

MOSS Motoring

Spring 1989

Our New Catalogs, The Untold Story...



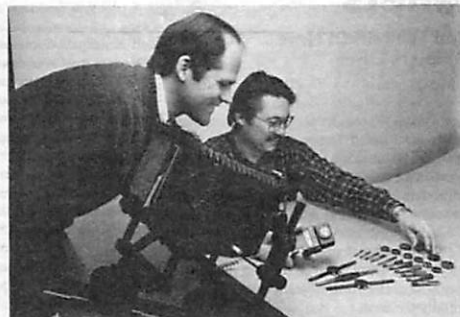
By October 1987, it was obvious that our inventory had expanded beyond the scope of the existing Austin-Healey (100 thru 3000) and Triumph (TR2 thru 4A) catalogs. Our ability to provide more parts meant we needed new catalogs, not just "updated" editions. To start: we spend thousands of hours poring over factory records, part samples and the vehicles themselves. Every factory part number is checked to verify that it is correct for each model.



As the layout progresses, so do our technical illustrations. Original factory drawings are supplemented by our graphics department. Actual parts are the models for many detailed illustrations. Often the factory illustrations are found to be less than 100% accurate, and sometimes the part was never illustrated at all.



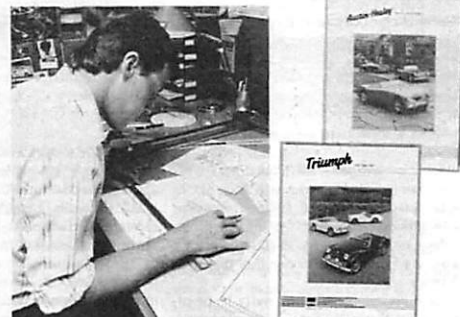
The next stage of catalog development is the entry of the first round of research data. During the lengthy course of a new catalog's production, more than 5 complete correction rounds are necessary to check and double-check information. Most of the text is prepared on IBM equipment. This is later assembled into a "page" layout on Macintosh computers.



Our accessory pages are an added attraction that everyone enjoys. These pages develop as factory-optional accessories are rediscovered and as new items of interest are remanufactured. Then come the time-intensive photo sessions, with an artist spending hundreds of hours laying out the parts for individual photographic shots. As photos are developed, these pages are carefully formatted.



Now the catalog begins to take shape, as page by page is laid out on the Macintosh. We scan our rough illustrations onto the page for size and shape the typed information to fit.



The final paste-up of a new catalog is as exciting as it is frustrating. Last minute problems often arise with last minute part number

Continued on page 7.

Surveys Pour In

By Blythe Million-Crockett

As I sit here surrounded by mountains of paper, I am reminded of the old saying, "Beware of what you want, as you may get it." Well, responses we wanted and responses we "got"... Thousands of them. It's wonderful that so many of you took the time to fill



Whose idea was this anyway?

out and mail the survey. Thank you for caring enough to tell us what you think. For those of you who included your name and

Continued on page 7.

New Packing Materials!



You've seen them; they spring out of your Moss Motors UPS box even before you've completed unpacking! They fly about aimlessly, landing nowhere and everywhere; they stick to your clothes, hands, eyelids—they are the infamous *Flowpack Peanuts*. What's worse, they're non-biodegradable. We feel that responsibility in business extends not only to the marketplace, but to the world that makes up that marketplace. In that spirit, we will now be using plain newsprint to pack your British sports car parts—it does the same work as the flow-pack peanut, but is cleaner and won't be with us thousands of years from now.

MOSS

In This Issue

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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.** Double-spaced, typed information is preferred. 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.) and 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 and Photos (not including photo contest contributions)

Prices

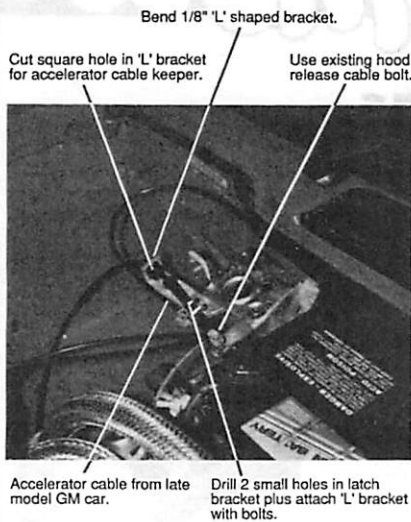
Sale prices are valid from **2/13/89 through 4/2/89.**
 Highlight prices are valid through **4/30/89.**



Looking for a bargain on a British sports car? Check out the "classic-fied" ads on page 8 of the Moss Motoring.

More On The TR6 Bonnet Release Problem

By Horst Ressedorf



I have just read with some interest the article entitled "Opening Your TR6 Hood The Hard Way" in the Winter 1988 issue of *Moss Motoring*. What an intriguing title! Of

course, I soon figured out that you were talking about the TR6 Bonnet, and I read on.

I have owned my 1976 TR6 since new, and believe in avoiding problems whenever possible, rather than dealing with repairs. One fine day, I was tinkering with my Triumph (an ongoing pursuit), and decided to adjust the bonnet a bit. (Mistake! Do not try this at home, kiddies!) When I finally slammed it shut to admire my work, I discovered that now it did not "pop" up as it should when I pulled the release cable. Oh well. With the help of a small piece of wire bent into a hook, and some careful pulling, I got it up without damaging the paintwork. After I had readjusted the bonnet, I looked at the latching device, and wondered what kind of hell would have to be paid if the cable ever broke! Your article describes it quite well.

In the hopes of helping some other TR6 owners (and maybe myself with a gift certificate from you for a contribution?), let me share with you my solution to this problem. I am also enclosing a photo to

illustrate this modification.

First off, take a tour of your local salvage yard. Find a late model GM accelerator cable. (I took mine off a Caddy - probably the same as a Chevy). Find a 4 1/2" x 1" x 1/8" piece of steel strap. Bend this thing into an L shape with the short leg being 1". On the short leg, cut a square hole to accommodate the keeper of the accelerator cable. Drill two small holes (about 1/8" should do it) into the long leg of the bracket, and corresponding holes in the latch mechanism on the car. The bracket is then affixed on the latch mechanism with the short leg of the bracket facing to the right, and pointed upward as you sit in the car. Take out the existing bonnet release cable retaining screw at the latch, slip the eye of the accelerator cable over it, and retighten. Snap the accelerator cable keeper into the square hole, and drop the other end of the cable through the existing hole in the body underneath the rear carburetor. If you want to get fancy, form a small loop at the end of the cable that now dangles inconspicuously behind your right front tyre. Now in the event the release cable ever breaks, you just reach underneath, and in second, your bonnet is up! Actually the fabrication and installation takes a lot longer to describe than to do. Maybe 20 minutes. (While a backup release cable is not a bad idea, keeping your original release mechanism in good operating condition is a must-Ed.)

Horst will receive a gift certificate for his contribution.

Letters

And We're Still Here... 27 Years Later

My first car was a '53 TD MK II bought in 1962 when I was in the Navy, home-ported in Long Beach. I brought the car to Moss Motors to find out if the gearshift shake was serious. I was told it was better than most! Twenty-five years after I sold it, I can still find the spot where the AMCO cloisonne knob beat against my knee.

When I began searching for the right MGB-GT to use now and restore later, your catalogue was a great help in pricing potential repairs and deciding which years were potentially the best.

Receiving *Moss Motoring* is like coming home again.

Sincerely yours,
 Sheridan Z. Fahnestock

Keeping Our British Sports Cars On the Road

I have been a customer of yours off and on for the last 20 years. Recently I have been restoring my MGA, and have ordered thousands of dollars of parts from you.

Over the years you have always been the best, and have always been improving. Without Moss Motors I am sure we would have fewer British classics on the road today.

Recently I ordered a set of finishing strips for the rocker panel. It came with a bag of ten special nuts and bolts. It seemed that ten would only do one side so I called you up. A few days later more were in the mail at no charge. It's the kind of service that makes a difference.

I have always found your parts to be of high quality, this is of extreme importance as well. Years ago I ordered a grille from (another supplier) that was chromed steel that rusted in a about a year. Never ordered from

them again. Moss Motors I trust.

I really appreciate your kits. It is great being able to plan to rebuild a component and order all necessary parts before the system is removed from the car. That way the car can be back on the road the same day, rather than removing a system, ordering parts, and waiting.

Since parts are relatively easy to get for old British cars what we are really hungry for is knowledge. Since you folks have so much knowledge about these cars, restoration and maintenance, I would like to see you provide more information. Your catalog is one way you already do this! In addition it would be wonderful if you provided information sheets with some parts. For example, in *Moss Motoring* you published an article on how to install repair panels. Why not send a Xerox of the text with each repair panel you ship? Your customers would love it and you would set yourself apart from other part's suppliers.

Thanks for caring, keep up the good work.

David Holbrook

Tribute to Dad

In April 1986, I happened to be reading the classified ads in a local newspaper. I ran across one MGA 1956 Roadster and tried the number...

A couple of days went by before I set eyes on the car. The body had more waves than any sea and the interior, well there were at least two seats. Everything else had been removed and misplaced... I was only sixteen at the time but I was really in love with the "A"... All went well and on April 19, 1986, for only \$1000.00, it was driven to our home, along with several boxes of parts.

Dad took it down to the frame and built her back up. I had already registered for the first car show, May 16, 1987...but Dad said we could never make it.

Monday was upon us and the show was Saturday. Parts arrived and we slid the engine back in... May 12, Dad had the gauges back in the dash and was fighting with the clutch... 13, we assembled the body. May 14, I drove the MGA the length of our yard... to begin painting. The dove gray went on, then the clear enamel coat finished it off at 4:00 a.m. May 16, we made the show!

...As I think back I know my dream became a reality because of my Dad - Aaron Wyatt. I also realize I never gave him a proper thanks.

Thank you Dad.
 Mark Wyatt

Has Anyone Seen This Car?



Pamela Baczuk's 1957 MGA convertible was stolen in Los Angeles, California on September 7, 1988. If any of our readers have seen this car, please call with information. It is black with a red interior, teakwood dash, and the odometer was stopped at 68274. She is offering a \$200.00 reward for information leading to the recovery of her MGA. Contact Pamela Baczuk:

Day: (818)985-8968
 Eve: (818)995-6889
 License# 1MQY517
 Vehicle I.D.# BP15GB14507
 ACT# HDA4360642

Too Much Good Weather For British Sports Cars

By Dick Hankinson

The spell of good weather had lasted too long. I must have missed the rain because I was overwhelmed with a desire to make another trip to England. Unfortunately, that was impossible. Since the next best thing to watching vintage motoring competition is to read about it, I immersed myself in some recent issues of The Bulletin of The Vintage Sports Car Club.



Best of Britain Show in the snow. Count the British sports cars.

Now, these guys take the driving of vintage sports cars seriously, whether the cars are British or not. I studied pictures taken during the Welsh Trail; spectators bundled and hunched against the drizzly cold; Bentleys, MGs, Rileys and other cars carrying mackinaw-encased drivers and passengers up muddy hills and down rock strewn tracks. And, heaven forbid, they drove those precious pre-1931 classics to the event instead of hauling them on trailers.

Later in the day, I happened to flip through a roster of the membership of my local British car club. My eye was drawn to statements like, "never out of the garage if the sun isn't shining," or "a threat of rain is a threat of hail." Then I noticed the important rule in one of our rally instruction sheets that said, "Never turn onto a gravel road." And finally, the statement in one of our early club bulletins that said, "The first event of the season proved that it takes more than owning a British car to be a British motorist. The impending thunderstorms discouraged all attendance for the club run to..."

All of a sudden it dawned on me. In the U.S., we have too much good weather to enjoy real top-down driving and motor sport in British sports cars.

You're not sure about my conclusion? Well, here's an example.

I was in England on holiday and I headed for Oulton Park, a short distance south of Liverpool. Practice was nearly over when I arrived. I parked, pulled my windbreaker over my wool sweater and walked through the persistent English drizzle to a full day of nine Sports Car and Grand Prix Car races, plus a Concours. A large crowd, clad in "waterproofs and wellies," watched serious and exciting racing with pre-WW II Alfas, Maseratis, Bugattis and ERA's, vintage (pre-1931)

Continued on page 6.

The Tag Line

By Brian Dahlberg

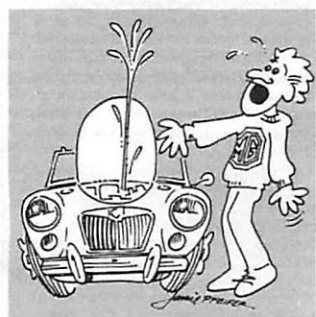
I'm 40 years old. Never married. Never had kids. Never owned a home. But I've had 21 cars, and as I wait in line at the Motor Vehicle Bureau, the trials and tribulations endured during those ownerships have impressed upon me a new resolve. No anonymous random-selected computer-searched group of digits can adequately express my devotion toward my latest acquisition. When I shipped it from England, it was simply KGW 811D. A license plate used to be identification, but now it needs to be a statement. I am about to order my first vanity plate, and I'm still agonizing over the letters. From the look of the line ahead of me, I've got plenty of time to think.

Some of my cars have been eminently forgettable, others memorable.

Some of my cars have been eminently forgettable, others memorable. But none has really demanded its own plate before, not even my first car, a 1956 MGA that was painted an obscure species of red which even Kodachrome couldn't reproduce. It was two years old then, and the dreaded Michigan Winter Road Rot was approaching the inoperable stage, but the price fit my wallet as well as the low-cut door fit my arm. It was fate, and I had to have him.

(Of all my cars, only three have been overtly female. One of them was the femme fatale of my life, a red XK140 Drop-Head coupe, for which I would gladly sell my grandmother—including her recipe for Swedish coffee cake—to have back again.)

I also assumed it was fate when, on the short trip from my local used-car monger, the MG seemed to be getting about 2 miles per gallon (if the gauge was reading anywhere close to reality). After stopping at every gas station between Royal Oak and Bloomfield Hills, I made it home and discovered the reason. The rusty steel braid on the fuel line between the carbs, had been cleverly designed to conceal the almost total lack of



rubber beneath it. With the fuel pump ticking away frantically, it looked like a lawn soaker hose with high blood pressure.

I'm getting closer to the front of the line. Maybe I should change my request for the plate. Somebody must already have "MG". I could try for "MY MG". Naw, too obvious. Maybe "THE MG"... too arrogant. There's always "MG 1". But who lost? "MG 2" sounds second best... "2 MG"... Nope, you can never be too MG. Hmmm...

Then there was the 1962 MGA MKII with those un-Lucas-like tail lights which novices

thought had been procured either from an obscure model of Studebaker or the "Too Hot To Index" pages of the J.C. Whitney catalog. If only the 12-volt battery conversion had worked as well as the tail lights looked. But when the twin 6-volt brackets had followed

It was the last spark of the evening.

the muffler hangers into rusty oblivion, someone had taken the easy way out. The huge 12-volter lived in the trunk, where it hogged most of the available space. When the side curtains weren't back there, it banged around a lot, and on hard left-handers, it fell over a lot. One memorable evening, I was trying to impress a Nubile Young Thing, huddled white-knuckled in the passenger's seat, with my peerless driving abilities, an intimate knowledge of the gravel road, and my overall dash and joie de vivre. On a particularly energetic left turn, the dreaded sound of a capsized battery shattered the romantic ride.

The engine died, and a blue flash from somewhere immediately astern emerged from various rust holes and body cracks. About 6 or 7 microseconds later I became



aware of an acrid burning smell. Without pausing to toss an explanation over my shoulder or even to open the door, I catapulted out of the car, reached my hand back in behind the seat to pull the trunk release, jumped to the back of the car, opened the trunk, righted the battery, tore off my shirt and smothered the smoldering oil rags with it. All this happened in a matter of moments, and the aforementioned N.Y.T. was still gaping at me as I slid back behind the wheel, buttoning my shirt, now customized with scorch marks. It was the last spark of the evening.

I'm almost up to the counter now. How can I shorten "ILOVEMYMG" to fit a license plate? No way, even if they allowed little red hearts on them. "MIDGE"? Sounds too much like an insect. Maybe I should play it safe and request

"66 MG" but it's probably taken too...

"Pride goeth before destruction, a haughty spirit before a fall, and one's lya-shaft in front of the Student Center." That's exactly where it happened, in the MKII. The top was down, and I was self-consciously practicing my best sports car look: firm jaw,



steely eyes glancing alertly around the corner, trying to catch people's gazes and appear oblivious to them at the same time. At the stop sign by the library, I carefully slid it into first, avoiding non-synchro crunch. I thought I was safe. But my slightly over-brisk acceleration into the intersection caused my already anemic first gear to disintegrate with an awesome clanging sound like a jackhammer's death rattle, startling even the most studious on the top floor of the library. There were a few mumbles on my part, and a lot of rumbles from the muscle cars around me as I sat immobilized in the middle of the intersection. The transmission was jammed as solidly as if the gears had been welded together.

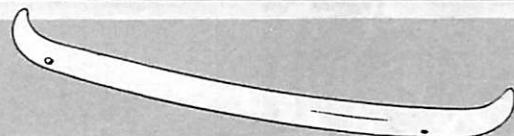
It was only with the combined forces of an assortment of snickering classmates that we could roll it out of the way. I spent the rest of the semester with a unique reverse gear: I learned to stick my foot out the door nonchalantly and push the car backwards without moving from the driver's seat. I could even manipulate the throttle with my right foot, thus mimicking the sound of an MG with all the gears of its birthright.

Uh, yes ma'am, I'd like a personalized license plate, please. I have an addiction, and I want to come clean. I'll come out of the closet and tell the world about it. I want to demonstrate the opposing sides of my nature, a love-hate affair, the yin and yang of my obsession with certain diabolical mechanical contrivances; I want to wear my heart on my sleeve, and my octagon on my chest. I need to demonstrate that I can persevere despite the pain. I want to tell of my love and my lunacy, my devotion and dementia. Can you give me "4th MG"?

Brian will receive a gift certificate for his contribution.

MOSS

Triumph TR4-4A-250, Sprite-Midget Factory Style Front Bumper



Our superior quality front bumpers are triple-plated chrome for long lasting durability and shine. High quality chrome-plated front overriders are available separately.

| | | |
|--|---------|----------|
| TR4 Bumper | 856-060 | \$139.95 |
| TR4A-250 Bumper | 856-070 | \$139.95 |
| 948-1098-1275 Sprite-Midget Bumper (fits all but Bugeye) | 400-240 | \$149.95 |

MGB Rear Axle Clunk

By Chris Nowlan

The tube type rear axles fitted to all MGB GTs and MGB Roadsters since 1967 are notoriously prone to developing an annoying clunk after as few as 50,000 miles. The proper rectification of this problem can easily be completed in a few hours and should cost less than \$20.00 in parts.

Before giving us a call to order up the required parts spend a few minutes diagnosing your particular problem, and eliminating other possibilities by checking the following:

1) U-joints; failing U-joints also have an audible clunk in their earlier stages of demise, but the particular sound is more of a ringing clunk. A really well thrashed U-joint will cause the drive shaft to vibrate considerably. Check the tightness of the joint by hand and replace if any play exists.

2) Wire wheels will clunk (or fall off) if loose. Be certain wire wheel nuts are tight but avoid over-tightening, as this also

can damage components. If loose, check hub and wheel splines for wear and replace effected parts if serious.

3) Loose rear shocks, shock links or rear axle U-bolts can cause a clunk on acceleration or deceleration but will generally rattle over bumps as well. Be sure rear axle U-bolts are moderately tight as a loose rear axle assembly will also cause a disconcerting handling twitch on acceleration/deceleration.

4) A clunk could possibly develop due to a loose or worn pinion flange or worn axle to hub splines. However, these are remote possibilities, hardly worth pondering.

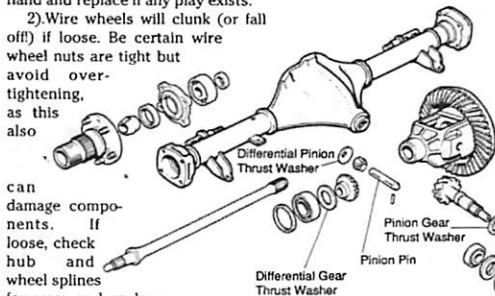
5) The likely culprit can be isolated with a quick final check. Jack up the rear of the car and firmly support with Jack stands. With the emergency brake firmly on and the gearbox in neutral, rotate the pinion flange and take note of the amount of free play. Anything in excess of 1/4" free play at the

circumference is grounds for rectification.

The actual clunk is caused by wear in the thrust washers immediately behind the pinion and differential side gears. (Illustration 65 & 67 on page 31 of the Moss Motors MGB catalogue.) Access to these thrust washers is via the rear inspection cover. The L/H axle half shaft must be removed, which entails removing the L/H brake gear and the brake backing plate. A slide hammer is not normally required in order to extract the half shaft, but reinstallation of the rear hub after the brake backing plate is removed provides a surface to gently tap against.

To remove the pinion gears roll the center carrier around to place the small roll pin, (which secures the main pinion shaft within reach), and use a small drift to re-

move pin. The pinion shaft can now be removed by use of a drift and vice grip pliers, which should not mar the hardened steel shaft. With the shaft extracted, the gears are easily removed and thrust washers



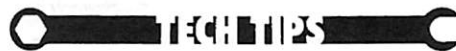
replaced. Although not normally a problem, check the fit of the differential gears against the half shaft splines and replace if any wear and/or play is evident. When re-assembling always use a new steel roll pin as your entire rear axle could self-destruct if the pinion shaft works loose. An English mechanic's trick is to fit a 7/64" x 2" cotter pin through the center of the hollow roll pin. This will not only strengthen the roll pin slightly but insure that the pin does not move once installed. It may be necessary to slightly drill out the center of the roll pin, which should be done prior to installation.

Reassembly should be straightforward, but don't forget to bleed the brakes, replenish the rear axle assembly with 90 wt. hypoid

Continued on page 7.



Rob Pudim will receive a gift certificate for his contribution.



Heard any interesting tech tips lately? We're interested in publishing new and exciting hints and tips if applicable. Send your tech tip contributions to the Editor, and, if we can use them, you'll receive a \$20.00 gift certificate.

TECH TIPS 6

Pilot Bushing Removal

By David Lenski



The crankshaft pilot bushing, or spigot bearing for you anglophiles, is the bush that is pressed into a recess in the rear of the crankshaft, and which locates the transmission's mainshaft. Although the factory workshop manual for the TR4 calls for its removal by threading the bush with a tap, screwing in a bolt and then pulling the bush out with an homemade puller, I have found a much simpler method. The principle of this shortcut is to build up pressure behind the bush so that it just pops out.

First, fill up the space behind the bush with thick grease. This is easily done by inserting the tip of a grease gun into the recess and filling the space with grease, being careful to avoid air bubbles. Second, find a bolt that just fits into the bush. I found a cylinder head stud to work perfectly on my TR4. Third (see the above illustration), hit the stud smartly so that it is pushed further in to the bush. This will compress the grease and cause the bush to pop out. A method that not only takes less time than the shop manual procedure and it really works! David will receive a gift certificate for his contribution.

(This may indeed be an effective removal technique on a very thick-walled bush like the Triumph pilot shaft bush, but it is much less likely to be effective on the more typical thin-walled bush due to the significantly less end-surface area.-Ed.)

TECH TIPS 7

Ground Straps

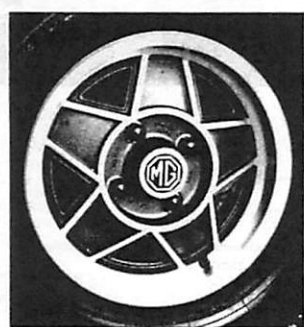
Engine ground straps are essential, as they provide the ground connection for the starter motor, which typically draws 200-300 amperes. Should a ground strap be badly frayed, corroded, or otherwise unable to support this current, the starter motor will not be able to function efficiently. In extreme cases, the current will be carried by whatever else is providing a current path between the body of the car and the engine — usually the choke cable, which will become red hot, and may even burn through.

TECH TIPS 8

Carb Dashpots

Poor acceleration and "sputtering" during acceleration may be due to a low oil level in the carburetor dashpots. Automatic transmission fluid works well in some carbs, but not in others. The old recommendation of "the same oil as used in the engine" is a good place to start. If this gives too lean a mixture on acceleration, try a slightly heavier oil; if too rich, then a lighter oil is indicated. Fill to within 1/4 inch of the top of the hollow air piston rod. Do not overfill!

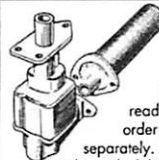
MGB "Limited Edition" Road Wheel, Lug Nut & Medallion



These British-made cast alloy wheels are high quality reproductions of the special wheels fitted to 1980 MGBs. They will fit every year MGB, and will give your car special yet authentic flair. To complete the look, also order the matching lug nuts, medallions and spring clips. Each part is sold individually.

| | | |
|---|---------|----------|
| MGB "LE" Road Wheel | 462-750 | \$187.50 |
| MGB "LE" Lug Nut (16 req.) | 264-990 | \$4.25 |
| MGB "LE" Wheel Medallion (4 req.) | 408-280 | \$2.45 |
| MGB "LE" Wheel Medallion Spring Clip (4 req.) | 462-760 | \$3.15 |

Triumph TR2-4A Oil Pump & Oil Pick-up Screen



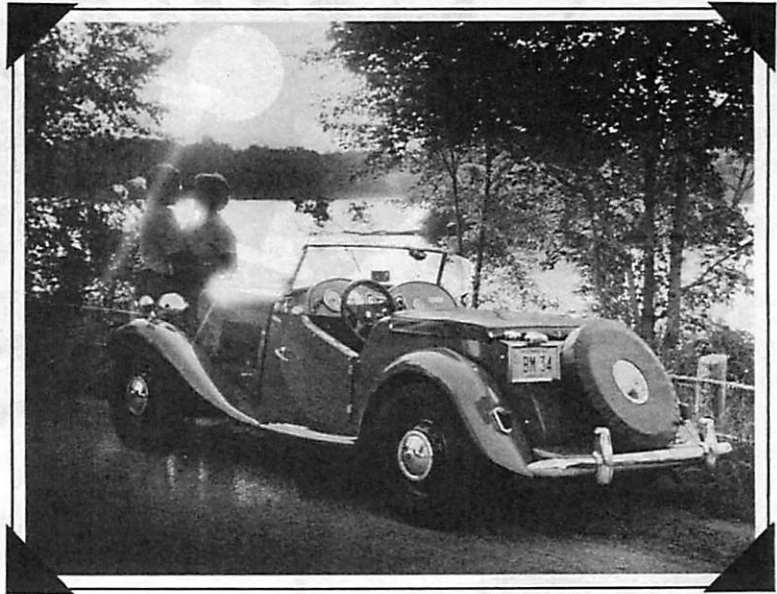
Our factory style oil pump is brand new and ready to install. Please order gasket #697-130 separately. The wire mesh oil pick-up which bolts to the oil pump assembly often becomes clogged, or disintegrates and enters the oil pump rotor, causing serious damage.

| | | |
|----------------|---------|----------|
| Oil Pump | 836-000 | \$174.50 |
| Pick-up Screen | 836-500 | \$16.95 |

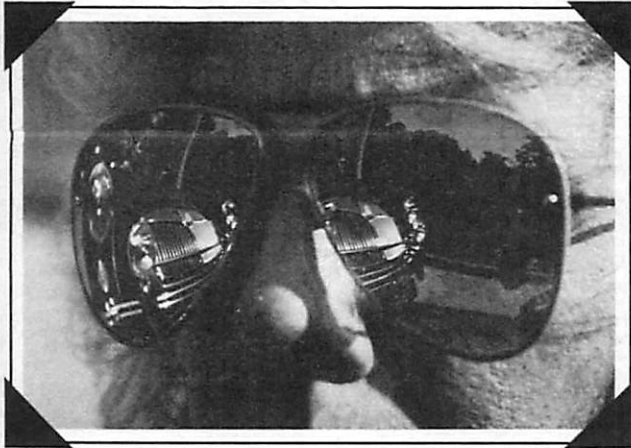
Photo Contest Winners!

The response to this year's photo contest was absolutely overwhelming! We received hundreds of photos... photos of every imaginable British sports car shot possible. Thanks to every one of you that sent in a response. Unfortunately, because of our black and white format, some photos just don't reproduce well. Sadly, many wonderful shots fell into this category. However, due to the immense response to the contest, we're pleased to announce that, for the first time ever, we will be listing a number of special honorable mention photos in the summer issue of the *Moss Motoring*.

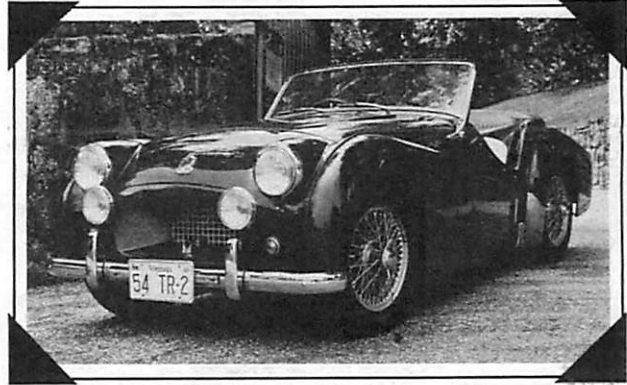
This issue's winners will receive Moss Motors Gift Certificates in the following amounts: Grand Prize, \$125.00, First Prize, \$100.00, Second Prize, \$75.00, Third Prize, \$50.00 and Honorable Mention, \$25.00. All other entrants will receive a \$5.00 Gift Certificate.



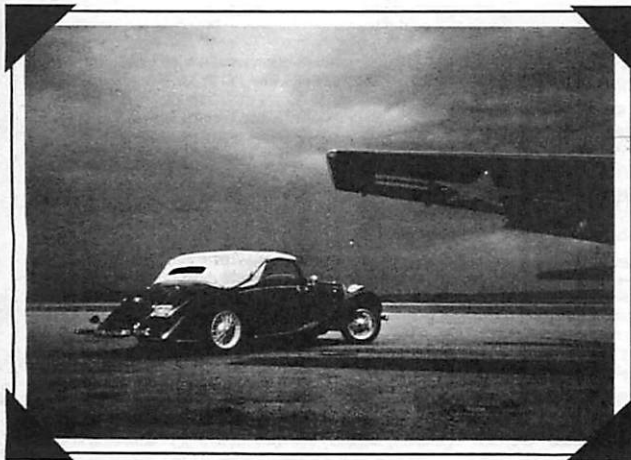
GRAND PRIZE! "LOVE" David McNeill, Barberton, OH



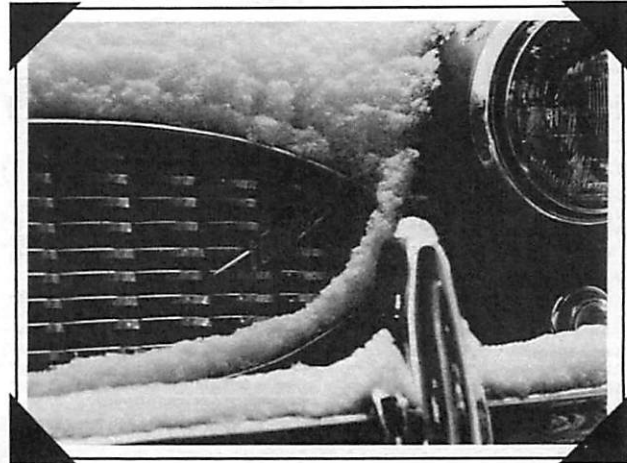
FIRST PRIZE "REFLECTIONS" Larry Miller, Muscatine, IA



SECOND PRIZE "ONE OF A FEW" Bobby Peyton, Fredericksburg, VA



THIRD PRIZE "STORM BREWING" Randy Schultz, Durango, CO



HONORABLE MENTION "COOL SIX" Jim Mayer, Boulder, CO

MOSSale!

MOSS

SALE

Prices Valid February 13, 1989
Through April 2, 1989

SPRITE-MIDGET

**Sprite-Midget 948-1098
Brake Stoplamp Switch**
141-700 Reg. \$22.30 Sale Price \$19.95

**MG Midget
License Plate
Lamp Assembly**
Fits 1970 thru '74.
144-210 Reg. \$59.95 Sale Price \$39.95

Sprite-Midget License Lamp Chrome Cover
158-100 Reg. \$19.75 Sale Price \$13.50

**Sprite-Midget
Trunk Lamp Lens**
Fits Sprite from MK3 and Midget from MK2 on.
158-945 Reg. \$5.25 Sale Price \$4.75

**Bugeye Sprite Coupling
For Starter Cable**
161-500 Reg. \$5.20 Sale Price \$4.25

**Sprite-Midget Lens
For License Plate Lamp**
Fits all up thru 1969.
164-100 Reg. \$9.95 Sale Price \$5.59

**MG Midget Lens Seating Gasket,
Tail Lamp to Body**
Fits from 1970 on.
164-880 Reg. \$4.15 Sale Price \$2.75

**MG Midget Lens Seating Gasket,
Front Sidelamp To Body**
Fits 1970 on.
164-910 Reg. \$1.75 Sale Price \$1.25

**Sprite-Midget
1275 and 1500
Brake Master Cylinder**
Fits cars with dual brake line systems.
180-345 Reg. \$130.90 Sale Price \$116.75

**Sprite-Midget
1098 and 1275
Rear Wheel Cylinder 3/4"**
180-385 Reg. \$30.55 Sale Price \$22.95

**Sprite MK1 & 2 and
MG Midget MK1
Rear Wheel Cylinder**
Does not include boot for backing plate. If
needed order #180-950 boot & cup separately
(one per cylinder required).
180-630 Reg. \$32.90 Sale Price \$28.95

**Sprite-Midget
Slave Cylinder
948 and 1098**
180-655 Reg. \$29.05 Sale Price \$23.95

**Sprite-Midget
Caliper Piston**
Fits all 1098 thru 1500 cars.
181-925 Reg. \$19.35 Sale Price \$16.50

Bugeye Sprite Owner's Manual
This is an exact reprint of the 64 page manual
that originally came with your Bugeye.
212-690 Reg. \$9.95 Sale Price \$8.50

**MG Midget 1500
Weber Downdraft
Carburetor
Conversion Kit**
A complete performance conversion kit including
a 32/36 DGV carburetor, manifold, air filter
and linkage tailored specifically for your Midget
1500. This set-up gives improved full-throttle
performance without sacrificing fuel economy or
driveability at 'around town' speeds. Works
with either stock exhaust manifold or headers.
A very practical conversion for everyday use.
Save now, and get that famous Weber per-
formance for your car.
Legal in California only for racing vehicles which
may never be used upon a highway.
222-255 Reg. \$339.95 Sale Price \$299.95

**MG Midget
Front Bumper**
Fits from (c)74386 to 143354.
400-270 Reg. \$128.55 Sale Price \$109.50

Bugeye Sprite Headlamp Dust Seal
280-120 Reg. \$3.50 Sale Price \$2.25

MG Midget '75 on Air Filter Element
366-720 Reg. \$9.20 Sale Price \$6.75

Bugeye Sprite H-type Carburetor Jet (.090)
One per carb. required.
370-760 Reg. \$7.80 Sale Price \$6.25

**Sprite Mk1 & II and
Midget MK1 Door Latch**
Use with #470-540
door striker.
Right Hand
402-640 Reg. \$17.95 Sale Price \$13.75
Left Hand
402-650 Reg. \$17.95 Sale Price \$13.75

**Sprite-Midget
948,1098 and early 1275 Tie Rod Boot**
262-220 Reg. \$2.25 Sale Price \$1.75

MG Midget Rostyle Wheel
Correct for 1500s, can be fitted to all other
Spridgets as well.
455-460 Reg. \$155.15 Sale Price \$127.75

AUSTIN HEALEY
**Austin-Healey
100-4
Water Pump**
Comes complete
with gasket. (Does
not include pulley.)
021-065 Reg. \$122.75 Sale Price \$105.95



**Austin-Healey
Front Brake Hose (11")**
021-162 Reg. \$17.45 Sale Price \$14.25

Austin-Healey Heater Control Switch
021-574 Reg. \$24.75 Sale Price \$18.95

Austin-Healey Heater Control Knob
021-576 Reg. \$3.45 Sale Price \$2.75

**Austin-Healey Rear Bumper Grommet
Right Hand**
021-755 Reg. \$2.90 Sale Price \$2.30
Left Hand
021-756 Reg. \$2.90 Sale Price \$2.30

Austin-Healey Windshield Post Pad
Fits 100-6 thru 3000 BT7.
021-762 Reg. \$2.95 Sale Price \$2.25

Austin-Healey Gas Filler Grommet
021-766 Reg. \$4.95 Sale Price \$3.75

Austin-Healey Nylon Window Guide
Fits 3000 BJ7 and BJ8. 6 required per car.
021-780 Reg. \$1.50 Sale Price \$1.25

**Austin-Healey 100-6/3000
Rear Leaf Spring**
Fits 100-6 BN4 thru 3000 BJ7.
021-370 Reg. \$86.80 Sale Price \$78.95

**Austin-Healey 100-6/3000
Handbrake Cable**
021-389 Reg. \$27.25 Sale Price \$23.75

**Austin-Healey 100-4/3000
Brake or Clutch Pedal Pad**
Sold Individually
021-412 Reg. \$2.25 Sale Price \$1.65

**Austin-Healey 100-4 thru 3000
Sway Bar Mounting Bracket**
263-430 Reg. \$2.35 Sale Price \$1.75

**Austin Healey 100-4 & 100-6
Headlamp Rubber Dust Seal**
280-120 Reg. \$3.50 Sale Price \$2.25

Austin-Healey 100-6/3000 Gas Tank
021-800 Reg. \$271.55 Sale Price \$259.95

Austin-Healey Chrome Ash Tray
Fits 3000 BJ8 only.
031-322 Reg. \$21.95 Sale Price \$19.95

Austin-Healey Stoplamp Switch
Fits all except 3000 BJ8.
141-700 Reg. \$22.30 Sale Price \$19.95

**Austin-Healey 100-4 thru 3000
License Lamp Chrome Cover**
158-100 Reg. \$19.75 Sale Price \$13.50

**Austin Healey 100-4 thru 3000
Lens For License Plate Lamp**
164-100 Reg. \$9.95 Sale Price \$5.59

Austin-Healey 100-6/3000 Rubber Gearshift Boot
Fits all cars with side-shift gearboxes.
021-337 Reg. \$9.40 Sale Price \$7.25



Austin-Healey 3000 Rubber Gearshift Boot
Fits all cars with center-shift gearboxes.
021-338 Reg. \$9.95 Sale Price \$5.95

Austin-Healey 100-4 thru 3000 Rubber Stop For Hood Prop Rod
This is also the correct rubber stop for the BJ7 rear seat squab.
282-350 Reg. \$2.50 Sale Price \$1.95

Austin-Healey Front Fender Mounting Nut and Bolt Kit
One kit required for each fender.
321-868 Reg. \$9.95 Sale Price \$8.75



Austin-Healey 100-6 Vinyl Wiring Harness
This vinyl bound wiring harness fits all 100-6s and is complete except for minor sub-harnesses such as steering column, overdrive and headlamp pigtailed.
355-250 Reg. \$116.35 Sale Price \$99.95

Austin-Healey 3000 BJ8 Cloth Wiring Harness
Fits late BJ8s from (c)26704 on.
356-355 Reg. \$169.25 Sale Price \$149.25

Austin-Healey 100-6/3000 Nylon Throttle Linkage Bearing
Fits 100-6 from (E)48863 thru 3000 BJ8.
371-610 Reg. \$2.90 Sale Price \$2.25

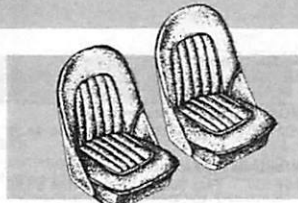
Austin-Healey 100-4 thru 3000 Rear Gearbox Seal
For cars fitted with overdrive transmissions only.
520-070 Reg. \$5.50 Sale Price \$4.25

Austin-Healey 100-4 thru 100-6 BN4 H-type Carburetor Jet (.090")
One required per carburetor.
370-760 Reg. \$7.80 Sale Price \$6.25

Austin-Healey 100-4 thru 3000 Rear Wheel Cylinder Dust Cover
Fits 100-4s from (c/e)21536 on.
582-190 Reg. \$2.65 Sale Price \$1.95

Austin-Healey 100-4 thru 3000 Chrome Fender Spear
Left Hand
601-260 Reg. \$15.50 Sale Price \$12.40
Right Hand
601-270 Reg. \$15.50 Sale Price \$12.40

Austin-Healey 100-6 and 3000 Throttle Rod Bearing
Mounts on the firewall.
680-980 Reg. \$4.45 Sale Price \$3.75



Austin-Healey Leather Seat Kits
Custom-made in our own upholstery shop and tailored in luxurious leather as original, these seat kits will enhance the comfort and appeal of your Austin-Healey. Buy now and save!

Austin-Healey 100-6 thru 3000 Leather Front Seat Kits
Fits all 100-6s and 3000s thru BJ7.
Black with Black Piping
246-810 Reg. \$489.50 Sale Price \$429.95

Black with White Piping
246-820 Reg. \$489.50 Sale Price \$429.95

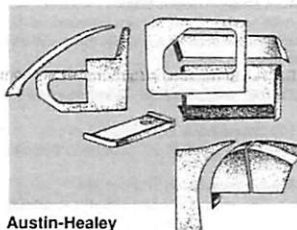
Black with Red Piping
246-830 Reg. \$489.50 Sale Price \$429.95

Red with Red Piping
246-840 Reg. \$489.50 Sale Price \$429.95

Red with White Piping
246-850 Reg. \$489.50 Sale Price \$429.95

Blue with Blue Piping
246-860 Reg. \$489.50 Sale Price \$429.95

Tan with Tan Piping
246-870 Reg. \$489.50 Sale Price \$429.95



Austin-Healey Vinyl Side Panel Kits
Made in our own upholstery shop, these kits include front & rear kick panels, door panels & door pockets, parcel trays and enough matching vinyl to cover the dash top and door rails.

Austin-Healey 100-6 & 3000 Panel Kits
Fits BN4 from (b)68961 thru 3000 BT7.
Black Panel Kit
247-965 Reg. \$329.95 Sale Price \$269.95

Red Panel Kit
247-975 Reg. \$329.95 Sale Price \$269.95

Blue Panel Kit
247-985 Reg. \$329.95 Sale Price \$269.95

Tan Panel Kit
247-995 Reg. \$329.95 Sale Price \$269.95

Austin Healey 3000 BJ7 Panel Kits
Black Panel Kit
248-000 Reg. \$227.25 Sale Price \$189.95

Red Panel Kit
248-010 Reg. \$227.25 Sale Price \$189.95

Blue Panel Kit
248-020 Reg. \$227.25 Sale Price \$189.95

Tan Panel Kit
248-030 Reg. \$227.25 Sale Price \$189.95

MG PARTS

MG TD-TF Pinion Oil Seal
120-800 Reg. \$2.75 Sale Price \$2.25

MG TD-TF Brake Stoplamp Switch
141-700 Reg. \$22.30 Sale Price \$19.95

MG TD-TF Handle For Turn Signal Switch
150-600 Reg. \$8.50 Sale Price \$6.25

MG TF Dash Knob Set
Complete set of correctly lettered original style dash knobs.
150-908 Reg. \$15.50 Sale Price \$10.95

MG TD-TF License Lamp Chrome Cover
158-100 Reg. \$19.75 Sale Price \$13.50

MG TD Chrome Headlight Rim
156-400 Reg. \$24.75 Sale Price \$21.95

MG TC-TD Wiper Blade
160-300 Reg. \$6.95 Sale Price \$5.25

MG TC-TD Wiper Blade Retainer
160-400 Reg. \$0.65 Sale Price \$0.45

MG TD-TF Coupling For Starter Cable
161-500 Reg. \$5.20 Sale Price \$4.25

MG TC-TD Distributor Plate Assembly
Comes complete with condenser and points. Fits Lucas distributors with numbers 40048 and 40162 only.
163-700 Reg. \$31.50 Sale Price \$26.75

MG TD-TF Lens For License Plate Lamp
164-100 Reg. \$9.95 Sale Price \$5.59

MG TD-TF Rear Wheel Cylinder
Does not include boot for backing plate. If needed, order #180-950 boot & cup separately (one per cylinder required).
180-630 Reg. \$32.90 Sale Price \$28.95

MG TD-TF Brake Master Cylinder
180-730 Reg. \$103.30 Sale Price \$83.95

MG TD-TF Brake Hose
Fits both front and rear, 3 required per car.
180-840 Reg. \$13.70 Sale Price \$11.95

MG TD-TF Clutch Lever
This is the lever that fits on the side of the oil pan. Comes complete with bushing.
190-400 Reg. \$19.85 Sale Price \$14.25

MG TF Chrome Dummy Radiator Cap
202-040 Reg. \$12.95 Sale Price \$9.95

MG TC Front Axle Mount Bolt
This is the bolt that mounts the front axle beam to the leaf springs. 8 required per car.
261-160 Reg. \$8.95 Sale Price \$7.25

MG TD-TF Tie Rod Boot
262-220 Reg. \$2.25 Sale Price \$1.75

MG TC-TD-TF Tach Reduction Gearbox
Includes coupling kit for attachment to generator and the grease nipple.
360-010 Reg. \$44.50 Sale Price \$33.25

MG TC-TD-TF Carburetor Jet (.090")
One required per carburetor.
370-760 Reg. \$7.80 Sale Price \$6.25

MG TC-TD-TF SU Fuel Pump
These are new original type SU fuel pumps. Fits all thru TF (c)1509.
376-990 Reg. \$98.50 Sale Price \$79.50

MG TC-TD-TF Tool Roll
A really terrific reproduction of the original. This handy envelope is constructed of heavy-duty original type tan canvas. Keeps your tools in their proper place. (Tools not included.)
385-910 Reg. \$43.50 Sale Price \$38.95

MG TC-TD-TF Door Locks
Each side supplied complete with chrome cover and screw set.
Left Hand
401-100 Reg. \$27.50 Sale Price \$19.95
Right Hand
401-200 Reg. \$27.50 Sale Price \$19.95

MG TD-TF Door Striker
Door strikers are sold individually, and come complete with necessary screws.
401-408 Reg. \$22.75 Sale Price \$16.50

MG TD-TF Steering Column Fume Excluder
454-040 Reg. \$20.95 Sale Price \$16.95

MG TD-TF Spacer For Front Rebound Rubber
Fits all late TD's and TF's.
264-060 Reg. \$3.95 Sale Price \$2.95

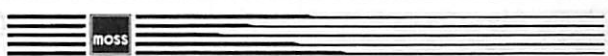
MG TD-TF Front Suspension Steel Tube
This is the steel tube that goes through the upper and lower steering knuckle links. 4 required per car.
264-070 Reg. \$3.95 Sale Price \$2.95

MG TD-TF Rear Axle Check Strap
266-430 Reg. \$11.95 Sale Price \$9.50

MG TC-TD-TF Driveshaft Flange
268-010 Reg. \$24.25 Sale Price \$19.95

MG TD-TF Heavy Duty A-Arm Bushing Set
Originally supplied by the factory for the MGB GTV-8, these steel/rubber combination bushes locate your front suspension's lower A-arms firmly and permanently. Four of these bushes replace the eight rubber ones that deteriorate so quickly. One kit required per car.
280-498 Reg. \$19.95 Sale Price \$14.95

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



Moss Tops, Tonneaus and Side Curtains

Save now on these selected tops, tonneaus, half-tonneaus and side curtains. All items listed below are painstakingly tailored in our own upholstery shop to duplicate the original style and fit. Our 'tan canvas' items are made with hard-wearing, fade-resistant multi-ply Haartz tan canvas which is very close to the original TF material. Our 'original duck' items are made of a single ply khaki duck canvas that completely duplicates the material originally used on TCs and TDs.



MG TC Tan Canvas Full Tonneau
241-150 Reg. \$225.50 Sale Price \$204.95

MG TC Tan Canvas 1/2 Tonneau
241-155 Reg. \$120.95 Sale Price \$109.95

MG TD Tan Canvas Full Tonneau
241-250 Reg. \$224.95 Sale Price \$204.95

MG TD Tan Canvas 1/2 Tonneau
241-255 Reg. \$124.50 Sale Price \$112.95

MG TF Tan Canvas Full Tonneau
241-350 Reg. \$224.95 Sale Price \$204.95

MG TF Tan Canvas 1/2 Tonneau
241-355 Reg. \$124.50 Sale Price \$112.95



MG TC Original Duck 2 Window Top
241-900 Reg. \$238.95 Sale Price \$209.95

MG TC Tan Canvas Top
241-970 Reg. \$219.95 Sale Price \$199.95

MG TD Tan Canvas Two Bow Top
242-070 Reg. \$219.95 Sale Price \$199.95

MG TD Tan Canvas 3 Bow Top
242-170 Reg. \$219.95 Sale Price \$199.95

MG TF Tan Canvas Top
242-270 Reg. \$219.95 Sale Price \$199.95



MG TC Tan Canvas Side Curtain Covering Kit
256-500 Reg. \$238.95 Sale Price \$199.85

MG TD 2-Bow Tan Canvas Side Curtain Covering Kit
256-600 Reg. \$243.95 Sale Price \$199.85

MG TD 3-Bow Tan Canvas Side Curtain Covering Kit
256-700 Reg. \$243.95 Sale Price \$199.85

MG TF Tan Canvas Side Curtain Covering Kit
256-800 Reg. \$243.95 Sale Price \$199.85

MG TC Original Duck Side Curtain Covering Kit
256-830 Reg. \$207.95 Sale Price \$159.95



MG TD-TF Disc Wheel Tan Canvas Tire Cover
241-740 Reg. \$76.95 Sale Price \$69.75

MG TC Rubber Gearbox Cover
Supplied complete with gearshift lever snug.
281-288 Reg. \$112.50 Sale Price \$99.95

MG TD-TF Steering Coupling Bearing Set
These are the rubber bearings that link the steering column to the pinion shaft. Complete set of 6 bearings.
281-368 Reg. \$4.95 Sale Price \$3.65

MG TC Body Rubber Set
This complete set contains just about every rubber item found on the body. Buy a set and save!
281-508 Reg. \$127.50 Sale Price \$104.50

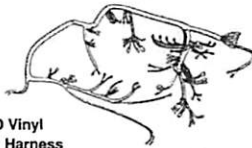
MG TD Body Rubber Set
Fits early cars with rectangular taillights and flat floorboards.
281-518 Reg. \$112.50 Sale Price \$89.95

MG TD Body Rubber Set
Fits late cars with round taillights and footwell in floorboards.
281-528 Reg. \$112.50 Sale Price \$89.95

MG TF Body Rubber Set
281-538 Reg. \$117.50 Sale Price \$89.95

MG TD-TF Gearshift Rubber Snug
282-680 Reg. \$19.95 Sale Price \$14.50

MG TC-TD-TF Valve Cover Gasket
290-300 Reg. \$5.95 Sale Price \$4.95



MG TD Vinyl Wiring Harness
Fits cars with turn signals and a dash mounted dimmer switch.
356-040 Reg. \$114.95 Sale Price \$99.95



MGA Stoplight Switch
141-700 Reg. \$22.30 Sale Price \$19.95

MGA Tie Rod Boot
262-220 Reg. \$2.25 Sale Price \$1.75

MGA Steering Rack Seal
263-010 Reg. \$8.95 Sale Price \$6.50

MGA Spacer For Front Rebound Rubber
264-060 Reg. \$3.95 Sale Price \$2.95

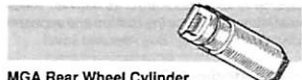
MGA Front Suspension Steel Tube
This is the steel tube that goes through the upper and lower steering knuckle links. 4 required per car.
264-070 Reg. \$3.95 Sale Price \$2.95

MGA License Lamp Chrome Cover
158-100 Reg. \$19.75 Sale Price \$13.50

MGA Coupling For Starter Cable
161-500 Reg. \$5.20 Sale Price \$4.25

MGA Lens For License Plate Lamp
164-100 Reg. \$9.95 Sale Price \$5.59

MGA 1600 Front Parking Lamp Lens
164-200 Reg. \$19.95 Sale Price \$14.95



MGA Rear Wheel Cylinder
Does not include boot for backing plate. If needed, order #180-950 boot & cup separately (one per cylinder required).
180-630 Reg. \$32.90 Sale Price \$28.95



MGA 1500 Brake Master Cylinder
180-670 Reg. \$246.30 Sale Price \$219.95



MGA Brake Hose
1600 Front
180-890 Reg. \$17.10 Sale Price \$14.25

MGA Body Rubber Sets
These complete sets contain just about every rubber item found on the body. Buy a set and save!

1500 Roadster Body Rubber Set
281-708 Reg. \$112.50 Sale Price \$89.95

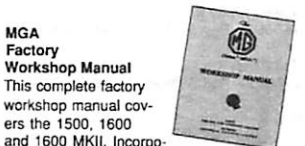
1500 Coupe Body Rubber Set
281-718 Reg. \$224.50 Sale Price \$169.95

1600 Roadster Body Rubber Set
281-728 Reg. \$124.50 Sale Price \$89.95

1600 Coupe Body Rubber Set
281-738 Reg. \$236.50 Sale Price \$179.95

1600 MKII Roadster Body Rubber Set
281-748 Reg. \$124.50 Sale Price \$89.95

1600 MKII Coupe Body Rubber Set
281-758 Reg. \$236.50 Sale Price \$179.95



MGA Factory Workshop Manual
This complete factory workshop manual covers the 1500, 1600 and 1600 MKII. Incorporates all available factory information and includes in-depth coverage of all aspects of maintenance, repair and overhaul of the MGA. Absolutely essential, this is a quality 300 page hardbound reprint.
210-410 Reg. \$29.95 Sale Price \$23.95

MGA Rear Axle Breather
267-040 Reg. \$1.20 Sale Price \$1.00

MGA Driveshaft Flange
268-010 Reg. \$24.25 Sale Price \$19.95

MGA Headlamp Dust Seal
280-120 Reg. \$3.50 Sale Price \$2.25



MGA Front Shock
Brand new, not rebuilt!
264-800 Reg. \$136.50 Sale Price \$114.95

MGA Twin Cam Head Gasket
296-395 Reg. \$39.95 Sale Price \$32.50



MGA Speedometer Cable
331-110 Reg. \$13.35 Sale Price \$9.95

MGA Tachometer Cable
Fits LHD cars only.
331-120 Reg. \$13.95 Sale Price \$11.95

MGA Starter Cable
331-340 Reg. \$16.95 Sale Price \$12.50

MGA Heater Lever and Switch Assembly
360-455 Reg. \$24.75 Sale Price \$18.95

MGA H-type Carb Jet (.090)
One per carburetor required. Fits all except Twin Cam.
370-760 Reg. \$7.80 Sale Price \$6.25

MGA Breather Hose
Necessary for proper engine breathing, this hose fits between your valve cover and air filter assembly. Use with 2 clamps, #326-300.
372-050 Reg. \$6.70 Sale Price \$4.50



MGA 1500 Vinyl Wiring Harness
Our wiring harnesses are complete except for headlamp pigtailed.
355-040 Reg. \$132.50 Sale Price \$119.50

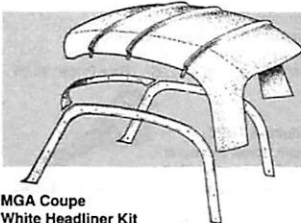
MGA Heavy Duty A-Arm Bushing Set
Originally supplied by the factory for the MGB GT V-8, these steel/rubber combination bushes locate your front suspension's lower A-arms firmly and permanently. Four of these bushes replace the eight rubber ones that deteriorate so quickly.
280-498 Reg. \$19.95 Sale Price \$14.95



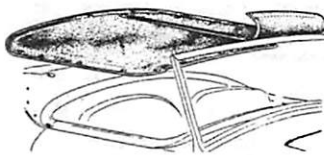
MGA Pedal Fume Excluder
280-710 Reg. \$7.85 Sale Price \$5.50



MGA Black Main Carpet Set
Carefully patterned and cut for a perfect fit and ease of installation. Made in our own upholstery shop, this kit includes the correct rubber heelmat, all necessary snaps and studs, and edge binding where original. Fits both coupe and roadster.
242-705 Reg. \$134.95 Sale Price \$114.95



MGA Coupe White Headliner Kit
456-970 Reg. \$149.95 Sale Price \$119.95

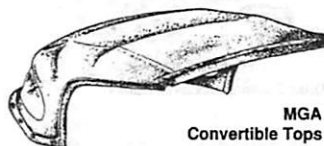


MGA Tonneau Covers
Beautifully tailored in our own upholstery shop and available in two styles. The short style mounts on the rear cockpit rail, while the long style mounts just behind the rear cockpit rail. Fits LH0 cars only.

Black Vinyl Short Style Tonneau
241-420 Reg. \$93.50 Sale Price \$84.50

Black Vinyl Long Style Tonneau
241-520 Reg. \$99.95 Sale Price \$84.50

Tan Canvas Long Style Tonneau
241-550 Reg. \$113.95 Sale Price \$104.95



MGA Convertible Tops
Manufactured in our own upholstery shop, Moss tops are in a class by themselves! The rear windows on our tops are sewn and double bound in the very best European manner. We have carefully designed and tested our tops to provide a perfect fit and years of satisfaction.

Black Vinyl 3 Window Top
242-310 Reg. \$210.95 Sale Price \$189.95

Tan Canvas 3 Window Top
242-360 Reg. \$265.00 Sale Price \$239.95

Black Canvas 3 Window Top
242-365 Reg. \$265.00 Sale Price \$239.95

MGA Side Curtain Storage Bags
Fits 1500 and 1600 thru (c)78249. Completely pre-cut and sewn ready for installation behind the seats.

Black Storage Bag
243-280 Reg. \$103.95 Sale Price \$92.50

Tan Storage Bag
243-300 Reg. \$103.95 Sale Price \$92.50

MGA Black Spare Tire Cover
Fits all Roadsters and 1500 coupes.
246-460 Reg. \$89.95 Sale Price \$79.95

MGB Front Hub Bearing Kit
Includes inner and outer bearings, grease seal and grease. Two kits required per car.
125-840 Reg. \$16.25 Sale Price \$13.95

MGB 1976-'80 Brake Warning Light
142-295 Reg. \$22.50 Sale Price \$14.50

MGB 1963-'69 License Lamp Assembly
144-210 Reg. \$59.95 Sale Price \$39.95

MGB 1971-'80 Trunk Lamp Lens
158-945 Reg. \$5.25 Sale Price \$4.75

MGB 1977-'80 Glove Box Lock
Comes complete with two keys.
163-570 Reg. \$22.92 Sale Price \$19.95

MGB 1963-'67 Vacuum Advance Pipe
163-640 Reg. \$22.50 Sale Price \$15.75

MGB Headlamp Seal
164-060 Reg. \$7.95 Sale Price \$4.80

MGB Rear Wheel Cylinder
Fits all roadsters and GTs to (c)138400. (.800 bore size.)
180-635 Reg. \$27.40 Sale Price \$23.75

MGB Brake Adjuster
181-780 Reg. \$17.10 Sale Price \$15.65

MGB Caliper Piston
181-925 Reg. \$19.35 Sale Price \$16.50

MGB Brake Rotor
182-170 Reg. \$31.95 Sale Price \$26.25

MGB 1963-'67 Deluxe Black Carpet Set
Our deluxe carpet set will completely carpet the interior of your MGB roadster or the passenger compartment of your MGB GT. Includes everything in our original style carpet set plus carpeting replacements for the rubber floor mats, side sill covers, and transmission tunnel side piece that was fitted through 1976. Includes fully molded rubber heelmat with MG crest and all necessary snaps and studs.
242-770 Reg. \$259.95 Sale Price \$229.95

MGB Black Trunk Carpet Set
A beautifully fitted carpet set for the trunk of your roadster! Includes a tailored spare tire cover.
242-850 Reg. \$105.25 Sale Price \$89.95

MGB 1963-'69 Amber Sidelamp Lens
164-795 Reg. \$8.95 Sale Price \$5.65

MGB 1963-'69 Clear Sidelamp Lens
164-810 Reg. \$8.98 Sale Price \$5.85

MGB 1970-'80 Sidelamp Seating Gasket
164-880 Reg. \$4.15 Sale Price \$2.75

MGB 1970 on Front Sidelamp Lens Seating Gasket
164-910 Reg. \$1.75 Sale Price \$1.25

MGB Weber Downdraft Carburetor Conversion Kit
Our complete kit includes a 32/36 DGEV or DGAV Weber carburetor, manifold, air filter, and linkage tailored to your MGB. The ideal road-use conversion, this set-up gives improved full-throttle performance without sacrificing fuel economy or driveability at 'around town' speeds. Simple to install and works with either the stock cast iron exhaust manifold or tubular headers. (Late MGBs with integral exhaust/intake manifolds will require a separate exhaust header.) A very practical conversion for everyday use. Buy now and save!

Manual Choke
222-260 Reg. \$314.95 Sale Price \$289.95

Automatic choke
222-265 Reg. \$349.95 Sale Price \$312.95
Legal in California only for racing vehicles which may never be used upon a highway.

MGB Sun Visor Anchor
Fits 1970 on.
233-930 Reg. \$4.95 Sale Price \$3.75

MGB Sway Bar Mounting Bracket
263-430 Reg. \$2.35 Sale Price \$1.75

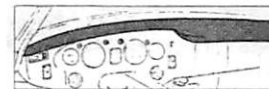
MGB Front Suspension Steel Tube in Link
264-070 Reg. \$3.95 Sale Price \$2.95

MGB GT Front Coil Spring
Fits all chrome bumper cars.
264-390 Reg. \$34.95 Sale Price \$29.95

MGB King Pin Set
One kit includes everything you need to replace both king pins. Bushes must be reamed to fit king pins after installation in their housings.
264-418 Reg. \$74.40 Sale Price \$62.95

MGB Driveshaft Flange
268-010 Reg. \$24.25 Sale Price \$19.95

MGB Rear Spring Lowering Kit
This rear spring lowering kit fits all 1977 thru '80 MGBs with factory fitted rear sway bars. Lowers the ride height by 1 1/4". Includes spacer blocks and special U-bolts. Use in conjunction with our 1" lowered heavy duty front coil springs (264-385) to greatly reduce body roll and improve your cars cornering ability. We highly recommend this kit to the late MGB owner who likes to drive hard!
268-140 Reg. \$59.75 Sale Price \$49.95

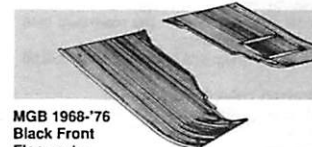


MGB 1968-'71 Dash Top Repair Panel
This fully molded black ABS vinyl dash pad glues on top of your existing dash, covering those unsightly cracks. Comes complete with adhesive and installation instructions.
453-890 Reg. \$47.75 Sale Price \$39.95

MGB Heavy Duty A-Arm Bushing Set
Originally supplied by the factory for the MGB GT V-8, these steel/rubber combination bushes locate your front suspension's lower a-arms firmly and permanently. Four of these bushes replace the eight standard rubber ones so prone to deterioration.
280-498 Reg. \$19.95 Sale Price \$14.95

MGB 1962-'70 Rubber Grip For Hood Prop Rod
282-350 Reg. \$2.50 Sale Price \$1.95

MGB 1962-'76 Trunk Seal
Mounts on trunk lid.
282-470 Reg. \$34.50 Sale Price \$28.50



MGB 1968-'76 Black Front Floor Mats
Original style ribbed black rubber floor mat set. Supplied complete with fasteners.
283-018 Reg. \$67.85 Sale Price \$49.95

MGB 1968-'76 Black Sill Mat Set
Sill mats are sold by the pair.
282-738 Reg. \$59.50 Sale Price \$49.95

MGB 1968-'76 Rubber Seal, Radiator to Support
282-905 Reg. \$8.35 Sale Price \$6.25

MGB Rear Axle Breather
Fits early MGBs with banjo type rear axle.
267-040 Reg. \$1.20 Sale Price \$1.00

MGB Door Plug, Rain Excluder
282-995 Reg. \$0.80 Sale Price \$0.55

MGB 1963-'67 Speedometer Cable
Fits MGBs with overdrive transmissions
331-190 Reg. \$15.95 Sale Price \$10.95

MGB 1963-'67 Accelerator Cable
331-210 Reg. \$4.95 Sale Price \$4.25

MGB Carb Diaphragm, Zenith Stromberg
For cars built from 1975 to 1980 with Zenith Stromberg carburetors. RD from (C) 367901.
366-040 Reg. \$8.00 Sale Price \$3.75

MGB 1975-'80 Carb Kit Zenith Stromberg
366-250 Reg. \$16.95 Sale Price \$13.75

MGB 1963-'74 Air Filter Element
Two required per car. Limit 4 per customer.
372-390 Reg. \$3.95 Sale Price \$2.75

MGB 1963-'74 Rubber Seal For Air Filters
Two required.
372-420 Reg. \$3.40 Sale Price \$2.25

MGB 1972-'74 Choke Cable
This cable has a T-shaped knob.
331-490 Reg. \$11.95 Sale Price \$9.95

TRIUMPH

Triumph TR2-3A Stoplamp Switch
Fits TR3A thru TS60000.
141-700 Reg. \$22.30 **Sale Price \$19.95**

Triumph TR3-3A License Lamp Chrome Cover
Fits TR3 from TS18913.
158-100 Reg. \$19.75 **Sale Price \$13.50**

Triumph TR3-3B Lens For License Plate Lamp
Fits TR3 from TS18913.
164-100 Reg. \$9.95 **Sale Price \$5.59**

Triumph TR2-3 Rear Wheel Cylinder
Fits TR2 & 3s with 9" brakes and Lockheed systems only. If you have a Girling brake system (and you might) this will not fit. Please check before ordering. Does not include the boot for the brake backing plate. If needed order #180-950 boot & cup separately (one per cylinder required).
180-630 Reg. \$32.90 **Sale Price \$28.95**

Triumph TR4A Owners Manual
An exact reprint of the original factory publication supplied with all TR4As. Covers everything from putting up the soft top to routine maintenance and adjustments.
210-720 Reg. \$9.95 **Sale Price \$6.95**

Triumph TR2-4 Headlamp Dust Seal
280-120 Reg. \$3.50 **Sale Price \$2.25**

Triumph TR 2-3-4-4A Speedometer Cable, Non-Overdrive
331-110 Reg. \$13.35 **Sale Price \$9.95**

Triumph TR3 Vinyl Wiring Harness
Fits from TS69001 on. Our vinyl bound wiring harness is complete except for minor sub-harnesses such as steering column, overdrive and headlamp pigtails.
355-520 Reg. \$96.95 **Sale Price \$87.50**

Triumph TR2 Carb Jet (.090")
One per carburetor required.
370-760 Reg. \$7.80 **Sale Price \$6.25**

TR3-4 Jet Lever
For H type 4-bolt SU carburetors.
Sold individually.
370-950 Reg. \$11.55 **Sale Price \$8.75**

Triumph TR2-4A Rear Gearbox Oil Seal
520-070 Reg. \$5.50 **Sale Price \$4.25**

Triumph TR2-4A Generator Pulley
539-010 Reg. \$17.75 **Sale Price \$12.75**

Triumph TR2-4A Red Ignition Warning Lamp
Fits from approx. 1960 on. This is a quality reproduction of the original Lucas lamp.
542-190 Reg. \$14.95 **Sale Price \$9.95**

Triumph TR3-4A Front Caliper Repair Kit
One kit repairs both calipers.
583-000 Reg. \$24.50 **Sale Price \$19.50**

Triumph TR 3A-4 Front Brake Pad Set
Fits TR3A from TS56384, and TR4s up to CT4689 (wire wheels) and CT4388 (disc wheels). Will not fit TR3B (TCF series).
585-500 Reg. \$29.95 **Sale Price \$19.95**

Triumph TR2-4A Heavy Duty Clutch Fork Pin
596-055 Reg. \$9.95 **Sale Price \$7.65**

Triumph TR4-4A Steering Column Rubber Flex Coupling
667-390 Reg. \$24.20 **Sale Price \$19.95**

Triumph TR4-4A Front Windshield Seal
680-240 Reg. \$24.45 **Sale Price \$19.95**

Triumph Leather Front Seat Kits
Beautifully tailored in our own upholstery shop using only the finest quality leather. These seat kits will certainly enhance the comfort as well as the appeal of your Triumph. Buy now and save!

Triumph TR2-3 Leather Front Seat Kits
Fits up to TS22013.
Red with Red Piping
642-140 Reg. \$425.25 **Sale Price \$384.85**

Red with White Piping
642-145 Reg. \$425.25 **Sale Price \$384.85**

Black with Black Piping
642-150 Reg. \$425.25 **Sale Price \$384.8**

Black with White Piping
642-155 Reg. \$425.25 **Sale Price \$384.85**

Grey with Grey Piping
642-305 Reg. \$435.50 **Sale Price \$384.85**

Tan with Tan Piping
642-310 Reg. \$425.25 **Sale Price \$384.85**

Triumph TR 3A/B & TR4 Leather Front Seat Kits
Fits from TS22014 thru (b)15273CT
Black with Black Piping
642-160 Reg. \$315.25 **Sale Price \$289.95**

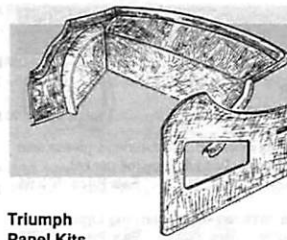
Black with White Piping
642-165 Reg. \$315.25 **Sale Price \$289.95**

Red with Red Piping
642-170 Reg. \$315.25 **Sale Price \$289.95**

Red with White Piping
642-175 Reg. \$315.25 **Sale Price \$289.95**

Grey with Grey Piping
642-315 Reg. \$325.25 **Sale Price \$289.95**

Tan with Tan Piping
642-320 Reg. \$325.25 **Sale Price \$289.95**



Triumph Panel Kits
Made in our own upholstery shop, these kits include door panels & door pockets, quarter panels and rear close-out panels. We also provide leather trim for the upper dash, door rails and door caps.

Triumph TR2-3 Panel Sets
Fits thru TS22013.
Black Panel Set
645-000 Reg. \$239.95 **Sale Price \$199.95**

Red Panel Set
645-010 Reg. \$239.95 **Sale Price \$199.95**

Tan Panel Set
Comes without piping as original.
645-100 Reg. \$239.95 **Sale Price \$199.95**

Grey Panel Set
Comes without piping as original.
645-105 Reg. \$239.95 **Sale Price \$199.95**

Triumph TR3A Panel Sets
Black with Black Piping
645-020 Reg. \$245.95 **Sale Price \$209.95**

Black with White Piping
645-025 Reg. \$245.95 **Sale Price \$209.95**

Red with Red Piping
645-030 Reg. \$245.95 **Sale Price \$209.95**

Red with White Piping
645-035 Reg. \$245.95 **Sale Price \$209.95**

Tan with Tan Piping
645-110 Reg. \$245.95 **Sale Price \$209.95**

Grey with Grey Piping
645-115 Reg. \$245.95 **Sale Price \$209.95**

Triumph TR4 Front Hood Medallion
601-070 Reg. \$19.95 **Sale Price \$14.95**

Triumph Late TR3A-TR4A Letter Set, Non-Ribbed Letters
601-068 Reg. \$9.95 **Sale Price \$7.25**

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

Triumph TR3A-3B "Triumph" Nameplate
601-210 Reg. \$8.35 **Sale Price \$6.75**

Triumph TR2-3B Steering Column Grommet
680-830 Reg. \$7.35 **Sale Price \$6.25**

Triumph TR4A Windshield Top Seal
681-040 Reg. \$17.35 **Sale Price \$16.40**

Triumph TR2-3A Amber Flasher Warning Lamp
Fits up to approx. 1960.
542-195 Reg. \$14.95 **Sale Price \$9.95**

Triumph TR3A Dash Panel Rheostat
Fits from approx. 1960 on.
542-440 Reg. \$26.50 **Sale Price \$16.95**

Triumph TR3-4A Rubber Dust Boot for Rear Wheel Cylinder
Fits TR3s from TS13046 on.
582-190 Reg. \$2.65 **Sale Price \$1.95**

Triumph TR4-4A Outer Door Top Seal Right Hand
680-330 Reg. \$11.95 **Sale Price \$9.95**

Triumph TR4-4A Outer Door Top Seal Left Hand
680-340 Reg. \$11.95 **Sale Price \$9.95**

Triumph TR2-3B Silentblock Bush for Center Tie Rod Assembly
667-040 Reg. \$8.95 **Sale Price \$7.25**



Triumph TR6 Weber Carburetor Dual Downdraft Conversion
Our Weber downdraft carburetor conversion is a complete kit including dual 32/36 DFV progressive two barrel carbs, manifold adaptors, linkage and air filters. Ideal for road use, you'll get improved performance without sacrificing fuel economy or driveability at around town speeds. Simple to install, and no modifications are required to existing linkage.
222-420 Reg. \$599.95 **Sale Price \$539.95**
Legal in California only for racing vehicles which may never be used upon a highway.

Triumph TR250-6 Speedometer Cable
331-190 Reg. \$15.95 **Sale Price \$10.95**

Triumph TR250-TR6 Carb Kit
One kit does both carburetors. (Metering needles not included.)
365-955 Reg. \$26.95 **Sale Price \$22.95**

Triumph TR250-TR6 Carburetor Diaphragm
For all 175CD-series Zenith Stromberg carburetors, save now!
366-040 Reg. \$8.00 **Sale Price \$3.75**

Triumph TR250-TR6 Air Filter Element
371-570 Reg. \$3.50 **Sale Price \$2.95**

Triumph TR250-TR6 Rear Gearbox Oil Seal
Does not fit 1973-76 TR6s with overdrive transmissions.
520-070 Reg. \$5.50 **Sale Price \$4.25**

Triumph TR250-TR6 Brake Light Switch
We recently made a special buy on this item and are able to pass the savings on to you!
542-370 Reg. \$11.60 **Sale Price \$4.15**

Triumph Late TR6 Luggage Rack

These brightly chromed luggage racks are reproductions of the optional rack fitted by dealers to many new TR6s. Easy to install, durable and attractive.

244-050 Reg. \$98.50 Sale Price \$89.95

Triumph TR250-TR6 Heavy Duty Clutch Fork Pin

596-055 Reg. \$9.95 Sale Price \$7.65



Triumph TR6 Black Top Cover

This top 'boot' covers the top when folded.

644-150 Reg. \$96.95 Sale Price \$83.50

Triumph TR250-TR6 Steering Column Rubber Flex Coupling

667-390 Reg. \$24.20 Sale Price \$19.95

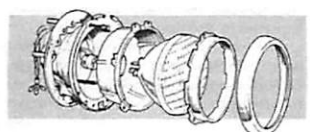
Triumph TR250-TR6 Rear Spring Packing Piece

This is a factory design to correct excess rear wheel camber due to spring settlement. They should be fitted in pairs only, one on each side of the car, between the springs and lower spring insulators.

675-065 Reg. \$18.95 Sale Price \$15.75

Triumph TR250-TR6 Windshield Glazing Rubber Seal

680-240 Reg. \$24.45 Sale Price \$19.95



Triumph TR250-6 Headlamp Assembly

544-010 Reg. \$129.50 Sale Price \$89.95

Triumph TR250-TR6 Windshield Wiper Blade

This is the chrome blade that fits early TR6s up to (c)CC50000.

560-610 Reg. \$10.35 Sale Price \$6.95

Triumph TR250-TR6 Windshield Washer Nozzle and Bush

Right Hand
565-020 Reg. \$6.30 Sale Price \$4.95
Left Hand
565-030 Reg. \$6.30 Sale Price \$4.95

Triumph TR250-TR6 Rubber Dust Boot for Rear Wheel Cylinder

582-190 Reg. \$2.65 Sale Price \$1.95



Triumph TR250-early TR6 Front Caliper Repair Kit

Fits TR6 up to (c)CC29929.
583-000 Reg. \$24.50 Sale Price \$19.50

Triumph TR250-TR6 Outer Door Top Seal

This is the 'squeegee' seal that keeps water from running into your doors and keeps your windows from rattling.

Right Hand
680-330 Reg. \$11.95 Sale Price \$9.95
Left Hand
680-340 Reg. \$11.95 Sale Price \$9.95

Triumph TR250-TR6 Header Rail Seal

681-040 Reg. \$17.35 Sale Price \$16.40

Triumph TR250-6 Sealing Rubber Top Rear Side Rail

681-050 Reg. \$3.10 Sale Price \$2.20

Triumph TR250-6 Sealing Rubber Top Front Side Rail

681-060 Reg. \$2.25 Sale Price \$1.75



Triumph TR250 Front Parking Lamp Amber Lens and Rim

544-290 Reg. \$11.95 Sale Price \$8.25

Triumph TR7 Luggage Rack

These brightly chromed 'factory' racks are the originals offered by British Leyland when the cars were new. Durable, attractive and functional. Easy to install.

244-050 Reg. \$98.50 Sale Price \$89.95

Triumph TR7 Temperature Transmitter

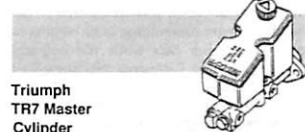
071-241 Reg. \$9.95 Sale Price \$7.95

Triumph TR7 Wiper Blade

Fits right hand side only.
071-792 Reg. \$14.75 Sale Price \$8.95

Triumph TR7 Lug Nut

For pressed steel wheels only.
071-921 Reg. \$6.05 Sale Price \$4.25



Triumph TR7 Master Cylinder

071-500 Reg. \$183.80 Sale Price \$139.95

JAGUAR

Jaguar Oil Breather Pipe

011-138 Reg. \$12.05 Sale Price \$9.75



Jaguar Early XK120 Rear Engine Mount

011-145 Reg. \$21.00 Sale Price \$16.75

Jaguar Cam Cover Dome Nut

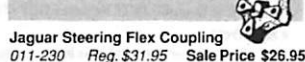
011-148 Reg. \$2.25 Sale Price \$1.85

Jaguar Cylinder Head Dome Nut

011-149 Reg. \$3.25 Sale Price \$2.95

Jaguar Cylinder Head Washer

011-150 Reg. \$2.50 Sale Price \$1.95



Jaguar Steering Flex Coupling

011-230 Reg. \$31.95 Sale Price \$26.95



Jaguar XK120 Parking Lamp

Fits late XK120s with the parking lamp in the fender.
011-320 Reg. \$32.05 Sale Price \$24.95

Jaguar XK150 3.8 Head Gasket Set

011-620 Reg. \$83.95 Sale Price \$69.95



Jaguar XK140 "Winner LeMans" Trunk Badge

011-712 Reg. \$29.50 Sale Price \$24.95

Jaguar XK150 FHC Rear Window Seal

011-736 Reg. \$47.50 Sale Price \$33.50

Jaguar XK140-150 Headlamp Seal

011-806 Reg. \$4.95 Sale Price \$4.25

Jaguar XK150 Brake Servo Major Repair Kit

For a complete job you'll also need our packing kit (510-284) and valve kit (510-283).
510-282 Reg. \$18.55 Sale Price \$14.50



Jaguar XK120 Bottom Radiator Hose

570-016 Reg. \$12.95 Sale Price \$9.95

Jaguar Cam Cover Washer

These washers are the latest replacement type of tough friction-reducing plastic to prevent gouging of your aluminum valve covers.
011-176 Reg. \$0.80 Sale Price \$0.60

ALL MARQUES



SU Carburetor Rebuilding VHS Video Tape

This 2 hour and 40 minute tape will show you how to repair and maintain your H, HD, HS or HIF carburetors; you won't have to puzzle through incomplete shop manuals ever again! You'll see how to adjust the mixture correctly and hear the change in the exhaust note. With this tape anyone can unravel the mysteries of SU carburetors.
211-035 Reg. \$37.50 Sale Price \$32.50

Solder-in Wire Tip

These are the little bullet shaped things used to make connections in your wiring harness. Keep a handful in your workshop. The correct way to repair frayed wires or make tidy accessory connections.
162-200 Reg. \$0.25 Sale Price \$0.20

LUCAS

Lucas Battery Decal

Big 2" x 4" size. Metallic gold background with red lettering.
215-610 Reg. \$3.95 Sale Price \$2.95

Prices Valid Feb. 13, thru Apr. 2, 1989

How To Order

Orders must be received by April 2, to qualify for these special prices, so be sure to order early! Sale begins February 13, 1989.

NOTE: All items listed in this newsletter and sale section do not include shipping and handling charges or local sales tax (CA). 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 of 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 \$10.00 please.

New Next Day Delivery Service!

| | | |
|--|-------------------------------|-------|
| All orders must be pre-paid by charge card, no C.O.D.s. | Parts Totals To \$50 | 14.50 |
| All orders must be received before 9:00 am PST. | Parts Totals To \$100 | 18.75 |
| Orders are limited to 15 to 20 items please. | Parts Totals To \$150 | 23.50 |
| We guarantee next day delivery or we will issue shipping and handling charge refund. | Parts Totals To \$200 | 26.50 |
| Items over 70 pounds must be shipped Truck Freight Collect. | Parts Totals To \$300 | 29.50 |
| | Parts Totals To \$400 | 35.90 |
| | Parts Totals To \$500 | 41.75 |
| | Parts Totals To \$600 | 49.75 |
| | Parts Totals Over \$600 | 45.00 |



THROUGH THE WINDSCREEN
CLUB NEWS AND EVENTS

Chicagoland MGB Club's 1988 Abingdon Convention

By Dennis Trowbridge

The Chicagoland MGB Club's 1988 Abingdon Convention was highlighted by the drawing for the Club's Project Car.

Each year the Chicagoland MGB Club sponsors a really fun MG weekend in Abingdon, Illinois. The convention features a Concours car show and a popular vote contest for the nicest car.

In past years a gymkana was featured as the driving event, but this Fall a gimmick rally was held. The rally coincided with the Knox County Scenic Drive, and everyone had a chance to stop and shop for crafts and all kinds of food while they searched for clues.

The Abingdon Convention is a fine finish to the driving season and most people return year after year.

Last winter the Chicagoland MGB Club bought a 1971 MGB from a Chicago high school auto shop. The car had been sitting for the past seven years, and time and student mechanics had taken their toll.

The car was soon stripped down to a rolling chassis. Both the front and rear suspensions were the first parts to be rebuilt.

Club members rebuilt the engine with

parts donated by Moss Motors. All the parts were factory or OEM quality. Rebuilding the engine with these fine parts was a pleasure.

Dennis Trowbridge showed how to rebuild the MGB's SU Carbs with parts that were also supplied by Moss Motors.

All new steel parts were welded to the body, and everyone had a chance to see the new sills and panels installed.

The car was resprayed the original BRG and the wire wheels were also stripped and repainted.

A new top, interior, carpet, and all new chrome were also donated for the project. Fitting all the new parts took four weeks of intensive work.

The MGB was up and running for the first time in about eight years, a week before the Chicago Area British Car Festival. Some last minute alternator and carb repair on Sunday morning, and Club Chairman Jim Evans, and Dennis Trowbridge were off to the show. Fifty miles is some test drive, but the car made its public debut at the British Car

Continued on page 6.



Club members proudly show off their newly restored MGB.



Photos by Carolyn Ward



A collector's dream—XK120s in every possible color! 1936 MG Airline Coupe. (inset)

Los Angeles British Meet Attracts 580 Cars

By H. Richard Bush

98 degree weather, blown smogless by light Santa Ana winds, greeted the thousands of Automotive Anglophiles attending the 6th Annual Los Angeles British car Meet held on October 9, 1988 at Woodley Park, in the suburban town of Van Nuys.

The event, in its fourth year at this location, attracted over 580 British built vehicles as diverse as motorcycles and an ice cream vendor's truck. This year's meet honored the late Donald M. Healey and featured all Healey built cars. Over 100 Big Healeys, Spridgets and Jensen-Healeys were on display.

Club participation was on the upswing with the traditional leaders, the Austin-Healey Pacific Center and the Southern California Triumph Association both signing in over 50 member cars while the recently formed Southern California Association of MG Club topped them all to win the Participation Award with well over 70.

The People's Choice Award went to Jack Berry's magnificent, two-tone green 1936 MG Airline Coupe. The Crowd's favorite Healey was the very red, wire-wheeled 1959

Bugeye ("Frogeye" to you expatriates) Sprite, built to show standards by owner David Hill. Another red Bugeye took the long distance award after covering over 400 miles from Menlo Park, CA with owner Phillip Burns at the wheel. Phil received the customary case of Castrol.

Other highlights included Fred Lake's Jaguar XK120 group's breathtaking display of over a dozen pristine examples of the marque, an appearance by the Jowett Club of both a Javelin and a Jupiter, some really big pre-war six-cylinder MGs and a terrific display of Austin A-40's, featuring a very rare Jensen aluminium bodied Sports as well as a very popular ice cream wagon, recently imported by Rob Stuart.

This event, put on by the same folks that do the Palo Alto British Car Meet in northern California, is a casual one-day event with few requirements and no pre-registration. Though show quality cars abound, "daily drivers" and restoration-in-progress are fully acceptable. Next year's meet will be on October 8, 1989.



Events Calendar

In the interest of British sports car owners throughout the country, we are interested in publishing major British car events in our quarterly events calendar. If you would like to list an event in the *Moss Motoring*, please send a short description, including date and telephone number. We will list as many events as possible in our available space. Send your entries, attention: Moss Motoring Events Calendar. Our next deadline closes March 31, 1988.

Note: Events and dates are submitted by club members. Moss Motors, Ltd. can not be held responsible for accuracy. (So please confirm all events by telephone before travelling.)

Dates for Marque days are tentative; please let us know of any conflicts immediately.

March

5.....British Car Show, Phoenix, AZ (602)939-9652

April

29.....HMSA Vintage Sports & Race Car Show, Santa Barbara, CA (805) 682-0146

May

15-16...Vintage MG Club, Madonna Inn Weekend, San Luis Obispo, CA (213) 425-7680
27-29...California Healey Week '89, Pismo Beach, CA (714) 770-3233

June

10..... Moss Motors' MG Marque Day, Goleta, CA (805) 986-1041
21-25... New England MGT Register GOF Mk XLVIII Nashua, NH (413) 737-8611
22-25...Austin-Healey Conclave '89 Niagara Falls, Canada (312) 281-6426
27-30...14th Annual West Coast Healey Meet, Rippling River Resort, OR (503) 758-3265

July

16-20...GOF West, Sun Valley, ID (805) 967-4546
22.....British Car Day PA, Schenley Park, Western Penn. TR Assoc., (412) 441-6483
20-23...AMGBA National Convention, Springfield, OR (312) 437-3897
20-23...NAMGAR GT 14, Indianapolis Motor Speedway, IN (317) 831-1666
29.....Moss Motors' Triumph Marque Day, Goleta, CA (805) 968-1041

August

2-5.....Jaguar of N. America Nat'l. Concours d'Elegance, Bend, OR (503) 620-6913
5.....Moss Motors' Austin-Healey Marque Day, Goleta, CA (805) 968-1041
18-20...Monterey Historic Auto Races, Monterey, CA (408) 373-1811

September

2-4.....15th Annual Cape Cod Austin-Healey Meet (416)593-5489
2-4.....All British Field Meet, Portland, OR (503) 244-2580
10.....The British Meet, Palo Alto, CA (415) 566-6103
10.....British Car Festival, Des Plaines, IL (312) 885-7789
21-24...New England MGT Register GOF Mk XLIX Saratoga, NY (413) 737-8611

October

1.....British Car Day, Del Mar Race Track, San Diego, CA (check next issue)
8.....The British Meet, Woodley Park, Van Nuys, CA (415) 566-6103
13-15...TRSC Triumphfest '89, Lake Arrowhead, CA (818) 448-3431

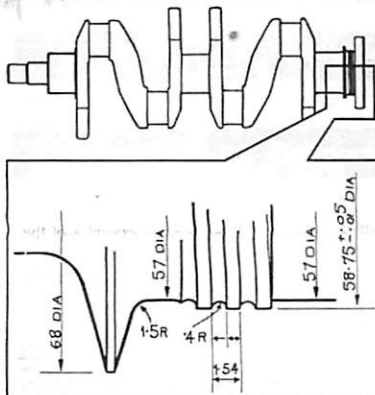
Archimedes-Type Rear Crankshaft Seals

By Chris Nowlan

Perhaps the most annoying source of oil leaks in older British sports car engines is the mechanical oil slinger/seal arrangement designed as the primary rear crankshaft seal. The theory of this archimedes-principle seal, is that the spiral grooves at the back of the crank fit with only a slight clearance to the stationary upper and lower oil control surfaces. As the crankshaft rotates, the action of the reverse oil control threads against the flat sealing surfaces draws the excess oil back into the hollow cavity next to the rear bearing where the oil drains harmlessly back to the oil pan.

In reality, this seal arrangement works well as long as minimum clearances are maintained. A slight amount of leakage is inevitable when the engine is shut down. This residual oil drains through a small hole in the bell housing and should not amount to more than a few drops escaping on to your driveway!

Since the oil control threads and the



sealing surface are not supposed to wear, few workshop manuals offer detailed instructions on the fitting of these seals nor quote specific clearances. In studying engineering drawings for the T-series crankshaft and rear main upper seal, factory clearances can be calculated to .0053" minimum to .0088" maximum. The MGA Workshop Manual specifies a total clearance of .003" to .006". Although the T-series spec. seems overly generous, the MGA spec. appears more reasonable and can be considered a guide for all applications.

The sealing surfaces (and, to a lesser extent, the oil control threads) will wear if the rear main bearings become excessively worn or if the block alignment becomes distorted. Leakage problems can also result from inaccurately refitting the replaceable sealing surfaces used on many British sports cars. Jaguar and TR2-4A used replaceable upper and lower seals, Austin-Healey 100-4 and MG TC-TD-TF used only a replaceable upper seal while the MGA and 6 cylinder Healey incorporated sealing surfaces cast integrally with both the block and rear main cap.

In renewing this critical seal, a number of alternative techniques can be employed. Perhaps the most foolproof and effective method is to have your block and the sealing surfaces line-bored by a competent machine shop. By carefully measuring bearing saddle dimensions and/or the diameter of the oil control threads, correct oil seal diameters

can be determined. This is a fairly expensive operation but is the only way to restore non-replaceable sealing surfaces. (MGA owners take note, as this is a common problem!)

Replaceable seals can be hand-fitted with care and considerable patience. The crankshaft and main bearings should first be installed and checked for proper clearance using "Plastigauge", available from any automotive machine shop. Also, check to be certain the crank rotates freely and has proper end float, then remove crank and prepare to trial fit bolt-on sealing plates. On MG TC-TD-TF blocks, remove the two small dowel pins, as these would effectively prevent any adjustment in the location of the seal. Install seal loosely, using appropriate gasket and gasket cement. Apply a thin film of engineer's bluing (the thicker type sold in squeeze tubes is easier to work with) to the sealing face. With the seal fixing bolts slightly loose it should be possible to snug and center the seal against the crank. After

tightening up the seal, torque the lubricated crank assembly to full spec. Now, carefully rotate the crank once or twice before removing the crank once again to inspect the contact pattern on the seal. The ideal situation is to adjust the seal so that you are left with a very thin film of engineer's bluing on the sealing surfaces. Particular attention should be paid to the upper sealing surface on the blocks as these are most subject to wear and are consequently most critical.

In some cases, it may be necessary to remove some material from the parting face of one or both seals. This must be done carefully; lay sandpaper on a dead flat surface or pane of glass to help insure accuracy. It may be necessary to remove and refit the crank five to six times to insure that you have achieved a correct fit. A certain degree of light contact is not generally objectionable, particularly with the replaceable aluminum seals, as these will bed-in as soon as the engine is started. Heavy contact that makes the crank difficult to rotate could, however, cause serious problems. The small dowel pins originally used with the T-series seals are not really required and their reinstallation can cause distortion and/or a shift in location of the plate. If these pins are reinstalled, recheck your work once again.

Once the seals have been installed, checked and rechecked, assembly can continue but may require that the crank be removed once again in order to install connecting rods and pistons. (Remember folks, patience is the ultimate virtue!) Last, but not least, particular care should be exercised in installing the oil pan together with all appropriate gaskets and seals. While assembling these components apply silicone gasket cement to clean dry surfaces.

Having hand fitted and determined with all certainty that you have achieved a correct fit, your rear main seal should be nearly 100% drip free. A last word of advice: be sure that your crankcase breathers are clean and free of obstruction and that your gearbox first motion shaft seal is in good order. A problem in either can otherwise mask over a job well done.

Sports Car Gallery

Sports Car Gallery features a memorable British sports car photo (or several) in each issue of the Moss Motoring.

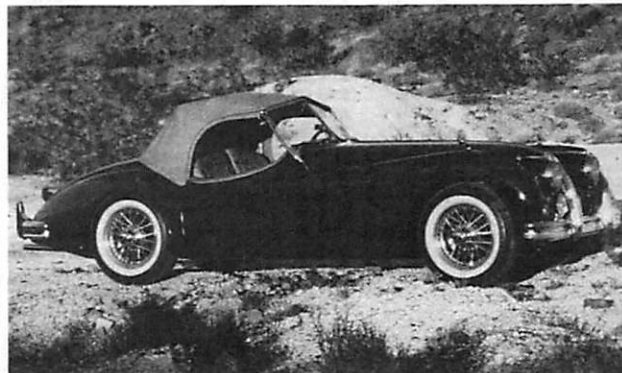
Please send your photos to: Editor, Moss Motoring Sports Car Gallery



Gary Woods, of Henderson, Nevada, pulled his 1956 XK140 convertible out of the ground of an El Paso, Texas salvage yard.



Rebuilding project supported by a children's swing set—wouldn't most of us give up when faced with this basket case?



After a six year restoration, who would believe this was the same car? Our congratulations to Gary on his beautiful restoration. He hasn't shown his Jaguar yet, but it looks like a winner to us!

Gary will receive a gift certificate for his contribution.

If You Own a British Car
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One Of Our Catalogs...
Here's Help!

JAGUAR

TRIUMPH

RANGE ROVER

Rover

MG

Moss Jaguar, Ltd. can supply the parts for your late model British car not covered by one of our catalogs. With many thousands of parts in stock, and many others available from various other sources through special order, Moss Jaguar, Ltd. can provide many hard to find parts and accessories for the cars listed below.

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Rebuilt Components from Moss

We offer a growing line of superior quality rebuilt components. Buy a complete, ready-to-install unit, and send your core back to us for your refund! There's no need for expensive shop time, special tools, or the wait of do-it-yourself rebuilding. Every item we offer has been rebuilt to the highest standard of quality—and that's reflected in our 12 month, unlimited mile warranty.

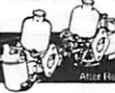


MGA & MGB Engines

| Application | Part No. | Price | Core Charge | After Refund |
|--|----------|----------------|-------------|--------------|
| MGA 1500 (early cars with low mount starter) | 041-100 | No core charge | | \$1595.00 |
| MGA 1500 (with high mount starter) | 041-102 | No core charge | | \$1595.00 |
| MGA 1600 | 041-103 | No core charge | | \$1595.00 |
| MGA 1622 MkII | 041-104 | No core charge | | \$1595.00 |
| MGB (1963-'64, 3 main) | 041-105 | \$1747.00 | \$175.00 | \$1572.00 |
| MGB (1965-'67, 5 main) | 041-106 | \$1747.00 | \$175.00 | \$1572.00 |
| MGB (1968-'71) | 041-107 | \$1747.00 | \$175.00 | \$1572.00 |
| MGB (1972-'74 1/2) | 041-108 | \$1774.00 | \$175.00 | \$1599.00 |
| MGB (1974 1/2-'80) | 041-109 | \$1774.00 | \$175.00 | \$1599.00 |

Rebuilt SU Carburetors

| Application | Part No. | Price | Core Charge | After Refund |
|--|----------|------------------------------|-------------|--------------|
| MGA 1500 (AUC784) | 041-701 | \$349.50 | \$65.00 | \$284.50 |
| MGB 1968 (AUD625) | 041-705 | \$325.00 | \$45.00 | \$280.00 |
| MGB 1969 (AUD326) | 041-706 | \$329.50 | \$45.00 | \$284.50 |
| MGB 1970 (AUD405) | 041-707 | \$345.00 | \$45.00 | \$300.00 |
| MGB 1971 (AUD465) | 041-708 | \$344.00 | \$50.00 | \$294.00 |
| MGB 1972 (AUD493) | 041-709 | \$337.50 | \$65.00 | \$272.50 |
| MGB 1973-'74 (AUD550) | 041-710 | \$329.50 | \$75.00 | \$254.50 |
| TR2 (AUD721) | 041-730 | \$425.00 | \$110.00 | \$315.00 |
| TR3-3A (AUC768) (banjo fittings on float lids) | 041-731 | NWA - call for availability. | | |
| TR3A-4 (AUC878) (push-on fittings on float lids) | 041-732 | NWA - call for availability. | | |
| TR4A (AUD284) | 041-734 | \$375.00 | \$70.00 | \$305.00 |



EFFECTIVE IMMEDIATELY:

All cores must be returned to our Goleta, CA warehouse.



MG & Triumph Gearboxes

| Application | Part No. | Price | Core Charge | After Refund |
|---|----------|----------------|-------------|--------------|
| TR3A (from TS50001) thru TR3B (TSF series) | 041-431 | \$725.00 | \$75.00 | \$650.00 |
| TR3B (TSF series) and TR4 (all synchro gearboxes) | 041-432 | \$695.00 | \$75.00 | \$620.00 |
| TR4A | 041-435 | \$725.00 | \$100.00 | \$625.00 |
| TR250/TR6 (thru 1972) | 041-433 | \$729.50 | \$75.00 | \$654.50 |
| TR2-3 (to TS50000, o/d*) | 041-437 | \$725.00 | \$85.00 | \$640.00 |
| TR3A (from TS50001) thru TR3B (TSF series, overdrive*) | 041-438 | \$725.00 | \$85.00 | \$640.00 |
| MGA (late 1500 - early MkII) (10 spline first motion shaft) | 041-402 | \$795.00 | \$60.00 | \$735.00 |
| MGB (1963-'64; 3 main) | 041-404 | \$795.00 | \$60.00 | \$735.00 |
| MGB (1965-'67) | 041-405 | \$925.00 | \$65.00 | \$860.00 |
| MGB (1965-'67) overdrive† | 445-020 | No core charge | | \$1095.00 |
| MGB (1965-'74) | 041-406 | \$755.00 | \$90.00 | \$665.00 |
| MGB (1965-'74) overdrive† | 427-500 | No core charge | | \$1095.00 |
| MGB (1975-'77) | 041-407 | \$695.00 | \$65.00 | \$630.00 |
| MGB (1975-'77) overdrive† | 427-510 | No core charge | | \$1175.80 |

*Overdrive units and adaptor plates not included.
†Gearbox supplied complete with overdrive unit.

Triumph I.R.S. Hub Assemblies

| Application | Part No. | Price | Core Charge | After Refund |
|----------------------|----------|----------|-------------|--------------|
| TR4A thru TR6 (each) | 041-550 | \$239.50 | \$50.00 | \$189.50 |

Differential & Axle Assemblies

| Application | Part No. | Price | Core Charge | After Refund |
|--|----------|------------------------------|-------------|--------------|
| TR3 (10" brakes) (from TS13046 to approx. TS56376) | 041-507 | NWA - call for availability. | | |
| TR3A-B (9" brakes) (from approx. TS56377) | 041-501 | \$829.95 | \$200.00 | \$629.95 |
| TR250 and TR6 | 041-505 | \$695.00 | \$100.00 | \$595.00 |

Weather,

Continued from page 3.

sports cars ranging from Bentleys to MGs, a few Grand Prix cars from the '40s and early '50s, and even the 1911 Land Speed Record breaking Delage.

The races ran on schedule with the first beginning promptly at 1:15 p.m. and the last race beginning promptly at 5:55 p.m. The rain provided some spins and unexpected exits from the track but it failed to dampen the enthusiasm of the spectators or the drivers. The racing was as competitive as ever. The starting grids were filled and the car park was still packed at the end of the day. Besides, it almost always rains on Oulton Park weekend.

Or... another time... another place... I was back in the U.S. and thirsty for some vintage-racing. I thought I'd found it. The event was described as a Vintage Grand Prix through city streets. The day was cloudy and a light mist that hardly justified the wearing of a waterproof settled over the road. Starting time passed without cars and with hardly a sound from the pits. In response to my query, a course marshal replied, "These cars are priceless. They can't be driven in the rain. We're waiting for the track to dry."

Wondering about the relative value of cars from the '60s, compared with a Type 51 Bugatti or the 1911 Delage, I continued my walk around the course. Fortunately, by noon the sun shone and some tentative racing occurred.

This little example isn't just a fluke. It describes a difference in attitude. It's more than just when cars are to be driven. It also

describes why cars are preserved.

Attend a Vintage Sports Car Club meet in Britain and you'll see nearly as many exotic and priceless cars as you'd see at the Pebble Beach Concours in California. The Members' Car Park at Prescott Hill is a treasure of cars neatly parked in rows upon a grassy hillside while their owners watch the day's racing. At British Concours, to which the cars are generally driven, the owners produce log-books to certify that the cars are actually driven, rather than being treated as static display. In Britain that could mean that the car actually got wet.

Sport implies a situation that is physical and active. Except for "lawn" games, people frequently get wet and dirty and so does their equipment. A sports car allows us to change mere transportation into fun and sport. Nice little sedans stay clean and tidy because there is nothing interesting to do with them. Real sports cars get dirty, wet, and occasionally paint-chipped because they have been driven hard, the way that they were meant to be.

The attitude that you feel toward an object is influenced, in part, by the rarity of that object. This is true among most people and in most countries. What varies between countries is the way that objects are preserved. The British lean toward preservation through use and maintenance. We, on the other hand, seem to lean toward vacuum-sealed veneration.

The affordable sports car is a uniquely British creation. No other country turned out sports cars in so many varieties, marques, or sheer numbers. And no other country made sports car competition predominantly an amateur sport. Without the

option of racing on public roads, competition focused on sprints, trials, rallies, and hill climbs. And in Britain, they couldn't wait for nice days or they'd end up without anything to do at all. British motor sport ended up enjoying competition under conditions that in the U.S. we'd find rather unacceptable.

The British used their cars for motor sport when the cars were new because that's what the cars were designed for. Now that the cars are vintage they still use them for motor sport because the reason hasn't changed.

Should we be only interested in preserving the cars or do we also have an obligation to preserve the concept of the sports which created them? Of the chicken and the egg, we don't know which came first. But, of sports cars, we do. We know that they were created to make motoring a sport. If we are to revere the past, then we must not just preserve the cars and ignore the sport.

Perhaps we are victims of our own good fortune. We've not had to endure the rigors of motoring sport under the same conditions that the British have. Having never experienced true British motor-sport under British conditions, we are deprived of the sense of what it is that we strive to preserve. We suffer from too much good weather to really enjoy British sports cars.

(Shame on you spoiled fair-weather drivers out there! If you fit Mr. Hankinson's description, perhaps it's time for you to pull that little sports car out from under wraps the next time it starts to rain. Then again, perhaps driving with the top down on a beautiful sunny day is the best possible way to enjoy a British sports

car—after all, wouldn't the British do it that way if they could?—Ed.)

MOSS

Chicagoland Club,

Continued from page 4H.

Festival. The club sold quite a few raffie tickets at the show.

One week later the car was off to the Abingdon Convention. The car drew a lot of attention at the car show, and at the hotel parking lot.

The winning ticket of Ed Vyhnanek was drawn at the Awards Dinner Saturday night, October 1, 1988, and Mr. Vyhnanek and his family picked up the car Sunday morning.

After eight months of serious work, the project car was brought from a non-running wreck to a good solid fun car. The Club members' time and budget may have prevented a Concours restoration, but the new owner received a fine car.

The restoration of any MGB always turns up more problems than expected, and this car was no exception. Club members had a chance to get hands-on experience in all areas of restoration work.

The Chicagoland MGB Club was able to add some much needed funds to its treasury, but without the support of Moss Motors we would not have completed this project on time.

Safety Fast,
Dennis W. Trowbridge

Dennis will receive a gift certificate for his contribution.

MOSS

Catalogs

Continued from page 1.

changes and new stock additions.

We've given you the front page photo essay to better illustrate the many steps of our catalog production—the many steps which allow us to give you what we think are the best available catalogs for the British sports car owner. Now for the specifics!

We are just finishing up our brand new Austin Healey 100-4/100-6/3000 and Triumph TR2-3-4 catalogs after a year and a half of intensive research and hard work.

Our Healey catalog takes up where our old one left off, with the addition of hundreds of parts and fifteen exciting pages of accessory items, each with a photograph or detailed illustration. At the present we estimate this catalog to be available to customers sometime around the end of this January.

Our Triumph catalog is completely brand new from start to finish. When it is released around mid-February, you will find over eighty pages of detailed, easy-to-reference illustrations and complete part and model descriptions, as well as twenty packed pages of great accessories for your Triumph.

If you are on our mailing list as having a Austin-Healey 100-4, 100-6 or 3000, or Triumph TR2,3,4, 4A, you will automatically be sent a new catalog when they are ready—you won't even have to request one.

Clunk

Continued from page 4.

gear oil and reinstall the cotter pin securing the axle half shaft nut.

- Anti-clunk Repair Parts List
- 2 267-140 Diff. Gear Thrust Washers
 - 2 267-130 Pinion Gear Thrust Washers
 - 1 267-125 Roll Pin, Pinion Shaft
 - 1 296-210 Inspection Cover Gasket
 - 1 120-700 Rear Hub Oil Seal

Survey

Continued from page 1.

address, we will be responding to your requests and questions in the near future.

While surveys are still arriving and being processed, some ideas have popped up that are already being incorporated. Others are under serious consideration. One survey-inspired change is our new return policy: if a part doesn't meet your standards, call us. We'll issue a return authorization number. All you have to do is send the part back to us, we'll replace the it or refund your money. If we caused the problem, we'll cover the UPS ground shipping charge. Another survey-inspired change concerns our warranty policy—you'll find a longer warranty period on all parts.

All of us who work to produce this newsletter find your love of Moss Motoring heartwarming and encouraging. We are trying some of your ideas in this issue. For instance, on page 4H of this issue, you'll find Through The Windscreen, a club corner where information about club events and locations of local chapters can be found. Please assist us by sending in your schedule of club events. We've also received a great deal of encouragement for our tech tips. While we're going full bore on articles of our own, please send us anything you may have learned while rooting through your British car. With enough response from you, we could publish a tech tip booklet in the future.

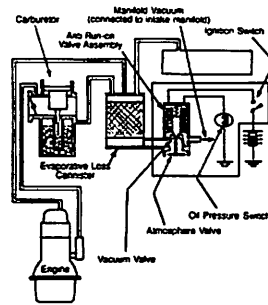
In response to your interest in seeing a different approach to our bi-annual Price Update, we are experimenting with a price list that corresponds by page with the MGB catalog and should be more easily readable than the previous system.

Although the final results aren't in, your overall supportive reaction to Moss Motors continues to reinforce our desire to bring you the best of everything for the upkeep and rebuilding of your British sports car. Your comments and suggestions for improvement are being heard and reviewed for practical implementation. Your help in al-

lowing us to maintain our position as a first rate company is truly appreciated. We thank you for your business and your support.

Watch for a survey generated customer profile in an upcoming issue of Moss Motoring. It will help us learn how to serve you even better.

The Red-Faced & Embarrassed Department



A serious error was made in the article "Trouble Shooting the Running-on Control Valve" which appeared on page 4H in the last issue of *Moss Motoring*. The author, David R. Lewis, correctly described the operation of the valve, but in our attempts to clarify and expand his explanation, the operation of the valve became incorrectly described. Our apologies to Mr. Lewis and to our readers who were confused. Our thanks to Norman Nock, who pointed out the error to us.

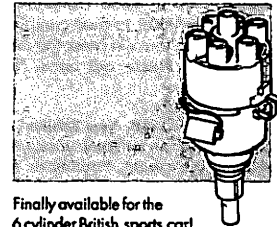
The correct operation of the anti run-on valve is as follows: The anti run-on valve is designed to transfer carburetor constant depression to the top of the float chamber at the point of the engine shut-down, thereby

preventing any fuel flow from the carburetor jet.

The unit comprises a solenoid operated two-way valve and is located in the vent line leading to the base of the evaporative loss canister. The carburetor constant depression area is connected by a line to the anti run-on valve, and when the solenoid valve is energized by switching off the ignition, vacuum is momentarily routed to the carburetor float chamber via the evaporative loss canister.

Once the engine stops rotating, an oil pressure activated switch opens due to the diminishing oil pressure as the engine comes to rest, thus allowing the solenoid valve to open the vent line to atmosphere.

Austin-Healey & Jaguar Mallory 6-Cylinder Dual Point Distributor



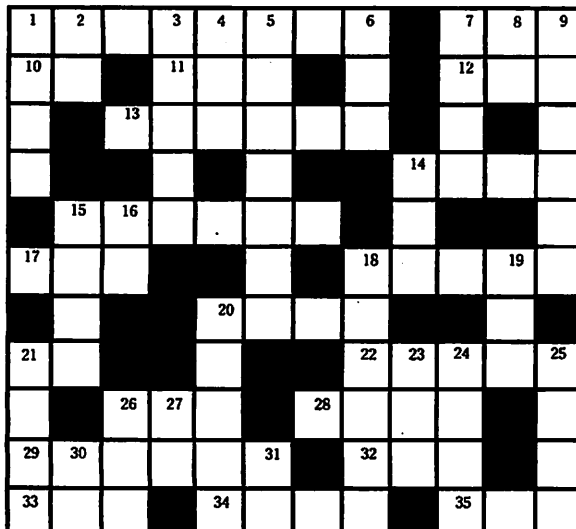
Finally available for the 6 cylinder British sports car!

These 6 cylinder Mallory distributors are very similar to the #143-180, 4-cylinder distributors we've been carrying for years. They are suitable for all 6 cyl. Austin-Healeys and Jaguars, but do not fit the 6 cyl. Triumph due to the integral tach drive arrangement of the original Lucas distributor.

543-040 \$146.50

British Fun

By Jerry C. Thomas



Across

1. An open automobile with one cross seat
7. Travel guide
10. ... gear
11. Short or slang for kangaroo
12. Everything
13. British word for hood
14. The outer shell of an automobile
15. A British sports car or small person
17. Cash on Delivery
18. British car instrument manufacturer
20. Circulates the water in the engine
21. Versus (abbr.)
22. Type of files used in body work
26. What a good engine will do well
28. Destroyers of upholstery
29. Some wire wheels have 60
32. A British drink
33. Help
34. What we feel for our British cars
35. A cover

See next issue for puzzle solution.

Jerry will receive a gift certificate for his contribution.

Down

1. and pinion steering
2. Being in operation
3. Automation in human form (slang)
4. A male child
5. A type of car cover
6. A car owner's worst enemy
7. Amateur's spelling of generic car type
8. Mr. Capone's first name (fam.)
9. The lowest part of the base of a column, or P. 32, #62 (sidemrs) Moss cat.#SPM-01
14. The total
15. The British car parts supplier
16. Identification (abbr.)
18. A British sports car or an elf
19. It will keep you dry when it rains
20. Where 18 across are mounted.
21. One way to pay for Moss parts
23. Number one
24. To insure non-leakage
25. A fastener
26. An engine component
27. United Kingdom
30. Symbol for the ratio of the circumference of a circle to its diameter
31. Therefore/thus

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 March 31, 1989. 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.

1979 MGB Convertible: Excellent plus. Garaged. No Rust. Converted to 2 stage Weber carb. 55,200 miles true. Blue color. Second owner has documented history & manuals (included). All old smog parts included. Uses NO oil between changes. Many new parts installed. Photo to serious inquiries. Best offer over \$5,990. Second owner: L.R. Martin, Ramona Airport, 2428 Montecito Rd., Ramona, CA 92065. (619)789-8020, days.

Private collector is looking for Triumph TR3, in good condition or Austin Healey MKIII, in good condition. Car must be on the east coast (possibly NY, NJ area) Please call Lucio Nuti, (212)355-1818.

Wanted: TF 1500. New Zealand enthusiast seeks an original unrestored and complete model, running or not. Please phone Collin at (213)301-3101.

1953 MG TD: Ground-up restoration. Less than 500 miles on motor. This is a beautiful car. \$13,000. Write to Jim Richardson, 830 Cheyenne Blvd., Colorado Springs, CO 80906 or call (714)635-8393.

1965 Sprite: Not running, body damaged, needs interior, engine strong, tires fair. Can be restored or great for parts. Asking \$650.00. Call Mike, (213)434-8652, leave message.

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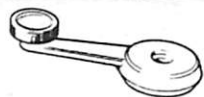
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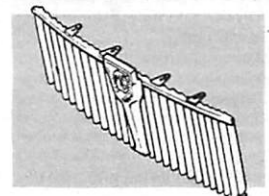
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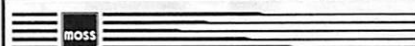
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