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Winter 1997

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MOSS

Vol. XVI, No. III





## British Car Events Calendar 1998

If you or your club are staging an event, then let's have the dates of YOUR event as soon as it is confirmed and we'll include them in our British Car Events Calendar. This is a surefire way to reach the huge audience just waiting out there to get to another car show. Send details at least two months prior to publication to Events Calendar, *Moss Motoring*, 440 Rutherford Street, Goleta, CA 93117. Closing date for the spring issue is January 1, 1998.

### MARCH, 1998

16 British Car Day, Phoenix, AZ, (602)971-7807

### APRIL, 1998

17-19 North Meets South '98, Pismo Beach, CA, (805)937-6851  
25 Britfest, Moss Motors, Dover, NJ, (201)361-9358  
25-26 Monterey British Car Meet, Monterey, CA, (408)643-1066

### MAY, 1998

2-3 Moss Extravaganza, Buttonwillow, CA, (800)235-6954  
22-24 Champagne British Car Festival, Champagne-Urbana, IL, (309)662-3020  
30 MGs at Jack London, Oakland, CA, (415)333-9699

### JULY, 1998

5-8 GoF West, Monterey, CA, (510)881-1014  
8-12 MG '98, Hagerstown, MD, (401)461-5888  
12 Mad Dogs & Englishmen, Hickory Corners, MI, (616)344-5555  
13-17 Healey West Coast Meet, Warm Springs, OR, (541)895-5576  
16-18 GoF Central, Lawrence, KS, (785)272-7987  
16-19 Moss British Car Festival, Solvang, CA, 800-235-6954  
22-25 VTR Convention, Winona, MN, (612)557-1949  
24-26 American MGC Convention, Pensacola, FL, (704)274-2269

### AUGUST, 1998

2-7 Austin-Healey Conclave '98, MI (248)627-9266  
13-15 UM Summer Party, Grand Rapids, MI, (616)682-0800

### SEPTEMBER, 1998

12 Fallfest, Moss Motors, Dover, NJ, (201)361-9358  
13 Battle of the Brits, Sterling Heights, MI, (810)979-4875  
19-20 English Motoring Conclave, Denver, CO, (303)755-1399



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### CONTRIBUTIONS INVITED

Contributions are greatly appreciated and every effort will be made to use appropriate material. Items for consideration should be mailed to our magazine production office at the address below.

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Goleta, California 93117

We can accept contributions that are printed, or on 3 1/2" disc; text files from Mac or PC in ASCII preferred; but double-spaced, typed information is also acceptable. 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:

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Once again, a big thanks to all of you who have written commenting favorably on *Moss Motoring* which is now read by over a quarter of a million committed enthusiasts. (I have heard it said that all British car enthusiasts, including myself, should be committed!) It's really great to receive your letters and e-mail complimenting us.

However, if you submit any material or an article by e-mail that needs my personal attention would you please include your home address on the message?

Also would you please note that we cannot accept entries for our Photo Contest or for our Classic-fied advertisements by e-mail. First, we haven't time to download the entries, and secondly, we've nowhere to store them if we do! Our e-mail address is [moss@mossmotors.com](mailto:moss@mossmotors.com) and you can visit our website at [www.mossmotors.com](http://www.mossmotors.com).

You will also see from the sidebar that we are making a few changes in the payment rates for articles, technical tips, etc. submitted for consideration in *Moss Motoring*. As we continue to attract a better standard of writer I feel the reward should be commensurate with the effort expended and these changes reflect this philosophy. So, let's have those articles, technical tips, humorous stories and we'll take them all into consideration.

We were talking at a British Car meeting the other week and an individual, who shall remain nameless was complaining that there are now too many such meetings during the course of the "season". Another person then said, "Well, don't you think there are also too many British car clubs?"

Only a couple of days later, I get a call from a gentleman who requested a copy of the Moss Motors free leaflet on "Forming A British Car Club"! This tells me there are still enthusiasts out there willing to go through the trials and tribulations of getting a new club off the ground.

Now I have my own opinions on both these points, but before we revisit the subject in a future issue of *Moss Motoring* how about letting us have YOUR opinion on both topics?

Are there too many meetings? Are you getting value for money from those you do attend? What is your opinion of the "amateur" vs. "professionally" organized meetings? Are there too many British car clubs? What do you expect from a club? Drop me a line at the Editorial Offices and we'll print a selection of your letters and comments in the spring issue of your favorite sports car magazine.

Next year marks the 50th Anniversary of Moss Motors! Believe it or not, our founder, Al Moss opened his first store in Los Angeles half-a-century ago and are we going to celebrate? You bet! We will be inviting you, our valued customers, to join with us in the celebrations, and we urge you to watch these pages for more details.

We'd like to take this opportunity, as the holiday season approaches, to wish you and yours all the very best in life while looking forward to a peaceful and prosperous 1998!

Ken Smith

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## Dear Moss...

moss@mossmotors.com

With reference to your editorial comments in the Fall 1997 issue of *Moss Motoring*, fountain pens are alive and well and living all over America. The last decade has seen a great resurgence in the use of this wonderful writing implement. Like my '62 TR4, it grows more precious with each passing year.

The world of fountain pens, like the world of vintage cars, will always be, not an anachronism, but a symbol of the vibrancy of life.

—Melvin S. Merzon, Skokie, IL  
(Needless to say, Melvin used a fountain pen to write his letter to us—for which we thank him!—Ed.)

I just had to write to you regarding the article on the IMG/Triumph Challenge at Buttonwillow. I am a diehard MG fan (owning a '67 BGT) but, whoever reported the highlight of the weekend racing seems to have been watching a different race to the rest of us!

The MG/Triumph Challenge, was just that—a serious challenge race that was led initially by Dan Longacre before he caved in to the pressures of Kenny Rogers in his MGB and Henry Williamson in his unbelievable Triumph Spitfire. Your report made no mention of Williamson and his incredible performance in the 1296cc powered Triumph, which was driven by a second weekend novice! Competing against 2.0 liter cars that run in a higher division, Williamson and his Spitfire were pictured in your publication entering the pits just behind Rogers. The checkered flag he was holding represented his class victory! Although Kenny Rogers won the race, it was only by a single car length, and not to Longacre as you reported, but to Williamson in the Spitfire. A valiant effort by a weekend novice.

I had to follow up and see if this Spitfire was for real and I watched in amazement as Williamson again performed well at the Pomona Grand Prix, where starting from the back of the grid (where he had been placed 27th, after an infringement in qualifying) he finished third in the final race! If you have a chance to witness this car and driver in action in E-Production, then you'll see why this Spitfire and driver make even MG enthusiasts say—Wow!

—Andy Mergenthaler, Pasadena, CA  
(Always glad to set the record straight, Andy.—Ed.)



The Williamam Spitfire (left), the Campbell's Rolls-Royce 20/25 tackles the slalom at the Moss British Car Festival (above).

Alan and I wish to express our sincere appreciation to Moss Motors for planning, sponsoring, and producing the most delightful car event we have ever attended. We applaud your wonderful organization of the event—the Moss British Car Festival!

I enclose a photograph taken of "Elizabeth R", as we affectionately refer to her, at speed in the slalom at the airport! She is technically known as a Rolls-Royce 20/25, chassis #GAUSS, with coachwork by Salmons & Sons in the body style known as a saloon cabriolet (Tickford).

Your readers may find it of interest, that the Tickford appellation for the unique "drophead top" was derived from the street where Salmons & Sons were located at the time and the man who invented this delightful crank top with roll-up windows was one Mr. Albert Darby-Balls! I guess the name "Darby-Balls Top" doesn't have the same cachet as Tickford, whose tops were also installed on several MG models prior to the war. Salmons & Son, founded in 1820, was later merged and has survived as the current coachbuilder for Aston Martin.

We intend to return to the Moss Festival next year in our quest to better our slalom time of 91 seconds. The other members of the "Sundial Class", no doubt, will stand in awe of our determination! We will be inviting our friends who own other "appropriately British cars" to join in your wonderful event. Who knows what many of them are in the offing?

Considering the many other fabulous cars that attended the event, we were thrilled and honored to be awarded the Best of Show Award and we will enter exhibition class in 1998 so this honor can go to yet another of these beautiful British cars.

Once again, with the greatest appreciation and regards to you all at Moss Motors, Ltd.

—Victoria Johnson-Campbell, Bell Canyon, CA



We were on the AACA Founders Tour on May 20, 1997 in Tallahassee, Florida, when we developed a leak in our braided stainless steel gas line on our 1958 MGA roadster. That evening after 5:30 p.m. Eastern Daylight Savings Time I called your people and requested a new line ASAP, hopefully by the next day. The new line arrived at the motel desk at 12:30 p.m. the following day. I have always been impressed by your service, but the above is surely exceptional. My compliments to you and your staff.

—John Lloyd, Hagerstown, MD

I'd like to take this opportunity to thank each of you. Your superb products and service have resulted in the car displayed in this photograph.

I've owned this 1960 Triumph TR3A since my junior year in high school, some twenty-three years ago. At a purchase price of \$100, I'll leave it to your imagination to pic-

ture the car's general condition at the time of purchase.

The general unavailability of parts in 1974 relegated my family to periodic scavenging expeditions in local junkyards—my mother and sister distracting the seldom-leashed guard dogs while my father and I pried parts from wrecked vehicles.

Twenty years and an M.S. degree later, my wife offered the restoration of my Triumph as a graduation present.



Sean Mee's 1960 Triumph TR3A.

Buried like some tomb of the pharaohs, my car hadn't seen the light of day since the master cylinder had blown four years earlier. A restoration shop chosen, my mechanic/craftsman/artisan/counselor and I began to go over the needed replacement parts.

I was, and remain, amazed at the quality and scope of your product line. The research and attention to detail is truly remarkable. Few items elicit more comments than the period Girling sticker now mounted on my hydraulic fluid reservoir. While your ordering process may lack the color of my mother keeping a Rottweiler at bay while we retrieved a less-worn-than-ours carburetor linkage from a burned-out hulk, the convenience, professionalism, (and absence of tetanus) more than make up for this!

Thanks to all of you, this wonderful car is back on the road.

—Sean D. Mee, Tempe, AZ

My name is Roland Young and this year I attended the Moss British Car Festival in Buellton. I was determined to drive the entire 300 odd miles from Cupertino to the meet in my 1952 Austin Somerset. Although not restored, the engine had been overhauled and complete brake work done. While driving down to the meet, it began to overheat at around 100 miles. With frequent stops, I completed another 66 miles before the engine lost power on a steep grade and finally could go

no further than the Paso Robles Truck Stop. There I found #1 cylinder had lost all compression. After searching and locating a trailer, I started to think about returning home. The car was finished! After much discussion, my wife convinced me to continue on the trip and to enjoy the Festival, despite the car being disabled. I'm afraid I was quite ashamed of the car being trailered in, especially in its state. It's far from a showcar, after all.

I arrived late Friday evening, set up camp and went to sleep. Next morning, David Nock of British Car Specialists arrived, and egged me on to pull the head and repair the car. Once the head was pulled, it was discovered #1 exhaust valve hung up. Having explained my problem to Terry Peddicord, one of Moss Motor's technical gurus, he hooked me up to Eric Wilhelm and Craig

Cody, also of Moss. Eric jumped into action and went home, all the way to Lompoc, to get tools needed for the repairs to my car. The parts required were ordered at the festival and were HAND-delivered to me by Cody and Terry. Once the head was off, Eric helped me ream out the guide, a new valve was lapped into the head, and back on it went.

At 7:00 p.m. the little A40 was under way once more. What a great feeling it was to drive out into the paddock area where my family and friends clapped at the arrival. I owe the Moss staff a great debt of gratitude. All those involved with my repairs and the cheering on and support they provided cannot be measured by any means. I made the right choice by continuing on instead of going home and as I was proud to have my Austin lined up with all those shiny and pretty cars. Instead of being turned away for not being concours condition, it was welcomed and even received a vote from Robert Goldman as best unrestored, only to be beaten out by a superb 1932 Rolls.

Thank you to the Moss staff in Goleta, with special thanks to Cody, Terry and most certainly Eric.

A most satisfied customer,  
—Roland Young, Cupertino, CA

Thanks Moss Motors, for putting on another great Festival weekend in Solvang—even though we didn't win the British Airways tickets to London! However, we are writing to say a very special thank you to Terry Peddicord, without whose help we would probably still be stranded on the south-

bound hard shoulder of Highway 101 in Santa Barbara.

After the Moss Festival we left Solvang and some 25 miles later our 1980 MGB Limited Edition died! We had no power, and just couldn't get the car going again. We called our car experts back home in Orange County, Chris and Jenny of C&J Classics. They diagnosed our fault over the phone and said we probably needed a new alternator adding that they would arrange help and we should leave it to them. Ten minutes later they called back to say "Get the MGB towed to Moss Motors and ask for Terry, who'll take care of the problem!"

Between Terry, Chris and Jenny our MGB was back on the road around 4:00 p.m. after installation of a new alternator, and fuel pump and having the electrical wiring tweaked by Terry at Moss. We can't thank him enough. You have a really wonderful staff and get our #1 vote for going above and beyond great customer service.

—Rochelle & Ivor Phillips,  
Mission Viejo, CA

My 1978 MGB is my second, having bought my first MGB back in 1968 but had to give it up after 18 months. Of all the cars I've ever owned, it was the only one I wanted back again!

When my daughter got home from college last spring, she vegetated around the house for a couple of weeks before finding a summer job. Although she is an avid reader she didn't want to read anything 'heavy' as she has a lot of heavy reading to do for school.

She was still relaxing when my summer issue of *Moss Motoring* arrived and she read it from cover to cover, remarking that everyone in the magazine really seemed to enjoy their little British cars. She enjoyed reading about them so much that it prompted her to take me up on my offer to teach her to drive a stickshift and we spent several fun evenings cruising around Lakewood and Long Beach.

I really look forward to each issue of *Moss Motoring*, and while I have used another supply house on the odd occasion, I haven't got nearly as good service from them as I have from Moss Motors, so I stick with you!

—Dick Winn, Lakewood, CA

In the course of repairing my 1969 MGB to pass Virginia's yearly inspection, I discovered that my previous Moss MGB catalog was out of date. Also I had recently moved without telling you (which explains where my updates went!). During the move, my helpers accused me of trying to experimentally determine how many copier paper boxes it takes to hold a '69

(Continued on page 9)



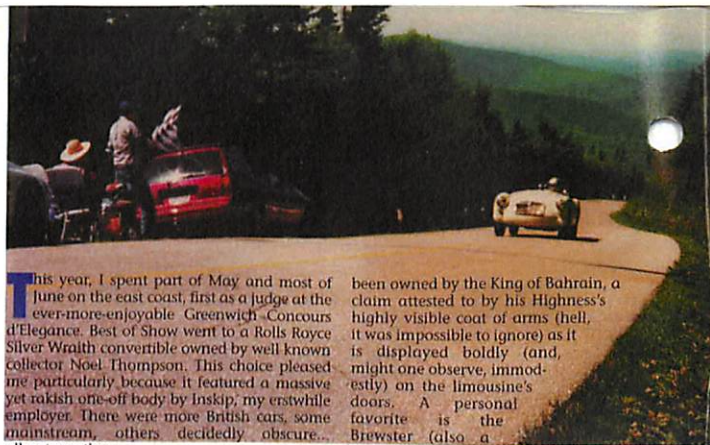
## British Car Enthusiasts



## Alive and Well in New England

## At Full Chat

BY HARRY NEWTON



This year, I spent part of May and most of June on the east coast, first as a judge at the ever-more-enjoyable Greenwich Concours d'Elegance. Best of Show went to a Rolls Royce Silver Wraith convertible owned by well known collector Noel Thompson. This choice pleased me particularly because it featured a massive yet rakish one-off body by Inskip, my erstwhile employer. There were more British cars, some mainstream, others decidedly obscure... all noteworthy.

Jaguar was well represented, with fine examples of most XK models and six cylinder sedans, plus a splendid C-Type and an equally meritorious D-Type. The C-Type belongs to Drake Darrin, whose father, David, campaigned the car actively in the 1950s. Earlier still, this car had been driven to victory in the 1952 Seneca Cup race at Watkins Glen by John Fitch, who still is active developing automotive racing and highway safety systems, and as America's foremost motorsports statesman. As was the case in 1996, John Fitch again served as a judge at the concours. The D-Type was entered by J. Arthur Urciuoli, who brought two other vintage racing thoroughbreds, a Ford GT MkIV and an F2 Ralt. Jaguar Cars, North America was an event sponsor, with a display of current models. Jaguar's hospitality tent was the site of a proper high tea on Saturday afternoon, and the company provided XK8 convertibles for several VIPs; namely Tom Bryant, editor of *Road & Track*, and William Jeanes, who edits the recently introduced publication, *Classic Automobile Register*. Both magazines are published by Hachette Filipacchi which has its U.S. headquarters in Greenwich.

Reflecting the concours' 1997 theme, "Celebrated Cars of Celebrated People", was a beautiful black and garnet Bentley S1 Continental that originally was owned by David Niven. Also on exhibition was a Rolls Royce PV landaulet that is purported to have



Lotus 7, lack of luggage space...no problem! This stylish and practical solution recalls the made-for-sports cars "Tag-Along Trailers" of the mid-1960s.

been owned by the King of Bahrain, a claim attested to by his Highness's highly visible coat of arms (hell, it was impossible to ignore) as it is displayed boldly (and, might one observe, immodestly) on the limousine's doors. A personal favorite is the Brewster (also a company owned by Inskip) Henley roadster of the early 1930s. David Houge's black beauty on a Phantom II chassis was a deserving trophy winner. So too was Curtis Blake's Silver Ghost Pall Mall tourer and Drake Darrin's Phantom I convertible.

In addition to the expected Triumph TR3 and TR4, models, there was a rare Triumph Italia 2000 GT, fewer than 300 of which were produced by Vignale on TR3A running gear. This nicely restored coupe, owned by Dave Hutchison was purchased from another Triumph enthusiast, St. Rossi, whose day job is head of the Mercedes-Benz public relations department.

MG and Austin-Healey models also were exhibited, with Malcolm Pray's yellow TF capturing my vote for sporting a Westchester Sports Car Club badge. Mark Wallach, better known for his contributions to automotive wood panel and steering wheel restorations, exhibited a very nice 1953 Bristol 403. Bob Millstein exhibited his superb Aston Martin DB4 GT. On a short wheelbase chassis, and with faired-in headlamps like the later DB5, this model was powered by a 3.6 liter, twin-plug engine that did its deep breathing through Weber carburetors. Aside from its even rarer Zagato-bodied stablemate, it is perhaps the most sought after of post-war production Astons.

At the Greenwich Concours, there were a half dozen booths where viewers could purchase various art and automobilia. One of

those vendor booths displayed sports car racing photographs by Tom Burnside. His recently published book, *American Racing*, is a photo essay of some 600 black-and-white pictures taken during the decade between 1955 and 1965, aka The Golden Age. With text by Denise McCluggage, *American Racing* is coffee tableable, easily worth three times its paltry \$39.95 price (*Moss #295-200*).

When Burnside phoned a week after the concours, inviting me to Vermont for the 45th Mount Equinox Hillclimb, I accepted in a nanosecond. This is one event I never had attended in all the years I lived on the east coast. It proved to be a truly delightful experience.

Mount Equinox is the world's oldest and longest hillclimb held on a paved surface; 5.2 miles comprised of 53 turns connected by some straight-aways. Exactly half the field was of British origin, including the three fastest cars up the hill. Bob Girvin, the event chairman, drove his Chrysler Allard GT to second behind Dudley Cunningham's Lotus XI, separated by ten seconds. Third was Briardliff Manor, New York enthusiast Bob Millstein, this time with the XK120 based Hansgen Special, who was the only other driver to post a sub-five minute time. MG was represented by two cars, a 'cooking' A roadster, and a great sounding, modified TD. A factory bodied XK120 was driven up the mountain by one of the weekend's few distaff contestants, Karen Miller, who posted a respectable 5:57.72 time.

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in all the years I lived on the east coast.  
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Most famous of the marque was C-Type #002, 'Mother', was campaigned for years by Gordon McKenzie, who was renowned, in the days before NameX, for competing in his clan kills. Owned for the past two decades by Ed Sutherland, the veteran Jaguar recently underwent a thorough mechanical restoration, while the bodywork retained its hard earned racing scars. A one-time Mt. Equinox champion, the car once again posted a competitive time of 5:07.52. No less than three Lotus Sevens were present, as well as a Lotus 18 Formula Junior. All were quick indeed. At the other end of the scale, Gil Steward's Bentley 4.5 tourer undoubtedly was the largest and heaviest of this year's entrants. A nicely turned out Turner Mark I was well driven to a 6:52.44 time by its owner, John Kieley, while Dave Brownell, editor of *Hemmings and Special Interest Autos*, drove his Morgan Plus Four in good style, a time of 6:26.49.

Only two miles away, at the Robert Todd Lincoln Estate, more than 600 collector cars were exhibited at the 11th Annual Hildene Car Show. Our late afternoon visit was worthwhile, as we found some rare jewels among the dozen or so British cars on display. Included were a Standard Eight tourer, an Elva Courier and an early Austin-Healey four-banger, plus a Jaguar MKVII, and XK120.



The Start of the Mt. Equinox Hillclimb—In line are a Lotus XI, a Turner, and MG TD, and an AC Bristol.

Soon Brian suggested a day trip back to Vermont later the same week, this time to check out the Westminster MG Museum. Jerry Goguen, a former Boston Symphony trumpeter, has an exhibit of two and a half dozen examples dating from the late 1920s up through the 1970s. The Inskip stretch TD and the ex-Dave Ash #51 Sebring MGA were of particular interest, but I was really taken with EX182, the 1955 Le Mans prototype, as well as by some of the pre-WWII models, overhead cam models that often featured superchargers, cars that were driven by the bravest and most talented drivers of the period. And while the 18/80 sedan and tourer open visitors' eyes to a dimension most never heard of, the classic line of the Tickford TB drophead gets my unreserved admiration. By the way, congratulations to Gene Roth, whose Tickford bodied pre-war car took Best of Show at the Palo Alto Concours this year. And then there was a pair of Bertone bodied Arnolt MGs, post-war equals of that earlier Tickford bodied TB.

The trip was nostalgic, so much so that I find myself having second thoughts about living much longer on the left side of the continent. Maybe, just maybe...



An Arnolt Bristol with a Chevrolet V8 transplant tackles the Mt. Equinox Hillclimb.





The Mini didn't make nearly the impression in the United States that it did in Europe, mainly because the idea of tiny cars competing with Detroit Iron on the freeways didn't sound like too safe a proposition. However, on the narrower "main" roads, and tiny lanes of European towns and cities, the Mini quickly won a huge following. To this day, Paris chic still very often includes a classic red and white Mini Cooper, nearly forty years after the first introduction of Alec Issigonis' small wonder. Although, as an Austin Morris Dealer of those days, I had no hesitation in purchasing one for my own use around London, I have to admit I didn't think much of its competition potential. Early trials with the seriously under-powered 850cc version had most of the Abingdon

ing and resulting in a rapid full-frontal exit through the scenery. By dabbing the foot brake with power on, traction continued, the front end didn't lock up, but the lightly loaded rear wheels did, enabling the braver drivers to slide around very quickly indeed.

All this was especially important on loose surfaces and on ice—both conditions that were almost the rule in European rallying. As a result, Minis began to storm to the top of the leaderboard, not just in rallies, but also on circuits where the names of Sir John Whitmore, Paddy Hopkirk, John Rhodes and several others, soon became famous for beating just about everything they competed against. Only on faster circuits, with long straights, was the Jaguar brigade safe

## A Mini Tale—John Sprinzel

works' drivers just hating the handling. Going into a tight corner, even at limited speed, provoked huge understeer (which I believe is now referred to as "push") if you lifted off, this changed into violent oversteer—where the car gets very loose and you tend to fly off backwards!

I stuck with rallying and racing my Sprites, and let the others come to grips with this little box. My own Mini, was simply and efficiently tuned by my workshop boss (racing driver Paul Hawkins) and was often borrowed by friends competing in the British Championship Rallies, those whose own cars were being rebuilt or repaired, and she even won a couple of events, but not in my hands.

The first 'serious' drive in a Mini, came in May of 1960, when Abingdon prepared a prototype Mini-Cooper for me to drive on the Tulip Rally. As a modified version, we were lumped with the GT class, and so were competing with several of my customers in Sprites, and, much to my surprise, we managed to beat them, which might not have been the best advertisement for my Sprite tuning business! It was certainly a completely different technique from sliding 'round in rear-engined cars, where too speedy arrival at a sudden corner could be managed with power slides to take off the speed. In Minis, those little front-driven wheels had to scabble their way around without any lifting of the gas pedal.

One thing that did happen however, was the advent of all those serious, beady-eyed Scandinavians into rallying, with experience of DKW and Saab front wheel drive, they had developed left-foot braking into an art. With the extra power of the Cooper, and then the fabulously successful Cooper "S" versions, about the only way to get around a tight corner quickly, was to keep the power hammered down hard, and to brake with the left foot. Normal braking would lock the front wheels, where all the weight resided, losing traction and steer-

ing and resulting in a rapid full-frontal exit through the scenery. By dabbing the foot brake with power on, traction continued, the front end didn't lock up, but the lightly loaded rear wheels did, enabling the braver drivers to slide around very quickly indeed.

Rally after rally was won by Abingdon's un-aerodynamic boxes, culminating with Rauno Aaltonen's remarkable victory in the year's International Rally Championship—ahead of Porsche, Mercedes, and all the might of Europe's manufacturers. On the icy Monte Carlo Rally, Paddy Hopkirk took on, and beat the works Ford Falcons. With 7 liter Holman and Moody engines, and mostly lightweight fiberglass bodywork they looked uncatchable—I know how embarrassing THAT was as I shared one of these incredible machines and was actually PASSED by Hopkirk over one of the mountain passes.

The only times the Minis were vulnerable, was over the rough road events such as the Liege-Rome-Liege and the Safari, where the very limited ground clearance just made it impossible to keep the cars together. One of my few efforts with a Mini—a works 970cc Cooper S—was on the 1963

**Top:** The 1961 Lap of Honour—A fantastic Mini race at Brands Hatch with Christabel Carlisle, Steve McQueen and Vic Elford. After the race the three cars were auctioned at London Mews.

**Right:** Sometimes it all goes wrong! The 1963 Alpine Rally Mishap. Photo is by Terry Mitchell, Abingdon's Chassis Designer!

Alpine Rally, when we led the class all around this incredible race in the Alps. On the final mountain of the last day however, the steering column came apart from the rack, and we rolled the little car into the ditch. Luckily, this happened just before the summit of the climb, when we had passed the last of 3,000 foot drops into oblivion—we were sad to lose the prize money, but someone was certainly watching over us on that occasion. The service crew, who passed by shortly afterwards, was able to confirm that the column had not been correctly tightened, so that I was in the clear. Just imagine going back to the factory with a story like that and hear the "Oh yeah, sure..." comments!

Another Mini phenomenon, was its attraction to the entertainment world. My workshops were kept very busy building one-offs for the pop stars and actors, who could enjoy great sound systems behind the darkly tinted windows that preserved their anonymity. They sat in luxurious leather Recaro seats with thick pile carpeting and faced highly polished wooden dashboards loaded with instruments reporting on highly tuned engines. Although they never seemed to leave the Kings Road in London's Chelsea, I guess they needed the power to lug all the weight of those expensive additions. Stefanie Powers and Ursula Andress were two of the better known Mini owners, while recording stars from the Dave Clark Five, the Walker Brothers, Peter and Gordon and many others enjoyed the fun of parking in tiny spaces with these excellent town cars.

By now, the Cooper S was beginning to be quite popular in California, and our firm was happily engaged in converting U.K. specification cars to Left Hand Drive for export to the Hollywood dealership. U.S. safety regulations had ruled out the Mini from import after 1967 (mainly because of wind-screen size) and only pre-1967s could be shipped over. I was buying up every new car I could find in the U.K. dealerships just to satisfy the demand.

Porsche, Lancia, Ford and the others were also not prepared to let the Mini's sporting successes continue, and a new breed of competition cars was developed which took on the Coopers. Those tiny wheels could never handle the power increases that were now needed to take on the limited production "specials" being produced for motorsport, so the day of the Mini was ending. For an economy production car for the masses, very few models could claim the fantastic successes achieved by Issigonis' brainchild—but this was still in the days when cars were mainly designed by one gifted man, and not by a committee of the faceless!




## Dear Moss...

Continued from Page 5

Midget which is my other project. So thanks for the catalog and the summer issue of *Moss Motoring*.

How I empathize with Catherine Gagne in her article which appeared in this issue, *Why Must I Be So Misunderstood?* While many of my friends could be classed as gearheads, MGs don't count as real sports cars in their book (which seems to be limited to what I would term 'muscle cars').

I have one question for Catherine, though—*Where have you been all my life?*

—John. F Kolb, Centreville, VA  
(You weren't the only one with this question, John. We have passed all inquiries, propositions and requests for information on to Catherine!—Ed.)

**On Our Cover:** The Winner of the prestigious Moss-sponsored Concours at Healey International '97—The superb Austin-Healey 3000 of Roger Moment from Colorado.



## In-Memoriam — Ken Richardson

It is with regret that we note the passing, earlier this summer, of one of the pioneers in the modern Triumph era. Ken Richardson who took the early TR from a "bloody death trap" to a world class sports car left us on June 27 after a battle with cancer.

We owe a lot to this man. I do not believe the sporting nature of our favorite marque would even exist if it were not for Ken's influence on Sir John Black. Ken was able to convince Sir John that his 'sporty' prototype was a piece of junk! To reward Ken for his honesty, Sir John turned the project over to him.

Ken used all his vast experience gained during his years developing ERAs and the giant BRM V16 Grand Prix cars to breathe a sporting soul into the post-war Triumph cars. If it had not been for this soul, the name of Triumph might have died in the 50's.

And it wasn't just the TR series that gained this spirit. Ken worked with, and developed all, the Triumph range in his role as Competitions Manager during his time with the company. That spirit continued after he was pushed out and continues to live today in the cars we have come to love.

Ken's physical time on earth may have come to an end, but his memory will live and be renewed each time I climb behind the wheel of a Triumph.

We extend our deepest sympathies to Ken's family. Our movement has lost a hero.

—Greg Taylor, Southern California Triumph Owners Assoc.



In the mid-'70s, Al Moss (center) with Glen Adams, (left) our current company President, and a youthful Chris Nowlan (right) of Research and Development.



## Moss Motors, Ltd. — The First Fifty Years

### 1948-1998 — When We Say We Have Experience, We Mean It!

Moss Motors Ltd. is known as the world's largest and oldest supplier of spares for classic British sports cars, but it didn't start out that way. As a matter of fact, it really didn't start out as a parts business at all.

If Alan Moss had bought a Ford instead of an MG TC back in 1948, things might have turned out differently. But Al was a young man living in Los Angeles, and the post-war MG TC was irresistible. Al had read about the rallies being held back in England, and organized one of the first held on the West Coast in 1948. The rally (which ironically ended in Santa Barbara) introduced Al to a group of fellow enthusiasts. Aside from a passion for sports cars, they shared a common problem—parts and service. British sports cars were not welcome at the corner service station, and parts usually had to be specially ordered. Al helped this loose association become the "Foreign Car Group" one of the first sports car clubs in California. (An attorney in the group suggested they avoid the word "club" to bypass insurance problems!)

Al sensed an opportunity to combine his love for sports cars with the chance to make a living. He had completed an apprenticeship in front end alignment, and he had some equipment. Figuring that a shop working on front ends and the occasional TC might work out, he rented a shop at 3200 Olympic Boulevard in Los Angeles, and hung out the first MOSS MOTORS sign. The shop came to be a hangout for his sports car owning friends, and more than once the shop closed for an afternoon because the "group" wanted to drive somewhere interesting. Another collection of sports car enthusiasts gathered at Al's shop every Saturday; they

called themselves "The Moss Motors Luncheon and Bench Racing Society".

Moss Motors was by now doing a good deal more than just front end work, and Al also bought and sold a few cars. In 1949, Al sold a TC (for \$1,100!) to a teenager named Howard Goldman. Two years later, Howard bought a second TC through Al, which he still has. They became close friends, and this friendship was to have far reaching implications.

As a logical expansion of the business, Al decided to start selling new cars. In the spring of 1950, he became the West Coast distributor for Allard, bringing the first Cadillac powered Allards to the West Coast. He also became the Los Angeles dealer for the Rootes Group, selling Humbers, Hillmans, and the Sunbeam/Talbot line. The Allards were fast, and had a richly deserved reputation for being extremely difficult to drive. Al raced one with some success, but a serious racing accident in January of 1951 convinced him that his future lay in other pursuits.

He hadn't really enjoyed the new car sales end of the business, so he closed the sales agency and refocused his attention on the service work he really enjoyed. Moss Motors then moved to a new facility on Pico Boulevard in Los Angeles, then, a couple of years later, it moved to new shop on Venice Boulevard, Los Angeles. Throughout the late 1950s, service work was the primary function of Moss Motors. However, since the TC had gone out of production in 1949, parts availability was becoming a problem. Al began to buy up lots of "obsolete" parts, and ventured into manufacturing. With a supply of parts to support his own service needs, Al became known as a source of parts for people doing their own work. With more and more people calling for parts, it seemed logical to put together a catalog, and the first MG T-Series catalog appeared in 1962.

Howard Goldman, Al's friend, had relocated 100 miles north of Los Angeles to Santa Barbara in the late fifties, and eventually Al moved into the same area in Goleta, just north of Santa Barbara upon leaving the Los Angeles area in 1963. Here he dropped the service portion of his business as the mail order parts business was expanding rapidly. So rapidly that Moss quickly outgrew the original building on Dawson Avenue in Goleta. A second story was added, but it was not enough. Al found room to squeeze in

(Continued on page 13)

## COMPLETE SERVICE

- FACTORY PARTS
- ACCESSORIES
- LUBRICATION
- TUNE-UP
- COMPLETE OVERHAUL
- WHEEL ALIGNMENT

### E. ALAN MOSS

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Los Angeles 6, Calif.  
REpublic 3-1775  
(ALL WORK GUARANTEED)

One of Al Moss' old ads from *Motor Trend*, December, 1947.

# "IF YOU BUILD IT, THEY WILL COME..."



We are all familiar with the *Field of Dreams* quotation but what if someone cut an octagon-shaped maze in an Ohio cornfield and asked MG drivers to take their cars through it? Well, they built it and they came! Nearly 50 MG cars, mostly T-Types, attempted to solve the puzzle as part of the Glasgow Green Trials, a day-long driving skills event sponsored by the Ohio Chapter of the NEMGTR.



John Olman, an MG enthusiast and owner of the farm began planning the maze over a year ago. He enlisted the help of Adrian Fisher a noted English maze designer and when completed the maze measured 315 feet across, in corn eight feet high! Covering over two acres there were over 2300 feet of nine foot wide trails. Only a single car was allowed in the maze at any time and it required seven turns to exit the puzzle correctly, for which a bogey time of eight minutes was allowed. The winners were Doug and Spencer White in a '59 MG, and we're delighted to report that only one entrant got lost and needed assistance!

Certainly a challenge, as our photos by John Olman show. Congratulations to all involved for something just a little different!







**COME  
CELEBRATE  
WITH US!**



An important part of our Golden Anniversary celebrations will of course be the annual Moss British Car Festival at the Flag is Up Farms. However, for 1998 we are delighted to announce that in order to make it a real celebration party, anyone bringing a British car will be admitted to the Festival—FREE! (Food and accommodations excepted.) All the usual exciting activities will be taking place, the Grass Funkhona, the Hard Surface Slalom, not one but two Rallies, and evening entertainment with live music,

dancing and karaoke. All topped off by the super British Car Show on Sunday. Don't miss this, the date, July 16-19, 1998.

More details in the next issue of *Moss Motoring*. Tell your friends and we'll see you there!

*The Moss Crew*



**SHOOT!**



**Moss Motoring  
1997  
Photo Contest**

Entries have been rolling in to the office and our young lady assistant, Kathy McCallum, (who is in her first year with Moss) has been amazed at the variety of British car photographs which have been submitted.

The contest is now closed and over the holiday period our team of experts will try to sort out the winners in the various categories.

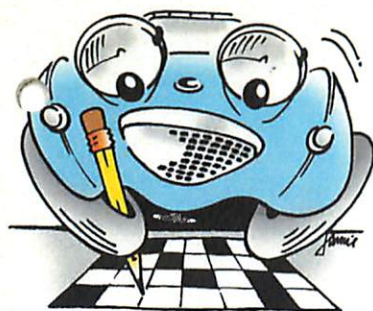
It won't be easy, I can assure you! Ever since we started the annual Moss Photo Contest the standard of the entries and imaginative ways you've used your cameras has improved beyond all recognition.

Of course, one has to say that the equipment and film available today has helped a lot of people who could never take a good photograph before. But it still boils down to the individual behind the camera to see the picture and capture it for posterity. The illustrious panel of judges from the Moss Crew will include: **Jamie Pfeifer**—Our resident in-house artist and chief photographer. **Robert Goldman**—Our Marketing Manager, whose main interest is stereoscopic photography, especially using antique stereo cameras. Some of his 3D work is amazing! **Jack Brady**—A former photo journalist who for over 20 years covered motor sports at the highest level. **Mike Eagan**—Our assistant warehouse manager who is no slouch behind the lens.

**Your Editor**—Who more years ago than he cares to remember was awarded an Associateship of the Royal Photographic Society (that was in the days when he used a Rolleiflex and a Contax!).

The Moss panel will also be joined by several local photographic experts, so possibly emanating from the famous Brooks Institute of Photography which is based right here in Santa Barbara.

Watch for the results and the successful photographs in the Spring 1998 issue of *Moss Motoring*!



For your holiday enjoyment we thought we'd expose you to our Little British Car Crossword, compiled and submitted by David A. McGrath of Stratford, Connecticut. If you manage to complete it, then why not send it to us at *Moss Motoring Crossword*, 440 Rutherford Street, Goleta, California 93117? The first correct entry opened after January 1, 1998 will receive a \$25.00 gift certificate. Photocopies are accepted so you don't have to destroy your favorite LBC magazine! The answers will be given in the Spring, 1998 issue of *Moss Motoring*.

If you like crosswords, let us know and we'll try to arrange some more. Alternatively, if you can compile crosswords with a LBC slant, we'd be delighted to hear from you!

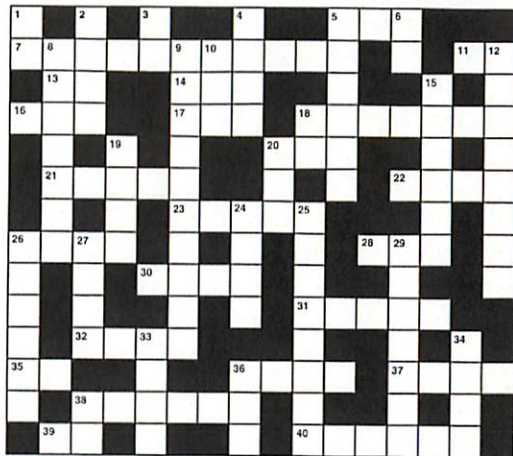
**DOWN**

1. Morris Garages car
2. Fender
3. Driver's side
4. Nuffield
5. High beam switch
6. Means Grand Touring
8. British car that doesn't leak anything
9. Premier of XK120 and TR3
10. Muffler installation position
12. Neglected or abandoned
15. Heart or guts of auto
18. Carburetor brand
19. Tailed Morgan SS Aero
20. Initials of Irish auto company
24. Lubes

**ACROSS**

5. Leg
7. Body designer (First initial and last name)
11. Early '50s MG
13. Thread direction when tightening
14. Found in pneumatic tires
16. True racing color (Initials)

**"LBC" CROSSWORD!**



25. Eared or Safety
26. Harness
27. Triumph's "Edsel"
29. Class of wine or cars
33. Manual is the source of this
34. Union Jack: Red, White and
36. Old Speckled
38. Late 40's MG

17. Stop color
18. Wrench
20. Hood bulge \_\_\_\_ to carb clearance
21. Phillips (Head)
22. Rocker
23. Rarely in a vintage dash
26. Abingdon from London
28. Blvd.
30. Imperfection in wood fascia
31. To rotate a handle or pest
32. Under mechanic's nails
35. J. Lucas: Prince of Light?
36. Bonnet
37. If no IRS: Live
38. Triumph not imported here
39. Ignition maker
40. Welch (Plug)

**Moss Motors, Ltd. — The First Fifty Years**

Continued from Page 10

machine shop to produce items in-house, but space had to be rented in several storage facilities and warehouses around town. By now Al was also busy making trips to England, looking for sources of the discontinued parts his customers needed.

The business continued to grow as Moss Motors expanded by adding parts and catalogs for MGA, early MGB, Austin-Healey, and Jaguar XK120-140-150. In 1977 Al purchased 48 tons of "obsolete" inventory directly from Standard Triumph in England. The shipment filled four 40 foot containers, and it was the single

largest factory buy-out of factory TR2-3-4 spares. A load of Jaguar spares was also obtained with the same shipment. In 1978, Moss published the world's first comprehensive TR2-3-4 catalog. It also represented a new philosophy. The catalog illustrated and listed virtually all the parts that were likely to be required, even if the parts were not available at present time. This made the catalog a valuable restoration aid and reference guide. It set the standard for all future Moss catalogs.

(To be continued in our next issue...)



A 1948 TC restored by Al Moss in 1954.



# ??? mystery car corner ???



Well, we didn't get ANY correct entries in response to the mystery car depicted in the Fall 1997 issue of *Moss Motoring*. That was not really a surprise source—Stevenson Projects here in sunny California! However, we think we'd better let Peter and Mike Stevenson tell the story...

"We're glad everyone had some fun trying to identify the car, because that's why we built it. It's not much good for anything but pure, unspooled fun! Current rules don't allow it to race anywhere, of course. But someday, if enough of us build new machines that give us the kind of front engine, narrow tire patch we all imprinted on, maybe a retro monoposto racing class will be born. However, enough of the politics, let's get to the car. When we were kids we drooled over the Formula 3 cars. They seemed to be just the right size for maximum visceral fun at not too much past 100 mph. We especially liked the front-engined versions, even though they usually didn't do as well, and the Italian job built by Savonuzzi hit us the hardest (and probably accomplished the least on the track!). The upshot was, that over the years, we held onto every part that seemed like it would add up to one of these machines, even though their heyday was long past. (What's the words that come to mind? Quixotic? Bloody stupid?)

As the sands of time worked their magic, it became obvious that if we were to ever get to this project, it would have to be soon. "Someday better be pretty quick", became our motto.

The rear suspension was one I'd always wanted to see presented out in the open to the world—that nicely forged transverse spring unit from a Fiat Topolino, left over from a cannibalization project. The rear IRS is from a Triumph, because it's very close to postwar GP monoposto practice—and because we'd been saving it for just such an occasion for thirty years! This had to be dug out of where the sands of time had done more than just act figuratively!

Since the steering, shocks, and the parking brake handle were all Topolino, we added vintage Fiat badges all over it (grasping at a little Italian flavor to influence our body design). The body design is clearly eclectic (we only steal from the best!)—a process we've come to dub "epito-

mized design." For instance, it's hard to find one biplane that sums up what the quintessential biplane should be. The ones with the good looking cowl and landing gear have a crummy empennage, and so on. So, for this car exercise we just took what we thought were the best nose, the best cowl, the best tail, and then put them all together.

Obviously there's a lot of Alfa and Maserati in the front. Also HWM monoposto from good old England. The tail is pure "Keck Special" from Indy. We think it works and people seem to be responding with the right sort of moistness under the chin when they see her. We went through a number of names. One of the favorites was "Scampolo", the name of an obscure DKW F3 special, and perfect because it means bits and pieces in Italian! But as fate would have it, the real Scampolo has recently resurfaced and is being campaigned again, so that's out. The name that everyone keeps reverting to is *Alfinetta*, because it's a lot like an Alfaetta taken one size down. So that's what it is!

Moss Motors handled all our orders incredibly quickly and were extremely understanding about the fact that we had to do a bit of experimenting to get their Dunlop wheels stuck on the various suspension components, and were very gracious about exchanging parts. Apart from using Moss mirrors, the Alfa steering wheel has been replaced with an old wood-rim Les Leston wheel we'd been saving since the sixties.

The tires are the low profile type usually seen in the Barrio on lowered Volkswagens (which have more kilowatts in their amps than in the engine). The engine had to be the F3 style, therefore motorcycle. We finally picked a Ninja 600 because of the Alfa look and the 11,000 redline, the four valves per, the six speeds, the fabulous scaled down radiator and fan, and above all, the goosebump sound. If the Formula 3 boys would have had one of these, it would have been interesting! I think Professor von Eberhorst dreamed about a little engine like this; but that was as far as you could get in those days. Now you can find them wrapped around almost every other telephone pole!

To get the power to the rear and still place the seat so the driver's eyes are about where they would be in a full scale Alfaetta, we're having to rig up a side jackshaft with

(continued on page 29)



## the top down world



john paul middlesworth

in fact you're very careful. In fact there appears a black patch of grease on your pants and you can't possibly figure out where it came from. In the act of trying to clean off this patch you get grease on your clean shirt. Behold, you've just created two new additions to your

work outfits. You realize how clever you were for not bothering to grab the dirty shirt and pants out of the hamper.

My original intent was not to give technical advice in this column, but since I like playing weekend grease monkey as much as anybody, I can't resist sharing some of what I've learned. However, I'd like to impart a general approach rather than giving a tech-tip that you'd end up forgetting anyway. So, this issue's question:

Many things can go wrong on my British car. How do I fix them? — Simple!

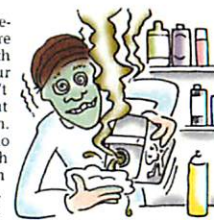


### TIME

You'll need to set aside half as much time as the job will actually take. You can put a clock near your working area or you can wear a watch, which you will quickly scuff up. When you're half done with your work and your car is partly disassembled and completely undrivable, you look at your timepiece to discover the time you allotted is up. You then start working frantically. You will make mistakes that will have to be corrected later, which is fine, since at this point you're still saying to yourself there's nothing you enjoy more than working on your car.

### APPAREL

Since you first reckoned that this job would take only a short time you will find no harm in leaving your normal car-work outfit in the hamper. "I'll be careful," you think to yourself. And



### SAFETY

You've been around a lot of frightening chemicals during this process.

You reason that if you can still do your multiplication tables then there must not be any real nerve damage. You're not very good at the tables, but you're nearing the end of your work. It's a trade-off.



### SHOP MANUAL

Hey, you paid your friends at Moss fifty bucks for this book. You don't want to take a chance on messing it up like you did your shirt. You leave it on the shelf. I mean, isn't referring to the manual to complete your work sort of like referring to the answers in order to fill in a crossword puzzle?



### CLEANLINESS

You go inside to wash up. In the process you get grease on the carpet, the tile floor, the outside door knob, the bathroom door knob, and the knob on the bathroom cabinet. In the cabinet will be some gooey chemical you can put on your hands in order to clean off the chemicals that are already on them.



### TOOLS

Once more, you paid a lot of money for your tools, why ruin them all by using them? The impulse for not using them all goes even beyond that—you want to use tools that are within arm's reach. You DO NOT want to walk ten feet to get the proper tool if you can figure out a way to do the same thing with the tools sitting in front of you. You may even discover something. Perhaps you'll be the first person ever to separate a tie rod end using only a Phillips screwdriver and a dial caliper... It doesn't happen, plus you're going to have to buy a new dial caliper.



### SATISFACTION

You've performed in six hours what it would have taken a trained mechanic 30 minutes to knock out, but still, you're the hands-on type who would have it no other way. Heck, you'd even try surgery on loved ones if it weren't for those pesky lawyers stepping in. You are, after all, a doctor in your own way, and some quirky piece of metal, far from its homeland, aging but still strong, has had the fortune to roll into your emergency room.





## Bill Piggott

When I encountered *Moss Motoring's* Editor Ken Smith at the 1996 "Triumphfest" at Big Bear Lake in 1996, he kindly suggested that I might try conveying some impressions of the British sports car scene here in the U.K. in a series of articles for the magazine, maybe with particular reference to Triumph TRs, my own specialty. What follows therefore is a brief look at one of our big events, hopefully readers in the U.S.A. can get the flavor of a big U.K.-style major show, showing both the differences and similarities in the way in which events are run on both sides of the Atlantic.

As I saw was the case when I was in the U.S.A. in both 1995 and 1996, so too in Britain there is something good on every weekend of the summer for the classic sports car enthusiast. In fact, many things most weekends, a true embarrassment of choice, and too much to take in, but all pointing to a healthy classic car scene. The latest trend is to extend the 'season' to cover the whole year, with winter 'parts and restoration' shows held inside large warehouse-style venues, leaving the poor amateur autojumbler outside with teeth chattering and hoping that it won't rain as well!

However, weather was very definitely not the problem in July 1997, when the TR Register organized its annual "International TR Weekend". We had three days of 90°F heat and sun, without even the traditional thunderstorm that usually accompanies any such display of good weather over here! This show is the world's largest Triumph TR gathering, eclipsing in size anything found in the U.S.A., for we attract 750 or more TRs of all sorts, and I do mean *all sorts*. We had TR250s and carburetted TR6s, plus an Italia and 'Francorchamps' TR2 coupes, none of which were ever marketed here. More than 2000 club members, potential mem-

Clockwise from left: Part of the TR7/8 car park. One of the convoy runs of TRs halls at a pub for lunch. Part of the TR2/3/3A car park. Photos: Bradshaw Brothers.

bers and friends attended, as well as club officials, traders (personnel employed by the venue, so it was quite a car show, especially regarding the fact that it catered for only one section (TRs) of one particular make.

The event usually takes place in late July, but next year it is in late August (1998) should anyone be planning their vacation around a visit. Public entry commences at 2:00 p.m. on the Friday and runs through until prizegiving at 4:00 p.m. on Sunday. Unlike the bigger U.S. events that I have attended, we can go through to the late afternoon on Sunday and still allow people time to get home, due to the relative lack of traveling distance involved. Few people attending a show will normally have traveled more than 150 miles. Having said that, "International TR Weekend" is perhaps an exception, as it truly deserves its name, for hundreds of enthusiasts visit (some with their TRs) from continental Europe—Germany, France, Holland, and Italy. This involves a crossing by ferry of the English Channel, an expensive and time-consuming operation. Many of these continental TR owners therefore choose to incorporate visiting the show with a longer summer vacation. In addition, we always have a sprinkling of longer-distance visitors, for there are usually a few from North America, South Africa, and even Australasia, one of the latter always winning the distance prize!

As the show can utilize the whole of the Sunday, rather than packing up after breakfast (as sometimes has to happen in the U.S.A.) we do not have to start so early, so the big influx of visitors does not occur until the Friday evening, many having come straight from their work. The show build-up has of course taken place over several days previously, with the TR Register's General Manager, Rosy Good, being on site for much of the previous week. Planning and organization, you will not be surprised to hear, goes on all year.

One of the major problems now is to find a venue with sufficient size and facilities to cope with the club's requirements, for with over a thousand people camping on site, 750 TRs plus lots of everyday cars, 50 trade stands and a hundred

This show is the world's largest Triumph TR gathering, eclipsing in size anything found in the U.S.A., for we attract 750 or more TRs of all sorts, and I do mean *all sorts*.

or so amateur autojumbler to accommodate, not just any town park will do. Having rapidly outgrown several venues in its 25-year history, the show is now restricted to utilizing only the largest agricultural showgrounds. Even here, not all showground managements want 750 sports cars and their occupants charging 'round their premises all weekend, so in practice, only a handful of venues are actually suitable.

For the past few years, the "International TR Weekend" has been held at the Royal Bath and West Showground, in the County of Somerset in England's southwest region, about 140 miles from London. Although this venue is not ideal in that it is not centrally situated in Britain, it is convenient for continental visitors as it is near the south coast, and also the large majority of the British population lives in the southern part of the island. Attempts continue to find a venue more centrally situated to suit our more northerly members, but nothing with the ambience, space and facilities of the Bath and West Showground has yet materialized at an affordable price.

A couple of convoy runs (via local pubs) are organized, these usually comprising around 60 cars in each, and covered either 50 or so miles. Unlike some U.S.A. events, these do not

## Great Gift Ideas!



### 1:18 Scale Models

Hand made in Japan by Kyosho to a big 1:18 scale. Not to be confused with a destructible item for kids, these are a very detailed adult toy. Operable hood, doors and the steering wheel turns the front wheels. The quality is simply excellent.

	Reg.	Sale
Black RHD TR3A	220-645	\$59.95 \$53.95
Red RHD TR3A	220-640	\$59.95 \$53.95
Red RHD MGB	220-686	\$59.95 \$53.95



### 1:43 Scale Models From Corgi

Your favorite British sports cars are beautifully recreated here in renowned Corgi quality.

	Reg.	Sale
Austin-Healey 4-Seater (Ivory over black)	220-425	\$29.95
TR3A (black)	220-405	\$29.95 Sale \$26.95
MGA (red)	220-415	\$29.95 Sale \$26.95
E-Type (black)	220-335	\$29.95 Sale \$26.95

### Joeef 1:43 Scale Models

These finely detailed miniatures of your favorite car are certain to be your favorite models.

Green MGB	220-315	Regularly \$19.95 Sale \$17.95 each
Red MGB	220-320	

### 1:43 Scale Models From Detail Models

Just arrived and boy do they look great! Beautifully detailed die-cast metal models.

White Midget MkIV	220-325	Regularly \$29.95 Sale \$26.95 each
Red LHD TR6	220-330	



### Finecast Metal MG Model Kits

Historic cars in 1:24 scale. Finecast model kits include precision cast metal parts which carefully duplicate original detail. For many years, Finecast kits were the standard for experienced model builders, and now they're back in stock. When finished, these metal kits have a solidity and character which plastic kits simply cannot reproduce.

231-280 MG TC	Reg. \$149.95	Sale \$134.95
231-160 MG ID	Reg. \$94.95	Sale \$84.95
231-260 MG TF	Reg. \$94.95	Sale \$84.95

### MGB 1:24 Scale Model Kit

The detail on this 1:24 scale model kit is absolutely fantastic, right down to the clear reversing lamp lenses! You can build your kit as either a chrome bumpered 1967 or rubber bumpered 1978 right hand drive roadster. Molded in five colors. Paint, glue and patience not included.

220-670 MGB Model Kit \$34.95 Sale \$27.95



### Jaguar Models

Beautifully detailed die-cast models of two of the most popular Jaguar roadsters of all time. Made by Burago of Italy. Hoods open to show engine detail. Sure to please any enthusiast.

XKE (1:18 scale)	231-085	\$42.75	\$34.95
XK120 (1:24 scale)	231-090	\$15.95	\$12.95

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Accessory Sale! 16 A



## More Great Gift Ideas!



### Wine Glass Sets

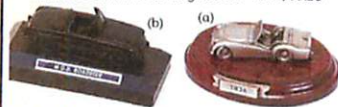
Toast your favorite marque with our new wine glasses featuring an etched logo, but only after your driving is done. Set of four. Regularly \$24.95. Sale \$17.95

MG	230-968	\$17.95
Triumph	230-978	\$17.95
Healey	230-988	\$17.95
Jaguar	230-848	\$17.95

### Corgi 1:18 MGB Model

This superb miniature reproduction of a favorite British sports car is a great addition to every enthusiast's collection. Made by Corgi, this big 1:18 scale model is detailed and correct in every manner. About 8 1/2" in length. Right hand drive.

220-695 White MGB Reg. \$55.95 Sale \$50.25



### English Mark and E6J Models

These Mark Models (a) are finely detailed 1:43 scale solid pewter models are mounted on an attractive wood base. The cast resin E6J Mining models (b) are made with genuine English coal for coloring. Both make a unique gift item.

230-085	Bugeye Sprite (a)	\$44.95	\$41.95
230-000	MGA (a)	\$46.95	\$42.95
230-005	MGB (a)	\$46.95	\$41.95
230-015	Healey 3000 (a)	\$46.95	\$41.95
230-025	Triumph TR3A (a)	\$46.95	\$41.95
230-030	Triumph TR6 (a)	\$46.95	\$41.95
230-040	MGB (b)	\$24.95	\$22.95
230-035	Healey 3000 (b)	\$24.95	\$22.95

### Detachable Bike Rack

Sports cars and bicycles do mix when you use a handy detachable bike rack. Our rack holds up to three bicycles securely, and it can be adapted to a number of vehicles. The simple design allows quick installation and removal.

900-310 Bike Rack Reg. \$69.95 Sale \$57.95



### Classic RAF Helmet & Goggles

Faithful reproductions of the helmets and flying goggles worn in WWII by pilots of the Royal Air Force. These time tested examples of motorsports apparel will serve the modern sports car pilot. Protect your head and eyes when driving in the open, and make a statement too!

219-945	Goggles	\$79.95	\$69.95
219-970	Helmet, small	\$83.95	\$73.95
219-980	Helmet, medium	\$83.95	\$73.95
219-990	Helmet, large	\$83.95	\$73.95
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### Accessory Sale! 16 B



### British Car Neckties

The quintessential Christmas gift! Every sports car lover will want one or all of our new neckties. Woven multi-colored sports cars adorn a dark blue background. Made in England. Polyester.

Bugeye	218-745	
MGB	218-755	
MG T-Types	218-760	Reg. \$27.95
TR4	218-775	Sale \$24.95
TR3A	218-785	
TR6	218-795	

### Picnic Blanket

From the soggy isles of England comes the world's most advanced, self-contained high-technology sporting picnic blanket. This blanket has all the right stuff; a heavy fabric-backed vinyl outer shell with built-in carrying handles and strap closures so your blanket stays folded for easy storage. Inside, an attractive wool picnic blanket which is easily removed for cleaning. At the next picnic, you'll be the envy of all if you show up with the ultimate picnic blanket. 50" x 70".

Blanket 231-445 Reg. \$94.95 Sale \$84.95



### Embroidered Logo Hats

These custom embroidered baseball caps are so nice, you'll want to wear them all the time. Each hat features an adjustable strap for a perfect fit, and your favorite marque logo embroidered above the bill. Keep your hair in place and unwanted sun off your nose this summer with one of our custom embroidered caps.

219-820	MG Hat	219-830	AH Hat
219-825	TR Hat	219-835	Jag Hat



### Gauge Face Watches

Rev up your day with a custom "tach" or "speedo" time piece. Watch faces reproduce a pair of classic Jaeger chronometric gauges. A Now when some one asks you the time, you can tell them it's 4,500 rpm.

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216-560	Speedo Watch	\$46.95	\$39.95

### MG Fashion Watch

"Half past M?" You'll always have plenty of time when you wear an MG logo wrist watch. Go ahead, make a statement in favor of your favorite cars, while always knowing what time it is. Accurate watch attaches to your wrist with genuine leather straps.

216-550 Reg. \$46.95 Sale \$39.95

### Special Edition Zippo Lighters

Real sports car drivers don't use Bic's. Our special edition original Zippo windproof lighters work when others don't. Constructed of solid brass, each sports a computer etched logo of your favorite marque. Guaranteed for life, it'll work or Zippo will fix it free. Decorative and functional, nonsmokers will find plenty of uses for these, too! \$21.95 each. Sale \$16.95

229-630	MG Zippo	229-640	Healey
229-635	Triumph	229-645	Jaguar

### The MG Car Company Ltd. Official Tournament Dart Board

The perfect gift for MG gaming enthusiasts everywhere! Just like the one down at your local pub, this large 18" diameter bristle dart board is made in England to World Dart Federation specifications and features "The MG Car Company Ltd" across the bottom as well as the "Safety First" logo at the top. Darts not included. 229-780 Reg. \$42.75 Sale \$31.95

### MG Umbrella

For portable cover, our wood handled MG "broily" is just the ticket. There's room for two underneath this brown & cream umbrella. Its perfect for parties, on your patio, at the beach, a car show, or anywhere else.

231-420 Reg. \$49.95 Sale \$39.95



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Published in England by Ray View Books. "The Restorer's Guide" series has the information needed to determine how a restored car should look and what parts it should contain. Trying to find out what color an engine block, interior piping, or carpet was originally, might have been a problem in the past, but is no longer. Drawing from factory records, parts lists and catalogues, as well as the accumulated knowledge of a panel of experts, these books provide what constitutes an "original" car. Hardbound, 9" x 12", 112 pages, over 200+ color photos.

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Simply stated, Lindsay Porter's do-it-yourself guides are the best, most complete self-help books available for aspiring mechanics. All aspects of repair and restoration are clearly explained and amply detailed with hundreds of informative photos. This book contains complete coverage of, mechanical repair, body work, electrical, upholstery, even tires (that's tires to you and me). What tools do you need? This book tells you, and shows how to ensure that problems like rust-out don't return. Add a factory workshop manual, and you'll have more knowledge available than most professional foreign car mechanics. Hardbound, 8 1/4" x 10 1/4", 352 pages, 1,530 illustrations.

211-365	MGB Guide	\$43.95	Sale \$37.50
212-295	Midget Guide	\$33.95	Sale \$27.95

### MGB Owner's Survival Manual

by Jim Tyler  
Learn how to live in harmony with your MGB! From first hand experience, the author guides you through such topics as: Maintenance routines for mechanicals, hydraulics, and electronics; Saving money on spares and restoration consumables; Surviving professional maintenance, how to check that the work is done properly; The inside and out of upholstery, instrumentation, paintwork, chrome; How the fuel and ignition systems work; Professional restoration, what to avoid and who to trust; The simple daily checks that can avert disaster. Don't leave home without this book! Hardbound, 6" x 8 1/2", 142 pages.

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## From the Moss Library

### MGA: The Complete Story

By David Styles  
In an age of rapid development, MGA needed a car to capture the spirit of the times. With over 100,000 sold, the MGA did just that. Here David Styles reveals the complete story of this best-loved British sports car. Hardbound, 7 1/4" x 9 1/2", 192 pages.

212-235 Reg. \$34.95 Sale \$28.95

### MGA: A History and Restoration Guide

by Bob Vitvaks  
A complete history of the MGA and its development. Filled with tips on buying, servicing and rebuilding the MGA. A superb guide for the restorer, one of the best MGA books ever written. Softbound, 8 1/2" x 10 1/4", 240 pages, 243 illustrations.

212-960 Reg. \$36.95 Sale \$30.95

### MGA Restoration Guide

by Malcolm Green  
If you have an MGA, want to buy one, or are contemplating restoring one, this book is a "must have". Intended to supplement the factory workshop manual, this book gives particular attention to commonly encountered difficulties on all MGA models, including the Twin Cam. Aspects covered include buying, bodywork and paint, mechanical and electrical rebuilding, upholstery, etc. Also covered is MGA development, production changes, and general info.

212-965 Reg. \$29.95 Sale \$25.95

### MGB - The Illustrated History

If you have a Moss 5-star grading system, this is one book that would receive highest honours! This tribute to the car and its creators is certainly a cut above the average MGB history book. Wonderfully illustrated in black & white and color with three magnificent fold-out illustrations, it also includes technical and production data, racing information, development history and much more. Hardbound, 8 1/2" x 10 1/2", 256 pages, 325 illustrations.

213-220 Reg. \$41.95 Sale \$34.95

### How To Restore British Sports Cars

by Jay Lamm  
In-depth reviews of British automotive systems, plus comprehensive explanations of rust repair, wiring, upholstery and engine rebuilds. An essential guide to the home mechanic. Softbound, 8 1/4" x 10 1/2", 224 pages with hundreds of photos and illustrations.

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### Triumph TR6

By William Kimberley  
By sticking exclusively to the TR6 rather than the whole range, Mr. Kimberley has been able to cover this "last of the real TRs" in fine detail with loads of information not found in other publications. You'll find chapters covering the creation of the original car, how to check one out before purchasing, as well as maintenance advice. Hardbound, 132 well illustrated pages.

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### Triumph Spitfire, GT6, Vitesse & Herald Guide to Purchase and D.I.Y. Restoration

by Lindsey Porter and Peter Williams  
Packed with nearly 1000 photographs and detailed information on purchasing, repairing and restoration of these future collectibles. Covers all models from 1959 thru 1980. Softbound, 8 1/2" x 11" 325 pages, 959 illustrations.

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by Malcolm Green  
Detailed step by step information on restoring bodywork, chassis, engine, etc. Photographs give both views of work being carried out on the cars and how the completed vehicle should look. There are tables with model guides to changes in production as well as information on original color schemes. Also covered are problems that may be found running the cars on the road today. Softbound, 160 pages, 8" x 10 1/4".

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by Richard Monk  
600 large-format color photos give a detailed pictorial history of post war MGs from TC to the MGF. Monk provides specifications and the history of each model. An invaluable reference source. Hardbound, 8 1/4" x 11 1/2", 192 pages.

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### Practical Classics

From the well-known English magazine come complete guides to mastery of all phases of restoration. These restoration books cover all aspects of restoration including bodywork, mechanical repair, electrical, paint and trim. Each book is softbound, 7 1/4" x 10 1/4", 370+ illus.

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Robert Bentley manuals contain reprints of the factory workshop manual, plus the owner's manual. The most complete and authoritative manual available for your car.

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Considering the cost and lack of availability of qualified service, why not maintain your own classic? A original factory workshop manual is the best source of mechanical repair and tuning data available. Everything from basic tuning data, to torque settings and complete component rebuilding are covered by this comprehensive manuals. Most hardbound.

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212-415 Midget 1500	\$43.95	\$37.95
212-436 Spitfire '75-'80	\$39.95	\$33.95
212-710 TR2-3B	\$51.95	\$42.95
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### Haynes Workshop Manuals

Haynes workshop manuals are an excellent guide to the tune up and maintenance of your car. Haynes carburetor manuals are the definitive works on these critical instruments.

212-380 Midget/Sprite Shop	\$17.95	\$14.50
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By G. R. Wade  
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**Austin-Healey MkIII Owner's Manual**  
We have an exact reprint of the manual originally supplied with your car. This handy volume contains information on a variety of subjects, from basic tuning and maintenance, to putting up the top. Throw one in the glove box, it'll come in handy some day.

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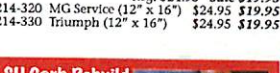
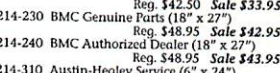
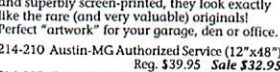
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You'll find driving impressions, technical data and comparison tests done when the cars were new. Invaluable as a reference, with over 180 illustrations. Softbound, 8" x 10", approx. 160 pages, 300 illustrations.

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Not a project for the fainthearted! How to double your MGB's power by installing a Rover V-8 engine is very well explained in this book. With such a great increase in power, other systems must be upgraded, such as cooling, drivetrain, suspension and brakes. All of this is covered in well illustrated and thoroughly described detail. Even if you are not now contemplating this major project, this is interesting reading for the technical minded enthusiast.

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## Leisure Reading

**The T Series Handbook**  
by Dick Knudson  
Published by the New England MG Register, Ltd., this book was a labor of love. Essential T Type information from the pages of The Sacred Octagon with "Back to Basics" sections covering all components. Plus production dates, old ads, wood replacement and much more. Softbound, 8 1/2" x 11", 170 pages, about 400 illustrations.

212-980 Reg. \$42.50 Sale \$36.50

**Step-by-Step Guides**  
These books answer most of those questions that never find their way into shop manuals written for professionals. These are actual service guides, the difference being they don't just tell you what needs to be done, they also tell you how to do it in well illustrated steps. There are chapters on simple body work, rustproofing, safety procedures, tools and equipment. Focus on heavy stock that should survive the shop environment, the photographs are crisp and leave little to the imagination.

214-210 Austin-MG Authorized Service (12" x 48") Reg. \$39.95 Sale \$32.95  
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**MGB and Midget Restoration**  
by Jim Tyler  
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Softbound, 8" x 10 1/2", 238 pages, with 270+ black & white illustrations and photos of up-close step-by-step repair work.

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By Peter Burgess  
You need this book if you want even your "stock" MGB to perform the way it should. With much practical information on which modifications are or aren't worth the effort (or cost), this book will help you build a powerful and reliable engine, whether for street or competition use. Since performance is not the responsibility of only the engine, carburetion, ignition, exhaust, cooling, drivetrain, suspension, brakes and tires are also discussed in detail.

Softbound, 8 1/2" x 9 1/2", 112 pages.

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### The MGB Heritage Portfolio

To celebrate the 30th anniversary of the MGB and the introduction of the MG RV8, the British Motor Industry's Heritage Trust has created this collectible portfolio of reprinted original advertising brochures. The collection includes the original 16 page launch brochure, the introduction of the MGB GT in 1965, an eight page version of the original brochure used to introduce the MkII version in 1967, the first MGC brochure, an unusual brochure for both the MGB and MGB GT introducing the "face lift" for 1969, and the 1973 MGB GT brochure carrying one of the few factory references to the MGB GTV8.

212-425 MGB Portfolio \$26.70 Sale \$19.95

**The Healey Story**  
By Geoffrey Healey  
There have been many books about Healey and Austin-Healey cars, but here is the definitive account. Drawing on the diaries, notebooks, photographs and films of both Donald and Geoffrey Healey to provide much previously unpublished material, it gives the complete story, corrects myths and misinformation, and answers questions raised by enthusiasts over the years.

There are also fascinating insights into the Healey's own 30-year involvement in the motor industry, and the world-famous cars they made.

211-565 Reg. \$29.95 Sale \$24.95

**Triumph by Name, Triumph by Nature**  
by Bill Piggott  
The development of the TR2 into the hugely successful TR3 and TR3A is covered in this, Bill Piggott's third book on Triumph sports cars. A vast wealth of information is included in chapters on prototype development, production, sales, publicity material, accessories, contemporary road tests, among others. Many fascinating comments and notes on "originality" questions are found in two chapters on "TR Miscellany". Also included is much information on various noteworthy and very early TRs and what has happened to them. Hardbound, 8 1/2" x 9 1/2", 288 pages, over 400 color and black and white illustrations.

213-705 Reg. \$49.95 Sale \$42.95

## Cockpit Accessories

**Carpeted Floor Mat Sets**  
Protect your carpets with our carpeted floor mats. Mat sets include two fully bound mats with no-slip backing. Regularly \$74.95.

MGB '68-on 240-250 \$46.95  
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**MGA & MGB Paddy Hopkirk Gas Pedal**  
Re-creation of a popular accessory on MGAs and early MGBs. Serious drivers use the heel and toe shifting technique when driving. The Paddy Hopkirk Pedal is specifically designed to aid heel and toe shifting. Installation takes simple tools and just a few minutes. Fits all MGAs and '62-'67 MGBs.

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**Door Threshold Plates**  
Our highly polished and appropriately finished stainless steel threshold plates are easy to install. Add a custom touch while protecting your door sills from scuffs and scratches. Set of two.

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601-538 Spitfire \$26.95 Sale \$23.95  
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Protect your carpets from dirt, wear and fading. If these mats get dirty, just take them out, hose them down and toss 'em back in the car. Set of 2.

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241-840 MGB 1962-'67 Mat Set  
241-850 MGB 1968 on Mat Set  
241-860 Midget MkII thru 1500  
241-880 Sprite MkII & MkIV Mat Set  
021-430 Austin-Healey 100-6 & 3000  
646-750 Triumph TR2 thru TR6  
646-760 Triumph TR7 Mat Set  
646-770 Spitfire & GT6 Mat Set  
646-780 Jaguar E-type 6 Cylinder

Reg. \$24.95 Pair  
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213-705 Reg. \$49.95 Sale \$42.95

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## Cockpit Essentials



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Enrich your MGB's interior with our custom design dash kits. Wood gives your interior an added warmth and natural beauty. Our 6-piece sets install easily and the advanced adhesive backing and UV-resistant finish ensure years of enjoyment.

#### 1972 thru '76 Wood Dash Kits

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### Triumph Wood Dashboards

If you are looking for a beautifully authentic, original style dashboard for your TR, you've come to the right place! Made of hand-veneered hardwood on marine-grade plywood, each is handsomely finished in the correct gloss or satin coating to provide years of good looks. Glove box doors are fitted using either the correct chrome or black hinges. Stenciled as original where appropriate.

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856-690 TR250

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856-700 TR6 '69-'71

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856-705 TR6 curly '72

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#### 856-710 TR6 late '72

\$259.95 **Sale \$219.95**

856-720 TR6 '73-'74

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856-730 TR6 '75-'76

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### Spitfire MGB & Midget Dash Pad Covers

Revitalize your old cracked dash top pad with this molded ABS cover. Its easier to install, and a lot less expensive than a new dash. Comes complete with adhesive and instructions.



453-950 Midget '68-'80 \$48.95 **Sale \$39.95**  
644-645 Spitfire '67-'70 \$48.95 **Sale \$39.95**  
644-640 Spitfire '71-'81 \$48.95 **Sale \$39.95**

\*PLEASE STATE YEAR WHEN ORDERING.

### "Hook Mount" Seatbelts

Snap your seatbelts in and out of your car instead of having to laboriously unbolt them. These seatbelts will snap onto the original seatbelt mounting eye-bolts in TR4 through early TR6, but you don't have to have a TR to use these, as they come with all required mounting hardware, including eye-bolts and instructions.

2-Point, Short 222-239 \$31.50 **Sale \$26.95** (46" one side, 26" the other)  
3-Point, Short 222-209 \$48.50 **Sale \$39.95** (100" one side, 20" the other)  
2-Point, Long 222-236 \$31.50 **Sale \$25.95** (46" one side, 36" the other)  
3-Point, Long 222-206 \$48.50 **Sale \$39.95** (100" one side, 30" the other)

Accessory Sale! 16 F

### Competition Seat Belts

Government testing has determined that seat belts can lose 50% of their strength within three years of installation. How old are your seat belts? Our three inch wide competition seat belt, with SCCA approved quick release buckle, will keep you firmly, yet comfortably, stuck to your seat. Mounting hardware included. Most Vintage racing organizations will require the addition of shoulder and anti-submarine belts.

222-210 Belt \$94.95 ea. **Sale \$84.95**



### Vintage Style Seatbelts

Almost every state either already have or are on the verge of passing a mandatory seatbelt law. Stay one step ahead of the law and install one of these belts today! Black webbing with solid steel, chrome plated aircraft style buckles. Sold individually. The substantial webbing length can easily be trimmed (and should be) for safe operation and a neat appearance. (3-point belt not suitable for MGA.)

222-204 3-Point Belt, Short \$39.95 **\$33.95**

222-234 2-Point Belt, Short \$22.95 **\$18.95**

222-205 3-Point Belt, Long \$39.95 **\$33.95**

222-235 2-Point Belt, Long \$22.95 **\$18.95**

### Inertia Reel Seatbelts

Restore your safety with new retractable inertia reel seatbelts from Moss!

While these belts are not exactly like any of the several fitted by the factories as original equipment, they provide dual sensitive locking features for optimum safety and comfort and make excellent replacements.

**TRIUMPH:** Direct replacement for TR6 inertia reel belts, but will fit TR4, 4A and 250 (these earlier models may require captive nut plates welded to the rear wheel arches to provide anchorage points).

222-105 Triumph Seat Belt (each) Reg. \$82.95 **Sale \$72.95**

**MGB, SPRITE & MIDGET:** Produced on behalf of British Motor Heritage, and approved for the US market, these belts directly replace the original belts on 1975-'80 MGBs. Earlier MGBs, Sprites and Midgets require appropriate mounting brackets.

222-120 MGB/Sprite/Midget Seat Belt (each) \$153.95 **Sale \$135.95**



### Solid Walnut Moto Lita Rims

Premium grade steering wheels are new from Moto Lita. Wheels incorporate beautiful walnut rims with slotted, or traditional round hole spokes.

905-810 Walnut Rim Wheel, thin slots \$279.95 **\$254.95**  
905-820 Walnut Rim Wheel, round holes \$279.95 **\$254.95**

### MGA Factory-Type Wood Rimmed Steering Wheel

Fine wood and polished aircraft-grade aluminum make this beautiful English made reproduction of the very rare, original factory optional steering wheel a focal point of your car's interior. Stock centerpiece #263-110 not included.

263-255 \$424.95 **\$375.95**

### MGB Limited Edition Wheel

British made reproduction of the hand-stitched padded leather wheel originally fitted to the '79-'80 Limited Edition MGB. Use your original "LE" hub or our new reproduction.

(This new hub will also allow you to fit the LE wheel to '70-'78 MGBs, something you can't do with an original LE hub.) Instructions are included.

Surround, motif and hub are included.

263-748 Wheel Assembly for '77-'80 \$237.50 **\$199.95**

263-738 Wheel Conversion Kit for '70-'76 \$239.95 **\$199.95**

### MGB Wood Rim Steering Wheel

Styled like the original, but crafted in rich solid wood with beautifully chromed spokes. The beefy rim is in keeping with modern trends for comfort on long trips. Installs in minutes. Includes hub and centerpiece.

Fits 1970 to 1980.

263-728 \$224.95

**Sale \$199.95**



### Brooklands Wheel Spoke Badge

"A pretty little thing" describes this beautifully enameled "Bluemel's Brooklands" spoke separator for original or our reproduction Brooklands steering wheels. (Bluemel's was the manufacturer of the original Brooklands wheels.) Original wheels used one of these plus three plain chromed separators, but a wheel with four of these would look smashing! One included with each Brooklands wheel shown at left.

262-315 Reg. \$19.95 **Sale \$15.95**



### Moto Lita Steering Wheels

Hand crafted in England, famous Moto-Lita steering wheels employ the finest bicolored wood laminations or Connolly leather over aircraft quality aluminum frames. Personalize your car with these classic British steering wheels. Simply choose the wheel you want and, then order the correct hub for your car.

### Adaptor Hubs

905-345 MG Midget MkI	\$70.35	\$59.95
454-265 MG Midget MkII & MkIII	\$70.35	\$59.95
905-475 MG Midget MkIV to 1970	\$70.35	\$59.95
905-480 MG Midget 1971-'76	\$70.35	\$59.95
454-365 MGB 1962-'67	\$70.35	\$59.95
905-470 MGB 1968-'69	\$70.35	\$59.95
905-475 MGB 1970	\$70.35	\$59.95
905-480 MGB 1971-'76	\$70.35	\$59.95
905-485 MGB 1977-'78	\$70.35	\$59.95
905-490 MGB 1979-'80	\$70.35	\$59.95
454-317 MG 1C	\$124.95	\$114.95
454-327 MG TD & TF	\$70.35	\$59.95
454-337 MGA	\$70.35	\$59.95
853-735 TR2-TR3B (adjustable column)	\$124.95	\$110.95
853-785 TR4-TR4A & TR6 (not TR250)	\$70.35	\$59.95
905-575 TR250 & GT6 1969-on	\$70.35	\$59.95
905-585 TR7 (must used dish wheels)	\$70.35	\$59.95
853-785 Spitfire to 1978 & GT6 to 1968	\$70.35	\$59.95
905-565 Spitfire 1978-on	\$70.35	\$54.95
454-297 Austin-Healey (adjustable column)	\$82.95	\$69.95
454-347 Austin-Healey (non-adjustable)	\$70.35	\$59.95
905-345 Austin Healey Sprite MkI & MkII	\$70.35	\$59.95
454-365 Austin Healey Sprite MkIII & MkIV	\$70.35	\$59.95
853-765 Jaguar XK120	\$124.95	\$110.95
454-307 Jaguar XK140-150S	\$70.35	\$59.95
853-795 Jaguar XKE	\$70.35	\$59.95
853-805 Jaguar XJ6/XJ12 1974-'86 & XJS	\$70.35	\$59.95
853-815 Jaguar XJ6/XJ12 1987-on	\$70.35	\$59.95

### Wood Rim Steering Wheels

905-050 14" with 3 Drilled Polished Spokes	\$202.20	\$174.95
454-190 15" with 3 Drilled Polished Spokes	\$202.20	\$174.95
905-760 15" with 3 Slotted Polished Spokes	\$202.20	\$169.95
454-245 15" with 4 Solid Polished Spokes	\$239.95	\$214.95

### Leather Rim Steering Wheels

905-115 14" with 3 Drilled Black Spokes	\$205.15	\$174.95
905-730 14" with 3 Dish Solid Black Spokes	\$200.60	\$169.95
905-710 14" with 4 Dish Solid Black Spokes	\$200.60	\$169.95
905-700 14" with 4 Solid Black Spokes	\$200.60	\$169.95
454-195 15" with 3 Drilled Black Spokes	\$205.15	\$174.95
905-800 15" with 3 Slotted Black Spokes	\$205.15	\$169.95



### Brooklands Steering Wheels for MGAs, MGTs & Morgans

Brooklands steering wheels were one of the "must have" options for many older British sports cars. Moss Motors has made superior quality reproductions of these time-honored accessories. All wheels include polished chrome spoke separators and a factory style centerpiece. \$298.50 each **Sale \$264.95 each**

### Black Rim Wheels

1933-1940 MG Sports Cars*	454-225
TD, TF, Black Rim	454-265
MGA: Black Rim	453-165
Morgan (approx. 1953-'67)	453-175

### Gold Pearl Rim Wheels

Late TA, TB, TC	454-258
TD, TF	454-268

(\* Does not fit late TA/TB with TC type wheel.)

Accessory Sale! 16 G



## Exterior Accessories

### "PL" Tripod Headlamp Units

Light your way in style with these genuine Lucas "PL" type tripod headlamp light units, now available in correct left hand drive specification. These may be used to replace all standard 7" sealed beam headlamps, and are a great way to dress up the front end of your classic British car.

163-980 Reg. \$139.95 ea. **Sale \$124.95 ea.**



### Tripod Headlight Set

New and improved reproductions of the Lucas originals. Give your car a vintage look with classic tripod headlights.

156-878 \$139.95 **Sale \$99.95 pair**



Not legal for street use in California. Other states may have regulations regarding street use.

### Headlight Stone Guards

Heavy duty chrome plated wire mesh stone guards protect your headlights. Set includes mounting hardware.

222-100 \$16.25 **Sale \$12.95**

Not legal for street use in California. Other states may also have regulations regarding street use.



### MGB Trunk Lid Gas Strut

Replace the original telescoping trunk prop on your '71-'80 MGB with this modern type gas strut. Just press the trunk lock and the lid will rise gently to the fully open position all by itself. Instructions and mounting hardware included.

900-070 Reg. \$44.95 **Sale \$38.95**

### Cloisonné RAC Badge

A beautiful rendition of the famous Royal Auto Club badge in black, white and green. Cloisonné on a chrome backing.

408-517 \$29.95 **Sale \$26.95**



### Chrome GB Letter Set

Beautiful chrome plated brass letter set of the type seen on upscale cars when touring the continent. Stud mounted letters require four small holes be drilled in the car. Letters can be bent slightly to follow a curved surface.

230-120 Reg. \$31.95 **Sale \$24.95**

**Accessory Sale! 16 H**



### MGB Sebring Headlamp Covers and Alloy Fitting Kit

We have created a new, yet vintage-style method, of mounting these with snaps and studs so that the installation is clean and neat, and the covers are easily removable for cleaning. Works-type alloy fitting kits are available separately but are only recommended for the serious, originality-conscious vintage racer. Each is a set of two.

222-130 Cover Kit \$109.95 **Sale \$98.95**

222-140 Alloy Fitting Kit \$45.95 **Sale \$38.95**

Not legal for street use in California. Other states may have regulations regarding street use.



### License Plate Frames

These premium quality frames are the very best that money can buy, produced by the same manufacturer who supplies frames to most luxury European automobile manufacturers. Plates sold individually, hardware included.

Chromed \$32.95 **Sale \$27.95**

Black \$25.95 **Sale \$21.95**

Austin-Healey 222-765 222-815

Triumph 222-810 222-860

MG 222-775 222-825

MGA 222-785 222-835

MGB 222-795 222-845

Jaguar 222-770 NA

### Accessory Fog and Driving Lamps

Our super quality lamps are exact reproductions of the old Lucas SLR/SFT lamps which were commonly fitted in the fifties and sixties. We have fog or long-range driving lamps in either back or stem mount styles. Each supplied complete with bulbs.

162-700 Driving, stem mount \$97.50 **\$79.95**

162-760 Driving, back mount \$94.50 **\$77.95**

162-800 Fog, stem mount \$97.50 **\$79.95**

162-770 Fog, back mount \$94.50 **\$77.95**



### Mud Flaps

Durable, heavy duty mud flaps for maximum protection from road debris. Fits both front and rear wheel arches. Each set of two includes mounting hardware.

### SPRITE

222-610 "MG" Pair \$15.95 **\$13.95**

222-630 "Midget" Pair \$16.95 **\$13.95**

222-620 "Sprite" Pair \$18.65 **\$14.95**

222-170 "Triumph" Pair \$17.25 **\$13.95**



### Enameled Car Badges

These classically styled imported badges have a solid baked enamel finish on a chrome plated back. Includes grille mounting hardware.

408-457 Austin-Healey \$18.95 **Sale \$15.95**

408-487 MG Badge \$18.95 **Sale \$15.95**

408-507 England Badge \$18.95 **Sale \$15.95**

408-527 U.S.A. Badge \$18.95 **Sale \$15.95**

408-547 RAC Badge \$18.95 **Sale \$15.95**

408-587 Triumph Badge \$18.95 **Sale \$15.95**

### Badge Bars

Dress up the front of your car. All of our badge bars are 3/4" diameter.

244-120 MGB 1962-'74 \$64.15 **\$52.95**

451-080 MG TD-TF \$42.95 **\$35.95**

453-400 MGA \$98.95 **\$74.95**

451-085 Sprite/Midget (does not fit Bugeye & 1500) \$39.55 **\$32.95**

870-125 Healey 100-4 \$79.95 **\$67.95**

870-130 Healey 100-6/3000 \$79.95 **\$67.95**

646-200 Triumph TR2-3 \$103.95 **\$87.95**

646-210 Triumph TR3A-3B \$104.95 **\$87.95**

### MG & Triumph Front Vests

An attractive and practical addition to your car, these durable vests help protect your paintwork from stone chips, bugs and other flying debris while you're on the road. Supplied in black vinyl, complete with straps that clip over your car's fender edges for easy attachment and removal.

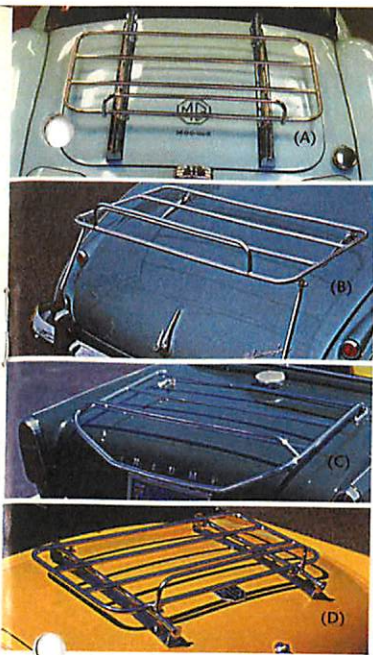
242-880 MGB (chrome bumper) \$104.95 **\$89.95**

242-590 MGB (rubber bumper) \$86.95 **\$77.95**

242-315 TR6 1969-'73 \$104.95 **\$91.95**

242-887 Sprite/Midget 1962-'69 \$104.95 **\$89.95**

236-310 Spitfire '71-'80 \$104.95 **\$91.95**



### Original Style Racks (A-D)

These original factory optional racks add a distinctive vintage look to your MG, Healey or Triumph while allowing you to travel with considerably more luggage than you would otherwise be able to fit!

MGA Rack (A)

244-700 \$204.95 **Sale \$179.95**

Austin-Healey 100-6 & 3000 (B)

644-730 \$209.95 **Sale \$169.95**

Triumph TR4-TR250 (C)

646-090 \$171.15 **Sale \$144.95**

Bugeye Sprite (polished stainless steel)

244-720 \$228.95 **Sale \$188.95**

Sprite MkII on & Midget (D)

244-730 \$189.95 **Sale \$169.95**

MGB (D)

244-710 \$169.95 **Sale \$135.95**

**SALE ENDS 12-30-97**

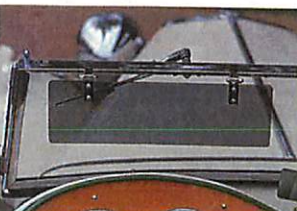
### MGB, Sprite & Midget and Austin-Healey Looking Gas Caps

Our chrome locking fuel filler caps are styled just like the originals, but with an important extra feature. With fuel prices as high as they are, a locking gas cap is inexpensive insurance against thieves. Supplied complete with two keys. Fits MGB & Sprite-Midget to '69 and Austin-Healey BN4 thru BJS.

202-760 \$18.95 **Sale \$15.95**

## Moss Motors Gift Certificates!

Don't know what to give that special British sports car lover in your life? How about a Gift Certificate from Moss Motors? Available in any denomination you choose and easily redeemed by simply mailing it back to us. Call your Sales Advisor for details.



### Sun Visor

Fits MC TC, TD, TF, MGA, Triumph TR2, TR3-TR3B and TR4. Smoke tinted plexiglass with chrome fittings. This accessory makes late after-noon driving much safer. Sold individually. TR4 requires drilling two small holes.

240-300 All (not TR4) \$24.50

**Sale \$18.50**



### Wind Wings

These ever popular traditional accessories help to eliminate annoying side drafts while you are driving. The large clear Plexiglass panels are mounted to fully adjustable chrome fixing brackets. Easily installed without drilling and compatible for use with side curtains. All of our wind wings are sold as a pair.

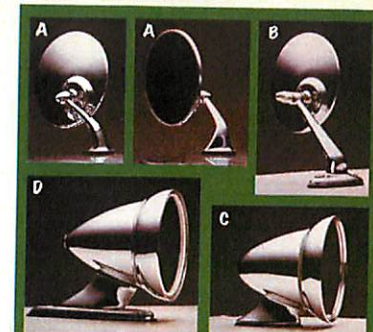
240-100 MG TC, TD, TF \$69.95 **\$55.95**

240-200 MGA \$49.95 **\$39.95**

647-000 TR2-TR3B \$54.95 **\$44.95**

240-150 Austin-Healey\* \$49.95 **\$39.95**

\*Fits all 100-6s and 3000s with side curtains.



### Accessory Mirrors

Improve your rear view with an accessory mirror. We have several possible styles to choose from. Our reproduction Lucas style mirrors have chromed stems and polished stainless steel heads. Our bullet mirrors are true to the classic style so popular in the sixties and seventies.

Reg. Sale  
A 165-210 Lucas Style, convex face R/H \$17.95 **\$13.95**  
A 165-300 Lucas Style, convex face L/H \$17.95 **\$13.95**  
A 165-400 Lucas Style, flat face R/H \$17.95 **\$13.95**  
A 165-500 Lucas Style, flat face L/H \$17.95 **\$13.95**  
B 223-310 Late Lucas Style, Ball face \$41.95 **\$34.95**  
C 222-350 Bullet Mirror \$39.95 **\$35.95**  
D 222-370 Bullet Mirror, with long base \$39.95 **\$35.95**  
D 222-390 Bullet Mirror, oversize 4 1/2" \$59.95 **\$53.95**

### Raydyot Racing Mirrors

From the 1950s through the 1970s Raydyot's aerodynamic racing mirrors were a common fixture on British sports cars. Made of lightweight aluminum, our American made reproductions are sturdily constructed and have a "brushed" finish as original. Owing to their bullet shape, we guarantee these mirrors will look at least five miles per hour faster than standard mirrors.

222-355 Raydyot Mirror Reg. \$52.95 **Sale \$45.95**

### Brooklands Racing Screens

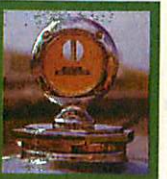
This classic reproduction of the traditional Brooklands Racing Screen is an attractive and functional addition to your classic roadster. Screen includes a polished aluminum frame, safety glass and chrome plated brass mounting hardware.

224-100 Aeroscreen Reg. \$148.95 **Sale \$109.95**

### Boycie Auto Meter

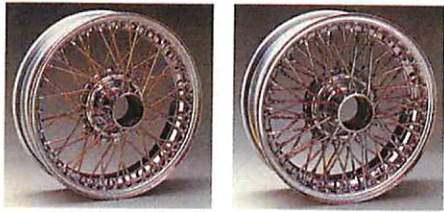
Useful and attractive the Moto Meter is particularly well suited to earlier cars not originally fitted with a water temperature gauge. These beautifully crafted Moto Meters come pre-installed on a TC/TD radiator cap. A traditional accessory since long before the first MG rolled off the door.

230-130 \$98.25 **Sale \$79.95**



**Accessory Sale! 16 I**





Accessory Sale! 16 J

## Wire Wheels!



We offer a complete line of Dunlop and selected English manufacturers wire wheels for your favorite British sports car. We have chosen our current suppliers after a rigid quality assurance program and continually monitor wheel quality to insure a standard of excellence equal to or better than original manufacturer's specifications. Remember, orders over \$500.00 receive FREE UPS ground shipping!

Wheel Diameter & Rim Width	No. of Spokes	Finish	Individual Part No.	Regular Price	Sale Price
<b>Original for MG TC.</b>					
19 x 2 1/2" rim	48 spokes	Chrome	454-795	\$569.95	\$469.95
19 x 2 1/2" rim	48 spokes	Painted	454-600	\$429.95	\$359.95

Wheel Diameter & Rim Width	No. of Spokes	Finish	Individual Part No.	Regular Price	Sale Price
<b>Original For Austin-Healey Sprite, MG Midget &amp; Sunbeam Alpine</b>					
13 x 4" rim	60 spokes	Chrome	454-685	\$299.95	\$249.95
13 x 4" rim	60 spokes	Painted	454-675	\$169.95	\$144.95

Wheel Diameter & Rim Width	No. of Spokes	Finish	Individual Part No.	Regular Price	Sale Price
<b>Original For Spitfire MkII, III, IV, 1500 and GT6</b>					
13 x 4 1/2" rim	60 spokes	Chrome	454-835	\$299.95	\$249.95
13 x 4 1/2" rim	60 spokes	Painted	454-805	\$174.95	\$144.95

Wheel Diameter & Rim Width	No. of Spokes	Finish	Individual Part No.	Regular Price	Sale Price
<b>Original For MGB and MGB GT.</b>					
14 x 4 1/2" rim	60 spokes	Chrome	454-635	\$279.95	\$229.95
14 x 4 1/2" rim	60 spokes	Painted	454-625	\$169.95	\$144.95

Wheel Diameter & Rim Width	No. of Spokes	Finish	Individual Part No.	Regular Price	Sale Price
<b>Optional For MGB and MGB GT.</b>					
14 x 5 1/2" rim	72 spokes	Chrome	454-825	\$369.95	\$309.95
14 x 5 1/2" rim	72 spokes	Painted	454-815	\$229.95	\$184.95

Wheel Diameter & Rim Width	No. of Spokes	Finish	Individual Part No.	Regular Price	Sale Price
<b>Original for Austin-Healey 100-4, 100-6, &amp; 3000 thru BJ7 (c) 24366, MG TF, MGA and Triumph TR2 and TR3.</b>					
15 x 4" rim	48 spokes	Chrome	454-615	\$299.95	\$254.95
15 x 4" rim	48 spokes	Painted	454-610	\$169.95	\$144.95

Wheel Diameter & Rim Width	No. of Spokes	Finish	Individual Part No.	Regular Price	Sale Price
<b>Original for Austin-Healey 3000 BJ7 from (c) 24367 thru BJ8, Triumph TR4, 4A, TR250, Morgan 4/4 &amp; +4. Can be used for heavy-duty or competition purposes on MG T-Series, MGA, TR2 &amp; TR3, and Austin-Healeys fitted with front disc brakes.</b>					
15 x 4 1/2" rim	60 spokes	Chrome	454-630	\$299.95	\$249.95
15 x 4 1/2" rim	60 spokes	Painted	454-620	\$169.95	\$139.95

Wheel Diameter & Rim Width	No. of Spokes	Finish	Individual Part No.	Regular Price	Sale Price
<b>Original for MGC &amp; Morgan Super. Can be used as extra heavy-duty or competition equipment on all models listed directly above.</b>					
15 x 5" rim	72 spokes	Chrome	454-660	\$359.95	\$299.95
15 x 5" rim	72 spokes	Painted	454-665	\$189.95	\$159.95

Wheel Diameter & Rim Width	No. of Spokes	Finish	Individual Part No.	Regular Price	Sale Price
<b>Original for Triumph TR6. Can also be fitted to Austin-Healeys with disc brakes.</b>					
15 x 5 1/2" rim	72 spokes	Chrome	454-730	\$349.95	\$299.95
15 x 5 1/2" rim	72 spokes	Painted	454-720	\$199.95	\$159.95

Wheel Diameter & Rim Width	No. of Spokes	Finish	Individual Part No.	Regular Price	Sale Price
<b>TR6 70-Spoke Center-lace Wheels. (Very strong)</b>					
15 x 5 1/2" rim	70 spokes	Chrome	455-485	\$439.95	\$369.95
15 x 5 1/2" rim	70 spokes	Painted	455-285	\$258.95	\$219.95

Wheel Diameter & Rim Width	No. of Spokes	Finish	Individual Part No.	Regular Price	Sale Price
<b>Option for Jaguar XK150. (May be used for XK120-140)</b>					
16 x 5" rim	60 spokes	Chrome	854-360	\$529.95	\$479.95
16 x 5" rim	60 spokes	Painted	854-350	\$329.95	\$279.95

## Safety Knock-Off Wrench

There's no need to risk jamming your spokes with an errant hammer blow if you have the Safety Knock-Off Wrench. This cleverly designed long handle wrench allows you to tighten or remove octagon "safety" or "cared" spinners without a hammer. Stores easily in the trunk.

386-120 "Safety Knockoff" Wrench	\$39.95	Sale \$34.95
386-125 "Eared Knockoff" Wrench	\$39.95	Sale \$34.95

## Knock-Off Hammers

We stock types, weights and sizes for every possible application! You'll find dozens of uses around the shop for these handy tools besides wire wheel knock-offs!

1 lb. Lead Knock-Off	386-020	\$22.65	\$17.65
2 lb. Copper / Rawhide	386-110	\$30.95	\$25.65
2 lb. Copper / Copper	386-650	\$30.95	\$25.65
1 lb. Copper / Copper	386-000	\$22.95	\$18.95



## TR6 Wheel Trim Rings

Dress up your factory wheels with a set of deluxe, polished stainless steel trim rings. Our trim rings install in seconds and provide an attractive accent to your rims. All trim rings sold individually.

674-755 Reg. \$25.95 Sale \$23.95

## Tire Gauge

Solid brass precision geared movement and a bronze bourdon tube are features which produce long-lived accuracy in these superb gauges. Unlike piston/plunger type gauges, bourdon tube movements are not affected by changes in temperature, humidity, or altitude. Gauge features a pushbutton valve which allows you to bleed air to the desired pressure, and will hold its reading until released.

225-715 Pressure Gauge Reg. \$19.95 Sale \$16.95

## Valve Stem Cap Sets

Designed to be the finishing touch to your wheels. Individually machined to exacting specifications from top quality aluminum and fitted with an O-ring for proper sealing. Set of 5.

215-835 MGC	Reg. \$15.95	Sale \$12.95
215-840 Triumph	Reg. \$15.95	Sale \$12.95
215-845 Healey	Reg. \$15.95	Sale \$12.95
215-850 Jaguar	Reg. \$15.95	Sale \$12.95

## MG TC Inner Tube

We are very pleased to have found a source in England for top quality wire wheel inner tubes. 450/500 x 19". 454-410 Reg. \$35.95 each Sale \$27.95



## Road Wheels

### Knockoff Sport Wheels

Patterned after the racing Mini-Lite wheels of the sixties, our reproductions are beautifully made and will definitely beef up the handling and appearance of your car. You say you like wire wheels, but don't want to use them for racing. These wheels use standard wire wheel hubs and knockoffs. Stock and "plus 1" sizes are listed for Sprite, Midget and MGB. Over-size wheels should be used with appropriate low profile tires to maintain correct wheel diameter and speedometer calibration.

455-360 14" x 5.5" MGB (stock)	\$289.95 each	Sale \$249.95 ea.
455-360 14" x 5.5" Sprite/Midget (+1)	\$289.95 each	Sale \$249.95 ea.

455-385 15" x 5.5" MGB (+1)	\$309.95 ea.	\$279.95 ea.
455-385 15" x 5.5" MGA, MGC, Austin-Healey 100, 100-6, 3000 and Triumph TR2, 3, 4, 4A, 250, 6	\$309.95 ea.	\$279.95 ea.



### 3-Eared Knockoffs

"Borrani" style 3-eared knock-offs will make your car look just a little different from the rest. These were often used on race-prepared sports cars of all types. Available in fine (12 threads per inch) and coarse (8 threads per inch) threads to suit almost all British sports cars except Jaguar.

Left Hand Fine Thread (12 T.p.i.)	200-315	\$59.95	Sale \$53.95
Right Hand Fine Thread (12 T.p.i.)	200-325	\$59.95	Sale \$53.95
Left Hand Coarse Thread (8 T.p.i.)	200-335	\$59.95	Sale \$53.95
Right Hand Coarse Thread (8 T.p.i.)	200-345	\$59.95	Sale \$53.95

### Bolt-On Sport Wheels

This virtually exact replica of the original Mini-Lite wheel is an attractive alternative to steel wheels, our special sport wheels give your British sports car a modern, aggressive look. All styles bolt on using existing lug nuts, except TR2-6 which use #455-354.

14" x 5.5" MGB Wheel	455-386	\$149.95	\$134.95
13" x 5" Sprite/Midget	453-065	\$139.95	\$124.95
15" x 5.5" MGA, MGB plus 1	456-045	\$169.95	\$149.95
15" x 5.5" TR2 thru TR6	456-055	\$184.95	Sale \$159.95
13" x 5" Spitfire & GT6	854-720	\$149.95	Sale \$129.95



Accessory Sale! 16 K



## MG Crested Air Filters

Too many octagons are never enough!  
Before WWII, MG cars sported literally dozens of octagons or octagonal shapes. We've counted over fifty of the traditional eight sided polygons on a 1935 MG. Although fifty octagons might be a little excessive for an MGB, your SU carbureted car will be aesthetically enhanced by a pair of these attractive accessories. Fits all 1 1/2" SU carbs.

223-290 Reg. \$32.95 ea. Sale \$27.95 ea.

## Stellings & Hellings Style Filters

Exact reproductions of the air filter first introduced in the 1950s for Healey, Triumph and MG sports cars. These brilliantly chrome plated slim line filters really look great!

223-100 for 1 1/4" SUs \$24.95 ea. \$19.95 ea.  
223-200 for 1 1/2" SUs \$24.95 ea. \$19.95 ea.  
621-500 for 1 3/4" SUs \$29.95 ea. \$19.95 ea.

## Accessory Foam Air Cleaners

The latest in aftermarket air cleaner designs. This accessory air cleaner features top quality chrome plating and washable dense foam elements. The mesh surface makes this air cleaner not only great looking but very practical as well.

Regularly \$35.15 each  
223-220 \$32.95 ea.  
223-230 \$31.95 ea.  
Oval for 1 1/4" Stromberg 223-240 \$31.95 ea.  
Round for 1 1/4" Spridgets 223-260 \$31.95 ea.  
Oval for Midget 1500 223-280 \$31.95 ea.

## Chromed Dashpot Covers

Nowadays, econobox-commuter type people look at your SU carbs and ask things like "What are those?" Add a set of our brightly chrome plated dashpot covers and they'll say things like "WOW! WHAT ARE THOSE!!!"

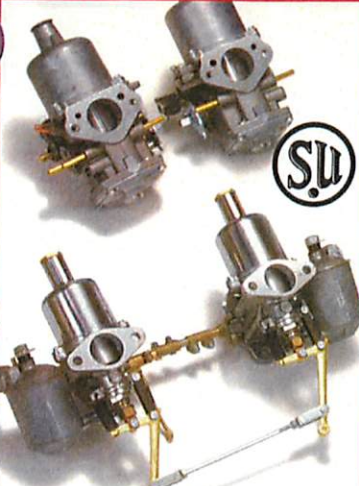
374-565 SU HS2 \$15.95 ea. \$12.50 ea.  
374-575 SU HS4 & HS6 \$15.95 ea. \$12.50 ea.  
222-385 Zenith-Strom. for MGB & TR250-TR6 \$16.95 ea. \$14.95 ea.

## MGB 1 1/4" SU Carburetor Conversion

For serious performance seekers who don't want to run a Weber, we offer a factory style competition carburetor set. This set includes two new SU HS6, 1 1/4" carburetors, intake manifold and linkage. You'll need to modify your existing heat shield to fit. We highly recommend this set-up for engines which have had cylinder work done to increase flow. Also, two-liter engine conversions will benefit from these 1 1/4" larger than standard carburetors.

366-398 Carburetor Set Reg. \$699.95 Sale \$599.95

## New Carburetors Sets



## New SU Carburetor Sets

Genuine SU carburetors are now being produced in the UK from a combination of new and original tooling. These brand new carburetors will improve the way your car looks and runs. Rebuilt carbs are nice, but after decades of abuse they'll never look or perform as well as new ones.

370-748 MG TC Carb Set	\$999.95	\$899.95
370-758 MG TD Carb Set	\$999.95	\$899.95
370-768 MG TF Carb Set	\$999.95	\$949.95
370-778 MGA 1500 Carb Set	\$1099.95	\$999.95
370-788 MGA 1600 & MkII Carb Set	\$1099.95	\$999.95
370-798 MGA Twin Cam H6 Carb Set	\$1199.95	\$1079.95
372-248 MGB 1962-'67 HS4 Carb Set	\$339.95	\$339.95
366-478 MGB 1968 HS4 w/smog pump	\$379.95	\$339.95
366-488 MGB 1969 HS4 w/smog pump	\$369.95	\$329.95
366-488 MGB 1970-'71 HS4 with smog pump & crankcase breathers	\$399.95	\$359.95
366-628 MGB 1972-'74 HIF series	\$699.95	\$629.95
370-808 TR2 H4 Carb Set	\$1199.95	\$1129.95
370-818 TR3-TR3A H6 Carb Set (Threaded banjo fuel line connectors.)	\$1199.95	\$1129.95
370-828 TR3A-TR3B & TR4 (early) H6 (Push on fuel line connectors.)	\$1099.95	\$999.95
370-838 TR4 HS6 Carb Set	\$545.65	\$495.95
370-798 Austin-Healey 100-M HS6	\$1199.95	\$1079.95
370-888 Austin-Healey 3000 B17 HS6	\$549.95	\$495.95
370-898 Austin-Healey 3000 B18 HD8	\$1129.95	\$1059.95
370-708 Sprite MkII, Midget MkI	\$379.95	\$349.95
370-718 Sprite-Midget 1098, 1963-'66	\$379.95	\$349.95
370-728 Sprite-Midget 1275, 1967	\$379.95	\$349.95
370-908 Sprite-Midget 1275, 1968-'69	\$439.95	\$399.95
370-928 Sprite-Midget 1275, 1969-'71	\$439.95	\$399.95
370-938 Sprite-Midget 1275, early 1972	\$509.95	\$459.95
370-948 Sprite-Midget 1275, 1972-'74	\$439.95	\$399.95

## MG Crested Carburetor Caps

These very distinctive solid brass dashpot damper caps make any engine compartment unique. Your original damper rod must be re-used and pressed into the new cap. Sold as a set of two.

370-735 \$19.95 Sale \$17.95

## Shorty Ram Pipe Set

A traditional accessory which fits all 1 1/2" SU carburetors. Improves breathing, and looks great too! Set of two.

372-410 Reg. \$31.95 Sale \$24.95

## High Performance Ram Pipe Set

Most air horns are for looks, these are for serious performance. Using the same full radius design as those supplied to the Toyota Atlantic Series and the factory Dodge Viper team, our TWM racing air horns are the highest flowing design available for SU and Zenith Stromberg applications. Precision manufactured, light weight and robust. They measure two inches from mounting flange to bell. Try them on the dyno and you won't want anything else. Sold individually.

222-970 1 1/2" SU Carburetors \$229.95 \$219.95  
222-975 1 1/4" SU Carburetors \$229.95 \$219.95  
222-980 Zenith-Stromberg Carbs Regularly \$44.95 each Sale \$40.50



## K&N Air Filter & Plate Sets

K&N reusable air filters combine the best filtration available with a free-flow design that won't rob power. Filter plate sets include two pre-oiled K&N air filters and an attractive cast aluminum cover plate. This set completely replaces your original air filter canisters.

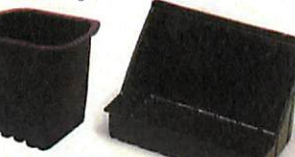
222-910 MGB \$144.95 \$129.95 (Requires original air filter base plates)  
222-930 Midget \$169.95 \$149.95  
222-920 Sprite \$169.95 \$149.95

**SALE ENDS 12-30-97**

## PriorityStart!

Automatic starting protection when you need it!  
PriorityStart automatic starting protector monitors battery voltage. If there is a drain taking place (headlights left on, interior light, short in system), at a predetermined level it automatically disconnects the battery leaving enough voltage to start the vehicle. When the operator inserts the ignition key and turns it to the on position, the unit senses this and automatically reconnects the load. The vehicle starts, you've not had a dead battery. There are no switches, no buttons to push, and no hard wiring. Attaches simply using a plastic strap.

459-350 Reg. \$79.95 Sale \$69.95



## Battery Box Liners

Our British cars rust enough on their own without the help of leaking battery acid. Moss has a comprehensive line of tough corrosion-proof battery box liners. For MGBs, the liner includes a strong lip running around the top, so it will work even if the original battery box has completely rotted away.

241-010 TR2-3B \$36.95 \$25.95  
241-020 TR4-6, MG TD-TF \$36.95 \$25.95  
241-020 Sprite/Midget to 1967 \$36.95 \$25.95  
241-040 MGB (chrome bumper) \$32.95 \$27.95  
241-050 MGB (chrome bumper) \$39.95 \$33.95  
241-030 Spitfire, GT6 \$18.95 \$16.50

## Lucas Battery Switches

Genuine Lucas battery cut-off switches make servicing and long term auto storage a lot simpler, and makes a worthwhile theft deterrent. Battery mount switches come in either positive or negative ground versions.

145-780 Negative Ground \$115.95 \$102.95  
145-790 Positive Ground \$104.95 \$89.95

## Racing Battery Switch

The ultimate battery master switch. Although primarily intended for competition use, this rugged switch can be used on any car. The removable key makes a good theft deterrent. Switch includes an attached rubber cap to keep dirt and water out when the key is removed. Conforms to FIA requirements for motor sport.

145-785 Reg. \$71.95 Sale \$59.95

## Lucas Sports Coil

If you want improved ignition performance AND the originality of Lucas electrics, the sports coil is for you. 40,000 volt output gives more reliable starting power, and greater performance at high rpm. Use with non-ballasted ignition systems only.

143-200 Reg. \$40.35 Sale \$32.95

## Engine Bay Accessories



## Alloy Valve Covers

Muffle valve train noise while dressing up your engine bay with a heavy cast alloy valve cover.

224-240 MG T-Series Polished Tappet Cover	\$52.95	Sale \$41.95
224-508 MGA & MGB Polished Ribbed Cover (no breather vent)	\$79.95	Sale \$64.95
224-490 MGB Black Ribbed Texture Finish Cover	\$74.85	Sale \$59.95
224-530 Midget/Sprite Polished Ribbed Cover ('61-'74)	\$57.95	Sale \$48.95
224-550 Midget 1500 Polished Ribbed Cover	\$76.95	Sale \$63.95
224-560 Spitfire MkIV & 1500 Black Cover with Polished Ribs	\$99.95	Sale \$86.95
852-115 TR2-TR4A Polished Ribbed Cover with "Triumph-Tune" Logo	\$169.95	Sale \$154.95
852-125 TR2-TR4A Polished Ribbed Cover, no logo	\$149.95	Sale \$129.95
223-250 TR250/6 Black Ribbed Cover with "Triumph-Tune" Logo	\$169.95	Sale \$139.95
223-340 TR250/6 Polished Plain Cover	\$159.95	Sale \$145.95
223-360 TR250/6 Polished Ribbed Cover with "Triumph-Tune" Logo	\$174.95	Sale \$159.95
852-095 Austin-Healey 100-4 Polished Cover with Quick-Release Cap	\$239.95	Sale \$214.95
852-100 Austin-Healey 100-6 & 3000 Polished Cover	\$204.95	Sale \$179.95

## Valve Cover Thumb Nuts

Decorative knurled thumb nuts improve the appearance and add functionality. Fits Sprite-Midget (except 1500), MGA and MGB. Set of 2. 460-118 \$15.50 \$12.00



## Mity Mite On-Board Battery Charger

FEATURES:  
• Attaches permanently to battery tray or fender well, mounting hardware included.  
• Molded plastic sealed case resistant to water, gasoline, oil, solvents and acids.  
• Charges & maintains 12-volt batteries.  
• Totally automatic, if the battery drops 1 volt, the charger switches on, when fully charged it switches itself off.  
• Every sports car owner who only uses his car part of the year needs one of these. Deep discharge of any wet cell battery appreciably shortens its life. Operates at any regular 110-volt outlet. Unit remains in car.  
DIMENSIONS: 3 1/4" x 3 1/2" x 1 1/2"  
386-245 Reg. \$49.95 Sale \$43.95



## Logo Fender Covers

Protect your umpteenth-thousand-dollar paint job from belt buckles, buttons, dropped parts and tools. Our inexpensive, top-quality fender covers are imprinted with the logo of your favorite marque. The padded foam rubber backing protects your car's finish from spills, scratches or small dents.

241-725 MG Logo \$19.95 \$14.95  
241-745 Triumph Logos \$19.95 \$14.95  
241-735 Austin-Healey Logo \$19.95 \$14.95  
241-755 Jaguar Logo \$19.95 \$14.95

## Spin-On Oil Filter Adaptors

Cleaner oil changes will result if you change your engine from the messy original canister filter to a modern spin-on filter. Moss Motors' adaptor kits are designed for their specific applications. Each kit includes all necessary pieces for installation. Use only spin-on filters equipped with a bypass relief valve like our #235-880, sold separately.

635-840 Austin-Healey \$29.95 \$23.95  
235-875 Spridget 948-1275 \$84.95 \$69.95  
635-828 TR2-4A \$27.95 \$21.95  
635-820 TR250/6 & GT6 \$51.90 \$40.95  
635-830 TR7 \$25.25 \$19.95  
235-940 MGA-MGB to '67 \$33.50 \$24.95  
235-865 TD & 11 \$64.95 \$49.95

Accessory Sale! 16M

Accessory Sale! 16L

Toll-Free Order Phone  
**800-667-7872**  
24 Hour Fax  
**805-692-2525**



## Performance Accessories

### Oil Cooler Components

Oil not only lubricates, but also conducts heat away from critical engine components. Lower engine oil temperature translates to lower overall engine temperature. If you live in a hot climate, or like to drive your sports car hard, an oil cooler will definitely prolong the life of your engine. We offer 13-row oil cooler kits for TR2-6 with economical rubber hose or heavy-duty braided stainless steel hose options. These kits as well as the Austin-Healey and stock MGB kits come complete with radiators and are simple to install. Our TR250-TR6 kits incorporate an integral spin-on oil filter adaptor to avoid clearance problems. (Filter element must be purchased separately.) Our Spitfire kits are available with rubber hoses, but are supplied without the radiator. For these kits, choose either a 10-row radiator for road use on 1500s and competition use on 1300s, or a 16-row for competition use on 1500s. Install an oil cooler system and run cooler!

635-465 TR2-TR4A Complete Oil Cooler Kit with Stainless Steel Hoses	\$199.95	Sale \$179.95
635-298 TR2-TR4A Complete Oil Cooler Kit with Rubber Hoses	\$189.95	Sale \$159.95
635-475 TR250-TR6 Complete Oil Cooler Kit with Stainless Steel Hoses (Kit incorporates spin-on oil filter adaptor.)	\$229.95	Sale \$189.95
635-855 TR250-TR6 Oil Cooler Installation Kit with Rubber Hoses (With spin-on filter adaptor, order cooler radiator separately)	\$184.95	Sale \$174.95
235-880 Spin-On Oil Filter (For TR250-TR6 Kits)	\$7.65	Sale \$5.95
635-485 Spitfire MKIV & 1500 Oil Cooler Installation Kit	\$85.55	Sale \$69.95
235-915 10-Row Oil Cooler Radiator for Spitfire Installation Kit	\$89.95	Sale \$69.95
235-995 16-Row Oil Cooler Radiator for Spitfire Installation Kit	\$121.95	Sale \$104.95
635-808 Austin-Healey 100, 100-6 & 3000 Complete Oil Cooler Kit	\$179.95	Sale \$149.95
235-920 MGA Complete Oil Cooler Kit with Rubber Hoses	\$143.95	Sale \$125.95
235-920 MGB '63-'74 1/2 Complete Original Oil Cooler Kit	\$143.95	Sale \$125.95
235-990 MGB '74 1/2-'80 Complete Original Oil Cooler Kit	\$139.85	Sale \$119.95

mos



1-800-667-7872 Toll-Free Order Phone



### Stainless Steel Exhaust Systems

Guaranteed to be the last system you'll need for your car, our stainless steel systems also sound right and fit properly. Constructed entirely of top quality stainless steel, this is the system for your car if you live where winter road conditions are harsh. Includes everything you need from the manifold flange back, except clamps and hangers. Guaranteed for life against corrosion only.

MG TC	454-508	\$249.95	\$224.95	Spitfire '73-'74	862-180	\$269.95	\$229.95
MG TD-TF	454-528	\$219.95	\$199.95	Spitfire '75-'77	862-190	\$269.95	\$199.95
MGA 1500-1600	454-875	\$182.95	\$164.95	(Fits Fed spec cars to FM6000S)			
MGA Twin Cam	452-100	\$274.95	\$244.95	Spitfire '77-'80	862-200	\$245.95	\$219.95
MGB 1963-'74	454-560	\$254.95	\$229.95	(Fits Fed from FM6000s and CA '75-'80)			
MGB 1975	454-570	\$224.95	\$199.95	Healey 100-4	850-015	\$209.95	\$184.95
MGB 1975-'80	454-745	\$204.95	\$189.95	100-6-3000 B17	610-120	\$329.95	\$299.95
Triumph TR2-TR4	860-100	\$234.95	\$209.95	Healey 3000 B18	850-005	\$489.95	\$439.95
TR4A Single Muffler	860-120	\$349.95	\$309.95	XK 120 Rdstr	860-170	\$419.95	\$369.95
TR250-TR6 '68-'71	860-200	\$299.95	\$259.95	(120M system supplied, fits under crossmember)			
TR6 '72 (single head pipe system)	860-210	\$319.95	\$279.95	Xk120 FHC & DHC	870-175	\$329.95	\$279.95
TR6 '73-'76	860-220	\$319.95	\$279.95	Jaguar XK140-150	860-190	\$469.95	\$419.95
				(Dual muffler system, for standard gearboxes)			

Accessory Sale! 16 N

### Mallory Dual Point Distributors

Mallory's classic dual point distributor is a favorite among performance minded enthusiasts. It produces a better spark than original Lucas distributors, and its mechanical advance system can be tailored to suit any engine tune. The Mallory dual point is particularly well suited to Weber carb installations.

143-180 4-Cylinder Distributor (All except TR7 & Spitfire) Reg. \$208.95 Sale \$179.95

543-040 6-Cylinder Distributor (All except TR250/6) \$209.95 \$179.95



### Crane XR-700 Electronic Ignition

Replace your troublesome points and condenser with this easily installed kit. Crane electronic ignition systems are famous for their reliability. Expect faster starts, cleaner running and better performance at all engine speeds. Reg. \$119.95

222-680 Electronic Ignition Sale \$109.95 (point-type distributor, negative ground)  
222-688 Electronic Ignition Sale \$109.95 (point-type distributor, positive ground)  
222-325 Electronic Ignition Sale \$107.95 (original electronic ignition distributor)

### Ignitor Electronic Ignition

- The solution to your Lucas distributor woes.
- Completely self contained. No external control boxes to mount or clutter your engine compartment.
- Greatly simplified installation. Only two wires to hook up.
- No permanent modifications involved.
- No points to set or change. Engine timing remains "spot on" far longer.
- Hall effect sensor is impervious to dirt, dust, moisture, or vibration and retains stock advance curve.
- Unaffected by distributor shaft wear, maintains firing accuracy to within 1/2°, reduces spark scatter over the full rpm range.
- Full one year warranty.
- Fits negative ground electrical systems only.

MGB (points-type), MGA, Sprite/Midget (except 1500), and Triumph TR3-4A with 25D distributor 222-405 \$99.95 \$84.95

Austin-Healey 3000 and Jaguar X16 with 22D6 distributor 222-415 \$99.95 \$84.95

Triumph TR250-TR6 with 22D6 distributor 222-395 \$99.95 \$84.95

MGB 1975-79 with Lucas 45DE4 distributor and integral amplifier 222-425 \$99.95 \$84.95

MGB 1962-'71 Replacement Distributors  
Fits Lucas #1427E type 45D4 distributor, our part #143-110 222-435 \$99.95 \$84.95

Triumph TR7 and MGB '76 on with DM4 distributor with remote amp. 222-475 \$99.95 \$84.95



### Weber Downdraft Carburetor Kits\*

Our Weber Downdraft carburetor conversion is a complete kit including carburetor(s), manifold, air filter(s) and linkage tailored for your car. The ideal road use conversion, this setup gives improved full-throttle performance without sacrificing fuel economy or drivability or "around town" speeds. Simple to install, no modifications are required to your existing linkage. Works with either stock cast-iron exhaust manifold or tubular headers 1974 1/2 thru '80 MGBs must use either the early stock exhaust manifold, or tubular header. A very practical conversion for everyday use. Buy now and get that famous Weber performance!

222-260 MGB '62-'74 1/2 (Single carb, manual choke) \$489.00 \$449.00  
222-265 MGB '74 1/2-'80 (Single carb, auto choke) \$489.00 \$449.00  
222-420 Triumph TR250-TR6 Dual Down Draft Kit \$879.00 \$829.00  
222-365 Air Filter for Weber Down-Draft Carbs \$34.95 \$30.50  
222-275 Sprite/Midget 1275cc. Down-Draft Kit \$489.00 \$449.00  
222-255 Midget-Spitfire 1500 (Water Auto. Choke) \$489.00 \$449.00

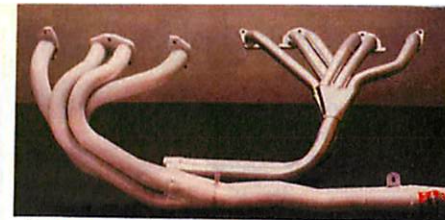


### MGB "Peco" Exhaust System

Rated as the best exhaust system for effectiveness, quality, and reliability in "How to Power Tune MGB 4-Cylinder Engines" (Moss #213-175), this system typically boosts mid-range power at the wheels by 5 b.h.p. Pipes are slightly larger in diameter than stock, and the single muffler is larger than standard. Silencing ability is excellent, producing a deep, powerful, but not unpleasant exhaust note.

459-035 Muffler & Pipes \$209.95 Sale \$179.95  
459-045 Exhaust Header \$169.95 Sale \$149.95

\*Amendments to the Clean Air Act make it illegal for anyone to change or alter the emission control system of any automobile in the United States except cars used exclusively for off-road use.



### Performance Exhaust Headers

Our range of UK, US and Italian-made tubular exhaust headers are suitable for either vintage racing or the sporting enthusiast looking for a little extra performance through improved engine breathing and reduced back pressure. All of our headers are carefully jig-welded and designed for maximum performance. However, they do require some hand fitting and port matching, particularly for racing applications.

452-060 Sprite-Midget 948cc Header	\$188.95	\$159.95
452-065 Sprite-Midget 1098/1275cc Header	\$219.95	\$179.95
452-070 Midget 1500cc Header	\$219.95	\$189.95
454-855 MGA Exhaust Header	\$269.95	\$239.95
459-010 MGB Exhaust Header to 1974	\$159.95	\$139.95
459-015 MGB Stainless Steel Exhaust Header	\$239.95	\$209.95
865-018 Triumph TR2-TR4 Exhaust Header	\$199.95	\$169.95
865-045 Triumph TR3A-4A Stainless Steel Header (superior design, fits from TS 50001 on)	\$329.95	\$294.95
865-035 TR6 Exhaust Header (Dual head pipes.)	\$224.95	\$199.95
865-040 Triumph TR7 Exhaust Header	\$139.95	\$109.95
865-130 Spitfire Exhaust Header 1300 '67-'72	\$149.95	\$134.95
865-140 Spitfire Exhaust Header 1500 '73-'80	\$164.95	\$139.95

\*Amendments to the Clean Air Act make it illegal for anyone to change or alter the emission control system of any automobile in the United States except those used exclusively off-road.



### Performance Free-Flow Exhaust Systems

Give your car an aggressive look, as well as the deep mellow exhaust note characteristic of high performance sporting vehicles! These are highly refined systems designed to give you an increase in both horsepower and gas mileage by reducing exhaust gas back-pressure. Constructed of heavy gauge steel, black with chrome-tipped ends.

454-595 MGB 1963-'74 1/2 Free-Flow Exhaust	\$164.95	\$149.95
454-555 MGB 1974 1/2-'80 Free-Flow Exhaust	\$172.95	\$159.95
452-040 Sprite-Midget (Except Bugeye & 1500)	\$109.95	\$99.95
452-050 Midget 1500 Free-Flow Exhaust System	\$164.95	\$149.95
864-000 Triumph TR2-TR4 Free-Flow System	\$164.95	\$147.95
865-050 Triumph TR250-TR6 (single head pipe)	\$219.95	\$199.95
865-055 Triumph TR6 (dual head pipe) System	\$284.95	\$254.95
865-120 Spitfire MKIV and 1500	\$259.95	\$234.95
071-958 Triumph TR7 Free-Flow Exhaust System	\$169.95	\$149.95
021-133 Austin-Healey 100-6 thru 3000 B17	\$209.95	\$179.95

\*Amendments to the Clean Air Act make it illegal for anyone to change or alter the emission control system of any automobile in the United States except those used exclusively off-road.

### Hayden Electric Fans

Keep your engine cool with a high airflow electric fan from Moss. Easy to install, these fans may be set up to run in either "pusher" (in front of the radiator) or "puller" (behind the radiator) configuration. The 10" fan requires a clear mounting area of at least 10 1/2" x 11 1/2", while the 12" requires at least 11 1/2" x 12 1/2". We suggest the 12" fan for Triumph TR2 thru TR6, and the 10" fan for all other British sports cars we sell parts for. Includes hardware and instructions. The preset temperature control will turn the fan on at 185°F and off at 170°F.

231-688 12" Kit	Reg. \$139.95	Sale \$119.95
231-678 10" Kit	Reg. \$129.95	Sale \$109.95

Accessory Sale! 16 O



### Rolling Dolly Storage System

The fast and easy way to move a car in any direction. Set a dolly in front of each wheel, roll the car forward onto the dollies and its ready to move anywhere in your garage or workshop. You can use two dollies and a floor jack or four, one for each wheel. The best system we've ever seen to help maneuver cars in a tight space.

900-161 Dolly Pair \$189.95 Sale \$159.95

### High Tech Wheel Chocks

Put those small bits of 2 x 4 in the fireplace where they belong and start using proper wheel chocks. These cleverly crafted wheel chocks have ridges on the ramp area and rubber pads under the leading edge to help your tires "bite-in" to the garage floor. Always carefully chock two wheels when working under a car, and keep proper wheel chocks on hand for the job. Those bits of wood just aren't safe.

900-150 Pair Reg. \$15.25 Sale \$12.50

### Professional Quality British Whitworth Wrenches

All MG T-series and Austin Healey 100-4s were manufactured using British Standard nuts and bolts. If you have these or any other vehicles which use this peculiarly English pattern hardware, you need our professional quality chrome vanadium wrenches.

**Combination Wrench Set**  
7 piece set, includes 1/4", 3/16", 1/8", 3/16", 1/4", 1/2", 3/4" wrenches.  
385-108 \$77.95 Sale \$65.95

**Long Open End Wrench Set**  
4 piece set, includes 1/4 x 3/16", 1/4 x 1/2", 3/8 x 1/2", and 1/2 x 3/16".  
383-608 \$39.95 Sale \$29.95

**Box Wrench Set**  
3 piece set, includes 1/4 x 3/16", 1/4 x 1/2" and 3/8 x 1/2".  
384-408 \$39.95 Sale \$29.95

### Whitworth Sockets & Sets

Fully guaranteed professional quality chrome vanadium sockets.

3/8" Drive 7 Piece Set  
381-608 \$72.50 Sale \$59.95

1/2" Drive 5 Piece Set  
382-308 \$46.95 Sale \$35.95

### Oberg Tilt Lift

It never fails. No matter what angle you hang an engine from its sling, it will be wrong. Unfortunately, most cars require the engine to be installed in an arc. This chore is hard enough with help, but it's nearly impossible without. Tilt Lift is a product which enables you to remove or install an engine alone. Tilt Lift allows easy adjustment of an engine's lift angle through a full 90 degrees of movement. Adjustment is easy, employing your 1/2" ratchet, and the 2,000 pound capacity—with a 3:1 safety load factor—is more than enough for any modern engine/transmission combination. A positive lock ensures the engine stays put. Tilt Lift's all steel construction ensures durability, and its small size (weighing only four pounds) makes it perfect for small work areas. The mounting cleats are adaptable to any engine. Reduce the risk of personal injury, or damage to your car with a Tilt Lift.

386-730 Tilt Lift Reg. \$74.95 Sale \$64.95

### Oil Soak-Up Mat

Just what every British car owner needs. Manufactured of 100% nonwoven fibers of polypropylene, our spill mat holds over two gallons of oil. Its slip-free sealed poly backing keeps oil away from the floor even when saturated.

Three by five foot mat can be trimmed to size with scissors. Perfect for garage floors, work benches, toolbox drawers, or anywhere spills and drips occur.

221-605 \$19.95 Sale \$16.95

### Bio-Degradable Cleaner

This is an industrial strength gas tank cleaner that allows you to clean out your car's gas tank yourself. We recommend using this cleaner in conjunction with our etching liquid when planning to seal a tank. 1-gallon jug.

220-620 Cleaner Reg. \$29.95 Sale \$23.95

**SALE ENDS  
DECEMBER 30, 1997**

## Tools!



### Mityvac

"A useful little sucker." Bleeding hydraulic systems has always been problematic. Wouldn't it be nice if you could use a vacuum to draw fluid through the system, or perhaps generate just a wee bit of air pressure at the master cylinder to force fluid through empty lines? Mityvac is the answer. This clever hand vacuum/pressure pump comes with in-depth instructions for not only brake bleeding but also a wealth of other ideas of how Mityvac Kit can help you do the job, quickly.

386-215 Reg. \$39.95 Sale \$34.95

### SU Tool Kit

An assortment of handy tools for the home mechanic. Suitable for all cars with SU carbs. Instructions included.

386-300 Reg. \$15.95 Sale \$10.95

### Gunson's Colortune

Take the guesswork out of mixture adjustment on your carburetors. Different fuel/air mixtures burn with different colors. If you can see the color, you know how rich or lean your engine is running. Colortune is a glass topped spark plug which allows you to see the color of combustion in your cylinders. Colortune takes the guesswork out of mixture adjustment. The complete kit includes a special glass topped spark plug, reflective viewing system for difficult plug locations, cleaning supplies and an information packed wall chart which includes a three step tuning procedure complete with troubleshooting guide.

386-210 Colortune Reg. \$51.95 Sale \$41.95



### Ezebleed Kit

Ezebleed makes brake bleeding a one person job. The kit includes a pressure vessel to hold new fluid, a pipe with interchangeable caps to fit most hydraulic master cylinders and an air hose to connect to a tire. Hook it up, open your brake bleeders one at a time until clean airless fluid comes out, and you're done! Instructions are included. Kit does not include caps for MG TD-TF, Triumph TR250-6 & Jaguar XK 120-140.

386-868 Ezebleed Reg. \$45.95 Sale \$39.95



take place pre-breakfast, but at a more civilized 11:00 am or so, usually on Saturday. The fact that a very high proportion of visitors actually camp on site tends to mean very late nights on Friday and Saturday, and hence not very early mornings! A number do elect to stay in local hotels, but irrespective of the cost-saving involved, the great majority prefer to say on site to capture the full flavor of the whole event, and also so they do not have to worry about drinking and driving laws, when returning to hotels after the evening's festivities.

Few people attending a show will normally have traveled more than 150 miles.

The timetable of organized events commences with a 'getting-together' with both old and new friends, on Friday evening, in one of the large halls, with music by a band, sometimes a jazz band, but this year a rock band led by a Dutch TR member. The ale flows as more and more people arrive, set up camp and come to renew acquaintances, barbecues are lit and yarns are told. The traders meanwhile are busy laying out their TR wares in the largest hall, which is locked and security guarded overnight to prevent any temptation. The trade stands open to the general membership from 9:00 a.m. to 5:00 p.m. each day, and if you can't find it there for your TR Triumph then it doesn't exist! Moss (U.K.) sport the largest stand, not surprisingly, as the principal suppliers of new parts for the cars.

Saturday morning usually sees a rush to the trade stands when they open, for any bargains, with the convoy runs departing mid-morning. A coach or two is laid on for non-enthusiasts to go on either a mystery tour, or to visit some local area of historic or other interest. A gymkhana or out-ofest runs through the afternoon in the main show ring, and in addition, many local groups will organize their own events, open to all comers, such as 'tossing the crankshaft', or 'tug-a-TR', where a team of six pullers see how fast they can tow a dead TR around a given course. The kids have a properly organized crèche plus lots of on site activities, treasure hunts, bouncy castles, etc. and the bars and food vendors do brisk business throughout the day. By late afternoon when the trade hall shuts, the barbecues are coming to life, the fine corks are being drawn and a garden party atmosphere prevails. All the while new arrivals are presenting their TRs at the gate, and paying a mere £7 (\$12) for a wonderful weekend's entertainment. During Saturday evening a giant video screen comes to life with feature films for the children and the more staid visitors, while the young at heart get fired

up for one of the greatest TR institutions, the five hour discotheque run by Andy Canning, now in its 20th (or more) year. First however, there is an overseas visitors' reception, where the TR Register committee invites all overseas guests to a glass or two of wine and snacks, plus an address from Ian Evans, the Chairman of the club. Don't miss this hour-long chance to fraternize with TR owners the world over if you ever come to "International TR Weekend" from the U.S.A. By 9:00 p.m. the disco is really warming up, barbecues are dying down and we 40 and 50-year-olds are pretending it's 1968 again, although there is plenty of later music for young folk as well. Unlike some U.S.A. events, there is no attempt at any type of formal dinner. The sheer number of people would make this impossible, so the speech-making waits until prizegiving time on Sunday.

Early on Sunday, concours cars are assembled in one of the main halls, and the final polishing begins prior to judging. Concours seems to take a smaller and smaller part in the proceedings these days, and this year there were no more than 20 TRs entered in total, not many as appropriation of the 750 cars present. Indeed some classes had no entrants at all! Having a good time with friends and talking TRs is the order of the day, which is not to say that there aren't a lot of superb condition TRs on site—hundreds in fact. What seems to be happening is that people are no longer interested in the competitive aspect of concours, and won't enter. Something else we have is an 'anti-concours', known as the 'wooden spoon' prize. This is always hotly contested and goes to the TR in the worst condition that actually manages to be driven on the road to the event! Sunday is a day for further autjumbling, inspecting the hundreds of TRs in the car park, and more autfest and gymkhana-type events, as well as lots of local group events. There really is a lot going on—much too much to be able to take it all in! One thing we don't have, which is a pity, is an auction, whether on a 50/50 or 75/25 basis. Maybe we'll get this started soon, as I've enjoyed the one I've been to in the U.S.A. However, we have recently instituted a treasure hunt and a photo rally should soon follow, both ideas I've seen in action across the Atlantic. Prizegiving starts at 4:00 p.m., usually hosted by our President, Graham Robson, and it can take up to an hour as there are prizes for almost everything. Once this is over, it is time to dismantle everything for another year, though an increasing number do stay over until Monday morning on an informal basis. By Sunday evening I usually realize that I have been on my feet for almost 48 hours except for a bit of sleep, but it has all been more than worth it, for Rosy Good and her very professional team have put on a superb event, one which gets better every year—if you're a TR enthusiast, you should try it sometime!



Accessory Sale! 16 P



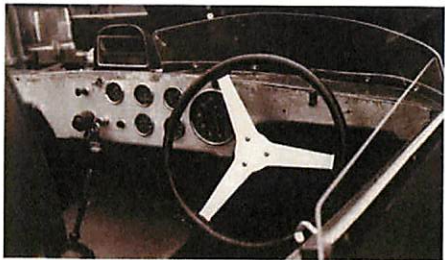
## Jomar—The American TVR Dennis Ortenburger

Of all the specialist British car makers of the 1950s, the TVR Company, of Blackpool, Lancashire had the most intimate relationship with America. In fact, the company's early survival was due primarily to one Ray Sidel who was the proprietor of the Merrimack Street Garage in Manchester, New Hampshire.



Ray's father opened the garage in the 1920s and went on to become a dealer for several American makes including Hupmobile and Oldsmobile. Ray took over after his father's death and by 1957 he'd added Triumph, MG, Mercedes-Benz and Alfa Romeo into the bargain!

Ray was obviously an enthusiast who started racing in the early fifties with an HRG. Then came an Allard J2X in 1953 and with it a New England Region SCCA C Modified Championship. Sidel was always on the lookout for the latest in racing cars and was intrigued by an advertisement in the August 1953 issue of *Autosport* magazine.



He took note of the TVR Engineering Company who claimed they were building a chassis which was suitable for engines up to two liters but weighed only 64 pounds! An inquiry confirmed availability of the chassis which was being built to accommodate the new, all alloy, Coventry Climax overhead cam 1098cc racing engine. He needed no further information and placed an order on the spot. Lucky thing too, because TVR had invested most of their assets on the magazine ad and their ability to pay the welder came in the form of Sidel's check!

TVR had been building chassis for several years, with a variety of engines. Bodies were either custom built alloy shapes or any one of several fiberglass offerings of the time. Clothing the chassis presented no problems for Sidel because he employed a panel beater who had already bodied several earlier race cars in the Merrimack Garage stable. These cars carried



**Clockwise from above:** The three-quarter front view shows contours common to TVR's for the next 20 years which features a forward opening hood and low mounted air intake. The Stage Two Coventry Climax racing engine. The Jomar's cockpit and instrument panel dominated by the huge tachometer. Rear view shows head fairs and trunk which is filled with spare tire.

JOMAR badges after Sidel's daughter Joanna (JO) and his son Marc (MAR). Oddly enough the TVR marque name originated from three letters of its founder, Trevor Wilkinson's first name!

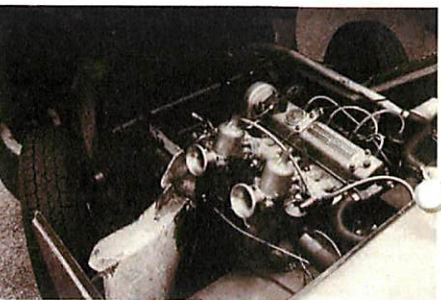
Sidel had good reason to be excited about the TVR chassis. It was a very basic box tube affair with structures at both ends to accept the VW-based torsion bar independent suspension. Despite its minimalist appearance, the chassis was commendably rigid, and the suspension, never mind its humble origins, yielded very good handling. Of course, a weight (less fluids and body) of about a thousand pounds helped matters considerably. The brakes, incidentally, were large Alfins (firmed aluminum drums with cast iron liners).

Sidel was delighted with the first chassis received and placed an order for two more. His men shaped a simple all roadster body, added a roll-bar and headed for Thompson Raceway for testing. Alas, a few laps at speed resulted in a broken kingpin and several tube failures at the brazed joints.

A panic communiqué resulted in redesigned steering joints and new weld specifications. The second and third chassis were built to include the modifications and Sidel had these clothed in similar fashion to number one. Eventually all three were sold off to other racers with number two going to Bob Columbusian of Columbo's Yoghurt fame. Although TVR supplied the chassis the cars were badged as Jomars.

However, by then, Ray Sidel was at once pleased and disappointed with TVR. He liked their innovation and the power to weight ratio of their chassis, but he was dismayed at their lack of development and their, sometimes, substandard building methods. He fired off a list of suggested improvements which, to his satisfaction, were incorporated in the next generation of TVRs. Interestingly enough, these new cars

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## Troubleshooting Electrical Problems, Part II

Art Pfenninger

Last issue we heard the first part of the story from Art. Now he continues...

### Ballast Resistor

The purpose of the ballast resistor is to reduce voltage going to the coil. Not all cars have a ballast resistor. If your coil has three wires connected to it chances are that one of them is for a ballast resistor. If the ballast resistor is bad the car may start but die out immediately. There isn't much you can check. Try grounding the thin wire that runs from the coil to the distributor—it's the CB or negative side of the coil. Then with the ignition switch turned to the on position (not the cranking position) measure the voltage from the + side of the coil. You should get a reading of about five to seven volts. If less than five volts it's not getting enough power which may mean a bad ballast resistor.

### The Coil

There are three things that you want to check for with the coil. The first is the internal resistance. Disconnect all wires going to the coil. Set the multimeter to the lowest ohms scale. Now with the meter connected to the + and - side of the coil you should get a reading of about one and a half to three ohms. Much higher or lower than this indicates a bad coil. Next check the secondary circuit. Set the meter to the high scale and put one lead on either the + or - terminal. Put the other lead into the terminal at the top of the coil. You should get a reading between 6000 and 30,000 ohms. This is one of those tests that I mentioned in the beginning of the article that you should do before you have a problem. Make a note of what your reading is and what scale that you got the reading on. Then in the future when your coil is in question you will know what to expect. The last test is for an internal ground. Set the meter to the high ohms scale and connect one test lead to either the + or - side of the coil and put the other lead onto the case of the coil. The needle should not move at all. If it does the coil is internally grounded and must be replaced. A tip for MGA owners is to make sure that the coil does not rest directly on the generator. The vibration has a nasty habit of boring a hole through the case of the coil causing the power to arc from the coil to ground.

### The Points

To test the points all your coil wires should be hooked back up and your ignition switch on. The first check is to

make sure that you are getting power to the points. With the distributor cap still off, open the points. This can be done as you did above by turning the engine with the key or solenoid switch. Turn the multimeter to the DC volts scale and touch the probes to the points. One on the movable point and the other end to ground. You should get a reading of about 12 volts. If not, then you are not getting power to the points. If you have 12 volts up to the coil then check the thin wire from the CB (-) side of the coil to the points, you may have a break in it. Assuming you are getting power, you want to check the condition of the points themselves. To test the points, turn the engine until the points are separated. As in the test above, hold the coil wire about a quarter inch from the engine. With a screwdriver touch the movable point to the metal plate below. What you are doing at this point using the screwdriver as the points. If you now get a good spark coming out of the coil wire that you didn't have before it means your points are bad, and they need to be replaced or cleaned. To clean them, close them up (to put tension on them) and put a piece of paper between the points. Pull the paper through a few times. This should remove any oil that has gotten on the points. Although not recommended you may want to substitute fine sandpaper to clean the points. If you weren't able to get a spark even after substituting the points with a screwdriver you'll need to check the condenser.

### The Condenser

The last stop along the primary circuit is the condenser. It is a small cylinder about 3/4 of an inch long, with one little wire coming out of the top of it. It's usually mounted on the inside of the distributor, but can be found on the outside of Mollory distributors. Disconnect the wire and hold the condenser so that it doesn't make contact with any metal. With the points are still open, touch the movable point and the base plate with a screwdriver as before. If you get a spark at the screwdriver point you probably have a bad condenser and need to replace it. A further check can be made with the multimeter. This time the condenser should be screwed back down so that it's touching metal but with the little wire still disconnected. Set the meter to the DC volts scale and measure the voltage from the disconnected small wire to the screw on the distributor that the wire is normally connected to. If you get any voltage reading then the condenser is bad and must be replaced.

That's about it for the primary circuit, and most of the time you should have

found the problem. The secondary circuit has fewer components and usually is not the cause for starting problems.

### Secondary Circuit

In order to check the secondary circuit the primary circuit needs to be functioning correctly. The check of the secondary circuit for the most part is done by visual inspection. Since there are only a few things to check in the secondary circuit it should go fairly quickly. Start by examining the condition of the spark plug wires. If they are greasy or wet, dry them off. If they are brittle or cracked, replace them. To check the internal condition of the wires you will need a multimeter. Connect one lead to each end of the wire and set the multimeter to the ohms scale. What you are going to do is measure the resistance of the wire. You should get a reading of about 8000 to 10,000 ohms per foot. Twist and bend the wire a little while watching the meter. If the reading drops to zero, the wire has a break in it and will need replacing. Next remove the distributor cap and look inside. Make sure there are no carbon tracks inside the cap. Carbon tracks look like black lightning lines that go between the spark plug wire terminals inside the cap. These carbon tracks work like a printed circuit board and conduct electricity, which will short things out. If you find any, the cap needs replacing as well as the spark plug wires. In a pinch you might be able to scrape or wash the tracks off to get the car running. Pull the rotor out of the center of the distributor and sand it down a little and wipe it off. If it's been raining or is damp outside try spraying WD40 on the wires and the distributor cap. Even if the wires appear dry, moisture can penetrate.

### The Spark Plugs

Although the secondary circuit is pretty reliable the spark plugs do cause problems. The problem can be as simple as wet plugs from a flooded engine to bad plugs themselves. I experienced a problem once where I had spark at the tester so I spent the next several hours tracking down a problem that didn't exist. The problem was in one spark plug that was bad, and it was enough to keep the engine from firing. For this reason I would recommend pulling all the plugs, cleaning them, gapping them and testing them. Before pulling the plugs be sure to number the wires to correspond with the cylinder that they are attached to. To test the plugs, reconnect them to the spark plug wires and lay them on top of the

(continued on page 29)



# Technical Tips

**H**ave you got a great time-saving idea or tool that can help out other British car owners? Send it to us! If we publish your idea in *Moss Motoring* you'll be eligible for a \$35.00 Moss Motors Gift Certificate! Send your ideas to Technical Editor, *Moss Motoring*, 440 Rutherford Street, Goleta, California, 93117.

OK, you're restoring your British sports car and now you're up against scratched and discolored aluminum brightwork. You would like to buff it out to bring out the luster but there's a hard anodized coating that will have to be removed before any polishing or buffing can take place.

The first time I tried to rectify this I used emery cloth, but it was dusty, time consuming and somewhat frustrating. I'll never do it that way again! Here's a neat, clean and fast way to overcome the problem:

1. Trot down to your neighborhood grocery store and pick up a can of *Easy-Off Oven Cleaner* and a pair of rubber household gloves.

2. Spray the oven cleaner liberally over the anodizing and let it sit for 15 to 20 minutes.

3. Rinse with water and wipe the part clean. Voila! Pure uncoated aluminum. Re-anodize if you wish but I prefer mine uncoated and polished.

**WARNING!**—Remove the part from the car prior to applying the cleaner. This stuff can ruin paint and upholstery although it has no effect on rubber or glass!

Having trouble removing the differential oil plugs on your later MGB or Midget? Do your fill and drain plugs have holes for a square drive tool that you can't seem to find when you need it?

Never fear, you can make the tool you need in a few minutes! You've probably noticed that it would appear that your socket wrench could work, but your 1/2" drive socket is too large and your 3/8" drive, too small. Therefore visit your local hardware store and buy the cheapest 3/8" socket to 1/2" drive converter you can find. For once in your life the soft metal on the cheap part will work in your favor, so enjoy the moment!

The hole in the plug is tapered from about 1/2" at the outside to about 3/8" in the inside. Using a few quick touches on the grindstone, taper the four sides of the adapter so that it will sink into the hole. It doesn't take much, trial fit as you go.

When the tool will fit into the hole, put it onto your 3/8" drive socket and you have more than enough comfortable leverage to wrench out those fill and drain plugs.

—Trevor Boicey, Ottawa, Ontario, Canada

I used to have problems with my Lucas taillight bulbs rotating because of vibration. This, of course, caused the two contacts to miss, and the taillight to malfunction. I

might add that I own Morgans which, of course, add to the problem due to the harsh suspension!

At first I tried to bend the 'spring portion' of the contacts and while bending works well for a while, a couple of good bumps later, you have to unscrew the lens and re-align the bulb.

My present method lasts until the bulb burns out. I "glue" the bulb in place! This is not as drastic as it sounds. First, I clean off the contacts on the bulb and the fixture, insert the bulb and put a very small dab of silicone rubber/RIV on the side of the bulb where it is inserted in the tubular section of the assembly. This eliminates all rotation and is unaffected by the heat from the bulb. When it comes time to renew the bulb, just twist a little harder than normal and the very small amount of silicone rubber gives way.

The above technique can prevent unnecessary stops by the police for suspected burnt out taillights and keep you operational for concours.

—Ted Schindler, Fremont, California

I have found that when removing the piston from an SU carburetor, an old apple sauce jar (with 2 1/4" neck) works as an excellent stand. Not only does this ensure protection to the needle, but also prevents the oil from draining out.

—Brian Smith, Rochester, New York

I saw the recent tip in *Moss Motoring* on home-made hand cleaner. When I was much younger I worked in a sawmill. The sawyer and mill hands all had a favorite hand cleaner of their own—*fine sawdust mixed with clean motor oil!* I still use it for cleaning my hands, beats everything, even detergent and sugar. Of course the best dust is from cedar 'cause it smells so good!

—Bob Peck, Tumwater, Washington

I'm really pleased with Moss' spin-on oil filter adapter for my MGA. I buy several at a time and immediately respray them with Moss' red engine enamel. This small effort makes for a much neater under-bonnet appearance than seeing bright orange (or whatever) where Abingdon never intended it to be, plus, it looks much more like the original canister arrangement.

—Louis Spradlin, Scotia, New York

Since a large part of my MG TF is Moss, I like to think I learned a few things to pass along to you as "Tips".

1. When installing the "Piping" between the fenders and body (especially if you have no help) spray a light coat of adhesive on the piping where it goes against the body and then fold six inch stripes of duct tape (adhesive sides against the bottom edge of the piping) onto the piping

(continued on page 29)

the nut  
behind  
the wheel



ron phillips

drip, drip, drip...

**W**hat if I asked you to name one common bond that British sports car owners seem to have? The one that tops my short list is the subject of engine oil leaks. Who of us hasn't heard the old gag "If it doesn't leak, it must be out of oil!" When we gather together at our various venues, talk always seems to drift to oil dribble. Let's face it. Almost all of these old engines leak. Some more than others. So when I started the restoration of my Austin-Healey 100, I took my best shot at staunching the flow of my engine's precious fluids all over my car and onto the garage floor.

Let's start with the engine block itself. The 100's four-cylinder engine has an aluminum side cover that fits under the intake and exhaust manifolds. This cover allows access to the cam followers. That's lifters in American English. Why all the fuss over this component? Once an engine is assembled, it's well nigh impossible to work on the side cover without taking the intake and exhaust systems off, especially if you want to work on it standing up! It turns out this cover is aluminum and mates with a gasket to the side of the cast iron block. In replacing the side cover and gasket, be sure that all surfaces are clean with no trace of the old gasket. Of course, if the side cover is bent or damaged, you can bet it will leak no matter how much gasket filler, adhesive, or substitute you use.

A new cork gasket, if it hasn't shrunk with age, will seal this potential leaker just fine provided it is positioned correctly and held in place securely.

However, the usual problem with leaks from this area is broken or missing bolts. Has someone in the past overtightened the attaching bolts? These are quite small and can easily be broken when tightening too tightly. They need to be made up snug, but not so tight as to stretch the bolt or break it off. Should a bolt break, it will be necessary to remove it with an easy-out or by drilling the bolt out and re-tapping the threads as all bolts must be present and tight to seal this very large area of the block. One of the real hassles with these bolts is that they are Whitworth, so they may have been replaced and the holes in the block tapped a different thread. That's if you are lucky. Usually, some ham-fisted mechanic has just forced a bolt with a different thread into the hole and left this for you to discover. It pays to carefully check each one to see if an "odd" one or two have been substituted in the past. Mismatching bolts and threaded holes is an open invitation to leaks!

Under the head of each bolt should be a fiber washer that is supposed to seal hot oil from coming out around the bolt. In addition to using new washers, I additionally added some aviation gasket dressing to each bolt's threads and under the washer. The aviation type of gasket dressing is not supposed to harden and yet will continue to seal in the presence of hot oil. So with a correctly fitting gasket, careful assembly of the plate with properly sized bolts, new fiber washers, and the aviation gasket dressing, I've detected no leaks from this area of my engine so far! Remember, there is one shorter bolt of the fifteen so if one bottoms when making it up, it's in the wrong hole!

While we're looking under the intake and exhaust manifolds, let's look at the tachometer drive. The Austin-Healey four cylinder engine has a tachometer drive housing that can be a great source of pools of oil on the garage floor, all over the lower part of your car's chassis, and even in your lap! Why? Because in the tach drive housing there is a very important oil seal for the geared drive spindle. An oil leak in this area is, again, almost impossible to deal with without removing the intake and exhaust systems for access from the top. This very small seal has a very big job to do. Pressurized oil lubricates the tach drive gears in the housing and if this seal leaks, you will have a lot of oil in a hurry coming out of the tach drive. Oil will also leak out of the tach cable and can even move up the cable and drip into the driver's compartment and ruin your newest pair of pants on that nice Sunday drive! I've worked on several four bangers and have yet to find one of these seals that hasn't perished in some manner.

What I've done to affect a reasonable fix in the absence of a correct new seal is to add a neoprene o-ring or two,

whether together with the old seal, or by substitution for the original seal if it is too perished to re-use. Any substitute seal technique must fill the inner diameter of the tachometer pinion bush opening and provide some small resistance to turning on the outer diameter of the tachometer pinion. Since the seal is retained by a metal ring with a slit in it, the metal ring can be easily re-fabricated to take up any slack in the new seal assembly. This has worked quite well for me as the seals weren't available years ago when I rebuilt my engine.

The rear main bearing cap is probably the next greatest source of errant oil from the four banger engine. Along each side of the main bearing cap is a felt plug. These two plugs fit in recesses in both the block and the rear main bearing cap to seal the joint between the two. Very original early engines used cork plugs but were soon superseded by the felt variety as they work better at wicking up any oil that gets past the metal-to-metal cap and block joint. These should always be inserted simultaneously with the placement of the rear main bearing cap. It is well nigh impossible to get a good seal if they are pounded in! Since the felt is supposed to sop up any splashed oil, it is not wise to coat them with anything but engine oil when inserting them. If you coat them with a gasket adhesive or gasket material, you will defeat the felt's wicking purpose. Yes, these stock seals all leak a little bit, an apparently acceptable amount when designed before W.W.II!

Today, however, there are alternatives. There are at least two kinds of kits available to positively seal oil leaks from this area. These kits employ a modern neoprene spring lip seal that attaches to the rear of the engine and seals on the rotating surface of the crankshaft. Serious machine work is required and the kits are not inexpensive. When installed correctly, they do work. When they aren't, you get a much more serious oil leak than the stock setup. Their only drawback is that the engine block and the crankshaft will need machine work and so the engine must be disassembled to fit these kits. I personally live with the few drops of oil that seep from my original seals as these new kits weren't available when I assembled my engine in 1982.

Let me just say in closing that the notes on the engine side cover also apply to the oil pan. A good gasket, straight flanges, correct bolts and tapered holes in the cylinder block, aviation gasket dressing, and the right amount of torque on the bolts to hold the pan in place pays dividends here, also. If a pan has been so whacked and dented that you can't get a good seal to the engine block, it's time to invest in a

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## through the windscreen

Once again, with another ten thousand miles or so under our wheels we bring the Mossmobile back to its winter resting place in California. Did we have a blast this past summer or what? We attended some superb events—some large, some small—but all infected with that tremendous sense of enthusiasm and friendship that seems to come only through owning a British sports car.

Also, on our travels we were able to compare how meetings are organized and handled and one or two good points emerged which might be considered for future organizers of large events.



### THE BANQUET EVENING

The best organized evening was at "MG '97" in Buffalo where the committee included a former Surgeon General of the Army, John Cudmore. He kept things moving at a fine pace in a very professional manner and after saying everything would be finished by 22:30 hours—it was! However at another meeting, the evening banquet and awards presentations were taken over by amateurs and people full of their own self-importance, thereby dragging on needlessly until a good 50% of the assembled had left! Moral—KISS—Keep It Short and Simple! If in doubt, get a professional in to "MC" the evening.

### TALLYING THE RESULTS

Can we suggest that at your car show, you start getting the balloting slips in early, instead of having a flood of bits of paper coming in late in the event and overwhelming the people tallying the results. Get the kids present to go out on the field and collect the ballots frequently, and tally as you go. It will save you a lot of time in the last analysis!

### RULES FOR CLUB SUPPORT DONATIONS

Every year, at Moss Motors, we are asked for, and despatch, hundreds of donations to clubs holding events, raffles, door prize draws, etc. This past year alone, Moss Motors has donated to nearly 400 classic car events. However, one or two requests were regrettably declined in 1997 because the individuals requesting support from Moss Motors did not

adhere to the general rules applying to our Club Support Program, highlighted in this column a year ago. For the benefit of those of you who are hoping for help next year please read the following carefully. We can't help you if you call a week before the event and ask for help! (By the way, if your local British car club officials or event chairperson is not on our mailing list, show them this issue of *Moss Motoring*.)

1. We need at least *two months* notice, in writing, of the event.
2. We need to know, a) *When* the event is, b) *What* the event is, c) *Where* it is to be held, and d) *How many* people you expect to attend. Also a street address for delivery of whatever we may send you. A P.O. Box is of no value if we send you products.
3. Written applications will receive priority and no telephone solicitations can be entertained, although you can fax us your request at (805)692-2525 or e-mail us at [moss@moss-motors.com](mailto:moss@moss-motors.com). Please include a return address.
4. Only one request per club per year will be considered. Please help us to help you!

### SCAMS ON THE ROAD

For those of you who are too lazy or indolent to undertake your own checks at the gas station and opt for full service instead, a couple of words of warning!

**Full Service Scenario One**—Gas station in a very large state. Driver pulls up and opts for full service including oil check, etc. Attendant comes out from under the hood and says, "You need a new battery, this one's shot." Driver emerges from car and is shown an apparent leak from the battery casing. "How much for a new battery?" the shell-shocked driver inquired. "We can do you a good deal for \$125," was the reply. The driver thought he might do better at one of the local auto parts stores and drove away with the "dud" battery still in place.



Upon arriving at the auto store, a technician examined his battery and declared it of sound mind and perfectly OK! "We've had quite a few people like you in here," said the technician "all claiming they'd been told they needed a new battery." What is happening is the guy at the gas station has a small vial of what looks like battery acid (It's not!) and while supposedly checking the oil he manages to place some of this liquid on the battery casing! I wonder how many fell for this scam and forked out a needless \$125?

**Full Service Scenario Two**—"You need two quarts of oil, sir," said the attendant following which he holds up two new quart bottles with the caps still intact, makes a great show of unscrewing the caps, and goes through the apparent process of emptying them in the oil filler opening. The driver sits in his car blissfully unaware that some time earlier a tiny hole has been made in the bottom of the plastic oil bottles and the oil has been drained off into another container to be sold later.

—Ken Smith



We had a great deal of reaction, both by letter and e-mail to Wendel Hans' Dear Eric, article on reformulated gasoline, in our last issue. This time we thought we'd print a few of them, to let you see how other people viewed the feature and the comments they made.

"Wendel provides us with an excellent spot-on commentary describing the trials and tribulations of all California motorists and MG owners in particular.

It is a sad commentary on California, people and its politicians that they have allowed such a dog and pony show to become law. I am not at all surprised when the Smog Check station operators smile broadly when I pull up with registration and checkbook in hand. They are not the villains here, they just understand what I didn't: That our State (and Federal too, I guess) government is not capable of protecting us from the greed of the oil industry.

The cost of driving and the upkeep on my 1979 MGB is far out of hand. It would not surprise me to discover that it exceeds the blue book value of the automobile! The value, of course, varies with the amount of reconstituted, er-excuse me, reformulated fuel that remains in the tank. Do you know of any fool with a toolbox who would buy it? Make me an offer...

Thanks to Wendel for his expertise in spelling it out for us, thanks also to Eric for selecting the article and finally thanks to Moss Motors for having the gumption to publish it. The article should be right next to the voting booth and a copy should be on the Governor's desk!"

—Neil D. Hamilton

"The article on oxygenated fuels is atrocious! The author does not understand the difference between alcohols and ethers, hence almost every point is confusing, erroneous, or irrelevant. You do your customers a great disservice by printing such rubbish and I'm surprised to see it in Eric Wilhelm's column."

—Peter Fawcett, Dallas, TX

Under the Bonnet By Eric Wilhelm

## Readers Respond!

"Last night I read the latest issue of *Moss Motoring*, it was as usual enjoyable but more than that, a Godsend! The registration notice for my 1976 MG Midget arrived on August 1 and since this date I have worked and reworked the tuning of the engine and yet it has failed to pass three pre-tests at the smog station!

This morning, I spent three hours following the information you printed in the *Dear Eric*, article and decided that this would be the last time before storing my toy.

GUESS WHAT? The car passed! I can't thank you enough! I really am most grateful. I have been driving MGs since 1964 and had become very 'down in the mouth' over this smog nonsense!"

—An Anonymous Reader and Customer

Now here's a Senatorial letter which several of our friends passed on to us at *Moss Motoring* but Colin and Irene Faithful of Santa Fe Springs, California were the first to let us have sight of this document!

### California State Senate September 22, 1997

The State Senate and Assembly approved and sent Governor Pete Wilson my MTBE bill, SB 521. I appreciate your support and that of the more than 106,000 Californians and hundreds of businesses who wrote or called me on this bill.

MTBE causes leukemia, lymphoma, liver cancer, kidney cancer, and testicular cancer in animals, which means it very likely causes cancer in humans. MTBE destroys white blood cells and has been linked to auto immune disease, headaches, sinus and respiratory problems, coughs, throat irritation, muscle aches, nausea, dizziness, and rashes. MTBE may also contribute to the dramatic increase in asthma. This greatly concerns me. Alaska's Governor banned MTBE after health complaints by residents were linked to MTBE in a study conducted by the Federal Centers for Disease Control.

In August, a federal jury decided 178 mobile home residents were harmed when their water wells were contaminated with MTBE. The jury ordered Conoco Oil to spend \$9.5 million to monitor the health of these residents for illnesses, like cancer, for the rest of their lives. Punitive damages against Conoco, which have not been publicly announced, are suspected to be very large. Some California MTBE spills are larger than the 300 to 400 gallon North Carolina spill. Santa Monica, Elmira, South Lake Tahoe, and Glennville have contaminated drink-

ing water. Many California reservoirs and lakes contain MTBE.

The Clean Air Director of the Lone Star Chapter of the Sierra Club in Texas has said MTBE deteriorates fiberglass storage tanks. California's gasoline, which contains MTBE, is stored in underground fiberglass tanks.

It is amazing to me that the toxins spewed into the air when MTBE is burned in gasoline have not been identified. We know formaldehyde, which causes cancer, increases dramatically. How MTBE laced gasoline could be called "cleaner burning" is a mystery to me. In fact, a May editorial in the *Oil and Gas Journal* states that if anything, oxygenated fuel burns dirtier.

Senate Bill 521 directs the University of California (UC) to conduct a comprehensive study on the health and environmental risks of using MTBE and three other gasoline oxygenates. When the study is complete, the Governor will determine what steps need to be taken to protect our health and our environment. I believe the Governor will ban the use of MTBE.

It is vital that Governor Wilson, who has not made his position on MTBE known, is flooded with letters and faxes urging him to sign SB 521 immediately. I urge you to send a letter TODAY. Have your family, friends, and neighbors sign your letter, with their name, address, and zip code. Please send me a copy of your letter. Governor Wilson's address is State Capitol, Sacramento, CA 95814 or fax your letter to me at (916)324-0922 and I will deliver it to the Governor.

The lobbying efforts against SB 521 by the oil industry, oxygenated fuel industry, and bureaucrats was unprecedented. Our victory in the Legislature can in large part be attributed to people such as yourself who supported SB 521. We have not won until the Governor signs SB 521. Please write one more letter to assure that happens. Once again, thank you for your support. We cannot allow Californians and California to be poisoned by MTBE.

Sincerely,

RICHARD L. MOUNTJOY  
Senator, 29th District

### STOP PRESS!

Californians rejoice! On October 9, 1997, Governor Pete Wilson signed into law Senate Bill (SB) 42 which exempts 1973 and older vehicles from the Smog Check Program. In 2003 all vehicles 30 years and older will be exempt. Thanks for all the efforts of our customers and others in persuading the Governor to sign these bills-but we still need to be vigilant!



# MOSS MARKETPLACE



**TR7 Cylinder Head Remover**  
TR7s are notorious for having their cylinder heads becoming fused to the head studs from corrosion. This heavy-duty tool is the only safe and effective way to remove one of these stuck heads without resorting to dynamite or a blowtorch.

072-471 \$449.95

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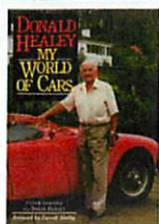
Prices in this section do not include shipping charges. Please refer to our current Price List for rates.



**Mini** by James Ruppert  
Daring and innovative, the Mini pioneered the transverse engine front wheel drive configuration in an inexpensive

car. Great handling, economy, and a lot of fun have made the Mini a favorite all over the world. Automotive designers still have not improved on its space utilization—the Mini is a lot of space wrapped in a small car body. This new book enthusiastically describes the history of the Mini and its derivatives, their character and quirks, and how to deal with them.

213-345 \$35.95



**Donald Healey My World of Cars** by Peter Garnier & Brian Healey  
Long-awaited re-issue of the classic work on Donald Healey's

lifetime involvement with sports cars, including his winning the 1931 Monte Carlo Rally and setting a production car world speed record in 1956. The full story of this talented man who was responsible for some of Britain's best-loved sports cars. Hardbound, 6 1/2" x 9 1/4", 216 pages, 124 b/w illustrations.

213-235 \$29.95



### Cutaway Bugeye Poster

This highly detailed cut-away rendering of a Mkl "Bugeye" Sprite by S.E. Porter first appeared in the British magazine *The Motor* in May, 1958. Measures 16" x 24".

213-165 \$10.00



### TR2-3B Steering Wheel

Get a good grip on your car's steering with a beautiful new reproduction steering wheel. Steering wheels must be replaced with the same type, due to different steering column configurations for each type.

Non-adjustable wheel 853-740 \$179.95  
Adjustable wheel 853-730 \$199.95



### Royal Auto Club Badge

A beautiful rendition of the famous Royal Automobile Club badge in black, white and green cloisonné enamel on a chromed backing.

408-517 \$29.95



### 1962-'69 MGB Grille Assembly

Make your early 'B smile again with a new grille from Moss.

454-140 \$134.95



### 1968-'80 MGB "O.E." Body Parts

Genuine factory parts just can't be beat! These important structural panels have been produced by British Motor Heritage for the new MGB bodyshells. These panels have two distinct advantages over aftermarket panels—the pressing is better for a perfect fit, and they include the welded nuts for the seat rails.

Floor Pan  
L/H 458-885 \$79.95  
R/H 458-875 \$79.95  
Side Member Bottom  
L/H 459-065 \$56.95  
R/H 459-055 \$56.95



### "Prothane" Polyurethane Bushing Sets

Let your car develop all the good handling traits it should have by replacing musty soft rubber suspension bushes with our newest and best polyurethane bushing sets. Superb engineering design details differentiate these from other polyurethane replacement bushings. While "anyone" can copy stock rubber bushings in plastic, Prothane carefully selects the appropriate density material for each particular use. Consistency of material and stringent quality control provide effectiveness and durability. Special design features such as grooved bores in some bushings to hold a special Teflon grease make these bushing sets long-lasting and quiet (remember how some other bushings squeak?). Suspension bushing kits include a packet of this special grease (Number of bushes/pads in each set in brackets)

**MGA**  
Front lower control arm, inner (8) 281-400 \$26.95  
Rear spring, front eye (4) 267-514 \$23.95  
Rear spring, rear eye/shackle (4)† 282-855 \$17.95  
Rear spring pad (4) 281-600 \$22.95

**MGB**  
Front lower control arm, inner (8) 281-400 \$26.95  
Front upper control arm, outer (4) 282-325 \$14.95  
Gearbox steady rod eye, RD thru '67(2) 280-054 \$8.95  
Gearbox steady rod pads, all RD, GT '67-on (2) 282-335 \$10.95  
Gearbox X-member, RD '68-on, all GT (2) 280-056 \$9.95  
Front sway bar mount (2) 280-935 \$11.95  
Front X-member pads (4) 264-906 \$30.95  
Rear spring, front eye (2) 267-525 \$32.95  
Rear spring, rear eye/shackle (4)† 282-855 \$17.95  
Rear spring pad (4) 281-600 \$22.95

**Sprite-Midget**  
Front lower control arm, inner (4) 282-325 \$14.95  
Front upper control arm, outer (4) 330-525 \$15.95  
Front sway bar mount (2) 280-935 \$11.95  
Rear spring, front eye\* (4) 266-415 \$23.95  
Rear spring, rear eye/shackle\* (4)† 280-906 \$15.95  
Rear spring pads\* (4) 280-904 \$19.95

\*For 1/4 elliptic springs only.  
**TR2-TR4**  
TR4 upper control arm, inner (8) 680-134 \$32.95  
**TR4A, TR250, TR6**  
Front lower control arm, inner (4) 661-725 \$23.95  
Front upper control arm, inner (8) 680-134 \$32.95  
Rear trailing arm (IRS) (8) 680-114 \$51.95

**TR7**  
Front upper control arm, inner (4) 071-440 \$25.95  
Front sway bar mount (2) 071-445 \$16.95  
Front sway bar to control arm (4) 071-450 \$21.95  
Rear lower control arm, front (4) 071-455 \$50.95  
Rear lower control arm, rear (4) 071-460 \$63.95

† One kit per spring—Two kits required per car.

### New Radiators

New reproduction radiators from Moss look just as good (or even better) as your old one did when it was new, and cool even better! Give yourself the peace of mind that comes from having a radiator which isn't clogged, weak, or leaking.

MG TC-10 453-980 \$398.50  
MGA 456-050 \$219.95  
MGB '62-'67 456-880 \$199.95  
MGB '68-'76 459-660 \$249.95  
MGB '77-80 459-675 \$299.95  
A-H 100-6/3000 834-990 \$695.00  
Sprite/Midget (vert. flow, thru. Nov. '67) 459-730 \$239.95  
TR2-3B w/crank hole 849-990 \$319.95  
TR2-4\* no crank hole 850-000 \$319.95  
\*Fits TR4 when 1/2-3/4" spacers used between radiator bracket and frame, and TR2-3 top hose #850-250 is used.



FREE!

### Better Black Budget Carpets for MGB

Several vendors offer low price carpet sets, but only Moss makes a better budget kit. We studied the competition's kits, then built extra quality into ours. The new Moss kits incorporate better quality carpet. We sew in heel mats to protect the high wear areas under your feet. We include the jute padding and snap kits others leave out. Budget kits are only a bargain if they are complete, include installation instructions, and are made from good looking long lasting materials. To help introduce our new kit, from now until December 30, 1997 we'll even throw in a free can of contact cement, a \$12.95 value!

'62-'67 Carpet Set 242-765 \$149.95  
'68-'80 Carpet Set 244-315 \$149.95  
MGB GT Supplement Set 242-735 \$72.95



### "PriorityStart" System

Automatic starting protection when you need it! PriorityStart automatic starting protector monitors battery voltage. If there is a drain taking place, (lights on, accessories on, a short in the system, etc.), PriorityStart automatically disconnects the battery at a predetermined level, leaving enough "juice" to start the vehicle. The unit automatically senses when the ignition switch is turned on, and reconnects the system without any extra switches to flip, buttons to push or other worries. Attaches simply with a plastic strap.

459-350 \$79.95





# MOSS MARKETPLACE



**The Complete Guide to MG Collectibles** by Mike Ellman-Brown

MG memorabilia at its best! Expert advice on collecting anything and everything bearing the famous MG octagon from catalogs and brochures to models, trinkets, and ashtrays. Hardbound, 10" x 10", 192 pages, 500 color illustrations.

213-210 \$39.95



**MGB / Midget Gulp Valve**  
Help your car pass its smog check with a new reproduction of the original "Smiths" gulp valve.

366-010 \$74.95



**MGB / Midget 1500 Jack**

Your car deserves the security of being lifted by a new reproduction of the original jack. Don't wait until the old and "tired" jack which came with your car lets you (and your car) down at the wrong time. Get a new jack from Moss!

366-920 \$127.50



**MG TB-TC-TD-TF Crankshaft**

Forged 4340 chromoly steel, properly heat treated, nitrided, and fully balanced, these new crankshafts are much better than the originals. They are twice as strong, and many more times crack and wear resistant. Increased stiffness minimizes block flexing, making your engine run noticeably smoother.

451-490 \$1795.00



**Switches**

Turn things on and off with the confidence and reliability of brand new switches from Moss Motors.

**MGB**

1962-'67 Turn Signal Switch 141-770 \$124.95

1968-'70 Turn Signal/Horn/Dimmer Switch 141-810 \$99.95

1971-early '72\* Turn Signal/Dimmer Switch 141-820 \$94.50

Early 1972-'73 Turn Signal/Dimmer Switch 141-830 \$64.95

1968-early '72\* Wiper/Washer/DD Switch 141-825 \$89.95

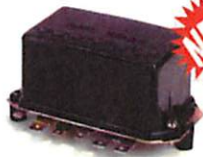
\*change at roadster #267109, GT #267332

**Sprite-Midget**

1967-'79 1275 Turn Signal/Horn/Dimmer Switch 141-810 \$99.95

1971-'73 1275 Turn Signal/Horn/Dimmer Switch 141-830 \$64.95

1275 Wiper/Washer Switch 141-825 \$89.95



**Replacement Voltage Regulator**

For MGB 1962-'67, Sprite/Midget 1275 with generators, and Jaguar XK140-150 through mid-1959. These are fine clones of the Lucas RB340 regulator, at a lower price.

142-045 \$23.95



**MGB 1974 1/2 '80 Heavy-Duty Engine Mount**

Designed for the MGB GT V8, but fit 4-cylinder cars perfectly. Overkill? Not at all if you have suffered from mushy or torn mounts! Two required.

413-065 \$10.95 each



**Fluorescent Shop Light**

You'll really appreciate this light if you have ever "blown" conventional light bulbs in your old "trouble light" (ever wondered why they're called that?). While not totally indestructible, our new fluorescent shop lights surely are tough. They also produce a lot of light that you can put right where you need it. The plug directly into the end of your extension cord and have a positive lock so they won't accidentally come unplugged.

386-250 \$39.95

All prices in this section do not include shipping charges. Please refer to our current Price List for rates.



**XK150 Washer Bottle Assembly.**

Why waste time and effort trying to restore your old windshield washer when you can get one of these great-looking reproduction units to keep your windshield clean and help make your engine compartment complete.

011-785 \$225.00



**Spot-Rot Rust and Filler Detector**

Don't make a car buying decision without using one of these! The Spot-Rot damage detector tool will help identify filled-in damage, rust, and repainted areas which might otherwise be missed in a visual inspection. Also included is a helpful car inspection guide filled with useful hints on what to look for when buying a used car.

387-340 \$11.95



**TR2-4A 87mm Piston and Liner Set**

Genuine "AE Hepolite" brand piston and liner sets can't be beat. Treat your engine to the best. Compression ratio is approximately 9.24:1, and engine capacity approximately 2188 cc., depending on the condition of your cylinder head. Kits include pistons with rings, pins and circlips, liners, and "figure eight" gaskets.

814-300 \$599.95



**GIFT CERTIFICATES!**

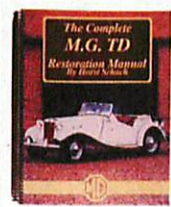
Don't know what to give that special British sports car owner in your life? How about a Gift Certificate from their favorite parts supplier? Available in any denomination you choose, and easily redeemed simply by mailing it back to us. Order Gift Certificates from your favorite Moss Sales Advisor.



**Bosch Wiper Blades**

Precision cut Micro Edge design ends annoying streaking and smearing. Other special design features of these wipers are easy installation, wear and age-resistant rubber formulation, and anti-lift design.

MGB 1973-'80 165-062 \$8.95  
TR6 560-625 \$8.95



**The Complete M.G. TD Restoration Manual** by Horst Schach

An essential guide for the total restoration of your

MG TD, including the body tub and wooden framing. Describes steps to dismantle every component of the car plus tips for re-assembly that will help prevent future deterioration. The goal of this book is to help you build a car which will last for decades. Spiral bound, 8 1/2" x 11", 212 pages, 340 b/w illustrations.

213-335 \$49.95

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**BMC Drivers' Club Badge**

An authentic replica of the badge issued to members of the British Motor Corporation Drivers' Club. The club was formed at first for drivers of the big Austin and Morris Lorries,

It was then expanded to include anyone who drove BMC products—Austin, Morris, Wolseley and MG among them. A unique souvenir of a bygone era!

408-375 \$29.95

## CLEARANCE ITEMS

These are close-out items, limited to stock on hand. Once they are gone we cannot take backorders. Sorry!

The black and tan canvas is the discontinued Haartz canvas, the tan being very similar to the original TF material. The "duck" listed is identical to the original TC-TD material.

**TC Top, One window, Black Canvas**

241-950 reg. \$425.00 Special \$325.00

**TC Tonneau Cover, Black Canvas**

241-140 reg. \$359.50 Special \$249.00

**TC Tire Cover, Black Canvas**

241-630 reg. \$129.95 Special \$95.00

**TC Tire Cover, Tan Canvas**

241-640 reg. \$129.95 Special \$95.00

**TD Top (3 Top Bows), Black Canvas**

242-170 reg. \$412.50 Special \$295.00

**TD-TF Tire Cover, Black Canvas**

241-730 reg. \$129.95 Special \$95.00

**TF Tonneau Cover, Black Canvas**

241-350 reg. \$369.50 Special \$275.00

**TF Side Curtain Set, Tan Canvas**

256-988 reg. \$749.00 Special \$645.00

**TF Side Curtain Cover Kit, Duck**

256-860 reg. \$249.95 Special \$175.00

**TF Side Curtain Cover Kit, Tan Canvas**

256-800 reg. \$359.50 Special \$295.00



**MG Sports Cars**

Superbly illustrated history of MG sports cars from the 1930s to 1980. Detailed

close-up shots, historical pictures, and technical information. Hardbound, 10 1/2" x 14 1/2", 160 pages, 300 color illustrations.

213-065 \$29.95



**Neckties from Moss**

The quintessential gift for Christmas, birthdays, Fathers' Day, or "just because". Every sports car owner will want one or several of our new neckties. Woven multi-colored sports cars adorn a dark blue background. Made in England. Polyester.

**\$27.95 each**

Bugeye 218-745 MGB 218-755

MG TC 218-760 TR4 218-775

TR3A 218-785 TR6 218-795



## CLASSIC-FIED ADS

We request a \$10.00 service fee for each vehicle advertised, for an additional \$25 we will feature a color photograph of your car. British cars only, no parts, no replicas or exporters, and no dealers please! Text is to be 30 words or less and it helps sell the car if an asking price is quoted. Closing date for the Spring, 1998 issue is December 31, 1997. Please send your ad, photo and remittance to: *Moss Motoring Classic-Fied Ads*, 440 Rutherford Street, Goleta, California 93117. Please label photographs with name, address and telephone number. Sorry, photographs cannot be returned.

### MG



**1953 MG TD.** Red w/Red interior. \$14K invested. Complete body off restoration. New wood. \$14,000 obo (520) 634-6436

**1952 MG TD.** White w/red int. Rebuilt trans, generator, brakes, front suspension and head. New clutch & tires. "A" seats. Fresh paint. Fair top & side curtains. \$12,500 w/tow dolly. (541) 447-7361. OR.

**1979 MGB Roadster.** Green/Beige Int. Wire wheels. Luggage rack, new top and many new parts All receipts Straight body and runs well. \$5000. (760)261-7509 or (760) 245-3542. CA.

**1953 MG TD.** A Gem! White w/Green leather int. Black top, side curtains and tonneau cover. In the family for 40 years - restored 1987. \$16,500. (202) 626-5725 (day); (703) 938-1242 (evening). VA

**1974 MGB Roadster.** Burgundy w/Black int. 100K miles. New top, new wire rims & tires. Original owner & engine. Runs and looks great! Photos on request. \$3500 (719) 485-3748. CO

**1967 MGB GT.** Outstanding yellow. Prepared for vintage racing. Includes many safety features and engine improvements. Asking \$6,995. (805) 943-3346. CA

**1969 MGB GT.** Dark Green. Owned since 1972. Not running, not licensed. Many parts. Extra motor, transmission & rear end. Body in great shape. \$800 for everything. (310) 830-8650



**1949 MG TC.** BRG w/ Biscuit int. Complete top, side curtains and tonneau cover. Very original and excellent runner. California car with NO rust! Located Southern Cal. \$18,500 (760) 328-0368. CA

**1956 MG MAGNETTE.** Maroon w/Maroon leather int. Right hand drive (imported from Australia); Never imported commercially into the US. 4 door. Sun roof. All wood dash, wire wheels, new brakes, chrome bumpers & grille. Runs great \$6500 obo (760) 723-7466. CA.

**1968 MGB GT.** Chrome bumper, Wire wheels, overdrive. Originally BRG but stripped of trim ready for respay. Engine completely rebuilt w/new pistons, rods, cam etc. Restored twin SU's. Many new parts. Have run out of time to complete project-significant invested value. First reasonable offer secures. (510) 284-7213. CA.

**1966 MGB Roadster.** Sport restoration, Moto Lita wheel, Minilites, Weber carbs, Monza Exhaust, Dual Point dist. Hard top & stow away top frame. Needs paint and final interior. All original parts included \$3600 (801) 465-8404. UT.



**1974 MGB Roadster and 1967 MGB GT.** Matching cars in rare Aconite. Both redone throughout and with new matching grilles, bumpers, air dams to look identical from the front. Ideal cars for movie or TV production-even for import to Europe where values will only continue to increase. Complete photo history of restoration of both cars available. \$18,000 for both (619) 696-7496. CA.

**1976 MG MIDGET.** Original British. Blue w/Tan int. California car-needs top. 36k miles, well maintained and ready for fun and the sun. Runs great. Hurry this won't last \$3950 obo. (310) 289-4568. CA

**1969 MGB GT.** Blue w/Black int. 5000 miles on rebuilt engine. New tires & paint. Offered by original owner. \$15,000. (505) 832-6236 NM.

**1974 MGB Roadster.** In excellent running condition. New paint, engine, muffler & tires. Virginia car. Weber carb. \$3900 obo. (860) 927-6197 CT.

**Several 1971 MG Midgets & AH Sprites.** \$600.00 and up. Plus many other parts. Lost storage space. (816) 246-4350. MO.



**1960 MGA Roadster.** Ground up restoration. New paint, new knock off wheels and rubber. Too many new parts to list. Excellent condition. \$12,500. (702) 727-0521. NV

**1958 MGA 1500.** Old English White w/Red leather. Frame off restoration, only 150 miles ago. 3rd place Fresno Concours. \$14,000 (209) 225-3365. CA

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**1967 TR4A Roadster.** Midnight Blue. Fresh engine, rebuilt trans, new interior, new brakes, windshield, etc. No rust. Receipts for all. Photos & info. avail. \$9500.00 (520)774-4173 AZ. or DUTCH-WOZERO@JUNO.COM

### AUSTIN-HEALEY

**1966 Austin-Healey Mk II BJ8.** White w/Red int. 17,000 original miles under original owner. Never damaged-excellent running condition. Best offer over \$30,000. (201)445-2066. NJ.

### JAGUAR

**1960 Jaguar Mark II.** White w/Biscuit int., 3.8, 4 speed/OD & W/W. Tool kit. Garaged. Fun to drive! Original owner. Complete history & records. \$10,000. (209)227-1346 CA.

**1948 Jaguar, Mark V.** Four Door. Saloon. Large 3.5 ltr engine. Needs ground up restoration - but is complete. Stored 20 years in garage. May run. \$4,500. (860)739-1923 CT.

### Mystery Car Corner

Continued from Page 14

a chain leading from the engine over to port, and the aft end of the shaft another chain leading back amidstships again. It's clumsy (and still not really tested) but it looks like it will work.

Being visually weighted, the project was really built backwards, of course. We made a box-section frame, built a plywood torque box to stiffen this and provide

enclosed seating, then shaped out the shape from foam and glassed it. Only then did we add the engine and driveline, making sure all the parts stayed in the shape which would brook no compromises just because of details like engine heads and driveshafts. Mercedes probably does it different—but our method worked. And as John Bolster would say, "That's our story and we're sticking to it!"

### OTHER BRITISH

**1973 Jensen-Healey Roadster.** Red w/blk int. 46K miles. Rebuilt Lotus engine. 4-speed. Monza exhaust, sway bar, top and tonneau. Ready to show or rally. Many extras. \$6,200. (909)596-3959. CA.

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### Starting Problems

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valve cover. Have someone turn the engine over and watch the plugs to make sure that each one is firing. If you find one plug that isn't sparking, switch it with the one next to it to make sure it's the plug and not the wire. If you are turning over the engine using the solenoid make sure the ignition is turned on.

Well that's about it. It may sound complicated but it really isn't. If you find yourself stuck on the road somewhere it's either do it yourself or wait and wait and wait for help. If you keep a few extra parts, some tools, and a copy of this article, at least you stand a chance of getting back on the road in a reasonable amount of time.

### Technical Tips

Continued from Page 20

and leaving a few inches hanging below the piping skirt. After you lightly place the piping against the body, poke holes in the piping where the bolts pass through or trim a larger elongated hole (with manicure scissors). Then place your fender against the body (very carefully so you don't scratch the paint), put the bolts through and just snug enough to let you pull the duct tape down tight. When it is tight, tighten the bolts and tear off the duct tape which will tear off flush with the fender flange. Nothing will show and you will have a professional job. When you make your curve upwards from the running board to the rear fender, use a hair dryer to warm and soften the piping to eliminate or reduce the wrinkles.

2. When you install the chrome strips on the running boards (after carefully bending them to match the curves) and on the hood, use thin clear plastic washers (small so they don't extend beyond the chrome) on the bolts as you put the chrome on the car. This way you don't have metal (and possibly sharp edges) directly against the paint and any water doesn't get trapped between the chrome and paint and will dry out faster. Also, the spacers prevent scratching your beautiful paint job with the resultant rust.

3. When changing your water pump (if you don't pull the radiator) put a thin sheet of cardboard against the radiator to protect the cooling fins and your knuckles. When you take off the water pump see how well the new gasket fits the old pump. Then fit the same gasket against the new pump. If there is "overlap" on the new pump base (assuming the gasket is "flush" all around the old pump) you will know exactly how much to grind off the new pump to assure a good fit with no interference.

—John Barton, Bloomfield Hills, Michigan

P.S. I also learned that small plastic (soft plastic) thread protectors do a good job of keeping dirt out of the bleeder nipples on the brake wheel cylinders (cheap too).

### The Nut Behind the Wheel

Continued from Page 21

new one. This is the only way to correct a badly damaged oil pan, and if it's badly damaged, it's probably a leaker!

Next time we'll move on up front and on top of the engine in our efforts to stem the tide of oil leaks on the garage floor.





# Background Noise

Robert Goldman



**Got Nothing to Say... Write an Article About It!**

Much more fun than writing an article, is the process of defining it after the fact. How could I, a paid professional, so utterly butcher the spelling of Snoqualmie Pass? My good friend Jim Pesta called and told me about the time he had an experience like mine driving top down in the rain with no wipers. Of course Jim's story was better because he also had no windshield, no floor boards and no brakes. My girlfriend threatened to sue over the spider reference. I even had a map company call and



claim their product would never lose pages in the manner I described. (Just kidding about the map company).

One of the reasons no one ever edits my work is because they know if they piss me off I'll invent some wild story about them, then publish it for all the world to read. Fortunately, it is never necessary to invent stories about British cars. Like spontaneous human combustion, humorous British car anecdotes appear without warning.

Way back in the spring I took a trip up to Idaho to deliver a Bugeye Sprite. I traveled north to Seattle, spent a couple days with my sister and then continued on to Idaho. It was your average adventure. While stuck in Seattle's rush hour traffic it started to rain. After a few minutes my sister took pity on me and hopped out of her nice warm and dry Acura to loan me an umbrella. She said I would have made a terrific picture. A little red car with a big blue umbrella and a wet puppy cowering underneath, but she didn't have a waterproof camera.

Having suffered the usual indignities

at rest areas in three different states "Something wrong with your little car?" I repaired, tinkered and fiddled until arriving in Boise. As I was on time and delivered the car in mostly the same condition as when it left California, I was rewarded with a weekend in Sun Valley and the use of a Lotus Esprit. Lotus in general and the Esprit in particular is the next best thing to a real exotic. Why the next best thing? Because real exotic cars generally don't use plastic MGB interior door release handles. Another difference is the number of engine cylinders. While a true exotic should have multiples of four cylinders, the multiplier should also be more than one.

Still, to be fair, it was more car than I'll ever be allowed. This particular example was a 1989 Esprit Turbo. It was red. I mean RED! It was arrest me 'cause I must be driving way too fast red... with gold wheels. Before leaving town, I undid the top three buttons of my shirt, stopped off at a local jeweler and bought a gold necklace. The Lotus attracts attention. It looks like a baby Lamborghini. People walk up and look at it in parking lots. While stopped for my morning caffeine it drew a pair of Idaho road workers. They too had stopped for coffee and

were slowly circulating around the car. I walked up, being careful to look as nonchalant as possible, opened the driver's door and a bolt tumbled out on the ground. Not a small one mind you, but a big sucker. Broken in half it was. That bolt was just about big enough to hold something important. A suspension unit perhaps.

As the author Douglas Adams said in his book, "Don't panic." Casually scoop up the bolt, inspect it, then toss it into the passenger compartment with an air of dismissal. "Not to worry boys. Its

an exotic. These things fall off all the time." Being careful not to catch my gold chain on the steering wheel I gracefully entered the vehicle and drove away.

The trip along route 20 out of Mountain Home starts out in beautiful rolling foothills. With sweeping turns and little traffic, one can get a real feel for a car. I



steadily increased speed because it sounded as if someone was following close behind. Later, they told me the sound was from the mid-mounted engine. The engine behind thing seems like a good idea. It helps keep pesky oil and water leaks from splattering the windshield.

In a grand touring sense, the Lotus was an interesting car. Only plebeian back up, so forget about a rearward view. Grand touring also implies long stately high speed turns. Through careful pedal placement, heel and toe driving (being quite uncivilized) is discouraged. I found it physically impossible to touch brake and gas pedals together. To its credit, the non-intercooled Lotus turbo motor seemed happy to send the rev counter around for a second lap. Acceleration at full boost and high revs was entirely satisfactory. Even the leather wrapped 70s vintage Star Wars dash and indecipherable ventilation controls exuded old world charm.

I enjoyed my three days in a Lotus. Comparisons with modern transport need not apply to such an unusual vehicle. Besides, a 25 year old design wouldn't hold up well. And who am I to point out a modern upstart \$30,000 RX7 will happily blow the doors off the old tank. Raw performance aside, it's still not a Lotus.

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# BRITISH AIRWAYS

## Jomar—The American TVR

Continued from Page 18

re bodied in fiberglass, to a TVR design, and fitted with stage two Climax engines, center-lock wire wheels, and bigger brakes. To ensure orders, TVR appointed Saidel (Merrimack Garage) sole distributors of their cars in the United States. Part of the deal was that the cars would be sold as Jomars despite the fact they would be delivered completely fitted and trimmed out in England.

Two fiberglass roadsters were built at the TVR works. One was badged as a TVR and remained in England, the other was sent to Merrimack Garage as a Jomar. This car is the example pictured on these pages and is owned by Jim Duncan of Cambria, California. Duncan's car is chassis number 7C105 and was raced extensively in New England after it was delivered in August of 1957.

Duncan's Jomar has the stage 2 Climax, big Alfin drums and a revised suspension suggested by Saidel. It also features a head fairing and rigid tonneau over the passenger area. Duncan has not restored his Jomar and it bears the wrinkles of a hard-used sports racing car. A recent run up Highway 1 from Cambria to the Laguna Seca Raceway for the Monterey Historics proved the car was still capable of very rapid motoring indeed.

Three other fiberglass cars were delivered to Saidel after Duncan's roadster, and these were identical except that notchback canopies were added to transform the cars into coupes. A name change (in England) to Grantrata accompanied these impossibly ugly attempts at a Gran Turismo automobile. Both were right hand drive, cramped and sadly, very poorly built. Saidel complained but TVR responded that the new direction the company was headed in was a line of road going GT cars. All out racers were no longer to be their primary focus. Saidel got a letter back suggesting better build quality and perhaps a stak in place of the homely notchbacks.

Again, TVR responded to Saidel's suggestions and they designed a fastback which would establish the general TVR contours for the next 20 years. In fact, elements of the roadster cum fastback still exist in current offerings from TVR. Saidel didn't seem all that upset about the company's new direction, perhaps because the Jomar/TVR sports racers were being caught by the new generation of British race cars from Lotus and Cooper. In fact, he welcomed seeing the new fastback coupe which shared the same lower body shape as the earlier roadsters.



### RECORD BREAKERS RE-UNITE!

Seen at the Healey International '97 meeting are three of the original record breakers from Donald Healey's record breaking exploits in the middle 1950s—Roger Menadue (right) was Healey's "right hand man" and celebrated his 85th birthday by returning to the original Utah Salt Flats during the 1997 event. Gerry Coker (center) was responsible for the design of the record breaker, while on the left, Jack Bough from Lucas was also on hand to see that the electricians behaved themselves, which they did! It was a pleasure and a privilege to meet up with these pioneers of the Bonneville days once again.

The second fastback was delivered in time for the New York Auto Show in April, 1958. The car was much improved both in styling and execution and Saidel was pleased at what he saw, but was even more pleased by the response from the public and other sports car dealers. About half a dozen of them signed up to sell Jomars and committed themselves to orders totaling about one hundred cars.

Unfortunately, back in the United Kingdom, TVR was undergoing internal struggles and only a trickle of cars were delivered, and most were TVR Granturas for domestic use. The few Jomars that appeared were poorly constructed and still right hand drive despite assurances that left hand steering was coming. Saidel's enthusiasm had begun to wane. That is, at least, for his business side because his interest in racing the Jomar was as strong as ever and during the winter of 1958/59 he had his mechanics install and develop a supercharger for his Climax powered roadster.

The big news in England was that Layton Sports Cars Ltd. had taken over TVR and infused a significant sum of cash to improve the product and hasten production. Saidel was invited to travel to England and was offered a position of Director in exchange for a 20 year commitment to distribute Jomar/TVR east of the Mississippi. Saidel also agreed to accept 25 cars per year.

Alas, when the paperwork arrived from England it stated that Saidel would accept 50 cars each year! His response was short and sweet, "In the future the trademark Jomar will apply only on cars manufactured by Saidel Sports Racing Cars, a Division of Merrimack Garage". Saidel simply told TVR that he was no longer interested. It seems Layton Sports Cars had not done their homework and as a result they were unaware that Saidel was by then a dealer for Austin-Healey, MG, Triumph, Jaguar, Morgan and Sunbeam! As such they certainly didn't need a car maker of TVR's on again-off again nature!

Despite overtures to return to the fold Saidel was steadfast. TVR had lost their American competition department, their American development department and their number one proponent. As British luck would have it, TVR was by then healthy enough to proceed on their own, but it would be years before their cars were again sold in America and they would never again be called Jomars.

Ray Saidel quit racing in 1963 but kept several cars in the Merrimack Street Garage. It was lucky he did because today Ray and his two sons race Jomars in historic events on the East Coast. Of 24 cars (including two chassis which pre-dated TVR) the existence of 13 is known. All in all, a pretty select group of enthusiasts, these owners of Jomars, The American TVR.

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