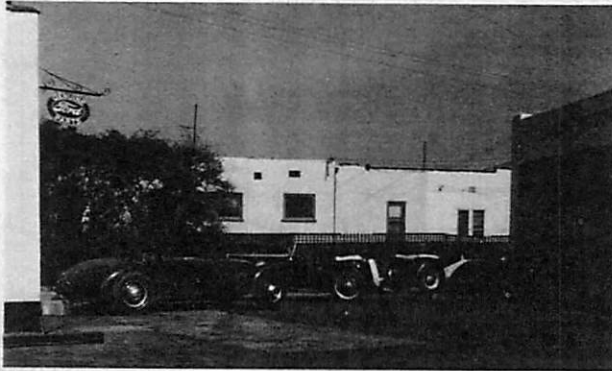


MOSS Motoring

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Number 2
1988

We're Celebrating 40 Years!



A view of the original Moss Motors at 3200 Olympic Blvd. in Los Angeles.



Our current headquarters and main warehouse in Goleta. We've come a long way since 1948.

Back in the bright and sunny days of 1948, a young man bought himself a sports car. An insignificant event in itself perhaps, but the man was Al Moss, and the car was a brand new MG TC. Some forty years later, we're celebrating this fateful event.

Many a business has been started by an individual who has become fed up with trying to find a specific product or service. Moss Motors is an example of just such a situation. In that summer of '48, Al read about road rallies being held on the East Coast and decided to run one himself in Los

Angeles. The route ran from L.A. to Santa Barbara, another coincidence, and of the friends Al made during this time every one had the same problem. There was not a single shop in Los Angeles which was willing and able to fix the funny English sports cars.

Al was "living on the dole" at that time. He was out of school, but didn't have a real job and wanted to do something more than just live off the good graces of his parents. He had done an apprenticeship in front end alignment, had some equipment, and ultimately decided to have a go at starting a

business. Al rented some space at 3200 Olympic Boulevard in L.A., moved in his alignment equipment and called the place Moss Motors. He figured that between front end alignment work and the occasional MG TC there should be enough repair work to keep things going.

Business was far more relaxed in those early days. Al mentions a habit of closing up shop and going for a tour if that's what "the group" wanted to do. He started a club called the Foreign Car Group. Apparently, a lawyer among the group felt that if it wasn't called a

club there would be no worry about insurance. Times have changed a bit since then. The Foreign Car Group eventually faded away, but not before spawning the Long Beach MG Club which still exists, even if there are few or no MGs left on the club roster.

Around March of 1950, Moss Motors expanded into the car selling business. Al became the west coast distributor for Allard and brought in the first of the famous (infamous to most anyone who has ever driven

continued on page 3

Marque Day Update

Well, here it is. The final schedule for the 1988 Marque Days. We've added an Austin Healey day in Goleta and there will be an all British meet in South Carolina. We don't mean to make anyone feel guilty, but the Triumph day in Goleta has consistently out drawn any of the other shows. Come on you MG and Healey people, let's see what you can do.

Walking the parking lot during the day, Moss people are often hit with comments like, "No, I didn't bring my car because I don't think it's good enough." We're here to tell you that good enough has nothing to do with it.

Here's an example. Say you have a slightly ragged, but very original example of a Reliant Scimitar which you don't really want to show until that frame off restoration has been completed. You come to the show and, surprise, you meet another Scimitar owner. He's half way through his own restoration, but needs to see how the left smoke bender attaches to the firewall. If you had brought your car, you could have established a valuable relationship. But no! You were afraid to bring it. Take notice, we want you and your car to attend Marque Day. No Excuses accepted.

June 11, MG Marque Day in Goleta, CA
June 25, Pre-British Car Day Open House in Beltsville, MD
July 16, TR Marque Day in Goleta, CA
July 17, TR & A-H Marque Day in Dover, NJ
August 21, All British South at Moss Rebuilding in York, SC
September 10, A-H Marque Day in Goleta, CA

New, Expanded Hours



For your convenience, all three Moss Motors counter locations will be open from 9:00 a.m. to 4:00 p.m. local time every Saturday. We are also extending our toll-free order phone hours on Saturday. Although our toll-free lines remain open from 6:00 a.m. to 5:00 p.m. every weekday, we have added extra staff from 6:00 a.m. to 8:00 a.m. to help you with your parts needs during the early morning hours. Take a look at the lists below and check the toll-free order phone hours for your time zone.

Toll-free hours Mon.-Fri. w/extra staff in the morning:

6:00 a.m. to 5:00 p.m.	Pacific
7:00 a.m. to 6:00 p.m.	Mountain
8:00 a.m. to 7:00 p.m.	Central
9:00 a.m. to 8:00 p.m.	Eastern

New expanded toll-free Saturday hours:

9:00 a.m. to 4:00 p.m.	Pacific
10:00 a.m. to 5:00 p.m.	Mountain
11:00 a.m. to 6:00 p.m.	Central
12:00 p.m. to 7:00 p.m.	Eastern

Core Refund Policy By Robert Goldman

What constitutes a rebuildable core? On the policy page of all our catalogs we state "The core charge will be refunded upon receipt of an assembled, complete and rebuildable core." Your full core charge

"As a general rule, if the component needing replacement has suffered a catastrophic failure of any kind, it will receive a greatly reduced, or no refund."

refund will be sent unless the core does not meet the three criteria. There are some occasions when only a partial refund is sent. This has caused some unfortunate misunderstandings with customers. I can't list the exact requirements we have for every core, but the following rundown will hopefully give a little better idea of what we consider a good core for full core charge refund.

The first two requirements: assembled and complete. The problem with a box full of bits is that we have to sort through them all and

make an inventory of what is there and what is missing. The time spent doing this is deducted from your core refund. There are some cases, such as Triumph IRS hubs, where special tools are required for disassembly. We quite often receive cores which have been damaged when disassembled. In the case of the IRS hub, if the wheel mounting flange is bent, the core has no value. The easiest way to know exactly what we mean by complete is to return exactly the same components as you received. If you buy an engine, remove the starter, generator, manifolds, and any other necessary bits from your old engine, then send the remainder to us. Look at what you receive; that is what you should return to us.

Rebuildable can mean different things to different people. We don't consider an engine block, complete with gaping hole where the no. 3 rod exited through the side, to be rebuildable. As a general rule, if the component needing replacement has suffered a catastrophic failure of any kind, it will receive a greatly reduced, or no refund. A gearbox with most of its teeth floating around the drain plug requires another complete gearbox to provide

spares.

We don't take cores back to help you clear out your garage. The idea behind a core program is based on the simple fact that critical items like crankshafts, gears, cylinder heads and many other components simply cannot be had new, or if added to the cost of a rebuild would make the retail price too expensive. Without good cores we're out of the rebuild business. The core charge listed

"A gearbox with most of its teeth floating around the drain plug requires another complete gearbox to provide spares."

with a given item will be refunded in full when we receive your tired, but still rebuildable core.

Cores is cores right? No. Cores are cores only when they can be fixed at reasonable cost, otherwise they're just the stuff of which arts and crafts are made. I've seen quite a few bent and battered bits on display in repair shops and garages. They make great conversation pieces, but are of no value as cores.

Letters

A Good Idea

Dear Editor,

I previously owned a 1970 MGB GT and now own a 1971 MGB roadster. I discovered that the following anti-theft modification works on both cars and also may work on other years or models (check your wiring diagram). Neither of my Bs has an overdrive transmission installed, but the steering column selector switch and wiring harness are still in place. I found that by disconnecting the hot wire to the fuel pump at the connector cluster (under hood, passenger side, below the fuse box, white wire) and reconnecting it (male connector end) to the wire from the OD switch (same cluster, free yellow wire with female connector), the OD switch becomes a convenient, yet unperceived on/off switch for the fuel pump.

The only pitfalls are an accidental bumping off during aggressive steering maneuvers, forgetting to turn the switch on when in a hurry, and lastly but ultimately most important, forgetting to tell your mechanic or girlfriend (wife) about it. The latter problem I solve by temporarily returning the wires to their original positions so the unsuspecting individual doesn't get stranded (and I don't catch hell - again!!) The modification takes less than a minute and costs zip, so it's well worth employing.

John Mc Donnell

John will receive a Moss gift certificate for his suggestion.

It's Our Pleasure

Dear Michael,

Thank you so sincerely for such great service. The extra order of transmission parts arrived the day after my last call to you, and the car was finished and home from the shop the very next day.

My wife and I drove it about 100 miles last Saturday and are very pleased to have it home and available for touring again.

I have enjoyed each and every conversation with you and am very happy with Moss Motors, Ltd., especially considering the size and detail of my orders from your company. And nothing backordered! (Unfortunately, we can't always guarantee that there won't be backorders - Ed.) Superb service.

Please expect future business from me although my requests will hopefully be much simpler in nature.

Sincerely,
Miles C.

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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:

\$75.00 GIFT CERTIFICATES

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

\$40.00 GIFT CERTIFICATES

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

\$20.00 GIFT CERTIFICATES

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

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Editor: Robert Goldman

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Lucas Prices

Bad news seems to come in batches. We have been very fortunate in the last few years, prices were stable and in many cases showed a steady decline. Everyone knows all too well what has happened to the value of the dollar recently. Of course, we can take some solace from the fact that American made products are becoming more competitive in overseas markets, but the flip side is that foreign products become more expensive here. We have been fortunate indeed to see an extended period of price freezes and reductions. Now for the bucket of ice water. The unexpected price list we issued in March was made necessary by a sudden, dramatic increase in the cost of foreign goods.

To make things worse, Lucas' new masters ("Et Tu Lucas?" 1988 #1 Moss Motoring) have decided to make a number of Lucas product lines more profitable or else. The tangible result is tremendous price increases right at a time when the goods were costing more anyway. Our latest price quotes from Lucas include increases up to 160% at our cost! We're not about to take this lying down, but there are limits to what we can do. Moss Motors has bought up as much stock at old prices as we can afford. We're also working hard to reproduce as many items as possible to offset inevitable cutbacks in the range of products available.

The next Update, scheduled to go into effect July 24, will include some substantial increases in Lucas prices. We're telling you now because we feel it is only fair to warn you that the old adage about paying now vs. paying later applies here. If you think Lucas items are a bit expensive now, just wait, our current prices may look like bargains down the road.

Celebrating 40 Years *continued from page 1*

one of these cars) Cadillac Allards. He also gained the Los Angeles distributorship for the Rootes Group. This package included Humber, Hillman, and Sunbeam/Talbot. Al fondly remembers selling one of the fabled Humber Super Snipes, but has a rather different view of new car sales as a whole.

Allards are fast and extremely difficult cars to drive. Al had some success racing one, but experienced a nasty crash in January of 1951. This incident was enough to convince Al his future lay in other pursuits. Shortly after the crash he dropped the distributorships and returned to the service work which he preferred. He also moved to a new location on Pico and then to Venice a couple years later.

Service business during the late fifties remained strong for Al, but there were changes in the wind. The TC had gone out of production in 1949 and parts were starting to dry up. As more people started to ask for parts in addition to service, Al angled toward manufacturing and buy-outs of original factory stocks. The first Moss Motors parts catalog was published somewhere around 1960 while Al was still located on Venice.

Backing up for just a moment, we should mention one of Al's early customers. It seems Al Moss wasn't the only young man who took a fancy to the TC in that summer of '48. A teenager named Howard Goldman badgered his father until he relented and sent his son to a little foreign car place on Olympic to buy a TC of his own. This was the beginning of a relationship which ultimately led to Moss' move from L.A. to Santa Barbara and the sale of Moss Motors to Mr. Goldman in 1978.

Howard Goldman moved to Santa Barbara in the late fifties and eventually talked Al into following in 1963. Al used the opportunity to drop his repair business and concentrate on the rapidly growing mail order activities. Moss Motors continued to expand. A machine shop was opened at Dawson Avenue in Goleta to produce a number of small items in-house, a second story was added to the Dawson Ave. property, extra space was rented in a series of storage warehouses and garages around the area, but there just wasn't enough room available. By the 1970s, catalogs had been added for Triumph, Healey, and Jaguar. These new catalogs, combined with the ever growing MG market eventually became more of a burden than Al was willing to handle. His inclinations are more in keeping with a one-man shop and having fun. Managing a big business wasn't on his agenda at the time.

Mr. Goldman re-entered the picture at this stage. A deal was worked out between the two and Moss Motors transferred from one car enthusiast to another. Soon after the sale, Moss moved into its current headquarters on Hollister Ave. in Goleta. The growth which had slowly changed the face of Moss Motors continued at an accelerated pace. By 1980, sales of upholstery products had

reached a level where we felt it was best to start producing the kits ourselves. An upholstery manufacturing shop was established in Lompoc, about 45 miles north of Goleta. Moss Motors' reputation for producing the highest quality interior kits in the industry is entirely due to their efforts.

products and services. The rebuilding department has since moved to South Carolina, but SYE still exists in the form of a retail parts outlet in Beltsville, Maryland. From 1983 to the present we have continued to expand. New Jersey has seen two moves to bigger quarters, we've added an additional

Feb. 13 1949

To whom it may concern:

Received of D&S Motors Inc. the sum of \$1100.00 as full payment for MG midget engine number XPAG 3807

*E. Allan Moss
agent for Burrill Nelson*

A fateful receipt. Howard Goldman bought his first MG TC from Al Moss when Moss Motors was less than a year old. Twenty-nine years later, Mr. Goldman bought the company from his long-time friend.

Moss Motors returned to the new car business in late 1982. We opened a Jaguar dealership in Santa Barbara. At the time, Jaguar was suffering from a poor reputation and many folks told us we were nuts. Our faith in Jaguar proved well founded as Jaguar is now enjoying its best reputation ever. We have since added Peugeot, Saab, and most recently Range Rover to the Moss Jaguar stable.

Two months after opening the dealership, we established our eastern distribution point in New Jersey. Early in 1983 the addition of Start Your Engines and its rebuilding facilities rounded out our line of

12,000 feet to our California warehouse, and most recently took over an operation in England.

Moss is celebrating a happy and healthy fortieth birthday thanks to all of you who have supported us through the years. The staff and management of Moss Motors would like to take this opportunity to thank you for that support. We're no longer a mom & pop operation, but remember that every time you call Moss Motors you help insure the future of your cherished sports car. The stronger we are, the more parts we can recreate for your car and the more likely that we'll be here for you in another forty years.

New Manager Profile: Paul Barker



During the 40 years that we've been in the British spares business, our warehouse has undergone many changes. In the beginning, the smaller number of orders in the warehouse meant that people could take their time and still get all the day's orders out the door. Times have changed rapidly. In 1970, we were stocking parts for only two marques: MGA and MGT-series. This year, we stock parts for the latter, as well as MGB, Triumph TR2 through TR7, Austin Healey 100-4/100-6/3000, Jaguar XK120-140-150, and Sprite-Midget. The warehouse has grown and the need to process orders more quickly, accurately, and efficiently has become a primary corporate goal. With these thoughts in mind, we have chosen Paul Barker as our new warehouse manager in California.

Paul is one of the core group of long term employees who make up a large part

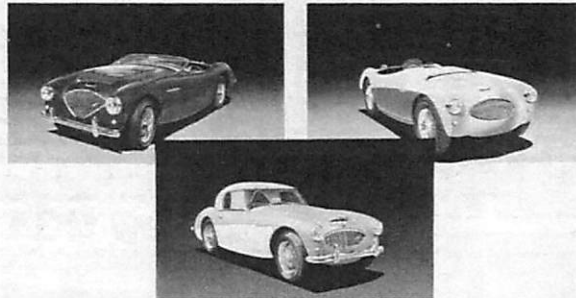
of Moss Motors' upper management. He started as a parts packer back in 1975 and, as was common in those days, performed a number of different functions in the warehouse. When people are needed for the sales department, we look to the warehouse. Experience gained there can be directly applied to job of selling parts. Paul had all the skills to make a good salesperson and thus began his rise in the company.

From sales, he moved on to the research department where he was involved with research and marketing. Spending time in so many different capacities helped Paul build an understanding of the ins and outs of Moss operations. This knowledge would prove vital later on.

Late in 1981, Paul and his wife picked up stakes and moved to the beautiful Pacific Northwest. To his own surprise as a native Californian, it only took a year to become accustomed to the rain and fog of Portland. Almost exactly five years later, when a major position in our purchasing department opened up, a call to Paul proved that he was very interested. Happily for us, he packed up his family and moved back to Santa Barbara. Once again, his knowledge of Moss operations proved invaluable.

We have great expectations for Paul. His knowledge of the job at hand, combined with his concern for a smooth running warehouse will pay dividends this summer. Now if we can just convince him to look upon his MGB GT as more than just mere transportation, we'll have another sports car nut in the family.

Autographed A-H Prints



The death of Donald Healey earlier this year was a sad loss to all of us. He will be missed not only for the loss of his cheerful personality, but also because he was one of the last remaining British automotive pioneers. Although DMH can no longer be with us, his memory lives on in our memories.

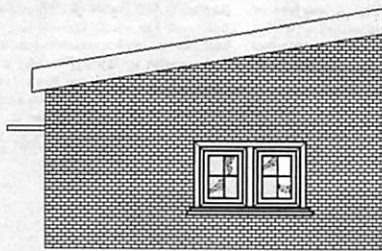
A few years ago artist Nick Beringer produced a set of color prints depicting Donald Healey's four favorite models from the big Healey range, the 100, 100S, 100-6 hardtop, and 3000 MkIII. Each set of prints is produced on high quality art paper, individually numbered by the artist, and the 3000 MkIII illustration is personally

signed by Donald Healey. Although the original literature indicated there were to be 950 sets, the signed and numbered series is actually only 250 sets. Moss Motors has obtained the remaining batch of prints. Each set includes the four 16" x 22" prints (3000 MkIII signed by Healey) packaged in a handsome envelope. The envelopes have seen some abuse, but the prints are all in perfect condition.

Unfortunately, this is a limited supply being offered on a first come first served basis. Once they are gone, like the man himself, there will be no more. We will miss Donald Healey, but his memory lives on in our hearts and the vehicles he created.

213-140 Austin Healey Prints

\$124.50



Bob's Garage

By Robert Goldman

Restorations; The Next Generation

This was supposed to be the first of a two part series comparing four popular carburetor setups for MGs. Unfortunately, the test car has developed a terminal case of rod knock, or some other equally nasty condition, which precludes any further driving for the time being. I had completed two of the four test cycles, but all the data collected so far will be of no value when the engine has been rebuilt. Therefore, the Great Carb Shootout (Carb Wars for short) has been put on hold for a while.

Never fear though, in my continuing efforts to bring you the world I have the following news...

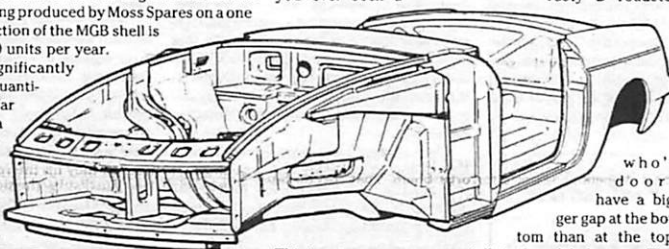
As of this writing, the MGB is back in production, well almost. British Motor Heritage has started producing 1968-74 specification body shells for sale in England. Unlike the MGA shell which is being produced by Moss Spares on a one at a time basis, production of the MGB shell is expected to reach 200 units per year. Because of the significantly higher production quantities, pricing will be far more attractive than a hand made MGA body shell could ever hope to be, but we'll talk about pricing later.

Just because the MGB went out of production eight years ago doesn't mean it has lost any of its appeal, particularly in England. In fact, MGs are a full on cult car highly sought after by young professionals, collectors, and anyone who loves open air motoring. To the British, an MGB is a perfectly modern, road worthy automobile. The B's popularity has taken its toll on the number of cars remaining in circulation, between salted roads in the winter and general attrition through accidents and so on, the supply of good MGs has dried up. One look at an English classified section will show prices often double those generally considered normal in this country.

Against this background of high demand and short supply, the odds of a remanufacturing program being success-

ful look pretty good. With this in mind, BMH dug out the original body tooling, rehired a number of former Pressed Steel employees (the maker of MGB body shells) and went into production. Although the first batch is slated for delivery in England, we will be getting some here before too long. BMH hopes to produce the late 1974 1/2 through '80 rubber bumper cars as well. The prospect of a brand new body could well change the definition of the word restoration. Consider some of these possibilities.

A new car is always much tighter structurally than one with tens of thousands of miles on it, particularly in a roadster where structural integrity is a problem in the first place. To bring an old body shell back up to snuff can require hundreds or even thousands of dollars worth of rebuilding. Have you ever seen a rusty B roadster



who's doors have a bigger gap at the bottom than at the top.

This is not uncommon, especially in the salt belt states. That funny door gap is the sign of a structure which is literally bending in the middle. I can't count the number of MGs I've seen where the owner's desire to replace the rocker panels has led to a complete structural rebuild. Remember, if you can see through the rocker and the panel behind it, you're essentially looking through the frame. There's more to it than that, but the sill forms a major part of the car's total structure. If the outer metal is badly rotted, you can guarantee that much of the inner metal is rotten too. A good welder is expensive and often quite hard to find. Rust repairs will eat up a large chunk of a restoration budget.

Here is an idea which makes the prospect of using a new body shell quite attractive. How often have you seen par-

tially completed restorations for sale in a club magazine or the local classifieds. A complete restoration takes time, space and good organizational skills. Many people take a car apart (I love taking things apart) and then realize the extent to which they have committed themselves. Many a good intention has been negated by the reality of 2,000 bits and pieces scattered about the garage floor. An awful lot of restorations die at this stage. If only there were a more practical way of going about it. Normally, for a frame up restoration you have to start at the frame right? This means taking everything off to get there. Curiosity then drives many of us to disassemble the remaining bits to "ascertain their condition." Net result, a mass of parts on the floor and all too often no clear picture of how to go about putting them back together. What if you could restore one part at a time and immediately reinstall it on the car? There is less stuff scattered about the garage, you can see your progress (very important psychologically), it's easier to remember how things came apart and how they should go back on, and (my favorite) there is no chassis to scrape or rust damage to repair.

Rather than taking your old car completely apart, why not take off one item, rebuild it and then install it on a clean new body shell? Now you can move on to the next item without having to worry about how the last one came apart or where to store things while they wait for the reassembly stage. To go one step further, you could buy new and rebuilt items from Moss and create what amounts to a brand new car. You will still need a number of items off your old car, such as doors, windshield frame, top frame, brackets and so on, but a terrific job can be done much less painfully than you ever thought possible.

By the time you read this, a car will have been constructed at a show in England over a period of only three days. We'll have a report on it in the next issue. The idea is to demonstrate how easy it can be to have a completely restored car. I feel that a "transfer" restoration will be the wave of the future for MGB owners. The price of a good MGB in England not only makes this practical, but actually quite logical. The value of MGs in the States, combined with the horror of dealing with a badly rusted example makes the idea quite viable here too. Just think, rather than looking for a good clean example to start with, you can look for a cheap, bent up old rust bucket and come out with a better car. For those of us who qualify as lazy and disorganized, a new MGB body shell is a great idea.

Ordering Information

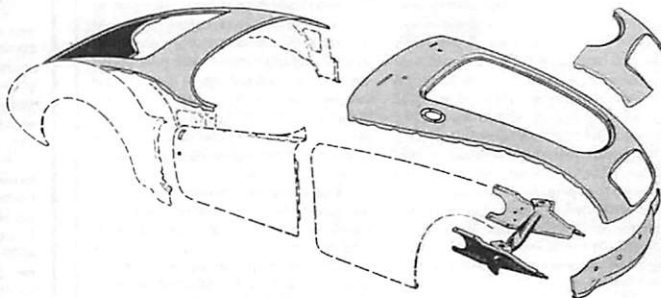
If the idea of a brand new body shell for your MGB interests you, call us up and ask to be put down for part number 459-540. Tell the salesperson it's an MGB body shell. They'll fill out an NWA (Notify When Available) card which we will then keep on file. As soon as the shells arrive in the States, we will notify you that they are here and what the price will be.

We expect the supply to be a little short at first because most of the shells are committed to England. By getting your name on the NWA list, you insure that you will be notified before the shells are widely advertised as being in stock.

New MGA Sheet Metal

Thanks to the efforts of our English operation, we now have a number of highly desirable new sheet metal products for MGAs. Although complete MGA body shells are not a financially viable product at this time, the body shell project has made it possible to produce a number of parts which have been non-existent for many years. All of these new items are checked on special go-no-go jigs before shipment to insure accuracy. However, due to individual differences from one car to the next some special fitting may be required, particularly on cars which have been damaged in accidents. An item of particular interest is the front shroud repair section, as MGAs are highly susceptible to damage in this area, and repairs done years ago often consist of a thick layer of bondo over crumpled sheet metal.

456-040	Front Chassis Frame Extension	\$189.50
456-100	Steel Front Valance	\$279.50
457-725	Rear Shroud (roadster)	\$1395.00
457-740	Front Shroud (roadster)	\$1195.00
457-750	Front Shroud Repair Section	\$449.50



Since his promotion to sales manager, Michael Grant ("Meet Our New Sales Manager," Moss Motoring 1988 #1) has instituted a program of regular tech sessions with the sales staff. We dropped in on a recent MGB session to see how these things work. The topic was replacing front suspension a-arm bushings. The car belongs to salesman Bob Coté and has somewhere over 100,000 miles on it. The original bushings were in a typical state of deterioration. The timing was perfect because it also gave us a chance to

Sales Department Update: Keeping Abreast of Things

The tech tip on removing springs (see "Removing Front Springs" on page 5) worked exactly as advertised. Not only did it save time, but it was quite safe and required only one person to remove or install the spring. Once the lower arms were removed, they received a quick clean up, the new bushings were pressed in, and the suspension was reassembled.

Michael explained each step of the procedure as he went and the discussion included comparisons with other car types. The lessons learned from Bob's MGB can be applied to MG TD, TF and MGA front suspensions, it definitely does not apply to the Triumph front end which is considerably different. Distinctions of this sort are an important part of the overall discussion. The sales people went away with more knowledge of MGs, and Triumphs too.

To be an order taker requires the ability to search through a catalog and find a part. We want to supply more than that to our customers. The sales people who attended this session can now give a little insight on how easy it is to improve the ride quality of an MGB by replacing worn out a-arm bushings. All of the tech sessions, like our weekly sales meetings, are designed to help our sales people help you. There are few people indeed who can honestly claim to know intimate details of every car for which we stock parts. Some people specialize in a given model, others know a little about a lot of different models, but nobody knows everything. Frankly, there are too many things to know for every one of our sales people to be experts on every subject.



The headless mechanic, or getting into your work - sales manager Michael Grant starts the process of disassembly in preparation for a sales department tech session on front ends.

Passing It Along

By Daniel Canada

"Two oil spots shaped like amorous amoebas and one looking like a singing raisin are OK. One big spot is not OK."

Dear Son, Someday when I take to the "Great Sports Car Road in the Sky", both my cars will be yours. Now, I will leave you instructions on how to drive both cars.

The first car I will describe is the BMW 2002. You put in the key, turn it, and go when it starts. That's it!

Now for the MG-TD. As you'll see, this motorcar requires a bit more effort.

LOOKING UNDER THE CAR

Two oil spots shaped like amorous amoebas and one looking like a singing raisin are OK. One big spot is not OK.

GETTING IN

I have found it easiest to put your butt on the seat first and then tuck your legs into the footwell. Do not wear wide shoes or heavy boots unless you want to scratch the running board and end up with some strange pedal combinations.

Oh yes, while bringing in your legs be careful not to brush up against the SILENT STRIKER. (Yes, that is the name of the door latch mechanism. I do not know why it is named that because every time I hit it I curse loudly!) Be especially careful if you are wearing light colored pants; Murphy's Law applies here. Don't do as you always do in those clunkers you have driven...don't slam the door; ease the door shut so that you hear two clicks.

By the way, the doors only open 5/8ths of the way, and are called "suicide doors." I'll leave you to figure out why this is so.

ADJUSTING THE SEAT

Don't ask why the seats are not adjustable. Just know that to change seat positions you need the tool pouch located in the engine compartment. (Ah ha, this is what that strange hook tool is used for.)

STARTING THE ENGINE

Insert the key, turn and don't panic. The "ticking" you hear, hopefully, is not a terrorist bomb. That "beetle tap dance" sound is the noise the SU (Suck-um Up) fuel pump makes as it charges the float bowls.

If the ticking goes on and on and you hear liquid splashing on the road and smell gasoline, say oops! Then go un-stick the little plunger by jiggling. Note: There have been cases of men taking years to master this technique. Good luck.

This used to happen frequently after I rebuilt the carbs, but has not happened since I had them professionally rebuilt. I have simply chalked this up as another mystery. (Some say that MG stands for "Mystery Goer.") Push in the clutch, but not too much because it broke twice when I did that in the past.

Now for the crossover. Pull the choke with your left hand and hold, then pull the starter knob with your free hand. In 1963, '66, '69 and '72 it stuck, and this caused a heck of a racket. Ever since then I push the starter cable "home." Pushing the car home is something I have done often!

GOOD SHOW

Now that the engine is running, listen. All that seemingly loud, loud noise you hear is supposed to be heard...really.

Now you know what valve clatter sounds like. To some this music is akin to the old typewriter piece.

T T D WHILE SHE WARMS UP

(Always remember her name is Betty. Never call her by another name - especially Ann.)

- 1.) Check the tachometer to see that it is registering RPMs. If not, then thump the glass just hard enough to free the needle into action. Over the years this can lead to an arthritic finger.
- 2.) Tighten the wingnuts on the windscreen. I used to select female passengers with strong fingers to help.
- 3.) If you are wearing light colored pants, then take a paper towel and reach up behind the dash and wipe the line junction to the oil pressure gauge. (Refer to Silent Striker and Murphy's Law.)

TAKING OFF

Depress the clutch. Yes, it does feel as if the pedal will fall over sideways, but not to worry; this is another long story. I think I should have replaced the shaft bushing when I last had the engine out. I was told not to bother because in a short time it would end up as you feel it now. Poor design, what? Oh yes, use your foot to depress the clutch and not your tone of voice. The car can be overly sensitive.

As you drive away in low gear, there is a whine. Don't worry about it. In third gear there is chatter, ditto. It used to jump out of 3rd gear, but now it jumps out of 1st gear! Of all the gears, reverse has never given me trouble - remember that.

USE OF THE AIR FRESHENER

Yes, the car has an air conditioner, of sorts. To use it, your face must be in condition to accept fresh air. To get fresh air, simply lower the windscreen, being careful not to break it. To lower properly, push the screen down in the center of the glass, not a corner.

Don't worry about forgetting to do this properly. Once you replace the broken glass in the frame, you will remember to be careful.

MOTORIZING ALONG

Listen for any unusual noise beyond the symphony of sounds created in and around the car. For example, the sound parts make as they hit the road! (I have never been able to bring myself to display the sign, ALL PARTS FALLING OFF THIS CAR ARE OF THE FINEST BRITISH DESIGN.) I do not know how to classify the "squeak" in the R front wheel area. In the 25 plus years I have driven the car, that sound has been there, on and off, for about 13 years. Ignoring this sound is the best course of action.

Finally, if you ever find out what that tiny "thunk" is in the rear, please contact me through a medium because I have been dying to find out the source.

Well, that is most of it; I'll leave you to find out the rest.

HAPPY MOTORIZING, Love, Dad.

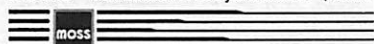
Daniel will receive a Moss gift certificate for his contribution.

Illustrated A-H Buyer's Guide

An expert view of this coveted British sports car - from the classic original 100 to the later, more refined 3000 MkIII. Includes Bugeyes, Sprites, Jensen Healeys, and the rare models like the triple carb powered units. Limited production makes nearly every model valuable, but some are real standouts

while others are real bargains now, but going up fast. Author Richard Newton identifies them all in the most complete guide available for Austin Healeys. Serial number and production information is also included. Softbound, 7 1/2" x 9 1/2". 135 pages, 150 illustrations.

212-375 Illustrated A-H Buyers Guide \$15.95



Update Prices Extended!

The effective date of your current Moss Motors Update Price List has been extended by one week. Now valid through...

July 24, 1988

Watch for our new 40th Anniversary Update to follow.



MOSS

SALE

Prices Valid June 6, 1988
Through July 24, 1988

AUSTIN HEALEY

Austin Healey 100-4 Sump Gasket
021-057 Reg. \$9.95 Sale Price \$7.25

Austin Healey 100-4 Oil Pan
Take advantage of this non-cataloged special! This is the original factory oil pan, now available in a limited quantity.
021-120 Reg. \$224.00 Sale Price \$209.95

Austin Healey 100-4 Brake Master Cylinder
Cylinder is complete and ready to bolt on.
021-142 Reg. \$199.35 Sale Price \$169.95

Austin Healey 100-4/100-6/3000 King Pin Set
One kit includes everything you need to replace both king pins. Bushings must be reamed to fit king pins after installation in their housings.
O-rings may be supplied to replace cork seals.
021-188 Reg. \$84.95 Sale Price \$74.95

Austin Healey 100-6/3000 Push Rod, Engine
021-396 Reg. \$7.45 Sale Price \$6.50

Austin Healey Key Fob
We've had this English key fob made especially for us! With the Austin Healey logo enamelled in the center and the "Moss Motors" "Maintaining the Breed" logo around the edge, it's a great addition to any key chain. We'd like you to have one, so with any Austin Healey parts order over \$100.00, we'll send you one for free. Just indicate on your order that you'd like one #021-414 key fob. Limit one per order.
021-414 Reg. \$4.50 Sale Price \$FREE*

Austin Healey 3000 BJ8 Glove Box
633-590 Reg. \$32.95 Sale Price \$24.95

Austin Healey 100-4 Synchro Ring
Fits 100-4 with three speed gearbox. Take advantage of our special low price.
031-247 Reg. \$17.50 Sale Price \$11.95

Austin Healey 100-4/100-6/3000 Differential Case
Fits all except BN1. This is a non-cataloged special with limited supply.
031-288 Reg. \$39.95 Sale Price \$16.95

Austin Healey 100-4 Connecting Rod
These are new old stock connecting rods! Sold individually, they include all bolts and nuts.
021-626 Reg. \$17.95 Sale Price \$13.50

Austin Healey 3000 Reverse Gear (side shift)
Original # AEC 3540. Fits 3000 from (E)29D 10897 OD to (G)12319 & (E)11342 (non OD) to (G)1823 (non OD).
021-265 Reg. \$85.25 Sale Price \$54.50

Austin Healey Winged Medallion
Fits 100-4/100-6/3000 to (C)17350.
021-725 Reg. \$15.65 Sale Price \$12.40

Austin Healey Door Handle, R/H
Fits 100-6/3000 BT7. L/H handle is not on sale at this time.
021-726 Reg. \$64.15 Sale Price \$57.25

Austin Healey 3000 BJ8 Muffler Heatshield
021-787 Reg. \$18.95 Sale Price \$16.25

Austin Healey Asbestos Firewall Heatshield Sets
Keep your Healey cool during spring and summer heat and hard driving. Our factory style heatshield kits include all necessary mounting hardware.
100-4
021-781 Reg. \$69.75 Sale Price \$59.95
100-6/3000 MKI
021-782 Reg. \$69.75 Sale Price \$59.95
3000 BJ7-BJ8
021-783 Reg. \$69.75 Sale Price \$59.95

Austin Healey 100-6/3000 Door Seal Caps
Fits late BN4, BN6, BT7. Anodized aluminum.
L/H 021-784 Reg. \$5.80 Sale Price \$4.50
R/H 021-785 Reg. \$5.80 Sale Price \$4.50

Austin Healey 3000 BJ8 Speedometer
Fits override models only. Price includes a \$30.00 core charge.
021-508 Reg. \$213.95 Sale Price \$184.50

Austin Healey 100-4 3-Speed Third Gear
Save almost 50% on this third gear during our spring sale! Fits 3-speed 100-4s to (G)5145.
031-248 Reg. \$38.50 Sale Price \$19.95

Austin Healey 100-4/100-6/3000 Front Suspension A-Arm
Lower a-arm fits l/h front and r/h rear of front suspension on 100-4 from (C/E)228047 on. Order now; this is a non-cataloged special with very limited supply.
031-280 Reg. \$99.95 Sale Price \$66.50

Austin Healey 100-4/100-6/3000 Door Scuff Plate Set
Set of two with screws.
021-466 Reg. \$15.95 Sale Price \$13.50

Austin Healey Pinion Gear
Fits all Big Healeys from (C/E) 221536.
031-285 Reg. \$34.95 Sale Price \$26.50

Austin Healey 100-4/100-6/3000 Pinion Gear Shaft
Fits all Big Healeys from 100-4 221536.
031-286 Reg. \$5.95 Sale Price \$2.95

Austin Healey 100-6/3000 Gas Cap
Original style cap is stainless steel for durability and shine.
202-750 Reg. \$5.95 Sale Price \$5.25

Austin Healey 100-4 BN1 Wiring Harness
Harness is complete less front lamp sub-harness, steering column and overdrive wiring.
355-290 Reg. \$116.95 Sale Price \$86.95

Austin Healey 100-4 Clearance Plate ".012" Hot"
408-910 Reg. \$9.60 Sale Price \$5.95

Austin Healey 100-6/3000 Side Curtain Seal Set
Set contains both seals.
021-774 Reg. \$18.95 Sale Price \$14.95

Austin Healey 3000 BJ7 Distributor
Brand new factory distributor fits BJ7 from (e)29FH3563.
143-060 Reg. \$249.00 Sale Price \$225.00

Austin Healey 100-4 Gearshift Boot
3 speed gearbox only.
680-910 Reg. \$8.35 Sale Price \$6.75

Austin Healey 3000 Air Intake Grill
Beautifully chromed, this grill is correct for all 3000s from (C)13751 on.
031-349 Reg. \$69.30 Sale Price \$59.50

Austin Healey 100-6/3000 BT7 Side Curtain Socket
3 piece set including nut & washer. 2 required.
805-120 Reg. \$7.35 Sale Price \$5.50

Austin Healey 100-6/3000 Adjustable Steering Wheel

Cracked and faded steering wheel ruining your interior? Take advantage of our special spring sale price, and install a brand new factory style wheel in its place. The adjustable wheel has a large plastic nut on the wheel hub, right below the wheel. Fits adjustable column only.
853-790 Reg. \$155.95 Sale Price \$129.50

JAGUAR PARTS

Jaguar XK120-140-150 Car Cover
Our custom tailored car cover will help protect your Jaguar from dust, dirt and harsh sun. Made of a soft cotton water repellent material that is chemically treated for mildew resistance, this cover will add years to your paint job.
011-465 Reg. \$149.95 Sale Price \$120.95

Jaguar XK150 Exterior Door Handle w/o Lock
Brighten up your XK150 with a set of our new triple-plated chrome door handles. As new locks are not available, please save your old lock for reinstallation.
011-711 Reg. \$57.25 Sale Price \$44.50

Jaguar XK120-140 Roadster Black Vinyl Top
Heavy crush-grain vinyl with heat-welded plastic window.
011-380 Reg. \$197.50 Sale Price \$169.50

Jaguar XK120-140 Roadster Black Cloth Top
Double laminated and waterproof Haartz "Durable" cloth top has heat-welded plastic window.
011-385 Reg. \$364.30 Sale Price \$319.95

Jaguar XK120-140 Dash Plaque, 141 mph
Correct for all XK120-140 from 1954 on.
011-718 Reg. \$11.95 Sale Price \$9.95

Jaguar Decal, running-in instructions
Order now at this special price! This is the original running-in decal that the factory applied to the windshield.
011-719 Reg. \$6.50 Sale Price \$4.75

Jaguar XK150 Clutch Hose
011-252 Reg. \$19.90 Sale Price \$17.25

Jaguar XK150 8-Way Terminal Block
031-865 Reg. \$15.95 Sale Price \$10.95

Jaguar XK140-150 Override Packing, 8 strip set
One set lets you install all four overrides.
011-730 Reg. \$7.25 Sale Price \$5.95

Jaguar XK120 Rear Bumper Spacer
Sold individually. Two required.
011-737 Reg. \$12.50 Sale Price \$8.25

Jaguar XK120 Headlamp Seal
Sold individually. Two required.
011-805 Reg. \$4.65 Sale Price \$4.20



Jaguar XK120 Tail Lamp Housing
L/H 011-865 Reg. \$59.95 Sale Price \$49.95
R/H 011-866 Reg. \$59.95 Sale Price \$49.95

Jaguar XK120-140-150 Jack Hole Cover
Two required. Sold individually.
011-876 Reg. \$18.95 Sale Price \$14.95

Jaguar XK140 Rear Deck Trim
011-879 Reg. \$31.50 Sale Price \$26.95



Jaguar XK150 Rear Deck Trim
011-877 Reg. \$70.35 Sale Price \$59.95

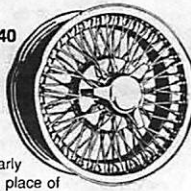
Jaguar Late XK150-150S Gearshift Knob
031-798 Reg. \$18.95 Sale Price \$16.95

Jaguar XK140 Trunk Handle w/o Lock
Keep and re-use your existing lock.
031-977 Reg. \$49.95 Sale Price \$42.95

Jaguar XK120-140 Carburetor Jet
Sold individually.
378-170 Reg. \$10.95 Sale Price \$8.95

Jaguar XK150-150S Carburetor Jet Bearing
Sold individually.
031-998 Reg. \$4.95 Sale Price \$3.50

Jaguar XK120-140 Bolt-on Wire Wheel Conversion



Manufactured by Dayton, this kit was developed in the early 50s and bolts on in place of disc wheels. The splined hubs and functional knock-off spinners insure a vintage appearance, and the 16" chrome wire wheels use polished stainless steel spokes for maximum strength and durability. Kit includes 4 wheels, 4 hubs, 4 knock-offs and a lead knock-off hammer. Limited to supply on hand.
111-268 Reg. \$1795.00 Sale Price \$1625.00

Jaguar XK150 Brake Servo Tank
031-965 Reg. \$89.95 Sale Price \$77.50

Jaguar XK150 Front License Plate Support
031-969 Reg. \$32.50 Sale Price \$27.50

Jaguar XK120 Vinyl Wiring Harness
Fits early XK120 with chrome parking lamps.
355-310 Reg. \$268.50 Sale Price \$198.50

Jaguar Late XK150 Vinyl Wiring Harness
Fits Jaguar XK150 with two bulb tail lamps.
355-450 Reg. \$299.95 Sale Price \$249.95

Jaguar XK140-150 Foglight Mounting Kit
Complete foglight mounting kit for XK140-150. Includes special brackets, chrome collars, grommets and all necessary hardware.
400-158 Reg. \$42.50 Sale Price \$34.95

MG PARTS

MGA Green Jewel for Turn Signal Lamp
151-500 Reg. \$1.95 Sale Price \$1.65

MGA Starter Switch to Cable Coupling
161-500 Reg. \$5.20 Sale Price \$4.65

MG Key FOB
We've had this MG key fob made especially for us! With the MG logo enamelled in the center and the "Moss Motors" and "Maintaining the Breed" logo around the edge, it's a great addition to any key chain. We'd like you to have one, so with any MG parts order over \$100.00; we'll send you one for free. Just indicate on your order that you'd like one #229-900 key fob. Limit one per order.
229-900 Reg. \$4.50 Sale Price \$FREE*



MGA Heater Switch Knob
Just like the original, this is the heater blower knob with the letter "B".
150-810 Reg. \$2.50 Sale Price \$2.25

MGA Twin Cam And MKII Deluxe Front Brake Rotor
Sold individually.
182-160 Reg. \$99.95 Sale Price \$89.95



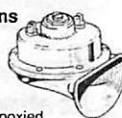
MGA Breather Hose
Necessary for proper crankcase ventilation, this hose fits between your valve cover and air filter assembly. Use with 2 clamps, #326-300.
372-050 Reg. \$6.70 Sale Price \$4.95

MGA Dash Knob Set
You'll save quite a bit when you order in a set! You'll receive 11 knobs including choke and starter cables, turn signal switch, head lamp, panel light, wiper, map light, fog light and 3 for heater controls.
150-888 Reg. \$22.75 Sale Price \$17.95



MGA 1600 MKII Tail Lamp Lens Seating Pad
Two required.
159-410 Reg. \$2.65 Sale Price \$2.25

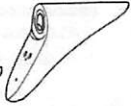
MGA Replacement Horns
These Lucas replacement horns are the same size as the original, but have flat instead of domed tops. The original covers may be epoxied to the replacement horns for a totally original appearance. (Be sure to connect wiring first.)
High Note Horn, L/H optional
165-700 Reg. \$66.65 Sale Price \$47.95
Low Note Horn, R/H standard
165-800 Reg. \$66.65 Sale Price \$47.95



MGA Carb Jet Lever, Front
370-680 Reg. \$10.50 Sale Price \$7.95

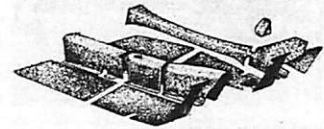
MGA Carb Jet Lever, Rear
370-690 Reg. \$10.50 Sale Price \$7.95

MGA 1600 Tail Lamp Base
R/H 159-190 Reg. \$64.50 Sale Price \$57.50
L/H 159-180 Reg. \$64.50 Sale Price \$57.50



MGA 1600 Front Parking Lamp Mounting Pad
Sold individually.
164-800 Reg. \$2.05 Sale Price \$1.75

MGA Factory Workshop Manual
This complete factory workshop manual covers the 1500, 1600 and 1600 MK II. You'll find all available factory information, as well as in-depth coverage of maintenance, repair and overhaul of your favorite car. Hardbound, 300 pages.
210-410 Reg. \$24.95 Sale Price \$22.50



MGA Standard Black Main Carpet Set
Tailored in our own upholstery shop, our sturdy 100% synthetic carpet set includes the correct rubber heelmat, all necessary snaps and studs, and edge binding where original. The main carpet will completely cover the seating and footwell areas of your MGA.
242-705 Reg. \$134.95 Sale Price \$114.95

MGA Rdst. & 1500 Coupe Spare Tire Cover
Fits all roadsters and the 1500 coupe.
242-465 Reg. \$51.95 Sale Price \$44.95



MGA 1500 Carburetor Needle, GS (std.)
Sold individually.
374-120 Reg. \$4.55 Sale Price \$3.25

MGA 1600 MKII Emblem, on trunk lid & front deck.
408-420 Reg. \$5.75 Sale Price \$4.75

MGA Steering Wheel
Tired of your cracked and faded original wheel? Save now by taking advantage of the low sale price of our brand new factory style wheel. Replace your centerpiece at the same time, since our original type centerpieces are also on sale!
263-250 Reg. \$103.50 Sale Price \$87.50



MGA Steering Wheel Centerpiece
263-110 Reg. \$14.95 Sale Price \$12.25

MGA License Plate Backing Plate
451-285 Reg. \$20.95 Sale Price \$15.95

MGA Dip Stick
451-350 Reg. \$10.45 Sale Price \$8.45

MGA Double Fuel Line Banjo
370-140 Reg. \$7.35 Sale Price \$5.75

MGA Coupe Door Striker
R/H 470-545 Reg. \$20.75 Sale Price \$14.95
L/H 470-555 Reg. \$20.75 Sale Price \$14.95



MGA Roadster Door Release Cable
Sold individually.
470-560 Reg. \$5.10 Sale Price \$3.75

MGA 1600 MkII Standard Piston Set
Four pistons with rings and wrist pins.
420-618 Reg. \$213.95 Sale Price \$179.95



MGA 1600 High Compression Piston Set (std.)
The last set on the shelf with a 9:1 compression ratio and we don't think we'll ever find them again. First call gets them.
420-818 Reg. \$296.50 Sale Price \$249.50

MGA Tail Lamp Socket Boot
This is the smaller sized socket boot.
158-600 Reg. \$1.30 Sale Price \$0.95

MGA Breather Pipe from (e)GB35809
451-050 Reg. \$15.70 Sale Price \$11.95

MGB 1962-'67 Overdrive Solenoid
Fits 1962-'67 MGBs with D-type overdrive.
145-730 Reg. \$96.55 Sale Price \$84.50



MGB 1968-'72 Hazard Switch
141-630 Reg. \$30.95 Sale Price \$25.95

MGB Rear Wheel Bearing Kit (Tubed Axle)
Contains bearing, seal, and a tube of grease for one side. 2 required.
125-850 Reg. \$19.95 Sale Price \$17.95



MGB Carb Diaphragm, Zenith Stromberg
For cars built from 1975-'80 with Zenith Stromberg carburetor. Roadster from (C) 367901.
366-040 Reg. \$8.00 Sale Price \$5.95

MGB 1970-'74 1/2 Front Side Flasher Lamp
Flasher lamp is complete and ready to install.
143-970 Reg. \$32.05 Sale Price \$26.95



MGB 1963-'69 Clear Flasher Lens
164-775 Reg. \$8.10 Sale Price \$6.25

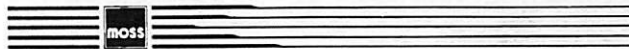
MGB 1971-'72 Panel Light Rheostat
This special is limited to supplies on hand. Now discontinued by Lucas, this may be the last time you get a chance to purchase an original style rheostat.
146-020 Reg. \$41.95 Sale Price \$29.95



"Practical Classics on MGB Restoration"
You can't find a better restoration guide for the money! With nearly 100 pages of detailed instruction and photos, this Moss Special Edition on MGB restoration will take you through all the major jobs you're likely to encounter in a total rebuild. If you want to replace a rusting fender, fit a convertible top or even change your rubber bumper MGB to the early chrome bumper style it's all right here.
212-370 Reg. \$13.35 Sale Price \$7.50



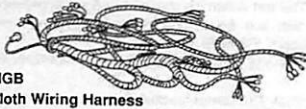
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CONTINENTAL USA TOLL-FREE CALIFORNIA TOLL-FREE CUSTOMER SERVICE PHONE



MGB 1963-'68 Amber Side Lamp Lens
164-795 Reg. \$7.35 Sale Price \$5.50

MGB Tail Lamp Lens Seating Gasket
Sold individually.
164-883 Reg. \$3.65 Sale Price \$2.95

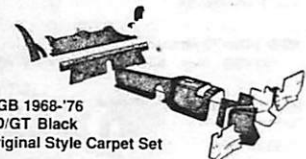
MGB 1962-'69 Gas Cap
Original style gas cap is stainless steel for durability and shine.
202-750 Reg. \$5.95 Sale Price \$5.25



MGB Cloth Wiring Harness
Roadster from 5/62 to 8/63 or (c) # 101 to 27278. Harness includes all original wiring except front lamp sub-harness and dash lamp wires.
356-360 Reg. \$144.95 Sale Price \$129.95

MGB Cloth Wiring Harness
Roadster from (c) 48766 to 82655, GT to 82655. Harness includes all original wiring except front lamp sub-harness and dash lamp wires.
356-380 Reg. \$239.55 Sale Price \$199.95

MGB 1963-'67 Horn Push Center
Centerpiece with MG logo fits early models from 1962 to '67.
408-220 Reg. \$27.95 Sale Price \$21.95



MGB 1968-'76 RD/GT Black Original Style Carpet Set
Original style carpet sets include replacement carpeting for the original factory carpeted areas only. Carpeting is not included where rubber floor and sill mats were fitted to 1977. You will receive carpeting for the front kick panels, transmission tunnel, rear shelf and rear wheel well arches.
244-350 Reg. \$228.95 Sale Price \$204.95

MGB GT Black Rear Carpet
This set includes carpeting for the back of the rear seat, full wheel well covers, luggage compartment floor and rear body quarters.
242-750 Reg. \$149.95 Sale Price \$134.95

MGB 1963-'67 Mechanical Tachometer
For early MGBs (1963-'67 only). Core charge of \$25 will be refunded upon receipt of a rebuildable unit.
360-590 Reg. \$97.75 Sale Price \$79.95

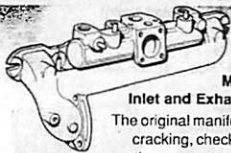
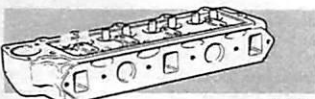


MGB 1976-'80 Temperature Gauge
Core charge \$15. Gauges supplied will either be new or rebuilt with a new gauge warranty.
360-930 Reg. \$65.25 Sale Price \$54.95

MGB Fuel Tank Sending Unit
Replaces units marked FT5301/19 to approximately (c) 48765.
360-640 Reg. \$47.90 Sale Price \$34.95



MGB Cylinder Head
1975-'80 for Zenith-Stromberg carburetor.
451-535 Reg. \$525.00 Sale Price \$474.95



MGB 1975-'80 Inlet and Exhaust Manifold
The original manifold is prone to cracking, check yours while these are at a special price.
373-840 Reg. \$230.20 Sale Price \$199.95

MGB Air Cleaner Bracket
For early MGB's 1962 to 1967.
Rear 372-330 Reg. \$6.25 Sale Price \$4.50
Front 372-340 Reg. \$8.35 Sale Price \$6.50

MGB 1963-'74 1/2 Fuel Pump Bracket
Fits Rdst. to (c) 360300, GT to (c) 361000.
377-350 Reg. \$9.15 Sale Price \$6.95



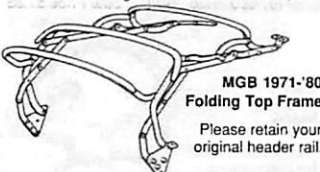
MGB Fuel Pump Mount
Used up to 74 1/2, Rdst. to (c) 360300, GT to (c) 361000.
377-360 Reg. \$5.30 Sale Price \$3.95

MGB 1962-'71 Carburettor Kit
One kit will repair one HS4 carb. These are a special non-cataloged item. Kit includes washers, gaskets, universal jet (for front or rear carb), and float needle and seat. Does not include metering needle.
375-210 Reg. \$13.95 Sale Price \$8.95



MGB 1963-'68 Dip Stick
451-350 Reg. \$10.45 Sale Price \$8.45

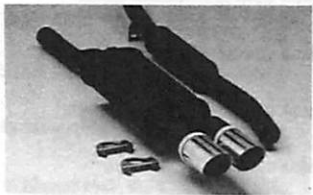
MGB 1962-'67 Chrome Shift Boot Retainer
433-120 Reg. \$10.50 Sale Price \$8.95



MGB 1971-'80 Folding Top Frame
Please retain your original header rail.
406-290 Reg. \$184.75 Sale Price \$159.95

MGB 1963-'67 Glove Box Door Restraint
233-907 Reg. \$2.55 Sale Price \$1.95

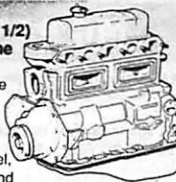
MGB Breather Pipe
For 18G engines.
451-050 Reg. \$15.70 Sale Price \$11.95



MGB 1963-'74 1/2 Free Flow Exhaust
Improve your performance as well as your fuel economy with this US-made system that easily connects to your existing headpipe. (Not for sale or use in California on pollution controlled motor vehicles.)
454-595 Reg. \$119.95 Sale Price \$109.95

MGB 1963-'67 Speedometer Drive Gear
433-740 Reg. \$10.95 Sale Price \$7.95

MGB 18V (early 1972-'74 1/2) Goldseal Engine



This is a complete ready-to-install engine less starter, alternator, distributor, flywheel, manifold, carbs and water pump. 12 month warranty, plus we'll ship for free, no core charge. For offroad use only (Eurospec engine comes with a non-smog control head). Limited to on-hand supply.
427-000 Reg. \$1195.00 Sale Price \$1049.00

MGB Rebuilt All-Synchro Non-Overdrive Gearbox
Fits all MGBs from 1968-'74 1/2. No core charge.
427-540 Reg. \$595.00 Sale Price \$495.00

MGB 1975-'80 Rebuilt Gearbox (Non-Overdrive)
Core charge \$50.00 refunded upon receipt of a rebuildable core.
041-407 Reg. \$695.00 Sale Price \$595.00

MGB 1962-'68 Crank Pulley
For all 18G and GF engines.
433-690 Reg. \$64.95 Sale Price \$47.25



MGB 1962-'67 Shift Lever
Fits standard transmission cars only.
443-130 Reg. \$35.95 Sale Price \$29.95

MGB 1963-'67 Shift Lever
For overdrive transmissions only.
443-140 Reg. \$35.95 Sale Price \$29.95

MGB 1968-'76 Shift Lever (straight)
443-135 Reg. \$35.95 Sale Price \$29.95

MGB 1962-'71 HS Carburetor Heatshield
451-005 Reg. \$32.50 Sale Price \$25.95

MGB 1972-'74 HIF Carburetor Heatshield
451-015 Reg. \$32.50 Sale Price \$27.95

MGB Chrome Finishers for Door Top Rails
Roadster only.
Right Front 408-950 Reg. \$6.25 Sale Price \$4.95
Left Front 408-960 Reg. \$6.25 Sale Price \$4.95

MGB Chrome Finishers for Door Top Rails
Roadster only.
Right Rear 408-970 Reg. \$6.25 Sale Price \$4.95
Left Rear 408-980 Reg. \$6.25 Sale Price \$4.95

MGB Front License Support
451-285 Reg. \$20.95 Sale Price \$15.95

MGA Deluxe Panel Kits

For MGA roadsters only. Made as original from durable vinyl, the deluxe kit includes 2 front kick panels, 2 front frame covers, 2 door panels, 2 assembled door pockets for the roadster and 2 rear kick panels. You'll also receive sufficient leather, vinyl and piping to cover all door and cockpit rails and 1600 MKII and coupe dashboards, as well as black vinyl to cover the MKII and coupe scuttle panels between dash and windshield.

Black with Black Piping	246-310	Reg. \$221.50	Sale Price \$199.95
Black with Red Piping	246-320	Reg. \$221.50	Sale Price \$199.95
Black with White Piping	246-330	Reg. \$221.50	Sale Price \$199.95
Black with Blue Piping	246-340	Reg. \$221.50	Sale Price \$199.95
Red with Red Piping	246-350	Reg. \$221.50	Sale Price \$199.95
Tan with Tan Piping	246-360	Reg. \$221.50	Sale Price \$199.95

MGA Roadster Leather Seat Kits

Our complete leather seat kits are perfect reproductions of the originals with leather seating surfaces and vinyl non-wearing surfaces. Proper pleat placement and correct stitching makes these the best seat cover replacement kits you can buy. Features include piping in contrasting colors where appropriate and matching padded center armrests.



Black with Black Piping	246-010	Reg. \$374.50	Sale Price \$299.95
Black with Red Piping	246-020	Reg. \$374.50	Sale Price \$299.95
Black with White Piping	246-030	Reg. \$374.50	Sale Price \$299.95
Black with Blue Piping	246-040	Reg. \$374.50	Sale Price \$299.95
Red with Red Piping	246-050	Reg. \$374.50	Sale Price \$299.95
Tan with Tan Piping	246-060	Reg. \$374.50	Sale Price \$299.95



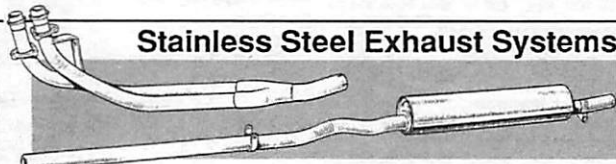
MGB Header

Replace heavy and restrictive cast-iron manifolds with this neatly engineered tubular header. Use with a Weber conversion or early MGB intake manifold with twin SUs to improve the performance of single-carb MGBs.

459-010 Reg. \$79.95 Sale Price \$64.50

Legal in California only for Racing Vehicles which may never be used upon a highway.

Stainless Steel Exhaust Systems



The last exhaust system your car will ever need! Carefully constructed of heavy gauge stainless steel, these systems are designed to fit your car exactly as the original drawings specify. Guaranteed for the life of your car! Please retain your invoice for future reference. Does not include clamps and hangers.

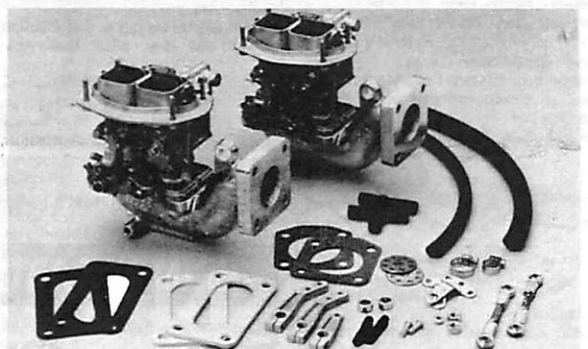
MGA Twin Cam 452-100 Reg. \$269.50 Sale Price \$229.95

Sprite-Midget 1098-1275 1964-'68. 452-010 Reg. \$95.50 Sale Price \$79.95

Sprite-Midget 1275 1973-'74. 452-025 Reg. \$159.95 Sale Price \$139.95

Sprite-Midget 1500 452-030 Reg. \$179.95 Sale Price \$154.95

Weber Carburetor Downdraft Conversion Kits



Complete kit includes a Weber carb, powder-painted manifold, air filter and linkage including specially designed throttle cables. The ideal road-use conversion, this set-up gives improved full-throttle performance without sacrificing fuel economy or driveability. Simple to install; no modifications to existing linkage are necessary.

TR250-6 Dual Downdraft Weber Conversion
222-420 Reg. \$634.95 Sale Price \$599.95

TR7 Dual Downdraft Weber Conversion
222-410 Reg. \$629.95 Sale Price \$599.95

MGB Downdraft Weber Conversion, Manual Choke
Late MGBs will need to order exhaust header #459-010, which is also on sale in this issue.
222-260 Reg. \$309.95 Sale Price \$299.95

MGB Downdraft Weber Conversion, Auto Choke
Late MGBs will need to order exhaust header #459-010, which is also on sale in this issue.
222-265 Reg. \$339.95 Sale Price \$329.95

MG Midget 1500 Downdraft Weber Conversion
222-255 Reg. \$339.95 Sale Price \$319.95

Legal in California only for Racing Vehicles which may never be used upon a highway.

MG TF Owner's Manual

The original factory publication included with every new TF. Full of helpful and interesting information on care and maintenance, proper top folding and side curtain storage, among others: 75 pages.
210-700 Reg. \$8.95 Sale Price \$6.95



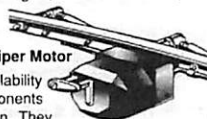
MG TD Screw-Type Rheostat Knob

Correct for MG TD from (c)10701 with the original panel rheostat. Re-use your original screw.
145-905 Reg. \$8.40 Sale Price \$6.50

MG TC-TD

Windshield Wiper Motor

The future availability of Lucas components is still uncertain. They have discontinued many items including this one. We have a good supply at this time but can't make any promises toward the future.
145-300 Reg. \$244.50 Sale Price \$229.50



MG TC-TD Handle and Nut For Wiper Motor

160-500 Reg. \$10.50 Sale Price \$8.25

MG TF Wiper Arm

Sold individually. Two required.
161-050 Reg. \$11.55 Sale Price \$8.75

MG TC-TD MKII

Pump to Carb Fuel Line
18" braided stainless steel hose with a non-aging Teflon interior. Guaranteed for life!
376-090 Reg. \$25.85 Sale Price \$21.95

MG TD Rheostat Push-on Type Knob

Correct for MG TD from (c)10701 for rheostat knob retained by spring-loaded stud.
145-907 Reg. \$7.35 Sale Price \$6.15

MG TF Green Jewel for Turn Signal Lamp

151-500 Reg. \$1.95 Sale Price \$1.65

MG TF Blue Jewel for Dash Lamp

151-600 Reg. \$1.95 Sale Price \$1.65

MG TC Walnut Dashboard

233-635 Reg. \$129.95 Sale Price \$109.95



MG TD Tall Lamp Rim

Chromed rim fits TDs with rectangular tail lamps.
157-920 Reg. \$5.20 Sale Price \$4.45

MG TD-TF Striking Dog, 3rd & 4th Gear

441-090 Reg. \$93.65 Sale Price \$82.95

MG TD-TF Chrome Cover For License Plate Lamp

158-100 Reg. \$26.10 Sale Price \$19.95

MG TD Tall Lamp Socket

Socket fits TDs with rectangular tail lamps.
158-310 Reg. \$10.65 Sale Price \$8.95

MG TD-TF Horn and Mounting Brackets

High Note Horn
165-700 Reg. \$66.65 Sale Price \$47.95

MG TD-TF Low Note Horn

165-800 Reg. \$66.65 Sale Price \$47.95

Horn Mounting Bracket

Horn mounting requires using one flex bracket per horn.
160-200 Reg. \$16.75 Sale Price \$13.95

MG TC Map Light

Two required.
144-500 Reg. \$24.75 Sale Price \$22.95

MG TC-TD

Tach & Speedometer Metal Face Set

MG TC-TD up to (c)10778 with chromometric gauge.
361-098 Reg. \$22.95 Sale Price \$18.95



MG TC-TD-TF Double Fuel Line Banjo

370-140 Reg. \$7.35 Sale Price \$5.75

MG TD-TF Rear Carburetor Jet Lever

370-420 Reg. \$9.95 Sale Price \$7.45

MG TD-TF Front Carburetor Jet Lever

370-425 Reg. \$9.95 Sale Price \$7.45

MG TC Air Cleaner Manifold

372-145 Reg. \$92.50 Sale Price \$84.95

MG TC-TD Carburetor Needle, ES, std.

Fits 1 1/4" carbs.
374-080 Reg. \$4.55 Sale Price \$3.75

MG TC-TD Throttle Shaft, standard

For 1 1/4" Carbs.
376-010 Reg. \$9.95 Sale Price \$7.95

MG TD-TF Throttle Shaft, oversized

For 1 1/2" carbs used on TD MKIIs & TFs.
376-040 Reg. \$9.95 Sale Price \$7.95

MG TC Rear Wheel Oil Seal

121-200 Reg. \$5.30 Sale Price \$4.50

MG TC-TD Horn Push & Dimmer Switch

TC-TD to (c)18882.
140-700 Reg. \$26.70 Sale Price \$19.95

MG TC-TD Dashbulb Socket

6 required per car.
142-700 Reg. \$3.60 Sale Price \$2.95

MG TC Door Handle Set

Two door handles, gaskets and screws.
401-508 Reg. \$44.50 Sale Price \$34.95



MG TD-TF Exterior Handle Set

Kit includes 2 handles, 2 gaskets & 4 mounting screws.
401-608 Reg. \$27.95 Sale Price \$21.95

MG YA-YB Locking Outside Door Handle

This is limited to stock on hand since they will be obsolete when gone. No keyed-alike pairs available. Sold individually.
401-677 Reg. \$19.95 Sale Price \$15.95

MG TC Striker Kit

Includes striker plate, wedge and screws.
401-308 Reg. \$19.95 Sale Price \$14.95

MG TF Rear Reflector

144-600 Reg. \$9.40 Sale Price \$7.45

MG TC Side Curtain Fixing Plate

Four required. Sold individually.
405-200 Reg. \$4.65 Sale Price \$3.25

MG TD Plug

Fits in end of tire rack tube. One required.
406-400 Reg. \$13.95 Sale Price \$9.95

MG TD S-Bracket, Rear License Plate

406-500 Reg. \$33.95 Sale Price \$26.95

MG TC Vinyl Bound Wiring Harness

For cars from (c) 7380, TCs with rare factory fitted turn signals. These cars have twin firewall mounted horns and turn signal relays. Please confirm this is the one you need before ordering.
356-020 Reg. \$112.50 Sale Price \$84.95



MG TD Headlamp Bracket
 Use with #328-185 studs and #321-288 nut and bolt set.
 LH 407-410 Reg. \$63.95 Sale Price \$54.95
 RH 407-420 Reg. \$63.95 Sale Price \$54.95

MG TD-TF Fork, Rear Gearbox Mount
 411-030 Reg. \$13.95 Sale Price \$9.95

MG TC-TD Exhaust Valve
 Standard exhaust valve with 1 3/16" diameter.
 423-020 Reg. \$13.35 Sale Price \$9.95

MG TD-TF First Gear
 441-020 Reg. \$209.95
 Sale Price \$189.95

MG TF 1500 Cylinder Liner
 Sold individually. 3/32" wall thickness.
 Machining required.
 426-030 Reg. \$32.95 Sale Price \$24.95

MG TC-TD-TF Rear Head Cover Plate
 433-310 Reg. \$5.20 Sale Price \$4.25

MG TC-TD-TF Tappet Plate Nut
 These are the proper threaded tube nuts for the tappet inspection plate.
 433-340 Reg. \$1.30 Sale Price \$1.10

MG TC-TD-TF Crank Dog Bolt
 433-450 Reg. \$17.80
 Sale Price \$12.95

MG TC-TD-TF Crankshaft Pulley
 433-470 Reg. \$29.30 Sale Price \$24.50

MG TC-TD-TF Valve Cover Thumb Nut
 Bakelite as original.
 433-560 Reg. \$4.15 Sale Price \$3.50

MG TC Generator Pulley
 433-680 Reg. \$41.65
 Sale Price \$32.95

MG TD-TF Dipstick
 433-820 Reg. \$12.50 Sale Price \$9.75

MG TC-TD-TF Oil Pressure Relief Valve Cap
 This is the brass cap that fits on the relief valve. Due to huge volume buying of obsolete stock, we have enough of these caps to last thru 2157. Take advantage of this once-in-a-lifetime 63% savings!
 435-180 Reg. \$3.40 Sale Price \$1.25

MG TC-TD-TF Water Pump
 We have finally been able to resolve our supply problems on this one and have good supplies on hand. Gasket is included. Pulley below, #434-060 is available on sale, too.
 434-010 Reg. \$98.50 Sale Price \$84.95

MG TC-TD-TF Water Pump Pulley
 Save now, during our spring sale. Fan bolts should also be replaced with pulley, as they stretch with time and use. Use #320-110 for TC, and #320-120 for TD-TF.
 434-060 Reg. \$35.90 Sale Price \$26.95

MG TC Outer Wire Wheel Spoke
 20 required per wheel.
 200-010 Reg. \$0.85 Sale Price \$0.70

MG TC Inner Wire Wheel Spoke
 40 required per wheel.
 200-020 Reg. \$0.85 Sale Price \$0.70

MG TC-TD-TF Tach Reduction Box to Generator Coupling
 360-040 Reg. \$13.60 Sale Price \$9.95

MG TC-TD Disposable Oil Filter
 For TC-TD up to (e) 14223. This is a self-contained "throw-away" canister.
 435-360 Reg. \$27.95
 Sale Price \$21.95

MG TC-TD Oil Pipe, Block To Head
 For TC-TD to (e)9407.
 435-510 Reg. \$43.75 Sale Price \$35.95

MG TD-TF Starter Switch to Cable Coupling
 161-500 Reg. \$5.20 Sale Price \$4.65

MG TD Blanket Bar
 For top of seat back.
 451-730 Reg. \$20.90 Sale Price \$16.95

MG TD-TF Radiator Stay Bar
 451-700 Reg. \$20.90 Sale Price \$15.95

MG TC Badge Bar
 Accessory badges are listed on page 59 of our MG T-series catalog.
 451-070 Reg. \$33.50 Sale Price \$26.95

MG TC Drag Link Tube (less ends)
 451-230 Reg. \$27.50 Sale Price \$22.95

MG TF Rear License Backing Plate
 451-285 Reg. \$20.95 Sale Price \$15.95

MG TC-TD-TF Crankshaft
 451-490 Reg. \$995.00
 Sale Price \$925.00

MG TD-TF Rear Axle Ring and Pinion Interchange Book
 Written by Carl Cederstrand of the Vintage MG Club, this informative book discusses the pros and cons of different MGA and MGB ring and pinions that can be fitted to the original TD-TF rear axle. It includes detailed installation instructions and the many options available. Not all conversion components are available as new parts at this time, but this book may send you looking for a used MGA rear end.
 212-350 Reg. \$8.75 Sale Price \$7.60

MG TC Rear Brake Spring
 Two required.
 181-390 Reg. \$2.35 Sale Price \$1.50

MG TC Front Brake Spring
 181-410 Reg. \$2.60 Sale Price \$1.95

MG TA-TB Rear Brake Cylinder
 Limited supply, we can't find any more when they're gone.
 180-550 Reg. \$119.20 Sale Price \$89.95

MG TA-TB Brake Hose
 Limited supply, we can't find any more when they're gone.
 180-530 Reg. \$12.45 Sale Price \$9.95

MG TC-TD-TF Main Bearing Set, .040"
 Fits all T-series MGs.
 424-900 Reg. \$69.95
 Sale Price \$54.95

MG TC-TD Hood Handles
 L/H 406-840 Reg. \$10.45 Sale Price \$7.95
 R/H 406-850 Reg. \$10.45 Sale Price \$7.95



SPRITE & MIDGET PARTS

MG Midget 1500 Synchro Ring
 Synchro rings are sold individually.
 071-330 Reg. \$10.90 Sale Price \$8.25

Sprite-Midget License Plate Lamp Cover
 Chrome cover fits all thru 1969.
 158-100 Reg. \$26.10 Sale Price \$19.95

Bugeye High Note Horn
 165-700 Reg. \$66.65 Sale Price \$47.95

Bugeye Low Note Horn
 165-800 Reg. \$66.65 Sale Price \$47.95

MG Midget 1500 Cast Aluminum Valve Cover
 This great looking accessory will brighten up the appearance of your engine bay while muffling valve clatter.
 224-550 Reg. \$79.70 Sale Price \$69.95

Sprite-Midget Rebuilt Speedometer
 Fits cars built from Oct. 1969 to Oct. 1974. Smiths #SN 5230/055, 3" black face with white lettering (3 1/2" with bezel), tripmeter and odometer. \$25.00 core charge refunded upon our receipt of rebuildable unit. Limited to supply on hand.
 361-660 Reg. \$89.95 Sale Price \$69.95

Midget 1500 Oil/Water Gauge
 MG MKIII from (c)105501 to (c)154100. Core charge of \$35.00 refunded on receipt of rebuildable unit.
 361-810 Reg. \$114.95 Sale Price \$94.95

Sprite-Midget 1098 Black Carpet Set
 Also fits 948.
 242-530 Reg. \$144.95 Sale Price \$124.95

Sprite-Midget 1275/1500 Black Carpet Set
 Fits 1275 from 1970 on and all 1500s.
 242-560 Reg. \$144.95 Sale Price \$124.95

Bugeye Throttle Shaft, oversized
 For 1 1/8" carburetors. Sold individually.
 376-015 Reg. \$7.50 Sale Price \$4.95

Sprite-Midget Tach Gearbox
 For all 948s from March 1958 to Sept. 1962. Fits appropriate rear generator end plates.
 361-870 Reg. \$94.50 Sale Price \$84.85

Bugeye Air Filters
 Factory style filter fits H1 1 1/8" carburetor.
 Front 373-420 Reg. \$29.75 Sale Price \$22.95
 Rear 373-425 Reg. \$29.75 Sale Price \$22.95

Sprite-Midget License Plate Support
 Can be used to support both front and rear license plates on the 948, 1098 and 1275. Sold individually.
 451-285 Reg. \$20.95 Sale Price \$15.95

Midget 1500 Air Pump
 1977 on.
 379-565 Reg. \$191.40
 Sale Price \$159.95

Midget 1500 EGR Valve (CA only)
 CA only, 1977-on.
 379-360 Reg. \$91.50 Sale Price \$84.95

Sprite-Midget Oil Pump, Star Drive
 For 1275 cc engines.
 435-640 Reg. \$34.95 Sale Price \$26.95

Midget 1500 Exhaust Manifold
 1500 only.
 444-375 Reg. \$86.25
 Sale Price \$74.95

Sprite-Midget 1098-1275 Laygear
 Fits late 1098 from (e)10cc4642 on and 1275s. Original #22G1100.
 461-905 Reg. \$203.25 Sale Price \$174.95

Bugeye Rear Overrider
 We've produced these triple-plated chrome overriders to exact factory specifications. Sold individually.
 400-210 Reg. \$44.95 Sale Price \$36.95

Bugeye Starter Switch to Cable Coupling
 161-500 Reg. \$5.20 Sale Price \$4.65

Sprite-Midget 1275 Cylinder Head
 Air injection head with guides.
 451-505 Reg. \$275.00 Sale Price \$249.95

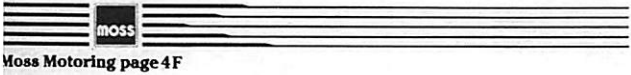
TRIUMPH PARTS

Triumph 1973-on Spitfire Speedometer
 Fits 1500 Spitfire. We wonder how we get some of these items in our warehouse as we pore over annual inventory reports. Since we don't currently specialize in Spitfires, our loss is your bargain. Sold outright with no core necessary.
 760-215 Reg. \$65.00 Sale Price \$24.95

TR2-3 Wiring Harness
 Wiring harnesses include all original wiring with the exception of front lamp sub-harness. For use up to car TS18912.
 355-510 Reg. \$99.95 Sale Price \$74.95

TR2-3 Cloth Harness
 For use up to car TS18912. As above, but with original style cloth harness wrapping.
 356-260 Reg. \$116.95 Sale Price \$96.95

TR4 Cloth Wiring Harness
 Correct for all TR4s with cloth harness wrap.
 356-280 Reg. \$199.95 Sale Price \$159.50



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

Triumph Hand Cranks



These great reproductions of the factory handcranks are finished in gloss black paint. Perfect for adjusting valves or starting your car when all else fails! TR4s not originally fitted with a handcrank will need the chrome guide #031-672 (also on sale) and plug #031-673.

TR4
389-010 Reg. \$27.95 Sale Price \$21.95
TR2-3 (not 3A-B)
389-030 Reg. \$27.95 Sale Price \$21.95

Triumph TR4 Handcrank Chrome Guide
031-672 Reg. \$5.95 Sale Price \$4.50

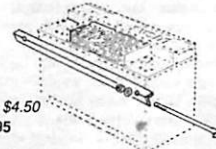
TR3-4 Jet Lever, 1 3/4" H type SU Carburetor
Sold individually.
370-950 Reg. \$11.55 Sale Price \$8.95

TR2-3B License Plate Lamp Cover
Chromed cover fits TR2 from TS18913 thru 3B.
158-100 Reg. \$26.10 Sale Price \$19.95

TR2-6 Battery Retaining Bar

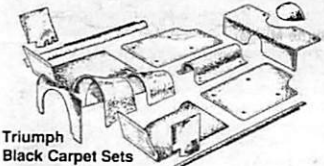
Fits TR6 up to GC50000.

031-769 Reg. \$4.50 Sale Price \$3.95



TR6 Battery Fixing Bolt
Commonly called a J-bolt, you'll need one on both sides of the battery. Sold individually.
031-771 Reg. \$5.20 Sale Price \$4.75

TR2-3 Battery Retaining J-Bolt
031-768 Reg. \$0.70 Sale Price \$0.60



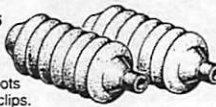
Triumph Black Carpet Sets
Carefully tailored in our own upholstery shop, our Triumph carpet sets are supplied with fine quality 100% synthetic automotive cut-pile carpet similar to the factory original. These sets feature bound edges, rubber heel mats as appropriate and all hardware required for installation.

TR2-3A Black Carpet Set
639-040 Reg. \$176.75 Sale Price \$164.95
TR3A-B Black Carpet Set
TR3A from TS60001 thru TR3B.
639-060 Reg. \$182.95 Sale Price \$164.95
TR4 Black Carpet Set
639-005 Reg. \$203.95 Sale Price \$189.95
TR4A-6 Black Carpet Set
639-085 Reg. \$203.95 Sale Price \$184.95

Triumph TR4-6 Steering Rack Seal Set

Includes two boots and necessary clips.

680-058 Reg. \$19.20 Sale Price \$14.95



Triumph TR4 Front Sway Bar Kit
This anti-roll bar kit includes original Stanpart bars and other factory components, with a few newly-made pieces to match the original kit exactly. We even supply a detailed reprint of the Stanpart fitting instructions.
660-968 Reg. \$139.50 Sale Price \$121.50

Triumph TR3A Ribbed "Triumph" Letter Set
Thru TS60000.
601-208 Reg. \$15.70 Sale Price \$11.50

Triumph TR2-3A Gas Cap
Fits to TS60000.
834-830 Reg. \$34.15 Sale Price \$27.50



Triumph TR3A-4A Gas Cap
Fits from TS60001, and all TR4-4A.
834-840 Reg. \$31.25 Sale Price \$25.75

Triumph TR250/6 Door Lock Assembly
Includes two keys.
801-500 Reg. \$16.95 Sale Price \$15.95

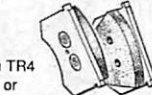


Triumph TR3-4 Rear Axle Buffer
Fits from TR3 TS13046. Sold individually.
674-580 Reg. \$7.15 Sale Price \$6.25

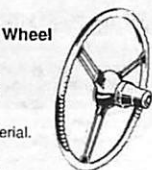
Triumph TR4 Door Check Boot
Fits TR4 to body #22343CT. Two required.
680-280 Reg. \$2.65 Sale Price \$2.35

Triumph TR3A-4 Headlamp Rim
Fits from TR3A TS32585, TR3B, TR4 to body #24600CT. Please double check your numbers before you order.
560-200 Reg. \$21.05 Sale Price \$18.25

Triumph TR3-4 Front Brake Pad
From TR3 TS13046 thru TR4 to CT4689 (wire wheel), or CT48387 (disc wheel), except TR3B.
585-500 Reg. \$25.50 Sale Price \$19.95



Triumph TR2-3B Adjustable Steering Wheel
Save with this special price on our high quality wheels made to factory specifications out of a non-cracking ABS material. Built to last, for adjustable columns only.
853-730 Reg. \$167.95 Sale Price \$134.50



Triumph TR2-3A Trunk Seal
Fits TR2-3A to TS60000.
680-500 Reg. \$17.05 Sale Price \$13.95

Triumph TR4A Upper Gearshift Boot
680-720 Reg. \$10.50 Sale Price \$8.95

TR2-3B Plug, U-Joint Access
Fits rear of gearbox cover.
680-840 Reg. \$3.95 Sale Price \$3.25

Triumph TR4 Door Check Strap and Bracket
Fits to CT 22343.
R/H 803-010 Reg. \$21.05 Sale Price \$15.95
L/H 803-020 Reg. \$21.05 Sale Price \$15.95

TR250/6 Carburetor Diaphragm
Sold individually, diaphragm fits Zenith-Stromberg carbs.
366-040 Reg. \$8.00 Sale Price \$5.95



Triumph TR4A-250-6 Lower Gearshift Boot
680-730 Reg. \$14.95 Sale Price \$12.95

Triumph TR250-6 Upper Gearshift Boot
680-735 Reg. \$14.95 Sale Price \$13.75

Triumph TR2-3B Plug for Cockpit Trim
803-890 Reg. \$1.85 Sale Price \$1.50

Triumph TR2-4A Crank Pulley Halves



Rear Half
837-500 Reg. \$6.85 Sale Price \$5.50

Front Half
837-510 Reg. \$11.50 Sale Price \$9.50

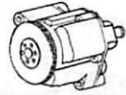
Triumph TR3A-B Dzus Side Curtain Socket
Right front and left rear fits TR3A from TS28826-TR3B.
803-580 Reg. \$13.65 Sale Price \$9.95
Left front and right rear for TR3A from TS 28826-TR3B.
803-590 Reg. \$13.65 Sale Price \$9.95

TR250/6 Bypass Valve Assembly



For Zenith/Stromberg carburetor model C3150 used on 1968-'69 TR250/6. Sold individually.
365-790 Reg. \$37.50 Sale Price \$21.95

TR6 Air Pump
Correct for 1975-'76 TR6 from (c)35001E.
379-550 Reg. \$139.95 Sale Price \$109.95



MISC. STUFF

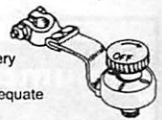
Spoke Wrench
A nice addition to any tool chest, this 1/4" slim-line, chrome plated wrench is indispensable for the maintenance of your wire wheels.
385-800 Reg. \$13.65 Sale Price \$9.95

Jet Wrench
If you have SU carburetors you should have an SU jet wrench with you at all times! It's the perfect tool for adjusting mixture, and it's drilled for easy placement on your key chain. (For SU types V, H & HS)
386-400 Reg. \$1.95 Sale Price \$0.95

Jet Centering Tool
Simply remove the carb piston, replace dashpot and slide tool through dashpot into upper jet bearing. Tighten the jet securing nut and your jet is centered.
386-500 Reg. \$12.95 Sale Price \$9.95

Battery Cut-off Switch

Mounts directly to battery terminal on all positive ground cars where adequate clearance exists.
145-790 Reg. \$49.70 Sale Price \$44.50



ReLead
Not to be confused with products that simply boost the octane of unleaded gas. This lead-free product forms a protective coating on valves and valve seats, as lead in gasoline did. An 8 oz. bottle will treat 80 gallons of unleaded gas.



220-390 Reg. \$5.95 Sale Price \$5.25

Clear Light Unit for Driving Lamp

This light unit fits the "576" style Lucas driving lights that were fitted to many early British sports cars.
157-100 Reg. \$26.30 Sale Price \$19.95



Fluted Light Unit for Fog Lamp
This light unit fits the "576" Lucas lamps fitted to so many early British sports cars.
157-200 Reg. \$26.30 Sale Price \$19.95

35 Amp Fuses, Pack Of Ten
Correct fuses for MG TC-TD-TF, MGA, MGB, TR2-6, Austin-Healey 100-4/100-6/3000, Sprite-Midget and Jaguar XK120-140-150.
168-308 Reg. \$2.25 Sale Price \$1.75

Flush Fit Antenna
Get the benefits of a power antenna without the expense and installation worries. Pull it up when you need it, push it down when the radio is not in use. You'll minimize the chance of breakage when parked and avoid problems when fitting your car cover. Requires 9.5" depth for mounting and extends 36".
386-970 Reg. \$9.95 Sale Price \$8.50



Prices Valid June 6 Through July 24

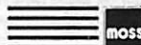
HOW TO ORDER

Orders must be received by July 24, 1988 to qualify for these special prices... So be sure to order early! Sale begins June 6, 1988.

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

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

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



Triumph TR7 Sale!

Prices Valid June 6, 1988
Through July 24, 1988

Clutch Kit

Includes pressure plate, disc and throwout bearing.

4 Speed Gearboxes

071-340 Reg. \$141.25 Sale Price \$112.95

5 Speed Gearboxes

071-345 Reg. \$182.25 Sale Price \$129.95

Clutch Disc

4 Speed Gearboxes 1975-'78

071-302 Reg. \$44.95 Sale Price \$29.95

5 Speed Gearboxes 1977-'81

071-304 Reg. \$89.95 Sale Price \$69.95

Clutch Slave Cylinder

Cylinder is complete and ready to bolt on.

071-312 Reg. \$89.75 Sale Price \$72.50

Transmission Laygear Fits to CG36219.

071-322 Reg. \$249.95 Sale Price \$189.95

Reverse Idler Gear Fits to CG36219.

071-325 Reg. \$82.95 Sale Price \$74.50

Synchro Ring Sold separately.

071-330 Reg. \$10.90 Sale Price \$8.25

Electronic Control Unit

This is usually called the brain or black box. Fuel injected 1979 cars to #402027 only. Limited supply.

071-928 Reg. \$625.00 Sale Price \$475.00

Coupe Car Cover

Made of soft cotton water repellent material that is chemically treated for mildew resistance.

071-954 Reg. \$129.95 Sale Price \$99.95

Rear Zenith Stromberg Carburetor

Incredible low price! We only have the rear carbs in stock, and at this price it's too good a deal to pass up. Limited to stock on hand.

Federal TR7's 1975-'79 to TCT/TCW 110,000.

071-115 Reg. \$235.00 Sale Price \$75.00

California and federal from TCT/TCW 110,001 on.

071-118 Reg. \$235.00 Sale Price \$75.00

Tank Unit Fits 1977 (to ACW30001) & all 1978-'81.

071-795 Reg. \$88.75 Sale Price \$83.95

Coupe Front Bumper Assembly

Includes rubber bumper.

071-800 Reg. \$347.50 Sale Price \$219.95

Housing Panel, apron and headlamp

071-811 Reg. \$249.95 Sale Price \$209.95

Rdst. Rear Quarter Panel L/H

071-862 Reg. \$399.95 Sale Price \$319.95

Window Regulator R/H L/H is not on sale at this time.

071-855 Reg. \$42.75 Sale Price \$36.50

Trunk Lid

071-873 Reg. \$225.00 Sale Price \$199.95

Rubber Cover for Rear Bumper

071-887 Reg. \$264.95 Sale Price \$174.95

Headlight Rim

R/H 071-823 Reg. \$79.95 Sale Price \$57.50

L/H 071-824 Reg. \$79.95 Sale Price \$57.50

Headlight Housing

R/H 071-827 Reg. \$39.95 Sale Price \$29.50

L/H 071-828 Reg. \$39.95 Sale Price \$29.50

Front Fender R/H

071-834 Reg. \$217.50 Sale Price \$189.50

Front Road Spring

Correct for cars without air conditioning.

071-417 Reg. \$28.75 Sale Price \$21.95

1975-mid '77 Rear Demist Switch

Fits to ACW 30001.

071-750 Reg. \$43.95 Sale Price \$24.50

Brake Servo Repair Kit

071-506 Reg. \$69.95 Sale Price \$55.95

1975-'77 Handbrake Cable

071-546 Reg. \$37.50 Sale Price \$32.25

1978-'81 Speedometer

Limited special on these new units, sold outright with no core necessary.

071-703 Reg. \$60.00 Sale Price \$39.95

Tachometer These are sold outright, no core needed.

071-707 Reg. \$84.95 Sale Price \$59.95

Cam Gear

071-034 Reg. \$37.50 Sale Price \$28.20

Crankshaft Gear

071-035 Reg. \$38.50 Sale Price \$29.50

Idler Gear

071-036 Reg. \$33.95 Sale Price \$27.50

1975-'78 Air Filter (CA models)

071-104 Reg. \$9.95 Sale Price \$6.25

Oil Pan Gasket

071-010 Reg. \$9.95 Sale Price \$7.50

Exhaust Valve Sold individually.

071-012 Reg. \$11.95 Sale Price \$8.25

Intake Valve Sold individually.

071-013 Reg. \$11.95 Sale Price \$7.45

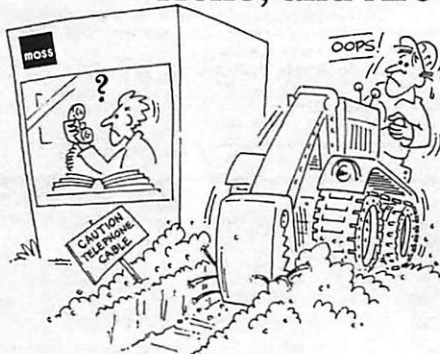
Valve Cover Gasket

071-007 Reg. \$10.10 Sale Price \$6.50

Camshaft

071-033 Reg. 149.95 Sale Price \$124.50

Hello, and Are You There?



WARNING! Buried power cables. Call (800) 555-1234 before dig... ZZZZZAAAAP! We can't quite figure it out. It seems as though someone is determined to put us out of business. If you've tried to call Moss Motors on what would otherwise be considered a normal work day and got no answer, it was likely due to any one of a series of problems.

We have one of those modern day do-everything-for-you phone systems. Call up the message center and a recorded female voice comes on the line. "Welcome to the message

center. Please enter a mailbox number or wait... That was your last message. You have no messages remaining... Why haven't you called your mother lately?" OK, so maybe it doesn't really tell you to call your mother, but a complicated, computer controlled phone system has its own share of quirks and melt-downs.

The local phone company rep has become a familiar sight around Moss, we've been considering giving him his own office. Another familiar problem is broken power lines. Once, at the height of a Marque Day's activities, a backhoe attempted to dig up a power line. The crowd was treated to a small man-made lightning stroke, and then the power went out. On another occasion, a dump truck pulled down an overhead line while working on a nearby street widening project. Most recently, another backhoe dug up the main long distance line at the local phone company switching station and left us out of touch for the day.

We find these interruptions every bit as annoying as you do. A day without phones is costly in lost sales and it plays havoc with our order processing (no orders one day, twice as many the next). The phone company is doing all it can to insure that our phone computer works reliably. Now if we can just keep people from digging things up we'll be set. In the mean time, please bear with us. We're not taking the day off.

Best of Britain Report

By Robert Goldman



9:00 am "I wonder if anybody is going to show up?"

These things happen. Every day for the week prior to an event the weather is all that one could ask for, but come show day everything changes. In the case of Best of Britain III, this scenario was played out in full. The weather had been wonderfully spring-like for some time leading up to the fateful March 20 weekend. But as the day drew closer, the weather began to deteriorate. First came the cold, followed closely by those dreaded weather reports.

"North Jersey can expect cold temperatures and snow flurries this weekend."

Uh oh, here comes trouble, or there goes our turnout, depending on your individual outlook on life. Saturday afternoon still held promise. The storm was moving rapidly. Perhaps it would blow through before the big day. Sunday morning, on the other hand, dawned with the worst possible news. Snow, not just an occasional flake, but a full on dump had started about two hours before show time. We drove



Cold temperatures made the indoor space quite popular. from our hotel out to the shop and snow was falling there too. An early arrival told us it was sunny when he left his house, so we all hoped that the snow showers were localized.

The snow did subside eventually and the show was far better attended than had been anticipated owing to the weather conditions. Jerry Keller, chief organizer and member of the New Jersey Region of the New England T Register, tells me we had about 750 people, but only around 35 cars. This was down from last year, but then it didn't snow last year. The Best of Show award was again taken by an Austin Healey. That means two years in a row for Donald Healey's sleek creation.

I always enjoy going east for B.o.B., even if it does snow. The opportunity to get the season started and a chance to see old friends is what this hobby is all about. I'll see you all at Best of Britain IV.

Removing & Replacing MG Coil Springs

A tech tip from Bernard Allison

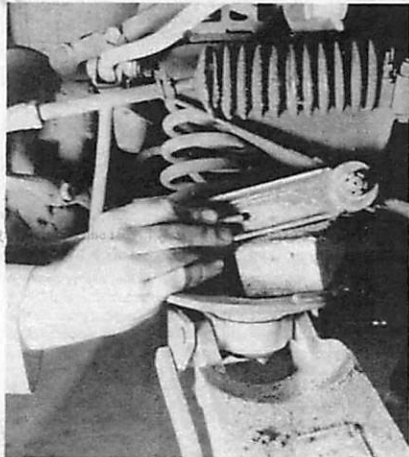
Recently, Bernard had to replace the steel tubes, bolts, and rubber bushings on the bottom links of his 1957 MGA's front suspension. He was concerned about releasing the pressure of the springs and came up with this safe, easy method of doing it alone.

Lift the front of the car and support it with a pair of jack stands under the crossmember. Slack off the nut on the lower link bolt, then slacken the four nuts and bolts which hold the spring pan to the a-arm. Remove the sway-bar link.

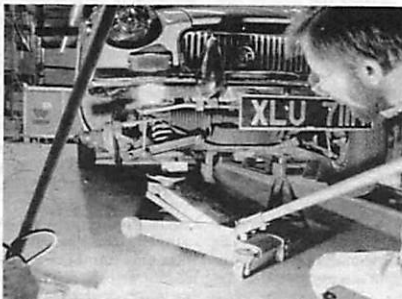
Place a jack under the inner edge (the widest part) of the spring pan and lift it to remove weight from the spring pan bolts. Remove the two inner bolts, then slowly lower the jack allowing the spring pan to hinge on the two outer bolts. With the front of the car supported on the crossmember, the front suspension will be resting on the lower bump stop and the spring pan will only have to be lowered a few inches to remove all tension from the spring. Once the spring has been removed, the remainder of the suspension can then be disassembled to whatever extent is necessary for the job at hand.

To put the spring back in, simply reverse the disassembly procedure. The beauty of this method is two-fold. The job can be done by one person and as Bernard says, "This method takes away the tension of having the spring jumping around the garage walls." We heartily agree.

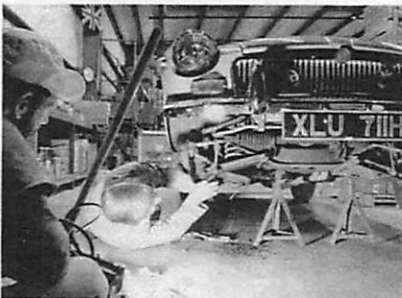
Bernard will receive a Moss gift certificate for his contribution.



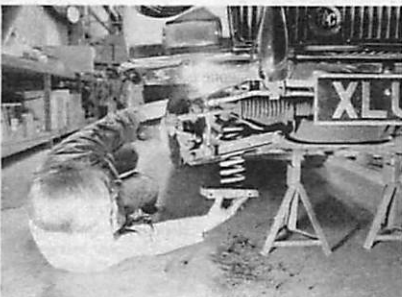
Removing the inner spring pan bolts with the jack in place.



Lowering the spring pan. Notice how it pivots on the outer bolts.



Once the spring tension is relieved, remove the outer bolts.



The spring pan and spring drop out safely and easily

First-Aid for the TR-6 Heater/Ventilator

By Steven D'Antonio

I'm sure that I'm not the only Triumph enthusiast who has experienced the frustration, or should I say "Frostration," of a heater fan that has ceased to function.

Usually, the cause of this problem can be traced to leaves or some other foreign debris that has entered the ventilator scuttle that is located in front of the windscreen (the black plastic rectangular grill held in place by 2 screws).

Not only will this debris bind the heater fan, which will eventually burn out the armature winding, but it will also clog up the drains at either end of the plenum. (The plenum is the tunnel that is behind the firewall and in front of the dashboard.) It is an air intake, and it houses the windscreen wiper gearboxes.

Did you ever wonder where the water that enters that vent goes? Ideally, and I use the term loosely, it is supposed to drain through two 1/2" inside diameter pipes, one at either end of the plenum. Are you ready for this? It then goes into the inner fender. The engineer who designed this must have been suffering from a post-Boxing Day hangover. When I restored my TR-6 I found 3" of leaf debris sitting in there rotting away the rocker panels and fenders.

The hoses that the water flows through are visible from inside the car. If you lay in the footwell on your back you'll see a hose going through a hole on the upper part of the inner front fender, just ahead of the "A" post, on both driver and passenger sides.

If the situation is bad, like mine was, you'll pull on the hose and the metal extension from the plenum will break off and a quart of black, smelly liquid will pour onto you and your new English wool carpet. If you think there is water trapped in the plenum remove the carpet, and have a coffee can ready to catch the water.

Now comes the hard part. You must tap this hole out and insert a brass fitting. I was able to obtain the tap and brass air hose fitting at a hardware store. Make sure the thread sizes are exactly the same. I also used silicone sealant on the threads, and then I shot the hole with Rustoleum primer.

If there is debris in the plenum, vacuum it out, let it dry thoroughly, and then spray the inside with Rustoleum. I used the nozzle and extension from brake cleaner to shoot the paint all the way into the plenum. Shoot paint into the plenum until it starts to drip out of the brass fitting. Now you won't have to worry about it rusting out again.

I then used clear surgical tubing to carry the water from the brass fitting to the inner fender, in place of black rubber hose, so that I could check it occasionally to see if it was clogged.

Now to the fan motor. If yours is okay, then you need not carry out this procedure. But if you blow a fuse every time you turn the fan on then this is your solution. You must remove the heater to do this.

The fan motor is not available separately, and replacing the whole heater is heartbreaking if it's in good shape. What

I did was replace the fan motor armature only. I found a fan of the same size, RPM and voltage. It's made by Dayton #2M197, 12VDC. My local heating, ventilation and air conditioning contractor ordered it for me for about \$12.00. I drilled the rivets out of the housing, removed the armature, and with minimal modification it literally fell into the original Smith's housing and magnets. Too good to be true. I only discovered this by accident. Grease the shaft and bearing while you have it apart. You should also change the hoses between the heater and the firewall since people usually don't change these when changing the other hoses in the engine compartment. Reassemble the unit and test the fan before reinstalling the heater.

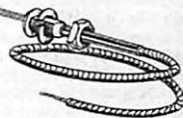
I covered the fan intake with a piece of nylon window screen to prevent any debris from entering again. Use a rubber band to hold it in place while putting the heater back in. I also put screen under the grill on the plenum intake so leaves would not clog the drains again.

Now your heating/ventilation/defroster system should be trouble free with a strong Anglo-American fan to keep you warm, and your windscreen clear.

Steve will receive a Moss gift certificate for his contribution.

MG TD/TF Dash Cables

We have finally reproduced original style choke and starter cables for the TD and TF. If you have been struggling to get just a few more years out of your frayed original, or lived with a replacement, we now have the proper cable in stock for your car. These cables are made to the same high quality standards as our original MG TC style cables. We also have reproduction original dash knobs for the TF.



TD Choke Cable	331-290	\$19.95
TD Starter Cable	331-280	\$19.95
TF Choke Cable	331-410	\$19.95
TF Starter Cable	331-400	\$19.95

Pendleton Motor Robe



This may be the end of spring, but that doesn't mean you should wait until fall to buy a motor robe for your car. Pendleton Mills cut their tartan plaid, 100% wool lap blankets only once per year. Although we ordered double this time, the supply always seems to run out just as the weather turns cold, and there won't be any more until next year. The Pendleton motor robe is an exceptionally nice quality item which, when the weather turns warm, is still entirely functional as the foundation of a perfect picnic. (You are taking your loved one on a picnic in the woods this year, aren't you?) Pendleton changes their pattern each year, so you won't see the same blanket showing up on every British roadster in town.

231-400 Motor Robe \$49.95



Whitwhat? By Michael Grant

Most of us think of car parts in terms of carburetors, engines, transmissions, brakes, and so on. The most common part in any car isn't really noticed at all until you take one apart. Even then you don't think much about it until it comes time to put the car back together again and, suddenly, you discover that you don't have quite as many as you should. I'm talking about the nuts and bolts that hold a car together.

To make matters more interesting, a good many of the cars we deal with don't use nuts and bolts that can be purchased from the corner hardware store. Much maligned and misunderstood, the Whitworth hardware used on older British cars has an interesting history.

Threaded fasteners go back a long way. In 1568, the first practical screw cutting machine was invented by a French mathematician named Jacques Besson. After that, things took off...after a fashion. By 1611 the idea had caught on in England well enough for it to be mentioned in a book, the significant point being that the companion piece to any screw—the nut—was mentioned as well. While the concept was basically sound, in practice there were a few bugs to be worked out. In general, a screw is a threaded fastener which is turned into a threaded hole; a bolt passes through the hole and is secured with a nut on the other side. In the 1600's putting something together was a real chore. Once you found a bolt you liked, you had to find a nut, and that was a matter of chance since nobody had any idea of making the threads the same. Once you found a nut that fit, (well, sort of) the nut and bolt were tied together with string. Since the threads on any one fastener were unique, taking something apart and putting it back together again could be a lifetime occupation. Just be thankful that the car had not yet been invented.

This happy chaos continued until well into the industrial revolution, when Henry Maudslay perfected a lathe that made it possible to adjust the thread pitch of a screw. This made it possible to make large numbers of identical screws. The idea of making the bolts for one machine all the same seems to have caught on, at least with the folks who had to put them together.

Making threaded fasteners on a lathe is time consuming, and therefore expensive. In 1850 a man from New York named William Ward perfected a system for forming the threads on a bolt by heating it to 1600 degrees Fahrenheit, and then rolling it between two grooved dies. The grooves on the flat dies were forced into the bolt, and the threads were formed as the bolt rolled between the fixed and the moving die.

This same basic system is used today, the only difference being that the bolts are not heated before being rolled. "Cold" forming produces much more uniform threads, allowing closer tolerances, and because the bolts are not heated, they are stronger.

Even today, the development of this technology would not really matter if there were no national or international standards for threads on screws and bolts. We would still be buying nuts and bolts as matched pairs. The man responsible for the development of the first standards for the production of threaded fasteners is none other than Joseph Whitworth. In 1841, his paper "A Uniform System of Screw Threads" set forth a concept that was to revolutionize manufacturing.

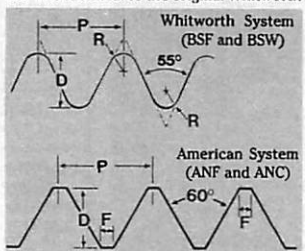
His idea was simple:

- 1.) Each diameter of bolt or screw will have its own number of threads per inch (TPI).

- 2.) The angle between the side of one thread and the adjacent thread should be 55°.
- 3.) Both the crest and root of each thread should be rounded.
- 4.) The relationship of the pitch to the radius of the rounded portion of the thread is defined by a ratio of 1/6th; in other words, the radius $r = (1/6) \times \text{pitch}$.

Finally there was a system, if adopted, that would allow the fasteners used on one type of machine to be replaced with another "standard" fastener. The logic was hard to beat, and England adopted the system to the extent that by 1881 it was the effectively the British standard.

The Whitworth System was used as proposed for bolts and screws from 1/8" to 4 1/4" in shank diameter up to 1908, when an additional thread form was proposed - British Standard Fine (BSF). Presented by the British Engineering Standards Association, BSF was identical to the original Whitworth



form except that the pitch was finer - meaning more threads per inch. Now a bolt with a diameter of 1/4 inch could have either 20 threads per inch (BSW) or 26 (BSF). The advantage of the finer thread pitch is two fold. A fine thread bolt is about 10% stronger than a coarse thread bolt of the same size and material. Fine threaded fasteners also have greater resistance to vibration. Those of you who have worked on cars with Whitworth hardware will have noticed that almost all the hardware is BSF for these reasons. Why use any coarse threaded bolts at all? Coarse thread fasteners are well suited for use in tapped holes in material softer than the bolt (such as studs in aluminum cylinder heads), and they are easier to assemble. It's almost impossible to cross thread a coarse threaded fastener by hand.

For sizes smaller than 1/8", the British adopted a Swiss Standard thread form for small screws and called it British Association Thread (BA). This thread form was adopted in 1903. Like the Whitworth form, it has rounded crests and roots, but the angle between adjacent faces of the screw's threads is 47 1/2°. Instead of being sized by fractions of an inch, they are numbered OBA, 1BA, 2BA and so on up to 22BA. For some reason, the larger the number, the smaller the screw. Other than that the system is analogous to our "machine screw" system, where numbers are used (e.g. #6, #8, #10).

A question often asked (well, once in a while anyway) is why didn't the US adopt the Whitworth System? As it turns out, we did. By 1860, most of Europe and the US were using the system. In 1864, however, the move to establish a "National" thread system was under way. William Sellers was instrumental in persuading the Franklin Institute in Philadelphia to set up a committee whose prime goal would be to set up national (meaning American) standards. Sellers, who made machine tools, was dis-

satisfied with the Whitworth System on several points; The 55° angle was hard to gauge and the rounded threads caused an uncertain fit between the nut and bolt. He also argued that the rounded threads were weaker than a system he proposed where the angle between the opposing faces was 60° (not Whitworth's 55°), and the crests and roots were flattened. The Franklin Institute adopted Seller's system, and by 1900 it was in use throughout the US and much of Europe. The American system had both fine and coarse threads called, logically enough, American National Fine (ANF) and American National Coarse (ANC).

The Whitworth system is further complicated by its tool size designations. American tools (and European for that matter) are sized by the head of the bolt or the size of the nut. A 1/2" wrench fits a bolt with a head 1/2" across. A Whitworth wrench is sized according to the diameter of the shank of the bolt, not the head. A 1/4W (Whitworth) wrench is actually a bit larger than a 1/2" American wrench - 0.525" to 0.500". As if that wasn't enough, in 1924 it was decided that the heads of the Whitworth bolts were too large, so they were down-sized.

The "new" bolts and nuts were made so that the old tools could still be used, but on different bolts. The old 3/8W wrench now fit the 7/16" bolt. To enable the tools to be used easily, they are marked with both sizes. The old size, which stands for the diameter of the bolt's shank is marked with a "W". The new size is marked with a "BS", which stands for the bolt size and consequently the new wrench size. For example, the old 3/8W wrench also fits the "new" 7/16" bolt, and is therefore also marked "7/16BS". The head of the bolt it fits is 0.600" across the flats, larger than 19/32" but smaller than 5/8".

Because the wrenches are unique, there are no American counterparts. Use of the closest American wrench will often result in the rounding of corners and the springing of the wrench jaws.

The Whitworth System, with its associated BS thread system, was in use by British automobile manufacturers until 1948, when Canada, the US, and the United Kingdom adopted a "Unified Thread System" which incorporated features of Seller's and Whitworth's systems. Actually, the push to standardize an international thread system

was initiated during the First World War. The necessity for a system that both American and English manufactures could use was a direct result of the war effort. The fact that the allies shared much of the same machinery and equipment made interchangeable parts essential. The issue was the subject of various international conferences from 1918 to 1948, with the 2nd World War playing the role of catalyst for the adoption of the Unified system. The Unified System was adopted by the British automobile industry on a large scale in 1956, when most of the common fasteners on the cars built that year were of the Unified Thread System. The fact that the major market for these cars was in the US was no doubt a major factor in the decision. The Unified System is basically the same as the American system in use - the two thread systems were American National Coarse (ANC) and American National Fine (ANF). They became the Unified coarse and fine. A few related industries, notably SU, did not make the switch, and used Whitworth and BS hardware until they ceased production.

The Unified System was not destined to last. Having seen that everyone could change over from one system to another, the International Standards Organization launched a campaign to replace the Unified system with a version of the metric system which originated in Europe. It has been slow going. Since 1966 there has only been a partial changeover to the ISO metric system in the American and British automotive industries.

The Whitworth system should not be viewed as a stumbling block invented by the English to keep us from putting their cars back together again once we've managed to take them apart. I don't believe it has anything to do with our minor disagreement back in 1776 either. The Whitworth system made it possible to manufacture complex machinery on a large scale, and it made it possible to work on that machinery without having a full-time clerk keeping track of the different nuts and bolts. Each system takes some special wrenches and sockets, and you might have to think for a minute or two about which wrench to use, but heck, if it were easy, anybody could work on these cars.

SK RACING CARBURETORS

SK racing carburetors are designed specifically for people who want the most from their cars. Designed from scratch as a racing carb, the SK has excellent flow characteristics and is infinitely tuneable to match any engine setup. Call now and order an SK technical manual, check out the features on the latest in high performance carburetor design, then place your order.



- SK carbs feature:**
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212-825	SK Technical Manual	\$4.95
621-700	Spridget 1275	\$329.95
621-710	MGA 1600 & MKII, MGB 1963-74	\$329.95
621-720	MGB 1974 1/2-'80	\$329.95
621-730	TR3-4A (dual)	\$629.95
621-740	TR6 1973-76 (triple)	\$899.95
621-750	Austin Healey 6 cylinder (except early BN4 w/2 port head)	\$1175.00

All kits come complete with manifold(s) and linkage. Not legal for use on pollution controlled motor vehicles.

Restoring The Brake Servo Unit Vacuum Cylinder

By Richard Strunk

The internal surface of the brake servo vacuum cylinder is coated with a dry film lubricant that can wear off with age. This prevents the vacuum piston from moving freely, resulting in erratic brake action. I suffered through several problems trying to restore the brake servo unit on my 1967 Austin Healey 3000 before locating a dry film lubricant for the cylinder. This is a summary of my problems and the final solution.

After rebuilding the brake servo unit using a repair kit from Moss Motors, the brakes locked up after the first application. I removed and disassembled the servo unit and found that the vacuum piston was not moving freely. The pressure differential created on the piston when the brakes are applied moved the vacuum piston forward to amplify the braking effort. But, the piston return spring force was not sufficient to overcome the friction between the leather seal on the piston and the vacuum cylinder. Consequently, the vacuum piston did not retract, locking the brakes.

The high friction was caused by the new locking plate seal, i.e., the rubber compression ring that holds the piston leather seal against the cylinder. Checking with Moss Motors, I was informed that the seals supplied with these repair kits were too large in diameter. There were no seals of the proper diameter available, and of course I had thrown the old seal in the trash.

I shaved down the seal until the piston moved freely, reassembled and installed the servo unit, and guess what? The brakes locked up! Not as severe as before, and the brakes would release by tapping the servo unit with a rubber hammer. However, this mode of operation was not acceptable, since it severely bruised my ego to hold up traffic at each stop light with the hood (bonnet) raised on this beautiful automobile, so off with the servo once again.

Upon disassembling the servo unit I discovered that the coating on the vacuum piston cylinder near the retracted piston

Richard will receive a Moss gift certificate for his contribution.

position (brakes off) was essentially gone. The repair manuals indicated that "no lubrication is needed for the piston seal since the cylinder is specially treated during manufacturing". No problem, just find out what this special treatment is, and retreat the cylinder surface. Wrong, I called everyone that might know and ran into a blank wall. They all said, if you find out let us know. That is why I am writing this article.

I did find out how they treated the surface during manufacturing, but a chemist friend of mine put me on the right track. He indicated that a lot of progress has been made in dry film lubricants since the '60s and recommended a local company that specializes in these coatings. I investigated the products, stripped and recoated my vacuum boost cylinder, and guess what? My brake servo works fine, I can stop my Healey on a dime, and I don't hold up traffic at stop lights.

The dry film lubricant that I used is provided by:

Sandstrom Products Co.
224 Main Street, P.O. Box 547
Port Byron, IL 61275

Contact: Patricia A. Morland
Lubricant Division Manager
(309) 523-2121 ext. 1084
Toll Free (800) 255-2255

The dry film coatings that Sandstrom Products markets have molybdenum disulfide as the primary lubricant combined with a lacquer-like additive for adhesion to metallic surfaces. They provide two basic products. One is 26A, an air dry lubricant that will withstand operating temperatures of 300° F. The other is 9A, a heat curing product that will withstand operating temperatures of 500° F.

I used the 26A product since the operating temperature of the servo is below 300° and it was much more convenient to apply. This product can be obtained in an aerosol can for about \$10/can. Try it. You will like it.

MOSS REBUILDING

Moss offers a growing line of top quality rebuilt components. Consider how simple it is to buy a complete unit ready to go, install it, and send your rebuildable core back for a refund. There is no need to worry about finding a good mechanic, or buying expensive special tools. Every item we offer has been rebuilt to Moss Motors' stringent quality standards. Each item is backed by a 12 month, unlimited mileage warranty.

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

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

REBUILT ENGINES!

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

TRANSMISSIONS

Application	Part No.	Price	Core Charge	After Refund
TR2-3A (thru TS50000) (for early-type starters)	041-430	\$725.00	\$ 65.00	\$660.00
TR3A (from TS50001) thru TR3B (TSF series)	041-431	\$725.00	\$ 80.00	\$645.00
TR3B (TCF series) and TR4 (all-synchro gearboxes)	041-432	\$695.00	\$ 75.00	\$620.00
TR4A	041-435	\$725.00	\$ 50.00	\$675.00
TR250/6 (TR6 thru 1972)	041-433	\$729.50	\$110.00	\$619.50
TR6 (from 1973 on)	041-434	\$739.50	\$ 60.00	\$679.50
TR2-3 (to TS50000), overdrive*	041-437	\$725.00	\$ 80.00	\$645.00
TR3A (from TS50001) thru TR3B (TSF series), overdrive*	041-438	\$725.00	\$ 80.00	\$645.00
TR4A-6 overdrive*	041-440	\$725.00	\$ 80.00	\$645.00
MGA (late 1500 thru early MKII) (10 spline first shaft)	041-402	\$795.00	\$ 65.00	\$730.00
MGB (1963-'64 /3 main eng.)	041-404	\$795.00	\$ 65.00	\$730.00
MGB (1968-'74)	041-406	\$755.00	\$100.00	\$655.00
MGB (1975-'77)	041-407	\$695.00	\$ 50.00	\$645.00
MGB (1963-'64 /3 main eng.) overdrive	041-411	\$825.00	\$ 80.00	\$745.00
MGB (1965-'67 /5 main eng.) overdrive**	041-412	\$775.00	\$ 85.00	\$690.00
MGB (1968-'74 1/2) overdrive**	041-413	\$745.00	\$ 85.00	\$660.00
MGB (1975-'80) overdrive**	041-414	\$745.00	\$ 85.00	\$660.00

* (does not include overdrive unit or adaptor plate)

** (does not include overdrive unit)

I.R.S. HUB ASSEMBLIES

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

DIFFERENTIAL & AXLE ASSEMBLIES

Application	Part No.	Price	Core Charge	After Refund
TR3A-B (from approx. TS56377) (for 9" brakes)	041-501	\$785.00	\$100.00	\$685.00
TR250/6	041-505	\$655.00	\$ 60.00	\$595.00
TR3 (10" brakes) (from TS13046 to approx. TS56376)	041-507	\$825.00	\$ 60.00	\$765.00

CARBURETORS

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

MOSS MOTORING PAGE 7

Flywheel

"Keeps the Works Going Round on the Idle Strokes."

Here is a fascinating book, both for its historical value and artistic merit. *Flywheel* was the newsletter of the Muhlberg Motor Club, a car club which existed in a German prisoner of war camp during WWII. Each issue was produced by hand using whatever materials could be begged, borrowed, or stolen from the Germans. All the colorful illustrations were drawn from the artists' memories and the lettering was done by hand in each one-of-a-kind issue. A total of ten issues were produced before the prisoners were liberated by advancing allied forces in 1945. The last six issues are reprinted here in color, the yellowed paper, stains, and smears are all accurately reproduced just as the original editions now appear.

Flywheel covers a variety of topics from cars to motorcycles, from metallurgy to which rain wear to buy, and many other interesting topics. Everyone who has seen this book agrees, whether you're a car buff, motorcycle nut, or just someone who enjoys fine artwork, you will enjoy *Flywheel*. Order a copy now while we have a good supply in stock. Hardbound, 6 3/4" x 8 1/4". 240 pages.

212-140 *Flywheel, Memories of the Open Road* \$29.95



CLASSIC-FIED ADS

We accept advertisements for British Cars only; no parts ads please. One time insertion is \$35.00. Publication is quarterly, the deadline for the next issue is June 13, 1988. We suggest you place your ad well in advance, and please limit it to 50 words or less. Cars which are realistically priced have a better chance of being sold. Due to space availability, ads received near the deadline may be held for the next issue. Late ads will run in the next issue unless the advertiser specifies current issue only. Please send typewritten copy, include your name, address and phone. Payment must be sent with ad.

1958 Triumph TR-3: Excellent running condition. Needs new paint to look great, with 1954 TR-2 for parts or restoration, original shop and parts manual. Registered with historic plates, a classic head turner. \$6,000. P. Howarth, P.O. Box 123, Mount Sinai, N.Y. 11766 or call (516) 473-1352.

1952 MG TD: Good condition, partially restored, running. No rust, garaged, \$11,000 or best offer. Jane Cassidy, 12 Valky Rd., Rocky Point, Long Island, N.Y. 11778 (516) 744-3243.

1966 MGB GT: Engine runs good, 4 sp. over-drive. Body has some rust. Could be restored or will make excellent parts car. \$600.00. Rodney Twito, Rt. 1 Box 47, Gully, MN 56646 (218) 435-1767.

1954 MG TF Midget: Motor runs good, good paint job. Owner botched up remainder of restoration project. \$6,500 Harry Thompson, 3 Red-ditch Lane, Bella Vista, AZ 72714, (501) 855-9205.

1961 Austin Healey "Bugeye" Sprite: New engine, tires, brakes and seat covers. Runs great. Body good, paint fair (white). Both hard top and soft top. \$2,000. Dave Babb, 1544 Lazy "A" Dr., Bishop, CA 93514, (619) 873-7444.

1967 MGB GT: British racing green, new black interior. Engine, transmission, clutch, brakes and dual SU carbs. all completely rebuilt. New Monza exhaust system. All mechanics sound. Garaged. Many extras. Excellent buy at \$2,000. Rick Baes, 1141 Galloway, El Paso, TX 79902, (915) 544-2891 days or (915) 533-6140 evenings.

1955 MG TF 1500: Green with tan interior, frame off restoration, new ash throughout, rubber kit, wiring harness and wire wheels. Offers over \$11,000, #8834 Marc Ostertag, 7505 Rambling Ridge Dr., Fairfax Station, VA 22039, (703) 455-0392.

1953 MGTD: British racing green, tan interior, tan rag top and side curtains with matching tonneau. Manual and service records. 4,297 miles since restoration by Mike Goodman in 1979. Excellent condition. \$12,500. Settle Estate, Peggy Fisher, Box 234, Downieville, CA 95936, (916) 289-3641.

1960 MGA 1600 Roadster: Beautifully restored "frame-up". Engine, transmission, rear end, suspension, brakes, brake lines, master cylinder, slave cylinders, carbs., exhaust system, wiring. All new or rebuilt. New lacquer paint. Re-chromed. Leather seats, cherry dash, new rag top. An incredible car. \$13,500. For details call David Dorsett, (615) 588-6433, 11621 N. Monticello Dr., Knoxville, TN 37922.

1966 TR4A: Excellent running condition, original owner, four new Winston tires, electrical fuel pump, white Tonneau cover, light blue body, white top, and white wheels. Very good investment. \$4,000. Photo upon request. M.B. Henderson, 4360 N. Rogers Rd., Spring Valley, CA 92077, (619) 461-7173.

1953 MG TD: Very restorable. Sound body. Needs engine work. Garaged since 1970. \$6,000 as is. Tom Schultz, 410 N. Monroe, Pierre, SD 57501, (605) 224-2772.

1967 MGB GT Special: Classic green, chrome wire wheels. Strong engine, nice interior, body O.K. Driven daily. New clutch, exhaust system. Only 1000 SPECIAL models made. Great fun and perfect for future restoration. \$2,250 — drive it home! Laurence Kornfield, 1257 5th Ave., San Francisco, CA 94122, (415) 681-5171.

1952 MG YB: 4 door saloon body, maroon w/ maroon interior. All original. Runs very well. \$7,000. Pictures available upon request. Call Jim

Caraway, Houston, TX, (713) 871-9810 work or (713) 667-2965 after 7:30 p.m. C.S.T.

1953 MG TD Mark II: Professional ground up restoration. Red exterior with red leather interior, tan top, tonneau, and spare wheel cover. Excellent example of a true classic. Too many toys, must sell. \$12,500. Call Bob Sallade (717) 846-7009, evenings or (717) 741-3086, days.

MGB: Mig, date 11-79. Very good condition throughout. 48,000 original miles. Kept in garage, not used during winters. Top, tonneau, top cover all excellent. New Pirellis. Pioneer AM, FM, cassette. Very good investment potential. \$6,000. Doug Yost, Point Comfort Rd., Menomonie, WI 54751, (715) 235-0360.

1965 MGB: California car, almost all mechanical systems professionally rebuilt or new. Less than 500 miles on rebuilt engine. Interior and body need some work but nothing missing. An easy restoration. \$1,500 or best offer. Jim Moore, 64 Good Hill Rd., Oxford, CT, (203) 264-9123, days, (203) 881-1215, evenings.

1969 MGB GT: Very good condition inside and out, Momo steering wheel, beautiful paint, wire wheels, new clutch master and slave, well maintained, receipts since 1978. Offers over \$3,100. Call (805) 543-7654 or write Tom McKenzie, 1755 Partridge, San Luis Obispo, CA 93401.

1952 MG TD: Body stripped to metal, ready to paint and reassemble. All new parts, chromed, brakes, axles, etc. included. Reasonable offer accepted. Mike Upwall, (801) 673-9377, P.O. Box 1693, St. George, UT 84770.

1946 MG TC: Serial #1156. Mechanically sound. Body is above average original condition.

very little rust, but needs restoration. Driveable, always garaged. MUST SELL. \$8,500 or best offer. Call (312) 682-4403 after 7:00 p.m. for details.

1950 MG Y Tourer: Four passenger Roadster. Completely restored in 1985. Excellent condition. Drive it anywhere. Asking \$12,500. Must sell. Herb Sinnhoffer, 915 Cornish Dr., San Diego, CA 92107, (619) 223-3959.

1953 MG TD: Later restoration, solid. Under 5,000 miles since engine completely rebuilt. Needs new canvas and some cosmetic work. \$10,000. Tim Murry, 1619 Periwinkle Way #204, Sanibel, FL 33957 (813) 472-8467.

Morris Minors: 1954 "Woodie" station wagon. Right hand drive, no body rust. One owner, PA title. Also, 1958 sedan with new upholstery. Both cars are in good running condition and have been garage kept for the past 15 years. Many extra mechanical and body parts included. Prefer to sell as a package. \$8,000 negotiable. Must sell. Call Martin Schilling any time (717) 755-6995, York, PA.

1960 MGA 1600 Coupe: Restored, runs perfectly. Body perfect, never any rust. Wire wheels — owned 12 years, beautiful car. \$7,000. Todd Hegstrom, 4802 1st Place, Lubbock, Texas 79416 (806) 792-8043.

1980 MGB: Excellent condition 30,000 miles, converted to twin SU carbs. AM/FM/cass., electric antenna. Fiberglass hardtop included. Header, car cover, fresh paint (orig. color). \$7,500/trade for class A motor home. Dave Lyman, 3600 Valley Rd., Casper, WY 82604. Phone (307) 234-4201.

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MGA Twin Cam Parts

Twin Cam enthusiasts, there is no longer any need to search in vain for restorable used brake rotors. We have just received a good supply of brand new brake rotors from England. We have also received a limited supply of proper heater water valves for the Twin Cam.



182-160	Front Rotor	See Sale Section
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