

# MOSS Motoring

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## Microchip Motoring

There is nothing wrong with your newsletter. Please do not attempt to adjust it. We are in control. You may or may not notice that the Summer **Moss Motoring** has a slightly different look to it. The computer age is here to stay, and those of us who love old British sports cars felt we'd better keep up. Now we are not suggesting that you put a computer in your Humber Super Snipe, but we felt it was about time to introduce some high-tech methods to **Moss Motoring**. We spent a day down at the local "Computerama" store and came home with an armload of Apple Macintosh. This issue is our first attempt at taming the wily beast.

Even our editor (young as he is) can remember a time when computers were big monsters. They had to be fed a balanced diet of these funny little cards with meaningless holes punched in them. The thought of doing a newsletter on one was a little far fetched. Frankly, a four function calculator costing only \$250.00 that could fit in the palm of your hand was far fetched at the time. Let's face it, odds were that MG would build a front drive sports car first. We got the sports car before the newsletter, but it didn't win by much, and the \$250.00 calculator is smaller, has a memory and costs \$8.00 now.

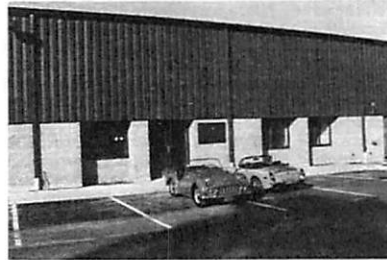
A lot of the input we get from our customers is generated on personal computers. Who knows, perhaps we can set up a British car computer party line some day. "Hold your carburetor up to the modem so I can see it better." The mind boggles.

For all you computer whizzes out there, we have the following challenge: this is the photo contest issue. We'll print the best piece of computer generated art we receive. If you're interested, the file should be compatible with Aldus' PageMaker 2.0. Entries should be sent on an Apple Macintosh compatible, floppy disk. We do not want images scanned directly from someone else's copyrighted material. Disks will be returned if return postage is included. Now boot that illustrator and go to it.

(Special thanks to R.B. and Joyce Hart for helping out on the first computerized edition.)



Old location.



New location.

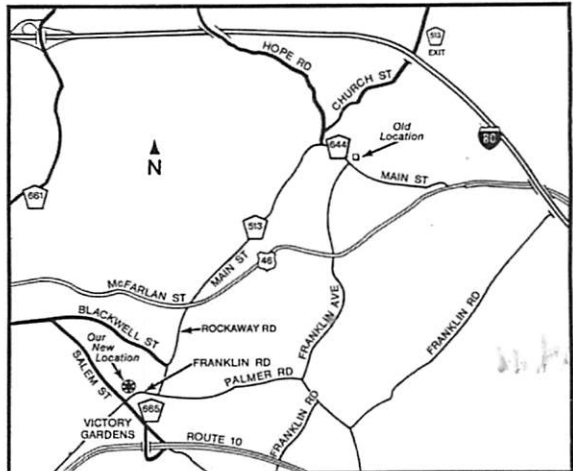
## New Jersey Warehouse Coming... Rockaway to Dover This Fall

Perhaps the second greatest fear, the one right after going to camp and having your parents move without leaving a forwarding address, would be Moss Motors moving without leaving a forwarding address. Back in the summer of 1983 we moved from our Montville, New Jersey location to our present home in Rockaway. Now, we have the exact same problem in Rockaway that we had originally—no room. We've grown rather fond of Rockaway, with the river behind us and a stream (commonly referred to as the Moss Moat) running past the front door. We couldn't complain about the setting.

Unfortunately, Rick Heilman and company have crammed as many shelves in the old building as it can hold, and we still need more room. Rapid growth in the last few years has challenged our ability to cope with the demand. The 8,000 square foot building looked pretty big in 1983 when our one-year old Eastern operation moved in. Now, the building is so full we can barely move around.

The hunt for a new location has been no secret around New Jersey. We've had a lot of customers out playing agent for the last couple of years. Although their efforts are greatly appreciated, we must

Continued on page 2



From Main Street Rockaway head toward Route 46, cross Rt. 46 which becomes Rockaway Road. Continue along until you come to a 'T' intersection and then take a right onto Franklin Road. About ¼ mile down Franklin Road, on the right is the entrance to Hamilton Business Park, we are Unit 4A.

From Route 80 take exit 37, and then go right onto Route 513, heading towards Rockaway. Stay on Route 513 which turns into Main Street and then follow the directions above.

From Route 10 West take the South Salem Street exit, at the first light take a right onto Franklin Road. Follow Franklin Road and your second left is Hamilton Business Park.

## Record TR Marque Day

When oh when are we going to see the sun? Summer doesn't officially start in Santa Barbara until the sun comes out from behind the fog. Fortunately, summer started the day before Marque Day and everyone was ready.

This year's TR Day was the biggest yet with over 100 cars in attendance. Lee Fitch and the Central Coast Triumphs had their work cut out for them as the stream of coars poured into the Moss parking lot.

Only a few of the Moss staffers were lucky enough to get out and see the show. Between the busy parts counter and some of the largest tours ever to walk through our main warehouse, we hardly had a chance to enjoy ourselves. Rumor has it that the flea market vendors were kept pretty busy as well.

Triumph Day has become an event unto itself. Next year, we want to see 150 cars or more. Don't be shy, and don't miss the fun. Come on out to Marque Days 1988.



# Editorial Robert Goldman

Have you ever lost the key to your British sports car? It's no problem really, they are quite easy to hot wire. In fact, they're so easy to hot wire that perhaps you should take precautions to make sure the wrong person doesn't try it.

I recently had a conversation with Azie Kalker of Dallas, Texas. Back on April 28 of this year, her 1958 TR3 (commission #TS 24366) was stolen right out of the carport at her condominium. The car is a small mouth TR3, painted black with a red interior and wire wheels. One would think that an old British car would make a poor target by virtue of the fact that it is quite visible if driven around or parked out. Let's face it, there is a limit to how many people are interested in these things.

Azie has had reports from friends that they have seen a car which fits the description of her TR3. Unfortunately, none have gotten close enough to positively identify it. I certainly hope someone can provide the one essential bit of information

which reunites Azie with her car.

Although more Porsches probably get stolen every year than there are British cars, we should still be aware that an easy target is at risk. Our cars are easy targets. How easy? Some can be started without the help of anything not already attached to the car. If you don't believe me, just tell me where you live.

Although a true pro will steal your car no matter what, there are some steps which can be taken to stop the joy-rider. First, cut the power. A concealed battery switch like the ones used on big Healeys (Moss #145-770) might stop a thief. Electric fuel pumps can be given their own cutoff switch. The car may start and run down the block, but that's all she wrote. A car with a mechanical fuel pump (like Azie's TR) can have a simple fuel cutoff valve installed which has the same effect. Most thieves probably won't stick around and try to fix the car.

Another more subtle, but impor-

tant action, is identification. New cars have their major components stamped with identifying marks. The same can be done with your own car. All my cars carry hidden marks that will allow me to positively identify the car to the police, even if the serial numbers are changed. Admittedly, there is no real way to stop a determined thief, but we can at least make his job more difficult. None of us wants to lose the part of ourselves which these cars become. Take some steps to foil car thieves. Let's all make our cars a little less "attractive."

If you have any information about Azie Kalker's TR3, she can be reached at (214) 373-7656. Please be aware that Moss Motors is not a stolen car information clearing house. We do not keep commission numbers on file and haven't the resources to watch for a particular car. Your best bet is to protect yourself. If the worst happens, call the police, that's what they are there for.

# Letters

Gentlemen,

I am writing this letter because of the excellent service I have received from your company. Even though I made an error on my order, you handled everything with a great deal of honor and speed.

Too frequently, people don't tell you when you do a good job, and I am as guilty as anyone else. I felt in this particular situation that your fine work deserved a compliment. Again many thanks to your staff.

R.C. Elster  
Sonoma, CA

Dear Moss,

It is a pleasure doing business with your fine company. The quality of service received is always more than expected.

I recently received your tube shock conversion kit (part #264-128) and was most pleased at the simplicity of installation. My MGB now rides like a race car, as compared to previously sorry roadholding. I recommend your shock conversion to any MGB owner interested in improving handling.

I believe many of your customers would be pleased to receive a few Moss business cards with each order, to give those poor souls we meet who don't yet know about Moss Motors.

Yours truly  
Bradley Mar

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## CONTRIBUTIONS INVITED

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

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

### \$50.00 GIFT CERTIFICATES

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

### \$25.00 GIFT CERTIFICATES

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

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

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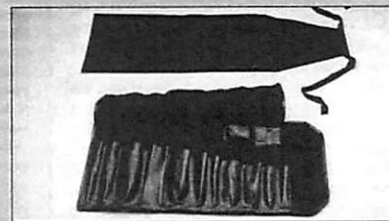
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Editor: Robert Goldman

## We're Moving CONTINUED FROM PAGE 1

apologize to those who have offered us their garages. "processing? Why if you move into my garage, I can pull my parts!" Sounds great, but won't your spouse be annoyed at having to park on the street? Seriously though, we do thank all those who have made genuine attempts at finding us a good location in our own neighborhood.

Happily, for those around Rockaway, the new Moss Motor building is located close by, at the Hamilton Business Park Unit 4A, Fr. Rd., Dover, NJ 07801. The Moss Moat will pass into history on the up side we have about 10,000 feet in a more usable lot. This will allow us to continue expanding our product line and same time provide nicer facilities for our over-the-counter friends. The actual move date is still in the air. We expect to move August to early October. If you plan to visit our New Jersey warehouse, call ahead or retain this map. We hope to see you

## AH TOOL AND JACK BAGS



### New Item!

Our tool and jack bags are made to exact specifications at our own upholstery division. Although factory design varied from time to time, the differences were very slight. Like the originals, the jack bag is made of durable black canvas, the tool pouch of black canvas-back vinyl with stitched tool compartments and a sturdy canvas strap.

Jack Bag	221-210	\$15.00
Tool Pouch	221-220	\$59.00

# Scarface From Abingdon By Conrad Campos, Jr.

Yes, it's that time of year! It's sports car season! The garage hibernation is over and it's time for the MGEEEB to stick its nose under wraps and to face the elements. The season starts later here in the northern latitudes, unlike the year-round season of Southern California. That may be one of the reasons it gets intense. One minute there's none and then the first sunny day of spring sports cars are everywhere, only to disappear with the first winter rains.

With the warmth of the sun, the sports car aficionado starts thinking of restoration. It's spring and rebirth, a time when the new replaces the old or when the old feel young again. Anyway, I started to think of all the things that had to be done to the MGB. I rolled out the British marvel, washed it, and started to investigate previous encounters of the crunch kind. The MGB is a 1966 and I bought it in 1969, when I was really looking for a VW. Since that time I have had many adventures and many memories tied to it. When my wife and I were first dating, she realized that this British Beast of Burden came with the long-haired hippy gnome. Now it looked like the time to restore it.

Scars have always been a permanent mark. At times they have been a statement about the person who wears them. The Prussian sword cut on the face comes to mind. Some societies would use patterned scars as ornament, and who can deny a sailor and his tattoo? Most

**"Scars have always been a permanent mark. At times they have been a statement about the person who wears them."**

scars, though, have been caused by accidents, like the one the cat gave me when I tried to give her a bath. The MGB has scars which separate this MGB from any other. I started to examine these scars which the ravages of time had wrought.

At the front end of this British export you notice the chrome hood pins. The hood is made of aluminum and the British failed to install a double safety latch. At forty miles per hour the hood flew up and caused a mild sensation. The first time was a fluke; the second time called for strapping the inside frame and installing hood pins. The front edge of the hood also looks a little different. That came about from a pickup truck that didn't see my roadster parked behind it, and managed to crunch the hood just above the grille. Did I mention that the hood is made of aluminum? My amateurish attempts helped hide most of the damage with body putty.

Before we leave the front of this British

masterpiece, let me explain about the front bumper. People used to ask me where the front bumper was, until I installed an air dam on it, and told them that now, bumperless, it could go 180 mph.

Really though, I have to confess... it was my fault. It was a dark night in North Hollywood. There was a stoplight flashing red and I decided to cut through the closed service station, thus avoiding the loss of a couple of seconds. Would you believe that major oil companies give out awards to gas stations that can come up with the worst landscaping, especially for cars cutting through their sta-

**"We heard running feet. We heard screeching tires and Rambo of the valley was out on the street firing three more blasts."**

tions? Boom!!! Before I could see it, (Electrics you know), I smacked the biggest boulder. Some landscaping! The twisted bumper gave the MG a demented sneer, what with one bumperette hanging this way and the other in the opposite direction. It wasn't long before I lost those bumperettes someplace on Mulholland Drive (An infamous sports car road - Ed). I still have the old bumper in the garage. I hate getting rid of old parts.

Creases from parking lot encounters keep the "Love of my Life" from getting 100% at a concours. Both doors show that fissure which is affectionately known as a stress crack. I guess that's not too bad considering that a friend with a rubber bumper MGB had them through four different windscreens. Scratches on the front knooch are evidence of brake failure. I bounced the car off the curb to bring it to a stop. The emergency brake didn't work. Why brake failure? It was a failure caused by using the wrong voodoo mixture in an alien brake system. It helps to own a manual, otherwise you too can use the wrong brake fluid and replace the complete system. By the way, did you know that some British transmissions do not use 90wt. oil like a 1956 Chevy?

There is a medallion attached to the lower right fender, like a brand on a hairless cow. It says "Burbank Sports car Center." I can't make out the rest of the logo because it is intricate and countless waxings have filled it in. They must have made some good glue back in 1966 because I've been trying to take it off for years. The trunk lid has four holes in it from a luggage rack. I removed the rack because it destroyed the purity of line, but lately I've been thinking of putting it back. Water gets in the trunk.

This piece of vintage metal also has a spot-

light. Hey, I didn't put it on! The car came that way. I didn't even like them on 1950 hot rods. Why it's still there I don't know. Yes I do! If I took it off, there would be two more holes for water to come in and turn vintage to rust. The spotlight did help me from going over an embankment near Lake Isabella, and it has come in handy on gimmick rallies. It's easier to see paper plates on telephone poles.

There are traces of French blue paint on the driver's door. The blue color came from acrylic paint that my three-year-old son found in the garage. He promptly started to finger-paint the tan MGB.

It was a warm night, years ago, that the following incident occurred. It was three o'clock in the morning in North Hollywood. The windows were open in our upstairs apartment. Suddenly, my wife and I were awakened by an alarm, soon followed by a male voice from the next apartment yelling, "Stay away from my car you sons of \*(\$%&!)." A shotgun blast came from his apartment window. We heard running feet. We heard screeching tires, and Rambo of the Valley was out on the street firing three more blasts. Did I stick my head out the window? No way, Jose! I was on the floor with my honey calling the police, who promptly put me on hold.

By the time the waterbed reached calm, there were voices out on the street. We ventured forth to recreate the scene. We found the empty shells; evidently, Rambo must have blown out the thieves' back window. Glass was everywhere! Two hours later the black and white showed up, (fast, considering the station was a block and a half around the

corner). We later learned that John Wayne was cited for discharging a firearm in a demilitarized zone. We retired after giving our version of the event to the police. It didn't match any of the other twenty versions. The next morning, I went to drive the B to the market. I found pock marks on the side of the car and on the spotlight housing. My side mirror was shattered and the tail light was disintegrated. You never know what is going to happen when you leave your car parked on the street.

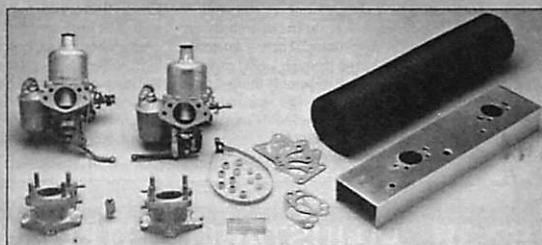
A lot of these events happened years ago, but the scars tell the story. I can point to each one. You can't do that to a concours MGB. This Scarface from Abingdon has a visible history that hasn't been erased by cosmetic surgery. When you do a restoration, do you replace a

**"A difference of philosophy? Maybe. I won't restore it. The MGB is running great, even though it looks like Quasimodo."**

part because it is old and not shiny anymore? It's still serviceable, but it doesn't go with the new paint. I've seen some MGBs that are ten on the scale of ugly, but they are also used daily. A difference in philosophy? Maybe. I won't restore it. The MGB is running great, even though it looks like Quasimodo. The sun is out; there's a nice warm breeze, and I have the suspicion that the Scarface from Abingdon won't be restored this year either.

*Conrad will receive a Moss gift certificate for his contribution.*

## AH 100-M 1 3/4" CARB CONVERSION



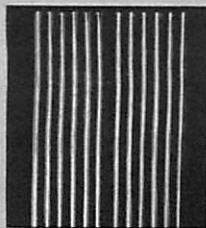
### SPECIAL!

In 1955 Donald Healey and company decided to offer the customer another version of the standard BN2 along the lines of their 1953 race car. They created a competition package: a factory installed kit which about one-third of the stock models received.

We've just located ten pairs of 100-M 1-3/4" SU carbs. We're offering these, together with special factory exact aluminum intake manifolds, alloy cold air box, air duct hose, insulating washers and gaskets. This conversion, along with two of our Lucas Le Mans headlamps, alloy louvered hood and leather hood strap will give your 100 the look and performance of a factory 100-M.

Carb. Conversion Kit	366-778	\$695.00
Louvered Hood	858-070	\$489.50
Hood Strap Assembly	221-608	\$47.95
Lucas Le Mans Headlight	156-900	\$67.50 ea.
Adapter for Le Mans Light	157-000	\$11.95 ea.
Bulb	170-600	\$4.95 ea.

## MGTF GRILLE SLAT SET



### New Item!

We have invested a great deal of time and research in producing the correct cross section and radius for each grille slat. Finally available, these are chromed brass like the original. You'll save money by buying the complete set of twelve.

Grille Slat Set 454-148 \$134.95



# Bob's Garage

By Robert Goldman

The time I normally spend looking for a technical subject for Bob's Garage was used up on a trip to England. As I'm more in a driving mood now that summer is here anyway, I thought a new car review might be of interest. The car in question, the MG Metro Turbo, isn't exactly new, isn't available in the States and most likely never will be, but it does say MG on the steering wheel and it had only 2700 miles on the clock. That's a lot fewer miles than any other MG I've driven.

Some of you are already saying, "But it's not a real MG." All right, I've been heard to say that real MGs have overhead cams myself. There is no correct answer on that subject, but we should establish a definition. Here goes... An MG, whether badge engineered or a completely unique design must possess certain sporting characteristics. The car must be fun to drive, even at the expense of comfort, it should be faster than its contemporaries and handle better too. Physical appearance is a purely subjective matter best left to individual tastes. Yes, you're right, I'm a driver at heart.

With the perennial exception of Morgans, the old rear drive, low slung, short gear lever British sports car died at the end of the 1970s. Modern day front drive, practical econo-box pseudo sporty cars just don't seem the same, but Austin Rover (now the Rover Group) decided they could call one of these new contraptions an MG. The cars have sold quite well despite a higher price than the standard model. This is very much in keeping with past MG history. They go faster and handle better than the standard Metro too. Unfortunately, we will wait in vain for them to reach our shores. I found out why pretty quickly.

Upon arrival in Darlington (home of the first ever railroad) I was presented with an almost new Metro Turbo. I was told I could not keep it, and that the mileage would be recorded. A quick look under the hood revealed an old friend. Remember the A-Series 1275cc Sprite/Midget motor? There it sat under an MG valve cover. The turbo blows through an SU carb, so much for meeting our smog standards. The only thing wrong was the fact that this friendly little package was mounted sideways under the hood. I guess no one ever told them which way to put it.

My first assignment was to carry three passengers. "What?

In an MG?!" Yes, it can be done, with a reasonable amount of rear leg room. The car went all right, but definitely felt the weight. A great deal of clutch slip was needed to get under way up hill and top speed seemed to be about 85-90 mph. That's still none too shabby for a 1275. Once the touring duties were fulfilled, I had a chance to run solo.



This 'Tickford' Metro has been fully prepared and modified by Aston Martin. Differences include racy low front apron and upgraded wheels.

The modern day Midget screams when allowed to do its thing. Power comes on lower down the scale, but with much more snap than a normally aspirated car. As with any front drive, a certain amount of torque steer could be felt under hard acceleration. I used a round-about for handling tests. Roundabouts are these wonderful little circles of pavement. They are equipped with six million poorly marked access roads which radiate out like bent spokes. To enter a round-about, you simply ignore the

"Give Way" signs and blast on into the traffic flow. Indicate your desired exit by outrunning everyone else to get there and voila, you've gone through the round-about. Of course, I usually found myself doing several laps before spotting the desired exit. This gave me a chance to test out the handling.

Metro Turbos come equipped with big fat sway bars and wide tires. The resultant lack of body roll is quite noticeable, and I found myself going awfully fast before the car would drift. Most of my experience is on cars with tall, skinny tires. The Metro's handling would make any MG owner take notice. Steering is quick and precise, but the gear shift lever is typical front drive - long and willowy. There is no substitute for a short, stout gear lever.

The high speed runs were done in an attempt to keep up with traffic on the M1. I never went over 100 mph, honest. No problem getting up to 55 here, but most British cars still don't have a 5th gear and at higher revs the whole dash starts to buzz. From 70 (the national speed limit) on up you can't make it stop. The high speed runs pointed to one essential problem.

Austin Metros are not expensive cars, and the MG version is built to the same standards as the basic Austin. My car was losing its headliner at only 2700 miles. Overall fit and finish were fair at best. Rumor had it that my car replaced another which lasted but three weeks before dying. This poor car didn't feel happy at high speeds, the Abingdon touch just

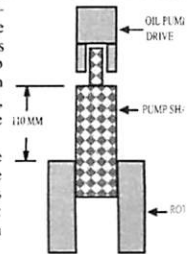
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## Tech Tip: TR6 Oil Pump

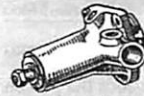
We have heard people complain that upon installing a new TR6 oil pump, they were unable to build oil pressure. One possible cause is the installation procedure itself. The pump drive shaft has a tongue which must be aligned with slot in the drive from the camshaft when the pump is bolted place. Because the drive shaft is pressed into the oil pump gear, a misaligned drive will cause the drive shaft to be pushed further into its gear. The oil pump seats properly against housing, but the now shortened shaft will not engage its drive from the cam.

The proper distance from the oil pump housing to the base the tongue is 110mm. If your drive shaft is too short, simply pull it out of the housing (being careful not to bend or scratch the shaft) until the proper dimension is achieved. The manufacturer tells us that this arrangement is constructed so that the drive shaft will spin in the gear if the gear seizes, rather than tear up the drive from the camshaft.

The best way to minimize headaches is to insure that the oil pump drive shaft and its cam drive are in perfect alignment before bolting down the oil pump.



## AH100 WATER PUMP

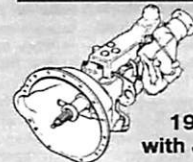


These pumps have been incredibly difficult to find in the last few years. We've just received a limited supply of complete, ready-to-install units. We doubt that we'll ever get another shipment, so make sure you get hold of one now.

Water Pump (100-4) 021-065 \$99.95

Prices good until Oct. 1, 1987

## TR6 OVERDRIVE GEARBOX



1973 thru 1976  
with J-type Overdrive

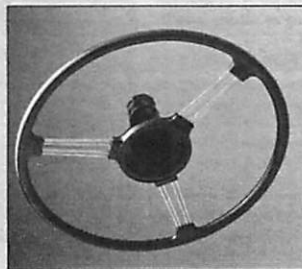
If you've never driven an overdrive-equipped TR6, you won't believe the difference it can make in freeway driving. We've just received a very, very limited quantity of factory rebuilt gearboxes, complete with J-type overdrive and adapter plate. This unit will convert your late, non-overdrive Triumph to full factory overdrive specifications. You'll need to install an OD relay, an isolator switch on your transmission (#140-470) and a switch mechanism on or under your dash. Core must be complete w/OD and rebuildable to recover refund.

Gearbox with Overdrive (price includes \$100 core charge) 847-130 \$1,095.00

## TR2-3B ADJUSTABLE STEERING WHEEL

### New Item!

If you own a TR2 or 3 with an adjustable steering wheel, we'll bet that you've probably been looking for an uncracked steering wheel for as long as we have. Unfortunately, all the factory adjustable wheels were made of an inferior, damage-prone material that had a driving life of just a few years. We've just received our first shipment of high-quality wheels, made to factory specifications, out of a non-cracking ABS material. These are the first original-type wheels available since your car was driven off the factory lot, and they are built to last! Give us a call and place your order now — you won't believe the difference a new wheel will make. These wheels do not fit non-adjustable steering columns.



Original Type Adjustable Steering Wheel

853-730 \$159.95

## Reliable Wedge

By Steve Lopes



I remember the *Newsweek* ads as clearly as today: "The Shape of Things to Come"; and my revulsion at the design of the new TR7. The little wedge-shaped garage and the coupe-only body turned me off British Leyland for years.

Little did I know that that advertisement was indicating my future. It was the mid-seventies, and I was still a British marque purist who thought Triumph was (sniff) a college student's car.

After all, in 1962 I had sold my well-worn 1956 VW for your basic XK120 Jag roadster. Unfortunately, my knowledge of engine noises was meager, and after a day's hard driving the Jag threw a piston. Being a college student with little means, the Jag sat in my yard for two years before I sold it to a friend for \$300. Little did I know then that that same Jag would be worth over \$10,000 today.

My best friend had an Austin Healey 100-6, and, as typical with Healeys, we learned a lot about repairs. The Jag was just too expensive for me to fix, but we kept that Healey running.

Years went by, and when I finally became financially secure, I shopped around for a solid MGB. It was 1982, and my prejudice against Triumph had not waned. I looked at many MGBs, but all had one or more serious problems. I had learned about engine noises and passed on several.

In September of 1982, I saw an ad for a 1980 TR7 five-speed roadster for \$6,000. Still looking for an MGB, I drove the TR and fell madly in love. The previous (and first) owner had put a lot of money into the car and was fed up, so I knew I was buying a car that would need a lot of attention. In spite of my best judgement, I bought the car, although I had a trusty Chevy Caprice to get me to work, each morning.

It's now nearly five years later, and I realize I bought a car that must have been built on Wednesday. The sucker is more reliable than any car I have ever owned.

Today it turned 119,000 miles, and I have never had a major repair. I've gone through batteries, mufflers and numerous small items, but the car is basically running as good as new. I have taken it across country twice without any snags. I maintain it well and change the Castrol GTX every 3,000 miles. I've changed the struts, hoses and brakes (but they replaced good parts). I put in a manual choke and window regulator.

When I bought the TR, I budgeted \$1,000 a year for anticipated repairs, and I still have that \$1,000 on hand. I can't explain it, but I am proud and pleased with this car.

My only problem is the condescension I get from my "purist" friends who own frequently-repaired early TRs and MGs. I guess I can handle that. When the car turns 200,000 miles, I intend to get a vanity plate stating the same. And for those of you who have problem TR7s, I suggest you hang in there. Not all TRs are mechanic's specials. Even TR7s.

Steve will receive a Moss gift certificate for his contribution.

## Installing Door Handle Pins

By Thomas Dillard

For those Austin Healey and Triumph owners who have struggled to replace the original pins holding the door and window winder handles in place, here is a straightforward solution:

Using a suitably sized nail (it must just fit inside the handle), cut off the head, then premeasure it to the same length as the original pin. Cut through one third to one half of the nail's diameter. When you are ready to install the handle, insert the nail up to the cut and bend it. The nail will break off and your "shear pin" is in! If you have difficulty seeing exactly how far to insert the nail before shearing it, tie the cut with a piece of thread, or put a drop of bright fingernail polish on it.

Tom will receive a Moss gift certificate for his contribution.

Customer Profile:

## Ron Gordon

By Craig Cody

It was recently my pleasure to spend a delightful evening with Ron and Linda Gordon. (That's Gordon, spelled T-R-I-U-M-P-H.) When I first arrived at their home in rural Maryland, I thought I had come to the wrong place. In the garage were two fine examples of Teutonic engineering (the "P" word), one of which had the personalized plate number of NIEN 44. After introductions, however, Ron revealed probably the finest example of a TR3 I have ever seen. He sort of tantalized me by very carefully folding back the cover a bit at



a time, slowly revealing sparkling chrome and flawless red paintwork. We cracked a couple of cold beers, and Ron began the story of "The Car."

The intention of the car-buying expedition, some 12 years ago, was not to find a Triumph, but a Corvette for SCCA racing! After the disappointment of not finding what they wanted, Linda spotted a car under a tarp on the drive home from Pennsylvania and said, "That's a TR3!" The car was painted rattle-can silver, but was purported to be a runner. When they approached the owner about selling, he explained that he used the car quite a lot, mainly to go deer hunting.

A deal was finally made, and the next week Ron arrived with a battery and some fresh gas. The car fired right up, and Ron embarked on a restoration project that was to conclude some 10 years later with an immaculate restoration that wouldn't

## I've Never Liked Cars

By Phil Yearout

First, let me say that I've never liked cars. I've never known anything about them, never liked working on them, never understood them. And cars have never liked me. They can sense these things, you know, and they have always viewed me with a great deal of disdain. I can count on one hand the number of cars I've owned. All born of necessity and practicality, and I've always subscribed to the "drive it 'til it quits, then take it in and get it fixed" philosophy. To me, cars have never been fun, and I've never understood anyone who thought otherwise.

A year or so ago, however, strange things began to happen. I began to remember all the sports cars in my past which had made impressions on me; an MGA which a fellow drove when I was in college, an MG Midget which a kid from my home town owned and let me drive home once. An Austin Healey 3000, which a friend tried very hard to sell me for \$600.00 in 1968, and the first time I saw an MGBGT in British Racing Green. And so, much to my chagrin, much against my better judgment, and coupled (according to my wife) with the onslaught of my fortieth birthday, I decided that I wanted to own a sports car.

I began to look (slyly at first and with feigned casual interest) at the used car ads in the paper. I looked quickly past the Z-

start for the TRA (Triumph Register of America) National meet in Gettysburg, PA. (1985). During the transition from Backwoods Hunting Wagon to World Class show stopper, the TR3 afforded Ron the opportunity to become one of the foremost Triumph authorities in the country. This was more due to necessity than desire, since restorations of this caliber just did not exist for TRs at the time.

We take for granted readily available parts and the comprehensive catalogs we have today. Acquisition of a single part frequently involved purchase of a dealer's entire obsolete parts inventory! Ron was fortunate enough to find a complete body shell in a barn, the victim of an untimely demise when virtually new. Ron's own car is red, but has a light blue frame. (Light blue?) The cars and frames were painted in batches, with whatever color was being done that day or week and frames were not necessarily matched with correspondingly colored bodies. This discovery led Ron to strip down a perfectly prepared black frame and re-do it in the original blue. Off-the-shelf interior kits were not available, so Ron did his own stitch-for-stitch duplicate in fine Scottish leather.

Ron's original interest in English sports cars dates from his boyhood in Cumberland, MD., an area that he says was "thick with the things" in the fifties and sixties. He says it was probably a Bugeye Sprite, or maybe a TR, but whatever it was, Ron knew it was not a Plymouth coupe! (Baltimore in the fifties was a Point-Of-Entry for British cars.) The interest in TRs, however, was sparked by Bob Tullius, who still races, albeit in Jaguar powered prototypes. Bob was racing an unbeatable TR6 in the late sixties and early seventies. Ron got the itch and bought a new TR6 in 1971, a car he still has today, with only 33,000 miles on the clock.

Ron is currently very active with 6-Pack, a national organization of TR6 owners and enthusiasts. Ron heads the "History & Restoration" part of the organization, even providing engineering quality drawings and illustrations for their quarterly newsletter. Linda, incidentally, is publisher of the newsletter. Ron's excellent TR6 is pictured in the "Triumph Buyers Guide" (Moss #212-720). Ron was also instrumental in writing a manual of judging criteria for Triumphs.

Along with the time devoted to his automotive enthusiasm, Ron is in the process of finishing their new home, helping raise two active boys and has his career with Bechtel Energy. I guess he must also sleep somewhere in there, but I'm not sure.

cars and Karmann Ghias. If I were to own one, it would have to be a proper British sports car; this much I knew. Then, one brisk and rainy October Saturday morning, there it was: "1972 MGBGT, good condition, 54,000 miles." After phoning the owner, I drove to the address, and from the moment I drove the car I knew it had to be mine. Dirty black paint (not original), dirty black interior (unfortunately original), windshield scratched from running the wipers with a missing blade. I loved it. I looked at a couple of other cars, but I couldn't get the GT off my mind. So, after haggling with the owner until we arrived at a price we both could live with, I bought it.

Now, I'll have to admit that I'm holding onto some of my earlier feelings about cars. And I'll have to admit that many of the reasons people tell you not to buy a sports car are true. The GT needs shocks, the carbs need to be rebuilt, and there's some rust on the body which will have to be dealt with. But this car is different, and seems to understand me. We've come to accept each other's shortcomings and have learned to live with them. I've fixed a number of things on the car myself (armed with my trusty Haynes manual), and they actually work! Aside from the fact that I love driving the GT, I find myself actually looking forward to Saturday mornings working on this little machine. We're pals. Like I said earlier, I've always liked cars.

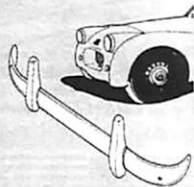
Phil will receive a Moss gift certificate for his contribution.

## TR2-3 FRONT BUMPER BAR

Fits to (c) TS22013

Recently in from England, this triple-plated chrome bumper bar will restore your small-mouth grille Triumph to its original glory. Complete the look with a pair of our perfectly-tooled overriders.

Front Bumper Bar	854-200	\$225.00
Front Overrider	802-750	\$22.50 ea.



# Sale!

## Moss Motors Holds The Line On Rising British Parts Costs!

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

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

Prices Valid August 24 Through October 1, 1987

### TRIUMPH PARTS



#### Lucas Screen Jet Assembly

A great replacement for the obsolete TR250/6 windshield washer assembly. Also fits most other British sports cars with a minimum of 8" vertical clearance. Use with a momentary contact switch.

546-135 Reg. \$39.95 **\$33.50**

#### TR4-6 Wiper Bush and Nozzle

Not only do these inexpensive pieces allow your washer system to work, they also control the sweep action of arms and blades.

RH 565-020 Reg. \$5.95 **\$4.50**  
LH 565-030 Reg. \$5.95 **\$4.50**



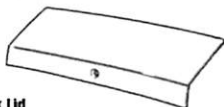
#### Triumph Dual Down Draft Weber Kits

Our Weber Dual Draft carburettor conversion is a complete kit including dual 32/36 DFV progressive two barrel carbs, manifold adaptors, linkage and air cleaners. Ideal for road use, you'll get improved performance without sacrificing fuel economy or driveability at around town speeds. Simple to install, and no modifications are required to existing linkage.

TR6 Weber Kit\* 222-420 Reg. \$619.95 **\$559.95**

TR7 Weber Kit\* 222-410 Reg. \$619.95 **\$559.95**

\*Legal in California only for racing vehicles which may never be used on a highway.



#### TR7 Trunk Lid

Factory steel trunk lid fits all TR7 models.

071-873 Reg. \$225.00 **\$179.95**



#### TR7 Window Regulator

RH 071-855 Reg. \$56.25 **\$47.50**

LH 071-856 Reg. \$56.25 **\$47.50**



#### TR7 Coupe Front Bumper Assembly

Bumper is complete with rubber cover.

071-800 Reg. \$425.00 **\$359.95**

#### TR7 Wheel Trim Rings

Polished anodized aluminum.

453-045 Reg. \$11.95 **\$9.75**



#### TR7 Brake Calliper Repair Kit

(repairs one caliper)

071-514 Reg. \$3.45 **\$2.85**

#### TR7 Clutch Slave Cylinder Repair Kit

071-314 Reg. \$6.25 **\$5.30**



#### TR7 Oil Filter

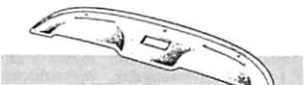
Keep an extra on hand in your trunk - you'll never see our oil filters at a lower price.

071-100 Reg. \$3.25 **\$2.75**

#### TR2-6 Battery Retaining Bar

(Fits TR6 to CC 50,000)

031-769 Reg. \$4.25 **\$3.75**



#### TR4-4A Dash Top Pad

Restore your dash top to its original beauty with this easy-to-install dash top pad. You'll make your interior look new again.

855-010 Reg. \$44.95 **\$39.95**

#### TR2-3 Door Striker Plate

803-640 Reg. \$11.75 **\$8.95**

#### TR2-TR4 A Water Pump

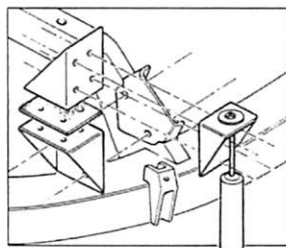
835-000 Reg. \$49.50 **\$42.50**

#### TR4 thru 6 Cowl Vent Seal

Fits TR6 to CG 85737

This is the seal cleverly hidden under the vent behind the hood. Since it's usually gone or completely rotted, take the time to replace it, and get rid of the rattle you've always wondered about!

680-390 Reg. \$7.50 **\$5.95**



#### TR6 Rear Tube Shock Conversion Kit

Improve your rear lever shock performance to high front suspension standards. Our conversion kit includes all necessary parts, hardware and detailed instructions. Installation is straightforward, with some drilling required.

670-118 Reg. \$149.95 **\$139.95**



#### TR2-6 Wire Wheel Conversion Hubs

You can easily convert your disc wheel Triumph to wire wheel splendor with these conversion adaptors. Following factory recommended procedure; install the hub, along with special nuts (#675-070). Then, using high quality steel hacksaw blades, saw the exposed stud off.

RH 661-410 Reg. \$74.95 **\$64.50**

LH 661-420 Reg. \$74.95 **\$64.50**

#### TR2-3B Wind Wing Set

Get rid of vexing side drafts with a pair of polished clear plexiglas wind wings with chrome fasteners. Requires no drilling to mount.

647-000 Reg. \$36.50 **\$29.95**

#### TR4 Seat Spring Assembly

Fits early TR4 to CT 20925

Your seats haven't felt like this since your car was driven off the factory lot. Sold individually, these spring assemblies are easily installed.

642-990 Reg. \$93.50 **\$57.50**

#### TR2-3B Vent Pull Escutcheon

(Fits TR2 from TS 6157)

Most likely missing from your dash, this bright aluminum surround is also etched with 'vent pull' for easy identification.

633-640 Reg. \$2.95 **\$2.2**



Protect your car's finish from dust, birds, sunlight and dew with these water-repellent covers. Choose between lightweight green cotton drill or heavier-duty tan flannel with a soft nap on the inside. It's an inexpensive way to preserve both your interior and flawless paint job!

#### Tan Flannel Car Covers

Big Healey 2-seater	236-080
Big Healey 4-seater	236-120
MG TC, TD, TF	236-070
MGA	236-080
MGB rdst. 1963-74	236-090
MGB rdst. 1975-80 (rubber bumper)	236-170
MGB-GT	236-150
Sprite-Midget (except 1500)	236-260
Midget 1500	236-270
TR2-3B	236-080
TR4 thru '73 TR6	236-090
TR6 1974 1/2-'76 (rubber bumper)	236-105

Reg. \$119.95-\$129.95 **\$114.95**

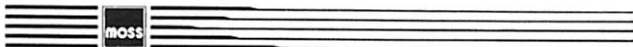
#### Green Poly-Cotton Car Covers

Big Healey 2-seater	236-030
Big Healey 4-seater	021-418
MG TC, TD, TF	236-010
MGA	236-030
MGB rdst. 1963-74	236-050
MGB rdst. 1975-80 (rubber bumper)	236-160
MGB-GT	236-130
Sprite-Midget (except 1500)	236-240
Midget 1500	236-250
TR2-3B	236-030
TR4 thru '73 TR6	236-050
TR6 1974-76 (rubber bumper)	236-100

Reg. \$99.50-\$110.50 **\$94.50**

#### Green Poly-Cotton Car Cover

Jaguar XK120, 140, 150  
011-465 Reg. \$149.95 **\$124.95**





## JAGUAR PARTS

**Jaguar XK140/150 Muffler Mount**  
Requires two on the front and two on the rear of each muffler.  
614-008 Reg. \$3.50 **\$2.95**



**Jaguar XK120-140-150 Turn Signal Relay**  
8-terminal, genuine Lucas.  
141-400 Reg. \$109.95 **\$99.95**

**Jaguar XK120-140-150 Connecting Rod Bolt**  
031-894 Reg. \$2.85 **\$2.45**

**Jaguar XK120-140-150 Upper A-Arm Bushing**  
Replace worn-out bushings at a great savings. 8 required.  
011-916 Reg. \$3.35 **\$2.85**



**Jaguar XK120-140-150 Knockoff Nut**  
Get rid of battered, ancient knock-offs. Factory exact, these are brightly chromed with 'Jaguar' and 'Undo' cast in the center.  
RH 011-880 Reg. \$34.50 **\$28.95**  
LH 011-881 Reg. \$34.50 **\$28.95**

**Jaguar XK140 Pliath Pad, Tall Light Housing**  
011-823 Reg. \$4.80 **\$3.50**

**Jaguar XK120 (early) Front Wheel Cylinder**  
Non self-adjusting.  
011-237 Reg. \$23.25 **\$19.50**

**Jaguar XK120-140-150 Oil Breather Pipe**  
011-138 Reg. \$11.25 **\$8.95**

**Jaguar XK140-150 Front Engine/Gearbox Mount**  
011-146 Reg. \$10.95 **\$8.95**

## SPRIDGET PARTS



**Midget Letter Set**  
From 1970-on  
470-605 Reg. \$7.95 **\$6.95**

**Spridget Cross Member With Jacking Point**  
455-005 Reg. \$25.95 **\$20.75**



**Spridget 1098-1275 Muffler & Tailpipe**  
Fits thru 1969.  
444-260 Reg. \$21.95 **\$18.50**

**Spridget Upper Suspension Bush**  
4 required  
330-520 Reg. \$2.95 **\$2.50**

**Spridget 1098 thru 1500 Windshield Pillar Pad**  
RH 282-045 Reg. \$15.95 **\$13.95**  
LH 282-055 Reg. \$15.95 **\$13.95**

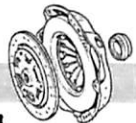
**Spridget Wheel Trim Rings**  
Polished anodized aluminum.  
453-045 Reg. \$11.95 **\$9.75**



**Bugeye/Spridget 948 Starter Switch**  
145-800 Reg. \$25.95 **\$19.95**

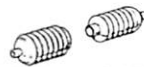


**Spridget 1098 & 1275 Rear Wheel Cylinder**  
180-385 Reg. \$29.95 **\$25.50**



**Spridget 1275 Clutch Kit**  
Replace your clutch easily and economically with this brand new clutch kit. Contains pressure plate, disc and throw-out bearing.  
190-980 Reg. \$95.50 **\$84.95**

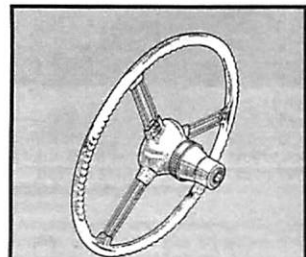
**Spridget 948 & 1098 Side Curtain Set**  
These factory style side curtains are made to fit your Spridget perfectly. Save money now and prepare for winter weather. Set comes complete with all fixing brackets.  
259-678 Reg. \$214.95 **\$199.95**



**Spridget Rack Seal 948, 1098 & early 1275**  
260-320 Reg. \$13.35 **\$11.95**



**Spridget Battery Retaining Bar**  
031-769 Reg. \$4.25 **\$3.75**



### Factory Style Steering Wheels

We now offer a large range of factory style steering wheels for your British sports car. These wheels, made to original specifications, incorporate the traditional English banjo design. If you've been thinking of buying a new wheel, don't let this special price slip by.

**MGA Steering Wheel**  
263-250 Reg. \$98.50 **\$79.95**

**Austin Healey 100-6/3000 Adjustable Steering Wheel**  
Includes wheel nut.  
853-790 Reg. \$129.75 **\$99.95**

**Austin Healey Non-Adjustable Steering Wheel**  
Also fits 100.  
853-800 Reg. \$129.75 **\$99.95**  
(Centerpiece not included)

## AUSTIN HEALEY

Let's start calling it by its correct name! For ease of ordering, our publications have often referred to the 4-cylinder Big Healey as the 100-4. However, as all factory literature refers to the 4-cylinder Big Healey as the Austin Healey 100, we will be using this term exclusively from now on.



**Austin Healey 3000 Water Pump**  
Water pump for 3/4" fan belt. Complete assembly includes gasket and pulley.  
835-020 Reg. \$98.50 **\$84.95**

**Austin Healey 100-6/3000 Door Hinge Panel**  
Fits BN-4/BT7  
RH 806-140 Reg. \$124.50 **\$104.95**  
LH 806-170 Reg. \$124.50 **\$104.95**

**Austin Healey 100 thru 3000 BT7 Door Striker Plate**  
Fits 100 from (B 2236)  
803-790 Reg. \$17.95 **\$14.95**



**Austin Healey 100 thru 3000 Outer Tie Rod Assembly**  
Fits 100 from (c) 157624. Complete assembly requires one per side.  
667-550 Reg. \$52.65 **\$44.75**

**Austin Healey 100-6/3000 Vent Control Knob**  
Pull knob.  
635-510 Reg. \$2.95 **\$2.45**

**Austin Healey 100-6/3000 Heater Control Knob**  
Push knob.  
635-500 Reg. \$2.95 **\$2.45**

**Austin Healey 100-6 thru 3000 BJ7 Exhaust Mount**  
Fits all except BJ8. 100-6 BN4 requires one on tailpipe, one at rear of muffler. 100-6 BN6-3000 BJ7 requires three; one on tailpipe, one each on front & rear of muffler.  
614-008 Reg. \$3.50 **\$2.95**

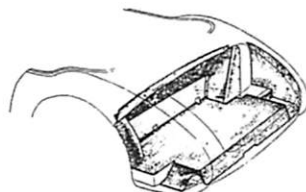


**Austin Healey 100-6/3000 Top Frame, 2 seater**  
Fit 100-6 BN6 and 3000 BN7.  
453-690 Reg. \$267.50 **\$235.00**

**Austin Healey 100-6/3000 Tonneau Stiffener Bar Set**  
Fits 4 seat roadsters only (BN4/BT7).  
453-658 Reg. \$24.95 **\$19.95**

**Austin Healey 100 BN2 thru 3000 Rear Gearbox Rubber Mount**  
413-050 Reg. \$3.25 **\$2.60**

**Austin Healey 100 Replacement Fuel Pump**  
377-020 Reg. \$55.95 **\$47.50**



**Austin Healey 100-6/3000 Trunk Liner Set**  
Manufactured with original jute-backed 'Hardura' vinyl material. Fits 4 seaters.  
249-930 Reg. \$114.50 **\$104.95**

**Austin Healey 3000 Grille Slat Assembly**  
Vertical grille slats fit 3000 MkII on.  
031-360 Reg. \$138.75 **\$119.75**

**Austin Healey 100 BN1 Rear Engine Mount**  
Rear mount, fits on gearbox.  
011-146 Reg. \$10.95 **\$8.95**

**Austin Healey 100 Exhaust Valve**  
021-022 Reg. \$14.95 **\$12.65**

**Austin Healey 100/100-6 New Clutch Disc, 9"**  
Does not fit 100 BN1 with 3 speed gearbox.  
021-140 Reg. \$69.95 **\$59.50**



**Austin Healey 100-6/3000 Water Outlet Elbow**  
Keep your cooling system working efficiently! Check for corrosion and rust in your old outlet. Replace gasket #697-060 at the same time.  
021-346 Reg. \$21.95 **\$17.50**



**Austin Healey 100-6/3000 Bumpers**  
If you're tired of rust spots and corrosion on your bumper, now is the time to install a brand new triple-plated chromed bar at great savings.  
Rear 031-356 Reg. \$114.50 **\$99.95**  
Front 031-353 Reg. \$98.75 **\$92.50**

**Austin Healey 3000 BJ7 & BJ8 Door Glass**  
If you've cracked your window and have been putting off replacement, take advantage of our sale price and install new glass today.  
LH 021-860 Reg. \$124.50 **\$109.95**

**Austin Healey 100-6/3000 Clutch Lever Boot**  
031-370 Reg. \$7.95 **\$6.75**

**Austin Healey 100 thru 3000 Wiper Blade (9")**  
Fits all except 3000 BJ7/BJ8.  
164-980 Reg. \$9.70 **\$7.95**

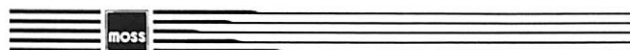


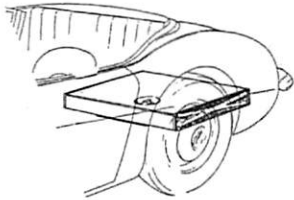
**Austin Healey Anti-Sway Bar Link**  
Fits all Big Healeys.  
661-810 Reg. \$7.95 **\$6.95**

**Austin Healey 100 thru 3000 Front Fender Bead**  
Our stainless fender beading will hold its shine through years of harsh weather without rust.  
021-810 Reg. \$14.95 **\$12.50**

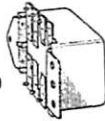
**Austin Healey 100 thru 3000 Inner Sill Assembly**  
LH 856-050 Reg. \$24.75 **\$19.95**  
RH 856-060 Reg. \$24.75 **\$19.95**

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





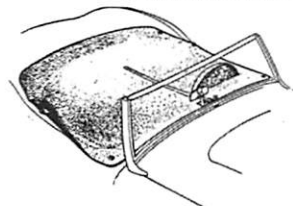
**Austin Healey 100 thru 3000 Turn Signal Relay**  
Fits 3000 thru (b)76137.  
141-400 Reg. \$109.95 **\$99.95**



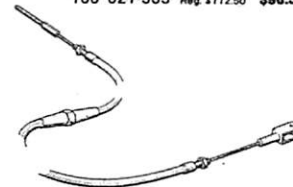
**Austin Healey 100-6/3000 Gas Tank**  
Chances are good your original tank is corroded both inside and out. Take advantage of our low, low price and install this brand new tank today.  
021-800 Reg. \$229.75 **\$209.95**

**Austin Healey 100-6/3000 Windshield to Body Seal**  
Does not fit 3000 BJT & BJB.  
021-763 Reg. \$13.95 **\$11.85**

**Austin Healey 3000 MKIII Winged Medallion**  
Factory installed on all BJB's from (c) 25315 on.  
021-739 Reg. \$24.95 **\$19.95**



**Austin Healey Black Tonneau Cover**  
Who puts the top up in warm weather? Protect your interior from sun damage whether driving or parked. Excellent quality original style tonneau fits perfectly while adding that classic touch.  
BJT & BJB 021-539 Reg. \$159.75 **\$137.95**  
100 021-535 Reg. \$112.50 **\$96.50**



**Austin Healey 100-6/3000 Handbrake Cable**  
021-389 Reg. \$21.50 **\$17.95**

**Austin Healey 3000 Shackle Pin Bush, metal**  
Fits all 3000s to (c)26704  
021-372 Reg. \$1.30 **\$1.15**



**Austin Healey 100-6/3000 Oil Pump**  
Late factory oil pump works best on all years.  
021-362 Reg. \$199.50 **\$179.95**

**Austin Healey 100-6/3000 Battery Retaining Bar**  
Fits Healeys with 12-volt battery.  
031-769 Reg. \$4.25 **\$3.75**

**Austin Healey 100 thru 3000 Interior Mirror**  
Fits 3000 to B73213.  
165-150 Reg. \$10.95 **\$8.75**

**Austin Healey BJB Kits**  
All kits are manufactured in England from genuine factory original materials, including chrome 'herringbone' seat piping from the original supplier. Seat cushions incorporate the small embossed squares, while the rear quarter panels and jump seat backrests duplicate the larger pattern.  
**Vinyl Seat Kits**  
Blue 247-490  
Red 247-470  
Black 247-450  
Reg. \$298.50 **\$269.95**

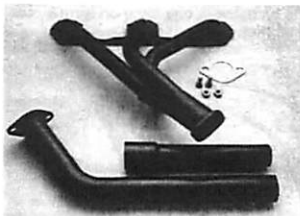
**Rear Seat Kits**  
Blue 247-630  
Red 247-610  
Black 247-590  
Reg. \$249.95 **\$229.95**

**Vinyl Panel Kits**  
fits from (c)26705  
Blue 248-700  
Red 248-090  
Black 248-080  
Reg. \$349.75 **\$319.95**

## MG PARTS



**MGB 'Mini-Lite' Wheels**  
English reproduction of the famed 'Mini-lite' wheels, in lightweight super-strong alloy. Silver-grey hammertone finish with 'MG' crested center cap. These are very similar to wheels pictured in our MGB catalog, but are more faithful reproductions of the Mini-lite wheels. 5 1/2" x 14".  
455-365 Reg. \$155.00 **\$139.95**



**MGB Header**  
Replace your heavy cast-iron manifold with this economical tubular header. Use with a Weber conversion or early MGB intake manifold with twin SU's to improve the performance of single-carb MGB's.  
459-010 Reg. \$74.95 **\$64.95**

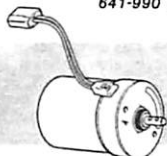
**MGB Gas Tank '77 on**  
From (c) 415001.  
471-220 Reg. \$199.95 **\$169.95**



**MGB 1965-'67 Rebuilt Engine**  
This rebuilt engine comes from England built to the highest standards. This is a non-pollution equipped engine less starter, generator, distributor, flywheel, manifolds and carburetors. It will fit all chrome bumpered MGBs, but is not street legal for post 1968 cars in the US. 1963-'64 MGBs with 3 main engines will need a special pilot shaft bushing to adapt their original gearbox. We offer a 12 month unlimited mileage warranty and free shipping with no core charge necessary.  
427-010 Reg. \$1295.00 **\$1225.00**



**MGB 1970-'80 Seat Webbing**  
Can be used in place of diaphragm on 1963-'69 cars. If you're tired of sitting on the floorboards, this easily installed webbing will support your seat without the use of phonebooks or wood blocks.  
641-990 Reg. \$16.95 **\$13.95**

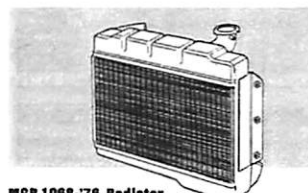


**MGB 1977-'80 Radiator Fan Motor**  
MGB owners were frantic when we ran out last year. These factory motors keep your 'B' running cool at all times.  
542-430 Reg. \$59.75 **\$53.95**



**MGB 'LE' Front Spoiler**  
Factory fitted to all 'LE' models, this racy-looking spoiler will give a competition look to your rubber bumper MGB. Looks killer on chrome-bumpered cars, too.  
475-180 Reg. \$109.95 **\$99.95**

**MGB, MGB Oil Pump**  
(3 main bearing engines)  
460-730 Reg. \$69.95 **\$59.95**



**MGB 1968-'76 Radiator**  
We found stock of these hard-to-find new radiators while visiting suppliers in the UK.  
459-660 Reg. \$197.50 **\$179.95**



**MGB 1974 1/2-'80 Front Apron**  
Steel front apron fits all rubber bumpered MGBs.  
457-125 Reg. \$39.95 **\$34.95**

**MGB Front Splash Apron**  
Fits up to approx. 1972 (no vent holes. It's not funny what a previous owner can do to a splash apron on an early, low riding MGB. Take a look, then take advantage of our sale price.  
457-120 Reg. \$44.95 **\$39.95**

**MGB Wheel Trim Rings**  
Polished aluminum trim rings give the finished touch to your Rostyle wheels.  
455-370 Reg. \$12.95 **\$10.95**



**MGB Rear Leaf Spring**  
Fits 1974 1/2-'75 rdst. from (c)36031 & (c)386795, and all chrome bumpered GTs. Always replace leaf springs in pairs.  
454-770 Reg. \$64.50 **\$54.95**



**MGB 1972-'80 Console Tunnel**  
The console surrounding the gearshift and armrest is the first place to show wear and tear in your cockpit. Install brand new factory console at this great savings!  
453-750 Reg. \$66.50 **\$57.95**

**MGB Rubber Convertible Top Header Rail Seal**  
A new convertible top is not much use without this rubber seal. Make sure your old one isn't rotted or missing like the majority of the rest.  
453-610 Reg. \$19.95 **\$14.95**

**MGB Body Side Moulding Set**  
Includes all mounting hardware.  
453-478 Reg. \$48.50 **\$41.95**



**MGB 1974 1/2-'80 Front Engine Mount**  
413-060 Reg. \$6.95 **\$5.95**

**MGB Hood Insulating Pad Set**  
Cut engine noise to a dull roar while saving your paint from excessive engine heat.  
409-008 Reg. \$39.95 **\$32.95**

**MGB Rear Gearbox Rubber Mount**  
413-050 Reg. \$3.25 **\$2.65**

**MGB Manual Choke Conversion**  
For Zenith Stromberg carburetors. Choose the correct mixture for your lat (75 on) automatic choke MGB. This easily installed conversion kit make starting a breeze in any kind of weather!  
386-320 Reg. \$64.50 **\$54.95**

**MGB 1975-'80 Air Filter Element**  
373-905 Reg. \$6.75 **\$4.95**



Moss Motoring Page 4D

**(800) 235-6954 (800) 322-6985 (805) 968-1041**  
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**MGB Hood Buffer**  
Smooth out your hood line and put a stop to vexing rattles and vibration.  
282-600 Reg. \$2.95 **\$2.75**

**MGB 1963-'67 Gearshift Boot**  
Cool down in the cockpit this summer. A new rubber boot will seal out engine fumes and heat at a low, low price.  
282-340 Reg. \$7.95 **\$5.95**

**MGB 1963-'67 Glove Box**  
233-900 Reg. \$14.95 **\$12.95**

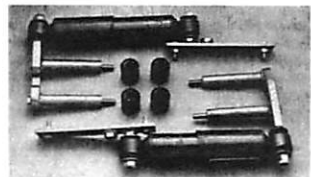
**MGB Stainless Steel Threshold Plate Set**  
Easily installed, these highly polished steel plates are a traditional accessory.  
240-630 Reg. \$19.75 **\$16.50 pair**



**MGB Fender Cover**  
Our upholstery division has designed a fender cover specifically for your MGB. This fitted cover incorporates a tool rest to keep small items from getting lost.  
242-870 Reg. \$38.95 **\$32.95**

**MGB Front Suspension A-Arm**  
With hole for sway bar mount.  
LH 264-030 Reg. \$14.95 **\$12.95**  
RH 264-035 Reg. \$14.95 **\$12.95**

**MGB Front Suspension Rebound Buffer**  
266-550 Reg. \$9.95 **\$8.50**



**MGB Tube Shock Kit (front & rear)**  
Replace your archaic, leaking shock absorbers with modern tube shocks. Our kit comes complete with all necessary mounting pieces, shocks and instructions. Tube shocks will improve handling, and are much cheaper to replace if they wear out.  
268-128 Reg. \$239.95 **\$189.95**



**Battery Retaining Bar**  
Fits TR2-6, Spridgets, Big Healeys, and rubber bumpered MGBs with single 12-volt battery.  
031-769 Reg. \$4.25 **\$3.75**

**MGB 1965-'80 Rear Oil Seal Retainer**  
Fits five main engines.  
120-830 Reg. \$6.25 **\$5.30**

**MGB 1972-'76 Brake Warning Light**  
From (c) 386601 on. This dash warning lamp may save you from unexpected front end damage. Keep a close eye on your brake system, replace your faulty old lamp today.  
142-295 Reg. \$24.95 **\$12.95**



**MGB Gearshift Lever**  
Just added to our inventory! These brand new gearshift levers are made from high quality steel, and are triple chrome-plated for long-lasting shine.  
'Straight' 1968-'77 443-135  
OD Gearbox 1963-'67 443-140  
Non OD 1963-'67 443-130  
Reg. \$35.95 **\$31.95**

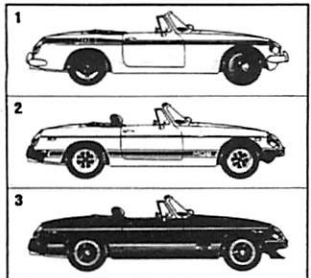
**MGB 1963-'69 & Spridget 1961-'69 Tail Lamp Assembly**  
Assembly comes complete and is ready to install.  
144-390 Reg. \$98.20 **\$79.95**

**MGB Champion NGV Spark Plug**  
152-130 Reg. \$2.25 **\$1.75**

**MGB 1970-'80 Tail Lamp Lens Gasket**  
164-883 Reg. \$3.50 **\$2.80**

**MGB Rear Wheel Cylinder**  
Fits roadsters all years & GTs to 1967.  
180-635 Reg. \$25.50 **\$21.75**

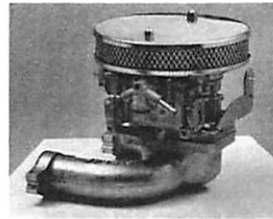
**MGB Clutch Kit**  
Replace your clutch easily with this convenient, budget priced kit. Includes brand new pressure plate, disc and throwout bearing.  
190-808 Reg. \$97.50 **\$89.95**



**MGB Body Side Stripes**  
**Style 1**  
As supplied by many dealers on new cars in the early '70's, this attractive stripe runs just above the beltline. Adds a new, distinctive dimension to the look of your MGB! Looks great on the chrome bumpered cars and GT's. Easy to install, too.  
Black 215-340  
Silver 215-355  
Gold 215-360  
Reg. \$27.95 **\$22.95**

**Style 2**  
The original, factory optional side stripe which runs along the lower part of your MGB. Especially suited to the late, rubber-bumpered cars as it helps to visually blend the bumpers into the overall body shape. A sharp addition to your MGB.  
Black 215-370  
Silver 215-375  
Gold 215-380  
Reg. \$39.95 **\$34.75**

**Style 3**  
MGB Limited Edition Stripe Kit, silver  
215-730 Reg. \$49.95 **\$44.95**



**MGB 1963-'74 Down Draft Weber Kit**  
74 1/2-'80 MGBs can easily use the early Weber conversion kit by installing the late (#459-010) 3-branch exhaust header, & replacement choke cable (#331-080).  
\*222-260 Reg. \$274.95 **\$259.95**

\*Legal in California only for racing vehicles which may never be used on a highway.

**MGB & Midget MG Crested Mud Flap Set**  
Fit a set of durable rubber mud flaps to both the front and rear of your MG wheel arches to protect your paint from stone chips and loose gravel.  
222-610 Reg. \$12.95 **\$10.95**

**MGA 1500 Turn Signal Relay**  
141-400 Reg. \$109.95 **\$99.95**

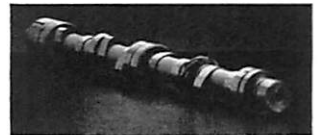
**MGA 1500 Front Side Lamp**  
Sold as a complete assembly.  
143-500 Reg. \$29.95 **\$24.95**

**MGA Starter Switch**  
145-800 Reg. \$25.95 **\$19.95**

**MGB 1977-'80 Switch Assembly**  
Turn signal, horn and headlight dimmer.  
141-850 Reg. \$59.95 **\$49.95**

**MGA Fender Cover**  
Specially tailored for us to fit your MGA fenders, these black padded vinyl covers incorporate the MG Safety Fast motto. Includes a sewn-in tray to rest your tools.  
242-900 Reg. \$38.95 **\$32.95**

**MGA Fender Piping Set**  
You'll receive enough original silver-color piping to easily outfit all four fenders.  
249-738 Reg. \$9.95 **\$7.95**



**MGB, MGA High Performance Camshaft**  
You'll get a big boost in mid-range and top-end power with this camshaft. Since it's not a full race cam, around town driveability isn't lost, although your idle will have a slightly rougher bite.  
\*222-270 Reg. \$182.50 **\$169.95**  
\*Not legal for sale or use in California on pollution controlled motor vehicle.

# Sale!

Prices Valid August 24 Through October 1, 1987

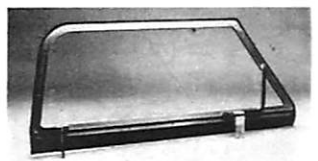
**MGA Dash Mirror**  
165-100 Reg. \$12.95 **\$9.95**

**MGA 1600 Front Brake Disc**  
Not twin cam.  
182-180 Reg. \$56.95 **\$45.90**

**MGA Knock-off with MG Crest**  
RH 200-210 Reg. \$22.95 **\$19.25**  
LH 200-220 Reg. \$22.95 **\$19.25**



**MGA Factory Workshop Manual**  
This quality hardbound reprint covers the 1500, 1600 and 1600 MkII in great detail. All available factory information, plus many photos, illustrations and exploded views makes this a necessity for every enthusiast.  
210-410 Reg. \$23.95 **\$19.95**



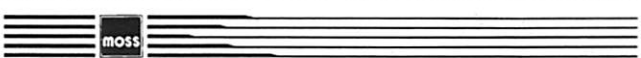
**MGA Side Curtains**  
Finally, side curtains that look great and are built to last! We started with the original plexiglas/aluminum sliding design, then made a few changes to ensure a perfect fit!  
259-648 Reg. \$149.95 **\$134.50**

**MGA, MGB Front Suspension A-Arm**  
MGA uses 4, MGB uses 2 in rear position.  
264-020 Reg. \$13.95 **\$11.95**

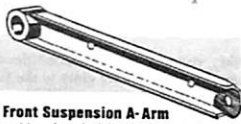
**MGA, MGB Rebound Buffer Spacer**  
Use with #264-290 buffer on front suspension.  
264-060 Reg. \$3.95 **\$3.25**

**MGA Front Suspension Rebound Buffer**  
264-290 Reg. \$8.95 **\$7.15**

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**MG TD-TF Front Suspension A-Arm**  
Don't forget to check this vital part of your suspension for cracks when doing front end work.

264-020 Reg. \$13.95 **\$11.95**



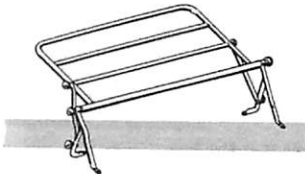
**Moss Custom Color Spray Paints**  
Lots of time and research saves both you and us from painstaking (and near impossible) color matching at over-the-counter paint stores. These colors are guaranteed to Concours-exact quality.

- 220-510 MGT Engine Paint, Red  
220-520 MGT Top Frame & S/C Frame Paint, Tan  
220-530 MGT Instrument Cluster & Steering Wheel Center Paint, Bronze  
220-540 MGA, MGB Engine Paint, Red  
220-550 Big Healey Engine Paint, Metallic Silver Green  
220-560 Disc & Wire Wheel, Valve Cover Paint, Silver  
220-580 Spridget Engine Paint, Olive Green

Reg. \$10.95 **\$9.95**

**MG TD-TF Oil Filter Element, Paper**  
Fits MG TD from (e) 14224 on.

435-355 Reg. \$2.95 **\$1.95**



**T-Series Amco Luggage Racks**

Clever fold-down design holds lots of luggage without obstructing your rear-view vision, then flips out of the way when not needed.

243-700 MGTD 243-800 MGTF  
Reg. \$184.75 **\$159.95**

**MG TC-TD-TF Threshold Plate Set**

These durable stainless steel plates are photo etched with 'MG Car Company Ltd.' to duplicate pre-war design.

451-398 Reg. \$19.95 **\$14.95**



**MG TC-TD-TF Door Lock**

Door lock includes cover and 4 screws.

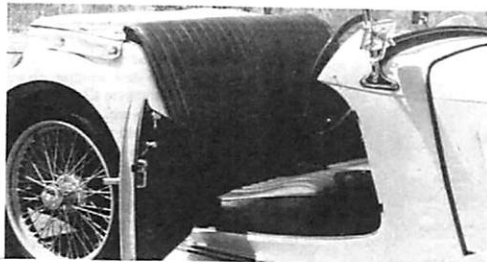
RH 401-200 Reg. \$19.75 **\$16.95**  
LH 401-100 Reg. \$19.75 **\$16.95**

**OMU 703**

**'ressed British License Plate**

We have imported our very own license plate press to produce genuine pressed English plates. We supply these plates with semi-sheared raised letters and (order) pressed with up to 7 letters or numbers of your choice. Supplied un-painted, we pre-mask the plate so you can paint the background of your choice. Instructions are included.

307-073 Reg. \$19.95 **\$16.95**



**Panel Kits**

Painstakingly made to accurately match the original designs, Moss panel kits will give your interior a professional appearance even when installed by a novice. There is no easier or more affordable way to erase the years of wear and tear from your aging interior than with a Moss panel kit.

For unmatched durability, Moss panel kits use plywood and waterproof panel board like the original. Sufficient material is included to cover dash and side curtain compartment. These kits also offer very straightforward installation with no sewing or special skills required. Common household tools are all that you need. Material sample (#878-100) is available at no charge.

**MG TC**

245-360 Red 245-370 Green  
245-380 Biscuit 245-390 Black  
245-390 Black

Reg. \$224.95 **\$194.95**

**MG TD**

245-400 Red 245-410 Green  
245-420 Biscuit 245-430 Black  
245-430 Black

Reg. \$224.95 **\$194.95**

**MG TF**

245-440 Red 245-450 Green  
245-460 Biscuit 245-470 Black  
245-470 Black

Reg. \$224.95 **\$194.95**

**Leather Seat Kits!**

For years, Moss seat kits have set the standard for quality interior restoration and authenticity. Individually cut and sewn, Moss kits easily replace your worn interior with results equaled only by the original. Proper pleats, correct stitching, beautiful fit and quality materials all say: 'this is how a classic British sports car should look.' Installation is very straightforward with no sewing or special skills required. Material sample, #878-100, available at no charge.

**MG TC**

245-000 Red 245-010 Green  
245-020 Biscuit 245-030 Black  
245-030 Black

Reg. \$345.00 **\$295.00**

**MG TD**

245-040 Red 245-050 Green  
245-060 Biscuit 245-070 Black  
245-070 Black

Reg. \$345.00 **\$295.00**

**MG TF**

245-080 Red 245-090 Green  
245-100 Biscuit 245-110 Black  
245-110 Black

Reg. \$425.95 **\$374.95**



**MG TD-TF Front Suspension Rebound Buffer**  
264-290 Reg. \$8.95 **\$7.15**



**Genuine British Brake Fluid**  
Original Lockheed brake fluid for your all-British baby. Available in 500ml (approx. 1 pint) cans.

220-400 Reg. \$3.95 **\$2.75**

**Knock-off Hammer**

Keep your chrome knock-offs looking new with this soft lead hammer that won't mar or dull chrome finish.

386-020 Reg. \$15.95 **\$13.95**

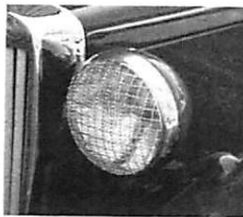


**Lucas Horns**

Factory supercession horns will fit T-Series, Jag, MGA, TR2-3 and 948 Spridgets. Each includes flexible horn mounting bracket.

High Note Horn 165-700  
Low Note Horn 165-800

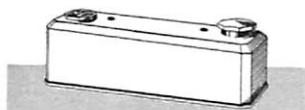
Reg. \$85.50 **\$44.50**



**MG TD Headlamp Stone Guard Set**

Protect your Lucas lamps from stone chips or breakage with these traditional accessory chromed stone guards.

222-150 Reg. \$24.50 **\$19.95**



**MG TC 'Coffin' Cast Aluminum Valve Cover**

224-225 Reg. \$38.95 **\$24.95**

**MG TD-TF Rear Axle U-Bolt**

266-420 Reg. \$3.95 **\$3.25**

**MG TD-TF Rebound Buffer Spacer**

Use with #264-290 buffer on front suspension.

264-060 Reg. \$3.95 **\$3.25**

# Sale!

**Prices Valid August 24 Through October 1, 1987**

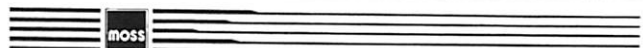
**HOW TO ORDER**

Orders must be received by October 1, 1987 to qualify for these special prices... So be sure to order early! Sale begins August 24, 1987.

NOTE: All items listed in this Newsletter and Sale section do not include shipping & handling charges or local sales tax (CA, NJ, MD). If you send prepayment with your order, please see our current Update/Price List for shipping rates to your area.

NOTE: We always plan to have adequate supplies of 'Sale' items, but there is no real way of anticipating demand. We recommend, therefore, that 'Sale' items be ordered 'Backorder Yes' so that you will receive the full benefit of the Sale prices even if we sell out our initial stocks. Because of the nature of our business, obsolete British auto parts, our supply of some items is limited and we are unable to replenish them when depleted. With the exception of those items, we can restock temporarily exhausted supplies within a reasonably short time. Our minimum order is \$5.00 please.

**(800) 235-6954 (800) 322-6985 (805) 968-1041**  
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MG Weekend at...

## Donington Park

In our ever expanding efforts to bring you the world through the pages of *Moss Motoring*, we sent a contingent across the Pond to England. Their mission: attend the MG Weekend at Donington Park, and report back on how the British play MG.

Donington Park is as typically English as a racetrack can be. Located in the Midlands near Derby and Nottingham, Donington is one of the famous pre-war Grand Prix circuits which figures so often in MG history. The 2.5-mile (shortened to 1.96 miles for the club event) circuit winds up and down through country more in keeping with grazing sheep than the furious activity of auto racing. On the 13th and 14th of June, the old track played host to the MG Owners Club in an annual weekend of MG cars, parts, people and racing.

Saturday was mostly a travel day for those

attending the meet. The only activities scheduled were the giant flea market (which slowly came to life as the afternoon progressed) and the driving tests. Fortunately, for anyone arriving early there was no shortage of diversions. The Donington Museum alone is worth the trip. A leisurely stroll through the museum's many halls could take days if the unwary visitor were to lose track of time. Perhaps the only complaint to be leveled against the collection is that among the BRM, ERA, Ferrari, Alfa Romeo, Tag Porsche, Cosworth, Lotus, March and myriad other names (even an extremely rare pre-war Austin Seven Twin Cam), there is not one MG. Hmph! See if we go back to that museum any time soon. (Seriously, no self-respecting car nut should pass up the chance to go there.)

Upon returning to the world of light, the sound of engines and smell of alcohol came

wafting over the racetrack wall. A quick inspection provided another diversion. The Vintage Motorcycle Club was out for their own club weekend, and for a mere four pounds one could enjoy the entire program from anywhere around the track. After watching the side-cars and three-wheelers in race nine, it was back to the paddock.

By afternoon the MG activity was picking up. This author tried to attend the driving tests, but got lost enroute. English roads 1, American contingent 0. Once back at Donington, we were informed that the MG Club dance would start in about two hours. Coming from Southern California, it took a while to decide if the dance was a real dance or just a means of keeping warm as the temperature plunged. When the music started, we said the heck with the cold and started dancing. (Sorry, no pictures available.) With the next day's weather outlook in mind, we eventually headed home to the Junction 24 Motel and Squash Club, had a few pints of lager and searched the old suitcase for warm, waterproof clothing.

Sunday morning, the big show day, dawned positively freezing. The rain fell at a leisurely pace as if to say "I'll be hanging around for a while." The once beautiful grass field on

safety issue has all but ended the average man's hopes of racing glory in the U.S. The equipment requirements make it impractical, if not impossible, to drive your SCCA legal car on the street. In England, you know there is a difference right off the bat. The race program included a championship race for standard road going MGs.

We saw signs on the way into the track "Warning to the Public - Motor Racing is Dangerous." This statement, along with liability disclaimers, puts the burden on the race fan to realize that a spectator can't have a great view of the race without the possibility of personal danger. There are no high fences to protect the crowd and when an MG Maestro went off-road in front us the choice was to duck or be sprayed with gravel. People here at home might be horrified, but the British want it that way. Good for them!

All good things must come to an end. The race program ended, and the concours judges came up with their results. The concours classes were divided in such a way as to give everyone a chance. Our favorite was the alternative concours: MGs equipped with rust, dents, bars, TVs or whatever else could compete on even terms. The Midget decked out with a television and a bar captured the

most notice, its tuned, bird-call equipped exhaust system helped. Another Midget used the rusted-off front of its bonnet as a hood prop. Among the standard judging categories, we were perhaps most struck by the number of genuine MGBGT V8s in attendance. There's a



which the swap meet took place quickly turned into a giant mud puddle. And through it all, people kept on cleaning their cars or wandering around the vendors' stalls. We were immediately struck by the difference between British and American enthusiasts. At home, the threat of rain is enough to send the concours-types running for cover. The British, however, polish their interiors or under the bonnet while waiting for the rain to stop. If it doesn't stop, polishing and judging take place in the rain. No problem.

Another activity which continued despite the rain was racing. Morning practice in the wet was followed by afternoon racing on a dry track. The rain had stopped, but we waited in vain for warm summer temperatures. The

sight you just don't see in the States. With the awards given, we forced our cold, numb bodies into motion and headed for home.

We saw quite a lot in a few short days, met some great people and learned the true meaning of enthusiasm. No wonder they say there will always be an England. Their MG calendar holds more event dates than a Phil Collins concert tour. These Brits will be holding MG meets long after the U.S. has faded into history.

## AH OWNER'S MANUALS

### New Item!

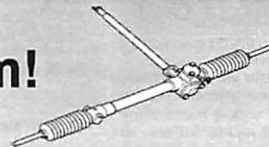
Originally supplied with every big Healey, these exact, hard-bound, reprints of the factory handbook contain all the general data you need to understand and maintain your car. The 65-plus pages cover everything from finding dash switches and putting up the soft top to routine maintenance and normal running adjustments. 100-6 owners will find that the early 3000 manual supplies most of the needed information for their particular model.



100 Handbook (100-4)	212-650	\$9.95
3000 Mk I and Mk II Handbook	212-670	\$9.95
3000 Mk III Handbook	212-680	\$9.95

## MGB RACK & PINION STEERING ASSEMBLY

### New Item!



We've recently located a good supply of left hand drive rack & pinion assemblies. Although they've been obsolete for some time, the original manufacturer has assembled complete units using factory components. These are not rebuilt, but brand new in every respect.

1963-'74 1/2 (Chrome bumper cars)	453-620	\$297.50
1974 1/2 - '80 (Rubber bumper cars)	453-625	\$297.50

# 1987 MOSS MOTORING PHOTO CONTEST

OK folks, it's time to dust off the old camera and start shooting. Entries are already coming in for the 1987 Moss Motoring Photo Contest. Whether you are shooting for art, catching the fun or documenting important details, you'll want to get in on the contest.

Here's your chance to make some of that photography pay off. The Moss Motoring photo contest is open to amateur photographers who may submit up to three entries each. Contest winners will receive generous gift certificates. Each person who enters will receive a \$5.00 gift certificate just for entering.

Remember, the subject is British cars and the activities related to them. This includes vintage races, rallies, shows, social gatherings, restoration photos, tours and the vast array of activities enjoyed by all British car enthusiasts.

There's plenty of time to get your shots, but don't dally, the contest closes October 1, 1987.

Please send all entries to:  
Moss Motors, Photo Contest  
PO Box MG  
Goleta, Ca. 93116



## Photo Contest Rules...

- All entries must be received no later than midnight October 1, 1987. Please see paragraph 5 below for information that must accompany each entry.
- Each entry must be the original unpublished work of the entrant.
- Photos will be judged on the basis of content, photographic skill and appropriateness. Photo subject matter must be "British Car" related. Your entries may include cars, enthusiasts enjoying cars, competitive events, social outings or technical subject matter. This is a representative listing and should not be construed as a limit to the scope of entries.
- Prizes will be awarded as follows:  
One First Prize: a \$100.00 (one hundred dollar) Moss Motors gift certificate. Second Prize, a \$75.00 (seventy-five dollar) Moss Motors gift certificate. Third Prize: a \$50.00 (fifty dollar) Moss Motors gift certificate. Four honorable mentions will be awarded a \$25.00 (twenty-five) Moss Motors gift certificate each. Every entrant will receive a \$5.00 Moss gift certificate. Winning photographs will be published in Moss Motoring.
- Each entry must be labeled with the photographer's name and address. Do not write on either the back paper or the front (emulsion) side of the print. Apply a separate label to the back

of the print.

- This contest is limited to black and white and/or color prints only. We regret that we are unable to accept color transparencies for this contest. Entries must be no smaller than 5 x 7 nor larger than 11 x 14 glossy prints. Entries need not be mounted but should be packed securely to avoid damage. Moss Motors may request the original negative of any entry. All nonconforming entries will be disqualified.
- Up to three (3) submissions will be accepted from each entrant. Each must be labeled individually.
- All entries become the property of Moss Motors for their exclusive use. No entries can be returned.
- If there are recognizable persons in your photo, a signed release must accompany your entry. If securing a release is impossible, a letter explaining why a consenting signature could not be obtained must accompany the entry.
- All winners will be notified by November 1, 1987. If you wish a list of the winners send a SASE to Editor, Moss Motoring, P.O. Box MG, Goleta, CA 93116.
- The Moss Motoring photo contest is open to amateur photographers only. Employees of Moss Motors, Ltd. or Moss subsidiaries and their immediate families are not eligible.

Good Luck!

## DISPOSABLE OVERALLS!



### New Item!

The last thing you need while driving your British sports car is a flat tire or burst oil hose - when you're not dressed for repair work. We've just discovered the perfect roadside emergency throw-away clothing. Fabricated from a breathable paper fiber fabric with durable triple-thread stitching, these overalls are reusable but not washable. Small enough to fit in your glove box, these overalls will unfold to cover every inch of your clothing while repelling oil and grease and keeping you cool and comfortable! Don't take a chance on staining your clothes when it's so easy to slip into a pair of our inexpensive, protective overalls!

Disposable Overalls:			
Medium (36-40)	219-470	\$6.95	
Large (42-44)	219-480	\$6.95	
Extra Large (46-48)	219-490	\$6.95	

### Rebuilt Components from Moss

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

With the completion of our move to larger accommodations, we can now offer an even greater range of rebuilt components.

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

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

### The Nitty-Gritty about Cores

Core charges are swiftly refunded upon receipt of a Complete, rebuildable core. We suggest that you ship your core after you receive the rebuilt item, making certain that your core includes exactly what you received with the rebuilt unit. This ensures that you don't send us too little or too much.

Please Note: While you can order rebuilt parts from us just as you would any item from our catalogs, you must should be sent pre-paid directly to our Rebuilding Center. The address is:

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

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

### Rebuilt Gearboxes

Application	Part No.	Price	Core Charge	Net Cost After Refund
TR2-TR3A (thru TS50000) (for early type starters)	041-430	\$674.95	\$50.00	\$624.95
TR3A (from TS50001) and TR3B (TSF series)	041-431	\$724.95	\$100.00	\$624.95
TR3B (TCF series) and TR4 (all-synchro gearboxes)	041-432	\$724.95	\$100.00	\$624.95
TR250 thru TR6 (thru 1972)	041-433	\$724.95	\$100.00	\$624.95
TR6 (from 1973 on)	041-434	\$724.95	\$100.00	\$624.95
TR4A	041-435	\$724.95	\$100.00	\$624.95
TR2-3 (to TS50,000), overdrive (does not include overdrive unit & adaptor plate)	041-437	\$975.00	\$350.00	\$625.00

TR3A (from TS50,001) thru TR3B (TSF series), overdrive (does not include overdrive unit & adaptor plate)	041-438	\$975.00	\$350.00	\$625.00
MGA (late 1500-early MkII) (10 spline first motion shaft)	041-402	\$724.95	\$100.00	\$624.00
MGB (1968-74)	041-406	\$695.00	\$100.00	\$595.00
MGB (1975-77)	041-407	\$695.00	\$100.00	\$595.00

### Triumph I. R. S. Hub Assemblies

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

### Differential Assemblies

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

### Rebuilt SU Carburetors

Application	Part No.	Price	Core Charge	Net Cost After Refund
MGA 1500 (AUC784)	041-701	\$345.00	\$120.00	\$225.00
MGA 1600 and MkII (AUC943)	041-702	\$345.00	\$120.00	\$225.00
MGB, 1963-'67 (AUD52/135)	041-704	\$325.00	\$100.00	\$225.00
MGB, 1968 (AUD265)	041-705	\$325.00	\$100.00	\$225.00
MGB, 1969 (AUD326)	041-706	\$325.00	\$100.00	\$225.00
MGB, 1970 (AUD405)	041-707	\$325.00	\$100.00	\$225.00
MGB, 1971 (AUD465)	041-708	\$325.00	\$100.00	\$225.00
MGB, 1972 (AUD493)	041-709	\$325.00	\$100.00	\$225.00
MGB, 1973 (AUD550)	041-710	\$325.00	\$100.00	\$225.00
MGB, 1974 (AUD630)	041-711	\$325.00	\$100.00	\$225.00
Triumph TR2 (AUC721)	041-730	\$375.00	\$150.00	\$225.00
Triumph TR3 & 3A (AUC768) (with banjo fittings on float lids)	041-731	\$345.00	\$120.00	\$225.00
Triumph TR3A & TR4 (AUC878) (with push-on fittings on float lids)	041-732	\$325.00	\$100.00	\$225.00
Triumph TR4A (AUD284)	041-734	\$325.00	\$100.00	\$225.00

### Our Warranty Policy

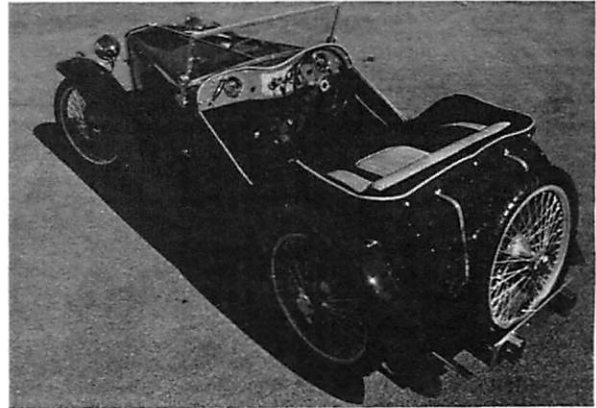
We fully warrant all of our rebuilt products to be free from defects in material and workmanship for a period of 12 months or 12,000 miles. The warranty period starts from the date of shipment, not the installation date. This warranty does not apply to any defect caused by misuse, abnormal service or damage from the use of substandard or inappropriate lubricants.

# 1/2 SCALE MGTC

## The ultimate adult toy!

On a recent scouting trip to England we ran across the finest MGTC model we've ever seen. John Pletts builds working models of English cars as a hobby, but we have convinced him to hand build a few exclusively for Moss Motors. This is no simple toy as a look at the specifications will quickly show. Although designed for children between 4 and 14 years of age, the TC is powerful and rugged enough to easily transport an adult.

We can't begin to convey the fascination evoked by this bright red example of precision model engineering. If you love working models, or need a gift for the person who has everything, contact R.B. Hart in our sales department for more information on the spectacular 1/2 scale MGTC.



### \*SPECIFICATIONS:

#### DIMENSIONS:

Overall Length	69 inches
Overall Width	28 inches
Overall Height (windscreen up)	26 inches
Wheel Base	47 inches
Track (front and rear)	22.5 inches
Minimum Ground Clearance	4.5 inches
Turning Radius	12 feet
Tire Size	1.5 x 11.5 inches
Weight (approx.)	150 lbs.
Seating	2 children or 1 adult

#### COLOR:

Red, with biscuit interior.

#### PERFORMANCE:

Designed and constructed never to exceed 7 mph on a flat surface

#### POWER:

12 volt DC, permanent magnet, totally enclosed, geared electric motor. Drives right rear wheel via chain and sprocket.

#### BATTERY:

12 volt sealed battery with on-board charging unit.

#### BRAKES:

12 volt electric disc brake operated by conventional foot pedal. (Brake lights work.)

#### LIGHTING:

12 volt lighting system includes head lights, side, tail, and instruments.

#### INSTRUMENTS:

Charge/discharge meter and battery voltage meter.

#### CHARGING:

On-board charging system can be switched for either 240 or 110 volts A.C.. Charging unit is temperature and current stabilized; can not over-charge battery. NOTE: The model will not operate if the seat cushion (drive and charge unit access cover) is not properly in place.

#### CONTROLS:

1. Key operated master switch. Energizes electrical system and starts engine sound.
2. Forward or reverse switch mounted on dash.
3. Conventional accelerator pedal operates micro switch.
4. Conventional brake pedal energizes disc brake, stop lights and cuts power to the motor.
5. Lighting switch mounted on dash. (Lights stay on for one minute only.)
6. Horn push-button switch mounted on dash.

Each model is individually numbered and dated. Moss Motors guarantees each model for twelve months from date of purchase against defects in material or workmanship.

\* Specifications may be subject to change without notice.

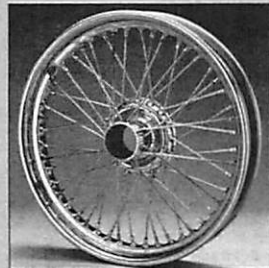
1/2 Scale MGTC Working Model      041-500      \$6,995.00

Prices good until Oct. 1, 1987

## MGTC WIRE WHEELS

### New item!

We have just received a shipment of brand new 19" wheels for MGTCs. Our TC wheels are the proper rolled edge, center lace design. If you have rusted or wobbling original wheels, you should replace them. The appearance and safety of your MG depend on it! Wheels are available in chrome or silver paint.

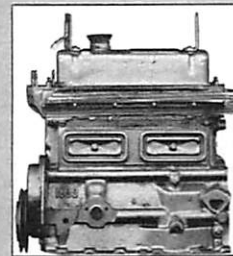


New 19" TC Wheel, painted  
New 19" TC Wheel, chrome

454-600      \$224.50  
454-795      \$398.50

## MGB 1974 1/2 - '80 GOLD SEAL ENGINE

This factory rebuilt engine comes from England built to full 1974 1/2 - '80 US specifications. Tested to the highest standards, this is a complete engine less starter, alternator, distributor, flywheel, manifold, carburettor and water pump. We're so pleased with the quality and workmanship of these ready-to-install engines, we are offering a 12 month unlimited mileage warranty. Free shipping with no core charge necessary. Engines to fit other years are available. Please call for information.



Rebuilt Engine  
427-035      \$1,345.00



# Installing Repair Panels

By Eric Wilhelm

Before repairing a rusted area on a car, a installed. Floorboards and trunk pans can be installed with lapped edges, while exterior lower fender repair panel, especially when about 1/2" long, do it again. With a hand grinder, carefully grind off the tops of all these little tack welds.

After aligning the surfaces as before, use the skip-welding procedure mentioned earlier, to carefully weld in the gaps, again being careful not to cause adverse heat distortion.

Grind off the excess weld carefully, without hitting the body panels. If you find the weld to be in a slight depression, congratulations! If the ground weld is still slightly raised, do not try to grind it and the edges of the now joined panels flat - you will make the metal too thin, and cause the weld to crack. Careful hammer work or heat shrinking is the only cure. Consult an experienced body man and/or a good book on bodywork.

Common questions about repair panels are: (1) Why not brace them? (2) Why not sell galvanized panels? and (3) Why aren't all the repair panels supplied in primer? Brazing can be used, but causes paint adhesion problems unless proper preparation and primers are used. Galvanized panels should not be used, as the fumes from welding these are highly toxic. Furthermore, as the zinc is burned off at the welds, protection is lost where it is most needed. All body panels should be stripped to the bare metal before finishing, and properly prepared for paint. It is easier to work with an oil-covered, or even slightly rusty panel than one already covered with primer that must be removed. The panel must be thoroughly cleaned before welding.

Before repairing a rusted area on a car, a good way to prevent cutting out an area larger than the repair panel - a potentially costly mistake. Careful measurements and marking are essential.

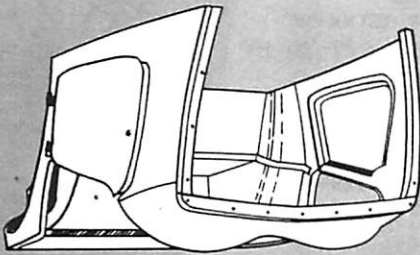
Plan with care. Start repairs from the inside out. Floors and sills (always before removing the body from the frame if the car has a separate frame) are followed by inner fender and door pillars, after which come rocker panels and then fender patches. This is, of course, a very general outline.

Equipment needed to produce professional quality repairs is generally beyond the tool inventory of the average enthusiast's garage, but it is often cheaper to purchase needed tools and equipment than to take the car to a body shop, especially if only "skin" repairs are required. The most expensive item required is most likely a M.I.G. welder or oxy-acetylene torch set-up to do the actual welding. (If only non-stressed areas are to be repaired, pop-riveting is usually adequate.) A few years back, under \$1,000.00, Kenway M.I.G. there have been tabletop models available starting at under \$300.00, which puts these invaluable devices within the reach of many.

For cutting the rust out of your car, I have found a hand-held 4" grinder with a cutoff disc to be quick, clean and accurate. It has the added advantage of producing virtually no distortion in the metal, and can be used with grinding discs for grinding welds. Chisels, hand shears and cutting torches should not be used on most external panels, as they produce cutting torches are great for rough or preliminary work.Nibblers may be used, but are generally slow and leave a slightly ragged edge. They are good for cutting small radius curves, however.

Spot welded panels, such as rocker panels, can usually be removed by carefully drilling the spot welds with a drill of slightly larger diameter than the welds. If the welds are drilled out through the entire assembly, the new panel can be pig welded from the back of the holes. If done carefully, the appearance of the original spot welds can be approximated. In any case, once the spot welds are drilled, the old panel may be separated proximal. In any case, once the spot welds are drilled, the old panel may be separated proximal. In any case, once the spot welds are drilled, the old panel may be separated proximal. In any case, once the spot welds are drilled, the old panel may be separated proximal.

## NEW MG T-SERIES BODY TUBS



Moss Motors is pleased to introduce complete TD and TF body tubs. Our body tubs are manufactured in the U.K. to Moss Motors' strict specifications. All wooden body timbers are made from select kiln-dried ash to the most exacting standards. The individual pieces are then assembled around production assembly jigs to insure absolute consistency. All steel paneling is either pressed or hand formed over permanent dies prior to being etched, primed, and mounted to the framework.

Doors are pre-hung and perfectly aligned. While all individual ash frame components are precision crafted to exact original specifications, we do not offer individual components due to the inherent fit problems in attempting to re-wood a badly deteriorated body. Our body shells are made in the traditional time-honored manner and do not incorporate any non-original components or technological changes. There are many advantages to buying a new body tub from Moss Motors. A tub purchased from our stock will arrive within 2-4 weeks, eliminating the aggravation of waiting countless months for a one-of-a-kind custom made tub. Many one-of-a-kinds do not include the scuttle and/or pre-hung doors, two of the most critical items. The cost in time, materials and labor to repair a badly rotted tub can easily exceed the cost of a new production built unit.

At press time a reasonable number of bodies are in transit but availability will be limited until such time as our pipeline is adequately filled and our production capability meets the demand.

Bodies are created in England and are shipped free by truck freight from our Goleta warehouse. Inquiries and orders for these bodies should be directed to R. B. Hart who will be coordinating orders, inquiries and stock availability.

New MGTC Body Tub (crated and shipped free from Goleta) \$4,495.00  
 New MGD Body Tub (crated and shipped free from Goleta) \$4,495.00  
 New MGT Body Tub (crated and shipped free from Goleta) \$4,495.00

# CLASSIC-FIED ADS

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

**MGB 1963:** In perfect running condition, including rebuilt engine and gearbox, all original parts in rebuild. Needs some further restoration. \$3,500. Mark Hunt, (304) 346-9561, 3 Park Ave., Charleston, WV 25302

**1952 MGTD:** Eye-catcher blue ribbon winner. Old English white, black interior and top, wire wheels. Runs superbly. \$16,500. Need space. Call Paul Haeter (216) 879-5119, 8726 Jacob St., Navarre, OH 44662

**1954 MGTF:** Complete restoration of excellent original rust-free car. All new rubber including suspension. Engine and transmission completely rebuilt. Red lacquer w/black interior, top. All chrome new or replated. Show potential or investment quality. Offers over \$10,000. Doug Clutz, Rt. 1, Box 159G1, Belmont, NC 28012

**1974 MGB Conv:** White, last model before change, chrome bumpers, manual choke, etc. Better than average condition, always garaged, 66k miles. New clutch and exhaust system, extra wheels and snows. Hip operation forces sale. \$2,750. Bill Shale, 2599 Park Ave., Baldwin NY 11510, (516) 223-9633

**1966 Lotus Cortina:** Restored. Dependable ride, fun car. Imron paint. Asking \$3,500. Jack Bish, 5625 El Cajon Blvd., San Diego, CA 92115, (619) 287-9716

**1956 Austin Healey 100-4 BN-2:** 4 speed w/od. Ground up restoration. Blue leather interior. Exterior white with blue sides, blue top, side curtains and tonneau. Le Mans bonnet and engine mods. Asking \$15,000. Jack Bish, 5625 El Cajon Blvd., San Diego, CA 92115, (619) 287-9716

**1964 Triumph TR4:** New paint, new top, excellent condition - no rust. Original 76,000 miles, stored for 5 years. \$2,200. Call Rick Gay, (714) 242-0749, 12326 Hythe, Moreno Valley, CA 92388

**1967 Triumph TR4A:** Older restoration (1979-80) in very good condition. Independent rear suspension, tonneau cover, cloth car cover, documented production and prior ownership information. Owners and workshop manuals plus invoices from restoration. Black with red interior. Four unrestored wire wheels and hubs included. \$5,250. (606) 781-0844, James Davis, 2 Carolina Ave., Ft. Thomas, KY 41075

**1959 TR-3A:** Unfinished restoration - Rebuilt engine, suspension, wires, new tires, side curtains and many more parts. Body work done, but not painted. Needs interior. \$3,500. OBO. Bill York, 1007 Linda Glen Dr., Pasadena, CA 91105, (818) 759-6897

**1978 MGB Rdstr:** 74,000 miles, yellow, new top, new tires, wire wheels, Am/Fm 8 track stereo, runs good. \$1,800. Call Gordon Scott, 5633 Rockview Dr., Torrance, CA 90505, (213) 540-9924

**52 MGTD:** Red with black interior, engine and transmission overhauled. Shocks and springs rebuilt and new floorboards installed. All chrome replated and a turn indicator system installed. Electrical system completely rewired, new paint, new tires and a new top build to factory specifications. \$10,000. Call John Kohl, (805) 522-2570, 6042 Malton Ave., Simi Valley, CA 93063

**1952 MGTD:** Black with red interior, good condition, luggage rack, always garaged, \$9,500. 1957 MG Magnette with extra engine and 1958 MGA Coupe, white with wire wheels, both for \$5,000. 1971 MGB GT, gold, good running condition, low mileage, \$1,000. David Fung, 460 Pollasky, Clovis, CA 93612, (209) 299-2101

**1964 Austin Healey 3000 MKIII BJ8:** Concours condition after a ground up, total, professional restoration. Everything new or rebuilt. Blue, with black top, interior. Tonneau plus manuals included. Photo on request. Sacrifice at \$13,500. John R. Babcock, 6600 Drake, Cincinnati, OH 45243, (513) 271-2493, evenings

## Bob's Garage

continued from page 4

wasn't there.

On that sour note, I'll sum up. Where is the bloody release for the convertible top? What, it's a hard top? Oh well, I guess it isn't a real MG, but it sure was fun to drive, but you can't buy one here, but I like right hand drive, but but, but... It must be a real MG. An almost new car was falling apart around me and I couldn't bare to leave it behind, just like all those old octagonal wrecks I've brought home before. Maybe I should have talked about the joys of driving around England instead.

## NEED A MOSS CATALOG?

Moss offers you a full line of complete and comprehensive catalogs. Beautifully detailed illustrations of each car, make finding the parts you need easy. Tech tips and accessories also aid you in the restoration, maintenance and enjoyment of your British classic. Send \$3.00 today for each catalog, and we'll send you a \$5.00 Gift Certificate good on your next order. (Specify catalog by checking appropriate box.)



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

## HOW TO ORDER...

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

By Phone:



Toll Free

Customer Service

800-235-6954  
USA except California

800-322-6985  
California Order Phone

805-968-1041

FAX# 805-968-6910

TELEX# 658473

**Goleta, California**

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

**Santa Barbara, California**

Moss Motors/Santa Barbara Division  
614 Chapala Street  
Santa Barbara, CA 93101  
(805) 963-0741  
Parts Sales Counter & Distribution Center for  
British Cars not covered by Moss Motors  
Catalogs

**Beltsville, Maryland**

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

**Dover, New Jersey**

Hamilton Business Park, Unit 4A  
Franklin Road  
Dover, NJ 07801 (201) 625-3616  
East Coast Warehouse & Distribution Center,  
Showroom and Sales Counter

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

**Position Available:** Are you interested in working for the world's leading supplier of vintage British sports car spares? The rapid expansion of our business has left us short of qualified sales people. We therefore have entry level positions available in our sales department, with salary dependent upon experience. If you have a good knowledge of British sport cars, and are interested in a challenging position, please send resumes only to:

Mr. Michael Grant  
c/o Moss Motors, Ltd.  
7200 Hollister Ave.  
Goleta, CA. 93117

Applications by telephone will not be considered.



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

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