunately, we sometimes get tips which seem quite logical, but prove to be wrong. Our editor, when questioned, mumbled something about how it works on Triumphs, so he was taken out back, shot, and told to do a better job next time. Stay tuned.

1987 PHOTO CONTEST RESULTS

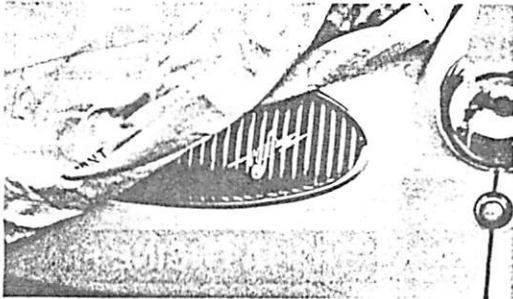
The results are finally in! We've been collecting photographs for a while now, and the process of choosing the winners was not easy. Unfortunately, many extremely nice photos had to be passed over because they simply cannot be reproduced in black and white.

For us, half the fun comes in sorting through the material which accompanies the entries. A couple of standouts include the battery powered MGA, a model release complete with paw-print signature from a cat, a Moss package conveniently placed in the background of one photo (it didn't help), and a set of fenders which will someday become a car.

Thanks again to everyone who entered. We're looking forward to the 1988 contest, so pull out the old Speed Graphic and start shooting. The competition is going to be stiff this year.



Second Place:
R.W. Horzmann of Baldwin, MO will receive a \$75.00 gift certificate.



Third Place:
Bill Willholt of Colorado Springs, CO will receive a \$50.00 gift certificate.

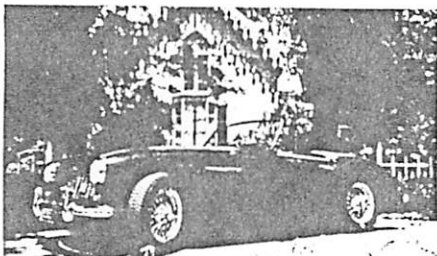
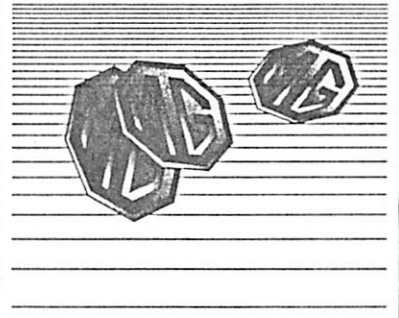


First Place: David Kercheval of Indianapolis, In. will receive a \$100.00 gift certificate.

ELECTRONIC ART

Computer generated art is starting to appear all over the place. Skip Mundy of Colorado Springs, CO sent us this image along with a couple others, one of which is a TD complete with an Apple Macintosh for a grille.

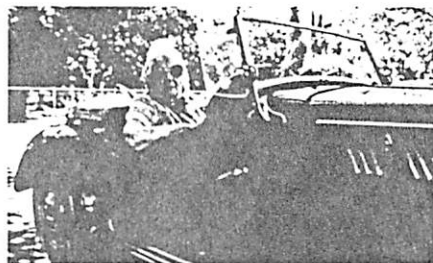
In future, as the quality of software improves, we'll be using more and better electronic illustrations. We hope this will allow us to produce more of the instruction sheets and technical manuals that people are always requesting. Skip will receive a \$25.00 gift certificate for this contribution.



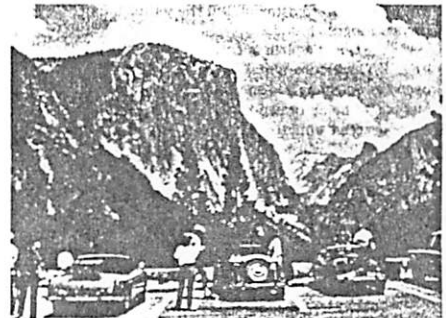
Chuck Schmidt of Modesto, CA

HONORABLE MENTION

(Each winner will receive a \$25.00 gift certificate)

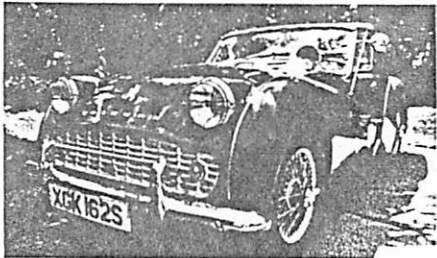


Richard Toronto of Vallejo, CA



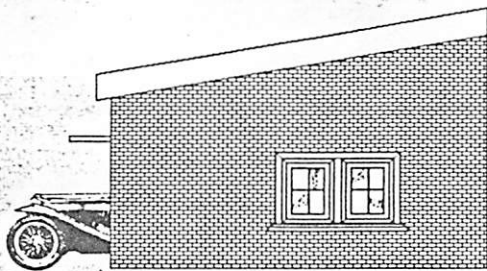
Bitsy Kirkpatrick of Santa Barbara, CA

Peter Vandervord of Mt. Clemens, MI



Mike Madson of Sauk Rapids, MN





BOB'S GARAGE

By Robert Goldman

The choice of carburation for MGBs has really become confusing. Moss currently stocks five basic carb setups. They are twin 1.5 inch SU, twin 1.75 inch SU, Weber DGV down draft, Weber DCOE side draft, and the newest addition is the SK DBS (Double Barrel Side draft). We are purposely avoiding Zenith Strombergs as they represent the worst of British bizzaro design. Each arrangement offers its own combination of advantages and disadvantages. To clarify

some of the confusion, we will be running a test series using a street driven 1975 MGB as a guinea pig. There won't be winners and losers, the idea is simply to give you a basis for comparison. We'll do a mileage test, check 0-60 acceleration, give horsepower readings as measured by a dynamometer, and finish off with a subjective view of how each carb "feels" on the street.

As your mechanic for this adventure hates working on

cars during the winter months, results won't be seen until spring or summer (or whenever I get around to it). In the mean time, this bit attempts to deal with the essential differences between constant velocity and real carburetors.

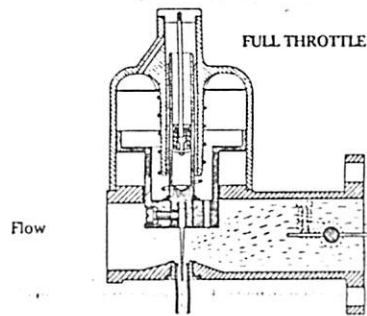
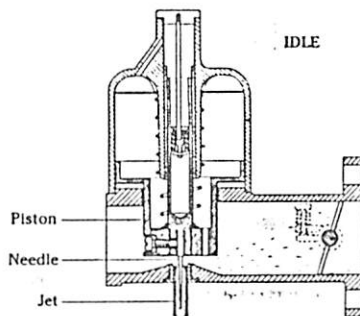
SU and Weber/SK carbs perform the same function, but go about it differently. The SU is a constant velocity carb. This means that the speed at which air flows over the jet never varies. The SU has one jet which must supply fuel during all stages of engine operation (i.e. Idle, acceleration, cruise), despite the fact that the engine demands vastly different amounts of fuel and air for different situations. We'll assume the SU's operation is magical for the moment, but bear in mind that everything is served by one jet, and the only possible adjustment (normally) is to the Idle mixture. There are alternative jet needles, but for any given car you have the choice of weak, normal, or rich. The normal needle is probably correct for 90% of all cars on the road.

Weber and SK carbs need different jets for each stage of engine operation. Unlike the SU, the jets must be tailored to work individually and as a group. The SU varies airflow and jet diameter on its own to meet engine requirements. The Weber/SK cannot do this, it must be set up in advance to meet expected demands.

These diagrams and descriptions point out important differences between the two types of carbs. For the sake of clarity, they overlook some specific details.

SU

The speed at which air flows over the jet never varies, because the piston rises and falls, changing the area of the opening to match engine requirements (the piston rises as intake vacuum increases). The needle is tapered, so it allows more fuel to escape from the jet as it's pulled up. The piston rises as air flow increases, fuel flow increases as the needle is pulled out of the jet, air/fuel balance is therefore maintained. Remember, air flows over the jet at roughly the same speed whether you're at idle, or 120 mph. Good acceleration requires a rich mixture, but SUs have no accelerator pump. To compensate for this, the piston damper slows the piston's rise when you step on the gas. This temporarily increases air velocity over the jet and draws more fuel, thus enriching the mixture. The effect is only temporary, returning to a leaner condition for cruise. A Colortune (Moss #386-210) can be used to check proper enrichment under acceleration, and leaning at cruise. This allows you to test the effect of various jet needles and different weight oils in the dash pots.



WEBER/SK

The speed at which air flows over the jets varies because the carb throat diameter is fixed. At idle, the throttle plate is almost closed. Air flow is insufficient to draw fuel from the MAIN JET. Instead, fuel is drawn through the IDLE JET via an adjustable aperture. The mixture screw gives some room for adjustment, but the jet itself must be changed until the correct range is found.

As the throttle plate opens, air flow increases. Fuel is drawn from the IDLE JET aperture and a set of 3 PROGRESSION PORTS. Each port becomes active as it is uncovered by the throttle plate. At this point, all fuel is still being drawn through the IDLE JET. The MAIN JET will not become active until roughly 3,000 to 3,500 rpm.

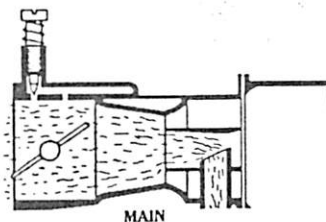
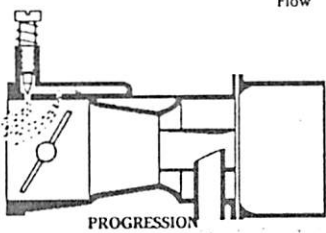
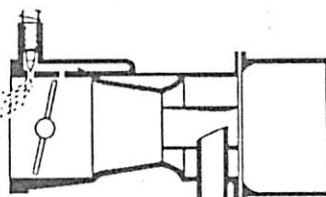
Once air flow is sufficient to draw fuel from the MAIN JET, the IDLE circuit tapers off. From here on, the MAIN circuit is on its own. The trick to tuning these carbs is to get each circuit working well on its own and provide a smooth transition between circuits. To complicate matters, there is an acceleration circuit. The accelerator pump (not illustrated) squirts raw fuel into the ports when the throttle is first depressed. Unfortunately, the accelerator pump often tends to hide incorrect jetting by making things uniformly rich.

I would be lying if I said the Weber/SK type carb is easy to tune. There are five pieces which make up the various jets. Each of these is available in dozens of different sizes making for literally hundreds (thousands?) of possible combinations. I'm so confused at this point that I won't even mention some of the other factors which affect tuning.

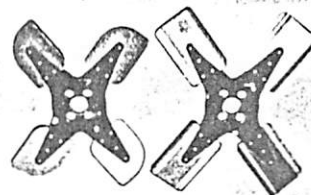
A few months ago I decided it was about time to take some of the mystery out of the Webers on my TR4. They ran great, but perhaps it was time to see if they could run great and use a tad less fuel. About that time our Weber supplier, TWM Induction, was introducing the SK to the U.S. market. They wrote a technical manual to go with it. I liked the manual because it was short, to the point and had lots of diagrams to go with the text. An hour or two with the manual and I was out screwing things up on my TR. I'm feeling a lot more comfortable around Webers these days.

The tech manual (Moss #212-825) is written for SKs, but the principles apply directly to Webers. I recommend it as a simple and inexpensive starter for fledgling wizard mechanics. If it whets your appetite for more, we have some other good books which have better coverage of operating theory and specifics on given models of Weber. As with most pursuits, the biggest barrier to overcome on the road to successful Weber/SK tuning is fear of the unknown.

Moss Motoring page 4



TR2-4A ENGINE FANS



New Reproductions!

Moss Motors has reproduced all of the pieces necessary to bolt a new fan on the front of your TR. Concours lovers will particularly enjoy the careful attention to original detail

834-030	TR2-3 Original Type Fan	\$69.95
834-020	TR4-4A Original Type Fan	\$59.95
680-000	Rubber Fan Bush (8 req.)	\$4.45
330-380	Steel Sleeve (4 req.)	\$1.85
837-550	Tab Washer (2 req.)	\$5.00
837-520	TR2-3 Cast Iron Fan Extension	\$24.50
837-530	TR4-4A Cast Iron Fan Extension	\$24.50
837-500	Crank Pulley, rear half	\$6.85
837-510	Crank Pulley, front half	\$11.50

MOSS

THE SMOG MONSTER By Jon Sorensen or ... California Catch 22

Some months ago, I purchased my first MGB. It was a case of the right car at the right price and in the right condition. (Or so I thought!) I went about replacing all the missing smog equipment and repairing the Lucas wiring (of course). The wiring was a mess, courtesy of a guy who's idea of an electrical connection was a quick twist and, if I was lucky, some tape. (Most of those were poor connections too.) But that's another story! Most of the smog equipment was in a box, thank goodness! (Has anyone priced that stuff lately?) Just bolt the equipment back on and replace some hoses, brackets, and tubes and be done with it, right? Wrong. Remember, Murphy's Law applies to British cars too.

When I'd finished getting the hardware bolted back on and operating properly, I took it to the smog inspection station to have it tested so I could re-register it (required in California). I had missed one small thing and was told I couldn't even have it tested until I fixed it. The restrictor in the fuel filler pipe was missing. (It has a smaller hole that will only except the unleaded gas pump nozzle.) I guess a lot of people have popped this little thing out so as to run the cheaper leaded gas. (This is not recommended even without the catalytic converter, because the engine runs best on 91 or better octane and most leaded regular is only 89 octane, so the engine knocks.) I searched high and low for the pipe with the restrictor in it, new or used... nothing! In speaking to Bob Cote at the Moss Motors order desk, I found that Moss has been looking for a proper replacement fill pipe of this type, without success, for some time. Bob said he had six or so people wanting one if they were able to find it. For those restoring a car to original this isn't the answer, but for those of us happy to get past smog inspection and onto the road it will do the trick.

There is a repair kit for filler pipes, and it

exceeds EPA requirements. It is acceptable, at least in California for inspection purposes. It is a "Universal Gas Tank Restrictor" (NAPA part number 730-2323). The kit contains an insert for the fill pipe and LOC-WELD (an epoxy compound) to secure it in place. I located it through the California Bureau of Automotive Repair, the agency that runs the pollution control program. (Yes, Virginia there are helpful bureaucrats!) It does not come with full instructions for the LOC-WELD product, so I will cover that here.

To install it, remove the metal fill pipe from the rubber tube leading to the fuel tank. (A spot of silicone lube helps to get it through the rubber grommet in the body.) Cover the rubber tube with a piece of plastic and secure it with a rubber band or string, to keep small children, curious cats, and crud out of the tank and the flammable fumes in. Wire brush and clean the inside of the tube of all rust, grease, and other crud (it is very important to do this right, so the epoxy sticks and you don't end up trying to fish it out of the tank later). Bend the tabs to fit snugly into the pipe from the tank side. Position the restrictor in the pipe, making sure that the gas cap will still go on with the restrictor in place. This is important because when cured, the epoxy forms a 3000 psi hold so it's hard to fix mistakes later! Mark the position of the tabs with a pencil, the hinge part of the restrictor should be to the top of the fill neck (most pipes are marked with TOP). Rough the tabs and mounting places in the tube for the tabs with sandpaper for a good bond. Mix equal amounts (about 1 1/2 inches of each) of the epoxy and hardener to an even gray color. You now have 4 to 6 minutes of working time to get things positioned correctly. Using a small dowel or a small flat-bladed screwdriver that has seen its better days, coat the previously marked spots with an even coat of the mixture and place the restrictor in position. Now add more epoxy to form an

even coat over the tabs and out onto the wall of the tube. Additional epoxy can be used on the down tube side of the restrictor, just to make sure. Clamps are not necessary if the tabs were correctly bent for a snug fit. The LOC-WELD will set in 15 minutes and cure to a 3000 psi bond in 16 hours. Let the assembled parts cure overnight to be sure maximum strength is achieved. Remember you will be poking it with a gasoline nozzle many times in the future, and you don't want to knock it loose and into the tank!

The LOC-WELD product, when purchased separately, comes with more instructions than come in the kit. LOC-WELD is toxic if swallowed, the fumes can be hazardous, and it is somewhat flammable so use it with proper ventilation and caution. It will stick almost anything to anything else, so don't get it on clothes or skin (remember your first experience with super glue!) If you have not used it before, I strongly recommend that you read the full directions on the LOC-WELD package at your autoparts store before proceeding.

Jon will receive a Moss gift certificate for his contribution.

*LOC-WELD and LOC-TITE are registered Trademarks of Loctite Corporation.
*NAPA is the registered Trademark of Napa Auto Parts.

LITTLE ORPHAN MG

By John Pabis

Once upon a time there was an ugly 1952 MGTD. It had no mama, it had no papa, it had no title. It also had no drive shaft, no generator, no coil and no top bow. Virtually every other part was broken, rusted, bent, worn or all of the above. It had been left outside (without the top) for what appeared to be a millennium. The frame was bent, and the dents in every fender led me to suspect that the British Army had used the car for a Bren gun carrier during the Korean war.

It was a true basket case. It had been partially disassembled. Parts were in baskets or boxes, and a few MGA parts were thrown in to confuse things. A novice should not buy a car in this condition. First, he or she cannot tell if all the parts are there. Second, the condition of the car is beyond the capabilities of the novice to tackle. Unfortunately, at the time, I had no one to give me this wise advice. In retrospect, it is amazing how I could have done such a stupid thing as buy this orphan. Even more amazing is how my marriage survived.

I had no garage, carport or even a shed. As fall was approaching, I quickly sandblasted the frame and most of the body parts and put a coat of primer on them. I put many of the parts in one bedroom, and my oldest son slept on the couch until spring when we built a shed. The frame and tub were put in the family room where they transmitted grime and dust to the rest of the house.

Many years have passed and the TD is now legitimate (after many arguments with the Department of Motor Vehicles). I contributed significantly to the income of Moss Motors during these years. However, whenever possible, I hammered, filed, cleaned, and otherwise cajoled parts from the ashes whence they had risen. I have not kept an accurate accounting of the hours devoted in restoration, but I estimate that if I could sell her for maximum value my time would be worth less than one dollar per hour.

I believe that my car was one of the worst (if not the worst) piles of rusted, dented, broken trash ever to be transmuted into a running semblance of a TD. She's not perfect, but love and affection have restored much of her beauty.

My wife has often suggested that if I ever need another hobby, I should find a mistress instead of a car; it would be cheaper, take less of my time, and not mess up the house. Unfortunately for both my wife and me, I have not been able to locate a mistress. However, last year I found this orphaned '58 MGA.

John will receive a Moss gift certificate for his contribution.

DONALD M. HEALEY

1898-1988



Donald Healey was perhaps best characterized by his active imagination. He started with flying, serving in the Royal Flying Corps during the First World War. A crash ended his flying career, but not his interest in things mechanical. He dabbled in electronics, and he built sports cars.

Triumph enthusiasts know Donald Healey for the Dolomite of 1935. This exciting design may well have put Triumph at the forefront of British sports cars builders had funds been available to develop it. The few examples built would fetch astronomical sums today at auction. Healey also spent time at Riley before starting his own company in the late 1940s.

Of course, DMH was best known as the man behind the Austin Healey 100. The time was right, and Healey stepped into the breach with what is arguably the prettiest sports car to come out of the 50s. From any angle, the 100 looks fast and sexy.

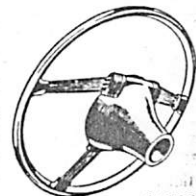
Donald Healey didn't just fade away after a lengthy career. He continued to support and encourage Healey fans worldwide for as long as he could. For this reason, we will always remember Donald Healey in a special light. He cared about his cars, and the people who enjoy them.



TR & MG STEERING WHEELS

The latest additions to our line of spring spoke steering wheels include the adjustable wheel for TR2-3B, and two different wheels to cover all MGBs 1963-69. The TR wheel includes the adjusting nut, and the three grub screws which secure your original control head assembly. This wheel does not fit non-adjustable steering columns. Steering wheel centerpieces and horn-push centerpieces are available separately for the MGB steering wheels.

853-730	TR2-3B Adjustable Steering Wheel	\$167.95
454-340	MGB 1963-67 Steering Wheel	\$136.50
408-220	MGB 1963-67 Horn-Push Assembly	\$27.95
263-840	MGB 1968-69 Steering Wheel	see sale pg. 4F
408-225	MGB 1968-69 Centerpiece	\$24.95
263-200	Clip for Centerpiece (3 req.)	\$2.00



SALE

Prices Valid March 14, 1988
Through
April 30, 1988

AUSTIN HEALEY

Austin Healey 3000 MKIII
Standard Throttle Shaft (HD8)
2 required.
011-187 Reg. \$11.95 Sale Price \$10.95

Austin Healey 3000 MKIII
Oversize Throttle Shaft (HD8)
2 required.
011-188 Reg. \$11.95 Sale Price \$10.95

Austin Healey 100-4 BN1
Gearbox Gasket Set
Contains all necessary gaskets to rebuild gearbox.
021-054 Reg. \$18.75 Sale Price \$14.95

Austin Healey 100-4
Water Pump
Complete pump (less pulley #031-222) is ready to install. Gasket included.
021-065 Reg. \$126.55 Sale Price \$105.95

Austin Healey 100-4 Top Radiator Hose
021-067 Reg. \$10.05 Sale Price \$8.25

Austin Healey 3000 BJ8
Free Flow Exhaust
Mounts directly in place of stock system, does not include front exhaust pipe Moss #021-128 and #021-129.
021-134 Reg. \$239.95 Sale Price \$199.95

Austin Healey 100-6/3000
Front Brake Rotor
Fits to (C)26704.
021-170 Reg. \$74.85 Sale Price \$56.95

Austin Healey 100-4 Rockershaft
021-353 Reg. \$52.50 Sale Price \$49.95

Austin Healey 100-6/3000
Gearshift Boot
(Sideshift)
021-337 Reg. \$9.40 Sale Price \$7.50

Austin Healey 3000 Gearshift Boot
(Center Shift)
021-338 Reg. \$8.25 Sale Price \$5.75

Austin Healey 100-6/3000 Rockershaft
021-354 Reg. \$60.70 Sale Price \$49.95

Austin Healey
Factory Workshop Manuals
These reprints of the original manuals include in-depth coverage of maintenance, repair and major overhaul procedures.
100-4
021-379 Reg. \$47.60 Sale Price \$39.95
100-6/3000
021-376 Reg. \$48.90 Sale Price \$43.95

Austin Healey
100-4
Tachometer Cable
021-387 Reg. \$10.95 Sale Price \$8.75

Austin Healey 100-6/3000
Tachometer Cable
Fits 100-6 & 3000, except BJ8.
021-388 Reg. \$15.80 Sale Price \$11.25

Austin Healey 100-6/3000 Gearshift Knob
Original style knob with shift pattern.
021-399 Reg. \$8.40 Sale Price \$6.50

Austin Healey 3000 BJ7 & BJ8
Tonneau Bow
021-541 Reg. \$29.45 Sale Price \$23.95

Austin Healey 3000 BJ8
Fuel Tank Sending Unit
Gasket included.
021-571 Reg. \$49.95 Sale Price \$39.95

Austin Healey 100-4 Front Top Bow
021-580 Reg. \$20.90 Sale Price \$15.95

Austin Healey '100' Emblem
Chrome-plated badge fitted to all 100-4 radiator grilles.
021-737 Reg. \$18.15 Sale Price \$15.95

Austin Healey '100-6' Emblem
Chrome-plated emblem fastens to radiator grille.
021-740 Reg. \$9.45 Sale Price \$7.25

Austin Healey '3000' Emblem
This chrome-plated badge fits the grille of 3000s to (c) 13750, and the trunk lid of all 3000s.
021-738 Reg. \$9.45 Sale Price \$7.25

Austin Healey 100-4/3000
Rear Bumper Grommet
R/H 021-755 Reg. \$2.90 Sale Price \$2.25
L/H 021-756 Reg. \$2.90 Sale Price \$2.25

Austin Healey 100-6/3000
Windshield Post Pad
Fits thru BT7.
021-762 Reg. \$2.80 Sale Price \$2.25

Austin Healey 3000 BJ7 & BJ8
Lower Windshield Seal
021-764 Reg. \$17.05 Sale Price \$13.50

Austin Healey 100-6/3000
Gas Filler Grommet
021-766 Reg. \$5.30 Sale Price \$4.25

Austin Healey 100-6/3000 Trunk Seal
Glues to trunk lid.
021-775 Reg. \$13.35 Sale Price \$9.95

Austin Healey 3000 BJ7 & BJ8
Nylon Window Guides
Six required per car.
021-780 Reg. \$1.50 Sale Price \$1.15

Austin Healey
BJ7 & BJ8
Soft Trim Videos
Restoring the interior of a BJ7 or BJ8 is no simple task. It's complex, with no instruction guides to turn to. Moss now provides clear accurate help in a video format. This 2-tape set (4 plus hrs.) covers everything from installing Hardura in the trunk to fitting the soft top. There's no better way to learn than to watch an expert at work, and since it's on tape, you can watch as many times as you need to. Using this tape to install the top yourself saves more than the purchase price.

Beta
211-020 Reg. \$89.95 Sale Price \$74.95
VHS
211-025 Reg. \$89.95 Sale Price \$74.95

Austin Healey 3000
BJ8 Distributor
This is a brand new Lucas unit, which is no longer being manufactured.
143-070 Reg. \$275.00 Sale Price \$259.95

Austin Healey 100-6/3000
Transmission Layshaft
Fits early 4 speed sideshift gearboxes.
021-331 Reg. \$47.05 Sale Price \$39.95

Austin Healey
3000 BJ8
Leather
Seat Kits
Surround yourself in the luxury of leather. These complete seat kits (excluding armrest) are made in England to exact factory specifications. Seats have matching piping and are guaranteed to look and fit as originally installed.
Black Leather Seat Kit
247-510 Reg. \$695.00 Sale Price \$595.00
Blue Leather Seat Kit
247-550 Reg. \$695.00 Sale Price \$595.00

Austin Healey
100-4, 100-6, 3000
Brake/Clutch Pedal Pad
Sold individually.
021-412 Reg. \$1.85 Sale Price \$1.35

Austin Healey
100-6/3000
Front
Splash Apron
031-350 Reg. \$63.65 Sale Price \$49.50

Austin Healey 100-4,
100-6, 3000
Front Engine Mount
2 required.
021-341 Reg. \$17.65 Sale Price \$12.95

Austin Healey
Battery Tray
Fits all Big Healeys with 12 volt batteries.
031-308 Reg. \$21.35 Sale Price \$15.95

Austin Healey
3000 BT7
Convertible Top Frame
453-700 Reg. \$240.20 Sale Price \$199.95

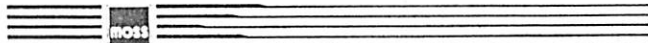
Austin Healey
100-6/3000 MKI
Air Duct Shroud
This shroud is necessary to maintain normal running temperature.
806-330 Reg. \$39.95 Sale Price \$36.50

Austin Healey 100-4 Badge Bar
870-125 Reg. \$59.75 Sale Price \$54.95

Austin Healey 100-6/3000 Badge Bar
870-130 Reg. \$52.15 Sale Price \$44.95

Austin Healey 100-6/3000 Distributor Cap
Fits 100-6 thru BJ7 (e) 29F3562.
872-802 Reg. \$20.50 Sale Price \$13.25

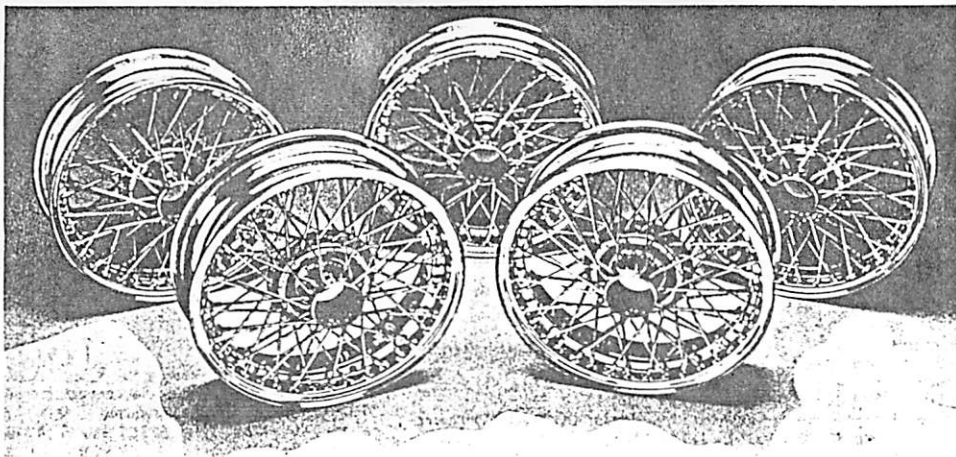
Austin Healey 100-4 Distributor Cap
874-095 Reg. \$9.70 Sale Price \$7.25



Moss Motoring page 4B

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

MG PARTS



Save now on Wire Wheels!

We now stock both painted and chrome-plated wire wheels for your favorite British sports car. Built to factory specifications, our rims are rigorously inspected for fit and finish by our in-house wheel expert. Don't put up with loose spokes and dull, rusted wheels any longer. Take advantage of these low prices and buy a set of beautiful brand new wire wheels.

19 X 2 1/2" rim	48 spokes	Silver Painted	454-600	\$249.95	\$216.50
13 X 4" rim	60 spokes	Silver Painted Original for Austin Healey Sprite & MG Midget	454-675	\$139.95	\$119.50
13 X 4 1/2" rim	60 spokes	Silver Painted Original for Triumph Spitfire	454-785	\$147.50	\$124.95
15 X 4" rim	48 spokes	Chrome Plated Original for Austin Healey 100-4, 100-6 & 3000 thru BJ7 (c) 24366, MG TF, MGA, Triumph TR2 & TR3.	454-615	\$224.50	\$199.95
15 X 4 1/2" rim	60 spokes	Silver Painted	454-620	\$149.50	\$122.95
15 X 4 1/2" rim	60 spokes	Chrome Plated Original for Austin Healey BJ7 from (c) 24367 thru BJ8, Triumph TR4, 4A & TR250. Can be used for heavy-duty or competition purposes for MG TD-TF, MGA, TR2-3 and Austin Healeys with front disc brakes.	454-630	\$225.95	\$194.95
15 X 5" rim	54 spokes	Chrome Plated Original for Jaguar XK 120-140	854-330	\$395.00	\$349.95

Bugeye and MKII Door Latches

Use with #470-540 door striker.

R/H 402-640 Reg. \$17.95 Sale Price \$13.75
L/H 402-650 Reg. \$17.95 Sale Price \$13.75

Sprite-Midget Black Door Checkstrap

Sold individually.
240-675 Reg. \$7.20 Sale Price \$6.25

Sprite-Midget 1275 Engine Lock Tab Set

Order locktab for flywheel #460-415 separately.
328-620 Reg. \$7.95 Sale Price \$6.30

Sprite-Midget 948-1098 Engine Lock Tab Set

328-635 Reg. \$7.95 Sale Price \$6.30

Sprite-Midget 1098-1500 Front Brake Rotor

Wire wheel cars only.
182-145 Reg. \$31.85 Sale Price \$26.75

Bugeye Hood Buffer

2 required.
282-125 Reg. \$2.10 Sale Price \$1.65

MG Midget Rubber Jack Hole Plug

1500 uses 4, others use 2.
282-135 Reg. \$2.25 Sale Price \$1.60

Austin Healey Sprite Rubber Jack Hole Plug

282-135 Reg. \$2.25 Sale Price \$1.60

Bugeye Stainless Steel Exhaust System

Includes everything you need from the manifold flange back except clamps and hangers. Guaranteed for the life of your car!
452-000 Reg. \$99.95 Sale Price \$89.95

Sprite-Midget 1275cc Clutch Kit

This attractively priced kit contains brand new pressure plate, disc and release bearing.
190-980 Reg. \$98.50 Sale Price \$87.50

Bugeye Sprite Camshaft

For 948cc engine.
451-440 Reg. \$67.50 Sale Price \$53.95

Fuel Tank Slushing Compound

Puts a protective coating on the inside of your gas tank to prevent rusting.
One quart can.
220-450 Reg. \$17.25 Sale Price \$15.95

MG TD-TF Handbrake Handle
Made of bakelite plastic as original.
181-360 Reg. \$7.35 Sale Price \$5.25

MG TD-TF Battery Box Liner

241-020 Reg. \$25.05
Sale Price \$19.95

MG TD Flywheel Ring Gear, 10 3/8" I.D.

Fits early TDs to engine #9407 with 7 1/4" clutch discs. Please measure your old gear before ordering.
190-020 Reg. \$50.25 Sale Price \$41.95

MG TC Stainless Steel Side Curtain Strip Kit

Kit includes all necessary nuts and bolts.
252-108 Reg. \$59.75 Sale Price \$47.50

MG TD 2-Bow Stainless Steel Side Curtain Strip Kit

Kit includes all necessary nuts and bolts.
252-208 Reg. \$59.75 Sale Price \$47.50

MG TD 3-Bow Stainless Steel Side Curtain Strip Kit

Kit includes all necessary nuts and bolts.
252-308 Reg. \$59.75 Sale Price \$47.50

MG TF Stainless Steel Side Curtain Strip Kit

Kit includes all necessary nuts and bolts.
252-408 Reg. \$59.75 Sale Price \$47.50

MG TC Front Axle Caster Shim

2 required.
261-190 Reg. \$7.75 Sale Price \$6.75

MG TD-TF Front Suspension Steel Distance Tube

Fits inside upper and lower suspension links.
4 required.
264-070 Reg. \$4.60 Sale Price \$3.75

MG TD Cloth Covered Wiring Harness

Fits TDs with turn signals and a dash mounted dimmer switch.
356-140 Reg. \$139.95 Sale Price \$102.50

MG TD Cloth Covered Wiring Harness

Fits TDs with turn signals and a floor mounted dimmer switch.
356-150 Reg. \$139.95 Sale Price \$102.50

MG TC-TD Radiator Medallion

Brown and cream medallion, as original.
201-010 Reg. \$13.50 Sale Price \$10.50

MG TC Turn Signal Switch

For 49 EXU models only. Original type switch, but moulded in off-white rather than brown bakelite plastic.
140-600 Reg. \$32.50 Sale Price \$27.95

MG TC-TD Foglamp & Panel Light Switch

Used as a foglamp and panel lamp switch on TCs and early TDs. Late TDs used only one as a foglamp switch.
141-000 Reg. \$40.60 Sale Price \$29.95



Moss Motoring page 4D

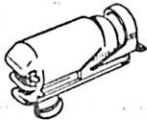
(800) 235-6954 (800) 322-6985 (805) 968-1041
CONTINENTAL USA TOLL-FREE CALIFORNIA TOLL-FREE CUSTOMER SERVICE PHONE

MG TC-TD Ignition Warning Lamp, Red
142-200 Reg. \$31.40 Sale Price \$24.50

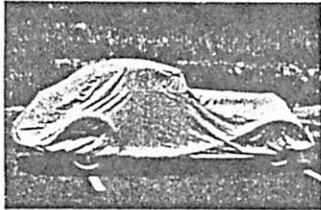
MG TF Dash Knob Set
Set of 5 original style knobs.
150-908 Reg. \$15.50 Sale Price \$11.75

MG TD Glass Rectangular Tall Lamp Lens
157-910 Reg. \$8.70 Sale Price \$6.50

MG TD-TF Rear Wheel Cylinder
Complete unit is ready to install.
180-630 Reg. \$36.00 Sale Price \$27.50

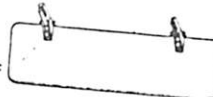


MG TC-TD-TF Jack
Vintage screw-type jack as original. Supplied with handle.
386-900 Reg. \$46.85 Sale Price \$36.95

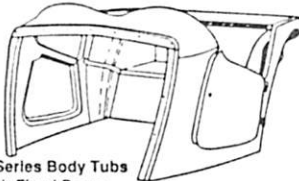


MG TC-TD-TF Nylon Car Cover
This is a lightweight cover designed for travel use where space is tight or as a dust cover for your garaged T-series.
236-015 Reg. \$49.95 Sale Price \$39.95

MG TC-TD-TF Sun Visor
Green-tinted plexiglass with chrome fittings. Easy to install, with no holes required for mounting. Sold individually.
240-300 Reg. \$18.45 Sale Price \$14.25



MG TC-TD-TF Toolbox Felt
Off-white color as original. Supplied uncut with pattern to ensure accurate installation.
456-420 Reg. \$15.95 Sale Price \$13.95

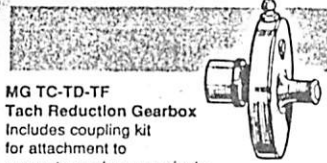


T-Series Body Tubs with Fixed Doors
We're overstocked and short of space, so take advantage of this special offer and save \$800.00 on a complete body shell. Custom crafted in England, fully ash-framed as original and complete with pre-hung, aligned doors. Free shipping by truck freight to your front door. Please direct inquiries and orders to R.B. Hart in our sales department.
MG TD 459-510 Reg. \$4495.00 Sale Price \$3695.00
MG TF 459-520 Reg. \$4495.00 Sale Price \$3695.00

MG TD-TF Rear Wheel Oil Seal
120-700 Reg. \$2.95 Sale Price \$2.35

MG TD-TF Rear Stop/Tail Lamp
Fits TDs with later style round rear lights.
143-700 Reg. \$18.40 Sale Price \$15.95

MG TC-TD-TF Fuel Pump Outlet Elbow
3 piece set.
375-038 Reg. \$9.45 Sale Price \$6.75



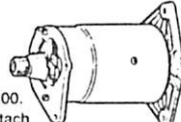
MG TC-TD-TF Tach Reduction Gearbox
Includes coupling kit for attachment to generator and grease nipple.
360-010 Reg. \$38.80 Sale Price \$24.95

MG T-Series Stainless Steel Exhaust System
Set includes muffler and front and rear pipes. Guaranteed to last the life of your car.

MG TC
454-508 Reg. \$213.95 Sale Price \$179.95
MG TD-TF
454-528 Reg. \$203.25 Sale Price \$174.50

MG TD-TF Pedal Pad Set
Contains both brake and clutch pads.
281-278 Reg. \$2.85 Sale Price \$2.25

MG TD-TF Remanufactured Generator
Core Charge \$15.00. Has provision for tach drive. Does not include tach reduction gearbox, #360-010.
140-310 Reg. \$187.50 Sale Price \$169.95



MGA Oval Vent Grille
2 required.
471-010 Reg. \$9.45 Sale Price \$7.15



MGA Gas Cap
Comes complete with correct 'lift' lever. Check cork seal #470-210 in your filler neck and order a new one if necessary.
470-190 Reg. \$17.75 Sale Price \$12.95

MGA Heater Control Panel
360-450 Reg. \$9.95 Sale Price \$7.95

MGA Fuel Pump Outlet Elbow
3 piece set.
375-038 Reg. \$9.45 Sale Price \$6.75

MGA Clutch Release Lever Bolt
Fits from 1500 (e)4525 thru MKII.
190-550 Reg. \$6.50 Sale Price \$5.25

MGA Grille Medallion
Medallion fits both flat and recessed MGA radiator grilles.
201-035 Reg. \$10.50 Sale Price \$7.95

MGA Twin Cam Workshop Manual
This manual covers routine maintenance and repair with help from detailed illustrations and step-by-step instructions. 200 page, softbound reprint of factory manual.
210-420 Reg. \$28.95 Sale Price \$23.95

MGA Rear Wheel Oil Seal
120-900 Reg. \$3.00 Sale Price \$2.40

MGA Jack
Vintage screw-type jack as original. Supplied with handle.
386-900 Reg. \$46.85 Sale Price \$36.95

MGA 1500-1600 Distributor
Brand new Lucas distributor is complete and ready to install.
143-100 Reg. \$212.50 Sale Price \$189.95



MGA Rocker Panel Finishing Strip Set
As original, these leave the foremost bolts exposed. Includes mounting hardware.
453-098 Reg. \$16.50 Sale Price \$12.95

MGA Front Fender Rust Repair Panels R/H
457-760 Reg. \$26.70 Sale Price \$17.95
L/H
457-770 Reg. \$26.70 Sale Price \$17.95

MGA Engine Lock Tab Set
460-005 Reg. \$9.75 Sale Price \$6.30



MGA "MG" Octagon Set For Trunk Lid
3-piece set contains all necessary mounting hardware.
470-698 Reg. \$10.50 Sale Price \$7.95

MGA Chrome Hubcap
These are original for all disc wheel MGAs and can also be used on TD-TF disc wheels. Sold individually.
200-230 Reg. \$17.95 Sale Price \$14.25



MGA Rear Wheel Cylinder
Complete unit is ready to install.
180-630 Reg. \$36.00 Sale Price \$27.50



MGA Pedal Fume & Dust Excluder



Make sure you also check your clevis pins, pedal bushings, and master cylinder fork ends for play before you order. You'll save time and frustration when you replace all the parts at one time.
280-710 Reg. \$7.85 Sale Price \$5.85

MGA Twin Cam Pedal Dust & Fume Excluder
280-715 Reg. \$21.00 Sale Price \$14.95

MGA Pedal Excluder Retaining Plate
181-650 Reg. \$3.10 Sale Price \$2.25

MGA Radiator Duct Panel
456-240 Reg. \$59.75 Sale Price \$49.95

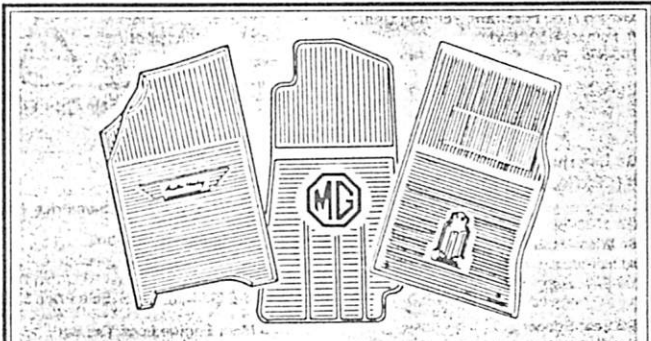
MGA 1500 Rebuilt Gearbox
Will fit late 1500 & 1600 cars if driveshaft and engine bearer plate are changed.
427-530 Reg. \$695.00 Sale Price \$625.00

MGA Sun Visor
Green-tinted plexiglass with chrome fittings. Easy to install, with no holes required for mounting. Sold individually.
240-300 Reg. \$18.45 Sale Price \$14.25

MGA Front Suspension Distance Tube
Fits inside upper and lower link. 4 required.
264-070 Reg. \$4.60 Sale Price \$3.75

MGA 1500 Brass Plate, firing order and tappet clearance
408-830 Reg. \$8.40 Sale Price \$5.25

MGB Braided Stainless Steel Oil Cooler Hoses
Designed for competition purposes, these heavy-duty oil cooler lines really last and add sparkle to your engine compartment. Sold individually.
1963-'67, 39 1/2" long
435-680 Reg. \$42.75 Sale Price \$33.95



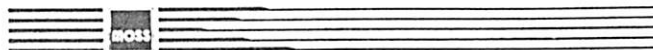
Rubber Floor Mats

Our custom moulded rubber mats will protect your new carpets from sunlight and soil, and are perfect for covering holes if you haven't found time to install new carpets. Available in heavily ribbed black with appropriate logo.

MGA	241-810	Reg. \$19.95 Pair
MGB 1962-1967	241-840	
MGB 1968 on	241-850	
MG Midget Mk II & Mk III	241-860	
Austin Healey Sprite Mk III & Mk IV	241-880	
Austin Healey 100-6 & 3000	021-430	
Triumph TR2,3,4,4A, 250 & 6	646-750	
Triumph TR7	646-760	
Spitfire & GT6	646-770	

Now Just \$15.95

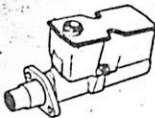
(800) 235-6954 (800) 322-6985 (805) 968-1041
CONTINENTAL USA TOLL-FREE CALIFORNIA TOLL-FREE CUSTOMER SERVICE PHONE



MGB Clutch Release Lever Bolt
190-550 Reg. \$6.50 Sale Price \$5.25

**MGB 1976-'80
Brake Master Cylinder**

This master cylinder has a square plastic reservoir.
180-735 Reg. \$187.20 Sale Price \$159.95



MGB 1977-'80 Front Brake Hose
Fits from (c)394301 on. 2 required.
180-885 Reg. \$18.80 Sale Price \$14.95

**MGB Rdst. 1963-'74 1/2
Rear Leaf Spring**

454-760 Reg. \$63.95 Sale Price \$47.50

MGB Rdst. 1976-'80 Rear Leaf Spring
Fits from (c)386976 on.
454-775 Reg. \$67.35 Sale Price \$52.95

**1968-'72 MGB
Gearshift Knob**
Black original style knob with shift pattern.
021-399 Reg. \$8.40 Sale Price \$6.50



**MGB Front
Wheel Bearing Kit**
Includes inner and outer bearings, grease seals and grease. 2 required.
125-840 Reg. \$18.15 Sale Price \$14.25



**MGB Front Suspension
Steel Distance Tube**
Fits inside bottom of kingpin. 2 required.
264-070 Reg. \$4.60 Sale Price \$3.75

**MGB 1965-'77
Fuel Tank Sending Unit**
Fits roadsters from 1965 to mid 1977, to (c)415000.
360-660 Reg. \$24.95 Sale Price \$21.75



MGB 1977-'80 Fuel Tank Sending Unit
Fits from (c)415001 on.
360-655 Reg. \$28.95 Sale Price \$23.95



MGB Camshaft (18V Engines)
451-325 Reg. \$197.30 Sale Price \$139.95

**MGB 1963-'69
Disc Wheel Hub Cap**
Sold individually.
200-270 Reg. \$24.95 Sale Price \$21.50

MGB Seat Spacer
Fits under seat packing strip on floorboard. 8 required.
228-175 Reg. \$1.25 Sale Price \$.85

MGB Sebring Headlamp Covers
Streamline the front end of your MGB with a pair of these factory style racing headlamp covers. Sold by the pair.
222-130 Reg. \$117.65 Sale Price \$94.95



MGB R/H Fender Mirror
Early factory option.
165-260 Reg. \$23.50 Sale Price \$19.75

MGB Dash Pad Covers
This fully moulded ABS vinyl dash pad quickly and easily glues in place on top of your existing dashboard. Includes cement and installation instructions.
1968-'71
453-890 Reg. \$44.95 Sale Price \$38.95
1972-'76
453-895 Reg. \$44.95 Sale Price \$38.95
1977-'80
453-905 Reg. \$44.95 Sale Price \$38.95

MGC Water Pump
Original factory equipment.
434-260 Reg. \$66.85 Sale Price \$54.75

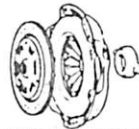
MGB Chrome Headlamp Rim
Sold individually.
164-010 Reg. \$17.95 Sale Price \$13.85



MGB Side Lamp Plinths
These are the black pads that fit between the chrome side lamp base and car body on all 1970-'80 MGBs.
L/H Front
164-925 Reg. \$5.20 Sale Price \$4.15
R/H Front
164-935 Reg. \$5.20 Sale Price \$4.15
L/H Rear
164-945 Reg. \$5.20 Sale Price \$4.15
R/H Rear
164-955 Reg. \$5.20 Sale Price \$4.15

MGB Front Brake Calliper Piston
Sold individually. 4 required per car.
180-745 Reg. \$12.55 Sale Price \$9.50

MGB Clutch Kit
This will be the last time you'll see these popular clutch kits at this low price. The replacement stock currently in transit will be more expensive. Includes pressure plate, disc and release bearing.
190-808 Reg. \$109.95 Sale Price \$89.95



**MGB 1963-'67
Leather Gearshift Boot**
Fits over standard rubber boot for a luxurious look and feel.
228-370 Reg. \$18.30 Sale Price \$14.85

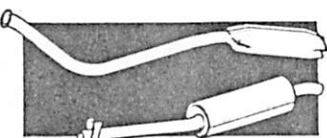


**MGB 70-80 "MG" Crested
Chrome Lug Nut**
16 required. Sold individually.
264-985 Reg. \$4.25 Sale Price \$3.25

MGB Rear Suspension U-bolt
Fits roadsters w/tubed type axles to (c) 386795 and all GTs.
266-570 Reg. \$4.25 Sale Price \$3.25

MGB 3 Main Engine Lock Tab Set
328-630 Reg. \$9.75 Sale Price \$6.20

MGB 5 Main Engine Lock Tab Set
328-640 Reg. \$9.75 Sale Price \$6.20

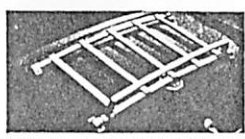


**MGB 1975-'80
Stainless Steel Exhaust System**
Eliminates the catalytic converter.
454-570 Reg. \$179.95 Sale Price \$157.25

**MGB Tie Rod
End Set**
Sold by the pair.
263-390 Reg. \$21.85 Sale Price \$17.95



**MGB
1975-'80
Factory
Optional
Luggage
Rack**
This genuine BL luggage rack was fitted as optional equipment to all MGB roadsters from 1975 on. Looks great on earlier cars also!
244-010 Reg. \$79.95 Sale Price \$69.95



**MGB Stainless Steel
Tubular Exhaust Header**
For long lasting performance, fit one of our stainless exhaust systems with stainless steel header to your MGB. Guaranteed for the life of your car!
459-015 Reg. \$225.00 Sale Price \$199.95

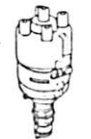


MGB 1968-'80 Voltage Stabilizer
RD from (c)138401 on, GT from (c)139272 on.
131-550 Reg. \$19.70 Sale Price \$15.95

**MGB 1966-'67
Overdrive Switch**
Fits RD from (c) 61016 (late '65) to (c)138400 (end of '67), GT from (c)61016 to (c)139471 (end of '67). Fits roadster and GT, 1966 and 1967.
141-760 Reg. \$14.95 Sale Price \$10.95



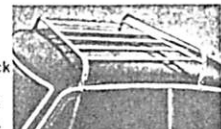
MGB 1980 Distributor
Fits all except California models. For use with remote amplifier.
142-980 Reg. \$169.50 Sale Price \$119.95



MGB 1963-'69 Seat Diaphragm
Sold individually. Use 8 hooks per seat (#325-175).
282-745 Reg. \$16.00 Sale Price \$11.50

MGB 1965-'69 Gas Tank
Non-vented, therefore not suitable for later cars.
456-815 Reg. \$124.90 Sale Price \$99.95

**MGB GT
Roof
Luggage Rack**
Shipped truck freight collect.



If you want one of these discontinued Amco accessories you should buy it now, since our supply is limited.
244-020 Reg. \$84.50 Sale Price \$74.95

MGB 1977-'80 Trunk Seal
Seal fastens to body.
282-475 Reg. \$47.10 Sale Price \$39.95

**MGB Chrome Socket,
Top and Tonneau Bows**
Correct for early MGBs but can replace the black painted version supplied on later cars.
472-330 Reg. \$12.80 Sale Price \$9.95



MGB 1968-'76 Black Sill Mat Set
Sold by the pair.
282-738 Reg. \$59.85 Sale Price \$47.57

MGB Cowl Vent Grille
471-020 Reg. \$20.95 Sale Price \$15.50

**MGB 1970-'80 Hub Cap,
Rostyle Wheel**
Includes badge below.
462-710 Reg. \$5.20 Sale Price \$4.50



MGB 70-80 Hub Cap Badge, Rostyle Wheel
462-720 Reg. \$1.85 Sale Price \$1.40

MGB 1976-'80 "MG" Badge
Black and silver aluminum badge fits from (c)394008 on.
470-690 Reg. \$10.95 Sale Price \$8.25

MGB Octagonal Knock-Off Wrench
386-030 Reg. \$9.60 Sale Price \$6.95

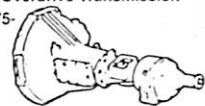
MGB 1963-'74 Air Filter Element
(2 required). Limit 4 per customer.
372-390 Reg. \$4.25 Sale Price \$2.25

**MGB 1970-'72
Foam Seat Cushions**
Excellent reproduction, moulded as original.
R/H
641-920 Reg. \$21.35 Sale Price \$17.50
L/H
641-930 Reg. \$21.35 Sale Price \$17.50



MGB Security Door Lock Set
Fits all MGBs except early ones with pull-out door handles.
401-628 Reg. \$36.90 Sale Price \$29.65

MGB 1968-'80 Overdrive Transmission
Original for 1975-'80, but is a direct bolt-in replacement for 1968-'74.
427-510 Reg. \$1175.00 Sale Price \$995.00



MGB 1963-'67 Starter Brush Set
Set of four rectangular brushes. One set required. Also fits 68-80 MGBs with #25660 starter. (Not for #25654 starter, which uses brushes which are slightly triangular in shape.)
149-620 Reg. \$5.60 Sale Price \$4.95

**MGB Sealing Bush
for thermostatic fan switch**
Fits up to (c)511519.
542-205 Reg. \$5.45 Sale Price \$4.25
Fits from (c)511520.
542-203 Reg. \$3.95 Sale Price \$2.95



MGB 1968-'69 Steering Wheel
Fits all 1968 MGBs and 1969 MGBs to (c)170586.
263-840 Reg. \$136.50 Sale Price \$109.95



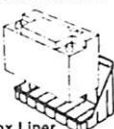
TRIUMPH PARTS

TR2-3 Sun Visor
Green-tinted plexiglass with chrome fittings. Easy to install, with no holes required for mounting. Sold individually.
240-300 Reg. \$18.45 Sale Price \$14.25

TR2-4A Unpart Spark Plug
This special will not be repeated. We can not buy any more at this price. Limited supply only.
175-065 Reg. \$1.00 Sale Price \$.70



**Triumph TR4-6
Battery Box Liner**
241-020 Reg. \$25.05 Sale Price \$19.95



Triumph TR2-3B Battery Box Liner
241-010 Reg. \$25.05 Sale Price \$19.95



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

Moss Motoring page 4 F

Triumph Owner's Manuals
These are exact reprints of the original factory publications supplied with all new Triumphs.



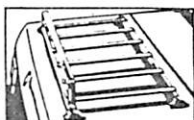
- TR2-3**
210-710 Reg. \$9.95 Sale Price \$7.45
- TR4**
210-715 Reg. \$11.70 Sale Price \$9.35
- TR4A**
210-720 Reg. \$9.95 Sale Price \$6.95
- TR250**
210-730 Reg. \$8.95 Sale Price \$7.25
- TR-6 (75-76)**
210-740 Reg. \$9.60 Sale Price \$7.25

TR6 Temperature Transmitter
071-241 Reg. \$11.70 Sale Price \$ 8.95

TR7 Temperature Transmitter
071-241 Reg. \$11.70 Sale Price \$ 8.95

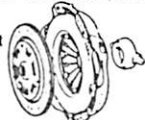
TR6 Fusebox Cover
560-115 Reg. \$4.25 Sale Price \$3.25

Triumph TR7 Factory Optional Luggage Rack
244-050 Reg. \$93.50 Sale Price \$79.95



Triumph TR2-4 Polished Aluminum Tailpipe Extension
Use this sporty tail pipe addition with #326-450 clamp, on both stock and stainless systems.
863-010 Reg. \$9.95 Sale Price \$8.25

Triumph TR7 Clutch Kit
Includes pressure plate, disc and throw-out bearing. Fits TR7s with 5 speed gearboxes.
071-345 Reg. \$182.25 Sale Price \$145.65



Triumph TR7 Brake Master Cylinder
071-500 Reg. \$151.25 Sale Price \$132.75

Triumph TR4A-6 Steering Rack Mounting Kit
This late TR4-TR6 modification eliminates looseness in the steering due to the rack tube moving in its rubber mounts, and is easily installed. We now offer this conversion in a complete kit, with mounting blocks, clamps, u-bolts and hardware.
667-288 Reg. \$32.25 Sale Price \$26.95



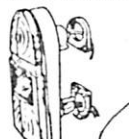
TR2-3A Distributor
Original Lucas distributor is complete and ready to install.
543-000 Reg. \$224.50 Sale Price \$209.95



TR3B-4A Distributor
Original Lucas distributor is complete and ready to install.
543-010 Reg. \$235.00 Sale Price \$209.95

Triumph TR7 Clutch/Brake Pedal Pad
Manual transmission only. Sold individually.
071-912 Reg. \$3.25 Sale Price \$2.55

TR250 Tall Lamp Assembly
Red lower, amber top lens.
544-790 Reg. \$124.50 Sale Price \$98.95



TR4 Front Flasher Lamp
Fits TR4 to body # 30348 CT. Unit is complete and ready to install. 2 required.
544-060 Reg. \$24.95 Sale Price \$22.60



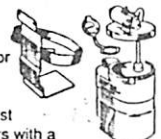
TR4-4A Tall Lamp Assembly
All red lens.
544-080 Reg. \$95.00 Sale Price \$89.95

TR6 Chrome Rim, front flasher lamp
Includes mounting screws.
544-345 Reg. \$9.95 Sale Price \$7.95

TR4-250 License Lamp Lens
544-780 Reg. \$3.95 Sale Price \$2.85

TR250/6 Windshield Washer Cover & Pump Assembly
Fits up to (c)CC85737. Reservoir not included.
546-120 Reg. \$29.95 Sale Price \$21.95

Lucas Screenjet Assembly
A great replacement for the obsolete TR250/6 windshield washer assembly. Also fits most other British sports cars with a minimum of 8" vertical clearance. Use with a momentary contact switch.
546-135 Reg. \$42.75 Sale Price \$34.95



TR2-4A Distributor Cap
560-120 Reg. \$14.80 Sale Price \$9.35

Triumph TR4A/250 Front Side Marker Lamp Lens
Amber lens as original.
560-220 Reg. \$6.25 Sale Price \$3.95



Triumph TR250-6 Seal, lower trunnion to vertical link
Save over 30% when you buy these needed front suspension seals on sale. 2 required.
520-220 Reg. \$1.30 Sale Price \$.85

Triumph TR4-4A Crank Bolt
320-100 Reg. \$3.25 Sale Price \$2.40

TR4-250 Tall Lamp Base Gasket
2 per lamp, or 4 per car.
539-070 Reg. \$1.55 Sale Price \$1.15

TR4-4A Tall Lamp Lens
All red.
560-290 Reg. \$11.35 Sale Price \$8.25

TR250/6 Rubber Bearing, accelerator shaft
2 required.
676-000 Reg. \$2.45 Sale Price \$1.95

TR3-4 Rear Wheel Cylinder
Fits TR3 From TS13046 to TS15331 And TR4 to CT 5655.
580-025 Reg. \$30.45 Sale Price \$22.50



TR250/6 Clutch Slave Cylinder
Cylinder is complete and ready to install.
580-770 Reg. \$33.20 Sale Price \$26.95



TR6 1970-'76 Clutch Master Cylinder Repair Kit
Fits all from (b)52952CC.
583-070 Reg. \$7.85 Sale Price \$6.25

Triumph TR4-4A Clutch Master Cylinder Repair Kit
583-070 Reg. \$7.85 Sale Price \$6.25

TR2-3A Gas Cap
834-830 Reg. \$34.15 Sale Price \$24.95

Triumph TR2-6 Heavy Duty Clutch Release Fork Pin
It's common for the stock pin to crack or shear even under normal driving conditions. Replace with our hardened pin when doing any rebuild work and save yourself an unwanted engine/transmission removal later!
596-055 Reg. \$9.95 Sale Price \$7.95

TR250 Black Top Cover
This top "boot" covers the top when folded.
644-140 Reg. \$94.50 Sale Price \$79.95



Triumph TR-6 Black Top Cover
This top "boot" covers the top when folded.
644-150 Reg. \$94.50 Sale Price \$79.95

Triumph TR4 Front Bumper Overrider
Sold individually.
804-170 Reg. \$21.00 Sale Price \$17.95

Triumph TR3B-4A Gas Cap
834-840 Reg. \$34.15 Sale Price \$24.95

TR6 Octagonal Knock-Off Wrench
386-030 Reg. \$9.60 Sale Price \$6.95

Triumph TR2-3 Front Bumper
Fits all TR2s and small mouth grille TR3s.
854-200 Reg. \$240.75 Sale Price \$204.50

Triumph TR2-3 Front Overrider
Fits all TR2s and small mouth grille TR3s. Sold individually.
802-750 Reg. \$24.20 Sale Price \$18.95

Triumph TR4A Stainless Steel Exhaust System
Single rear muffler system. We guarantee this system for the entire life of your car!
860-120 Reg. \$298.50 Sale Price \$249.75

TR2-3 Rear Hub Seal
520-110 \$4.75 Sale Price \$ 3.95

Battery Filler
This is the same plastic type of distilled water battery filler that was available from Lucas.
163-400 Reg. \$3.95 Sale Price \$2.95



MISC. STUFF

Disposable Overalls
Fabricated from a breathable paper fiber fabric, this is the perfect roadside emergency overall. Small enough to fit in your glovebox, these grey overalls will unfold to protect every inch of your clothing! Can be used again and again.
Medium (36-40) 219-470 Reg. \$7.95 Sale Price \$6.65
Large (42-44) 219-480 Reg. \$7.95 Sale Price \$6.65
X-Large (46-48) 219-490 Reg. \$7.95 Sale Price \$6.65



Lockheed Brake Fluid
Compatible with all British brake systems. Available in 500 ml. cans (approx. one pint.)
220-400 Reg. \$3.90 Sale Price \$2.50

Vintage Style Seat Belts
These sturdy black seat belts have all steel chrome-plated aircraft-type buckles and include mounting plates. Mounting bolts not included. Sold individually.
3 Point Seat Belt 222-205 Reg. \$29.95 Sale Price \$24.95
Lap Type Seat Belt 222-235 Reg. \$14.95 Sale Price \$12.95



Magnetic Union Jack 3" X 6"
This colorful magnetic British flag looks great on your toolbox, fridge, or any other handy metal surface.
215-330 Reg. \$4.95 Sale Price \$4.25



Lucas Battery Decal
215-610 Reg. \$3.95 Sale Price \$2.95



Wire Wheel Knock-off Hammer
This is the largest "soft-faced" copper hammer we sell. (2 lbs.)
386-850 Reg. \$21.35 Sale Price \$17.50

Prices Valid March 14 Through April 30

HOW TO ORDER

Orders must be received by April 30, to qualify for these special prices... So be sure to order early! Sale begins Mar. 14, 1988.

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.

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



EVOLUTION OF THE SPORTING JAGUAR

Sports cars have never been the primary aim of Jaguar. They certainly fill a niche in the market, but saloon cars have been the bread and butter. Fortunately, William Lyons' pursuit of the perfect luxury car provided the basis for a series of perfect sports cars. Lyons' dream of a smooth, 100 mph car demanded an engine capable of producing large amounts of horsepower and torque with complete reliability. To this end, the Jaguar engineers, with the help of Harry Weslake, developed the famous XK twin cam engine.

When it was realized that the new engine (and a concurrently

designed chassis) would not be clothed in time for the 1948 Earl's Court Motor Show, a quick decision was made to design a sports car to show off the new engine. A crash development program taking literally no more than a few weeks resulted in the XK120 show car. Jaguar never looked back. Each succeeding model was more refined. The E-Type combined a sedan-like ride with sports car performance.

Ultimately, the V12 engine (once again designed for a sedan) was fit into the E-Type to ward off the effects of emission controls. The next sports model would be less

concerned with pure grunt. The XJS represents a different approach. Jaguar customers today want silence and weather protection first. Wind-in-the-hair has lost the appeal it once had.

We've asked the drivers of three generations of sporting Jaguars to give a little insight into what their particular car offers, above and beyond mere transportation. The responses are indicative of how each generation of Jaguar captivates its audience with a combination of grace and refinement.



XK120, by Steve Duncan: Steve is a long time Jaguar admirer from eastern Washington. He's pictured here with his 1954 XK120 at the Palouse Car Parade which took place on August 31, 1986.

All the Jaguar XK series cars are truly lovely. The XK120, produced from 1949 to 1954, was the lightest, perhaps the most sporty and certainly the series' purest form. The XK140 and the XK150 became increasingly more refined. Eventually, large bumpers, extra chrome trim, softened body lines and roll-up windows (even on the roadsters) were introduced. The original XK120 remains my first choice because of its historical impact and uncompromised design. However, I would like to have one of each.

XK120 production totaled 12,078 before the XK140 was introduced. Roadsters accounted for more than half of these, while only 1,765 drop head coupes were produced. The XK120 was recognized as revolutionary for unusual reasons. The beautiful dual overhead camshaft engine was impressive but certainly not a first. The torsion bar independent front suspension with ball joints was fairly new, having appeared previously on the Jaguar Mk V Saloon. Beautiful leather graced the interior, and the car rode with a supple smoothness previously unknown to British sports cars. What really made the 120 revolutionary was the price. Never before had a sports car of such magnificent specification been offered at so low a price. This was, of course, William Lyons' continuing secret to success.

The roadster pictured here was found abandoned in an Eastern Washington wheat field and was purchased for \$850. It was a basket case in every sense of the word. The engine and transmission were missing, as well as nearly the entire interior. After trailering the sad looking mess home, a six-year restoration began.

Driving the reborn cat can only be described as exhilarating. Once settled in the confines of the 120, I savor the process of starting the engine. Of course, the gear lever must be in neutral and the handbrake locked before the key is turned. I listen as the SU fuel pump settles into a rhythmic clicking. Finally, I push the starter button and the great XK engine springs to life. (All cars should have starter buttons as some British sports cars do.) The engine relaxes to an even gait as the oil pressure rises to its expected level. I enjoy listening to this music while waiting for the water temperature needle to move the first small increment. The gear lever clicks into place and it's time to travel.

Finding words to accurately describe the experience of driving the 120 is difficult. At 6'2", although not particularly comfortable, I try to appear so. Sitting low in the seat I peer over the windshield, not through it. Thighs rub against the large wheel and elbows hang out. My feet are never really satisfied. Nonetheless, the engine sounds positively intoxicating and, after all, the bugs are not too difficult to remove from my forehead. People constantly wave or roll windows down to comment. For me, the beautiful Jaguar XK120 represents what open air motoring is all about!

Moss Motoring page 4H



E-Type, by Robert Goldman: Bob uses "whichever car runs this week." Sometimes, he's forced to borrow the Jag because all of his own cars have mysteriously broken.

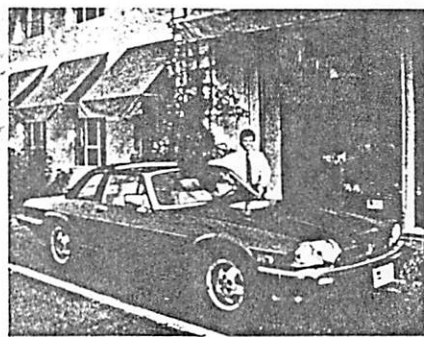
Jaguar's XK120-150 series were sensational cars when first introduced, but by 1960 it was obvious that a replacement was on the way. Any new Jaguar would have a tough act to follow. The XK series had little that one could find fault with, and now Jaguar was expected to produce something even better.

Malcolm Sayer's brilliant body styling, combined with monocoque construction and four wheel independent suspension added up to a car known as the E-Type. Once again the Jaguar was unveiled to overwhelming public approval. The only liability (which certainly seemed innocent enough at the time) was a claimed 150 mph top speed. William Lyons' insistence on reaching the magic 150 mark led Jaguar to build a special car for the magazine reviewers. The car went 150 mph as expected, but it was equipped with some non-standard body materials and had an extensively tuned engine. Ever after, Jaguar suffered through endless complaints about standard cars that would not go the advertised speed.

Upon completion of his first automotive childhood (somewhere in his early forties), my father decided it was high time to buy a "grown-up" sports car. A rare 1969 two seat coupe turned up in the driveway one afternoon, and I was hooked. My sister and I were each given our first-ever 100 mph car ride, but it would be many years before I had my chance to drive. When the time came, my expectations were rewarded by reality. I, for one, have never driven another car which produces such an elegant ride while still giving the impression of being stuck to the road.

The word impression is important here. Although the car handles reasonably well, we must bear in mind the sheer physical bulk of the engine, the amount of power available, and those skinny little 185/15 tires. An E-Type will alternately steer from the front, or back. One can control this with judicious use of the throttle, but let's face it, as a card carrying member of the young and restless I tended to drive fast cars like a light switch - on or off. Part throttle was a concept yet to be discovered.

The car survived my early exploits and still runs well despite its worn out Stromberg carbs. Contrary to popular belief, E-Types are not difficult to maintain, but the cost of spares is daunting to those of us weaned on MGs and TRs. Like the XK series before it, the E-Type eventually fell victim to changing times. Timeless styling and magnificent performance are meaningless in the face of safety and emission regulations. Ultimately, the prospect of mandated roll-over protection and a general trend toward comfort led Jaguar in an entirely new direction. I'm not knocking the XJS, but I hope there are still a few E-Types left when I "grow up." I like wind in the hair, exhaust noise and manual transmissions. Perhaps the much rumored F-Type will be as good a value as its ancestors.



XJS, by Carey Kendall: Carey has been a salesman at Moss Jaguar since 1982. His high regard for the car is in no way related to the fact that he sells them for a living.

So many people use the term Grand Touring in reference to motorcars in an almost casual vein, and yet the Jaguar XJS embodies all the characteristics and requirements of such a car. It is absolutely luxurious. The fine woods and the smell of the Connolly hide surround you inside the cabin. I have often heard it compared to driving an English club down the road. It is utterly quiet - at 20 mph or at the higher speeds (up to nearly 150 mph) it is certainly capable of obtaining. The ride quality is perhaps unparalleled. Not only does Jaguar's suspension take the XJS through corners with grace, but it has an uncanny ability to smooth out bumps. This is a very difficult engineering feat to achieve and one carried out very well in the "S."

The XJS came into being as the evolution of the E-Type sports car Jaguar produced in the 1960s and early 1970s. With the advent of legislation in the United States regarding roll over protection, Jaguar, along with many other manufacturers, thought the days of the convertible were numbered. The XJS was controversial at the beginning, and I find it still evokes strong comment - both for and against. Personally, I think in the right colors it evokes a very "cat-like" feel - low, sleek, understated and quite beautiful. It brought the E-Type sports car to the level of Grand Touring car. One characteristic totally different from its predecessors is the lack of engine sound. Whereas the sports cars that Jaguar once produced were commonly noted for their beautiful exhaust note, the XJS is commonly known and recognized for its silence.

In 1982, Jaguar reintroduced the XJS in the United States, after an almost two-year absence. The car had built a very poor reputation for reliability from its inception, and the new leader of Jaguar, John Egan, withdrew it from the market until it could be redesigned. A "re-release" in 1982 saw the car equipped with the now famous Michael May designed "HE" (high efficiency) cylinder head. The car had gone through a metamorphosis in a way. The interior was much more plush, the wheels had changed and there were countless mechanical improvements. The XJS has since proven as reliable as any of the other sophisticated cars in its class.

In the 1986 model year, the XJS was introduced into the United States in the Cabriolet body style - a multitop configuration with the window frame and an integrated roll bar intact. A year later a true full convertible with a power top was introduced. It is built from a coupe by Hess and Eisenhardt, a 100-year-old firm located in Ohio. The production so far has been very, very limited, but it has to be one of the most beautiful convertibles produced. The few times that Moss Jaguar has had one in the showroom it has gathered an instant crowd. It is a worthy successor to the E-Type roadster.

If you have the chance to ride in, or better still, to drive one of Jaguar's XJS cars, do so. You will be in for a treat.

BODY BY MOSS

By Jack Bentle

In the last issue of "Moss Motoring News" (Vol.5 No.4) an article titled "The English Connection" caught my eye and caused me to reconsider a possible MGA restoration project. The sentence that did it was the simple statement "The line of products they already carry is complete enough to construct a brand new MGA body shell from scratch." Well, why not? The availability of an affordable body shell may be the deciding factor in a restoration decision. For my own situation, a new body shell is a critical part before I can attempt a restoration project. The story behind the acquisition of my "parts" car seems to bear this out.

It all started innocently enough when I began to replace my badly leaking exhaust system with a new Moss stainless steel system with the proper brackets. This was the one area of my 1960 MGA 1600 roadster that really needed attention. To make a long, sad story short, I broke the flange on my exhaust manifold attempting to unscrew the old unit. By now the foul oaths that I uttered are reaching the vicinity of Mars. My wife actually thought the car fell on me! After I recovered some semblance of composure, I called Moss to purchase a new and/or used one. To my sad surprise, this was a part that was simply unavailable.

The sympathetic voice on the other end of the line suggested that I try calling salvage yards for one. As luck would have it, I found an unemployed welder recently let loose from the oil patch who skillfully welded my old manifold using high nickel content rods. However, my mind was made up. I was going to get a parts car for those "hard to find" parts.

As if in answer to my prayer, there was a listing for a basket case 1957 MGA roadster in the regional "Shop 'n Swap" advertiser within the next two weeks. This caused me a great deal of amazement at the time because I thought that most of the basket case MGAs had long since been chopped for parts or restored. I called the gent on the phone and bought the car sight unseen for the grand total of \$185 (good thing too, because he subsequently had 35 other phone calls about this car). I drove over 140 miles with an auto dolly behind my van to get to this car. For \$185, I knew it was going to be bad, but I was totally shocked when I got there. Rather than being stored in a nice warm garage, it was parked unceremoniously underneath a tree in a pasture and covered with a blanket. It was the typical victim of not one but two abortive "restoration" attempts. Mudwasps and mice called it home. The fenders were off and the engine lay in many pieces like a jigsaw puzzle. Boxes of parts were lying everywhere. My nephew who had accompanied me on the trip looked at me as though I had taken leave of my senses. Undaunted, I saw a great many parts (cores?) that are hard to find. The steering rack and rear end were in fairly good shape. Unfortunately, I found green slime in the gearbox instead of oil. Collecting all these parts filled the interior of my van and the sight of the old MGA strapped to the auto

dolly was indeed pitiful. Despite the condition of the car, my nephew told me he saw tears in the former owner's eyes as we began to pull the car out of the pasture.

More problems awaited at home. Fortunately, my wife is understanding as she owns an MGB and knows full well the value of numerous spare parts. The neighbors were less sympathetic. I tried vainly to convince them that the tarp-covered blob in the back yard was a picnic table that I had covered to keep the bird guano off it. None of them had ever seen a picnic table with wire wheels before. I eventually told them the truth and that I was going to chop it up quickly for parts and begged them not to call the cops and report my derelict in the backyard. I can't tell you where that dirty word "restore" crept into my thinking, but it did. Perhaps it was my 14-year-old daughter's questions that first planted that seed. Her questions were logical and to the point.

Daughter: "Dad, when can I drive?"

Father: "At 16".

Daughter: "How long does it take to restore a car like this?"

Father: "With a lot of help, luck and money—maybe two years".

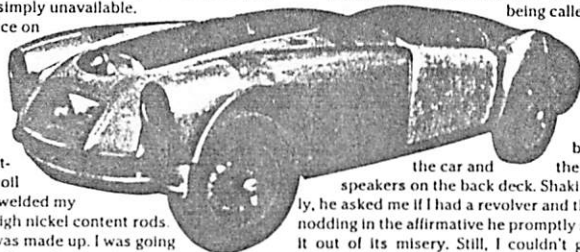
Daughter: "Great. That times it perfectly. I'd like it painted black with a red interior and chrome wire wheels".

Wiser heads now came to view "the leper," as it was now being called. A friend from my local MG club looked at the wreck, saw the frame rust in the passenger compartment, looked at the bondo on the rear of the holes for the stereo

speakers on the back deck. Shaking his head forlornly, he asked me if I had a revolver and then seeing my head nodding in the affirmative he promptly suggested that I put it out of its misery. Still, I couldn't go through with it. Perhaps, it was the fun I was getting out of my own functional MGA. It didn't seem right to cut up a car that once again could provide someone with a lot of good clean fun. However, the problem was now twofold—time and money. The frame and running gear were restorable, the body with its bondo, surface rust and shredded rocker panels was more a case of resurrection than restoration. A new body shell that was available for a reasonable cost seemed a wiser choice than to restore the present shell. I know full well that this suggestion will cause a problem for many purists. When does a restoration cease being a restoration and become a replica? The answer will be different for each person. To me, a body shell made from British Heritage approved parts and assembled in the same way as the original will "keep the faith." To let others make their own decision, I would suggest that in the location on the right firewall where the body number ordinarily appears, there instead be a plate with the phrase "Body by Moss" and a serial number. The result would be a bondo (or lead) free car that would offer a lot of driving pleasure and give this basket case a second lease on life.

Before closing, it's important to consider the potential market for MGA body shells, since Moss Motors is a business concern rather than a historical society. Since acquiring my

continued on page 6



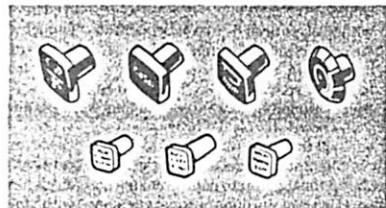
A-H HOODS AND TRUNK LIDS



We've just received hoods for all six cylinder Healeys. Although the original hoods were steel, this competition style aluminum hood looks identical to the original when painted, and it weighs less too! Early BN4s had a small central rib in the hood, but were otherwise identical to the later type. We also have new aluminum trunk lids for the 100-4. Now, if we can just find some aluminum fenders... Hmm?

858-140	Aluminum Hood	100-6, 3000	\$549.95
858-070	Aluminum Hood, louvered	100M	\$523.75
858-080	Aluminum Hood, plain	100-4	\$469.50
858-120	Aluminum Trunk Lid	100-4	\$595.00

TR DASH KNOB SETS



TR250-6 owners take note!

We now have top quality reproduction dash knob sets for all TR250-6 in addition to our line of TR2-4A knobs. Each set is made in the proper original style. Replace your unsightly, worn out original dash knobs today!

635-708	TR250-6 1968-'71 Knob Set (5 pcs.)	\$19.75
635-718	TR6 1972 Knob Set (5 pcs.)	\$19.75
635-728	TR6 1973-'76 Knob Set (7 pcs.)	\$25.30
633-608	TR2-3B Knob Set (6 pcs.)	\$12.85
633-708	TR4-4A Knob Set (8 pcs.)	\$23.50

A-H SEAT COMPONENTS

With the addition of these newest items, it is now possible to make complete new seats for your Healey. We now have metal seat backs, seat pans, and base frames for all 100 through 3000 Healeys. Add a set of replacement foam cushions, and one of our seat covering kits for seats that look better than new!

856-200	Metal Seat Back	all	ea.	\$99.75
856-210	Plywood Seat Base, R/H	100-4, 100-6 to (c) 68959	ea.	\$79.50
856-220	Plywood Seat Base, L/H			
856-230	Sheet Metal Seat Base, L/H	100-6 from (c) 68960, 3000	ea.	\$99.75
856-240	Sheet Metal Seat Base, R/H			
856-250	Base Frame, L/H	100-4, 100-6 to (c) 68959	ea.	\$99.75
856-260	Base Frame, R/H			
856-270	Base Frame, L/H	100-6 from (c) 68960, 3000	ea.	\$99.75
856-280	Base Frame, R/H			
643-910	Moulded Seat Foam Set, L/H	all	ea.	\$58.80
643-920	Moulded Seat Foam Set, R/H			



MGB STORAGE BAGS

We are pleased to offer a full range of original specification storage bags as fitted to MGB roadsters when new. The tonneau cover and stow-away top storage bags are made from heavy-duty leather grained vinyl. The top frame, tonneau bow, and jack storage bags are all made from heavily padded, jute backed vinyl. Protect the contents of your trunk from each other with a set of proper storage bags.

242-605	Tonneau Cover Bag	\$19.95
242-600	"Stow-Away" Top Bag	\$30.80
242-615	Top Frame Bag	\$36.65
242-625	Tonneau Bow Bag	\$17.65
386-930	Jack Bag (correct for GT too)	\$17.05

HOW TO AVOID THE FORD FRACTURE



The "obsolete" hand crank (or "starting handle") is still a valuable tool for turning an engine over slowly to adjust valves, point gaps, and even to start the engine when all else fails. While hand cranking an engine is not difficult, it is often frustrating and can be dangerous if the following procedures are not followed:

- 1) Ensure that the dogs on the front of the crankshaft are positioned so that the hand crank is near the 6 or 7 o'clock position against the beginning of the engine's compression (you can easily feel this);
- 2) Handbrake on, gearbox in neutral;
- 3) Insert and locate crank nose in the crankshaft dogs;
- 4) Ignition on;
- 5) With the handle at 6-7 o'clock position (against engine compression), grasp handle with thumb on same side of handle as your hand (i.e., do not wrap thumb around handle);
- 6) Pull upward sharply. Do not try to push and pull the crank through a full circle.

It is often advantageous to retard the distributor timing prior to hand cranking an engine. (This is easily done on most vacuum advance Lucas distributors by means of the adjusting screw on the vacuum advance unit — note the original setting to return to after the engine is started.) Retarding the timing

offers two advantages:

- 1) The engine will start much easier;
- 2) The possibility of backfire and resultant "kick-back" of the hand crank is minimized.

It is this "kick-back" which results in what previous generations called the "Ford fracture," otherwise known as a broken wrist. A sure way to break your wrist is to have the engine backfire (actually start running backwards by firing before top dead center) while you are pushing the hand crank down through the "wrong" part of its circle, contrary to instructions and common sense.

Need a hand crank? Moss currently stocks hand cranks for the following:

386-150	MGT series	\$34.95
386-100	MGA	\$24.50
389-030	TR2-3 (small mouth)	\$27.95
389-040	TR3A-B (wide mouth)	\$27.95
389-010	TR4	\$27.95

BODY BY MOSS *continued*

wreck, I have learned of at least two other MGA basket cases in my immediate area that are quietly awaiting restoration. One owner, even took apart his car and stored the pieces in his house to slow down the rusting process. Look behind his TV and you might find a rear fender! I am convinced that there are enough such cars to warrant either production of a completed body shell or at least a packaged kit. As usual, time and money are both factors in the decision of whether or not to put these cars back on the road.

The MGA is old enough and classic enough to assure owners a car that won't depreciate, but frequently they fear their expertise will fall short, particularly in the bodywork department. As a member of the Experimental Aircraft Association and a visitor to their annual convention at Oshkosh, Wisconsin, I was immensely impressed with the makers of many of the kit airplanes. Step by step instructions often with videotaped highlights on construction are available to first-time builders. The airplane is available in prepackaged subkits so that builders can pay for and build each subkit without taking out a second mortgage

on the house. Since the builder is associated with a single supplier, the arrangement is more lucrative to that supplier. Restoring cars is different in that each builder needs different parts depending on what he already has at hand. A complete body shell would go a long way toward speeding the process. I hope Moss Motors takes my suggestion to heart now that it has the capability. Couple a parts program with an education program, and the number of cars on the road should increase significantly. They will need to be restored — again and again. *Jack will receive a Moss gift certificate for his contribution.*

I've seen aircraft kits ranging from the infamous BD5, to Christen's beautiful presentation of their Eagle biplane. Whatever the quality of the presentation, it is important to realize that Moss Motors has very little in common with a kit plane manufacturer. Kit plane people, like auto makers, sell a unique product, but the car is finished and ready to drive. Smart airplane designers know that the sales success of their design is largely based on the ease of construction, and quality of the instructions which guide you through the project. If Joe Schlabotnik's Aeroplane Co. sells you a lousy kit, you're stuck. No one else can supply better instructions because no one else sells that particular design. No matter how good the finished product might be, Joe will go out of business if he doesn't help people build his airplanes.

Moss Motors is an aftermarket company. Believe it or not, we do have some competition, and frankly, the cost of producing in-depth training materials could push our retail prices out of reach in some cases. "I'll buy it somewhere else for 15% less and live without the directions." Those lost sales must be balanced against the gains we might make by providing instructions. Remember, many of our products are not unique.

What about the body shell? It certainly is unique. No one else supplies one, so why not treat it like the kit plane? Alas, we're mortally wounded before entering the battle. Moss Spares has produced about a half dozen complete bodies to date, but they are custom built to the individual frames. Ah, the eccentricities of a hand built European classic! Step one: ship your frame round trip to England. Now let's talk price. Have you noticed the exchange rate recently? Don't hold me to this, but I'll estimate \$8,000 U.S. at the moment for a new body. The English are willing to put up with

a high price because many of them have no real choice. The selection of unrestored cars in England ranges from real rusty to rustier than your worst salt-belt inspired nightmare. The cars Adrian has done would likely be scrapped in the States.

"Can I save money by having a body shipped to the States and mounting it myself?" No. We simply can't guarantee it would fit, and we're not about to take that chance. We mentioned MGA bodies in "The English Connection" as a way of illustrating what Moss Spares can do. Unfortunately, like a "concept car," the Body by Moss is something of a design study in manufacturing, not practical reality. Moss Motors has grown by meeting your needs. If the time comes when Moss can produce a complete body shell at an affordable price, we'll take another look at Mr. Bentle's suggestions.

Step one: remove that rusty old body and throw it away. — Ed

SALES MANAGER *cont.*

with chrome plating, and a popular session, over several weeks, involved the assembly of a 948 Bugeye Sprite engine. Other memorable sessions have included a demonstration by an Allison Electronic Ignition representative and an MG TC show and tech session. Future topics are highlighted by a complete MGB engine and gearbox rebuild.

Michael's immediate goal as sales manager is to improve the lines of communication between Moss and our customers. Since we all share a common interest — wanting to keep our British sports cars on the road — we need to work together as a team. In order to help us achieve this goal, we need your cooperation. As always, try to use our catalogs to prepare your order in advance, and have your Visa or Mastercard number ready.

ET TU LUCAS? *continued*

electrical items can be very high, and demand for many products is surprisingly low. These problems, however, won't change our commitment to "Maintaining the Breed."

On the lighter side, at least, for Lucas Industries, is a turnaround of their past financial woes. This has largely been achieved through increased concentration on high tech automotive, aerospace, and industrial products. Lucas items produced under Carrello or Marell management will continue to be sold and marketed under the Lucas brand name.

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

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

Engines (complete w/head)

- ◊ MGB 18GB series
- ◊ MGB 18GF-GH series
- ◊ MGB 18V series
- ◊ TR250
- ◊ TR6 all years
- ◊ Spridget 1275cc
- ◊ Midget 1500

Cylinder Heads

- We need good Magnaflexed heads only
- ◊ MGA 1500
- ◊ MGA 1600
- ◊ MGB all years

Gearboxes

- ◊ Spridget (ribbed case)
- ◊ Midget/Spit 1500, 1975 on

Differentials

- ◊ TR4A-6 I.R.S.

Carb Sets

- ◊ Various Triumph and MG

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

MANUAL CHOKE CONVERSIONS

New!

We have two new original equipment quality, manual choke conversion kits for Zenith Stromberg carbs. These kits were designed by former Z-S engineers, so they fit perfectly and look "original." Zenith Stromberg parts are becoming harder to find every day. If you're having problems with your automatic choke, install a manual conversion and never have trouble again. Both kits include all necessary hardware, indicator lamps, and complete installation instructions.

386-320 Manual Choke Conversion for:
MGB 1975-80; Midget & Spitfire
w/single Zenith Stromberg;
TR7 1975-76 Ca. market w/single Zenith Stromberg \$67.50

386-360 Manual Choke Conversion for:
TR7 1977-81 fed. w/dual Zenith Strombergs \$69.95

Not legal in California on pollution controlled motor vehicles.

MOSS REBUILDING

Moss offers a growing line of top quality rebuilt components. Consider how simple it is to buy a complete unit ready to go, install it, and send your rebuildable core back for a refund. There is no need to worry about finding a good mechanic, or buying expensive special tools. Every item we offer has been rebuilt to Moss Motors' stringent quality stan-

dards. Each item is backed by a 12 month, unlimited mileage warranty.

This quarter, we're adding Moss rebuilt engines, transmissions, and another Triumph rear axle. Take a look at what we offer. Your car is your passion, but only when it runs. Let Moss Rebuilding help you keep your car where it belongs ... on the road.

NEW ENGINES!

Application	Part No.	Price	Core Charge	After Refund
MGB (1963-'64 /3 main)	041-105	\$1695.00	\$185.00	\$1510.00
MGB (1965-'67 /5 main)	041-106	\$1695.00	\$185.00	\$1510.00
MGB (1968-'71)	041-107	\$1695.00	\$185.00	\$1510.00
MGB (1972-'74 1/2)	041-108	\$1724.95	\$185.00	\$1539.95
MGB (1974 1/2-'80)	041-109	\$1724.95	\$185.00	\$1539.95

TRANSMISSIONS

Application	Part No.	Price	Core Charge	After Refund
TR2-3A (thru TS50000) (for early-type starters)	041-430	\$725.00	\$ 65.00	\$660.00
TR3A (from TS50001) thru TR3B (TSF series)	041-431	\$725.00	\$ 80.00	\$645.00
TR3B (TCF series) and TR4 (all-synchro gearboxes)	041-432	\$695.00	\$ 75.00	\$620.00
TR250/6 (TR6 thru 1972)	041-433	\$729.50	\$110.00	\$619.50
TR6 (from 1973 on)	041-434	\$739.50	\$ 60.00	\$679.50
TR4A	041-435	\$725.00	\$ 50.00	\$675.00
TR2-3 (to TS50000), overdrive (does not include overdrive unit or adaptor plate)	041-437	\$725.00	\$ 80.00	\$645.00
TR3A (from TS50001) thru TR3B (TSF series), overdrive (does not include overdrive unit or adaptor plate)	041-438	\$725.00	\$ 80.00	\$645.00
TR4A-6 overdrive	041-440	\$725.00	\$ 80.00	\$645.00
MGA (late 1500 thru early MKII) (10 spline first motion shaft)	041-402	\$795.00	\$ 65.00	\$730.00
MGB (1963-'64 /3 main eng.)	041-404	\$795.00	\$ 65.00	\$730.00
MGB (1968-'74)	041-406	\$755.00	\$100.00	\$655.00
MGB (1975-'77)	041-407	\$695.00	\$ 50.00	\$645.00
MGB (1963-'64 /3 main eng.) overdrive	041-411	\$825.00	\$ 80.00	\$745.00
MGB (1965-'67 /5 main eng.) overdrive	041-412	\$775.00	\$ 85.00	\$690.00
MGB (1968-'74 1/2) overdrive	041-413	\$745.00	\$ 85.00	\$660.00
MGB (1975-'80) overdrive	041-414	\$745.00	\$ 85.00	\$660.00

I.R.S. HUB ASSEMBLIES

Application	Part No.	Price	Core Charge	After Refund
TR4A thru TR6 (each)	041-550	\$219.95	\$ 35.00	\$184.95

DIFFERENTIAL & AXLE ASSEMBLIES

Application	Part No.	Price	Core Charge	After Refund
TR3 (from TS13046 thru 3B) (for 9" brakes)	041-501	\$785.00	\$100.00	\$685.00
TR250/6	041-505	\$655.00	\$ 60.00	\$595.00
TR3 (10" brakes)	041-507	\$825.00	\$ 60.00	\$765.00

CARBURETORS

Application	Part No.	Price	Core Charge	After Refund
MGA 1500 (AUC784)	041-701	\$329.00	\$ 50.00	\$279.00
MGA 1600 and MKII (AUC943)	041-702	\$335.00	\$ 50.00	\$285.00
MGB 1963-'67 (AUD52/135)	041-704	\$315.00	\$ 55.00	\$260.00
MGB 1968 (AUD625)	041-705	\$295.00	\$ 40.00	\$255.00
MGB 1969 (AUD326)	041-706	\$319.50	\$ 40.00	\$279.50
MGB 1970 (AUD405)	041-707	\$335.00	\$ 40.00	\$295.00
MGB 1971 (AUD465)	041-708	\$324.50	\$ 40.00	\$284.50
MGB 1972 (AUD493)	041-709	\$300.00	\$ 50.00	\$250.00
MGB 1973-'74 (AUD550)	041-710	\$314.50	\$ 45.00	\$269.50
TR2 (AUC721)	041-730	\$375.00	\$ 95.00	\$280.00
TR3-3A (AUC768) (with banjo fittings on float lids)	041-731	\$339.50	\$ 40.00	\$299.50
TR3A-4 (AUC878) (with push-on fittings on float lids)	041-732	\$339.50	\$ 45.00	\$294.50
TR4A (AUD284)	041-734	\$355.00	\$ 60.00	\$295.00

Book Review:

FLYWHEEL

By Robert Goldman

"Keeps the Works Going Round on the Idle Strokes." While driving around London last June, I noticed a sign pointing to the Imperial War Museum. All I really wanted was to find my way across the Thames River. (You've never been lost until you try driving in England.) Later, while having lunch with

regular meetings and a hand drawn and lettered monthly magazine. "Flywheel" was the magazine's name, each issue was a one-of-a-kind which was passed hand to hand among the prisoners.

Flywheel is a collection of the last six issues produced before the prisoners were liberated by advancing allied forces in early 1945. A total of ten issues were produced, but apparently the first four were quite crude compared to the ones reproduced here. There was little in the way of facilities for their production. Everything from the colors used in illustrations to the paper itself was begged, borrowed, stolen, or bought with hard earned money.

Forgetting for just a moment the terrible conditions which spawned these magazines, we'll look at them for what they are. The magazines are reproduced in color as they now look. The ravages of time have yellowed the paper. Stains, spills, smears, all are there in testament to the hard use to which these volumes were put. The artwork is beautiful. Color renditions of British cars and motorcycles were lovingly reproduced from memory.

Technical articles on subjects as diverse as metallurgy and winter lay-ups are interspersed with marque reviews, event reviews, and advertisements. There may be the occasional error or omission, but I challenge anyone to fault them with a clear conscience.

The one copy of *Flywheel* I brought back from England last summer has been on perpetual loan to friends since my return. Their reactions have ranged anywhere from enthusiasm to jealousy. One or two of them had to be threatened before they would return it. Fortunately, this book is now in stock at Moss and I strongly urge you to buy a copy. *Flywheel* belongs in a prominent spot in any library. It is a beautiful publication and a testament to the spirit of men who took the worst life could offer and made something good of it. Whether you're a car buff, an art aficionado, or just a fan of the human spirit, there is something of interest to be found in *Flywheel*.

Oh yes, "Keeps the Works Going Round on the Idle Strokes." What does a flywheel do? *The Flywheel* served a purpose in WWII, now it can be appreciated as a work of art.

Please note: At press time there were still very few copies of *Flywheel* available, and we expect the supply to be slow in coming. We therefore recommend that you order *Flywheel* on a backorder "yes" basis, as it may take some time before we have a good supply in stock.



Every page is hand lettered, every illustration is unique.

Al Moss, the retired founder of Moss Motors, I mentioned seeing the museum sign. He suggested we go there in the afternoon to see some originals of *Flywheel* which were on display. That afternoon I was introduced to one of the most remarkable pieces of World War II memorabilia I have ever seen.

In the waning days of the war, British and American POWs languished in overcrowded prison camps. The Germans had more to worry about than the proper care and feeding of their prisoners, and conditions in the camps declined accordingly. Men died for no better reason than a lack of will to live in such hopeless conditions. Something had to be done to improve the prisoners' sagging moral. A POW camp in 1944 was hardly the place to start a car club, but a man named Tom Swallow thought it worth the effort.

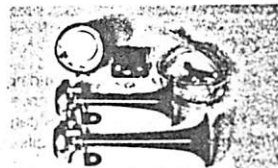
The idea behind the car club was to get people actively involved, taking their minds off the horrible conditions at hand. What better way to capture a man's interest than the subject of automobiles? The tangible result of this idea was a car club which held

ACCESSORY AIR HORNS

Back in stock!

Let them know you're there! A good audible horn is an important safety factor. This quality air horn kit includes two plastic air horns, compressor, relay, tubing, and mounting hardware.

545-040 Air Horn Set \$49.95



CLASSIC-FIED ADS

We accept advertisements for British Cars only; no parts ads please. One time insertion is \$35.00. Publication is quarterly, the deadline for the next issue is April 22, 1988. We suggest you place your ad well in advance, and please 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 typewritten copy, include your name, address and phone. Payment must be sent with ad.

1959 MGA 1600: Completely restored by professionals from the frame up. Engine completely rebuilt, including carbs, generator, and starter. Comes with a spare transmission. Car is painted red with a tan interior. Will send photo upon request. \$15,000. Call Ken at (602) 855-3303 days, or (602) 764-2680 eves. AZ

1974 MG Midget: All original, excellent condition, 21,725 miles. Factory sway bar, oil cooler, AM-FM, hardtop. Original blue w/tan interior. New Michelin MXLs. Extra parts including complete factory wire wheel conversion. \$4,000/offer. Paul Lux, 8 Whipoorwill Ln., Berlin Hts., OH 44814 (419) 588-2111

1959 MGA: Candy apple red. Very good appearance. No oil leaks. New paint, tires, clutch, brakes, tonneau cover, generator, bumpers, wiring harness, wire wheels. I am losing my love at \$5,000, but I am hungry. Call Eric Graham at (404) 497-1425 home, (404) 535-2218 work. GA

1963 MGB: Nearly all mechanical systems rebuilt, including engine, transmission, etc. All original parts. Some restoration needed to interior and exterior, 60% complete. Runs well and looks good. A good buy at \$2,500.00. Mark Hunt, 621 Main St., Charleston, WV 25302 (304) 346-9561 (Photos available upon request.)

1960 MGA: Rebuilt engine and rebuilt transmission. \$4,000. Call Thomas Hitch at (818) 242-5821 CA

1974 MGB GT: Sound working condition, driven daily. Mechanics and body restored completely, 10,000 miles on professionally rebuilt engine. British racing green with gold pin stripes. \$3,700. A. J. MacDonald, Scituate, MA 02066 (617) 545-7912

1957 MGA: Red, has been reupholstered, fairly new carpet, new chrome wire wheels, grille, convertible top and bumper. Needs wood dash and radio installed. Runs great. New business does not allow time for first love - owned for 15 years. Make offer. (214) 226-0366 Dallas, TX

1960 MGA 1600 Rd: Rebuilt engine, new clutch. Needs to be restored. \$1,500 or possible trade for another British sports car; MGB, Spitfire, etc. Rick Miller 213 1/2 S. Sycamore, Woodsfield, OH 43793 (614) 472-1998

1980 MGB Limited Edition: Truly excellent condition. 30,000 original miles. 2nd owner, garage kept. Converted to dual SU carbs. Looks as good as the one on Moss Motors' catalog cover. Very good investment potential. \$8,500. John Shepherd, 2693 Acklins Rd., West Palm Beach, FL (305) 968-8427

1953 MG TD: Restored. Imron British Racing Green, biscuit leather interior. Dash recovered. Rebuilt trans. New radiator. New Convertible top. \$13,000. Also, 1976 MGB, \$2,000. J. Thorpe (818) 882-3572 CA

1957 MGA: Body off restoration 75% completed. Mechanical work 95% completed. Needs paint, upholstery and odds & ends. Over \$2,000 in new parts. \$2,000 as is. Call Barton Holcomb at (805) 658-6152 CA

1953 MG TD: 95% restored. New paint, chrome, black leather interior. New top and new wood frame. Runs very well. Garaged. Must sell, \$11,000. John DePalma, 133 A Old White Horse Pike, Waterford, NJ 08089 (609) 767-5273

1974 MG Midget: 1275cc, factory wires, new top & paint (burgundy). Body in excellent condition, needs clutch. Perfect project car. This owner enjoyed it the past nine years. Got married, bought my first home ... lost interest. \$900.00 or best offer. Mike Meko, 117 Pearwood Ave., Arroyo Grande, CA 93420 (805) 481-8250

1950 MG TD: This is car no. 251 - the first TD built. Right-hand drive. Good condition - no rust. New top and tires, newly rebuilt transmission. \$10,000 firm. Don Anzinger, 19414 Aurora Ave. N. #311, Seattle, WA 98133 (206) 542-9242

TR7 HEADER



We have just received a shipment of exhaust headers for TR7s. They're made by Ansa to an unusually high standard of quality. Although we have a good supply, they are a one-time purchase and will be NLS when our stock is used up.

865-040 TR7 Header \$89.95
Not legal in CA on pollution controlled motor vehicles.

RAIN-X

This incredible product applies an invisible film of silicone to your windshield so raindrops just blow off! You will be amazed at being able to drive through mist or a downpour without using your wipers. Will not smear or damage wiper blades. One bottle gives several applications

221-550 RAIN-X \$5.95

HOW TO ORDER...

By Mail: P.O. Box MG, Goleta, CA 93116

By Phone:

Toll Free

800-235-6954
USA except California

800-322-6985
California Order Phone

Customer Service

805-968-1041

FAX# 805-968-6910

TELEX# 658473

Goleta, California

Moss Motors, Ltd.
P.O. Box MG, 7200 Hollister Avenue
Goleta, CA 93116 (805) 968-1041
*General Office, Mail & Phone Order Processing,
Showroom, Main Warehouse & Distribution
Center*

Beltsville, Maryland

Moss Motors
Start Your Engines Division
11890-D Old Baltimore Pike
Beltsville, MD 20705
(301) 937-0313
Showroom and New Parts Sales Counter

Santa Barbara, California

Moss Motors/Santa Barbara Division
614 Chapala Street
Santa Barbara, CA 93101
(805) 963-0741

Dover, New Jersey

Hamilton Business Park, Unit 4A
Franklin Road
Dover, NJ 07801
(201) 361-9358

*Parts Sales Counter & Distribution Center for
British Cars not covered by Moss Motors
Catalogs*

*East Coast Warehouse & Distribution Center,
Showroom and Sales Counter*

Payment: We accept VISA/Master Card, or we can ship COD. (CODs over \$400.00 require cash or Certified Check.) Mail orders can be accompanied by check or money order, although personal check may delay shipment. Complete information about ordering, pricing, shipping and other procedures is contained in our Price Update, available at no charge by calling our Order Phone.

NEED A MOSS CATALOG?

Moss offers you a full line of complete and comprehensive catalogs. Beautifully detailed illustrations of each car make finding the parts you need easy. Tech tips and accessories also aid you in the restoration, maintenance and enjoyment of your British classic. Clip out this coupon, check the box for your car type, and send it to Moss Motors, Ltd., P.O. Box MG, Goleta, CA 93116 for a free Moss catalog. (Don't forget to specify a catalog by checking the appropriate box.)




- | | | |
|------------------------|--------------------------|--------|
| MGT Series | <input type="checkbox"/> | MGT-20 |
| MGA | <input type="checkbox"/> | MGA-11 |
| MGB | <input type="checkbox"/> | MGB-03 |
| TR2-4A | <input type="checkbox"/> | TRI-02 |
| TR250-6 | <input type="checkbox"/> | TRS-01 |
| A-H 100-4, 100-6, 3000 | <input type="checkbox"/> | AHY-04 |
| JAG XK120-150 | <input type="checkbox"/> | JAG-07 |
| TR7 | <input type="checkbox"/> | TRZ-01 |
| SPRITE/MIDGET | <input type="checkbox"/> | SPM-02 |

A-H 3000 BJ7-BJ8 DOOR TOP RAILS

New!

Complete, assembled rail including sheet metal base, moulded foam core, and covered in original type black vinyl. All BJ7 & BJ8 cars had a black vinyl dash top and door top rails regardless of interior color. The vinyl's grain matches our original BJ8 interior kits.

858-150 Padded Door Top Rail, R/H \$39.95
858-160 Padded Door Top Rail, L/H \$39.95


Moss Motors, Ltd. PO Box MG, 7200 Hollister Ave., Goleta, Ca. 93117

Bulk Rate
US Postage
PAID
Permit #908
Van Nuys, CA