

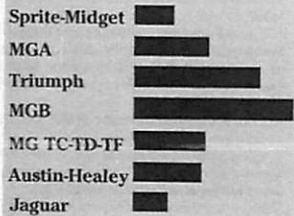
Moss Motoring

Summer 1989

Survey Says...

The final computing of the survey has come to an end, leaving us with a tremendous amount of insight into the quality of our customers. Since so many of you responded to our survey, we were able to piece together a fairly precise profile of our typical customer and British sports car enthusiast.

We were surprised at how many of you own more than one British sports car. More than 42% of those responding have two or more! We're sure that you're wondering where you fit in the British car owner's spectrum in the United States. MGs are the most predominant, followed by Triumph, Austin-Healey, Sprite-Midget and Jaguar. Of the MG series, MGB is out in front, followed by MGA and MG T-series, which are tied at second place, and MGC at a lower proportion. Interestingly enough, the number of MGA, T-series and Austin-Healey owners are almost dead even. The number of Sprite-



Which British sports cars you own, by type. Midget owners was slightly higher than the Jaguar XK120-140-150 owners, but not by much.

Marque loyalty is not as strong as we all thought, with love of British cars extending across the board. Many MG owners also have a Triumph or two and so on. As for the condition you reported your cars to be in, we must admit that it's perversely encouraging to know that many of you have just as much work to do on your cars as we have to do on ours.

British sports car enthusiasts are in every state, with the greatest number on the west coast. In terms of individual states, after California, New York is second in line with the most British sports cars, followed, for no specific reason that we can identify, by Texas, Pennsylvania, Washington, New Jersey and Illinois. The state with the least British sports cars is (not surprisingly) Alaska. Your responses showed vividly that no matter where in the U.S. you drive, you're in British sports car territory. You'll just run into less fellow enthusiasts in the far north than the south, and less in the east during the winter months.

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Moss Goes International—U.S.A. Meets U.K.

In our continued search for greater parts availability for your classic British sports car, we have recently acquired a major new resource. The Classic British Sportscar Group (CBSS), of England, is now operating in conjunction with our existing English and American facilities. This move has brought into the Moss organization a number of highly respected firms that have been market leaders in the U.K. for many years. Among them are the Triumph oriented firms of Cox & Buckles, Ltd. and Triumphtune, Ltd., and MG oriented firms of Naylor Bros. MG Parts, Sprite & Midget B. C. V8 Centers in Richmond, Birmingham and Bristol, Abingdon MG Parts, Barry Stafford's MG Center and Classic Reproductions. Our very close working relationship with these companies and others in the U.K. enables all our locations, both here and overseas, to benefit from the combined expertise, sourcing ability and financial resources of the new larger organization.

Under the multi-talented direction of Mr. Peter Buckles, our U.K. parts sourcing abilities should improve immeasurably. The Moss Europe staff includes some of the most knowledgeable in our industry: MG "professors" Graham Paddy, Pete Beadle and Phil Richmond, together with Triumph wizards Peter Cox, Pete Wigglesworth and Terry Hurrell will be working in sourcing, product development and quality control which will benefit both sides of the Atlantic.

Our combined parts sourcing capacity and ability to purchase in quantity has allowed us to lower thousands of prices and locate hundreds of new products that were previously obsolete. Our increased purchasing power is helping to turn the tide on rising costs and we're passing the savings on to

you, our valued customer.

We're currently working on a great many new products that were previously unrealistic to reproduce, due to the smaller previous sales potential and at times, very significant tooling cost. You'll find a significant number of recently hard-to-find parts through our current Price Update; much-needed parts that we've been able to re-tool to factory specifications under the auspices of British Motor Heritage.

Moss Motors is a charter member of the British Motor Industry Heritage Trust, a non-profit organization dedicated to the historical preservation of material relating to all types of British manufactured motor vehicles. Moss Motors and our new U.K.-based affiliates are also members of the commercial arm of the B.M.H.I.T., known as British Motor Heritage, which is again, a subsidiary of the Austin-Rover Group, P.L.C. Being close to "where it's at", our U.K. partners have developed a very close working relationship with British Motor Heritage and have spearheaded a tremendous number of new products produced from original tools by the original manufacturers. British Motor Heritage's quality assurance programs are extremely stringent. We

(Continued on page 7.)



Direct Order Entry Speeds Delivery

Walking through the sales department at Moss last week, I happened to overhear salesman Eric Schiff's conversation with a telephone customer. "And your customer number, sir?...Okay...John Doe... and you're still located at 2233 Birch Hill Way, San Jose, California, 94330?" "Great, now what can I get for you today?" When I looked over expecting the usual top speed hand written order, I saw him punching computer keys diligently. That's right. Computer keys.

Those of you who order from Moss on a regular basis are probably aware of the difficulties that we've had in the past: not having your current address or immediate stock availability always at our fingertips. We've just begun our sales computer order entry, and it's going to make ordering parts painless, easy and fast! We can't yet promise when all the bugs will be ironed out, or when the entire sales staff will be operating on computer. However, our initial attempt, with several sales people at a time working directly with the computer, has been overwhelmingly successful.

How does it work? Usually when you call to order a part, you give the sales person your customer number, your billing and shipping address, your telephone number and then start your order. Now, after you

give your customer number, your sales person punches it in and presto, all your current information appears on the screen. The best part is yet to come. Normally, we can tell you if it looks like we have a certain part in stock, but if we're running low on something, we can't always promise that it won't be gone when your order is pulled. Our direct order system will allow the sales person to check stock, and even verify stock, since your order will be printed out as soon as you get off the phone, to be pulled and packed immediately. As always, you'll still have the option of backordering

a part that's temporarily out of stock. We estimate that this new system will speed regular orders up by 50%, but there is still our Guaranteed Next Day Delivery program for those of you in desperate need. (And what British sports car owner hasn't been at one time or another?)

We're hoping to be completely on line by late summer. It's been a great challenge to change over to direct computer entry, but we're sure that all this hard work will pay off for both you and us. Streamlining our order processing system will allow us to spend less time on paperwork and more time on you and your British sports car. You'll spend less time on the phone ordering and we'll get your parts to you faster and more efficiently than ever. Let us know how we're doing—value your comments and suggestions.



Computer order entry will make all the difference in the world!

Decal Inside!

Show your colors with this limited edition decal! Put it in your car window and at your next British sports car event, find your Moss representative and register for prizes and gift certificates.

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CONTRIBUTIONS INVITED

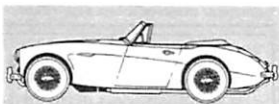
Contributions are greatly appreciated and every effort will be made to use appropriate material. Items for consideration should be mailed to: Moss Motors, Editorial Department, P.O. Box MG, Goleta, CA 93116. Double-spaced, typed information is preferred. We regret that we cannot return any material. 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 7/1/89 through 8/19/89. Highlight prices are valid through 12/31/89.



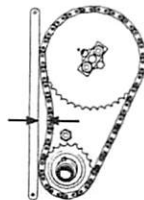
(Comments, responses, gripes? Send us a letter and let us know what you're thinking! We want your input to let us know what we're doing right... and where we could use some improvement! Ed.)

Loose Timing Chain- A Detective Story

By Gary Bothe
Pensacola, FL

It was a dark and stormy night... that's the way all good mystery stories begin, so I'll use it, even though most of my chronicle occurs in broad daylight. I am going to give you the facts and see if you can figure out what the problem is.

A while back I had my Midget 1500 worked on to fix a bad clutch throwout bearing. While they had the engine out, I asked them to replace the front and rear engine oil seals and the oil pan gasket as well. The rear seal is accessible once the transmission is removed and the front seal is located inside the timing cover. After I got my car back, I noticed that it had a noise it did not have before it was "fixed". It was an intermittent clacking, jerking noise that came from the front of the engine and showed up mostly while the engine was idling. Also, it would not idle as smoothly as it had done previously. Just to make sure it wasn't something simple like a bad water pump or alternator bearing, I removed the fan belt and started the engine. The noise was still there. As another precaution, I removed the valve cover and adjusted the valves. Once again the noise was still there. I took the distributor out and checked it over, and finding nothing wrong, I replaced it. I noticed that while I was re-timing the engine, whenever the noise occurred I could feel a strong vibration with my hand on the distributor. This vibration was not as noticeable when my hand was touching other



parts of the engine. Apparently the vibration was being transmitted through the camshaft. I also noticed that it was difficult to time the engine with my timing light, because whenever the noise occurred the engine timing would wander erratically over a three or four degree range. I donned my Sherlock Holmes cap and pipe and stood pondering the problem for about five minutes and suddenly said, "Why of course, it's obvious!" (plus a few other words I will not reprint here). I realized that I had a time consuming job ahead of me, but with luck, it would not be too expensive.

Judging from the symptoms, I concluded that somehow during the process of replacing the front engine oil seals, the timing chain tensioner, located inside the timing cover, had either been incorrectly positioned or was lost altogether. As a result, the timing chain was loose and creating a noise as it slapped back and forth. The loose chain would account for the erratic timing as well. I removed the radiator, fan belt, and front engine mount bolts and raised the front of the engine about four inches. This allowed removal of the crankshaft pulley and the timing cover. Son of a gun... there it was! The chain tensioner was folded back along the curve of the timing cover, neatly out of the way and serving no useful purpose whatsoever.

Dismantling the front end of the car to get at the problem, and then reassembling the mess again took this inexperienced mechanic about a week of spare time work, several nightmares and a couple of desperate phone calls. Actually fixing the

problem (repositioning the chain tensioner) took five seconds! If there ever was an example of the value of doing something right the first time around, this was it. Moral number two: when somebody else works on your car, watch 'em like a hawk. Number three: if you can fix it yourself, do it.

Part of the week's work involved improving other details which became obvious and/or accessible while the front of the car was apart. Anytime you work on your car, take the opportunity to check out everything else you run into on your way into and out of the major problem. In my case, in addition to fixing the chain tensioner I replaced two radiator hoses and the fan belt, thoroughly cleaned and painted the radiator end tanks (not the radiator core—that just interferes with cooling), the coolant overflow tank, timing cover and water pump, and then carefully reassembled everything. For example, I found that the radiator had previously been installed with only six of the eight bolts intended for the job, and two of those were loose.

I now know more about my car than I did before, and feel more competent in working on it. I hope that this story will encourage you to dig into your own cars when the need arises.

(Gary will receive a gift certificate for his contribution.)

(The Midget 1500 engine is a Triumph design and the problems Gary has experienced are common to most Triumphs-Ed.)

LETTERS

(Our switch to packing with newsprint instead of flowpack peanuts has brought a large number of letters and calls—all positive! I'd like to point out that although we are not purchasing peanuts any longer, many of our suppliers are. Therefore, we have made the decision to keep reusing these peanuts. Since they are not biodegradable, we have opted to recycle them. Instead of taking up space in a landfill they can be put to good use. If you receive one of the rare packages we send out with flowpack peanuts, don't be alarmed, just do the same! Let's work together to keep our environment clean! Ed.)

Congratulations!

Huzzah! To Moss Motors for discontinuing the use of flowpack peanuts.
Oliver Rapier
Gardena, CA

The New Trend...

I send you this letter in appreciation for the steps that you have taken toward saving our environment, with your decision to stop using non-biodegradable packing materials. It is very encouraging to see such organizations accepting the responsibility for this waste, and, most of all, actually doing something to alleviate this problem. Perhaps if other manufacturers knew of your actions, they would be willing to adopt similar practices. We need to become more aware of the implications of ever increasing amounts of waste, and of the fact that before long we will

have no place left to dispose of this waste. Again, I wish to commend you for your decision to discontinue the use of non-biodegradables, and sincerely hope that others will soon follow in your footsteps.
Wendy Meyn
Kent State Conservation Club

No More Styrofoam!

I would like to take this opportunity to thank you for the fine service I've received from your company in the past few years. The main impetus for this letter, however, comes from your decision to switch to newsprint to pack your orders. As I'm very concerned about the current state of the environment, your move away from styrofoam is very encouraging. I also appreciate the fact that you made all your customers aware of the reason that you were switching to newsprint.

Once again, thanks for your efforts,
Kevin Orth
Gaithersburg, MD

Do Our Classic-fieds Sell Cars?

Inter-Office Memo to the Editor
Just a short note to let you and our readers know that the Moss Motoring Classic-fieds really do work. I've been involved with this newsletter since its inception and I've often wondered if our readers get a high response to their ads. When it recently became necessary to sell my trusty Triumph

TR6, I half-heartedly (I wasn't completely ready to part with it just yet) wrote an ad for the Winter 1988 edition. The response was amazing! The phone started ringing the day after the newsletter arrived from the printer as a few advance copies had been placed on the sales counter in our Goleta showroom while the remainder went to our Mailing Service. A week later I was fielding calls from serious buyers as far away as San Francisco, Colorado and Arizona. Two weeks after the newsletter's release, I had received nearly thirty five responses to my ad! Pricing the car realistically probably helped, but the large number of British sports car enthusiasts who read Moss Motoring certainly didn't hurt.
Dave Polarek

In Search of Trevor Wright

Help! This past weekend I attended the swap meet in Portland, Oregon and sold a Judson supercharger to a nice young man whose name is Trevor Wright. Trevor is a Canadian citizen and I would like to locate him. I inadvertently forgot to give him the heat shield and crankshaft drive pulley that fits the supercharger. Since this is an extremely rare accessory, I would like to locate him to arrange to ship it to him. Since everyone I know buys parts from Moss Motors, I thought you could help a fellow enthusiast out and either contact him and provide my phone number or call me so I can give him a call. I am sure he is a customer of yours. Your help is greatly appreciated. I can be reached at (208) 384-6355-work, or (208) 378-4626-home.

Thanks,
Steve Thomas
2851 N. El Rancho
Boise, ID 83704

You Can Do It In An MGB Across Country!

By Ken Smith
Club and Event Coordinator

We recently received an interesting letter from Phil Smith of Upper Sandusky, Ohio, who last year completed a five week, 10,000 mile camping trip to the west coast and back, accompanied by his wife. Coincidentally I, accompanied by my wife, recently transferred out to our California Corporate Headquarters and made the 3,200 mile journey from Connecticut in five days. We've also covered some 20,000 miles each year in the USA and Europe for the past 10 years.

"So what?", we hear some of you ask. Both of these long, long journeys were accomplished in what some might term Britain's most popular small sports car—the classic MGB! However, the purpose of this feature is not to start a discussion on the merits of the MGB vs. other fine cars, but to pass on to you some of the helpful hints and wrinkles that the Smith's, both Phil and Ken, discovered, for those others of you contemplating a longer journey than the usual Saturday jaunt. Listen in on Phil and Ken as they discuss their findings on getting a "quart into a pint pot" and staying out of trouble.

Phil, "First of all make sure the car is properly serviced with "new" everything, in terms of plugs, points, oil, etc. The basics are covered in several books; we found Lindsay Porters' book, MGB Guide to Purchase and D.I.Y. Restoration to be quite useful, both in terms of re-reading the car and for a listing of parts and tools that are helpful. We carry a Haynes Manual as well."

Ken, "I agree 100% Phil, and what I've done is to extract the key bits of information, such as timing details plug gaps, etc., and have them handy in the glove box. For example, carrying all the extras and being fully loaded, I keep my tire pressures at 28psi front and 32psi rear for high speed long distance travel."

Phil, "I think we'd both agree that in the "B", storage space is at a premium. We made a vinyl roll bag to carry our tent and bed roll on the luggage rack. We also made extra space by changing the two 6 volt batteries to a single 12 volt, and utilizing the battery box, lined with thin aluminum for extra "not needed on voyage" storage! Weather sealed with strip caulking, this space proved ideal to store our extra distributor, fuel pump and

hoses. For our tools, we made canvas roll-up bags then stored these in the space between the rear wheel wells and the fenders.

Ken, "Now, while I agree with you on some of the tools, Phil, we tend to go in a rather different direction. I assume from what you say that your spare wheel still resides on the floor on the trunk? Well, ours travels on the luggage rack! We invert the wheel, so the outside faces the trunk lid, suitably protect the luggage rack to avoid scratches, and then in the well of the spare we put all the emer-



(Welcome to New Mexico.)

gency goodies we might need at the roadside. In here is a spare fan belt, points, plugs and wheel wrench. This avoids having to get everything out of the trunk in an emergency and allows you to make room in the trunk for a decent sized suitcase or tent. The wheel is held onto the luggage rack with strong bunji cords (the more the merrier) and the assembly is topped off by covering the wheel with a spare vinyl elasticized wheel cover, so no prying eyes can see the bits hidden inside the wheel. If you are still determined to carry your suitcase on the luggage rack, be sure to wrap the case in strong plastic bags. I remember British Leyland used to market a suitcase cover complete with zipper, for just such a purpose. (If you ever see one at a flea market, snap it up!) All this is to protect your case from the elements, including torrential rain. I would prefer to carry the spare wheel on the luggage rack as opposed to the suitcase, as the reduced height of the wheel gives better rear view visibility on the interstate!"

Phil, "Very interesting, but I guess it's a matter of personal choice, and we are assuming that every long distance MGB has a luggage rack! But back to the space problem. In the past, I've utilized the inside of the front fenders by removing the crescent shaped splash plate inside the wheel arch, and stowing extra anti-freeze and water in suitable containers (on top of the sill), just inside the front fenders. It really is amazing what you can get into those corners of the trunk, but beware! We found out the hard way in Klamath

Falls, Oregon that you must be careful around the areas of the wiring harness in the trunk! A piece of our luggage wore through the insulation on the tail light wire, leading to a short circuit and destruction of the rear wiring harness. Fortunately, the main harness didn't suffer terminal damage. Two or three hours with a pocket knife, 16 gauge wire and lots of

electrician's tape got us on the road again.

Ken, "I couldn't agree more, watch those wires! I feel there are three main areas to consider when packing the MGB. First, behind the seats and on the battery shelf. Second, the space you've just mentioned, the trunk, and thirdly, the use of a luggage rack. Most of us drive with the top down during the summer, so insure the top folds properly, and takes up the minimum amount of space as it was designed to do! In this space left after the top is down, go two large "squashy" sports bags, and these contain our overnight gear. If you have to make a motel stop, these are the only two bags you need from the car, everything in and on the trunk stays undisturbed. Under the top you will find you can also stow several small items behind the bags, such as vanity cases, make-up bags, cameras etc. Make sure that if inertia reel seat belts are fitted, they still come out and retract once all this stuff is in the car. Place a large towel over the exposed part of the top before you fit the hood cover or tonneau. This will save the plastic window of the top from getting scratched. We prefer to use the tonneau cover when on the move, then when we pit stop, we can just throw the top over the seats to cover things from prying eyes!"

Phil, "Sounds good to me, and I think a note on safety might not come amiss here. For instance a master on/off switch makes good sense, as well as being a theft deterrent."

Ken, "I feel that sentiment from the heart! (Remembering the "B" that disappeared in San Antonio!)"

Phil, "...and we also fitted our MGB roadster with a Moss roll-bar, just in case! In addition, we increased our visibility to other drivers by putting some reflective scotch tape around the rear of the car. It might just give you that extra second at the roadside in the dark to get out of the way!"

Ken, "Anything that assists the MG Slogan "Safety Fast" is an excellent idea. For instance, in Europe it is illegal to undertake a journey without carrying a reflective rear triangle. If you come to a stop on, say the German Autobahn, you must place it 150 meters behind the stricken vehicle, facing traffic! Even though it may not be a law here, it's a good idea and stows down the side of the wheel arch well in the trunk. There are several smaller spaces which can be used to carry safety equipment, as it is not the slightest bit of use burying the fire extinguisher or first aid kit in the trunk! They must be immediately at hand! Put the fire extinguisher under either seat! Don't forget that the later "B"s came with

a map pocket in the passenger foot, well above the inner sill. Why not fit one or two for maps, torch, spark plug wrench, and any bits and pieces. Installation of "seat savers" serves two purposes, it gives you four extra big pockets per car and stops you burning your buns on seats exposed to the hot sun. Buy a smaller cooler, one that fits in the passenger footwell, without restriction, and five or six cans of soda will be close at hand. Cover the cooler with a towel and your passenger has a lovely footrest. Again speaking of towels, take plenty, small and large, just for mopping up! Not only rain (which will always get in your MGB) but also for perspiration, leaks and soda spillages. Towels are one of the best things ever invented for an English sports car owner! Again, on some of the earlier de-smogged cars there are little areas under the hood where items that are unaffected by the heat can be carried, like spare plugs and points. Be sure to wrap them in aluminum foil and secure them with cable ties if necessary. When you pack the trunk, make sure all the "squashy" (there's that word again) items go over the wheel arches. Several pairs of shoes in plastic bags will fit up here, as well as small water carriers and spare oil. It's amazing just how much room there is if you pack properly, and remember, large and flat items should go in first, followed by small and flat items and emergency clothing."

Phil, "Well, it's been interesting to com-



(Westward through Arizona!)

pare notes and I hope we meet on the road on some long distance trip in our MGBs!"

Ken, "Phil, we at Moss thank you very much for your input and we'd like you to accept this Moss gift certificate with our compliments. We look forward to meeting you and your wife on the great American road."

(Lindsay Porters' book, MGB Guide to Purchase and D.I.Y. Restoration, can be purchased under our part number #211-365. For details on roll bars, luggage racks, tune-up parts and more, call our sales department toll-free-Ed.)

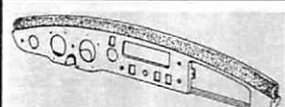
MGB 1963-'67 Steering Column Cover Assembly



This is the two piece plastic cowling that fits around the steering column. These are often missing or distorted due to sun damage [see turn signal switch highlight on page 4A]. Mounting screws are included.

Cover Ass'y. 233-205 \$23.95

MGB 1963-'67 Crash Rail Assembly



This is the complete black vinyl-covered padded crash rail assembly. Bulk vinyl is included to recover the area between the rail and the windshield. As original, this assembly is available only in black.

Rail Ass'y. 453-570 \$71.50

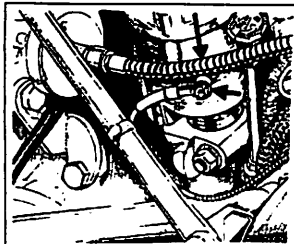


Heard any interesting tech tips lately? We're interested in publishing new and exciting hints and tips if applicable. Send your tech tip contributions to the Editor, and, if we can use them, you'll receive a \$20.00 gift certificate.

TECH TIPS 9

Familiarity Breeds Blindness

By Larry Dussack
Friendswood, TX



(Note above arrows.)

Have you ever had your TD or TF quit on you for no reason? A stupid question, I know, but after what I just discovered, a valid one...My TD would quit after about 3 days of normal driving. It appeared to be electrical, so I would check the distributor every time. After years of this, I would open the hood and move the tach drive out of the way to see the distributor better. Finding nothing wrong, I would check fuses, fuel level, etc. and then it would start right up again. After a number of these incidents, I finally got it through my thick head, saw what was happening, and reset the distributor so the tach drive box would not fall against the contact nut and short it out...again.

(Larry will receive a gift certificate for his contribution.)

(Since T-series distributors incorporate a helical drive gear which meshes with the cam shaft, it is possible to have the distributor timed correctly in any of 4 different positions, 90° apart. Reference to any factory illustration will show that the distributor should be situated so that the ignition coil feed terminal is in the 4 o'clock position when viewed from above. This insures that the tach cable and or tach reduction gearbox can't ground out the terminal.-Ed.)

TECH TIPS 10

T-Series Aluminum Valve Cover Noise

By David Rosser
Richboro, PA

The following might be of help to MG "T" series owners with cast aluminum valve covers. We began to notice excessive valve gear noise (even by old MG standards) in our 1952 MG TD. Pulling the valve cover and re-setting all clearances did not help; the noise was worse! A complete tear-down of the top and valve gear indicated no abnormal wear and all oil ways open. Back together and re-set gaps. The noise was worse!

Then, as I started to pull the valve train again so that I could pull the tappets and push rods, I noticed that the inside of the valve cover had a series of half moon gouges all down one side. Almost every valve spring top was hitting the valve cover. The rear stud of the two that act as anchors for the valve cover was a) loose and b) bent slightly. As it loosened more, it caused the valve cover to shift to the left. Each time I replaced the cover and black knob on top I

caused the cover to shift a bit more and thus cause more spring to cover contact. With the original steel cover it might not matter, but with the extra aluminum thickness, you have nasty contact and nasty noise. A full time mechanic might have caught this problem quickly, but then we are not full time mechanics!

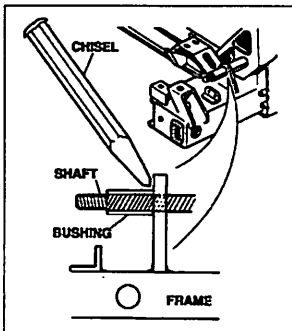
(David will receive a gift certificate for his contribution.)

(Due to the extra thickness and enhanced sound deadening qualities of aluminum valve covers, a bent or loose securing stud certainly can cause the problems that Mr. Rosser writes about. Replacing or straightening the studs will usually cure the problem, but if the valves still hit the valve cover, you can easily correct this by taking a die grinder to the offending spots on the inside of the valve cover. Our TC and TD coffin style valve covers, as well as other period accessory valve covers normally offer far superior sealing for the valve cover gasket and allow for removal and replacement of the cover without replacing the gasket, particularly if gasket cement is only used between the gasket and the cylinder head.-Ed.)

TECH TIPS 11

Front Suspension Rust Problems

By Gordon Buckman
Seattle, Wa



(The left front is illustrated here. The same is true at the inner ends of all four lower control arms.)

After 23 years I just replaced the bushings on the front suspension on my 1966 TR4. I would like to pass on a tech tip which solved a tough problem for me.

The steel sleeve on the front of the lower wishbone shaft had rusted to the shaft. After trying everything from tapping with a hammer to WD-40 I loosened it by the following method.

Using a sharp chisel, place it against the shoulder of the shaft and the apparent end of the bushing. Rap the chisel with a hammer two or three times and the bushing will be forced towards the end of the shaft. Once it has broken loose, a few taps will free it. Be careful not to pound too hard and nick the shaft!

(Gordon will receive a gift certificate for his contribution.)

(This is a common problem with the TR2 through TR4. When the lower control arms and nylon bushes are removed, this steel bush is almost always stuck firmly onto the fulcrum pin.-Ed.)

The Real Cost of a Car Circa 1956

It isn't the initial cost or even the upkeep that flattens the bank account of the sports car owner. Instead it's those *hidden* costs. We offer in evidence the poignant record of our office accountant, a systematic and orderly type. The first entry was written in a firm, sure hand.

May 1-8	-Expenses for old auto while shopping the foreign-car lots.....	\$2.91
May 8	-Flowers for wife to introduce subject of bargain TC just found.....	2.50
May 8	-Evening at O'Brien's bar after argument.....	4.75
May 9	-Dinner for wife to lure her by car lot to see TC.....	7.75
May 10	-New hardtop for wife after demonstration ride.....	4.00
May 10	-Bought TC.....	1,100.00
May 11	-Bought babushka for wife so hair wouldn't blow.....	.65
May 12	-After dramatic scene, traded babushka on special hardtop.....	75.00
May 13	-Friend who claimed to be expert demonstrated speed shifting. New third gear.....	43.65
May 14	-Wife bought sweater to match car.....	25.00
May 18	-Raced with TD on way to work. Speeding citation.....	25.00
May 19	-Wife bought slacks to go with sweater of May 14.....	19.95
May 20	-Had car modified to Mark II specs. Raced TD on way to work. Speed citation and modifications.....	245.00
May 21	-Neighbor's five-year-old son drew crayon picture on upholstery. Leather cleaner.....	1.50
May 22	-Settled out of court for clobbering neighbor's son.....	50.00
May 23	-Wife bought shoes to go with slacks which went with sweater that matched car.....	16.95
May 24	-Expert friend showed me how to adjust carburetor. Replaced four burned pistons.....	52.95
May 25	-Evening at O'Brien's after argument resulting from returning handbag wife had bought to go with shoes which went with slacks, etc.....	4.75
May 26	-Raced with TF 1500 on way to work. Speeding citation.....	25.00
May 27	-GB plates, Badge bar, badge starter set.....	11.75
May 30	-Had car modified to TF 1500 specs.....	175.00
June 10	-Added up all figures listed above. Told wife she'd have to economize. Evening at O'Brien's.....	4.75
June 15	-Expert friend demonstrated proper cornering technique. Repair right front fender.....	19.00
June 19	-Party to placate expert friend and wife after heated discussion. Gin, vermouth, canapes.....	9.10
July 1	-Taught wife to drive TC. New clutch.....	39.00
July 2	-Gave wife second lesson. Evening at O'Brien's.....	4.75
August 1	-Wife raced Porsche Super. Speeding citation.....	25.00
August 2	-TC expenses while shopping the foreign car lots for Porsche Super.....	1.75
August 9	-Porsche Super, used, good condition.....	2,975.00

(This article was reprinted from a 1956 motoring magazine. Although attitudes (thankfully!) and prices have since changed, the trials and tribulations of buying that special sports car remain the same!-Ed.)

Response to "Bad Weather"

By Alex Heckert
Ridgefield, CT.

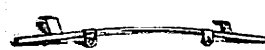
I'm writing in response to Dick Hankinson's article on fair weather sports car fans. I have been Vintage Racing my '62 MGA MKII "DeLuxe" for five years. During that time I have only seen the event stopped once for wet conditions. This was prompted by fears of lost insurance coverage. The sport had witnessed a fatal crash a couple of weeks earlier when a fellow lost control of his Cobra. There wasn't a single competitor that was happy about the decision to stop the race. Unfortunately, the liability attitude in the U.S. has the insurance companies on the defensive. That same year events were run in the rain at Sebring, Moroso, Lime Rock, and Watkins Glen. I can't tell you that fair weather wouldn't have been more enjoyable; it would have, but we still ran. That was in '87 and I thought I'd never see another dry racetrack.

Dick doesn't mention which race was delayed for rain, but he does say it was a street race. These temporary tracks are mixed blessing, they provide additional opportunities for racing, but generally provide less margin for error. In Vintage Racing you will find various levels of driving skill, from professionals like Brian Redman to the other end of the spectrum. Since the racing of old cars is supposed to be for fun, the decision to not race in the rain may have saved

some of the less staunch of heart from making the tough decision independently, therefore saving face. The rewards aren't large enough in Vintage Racing to warrant risking life and property. It's important to keep one's perspective in that regard. Sure, we race in the rain, but I would say there may be circumstances when a more intelligent course of action would be to sit in the trailer and bench race.

(Alex will receive a gift certificate for his contribution.)

Austin-Healey Badge Bar & Accessory Lamps



Our triple-plated chrome badge bar adds a special touch to your 100-6 and 3000. Choose one of our SLR/SFT accessory fog or driving lamps to complete the look! Lamps include bulbs and are ready to bolt on to bar.

Badge Bar 870-130 \$68.95
Clear Fluted Fog Lamp 162-800 \$79.50
Clear Driving Lamp 162-700 \$79.50

New Book Review "Original Jaguar XK"

Author: Philip Porter
Photos by: Tim Andrew

A new genre of automobile publications is about to hit the street! Just when you thought that you had read everything about the popular classics such as Jaguar, MG and Triumph, along comes a different Jaguar book for the library!

With the increasing interest in entering Concours and the showing of British classic cars, it becomes more important than ever that the authenticity of the examples entered is correct. Some people would argue with the word "authentic", but most feel that there is no Jaguar or pre-1955 MG left that still has the original exhaust or fan belt! If there are, then those cars are probably not up to entering a high class Concours!

In this superb volume, Philip Porter takes us through a restorer's and owner's guide to what he sees as 100% originality. Make no mistake, his great experience allows him to accurately judge the definitive XK color, trim and equipment. Nothing is missed in the compilation of this book. Philip, a Jaguar devotee since he was a small boy, has en-

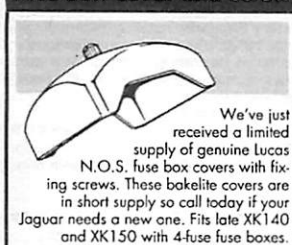


listed the assistance of other Jaguar experts, who really know the XK in terms of showing and restoration, and could state without contradiction, the proper color of the engine block as well as the correct instrumentation.

I feel that one of the highlights in this book that places the XK in the spotlight is the photography of Tim Andrew. (Nikon fans take note!) I've met Tim on several occasions and have been an admirer of his work over some years. This time he has outdone himself; the 150 superb color shots in this book are almost work's of art! The settings, the lighting, and the sharpness really enhance Philip's diligent research, and every photograph was judged and approved by the resident panel of experts, including ex-works personnel. Every Jaguar XK owner and car lover will find something of delight in the nearly 100 glossy, high quality pages.

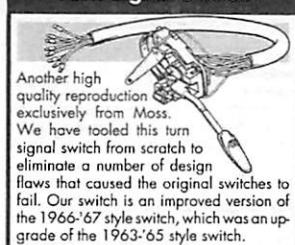
...As a footnote, if you are into the T-series MGs, just wait until you see the next volume in the series to be published shortly!—K.S.
Original Jaguar XK 213-150 \$29.95

Jaguar XK140-150 Fuse Box Cover and Screw



Cover & Screw 011-801 \$23.50

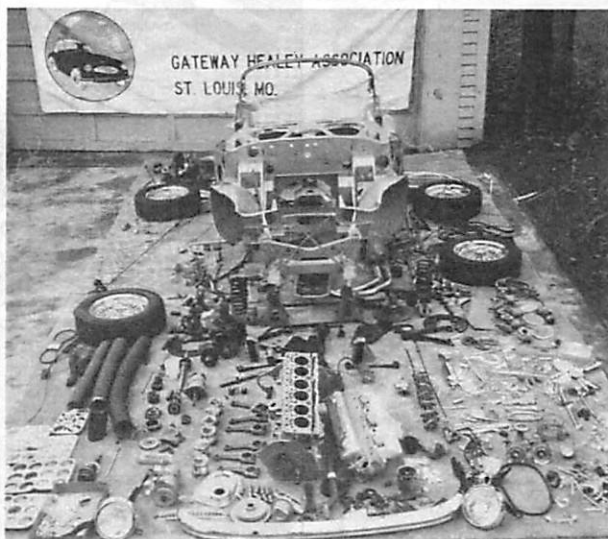
MGB 1963-'67 Turn Signal Switch



Switch 141-770 \$94.50

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



(This Austin-Healey "parts car" belongs to Keith Bester of Oakland, Missouri. Keith will receive a gift certificate for his contribution.)

New Customer Service Toll-Free Line 800-999-4992

In our continuing efforts to offer you greater service, we have recently installed a toll-free customer service line for your convenience—(800) 999-4992.

If you have a question about a part, wish to place an order, or would like to return something, please call our sales department—(800) 235-6954, USA except California, or (800) 322-6985, California only.

If you have a question about a backorder, an order you have placed, or an order you've already received, please call customer service. Customer service is open for your questions and inquiries Monday through Friday from 7:00 a.m. to 5:00 p.m. P.S.T.—(800) 999-4992.

Alaskan and foreign customers can contact customer service at (805) 968-1041.

A Triumph History Puzzle

By George Boley
Lake Ridge, VA

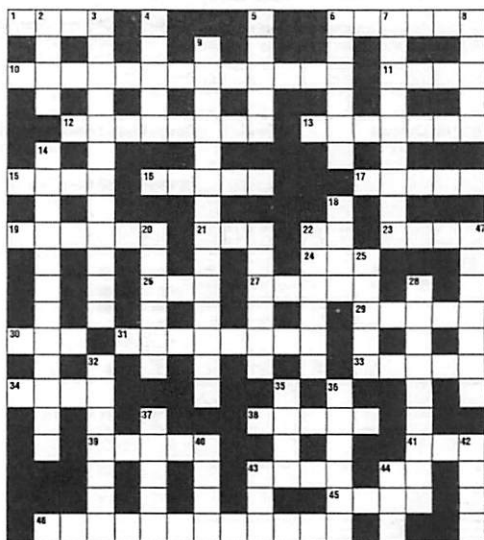
Across

1. Parts supplier
6. British hat
10. VIP-driver
11. Soprano
12. Convertible 2-seater
13. Shop tools
15. Mr. Henry or Lennon with/29A, Auto show
16. Ms. Christie
17. Factory locale
21. with/27A, type of grille
22. She's partner
23. Shaft or wit
24. See 2D
26. Type of bolt
27. See 21A
29. See 16A
30. Cam and — steering
31. Early model
33. Triumph 4 to Triumph 2
34. with/39A, Milan auto
38. Type of cross
39. See 34A
41. Type of follower
43. Another model
44. Carburetor marque

45. Right away
46. Triumph historian

Down

2. with/24A, type of wrench
3. VIP-entrepreneur
4. Vied for position
5. Auto safety advocate
6. — Lane, factory site
7. Type of grille
8. Best place to drive—"Country ___"
9. VIP-designer
14. Another designer
18. Type of puller
20. Primrose —
22. 100-4 & 100-6 marque
25. Air filter adornment
27. Cir—
28. Early model
32. Twin-cam nickname
35. Trunk
36. Triumph engine user
37. A beach
40. He makes tents
42. Type of pin
43. Type of sister
44. Famous uncle
47. Birthplace of your British sports car



MOSS sale!

SPRITE-MIDGET



Sprite-Midget Horns
Factory replacement type.
Fits 1098 thru 1500cc cars.

Low Note
545-020 Reg. \$22.25 Sale \$17.25
High Note
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Sprite-Midget Ignition Point Set
Fits all 948, 1098 and 1275cc engines.
153-900 Reg. \$2.20 Sale \$1.95

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Comes complete with gasket.
Fits 948, 1098 and 1275cc engines only.
434-540 Reg. \$24.75 Sale \$19.95

Sprite-Midget Rear License Plate Support
Fits all except Midget 1500.
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Fits all Sprites-Midgets.
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Sprite-Midget Battery Retaining Bar J-Bolt
Fits 1275 thru 1500cc cars.
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Sprite-Midget Windshield Wiper Blade
Fits all thru 1967. Sold individually.
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Sprite-Midget Window Regulator Handle
Fits 1275 and 1500cc cars.
472-520 Reg. \$3.50 Sale \$3.15

Sprite-Midget Dual Master Cylinder

Fits 948cc cars with drum front brakes.
180-670 Reg. \$229.50 Sale \$189.95

Sprite-Midget Rear Wheel Cylinder

Fits early 948cc Sprites to (c)20544 and Midgets to (c)13554.
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Sprite-Midget License Lamp Chrome Cover

Fits 948 thru 1275cc cars.
158-100 Reg. \$19.75 Sale \$17.25

Sprite-Midget Interior Mirror
Fits Sprite MkIII & Midget MkII thru 1969.
165-110 Reg. \$19.45 Sale \$16.75

MG Midget Steering Column Shear Bolt
This is the shear bolt used on the steering lock/ignition switch assembly. Fits 1970 on.
263-700 Reg. \$4.30 Sale \$3.75

Bugeye Sprite Chrome Rear Bumper "Override"
Sold individually.
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MG Midget Chrome Overriders
Fits 1275 Midget from C74886 thru 143354. Both front and rear are the same. Sold individually.
400-310 Reg. \$23.95 Sale \$21.95

Sprite-Midget Anti-Sway Bar Locator Clamp
263-765 Reg. \$1.95 Sale \$1.65

Sprite-Midget Rear Axle U-Bolt
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Sprite-Midget Front Coil Spring
Fits Sprite from HAN8-58381 on and Midget from GAN3-46041 on. Sold individually.
265-610 Reg. \$37.25 Sale \$29.95

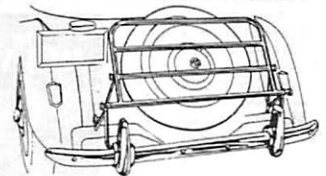
Sprite-Midget Vent Window Seals
Fits all cars with roll-up windows.
Right 282-200 Reg. \$4.50 Sale \$4.15
Left 282-205 Reg. \$4.50 Sale \$4.15

SALE

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MG TC-TD-TF



MG TD Luggage Rack
This Amco style rack with its clever fold-down design holds plenty of luggage without obstructing rear-view vision and is particularly attractive in the upright position. Easy bolt-on installation.
243-700 Reg. \$184.75 Sale \$169.95

MG TD-TF Wire Wheel Hub Stud
Fits both front and rear.
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MG TC Ring and Pinion Sets
Replace your worn, noisy and no longer to be trusted differential ring and pinion gears with one of our superior quality sets. These are perfect reproductions of the originals, and fit without modifications. Choose the ratio to best suit your type of driving: 4.871:1 for more economy and highway cruising, or 5.125:1, the standard original ratio. Either way, installing these new components will go a long way towards keeping your classic on the road well into the next century. Bearings, spacers and other essential parts are available separately.

High Speed Ratio; 4.875:1
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MG TD-TF Chrome Bumper Bolt
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MG TC-TD-TF Gudgeon Pin Clamp Bolt
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MG TD-TF Chassis Clip
This is the original type clip used to secure fuel and brake lines to the chassis.
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MG TC Chrome Wire Wheel
Our 19" 48-spoke chrome wire wheels have the proper rolled edge and center lace design. Quality U.K. made reproductions. Sold individually.
454-795 Reg. \$409.95 Sale \$389.95

MG TC-TD-TF Windshield Seal Strip
Fits between windshield frame and cowl.
280-290 Reg. \$4.75 Sale \$3.95

Midget 1500 Emmissions Absorption Cannister
Fits 1970 thru '80. Cannister has 3 connectors. Can be used for applications requiring only 2 connectors by blocking one of the outer connectors with Moss cap #367-105.
367-100 Reg. \$64.50 Sale \$49.95

Sprite-Midget Rear Axle Check Strap
Fits all 948 thru 1275cc cars.
267-610 Reg. \$7.95 Sale \$6.50

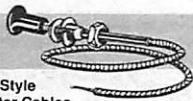
Sprite-Midget Handbrake Cable
Fits all thru Midget 1500 #182000.
331-660 Reg. \$16.95 Sale \$14.25

Midget 1500 Oil Pressure Switch
131-585 Reg. \$6.95 Sale \$5.25

Sprite-Midget Front Disc Brake Rotor
Fits all 1098 thru 1500cc cars.
182-155 Reg. \$28.95 Sale \$24.50

Midget 1500 Air Filter Element
366-720 Reg. \$6.75 Sale \$5.95

Sprite-Midget Battery Tray Liner
Fits 948 and 1098cc cars. This heavy-duty ABS plastic liner protects your sheet metal from destructive battery acid spills. Removes easily for cleaning.
241-020 Reg. \$23.95 Sale \$19.95

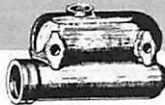


MG TF Original Style Choke and Starter Cables
Reproduced to correct factory specifications, our cables include the original type flat roll outer cable and the correct knob on the inner cable.

Choke Cable
331-410 Reg. \$19.65 Sale \$16.50
Starter Cable
331-400 Reg. \$19.65 Sale \$16.50

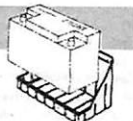
MG TD-TF Top Bow Socket
406-920 Reg. \$2.95 Sale \$2.50

MG TC-TD-TF Side Curtain Socket
405-400 Reg. \$4.85 Sale \$4.25



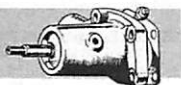
MG TD-TF Brake Master Cylinder Assembly
180-730 Reg. \$107.50 Sale \$94.50

MG TD Body Rubber Kit
Fits early cars thru (c)21302 (cars with rectangular tail lamps). Contains just about every grommet, seal and pad fitted to the body together in one convenient kit. Buy now and save!
(Does not include footwell liner used on all but the earliest cars. Order #280-400 separately if you need this.)
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MG TD-TF Battery Tray Liner
This heavy-duty ABS plastic liner protects your sheet metal battery box from destructive acid spills. Removes easily for cleaning.
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MG TD-TF 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. This complete set of four bushes replaces the standard eight that deteriorate so quickly.
280-498 Reg. \$17.95 Sale \$14.95



MG TC-TD-TF Water Pump
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MG TC-TD-TF Water Pump Pulley
434-060 Reg. \$37.50 Sale \$29.95



MG TD-TF Paper Oil Filter Element
Fits from TD (e)14224 on.
435-355 Reg. \$2.90 Sale \$2.25

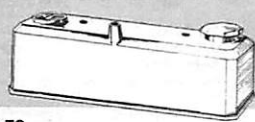


MG TC-TD "Throw-Away" Oil Filter Assembly
Fits TC thru TD (e)14223.
435-360 Reg. \$32.65 Sale \$27.25

MG TC-TD-TF Upper Rear Crankshaft Oil Thrower
433-410 Reg. \$23.50 Sale \$18.95

MG TD Rear Top Wood Strip Set
453-278 Reg. \$19.95 Sale \$15.95

MG TD-TF Top Header Rail
453-240 Reg. \$22.50 Sale \$17.95



MG TC Coffin Style Valve Cover
Save now on these exceptionally attractive and desirable classic American covers originally marketed by S.H. Arnolt of Chicago. These highly polished aluminum castings incorporate an MG crest and have a provision for breather fittings. (Also suitable for MG TF if breather plug #225-900 is used.)
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MG TC-TD-TF Crested Valve Cover Thumbnuts
These chrome plated cast brass thumbnuts are great reproductions of the ones fitted with the early TC alloy valve covers. They match the knob at the end of original dipsticks and look especially great with the coffin style valve cover shown above. Sold individually.
224-250 Reg. \$6.95 Sale \$5.95



MGTF Rear License Plate Support
451-285 Reg. \$19.75 Sale \$15.95

MG TC-TD-TF Chrome Center Hood Strip
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MG TD-TF Rear Wheel Cylinder
180-630 Reg. \$29.75 Sale \$24.95

MG TC-TD Chrome Wiper Arm
Left 160-700 Reg. \$12.95 Sale \$10.95
Right 160-800 Reg. \$12.95 Sale \$10.95



MG TD-TF Handbrake Handle
181-360 Reg. \$7.95 Sale \$6.25

MG TD-TF Clutch Rod Pin
190-440 Reg. \$3.95 Sale \$3.65

MG TC-TD-TF Tachometer Reduction Box Coupling Kit
360-040 Reg. \$15.95 Sale \$11.50

MG TD-TF Rear Carburetor Jet Lever
370-420 Reg. \$9.95 Sale \$7.50

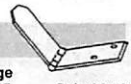
MG TC-TD-TF Side Curtain Fixing Knob
Sold individually.
405-100 Reg. \$4.75 Sale \$3.95

MG TD-TF Door Striker Securing Plate
Fits under door striker plate.
401-420 Reg. \$6.45 Sale \$5.45



MG TC-TD-TF "Auster" Windshield Manufacturer's Plate
408-790 Reg. \$4.95 Sale \$3.95

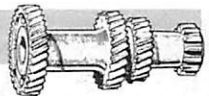
MG TC-TD Seat Back Hinge
406-080 Reg. \$8.95 Sale \$6.50



MG TC-TD Horn Push/Dip Switch
Fits all cars with dash mounted dip switch. Correct, high-quality reproduction of the original.
140-700 Reg. \$29.75 Sale \$22.50

MG TD-TF Front License Plate Mounting Bracket
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MG TD-TF Battery Bracket
407-700 Reg. \$6.50 Sale \$5.75



MG TD-TF Cluster Gear
441-010 Reg. \$324.50 Sale \$294.50



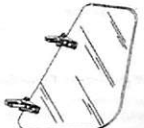
MG TC-TD-TF Sun Visor
Green tinted plexiglass with chrome fittings. This valuable accessory makes afternoon driving much safer. Sold individually.
240-300 Reg. \$18.45 Sale \$15.75

MG TD-TF First Gear
441-020 Reg. \$209.95 Sale \$199.95

MG TD-TF Interior Door Lock Set
This complete interior kit includes locks, strikers, covers and mounting hardware for both doors.
402-158 Reg. \$89.95 Sale \$72.50

MG TD-TF Door Hinge Set
Includes four brass hinges and mounting hardware.
402-018 Reg. \$79.75 Sale \$64.50

MG TC-TD-TF Windwing Set
These polished clear plexiglass windwings help eliminate drafts for more pleasant motoring. Sold in pairs complete with mounting hardware. Simple to install with no drilling required.
240-100 Reg. \$39.95 Sale \$34.50



MG TD-TF License Lamp Chrome Cover
158-100 Reg. \$19.75 Sale \$17.25

MG TD-TF Flexible Horn Mount Bracket
160-200 Reg. \$16.75 Sale \$13.95

MGA



MG TC and TD MkII Stainless Steel Fuel Line
Fits from pump to carburetor. Woven stainless steel exterior with non-aging teflon interior-guaranteed for life!
376-050 Reg. \$22.95 Sale \$18.50

MG TD-TF Front Hub Oil Seal
120-600 Reg. \$3.75 Sale \$3.25

MG TC-TD-TF Stellite Exhaust Valves
Constructed of stainless steel, then faced with Stellite. (a hard-wearing highly burn resistant alloy) these exhaust valve considerably outlast stock ones. Sold individually.



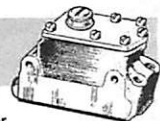
TC-TD
423-025 Reg. \$16.95 Sale \$13.50

TD MkII and TF
423-045 Reg. \$19.95 Sale \$14.95

MG TC-TD-TF Cylinder Head Plate
This is the steel plate at the rear of all T-series cylinder heads.
433-310 Reg. \$5.95 Sale \$5.25

MGA Side Curtain Set
Designed by us to incorporate all the best features of the special side curtains supplied with factory hardtops, these alloy framed side curtains are truly the best ever produced for the MGA roadster!
259-648 Reg. \$174.50 Sale \$159.95

MGA Windshield Wiper Blade
Sold individually.
164-980 Reg. \$10.75 Sale \$9.95



MGA Dual Master Cylinder
This complete clutch/brake master cylinder is supplied with the 1500 style top cover. For use on 1600 and MkII cars simply replace the cover with your old one, or use as is.
180-670 Reg. \$229.50 Sale \$189.95



MG TC-TD-TF Crankshaft Pulley
433-470 Reg. \$39.50 Sale \$32.95

MGA Rear Wheel Cylinder
180-630 Reg. \$29.75 Sale \$24.95

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TOLL-FREE CUSTOMER SERVICE



MOSS Sale!

MGA Distributor

Fits 1500 and 1600. These brand new Lucas distributors are fitted with push-on vacuum advance connections. To connect to an original type vacuum line, remove the nut and compression fitting from the end and use our adaptor #371-805 (purchased separately).

143-100 Reg. \$249.75 **Sale \$199.95**



MGA Distributor Cap

163-800 Reg. \$7.25 **Sale \$6.50**



MGA Ignition Point Set

153-900 Reg. \$2.20 **Sale \$1.95**

MGA Chrome Wiper Shaft Bezel

145-290 Reg. \$5.95 **Sale \$4.75**

MGA Air Control Knobs

Fits either side of the heater control panel. Two required per car. Sold individually.

150-880 Reg. \$2.50 **Sale \$2.25**

MGA Factory Workshop Manual

Exact reprint of the factory workshop manual covering the 1500, 1600 and 1600 MkII. Incorporates all available factory information and includes in-depth coverage of all aspects of the maintenance, repair and overhaul of the MGA. Absolutely essential. This is a quality 300 page hardbound edition.

210-410 Reg. \$29.95 **Sale \$24.50**



MGA Roadster Leather Interior Kits

Our original combination leather seat kit and deluxe vinyl panel kits are made from the finest materials, cut and sewn to the exact original design in our own upholstery shop. Guaranteed top quality, our kits are engineered to give professional results even when installed by the novice! Proper pleat placement and correct stitching make these the best interior kits you can buy!

Black with Blue Piping

246-038 Reg. \$589.95 **Sale \$525.00**

Black with Red Piping

246-018 Reg. \$589.95 **Sale \$525.00**

Black with Black Piping

246-008 Reg. \$589.95 **Sale \$525.00**

Black with White Piping

246-028 Reg. \$589.95 **Sale \$525.00**

Red with Red Piping

246-048 Reg. \$589.95 **Sale \$525.00**

Tan with Tan Piping

246-058 Reg. \$589.95 **Sale \$525.00**

MGA Coupe Windshield Seal

280-940 Reg. \$44.95 **Sale \$36.95**

MGA Top Bow Socket

406-920 Reg. \$2.95 **Sale \$2.50**

MGA Chrome Bumper Bolt

These are the long two center bolts for the rear bumper. Sold individually.

322-080 Reg. \$3.10 **Sale \$2.65**

MGA Breather Hose

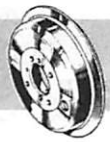
This is the molded rubber hose that goes from the valve cover to air filter.

372-050 Reg. \$6.75 **Sale \$5.25**

MGA 1500 Wire Wheel Hub Stud

For front wheel hub only.

264-140 Reg. \$1.95 **Sale \$1.70**



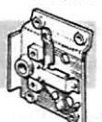
MGA Brake Drum

Fits 1500 thru 1600 MkII rear and 1500 front with disc wheels.

264-790 Reg. \$99.95 **Sale \$84.50**

MGA Rear Axle Rebound Rubber

267-650 Reg. \$6.50 **Sale \$5.25**



MGA Roadster Door Lock Assemblies

Right 470-520 Reg. \$17.90 **Sale \$14.95**

Left 470-530 Reg. \$17.90 **Sale \$14.95**

MGA Coupe Vent Window Seals

Left 280-027 Reg. \$17.60 **Sale \$14.25**

Right 280-017 Reg. \$17.60 **Sale \$14.25**

MGA Splash Plate Seal Set

Complete set of 4 seals for both front and rear fenders. Roadsters thru (c)29935 used front seals only.

280-808 Reg. \$34.95 **Sale \$26.95**

MGA Front Hub Oil Seal

Fits all models except Twin Cam or MkII DeLuxe

120-600 Reg. \$3.75 **Sale \$3.25**

MGA License Lamp Chrome Cover

158-100 Reg. \$19.75 **Sale \$17.25**



MGA Flexible Horn Mount Bracket

160-200 Reg. \$16.75 **Sale \$13.95**

MGA Interior Mirror

165-100 Reg. \$13.95 **Sale \$12.50**

MGA Blanking Plate

This is the steel panel that fits on the passenger side firewall shelf. Blanks off the hole where the master cylinders would go on right hand drive cars.

181-640 Reg. \$2.50 **Sale \$2.25**

MGA Radio Blanking Plate "MG" Badge

472-050 Reg. \$7.75 **Sale \$6.50**



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. This complete set of four bushes replaces the standard eight that deteriorate so quickly.

280-498 Reg. \$17.95 **Sale \$14.95**



MGA Twin Cam Disc Brake Rotors

Front 182-160 Reg. \$107.50 **Sale \$92.50**

Rear 182-165 Reg. \$107.50 **Sale \$92.50**



MGA Sun Visor

Green tinted plexiglass with chrome fittings. This valuable accessory makes afternoon driving much safer. Sold individually.

240-300 Reg. \$18.45 **Sale \$15.75**

MGA Black Velour Door Seal

Fits all roadsters, the 4 yard length is enough for both doors.

249-610 Reg. \$29.95 **Sale \$24.50**



MGA Roadster Windwing Set

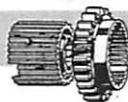
These polished clear plexiglass windwings help eliminate drafts for more pleasant motoring. Sold in pairs complete with mounting hardware. Simple to install with no drilling required.

240-200 Reg. \$39.75 **Sale \$34.50**

MGA Valve Cover Cap Nut

Sold individually.

460-110 Reg. \$3.65 **Sale \$2.95**



MGA First Gear and Hub Assembly

461-470 Reg. \$239.50 **Sale \$219.95**

MGA Rear Axle Check Strap

267-610 Reg. \$7.95 **Sale \$6.50**



MGA Chrome Side Curtain Fixing Knobs

Sold individually.

1500 Style 405-100 Reg. \$4.75 **Sale \$3.95**

1600 and MkII Style 405-150 Reg. \$4.75 **Sale \$4.25**

MGA Paper Oil Filter Element

435-355 Reg. \$2.90 **Sale \$2.25**

MGA Rear License Plate Support

451-285 Reg. \$19.75 **Sale \$15.95**

MGA Door Lock Release Cable

Fits all roadsters.

470-560 Reg. \$5.10 **Sale \$4.25**



MGA "1600 MkII" Cowl and Trunk Lid Medallion

408-420 Reg. \$7.40 **Sale \$6.25**

MGA "Auster" Windshield Manufacturer's Plate

408-790 Reg. \$4.95 **Sale \$3.95**



MGB Front Muffler

Fits 1968 thru '74.

444-035 Reg. \$41.95 **Sale \$34.50**

"MGB" Trunk Lid Badge

Fits roadsters from 1962 thru late '76.

408-440 Reg. \$3.40 **Sale \$2.75**

MGB Differential Pinion Oil Seal

Fits all cars with tubed-type rear axle.

120-810 Reg. \$5.60 **Sale \$4.65**

MGB Rear License Plate Support

Fits 1962 thru '74 1/2.

451-285 Reg. \$19.75 **Sale \$15.95**

MGB Rear Bumper Overriders

Fits 1971 thru early '74.

Left 453-105 Reg. \$21.50 **Sale \$18.50**

Right 453-115 Reg. \$21.50 **Sale \$18.50**



MGB Chrome Front Bumper

Fits 1962 thru '74 1/2

453-090 Reg. \$67.95 **Sale \$54.50**

MGB Chrome Rear License Lamp Assembly

Fits from car #339095 thru 409140 (early 1974 to late '76).

144-220 Reg. \$19.95 **Sale \$17.25**



MGB Rear Leaf Spring

Fits roadsters from 1962 thru '74 1/2 (chrome bumper cars).

454-760 Reg. \$64.95 **Sale \$59.95**

MGB Rear Bumper Filler Plate

Fits 1962 thru '74 1/2 (chrome bumper cars).

Right 472-350 Reg. \$5.25 **Sale \$4.25**

Left 472-360 Reg. \$5.25 **Sale \$4.25**

MGB Radio Blanking Plate "MG" Badge

Fits 1962 thru '76.

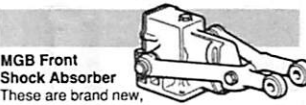
472-050 Reg. \$7.75 **Sale \$6.50**



MGB Distributor Cap

This side-entry type cap was fitted to all 18G/GA/GB engines thru 1967.

163-800 Reg. \$7.25 **Sale \$6.50**



MGB Front Shock Absorber

These are brand new, not rebuilt shocks! Order now and save.

264-360 Reg. \$127.50 **Sale \$119.95**



MGB Horns

Factory replacement type. Fits 1962 thru '74 1/2.

Low Note

545-020 Reg. \$22.25 Sale **\$17.25**

High Note

545-030 Reg. \$22.25 Sale **\$17.25**



MGB Door Handle Gasket

Fits 1968 thru '80. This is the small (front) gasket between the door handle and body.

401-540 Reg. \$0.55 Sale **\$0.45**

MGB Interior Door Handle & Control Assembly

Complete assembly, left hand side only. 402-360 Reg. \$17.50 Sale **\$16.25**

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. This complete set of four bushes replaces the standard eight that deteriorate so quickly. 280-498 Reg. \$17.95 Sale **\$14.95**



MGB Steering Wheel

Fits 1968-69.

263-840 Reg. \$136.50 Sale **\$109.95**



MGB Steering Wheel Centerpiece/Horn Push Assembly

Fits 1962 thru '67.

408-220 Reg. \$27.95 Sale **\$22.50**



MGB Steering Wheel "MG" Motif

Fits 1968 thru '69.

408-225 Reg. \$24.95 Sale **\$19.95**



MGB Thermostatic Fan Switch Sealing Bush

Fits roadsters from 1977 (c)511519 on.

542-205 Reg. \$4.50 Sale **\$3.95**



MGB Black Vinyl Headrest

Fits 1970 thru '76. Not just a covering kit, this is the complete "eared" type headrest assembly. Sold individually.

641-565 Reg. \$48.00 Sale **\$36.50**

MGB Gas Filler Neck Ferrule

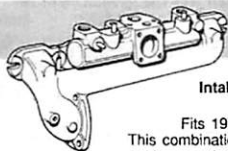
Fits all MGBs thru 1977.

282-630 Reg. \$3.75 Sale **\$3.45**

MGB Gearshift Lever Rubber Grommet

Fits 1968 thru '71.

282-890 Reg. \$5.75 Sale **\$4.95**



MGB Intake/Exhaust Manifold

Fits 1975 thru '80. This combination manifold was very prone to cracking, causing a loud and dangerous gas leak. Don't forget to order the necessary gaskets. 373-840 Reg. \$215.95 Sale **\$194.50**

MGB Ignition Point Set

Fits 1962 thru '76.

153-900 Reg. \$2.20 Sale **\$1.95**

MGB Major Suspension Rebuild Kit

One kit has everything you need to completely restore both sides of your front suspension. Includes all necessary bushes, washers and seals, even our complete king pin set! Upper and lower king pin bushes must be reamed to fit after installation in their housing. 264-408 Reg. \$124.95 Sale **\$109.95**



MGB "AMCO Style" Rubber Floor Mat Set

Fits 1968 on. These heavy-duty black ribbed rubber mats protect your carpets from wear, dirt and sunlight. Both mats are embossed with the MG crest. Sold as a set. 241-850 Reg. \$19.95 Sale **\$15.95**



MGB Window Regulator Handle

Fits 1968 thru '80.

472-520 Reg. \$3.50 Sale **\$3.15**



MGB Emissions Absorption Cannister

Fits 1970 thru '80. Cannister has 3 connectors. Can be used for applications requiring only 2 connectors by blocking one of the outer connectors with Moss cap #367-105. 367-100 Reg. \$64.50 Sale **\$49.95**

MGB Zenith-Stromberg Carburetor Diaphragm

Fits 1975 on.

366-040 Reg. \$2.35 Sale **\$2.15**

MGB Chrome Rear Bumper Overriders

Fits 1962 thru '69.

Left 454-320 Reg. \$16.95 Sale **\$14.25**

Right 454-330 Reg. \$16.95 Sale **\$14.25**

MGB Right Rear Sidelamp Lens Assembly

Fits 1970 thru '80.

164-905 Reg. \$17.50 Sale **\$15.95**

MGB Hood Insulating Pad Set

Fits 1968 thru '80.

409-008 Reg. \$31.50 Sale **\$24.50**



MGB First Gear and Hub Assembly

Fits 1962 thru '67.

461-470 Reg. \$239.50 Sale **\$219.95**



MGB Rear Axle Check Strap

Fits roadsters to (c)360300 and GTs to (c)361000 (chrome bumpered cars). 267-610 Reg. \$7.95 Sale **\$6.50**

MGB Black Velour Door Seal

Fits roadsters 1962 thru '72. The 4 yard length is enough for both doors. 249-610 Reg. \$29.95 Sale **\$24.50**

MGB Body Stripe Kits

As supplied by many dealers on new cars in the early '70's, this attractive stripe runs just above the belt-line. Adds a new, distinctive dimension to the look of your MGB. Easy to install, too!

Black Stripe Kit 215-340 Reg. \$31.50 Sale **\$27.50**

Black Stripe Kit 215-360 Reg. \$31.50 Sale **\$27.50**

MGB Valve Cover Cap Nut

Fits 1962 thru '67 and 1977 thru '80. Sold individually. 460-110 Reg. \$3.65 Sale **\$2.95**

MGB Carburetor Heat Shield

Fits 1962 thru '71 cars with HS type carburetors. These excellent reproductions are cadmium plated and include riveted asbestos pads to prevent boiled fuel and vapor lock. 451-005 Reg. \$36.50 Sale **\$29.50**

MGB Door & Fender Moulding

Made of high quality stainless steel with the proper finished ends, these strips define the classic lines of your MGB. Individually packaged to prevent scratches.

Left Front Fender Moulding 453-420 Reg. \$5.45 Sale **\$4.95**

Right Front Fender Moulding 453-430 Reg. \$5.45 Sale **\$4.95**

Left Door Moulding 453-440 Reg. \$5.45 Sale **\$4.95**

Right Door Moulding 453-450 Reg. \$5.45 Sale **\$4.95**

Left Rear Fender Moulding 453-460 Reg. \$5.45 Sale **\$4.95**

Right Rear Fender Moulding 453-470 Reg. \$5.45 Sale **\$4.95**

MGB Steering Rack Seal

Sold individually.

263-280 Reg. \$7.25 Sale **\$5.75**

MGB Steering Column Shear Bolt

This is the shear bolt used on the steering lock/ignition switch assembly. Fits 1970 on. 263-700 Reg. \$4.30 Sale **\$3.75**

MGB Interior Mirror

Fits roadsters thru 1969.

165-110 Reg. \$19.45 Sale **\$16.75**

MGB Backup Lamp Pad

Fits from mid 1967 on. Four required per car; one fits between lens and base, the other between base and car. 159-110 Reg. \$1.90 Sale **\$1.65**

MGB Headlamp Seal

This is the seal between the headlamp bucket assembly and body. 164-060 Reg. \$6.25 Sale **\$4.95**

MGB Front Flasher Lens

This is the amber lens fitted from 1962 thru '69. 164-770 Reg. \$8.95 Sale **\$6.95**

MGB Front Sidelamp Lens

This is the clear lens fitted from 1962 thru '69. 164-810 Reg. \$8.95 Sale **\$6.95**

MGB Lamp Mounting Pads & Gaskets

You'll find these pads necessary when repainting or restoring your MGB. Order now and save!

Taillamp Lens to Base Gasket, 1962-'69 164-840 Reg. \$2.95 Sale **\$2.40**

Taillamp Base to Body Pad, 1962-'69 164-870 Reg. \$2.45 Sale **\$2.25**

Taillamp Lens to Base Gasket, 1970 on 164-883 Reg. \$2.95 Sale **\$2.50**

Sidelamp to Body Plinths, 1970 on

Left Front 164-925 Reg. \$5.65 Sale **\$4.65**

Right Front 164-935 Reg. \$5.65 Sale **\$4.65**

Left Rear 164-945 Reg. \$5.65 Sale **\$4.65**

Right Rear 164-955 Reg. \$5.65 Sale **\$4.65**

MGB Rear Axle U-Bolt

Fit banjo style type rear axles.

266-560 Reg. \$4.25 Sale **\$3.75**

MGB Overdrive Filter & Gasket Assembly

Fits 1968 thru '80 MGBs with "LH" type overdrive units. 466-360 Reg. \$11.95 Sale **\$8.95**

MGB Splash Panel Seals

Fits all thru 1972. (Use fastener set #325-278 to install. 1 set required per car.)

Right 282-360 Reg. \$9.95 Sale **\$7.85**

Left 282-370 Reg. \$9.95 Sale **\$7.85**

MGB GT Letter "B"

This is the chrome letter "B" fitted to GT tailgates from car #187841 thru 296000. 472-780 Reg. \$9.25 Sale **\$8.50**

MGB Paper Oil Filter Element

Fits MGB thru mid 1970 with cannister-type oil filters. 435-355 Reg. \$2.90 Sale **\$2.25**

AUSTIN HEALEY



Austin-Healey Front Bumper Bar

Fits all 100-6 and 3000. 031-353 Reg. \$112.50 Sale **\$94.50**

Austin-Healey Chrome Bumper Overriders

Fits 100-6 thru 3000, both front and rear. Sold individually. 021-393 Reg. \$21.95 Sale **\$19.95**

Austin-Healey Fuel Tank Sending Unit
Fits 100-4 thru 3000 BJ7.
Replace that questionable unit now and avoid getting stranded by an inaccurate fuel level reading.
021-570 Reg. \$49.95 **Sale \$39.95**



Austin-Healey Ignition Point Set
Fits BJ7 from (e)29F3563 and BJ8.
153-900 Reg. \$2.20 **Sale \$1.95**

Austin-Healey Glove Box
Fits 3000 BJ8.
633-590 Reg. \$32.95 **Sale \$24.50**

Austin-Healey Front Suspension Bump Rubber
661-820 Reg. \$9.45 **Sale \$7.25**

Austin-Healey License Lamp Chrome Cover
Fits all 100-4 thru 3000.
158-100 Reg. \$19.75 **Sale \$17.25**



Austin-Healey Throttle Rod Bearing
Fits 100-6 and 3000. This is the rubber grommet/bronze sleeve bearing that fits in the firewall.
680-980 Reg. \$4.45 **Sale \$3.75**

Austin-Healey Interior Door Handle
Fits 100-6 thru 3000 BT7.
803-900 Reg. \$10.95 **Sale \$8.95**



Austin-Healey Door Latch Assemblies
Fits 100-6 thru 3000 BT7.
Left 803-815 Reg. \$23.50 **Sale \$19.25**
Right 803-825 Reg. \$23.50 **Sale \$19.25**

Austin-Healey Side Curtain Socket Set
3-piece set consisting of socket, washer and nut, all beautifully chrome plated. Fits 100-6 thru 3000 BT7.
805-120 Reg. \$7.35 **Sale \$5.75**

Austin-Healey Gearbox Mount
Fits 100-4 BN1 only.
011-146 Reg. \$13.95 **Sale \$9.95**

Austin-Healey Trunk Lid Badge
Fits all 100-4 thru 3000. Chrome "Austin-Healey" script.
021-731 Reg. \$9.95 **Sale \$7.50**



Austin-Healey Side Curtain Rubber Seal Set
Fits 100-6 thru 3000 BT7. Set does both side curtains.
021-774 Reg. \$18.95 **Sale \$14.95**

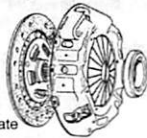
Austin-Healey Rubber Buffer
This common little buffer is used as a hood buffer on all big Healeys, a front fender buffer on 100-6 and 3000, and a door glass stop on 3000 BJ7 and BJ8.
031-359 Reg. \$0.80 **Sale \$0.60**

Austin-Healey Door Seal End Cap
Fits BN6, BN7 and BT7.
Left 021-784 Reg. \$5.95 **Sale \$4.25**
Right 021-785 Reg. \$5.95 **Sale \$4.25**

Austin-Healey Windshield Wiper Blade
Fits 100-6 thru 3000 (not BJ7 and BJ8). Sold individually.
164-980 Reg. \$10.75 **Sale \$9.95**



Triumph TR4-TR6 Clutch Kit
This complete 3-piece Laycock kit includes clutch disc, pressure plate and throw-out bearing.
593-040 Reg. \$127.95 **Sale \$109.95**



Triumph TR4-TR6 Scuttle Vent Seal
Fits TR6 thru 1972.
680-390 Reg. \$8.95 **Sale \$7.25**

Triumph TR2-TR3B Gearshift Boot
680-680 Reg. \$9.95 **Sale \$7.50**



Triumph TR250-TR6 Gearshift Boot
This is the upper rubber grommet complete with vinyl boot.
680-735 Reg. \$15.95 **Sale \$14.50**

Triumph TR4-TR6 Header Rail Seal
681-040 Reg. \$12.50 **Sale \$10.50**

Triumph TR4-TR6 Ball Joint Boot
Fits TR4 from CT6344 on.
680-760 Reg. \$ 3.95 **Sale \$3.25**

Triumph TR4-TR6 B-Post Finisher
Right 802-330 Reg. \$7.45 **Sale \$6.25**
Left 802-340 Reg. \$7.45 **Sale \$6.25**

Triumph TR2-TR3B Rear Overrider Mounting Bracket
802-600 Reg. \$13.40 **Sale \$11.25**

Triumph TR2-TR3 "Figleaf" Escutcheon Assembly
Fits up to TS22013.
802-838 Reg. \$6.95 **Sale \$5.25**

Triumph TR4 Hood Medallion
601-070 Reg. \$19.95 **Sale \$17.25**



Triumph TR6 Front Valance Finisher
Fits below the grille assembly.
854-205 Reg. \$29.95 **Sale \$26.95**

Triumph TR4-TR6 Windshield Seal Finisher Strip
801-030 Reg. \$5.75 **Sale \$5.25**



Triumph TR6 Front Grille Assembly
(Does not include center medallion.)
870-150 Reg. \$129.95 **Sale \$99.95**

Triumph TR6 Steering Column Shear Bolt
This is the shear bolt used to mount the steering lock/ignition switch assembly to the steering column. Fits from (c)CC50001 on.
263-700 Reg. \$4.30 **Sale \$3.75**



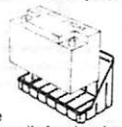
Triumph TR250-TR6 Zenith-Stromberg Carburetor Diaphragm
366-040 Reg. \$2.35 **Sale \$2.15**

Triumph TR2-TR6 Battery Retaining Bar
Fits TR6 thru 1969.
031-769 Reg. \$5.95 **Sale \$4.75**

Triumph TR7 Window Regulator Handle
472-520 Reg. \$3.50 **Sale \$3.15**

Triumph TR2-TR6 Battery Retaining Bar J-Bolt
031-771 Reg. \$4.75 **Sale \$3.25**

Triumph TR4-TR6 Battery Tray Liner
This heavy-duty ABS plastic liner protects your sheet metal from destructive battery acid spills. Removes easily for cleaning.
241-020 Reg. \$23.95 **Sale \$19.95**



Triumph TR4-TR6 Front Suspension Sealing Ring
Fits between lower trunion assembly and wishbone. 8 required per car.
661-750 Reg. \$0.45 **Sale \$0.40**



Triumph TR4-TR6 Horns
Factory replacement type.
Low Note
545-020 Reg. \$22.25 **Sale \$17.25**
High Note
545-030 Reg. \$22.25 **Sale \$17.25**

Triumph TR2-TR4A Rear Leaf Spring Shackle Pin Bushing
Sold individually, 4 required per car.
674-470 Reg. \$2.65 **Sale \$2.25**

Triumph TR2-TR6 Rubber Fan Mounting Bush
Fits TR6 thru 1971. Sold individually, 8 required per car.
680-000 Reg. \$0.35 **Sale \$0.30**

Triumph TR4-TR6 Hood to Firewall Rubber Seal
680-370 Reg. \$12.25 **Sale \$8.95**



Triumph TR2 Rear Wheel Cylinder
Fits early cars up to TS442.
180-630 Reg. \$29.75 **Sale \$24.95**

Triumph TR4-TR6 Door Glass Outer Seal
Keeps water and dirt from getting inside your doors, causing them to rot from the inside out.
Right
680-330 Reg. \$9.95 **Sale \$9.25**
Left
680-340 Reg. \$9.95 **Sale \$9.25**

Triumph TR6 Emissions Absorption Cannister
Fits 1971 thru '76. Cannister has 3 connectors. Can be used for applications requiring only 2 connectors by blocking one of the outer connectors with Moss cap #367-105.
367-100 Reg. \$64.50 **Sale \$49.95**



Triumph TR4 Door Check Assembly
Fits thru body #22343CT.
Right 803-010 Reg. \$23.50 **Sale \$19.25**
Left 803-020 Reg. \$23.50 **Sale \$19.25**

Triumph TR3 Chrome Wiper Arm Bezel
Fits TR3 from TS12568 thru TR3B.
145-290 Reg. \$5.95 **Sale \$4.75**



Triumph TR2 Glass Taillamp Lens
Fits early TR2s thru TS1300. Rectangular lens.
157-910 Reg. \$9.95 **Sale \$7.25**

Triumph TR4-4A Front Parking Lamp Lens & Rim
Clear lens.
560-250 Reg. \$11.95 **Sale \$9.95**

Triumph TR2 Front Carburetor Jet Lever
This is the early lever that fits 1 1/2" H4 SUs (AUC721).
370-420 Reg. \$9.95 **Sale \$7.50**



Triumph TR250 and TR6 Connecting Rod Bolt
320-455 Reg. \$2.60 **Sale \$2.30**

Triumph TR2-4A Rocker Arm Bush
330-390 Reg. \$1.95 **Sale \$1.80**

Triumph TR2-TR6 "AMCO Style" Rubber Floor Mat Set
These heavy-duty black ribbed rubber mats protect your carpets from wear, dirt and sunlight. Both mats are embossed with the Triumph crest. Sold as a set.
646-750 Reg. \$19.95 **Sale \$15.95**



Triumph TR2-TR3B Plexiglass Windwing Set
These polished clear plexiglass windwings help eliminate drafts for more pleasant motoring. Sold in pairs complete with mounting hardware. Simple to install with no drilling required.
647-000 Reg. \$39.95 **Sale \$32.50**

Triumph TR3A-TR3B Side Curtain Anchor Plate
Fits TR3A from TS28826 thru TR3B.
Right Front and Left Rear
803-580 Reg. \$12.95 **Sale \$9.95**
Left Front and Right Rear
803-590 Reg. \$12.95 **Sale \$9.95**



Triumph TR6 Black Convertible Top
These U.S. made tops are carefully cut and assembled to original factory specifications from the finest crush-grained vinyl bonded to mildew-proof fabric. The zip-out rear window is correct for all TR6s but this top can be fitted to TR250s as well.
640-120 Reg. \$179.95 **Sale \$169.95**

Triumph TR2-3B Sun Visor
Green tinted plexiglass with chrome fittings. This valuable accessory makes afternoon driving much safer. Sold individually.
240-300 Reg. \$18.45 **Sale \$15.75**

Triumph TR3A-3B Letter Set
These are the chrome ribbed face letters for the front apron. Fits TR3A and some TR3Bs.
601-208 Reg. \$14.95 **Sale \$11.75**

Triumph TR3-TR6 Ignition Point Set
153-900 Reg. \$2.20 **Sale \$1.95**



Triumph TR3A-TR6 Rear Brake Adjuster Assembly
Fits TR3A from TS56377 on.
582-280 Reg. \$19.95 **Sale \$17.50**

Triumph TR250-TR6 Tappet
838-300 Reg. \$5.95 **Sale \$4.95**

Triumph TR2-TR6 Synchro Ring
847-000 Reg. \$9.95 **Sale \$8.95**

Triumph TR4-TR250 Upper Rear Fender Bead
854-180 Reg. \$11.55 **Sale \$9.95**



Triumph TR4 Chrome Headlamp Rim
Fits up to body #24600CT.
560-200 Reg. \$23.75 **Sale \$18.95**

Triumph TR3A-TR3B Door Latch Assemblies
Original for TR3A from TS60001 thru TR3B. Correct for all TR2s and TR3s if you use your original cable end fittings.
Right 803-670 Reg. \$21.50 **Sale \$18.50**
Left 803-680 Reg. \$21.50 **Sale \$18.50**

Triumph TR6 Oil Pump Rotor
836-210 Reg. \$21.95 **Sale \$19.95**

Triumph TR2-TR4A Water Pump Pulley
835-250 Reg. \$19.90 **Sale \$16.95**

Triumph TR3A-3B License Lamp Chrome Cover
158-100 Reg. \$19.75 **Sale \$17.25**

Triumph TR2-3B Flexible Horn Mount Bracket
160-200 Reg. \$16.75 **Sale \$13.95**

Triumph TR250 and TR6 Door Handle Gasket
This is the small (front) gasket between the door handle and body.
401-540 Reg. \$0.55 **Sale \$0.45**

Triumph TR4-TR250 Horn Push Brush
560-430 Reg. \$8.95 **Sale \$7.95**

Triumph TR2-3B Handbrake Grip
Original hard plastic screw-on type.
582-655 Reg. \$9.95 **Sale \$8.25**

Triumph TR7 Disc Brake Pad Set
071-536 Reg. \$19.95 **Sale \$16.75**

Triumph TR7 Front Disc Brake Rotor
071-540 Reg. \$47.50 **Sale \$39.95**

Triumph TR7 Standard Piston Ring Set
071-020 Reg. \$42.00 **Sale \$29.95**

Triumph TR7 Radiator
Fits all TR7s from VIN#200001 on.
071-243 Reg. \$199.50 **Sale \$174.95**

Triumph TR7 Clutch Master Cylinder
071-306 Reg. \$88.75 **Sale \$79.95**



Jaguar Engine Mount
This is the rear mount for early XK120s. Fits roadsters to (c)672481 and FHC to (c)679815.
011-145 Reg. \$21.45 **Sale \$15.95**

Jaguar Fuel Tank Sending Unit
Replace that questionable unit now and avoid getting stranded by an inaccurate fuel level reading.
011-311 Reg. \$49.95 **Sale \$39.95**

Jaguar XK-120
011-312 Reg. \$49.95 **Sale \$39.95**

Jaguar XK120-140 Wiper Arm
This is the chrome nut-type wiper arm fitted to all XK120s and XK140s thru 1955.
Left 011-326 Reg. \$14.95 **Sale \$12.25**
Right 011-327 Reg. \$14.95 **Sale \$12.25**

Jaguar Steering Rack Mount
Fits XK140 thru XK150S.
011-586 Reg. \$15.75 **Sale \$13.25**

Jaguar Rubber Trunk Lid Seal
Fits XK120 roadster from (c)67001 to (c)674940; all XK120 FHC & DHC and all XK140s. Sold per foot. (9 feet required for XK120s and 11 feet required for XK140s.)
011-743 Reg. \$1.35 **Sale \$1.10**

Jaguar Steering Rack Seals
Fits XK140 and XK150. Sold individually.
011-585 Reg. \$8.95 **Sale \$6.25**

Jaguar XK120 Windshield Wiper Shaft Grommet
011-751 Reg. \$3.75 **Sale \$2.95**

Jaguar XK140-150 Front Flasher Lamp Pad
Fits between lamp base and body.
159-520 Reg. \$3.50 **Sale \$2.85**

Jaguar XK120-140-150 Jack Hole Cover
011-876 Reg. \$14.95 **Sale \$11.25**

Jaguar Windshield Seal
Fits XK120-140 FHC and DHC from (c)680947.
011-910 Reg. \$45.25 **Sale \$38.95**

Jaguar Anti-Sway Bar Mount
Fits late XK120 thru 150S fitted with 5/8" diameter anti-sway bar.
011-938 Reg. \$2.95 **Sale \$2.50**

Jaguar Ignition Wire Carrier
Fits XK120 thru 150.
031-923 Reg. \$19.85 **Sale \$14.95**

Jaguar XK120-140-150 Rubber Shift Lever Bush
682-010 Reg. \$2.65 **Sale \$2.25**

Jaguar Engine Mount
Fits XK120 thru XK150, both front and rear.
011-146 Reg. \$13.95 **Sale \$9.95**

Jaguar XK120 Brake and Clutch Pedal Draught Excluder
011-745 Reg. \$3.90 **Sale \$3.40**

Jaguar XK120 Chrome Overrider Dome Nut
This is the large chrome dome nut for both front and rear overriders. Sold individually, 6 required per car.
011-732 Reg. \$4.25 **Sale \$3.50**

Colortune 500
Be sure that your carburetor mixture is perfect! Colortune 500 is a test spark plug with a glass top that takes all the guesswork out of carburetor tuning. Different fuel/air mixtures burn with different colors; with Colortune you can see the effects of the adjustments you are making, and get the perfect mixture setting.
386-210 Reg. \$31.95 **Sale \$29.95**

15" Chrome 60-Spoke Wire Wheel
Nothing says "sports car" like beautiful chrome wire wheels! Fits Austin-Healey 3000 BJ7 from (c)24367 thru BJ8 and Triumph TR4 thru TR250. Can be used for heavy-duty or competition purposes on MG T-series, MGA, TR2 & TR3, and earlier Austin-Healeys with front disc brakes. Sold individually.
454-630 Reg. \$219.95 **Sale \$199.95**

Chrome Headlamp Stone Guards
Fits most cars with standard 7" headlamps (not MG TD). These heavy-duty wire mesh guards install easily and protect your headlamps from flying road debris. Sold in pairs complete with mounting hardware.
222-100 Reg. \$10.95 **Sale \$8.95**

Zenith-Stromberg Carburetor Adjusting Tool
An essential tool for mixture adjustment on all Zenith-Stromberg carburetors.
386-310 Reg. \$9.25 **Sale \$7.50**

Badge Mounting Hardware
The chrome badge mounting clips are designed to clamp around a standard 3/4" badge bar. The chrome badge mounting plates can be used for enameled car badges as well as club badges. Sold individually.
Mounting Clip
408-567 Reg. \$3.45 **Sale \$2.85**
Mounting Plate
408-577 Reg. \$3.45 **Sale \$2.85**

Wire Wheel Cleaning Brush
Shaped to get around the spokes without damaging your knuckles, this heavy-duty brush makes it easy to keep your wire wheels clean.
386-940 Reg. \$8.25 **Sale \$6.50**

Zenith-Stromberg Manual Choke Conversion Kit
Fits 1975-'80 MGB, Midget, Spitfire and 1975-'76 California TR7 with a single Zenith-Stromberg carburetor. This manual choke conversion kit is designed in England by Zenith-Stromberg factory engineers. Unlike most conversion packages, this one will leave your cars factory appearance intact! Easy to install, the kit includes all necessary hardware, indicator lamps and detailed instructions.
386-320 Reg. \$67.50 **Sale \$54.95**

Copper Wire Wheel Hammer
The traditional copper-faced hammer for removing knock-offs with minimal damage to the chrome.
386-000 Reg. \$15.25 **Sale \$13.95**



Lucas Windtone Horns
Fits Triumph TR2-TR3, Jaguar XK120-150, MG TC-TD-TF, MGA, Sprite Mkl & MkII and Midget MkI. These horns are the same size as the originals but have a flat top. The domed cover from your original horn may be epoxied into position for a 100% original appearance. (Be sure to install wires first!)

High Note
165-700 Reg. \$57.50 **Sale \$49.95**
Low Note
165-800 Reg. \$57.50 **Sale \$49.95**



Shock Absorber Fluid
Don't risk damaging your shocks with the wrong type of hydraulic fluid. Ours is custom blended specifically for Armstrong and Girling lever action shock absorbers. Durable plastic bottle has convenient flip-open pouring spout. 16 fluid ounces.
220-304 Reg. \$4.80 **Sale \$4.50**



Wire Wheel Spoke Wrench
The long 7" length provides good leverage for adjusting spoke nipples and the wide face prevents rounding off (unless they're rusted solid!). Made of high quality steel and chrome-plated for durability.
385-800 Reg. \$10.95 **Sale \$8.95**

Prices Valid July 5 thru August 26, 1989

Special Notes About Ordering Sale Items:

Orders must be received by August 26 to qualify for these special prices, so be sure to order early! Sale begins July 5, 1989.

- 1: All items listed in this newsletter and sale section do not include shipping and handling charges or sales tax (California and New Jersey only). If you mail payment with your order, please see page 31 of our current Price Update for shipping rates to your area.
- 2: We always try 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.

Get Your Parts Fast:

Use our new Next Day Delivery Service to get your order quickly!

To use Next Day Delivery:

- 1: Your order must be pre-paid by charge card, no C.O.D.s.
- 2: Orders must be received by 9:00am PST. We guarantee orders received after 9:00 to be delivered by 2nd working day.
- 3: Please limit your order to between 15 and 20 items.
- 4: We guarantee next day delivery or we will refund shipping and handling charges.
- 5: Items over 70 pounds must be shipped truck freight collect.

The Rates:

Parts Totals Up To \$50	\$14.50
Parts Totals Up To \$100	\$18.75
Parts Totals Up To \$150	\$23.50
Parts Totals Up To \$200	\$26.50
Parts Totals Up To \$300	\$29.50
Parts Totals Up To \$400	\$35.90
Parts Totals Up To \$500	\$41.75
Parts Totals Up To \$600	\$49.75
Parts Totals Over \$600	\$45.00



A British Sports Car Apology

By Michael D. Kuehn
Tucson, AZ

Sometime ago I was walking to my car, a 1962 TR3, when, for no apparent reason, I was assaulted—verbally assaulted: "Is that thing in the shop a lot?" the voice from nowhere demanded to know. Well, I must admit I was taken by surprise. I turned warily to face my attacker. He was a youngish man, perhaps in his mid-twenties, and had no visible trace of the mockingly wicked natured I was sure lay within. It was all I could do to hold my voice below a murderous scream: "No!" The fiend must then have sensed my pique, for he fumbled for his keys as he measured his steps to his badly faded red Honda Civic. But as he got in his car he got off a parting shot: "Oh, 'cause I had a friend who had one, and it was in the garage all the time." I reeled from the blow; this ancient enemy cloaked in a young man's body and parried by terse but brutal response with that confutation most feared by British Sports Car enthusiasts; the dreaded anecdotal evidence. I crawled behind the wheel of my Triumph (what an ironic name, I thought at the time) and considered how it was that I had been so easily dispatched. A derisive cackle sputtered and coughed from the Red Menace as it sped away. I looked up and caught a fleeting glimpse of what I thought to be a string of tiny Union Jacks carved into the rear panel. I have little doubt that the string is now one greater.

Does this sound familiar? Of course it does. If you are a member of what I like to call the British Sports Car Fraternity then only the names have been changed in this story. Substitute your name and change the marque to MG, or Austin-Healey, or Jaguar—well,



(Photo: Glen Cormier)

you get the idea. And what about my attacker, your attacker? They take many guises, these masters of deception, these modern-mongering prophets of utility and efficiency. Some take the clever masks of moms and dads as they bamboozle their children away from British Sports Cars with devilish phrases like "It's for your own good" and "You want something more reliable, don't you?" As wives they coyly charm, "We could use a new sofa," or "But where will the children sit?", irrefutable lines sure to disarm that British Sports Car seeking husband. And there are others, still more sinister, perhaps your amiable co-workers, who, when they learn that you own a British Sports Car, will go for your cultural throat with all the zeal of a vampire bat in a room full of necks. "They're just buckets of bolts, aren't they?" "You really can't get parts for them any more." "They're cute, but you can't rely on them." "What would you want one of them for?" The bite of these fiends is as varied as their form.

So what is the point of this tale, you might well be wondering by now? It is not to pub-

licly whine. It is not to abase myself before my readers as some sort of atonement for once again falling the Fraternity. It is not to rally the Fraternity into some sort of witch-hunting frenzy against our persecutors (though if that were the result, totally unintended, of course...) The point is none of those things. It is this: To respond, once and for all, to the unwashed mass of Japanese appliance worshippers. This is, then, an apology, in the classic sense of the term, that is, a written defense of some idea or philosophy. In this case, a defense of British Sports Cars and the driving ideals they embody.

Just what is it that lures people, siren-like, to these automobiles? If I could articulate those reasons, I surmised, it would put me on the right track to my sought-after defense. Well, I thought, British Sports Cars have been around a long time; some people get off on old things, not to mention old, foreign things. After all, before Datsun became Nissan, before the advent of electric mirror foggers and insanely jabbering warning devices, before Federal Regulations—no, I take that back, nothing is that old—well, before most of that, there was the British Sports Car.

Okay, so they're old, relatively speaking, and certainly uniquely British. What else? Most had two seats, a greatly unappreciated invention for keeping unwanted family members at home where they belong. Now that's good, isn't it? Other British Sports Cars had what their makers called "occasional seats," padded metal dishes the size of pie tins, no doubt for the occasional dwarf or carnival contortionist who happened to tag along.

Small boots (that's "trunks" to you non-Anglophiles) were incorporated on most British Sports cars (some sources say to aid the slumping luggage rack industry); stowing luggage was still a breeze, though, once you maneuvered around the spare tire, jack, tool kit, and battery. And if you carried your side curtains, hood

frame, and tonneau in the boot—well, the dwarf could always carry a suitcase on his lap. The hood (read "top"), though never actually designed to be used, could, in a pinch, be swiftly erected by no less than three people, to raise the hood on a two-seater car—think about it). British Sports Cars with their hoods firmly in place could, if standing still, withstand even the fiercest drizzle with only a modicum of leaks. And who can forget the charming "scuttle shake," that not-too-unpleasant vibration which was the car's way of telling its driver, "This is no smooth road you've got us on!" It is a feeling not unlike, I imagine, that of escaping earth's gravitation on a loaded dump truck. Not even available today as an option, it was standard on most British Sports Cars.

So what have we got so far? They're old British two-seater automobiles that shake and leak while carrying no luggage to speak of, though perhaps an occasional dwarf. So

far, so good. Or is it? Did these characterizations make you wince to the point of a grimace, shake your head in disgust, or grip your Toyota keys tightly to your bosom and recite the preface to *Lacocca*? Or did they bring an approving smile to your face, a respectful nod to your head? Therein lies the difference between the British Sports Car Fraternity and the rest of humanity: a different set of values by which the world is judged, especially automobiles. For those like the driver of the Red Menace in my story, cars are to be judged by their utility, efficiency, and comfort. Those are nice traits to have in a La-Z-Boy, says the Fraternity, but not an automo-

bile. Utility? A good quality for a toaster or a trash compactor, but who said art had to be first and foremost useful? Efficiency? Forget it—it's just another liberal do-gooder buzzword like seatbelt, airbag, lead-free, or, their favorite, mandatory, which, when modifying any of the above makes them exceedingly happy and proud to be protecting the rest of us. And now the big one, comfort. It's practically an American industry in itself, to keep us warm when it's cold, cool when it's hot, and dry when it's wet. What do you people want, a NASA clean room on wheels? Those of us of the Fraternity believe that a little discomfort is a healthy thing, and that a driver should be wet when it rains, cold when it's cold, and hot when it's hot. Anything else is just plain unnatural.

Okay, if utility, efficiency, and comfort don't comprise the yardstick by which the Fraternity measures automobiles, what does? Ah, this is the tough part. It's also the part that explains why we're struck dumb when confronted by those pompous prophets of the modern auto and all their verbal assaults. Utility, efficiency, and comfort are all fairly tangible criteria; they're easily understood, easily applied. But when a British Sports Car enthusiast is forced to defend his passion according to those criteria, he or she is tricked into playing the game by someone else's rules. Of course we can't defend ourselves by those terms; those aren't the qualities we cherish. To the wind-in-the-face/rain-in-the-lap crowd, utility, efficiency, and comfort count for little when compared to quaintness, steadfastness, historical character, unique styling, aesthetic and sensual quality, innovative simplicity, driving pleasure and excitement. These are qualities understood and appreciated by the heart more than the head, by emotion rather than strictly reason. They account for the soul of British Sports Cars.

Take quaintness, for example. If the word didn't exist, it would have to be invented, for it's perfect to describe British Sports Cars: Unusual or old-fashioned in a pleasing way. A 1951 MG TD is unquestionably quaint, but so is my 1971 TR6, which was old-fashioned the day it came off the assembly line in Canley. Like the makers of some great wines, the British sold no cars before their time (and then sold them far past their time!).

And steadfastness? You bet. Though their reputation for being a bit cantankerous is probably well-deserved, British Sports Cars are, nonetheless, steadfast. Equipped with

sturdy frames, engines that could go on forever (and do), and substantial sheet metal, their ability to take a beating from overly enthusiastic as well as irresponsible owners cannot be denied. Finicky on the finer points, perhaps; but steadfast and sturdy on the broader points.

British Sports Cars also possess historical character, a traceable lineage that links them with the people and places of another time, of a simpler, more glorious past. In most cases they were the product of a single man's vision, men like Donald Healey, William Lyons and Sydney Everer (unlike today's design by committee and public opin-



(Photo: Deb Anderson)

ion). And each marque was strengthened by legendary tests with names like Le Mans, Brands Hatch, Nurburgring, Targa Florio, Alpine Rally, and Mille Miglia.

And unique styling? It has always been a British Sports Car trademark. No econo-boxes here. There are enough compound curves in a Jaguar XK-120 or an Austin-

Healey 100-6 or an MGA to make even Kim Basinger jealous. Far from trying to look like every other car, British Sports Cars took pride in their individuality, their uniqueness. And this is only a part of the aesthetic and sensual quality of British Sports Cars. Finely polished wood, substantial metal, leather, wool—they used sincere materials, sensual materials to build their cars. It's a kind of quality that goes beyond merely making sure the factory robots are hanging the doors correctly.

Innovative simplicity. On this point British Sports Cars have been as incongruous as the phrase itself suggests. Basically simple and straightforward in design and construction, British Sports Cars also advanced some of automotive history's great innovations: disc brakes, rack and pinion steering, dual overhead cam engines.

But the quality undoubtedly closest to the hearts of British Sports Car enthusiasts is the driving pleasure and excitement these cars provide. British Sports Cars embody driving as it was meant to be, an exciting, often times chancy, seat-of-the-pants experience, with all the senses fully engaged. For when you drive a British Sports Car, you really are driving! Nothing comes easily. It takes effort, concentration. You put your whole mind and body into the task at hand. A clutch you have to stand on, gear changes not for the faint of heart, steering that is often times unforgiving and that can demand muscle and stamina. But to the driver who expends the required effort comes a manifold reward: The thrill of powering a piece of automotive history down the open road; the feeling that you are totally engaged in the activity, not merely being led along by your nose by some computerized appliance.

And then there is the simple joy of forming that special bond with a British Sports Car. A true member of the Fraternity doesn't merely own his or her car, nor merely drive (Continued on page 7.)

*For when you drive
a British Sports Car,
you really are driving!*

*They are a state of mind,
a passion, a love,
a way of life.*

More on MGB Rear Clunk

By Robert Mason
Fairhope, Al

My main reason for writing concerns the article on the MGB rear clunk. This article, while very good in what it says, is a bit too simplistic in what it explains in the way of the complete procedure, and if not further detailed, could easily cause quite a bit of grief to the novice who tries the procedure as explained in the article. Over the years, I have completed, or helped others to complete, somewhere in the neighborhood of 50 of this operation, and while not really difficult in itself, the person attempting this operation for the first time, and following Chris Nowlan's John Twist-inspired article to the letter, may well run into trouble that will be irreversible. I will attempt to clarify how I do this.

Raise the rear of the car and place jack stands under the front of each leaf spring hanger. Allow the axle to drop to its lowest point, suspended by the rebound straps, and drain the differential oil. With the handbrake on, remove the left rear wheel, hub split pin, nut and hub, followed by the handbrake cable from the left and right brake levers, and from the differential cover plate. Now remove the cover plate.

Now comes the very critical part which was passed over in Chris Nowlan's article. Rotate the differential unit until the small roll pin can be removed with a small drift. Then, rotate the differential unit until the roll pin hole is at the top of the unit. With a hammer and drift, slowly tap the main pinion upwards, but only until the small roll pin hole is just visible, and clear, of the top of the differential cage. Now, rotate the differential cage and the protruding pin rearwards until the pin is facing downwards.

Insert a suitable bar into the small roll pin hole and twist/turn/pull the large pinion downwards until it is free from the differential cage. Some pins are much tighter than others, so do whatever/use whatever is necessary to free the pin - persevere, and it really will come out. Under no circumstances should you attempt to drive the pinion pin out into the nose (front) section of the differential casing, and do not drive the pinion pin much above the point where the small roll pin hole is visible above the top of the differential cage. If you move the pinion pin too far, it will make contact with, or will

not clear, the inner surface of the differential casing, and the differential cage will then be impossible to move in either direction. Once the pinion pin is moved too far upwards, there is no way to move it back into the differential cage so as to rotate the cage itself.

The copper thrust washers easily fall to hand, as do the small gears. Now we must remove the side gears through which pass the axles, so as to remove/replace the fiber side thrust washers (you may find that the old thrust washers have simply disappeared, with their remnants in the gear oil). To do this, you must partially pull one of the axles; I recommend the left hand axle. I pull the left side because if you remove the alloy strap which holds the left wheel brake pipe to the axle case, you will have just enough slack to ease the left backing plate, complete with wheel cylinder, brake shoes and brake line still attached, over the end of the axle. This movement is needed for enough clearance to remove the side gears to install the fiber thrust washers, but it is far easier to simply remove the axle, as you can then inspect the axle bearing, followed by replacement of the axle oil seal when installing the axle.

As the English say, installation is the reverse of removal! It is a rather straightforward procedure, but it is also quite easy to damage the copper thrust washers while installing the pinion pin into the differential cage if these copper washers are not lined up exactly with the pin. The pinion pin can only be installed from the bottom, moving upwards, and the top copper thrust washer is a bit difficult to center, to allow the pin to pass through the copper washer without damage (it would be nice to have an extra copper thrust washer available, just in case?).

The entire process isn't too difficult, but if possible, I would recommend doing it the first time with someone who has already done it. It really does eliminate the "clunk", reducing pinion rotation down to 1/8 inch or less. I commend you for your insight in offering the article for publication and I offer the above only for a bit more clarification of the procedure.

(Robert will receive a gift certificate for his contribution.)

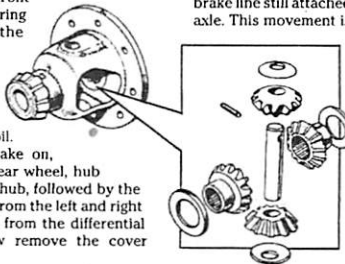


Photo Contest Part II— The Honorable Mentions

(Due to the incredible amount of photos we received, we are pleased to add a special honorable mention section in this issue of the Moss Motoring. Winners listed here will each receive a \$25.00 gift certificate. Once again, thanks for your tremendous response.)



Marc Robinson,
New York, NY

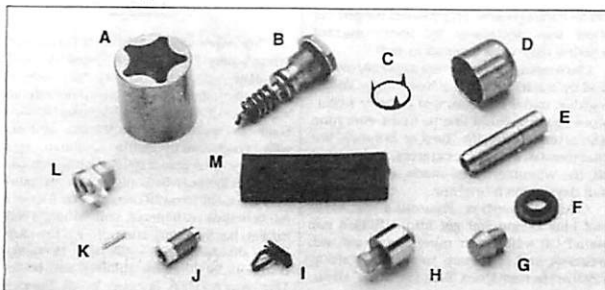


Bobby Peyton,
Fredericksburg, VA



Michael Martin,
Greenfield, WI

Identify These Parts and Win



If you're one of the first 10 people to correctly identify these thirteen random British sports car parts, you'll win a Gift Certificate for \$10.00 to be used on any counter or mail order. Send answers to: Mr. Gudgeon Pynne, Moss Motoring I.D. Contest, P.O. Box MG, Goleta, CA 93117.

MGB Factory Handbooks U.S. & U.K. Spec.



We have reprinted the four additional MGB owner's manuals which complete the entire range of MGB U.S. spec. owner's manuals. During the 1970s, British Leyland issued a new manual every year. Subsequent issues were simplified slightly and incorporated minor specification changes, making a slightly reduced number of manuals necessary.

Handbooks by model years:

1963-'67 (All spec.)	210-840	\$9.95
1968-'69 (U.S. spec.)	210-910	\$8.95
1970-'72 (U.S. spec.)	210-920	\$8.95
1973-'74 (U.S. spec.)	210-930	\$8.95
1975-'76 (U.S. spec.)	210-940	\$8.95
1977 (U.S. spec.)	210-950*	\$3.95
1978-'80 (U.S. spec.)	210-960*	\$9.25
1970-'74 (U.K. spec.)	210-970	\$9.50

*These are factory originals, not reprints.

THROUGH THE WINDSCREEN
 CLUB NEWS AND EVENTS

Moss Motors and Your British Sports Car Club

Each year we receive many requests for support and assistance from British sports car organizations throughout the United States. We have always recognized the value of people joining together in our common cause of British sports cars, and whenever possible have encouraged the formation and membership of British car related clubs and associations. Many of us here at Moss Motors are members of local and regional clubs, some of us belonging to several, depending on how many different cars we are driving and restoring.

With this in mind we have appointed Ken Smith as our "Club & Event" coordinator. Ken will be based at our corporate headquarters in Goleta, CA, but many of you will be meeting him this year in your home town, as he will be travelling throughout the U.S. to represent Moss Motors at club events. Hailing from England, Ken was formerly with the Classic British Sports Car Group, and brings to us over 25 years of experience in organizing and reporting on the club scene both in here and in Europe. We're all very pleased with his joining our organization and know he'll be of invaluable help to us. Please feel free to contact Ken with news



(Look for Ken at future club events.)

of your club events and happenings. We are always pleased to receive your reports, event results and photographs for possible inclusion in the Moss Motoring. However, for the Moss club support scheme to work smoothly, we really need your help and your adherence to the following guidelines:

1.) All requests must be in writing; please direct all correspondence to:
 Moss Motors' Club Corner
 PO Box MG, 7200 Hollister Avenue,
 Goleta, CA 93117

2.) In order to be able to offer any assistance to your event, we must have at least 6 weeks advance notice.

3.) We would really appreciate your help in updating our British car club data base. Please send us details of your club, its officers, where and when you meet, what events you are planning, and whom we should contact with Moss information. We will establish a club officer mailing list, and with your club's approval, we would be happy to add member's names to our general mailing list.

Look for Ken Smith, along with other Moss employees representing Moss Motors at even more events in 1989! We have many exciting plans and competitions to make owning your British sports car more enjoyable than ever before!

Let's hear from you soon- Best wishes for happy motoring this summer!

(As we go to press, we have learned that the Austin-Healey Conclave at Niagara Falls, Canada, is completely full. No more registrations are being accepted. This has gotta be the first time in U.S. club event history! Ed.)

Best of Britain IV

The typical British weather at the Moss Motors "Best of Britain" day held at our east coast warehouse in Dover, N.J. in early April failed to dampen the spirits of hundreds of enthusiasts who braved the elements to



(All-British weather at Moss, NJ. (Inset: MG SA takes home the show!)

bring their cars to this increasingly popular event.

Early morning rain eventually gave way to weak sunshine and the sparkling array of MGs, Triumphs, Austin-Healeys and Jaguars on view to delight the hundreds of people who came to the show.

"Best of Britain" also attracted a wide variety of vendors to the Flea Market where such diverse bargains as ex-factory publicity



postcards from British Leyland (getting rarer every day!), to a complete steering column assembly for an early TR2 were found. Your reporter also saw an original Dopke model "TD" in original

box on sale for \$700! Regalia, literature and spares were in abundance from dealers who came from as far away as Ohio and Delaware.

Behind the Moss counter the scene was frantic and the Moss staff coped courageously with a constant line of customers attracted by the extra discount available for the day!

The star of the cars was undoubtedly the

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 August 31, 1989.

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.)

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
- 21-25 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

- 12-14 GOF Midwest, St. Louis, MO (314) 846-1035
- 16 British Car Day, Brookline, MA (617) 336-7661
- 16-20 GOF West, Sun Valley, ID (805) 967-4546
- 22 British Car Day PA, Schenley Park, PA., (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
- 26-30 Triumph Challenge & Convention, Albany, NY, (800) 833-3505
- 29 Moss Motors' Triumph Marque Day, Goleta, CA (805) 968-1041

August

- 2-5 Jaguar Concours d'Elegance, Bend, OR (503) 620-6913
- 3-5 5th Triumph Canadian Classic, Kingston, Ontario, (613) 542-8110
- 5 Moss Motors' Austin-Healey Marque Day, Goleta, CA (805) 968-1041
- 12-26 MG "1000 Miles Round New England", (617) 631-0237
- 17-20 Austin-Healey Club Encounter & Flea Market, Somerset, NJ (201) 755-3794
- 18-20 Monterey Historic Auto Races, Monterey, CA (408) 373-1811
- 18-20 American MGC Register Nat'l Convention, Cleveland, OH (516) 751-8107
- 18-20 6th Annual British Car Festival, Providence, RI (617) 679-8252

September

- 2-4 15th Annual Cape Cod Austin-Healey Meet (416) 593-5489
- 2-4 All British Field Meet, Portland, OR (503) 244-2580
- 3 All British Car Day, Kansas City, MO (913) 648-0635
- 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 (619) 453-3864
- 8 The British Meet, Woodley Park, Van Nuys, CA (415) 566-6103
- 8 British Car Show, Westminster, VT (617) 679-8252
- 7-9 5th Annual British Sports Car Fest, Mud Island, TN (901) 362-5434
- 13-15 TRSC Triumphest '89, Lake Arrowhead, CA (818) 448-3431
- 13-15 6th Annual British Sports Car Fest, Memphis, TN (901) 362-5434

Jaguar "C" type (which someone thought was a kit car!). Walter Genter brought his super MGSA from Wappinger's Falls and the MG YB attracted much attention when it was raised off the ground on its built-in "Jack-all" System. Triumphs were in force from TR2 through TR8, and the Austin-Healeys present were super examples of Donald Healey's legacy to the British motoring scene. Two MGB GT V8 conversions were on view and attracted much interest, and the eternal question... "How do I?", which Glen Towery (who has now undertaken 17 such conversions) tried to answer.

Club support was excellent with large numbers arriving in convoy from far flung outposts of the classic car world, Connecticut to Pennsylvania, and the self-judged car show was acclaimed by every entrant whether they were winners or not!

Once again the event was superbly organized by our friends in the New Jersey MG 'T' register, under the direction of Jerry Keller. Moss Motors would like to thank everyone who attended the 4th "Best of Britain"- the club members, dealers, caterers, and most of all, the volunteers who made an otherwise dull day so much brighter.

One final question...How did a red, white and blue racing Fiat get into a British car show? Oh well, never mind. Everyone was welcome and all vowed to return again in 1990 for the next Moss "Best of British" show.

(If you've recently attended a British car event, write us and tell us about it! If we use your article in the Moss Motoring, you'll receive a gift certificate for \$40.00-Ed.)

G.O.F. West-Sun Valley, ID



This year's western G.O.F. is being held in Sun Valley, ID, July 16-20. One of the most beautiful spots in the country, Sun Valley is the perfect place to vacation while attending the G.O.F. Hosted by Chairman Howard Goldman, owner of Moss Motors, and his wife, co-chairman Dottie Goldman, this promises to be one of the British sports car events of the year! Not only will you get your share of traditional MG events, you'll have a full schedule with tennis, golf, fishing, river rafting, backpacking and outdoor ice skating available. Families take note: there are complete facilities for children and teens. This year's G.O.F. is open to all T-series owners, and club members will be attending in full force. For details on registration and lodging, please call Jan Skopecek at (415) 655-1391.

The 1st Annual Moss Journalism Awards

Attention club magazine editors and newsletter compilers!

Each year we here at Moss receive hundreds of British car club magazines, newsletters and flyers. Many of them are superbly produced and full of interest. Our intention is to reward those individuals who put in so much spare time and hard work to produce these publications.

Hence the "M.M.J.A.'S" (Moss Motors' Journalism Awards), pronounced "Moja's". Write for details and your entry form today! The results and prizes will be announced at the end of this year.

A panel of distinguished judges will take into account presentation, layout and contents and come to a decision based on all these relevant factors.

Don't worry if yours is a small club and your publication modest! There will be various categories depending upon the size and resources available to the individual clubs, catering from under 100 members to over 1,000 members! So don't be shy. Send for an entry form for the Moss Journalism Awards now to:

Ken Smith, Club Coordinator
Moss Motors, Ltd.
P.O. Box MG
7200 Hollister Avenue
Goleta, CA 93117

Results and awards will be published in Moss Motoring. Write in for your application and be a part of the exciting 1989 M.M.J.A.'s.

Reflections

By Will Orobko
Salt Lake City, UT

Not so long ago, I was driving through eastern Washington, Oregon and Idaho. It was summer and the weather was hot-very hot.

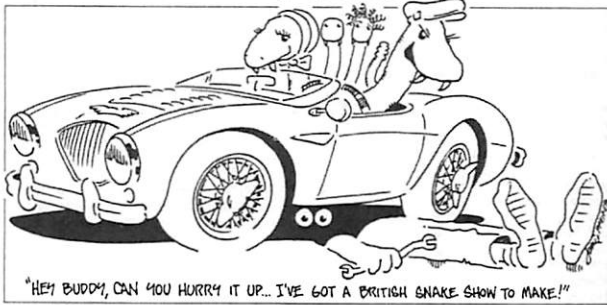
Coming into Yakima, Washington, late one night, I spotted a rest stop and turned in to use the telephone. The first sign my headlights picked out read "Caution-Beware of Rattlesnakes".

I decided not to use the telephone.

The next day, in Idaho, the fuel pump gave up. Fortunately, a spare fuel pump is one of the items I always carry in the trunk. So, it's not too much trouble to jack up the car, put in some blocks and start removing the pump.

As I lay there under the car, fiddling with the gas lines, I suddenly remembered the sign I had seen the night, and not many miles, before.

I now hold the record for the fastest fuel pump change in history.



Survey, continued from page 1.

We found the majority of our customers are men, but more and more women are becoming enthusiasts! The average enthusiast falls between 30 and 50 years old, with an above average income. The majority of you do your own repairs, both routine and major, and there's a good chance you belong to a car club. You read Road & Track or Car & Driver, right down to the ads in the back. When it comes to buying parts for your car/s, you find Moss Motors to be the vendor of your choice, but sometimes use others for convenience or price. You think that our sales staff is fairly good but could use a little fine tuning in technical areas. The average order delivery time? It takes you about a week by ground shipping after you phone in your order.

(As you can see, California has the majority of British sports cars, but the east coast is not too far behind.)



Your comments were very helpful to us and your concerns taken very seriously. You would like more technical information on all fronts; more parts availability; a better backorder system and more competitive prices. As you know, one of the major reasons behind this survey was to find out what areas you thought we needed improvement in. Since you've given us the ability to focus more closely on both our strong and weak areas, we've been able to come up with several effective changes and improvements.

How are we dealing with your concerns? Our recent U.K. acquisition (see front page story) has given us unparalleled technical expertise and a considerably increased research staff. We've already added hundreds of tech tips to our archives and hope to publish them in book form in the future. In the meantime, you'll find more technical information than ever before in our catalogs, flyers and of course, the Moss Motoring.

As for increased parts availability, we've just added hundreds of previously obsolete parts to our inventory (see our Summer 1989 Price Update) and will continue to add more and more as we assimilate additional stocks from our new English warehouses. You'll also reap the benefits of our combined purchasing power, as we are now working on a great many new products that were previously unrealistic to reproduce due to the smaller previous sales potential and at

times, very significant tooling costs. As for competitive pricing, we are always looking for ways to lower our prices! Our ability to purchase in quantity really comes in handy here.

Many people wrote in with questions on how our backorder system works. Our backorder system was created to help save you time and money in two important ways. Suppose you call up for some carburetor parts: a gasket set and some needles. If the needles were temporarily out of stock, and a backorder was not an option, you'd have to spend more time calling around to see if you could find somebody who had them. You might end up calling Moss every couple of days (we receive shipments daily), trying to catch us when the rights parts were in stock. Imagine the frustration if you discovered that we had received them, only now the sale was over, or we were out again. If the carb parts were on sale and temporarily out of stock when you ordered, or a price increase occurred, choosing to backorder would save them at the sale or old price in your name, to be sent to you immediately following stock delivery. The important thing to remember is that backorders are an option. There is no non-refundable deposit or service charge. That's why you can cancel a backorder at any time until the part is actually shipped.

What was outstanding among the returned surveys was the outpouring of compliments for the service we offer, as well as encouragement to continue the good work. Here are several examples of the positive feedback we (blushingly) received: (From California) "First let me say you already are serving me better; you sent a questionnaire. Nobody else has done that...As far as MGs go, you can nearly build one out of your catalog!...Your publications are better than anybody's. Moss Motoring is unparalleled...Your catalogs blow the competition into the weeds...You are on your way to becoming the biggest and best friend of English sports cars in the country...I have already given away several of your catalogs..." (From Virginia) "...on a recent order I was called twice to discuss availability of a part...I was really impressed." (From Texas) "...Your convertible top...fit better than the original...without your business I would have sold the car long ago." (From Ohio) "...excellent quality, sales, knowledgeable personnel, great catalogs, helpful hints, newsletter. You guys do it all and do it right. You are a credit to the sports car industry and hobbyist. (From California again) "Moss Motoring (newsletter) is so good that I order from Moss just to stay on the mailing list."

We feel that the survey was a great success! The largest impression you've made on us is how dedicated you are to British sports cars and how loyal you are to Moss Motors. Thank you for your responses, and

more importantly your support. We hope that you will feel that your suggestions were noted and most often, acted upon. As always, your continued support and feedback is requested.

U.S.-U.K., con't from page 1.

are making every effort to incorporate their standards and procedures for all of our reproduction parts. Our aim is to offer only parts which are virtually indistinguishable from what the factories produced when our cars were new.

We are now more committed than ever to bringing you the world's most comprehensive range of quality British sports car spares. Keep in mind that not all British sports car spares are created equal. We're pleased to find that thousands of items we stock are priced at less than the published prices of any of our competitors. Some of our products are more expensive than others in the market place; however, we won't compromise our quality standards for price. We urge you to compare price, quality and service. We think you'll agree that Moss is hard to beat in every respect! We've been here to serve you since 1948 and with your support we'll still be here long after the heirs to the British Leyland empire declare the last Austin-Healey, Jaguar, MG or Triumph part to be obsolete.

MGB Seat Savers

Save your seat covers with a set of our MGB seat savers. Washable heavy-duty poly/cotton blend, these slip on and off in seconds! Covers have storage pockets in rear of backrest.

1963-'68 Black	237-330	\$74.90
1963-'68 Tan	237-340	\$74.90
1969-'80 Black	237-350	\$78.90
1969-'80 Tan	237-360	\$78.90

Apology, con't from page 4H.

it (you can do that with a Honda). Knowing the good points and the bad, and experiencing the high points and the low is a marriage, of sorts, only better. It's a knowledge borne of oil changes and tune-ups, carb rebuilds and lube jobs, brake jobs, and countless hours spent pouring over wiring schematics. It's knowledge that comes from getting your hands dirty, from skinned knuckles and bruised knees.

To sum up: British Sports Cars are not simply transportation. They are a state of mind, a passion, a love, a way of life. German sports cars? Too detracted by precision to possess a soul. Italian sports cars? Better than German, but as fragile as their government. Japanese sports cars? Don't make me laugh.

Well, I've said my piece, gotten it off my chest, so to speak, and in the process I've come to this realization: The more buffoons that tout the merits of the modern automobile, the more Old British Sports Cars that will be argued for the rest of us to enjoy. So why argue/why try to convince the modern-mongers of anything? To the people who really count, British Sports Cars need no defense. So the next time some pompous, appliance-worshipping buffoon, reeking of cheap vinyl and pine scent auto freshener, tells you with a smirk that unlike your car his technological-wonder-on-wheels possesses utility, efficiency, and comfort, you can proudly respond with a clear, forceful voice, "Big deal!"

(Michael will receive a gift certificate for his contribution.)

Winter Puzzle Answer

By Jerry C. Thomas, Danbury, CT

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ROADSTER MAP
A N R O D D A L L
C B O N N E T R I
K T N S K I N
M I D G E T U T
C O D A S M I T H
S P U M P O
V S A R A S P S
I R U N M I C E T
S P O K E S T E A U
A I D L O V E L I D
    
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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 August 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 Roadster: Brooklands Green with tan upholstery, new top, 48,000 original miles. Always stored or garaged. Beautiful car in top condition. \$5,000. Call Fred Dougherty, (818)244-8385, Glendale, California.

1977 MGB Roadster: Sandglow/Chestnut interior, 63K miles, rust-free, steam cleaned, undercoated, tires up restoration in 1987, detuned engine with new Weber carb, Monza exhaust, tires, suspension, interior, carpets, top, original manuals and covers. Detailed for show or go. Photos available. \$6,450. Doug, (319)393-5573.

1967 MGB GT: Concours condition, placed first, six times at shows. 13,414 actual miles since new. Chrome wires w/Pirelli's. Spare tire and wheel never on ground. Original Dunlop gold seal tires available. Grey lacquer with red interior. Leather seats in excellent condition. This car in storage for several years. The best GT available anywhere. \$9,500. Pictures available. E. Mischler, 2020 Oakland, Aurora, CO 80010, (303)360-9032.

Private collector will sell or exchange rare Jaguar 1976 XJ12C, 5.3, only 1,873 totally produced, perfect condition, all original, value \$18,500. Exchange considered only with Austin-Healey MKIII, and Jaguar XKE, both in perfect condition. Value to be agreed upon. Please call Dr. Lucio P. Nuti at (212)355-1818, or fax at (212)755-7224.

1953 MGB 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 (719)635-8393, evenings.

1967 MG Midget: 90% restored, BR green, wire wheels. 1971 MGB Roadster, Gold, excellent restorable condition. 1973 MGB GT, Black Tulip, excellent restorable condition plus spare parts for MGB including five wire wheels. All as one package, everything I have for MGBs included. \$3,500. Jeff Rinek, (609)799-4763.

1958 Triumph TR3: Excellent condition. Wire wheels, red with black interior, black top, new carpet, new exhaust, new brakes, new front-end alignment, no rust, frame excellent. \$9,500. Gary Smith, 11221 Pearl Road, Strongsville, (Cleveland), OH 44136, (216)238-1070 days, (216)483-3289 evenings.

1954 MG TF: SN HDC43538, 61,592 actual miles, original, runs great, does not need restoration, excellent condition, \$16,000. Call Earl, (303)443-0850 days or (303)440-7590 evenings.

1974 Triumph TR6: 46000 miles, 2 tops, engine strong-uses no oil, exhaust system, no rust, never wrecked, 15" Michelin Red Stripe tires, upholstery very good, new carpets. Always garaged, need to sell, driven very little. \$4,200 or best offer. John Vella, 401 East "D" Street, Jenks, OK 74037. Call (918)299-6820.

1979 MGB: Mfg. date 11-79, excellent condition, 48,000 original miles, 3 tops all excellent, new Pirellis, Pioneer sound, stored winters. \$4,500. Doug Yost, Point Comfort Rd., Menomonie, WI 54751. Call (715)235-0360.

1961 TR3A: Ground-up restoration, mostly original (have original bill of sale). White with red interior, two tops, wire wheels, Michelin's, custom towing harness. A beautiful car! Garaged and driven summers only. A rare find for \$7,500. Call Dr. White, (703)639-0461, after 7 p.m. est.

1957 MGA 1500: Red lacquer, black leather, frame up restoration 1976. Garaged, wire wheels, new brakes, 63,000 miles, engine rebuilt 59,000. \$9,500. Also 1980 MGB, white, black interior, 29,000 miles, driven daily in nice weather, \$7,500. Both cars immaculate. John M. Williams D.D.S., 23401 Frederick Rd., Clarksburg, MD 20871, (301)972-1400.

1952 MG TD: Original/excellent plus! Frame-up restoration. New British Racing Green paint. Rebuilt engine & transmission. Zero miles. New Biscuit leather interior, carpet, 5 new tires, bumpers, original chrome fittings and dashboard. New full tonneau, side curtains, garaged - never driven! \$12,000.00. W. Anderson, 8250 Ashley Circle, Sandy, UT 84092, (801)942-2555.

1960 Bugeye Sprite: Excellent condition, restored in 1982, 8,000 miles on rebuilt, always garaged, no rust, maroon paint, like-new top, tonneau cover and side curtains, some spares, manual. \$4,500. Lou Dietz, 3114 Flowers Lane, Palo Alto, CA 94306, (415)856-1335.

1953 MG TD: 110,000 miles. Engine has 6000 miles since overhaul. Interior, top, and transmission - \$9,000.00. Red with black top and interior. Paint - 7 on a 10 scale. Interior is not pleated but in excellent shape. Runs perfect. One owner since 1970. Best offer by Aug. 1, (308)832-0633 evenings.

1967 Austin-Healey Sprite MKIV: All the following items are new. Tires, Weber carb, top, front & rear wheel bearings, battery, starter, all the ignition parts, and virtually the whole brake system, including the cylinders, and more. \$2,900 or best offer. Call Gary Catledge, (916)458-2578.

MGB GT's, 1969 and 1974: Completely rebuilt engines in both. 0 miles on '69 and less than 10,000 on '74. New clutches in both. Excellent mechanicals, lousy (for Lucas) electricals. Both are driveable. Spare grille, bumper, carbs, etc. \$1500 each or \$2,500 both. Call Burt Barrows, (301)366-3509.

1980 MGB Limited Edition: Black. Original Mag wheels. MFG date, May 1980. 60K. New tires, paint and top. Overhauled engine, smog equipped. No rust, never damaged. Photo to serious inquiries. \$3,200. Rex Crenshaw, 3601 E. Orchard Rd., Littleton, CO 80121. Phone (303)771-5980.

1976 MGB Red Roadster: Showroom restoration by second owner. Hawaii car shipped to LA and driven cross-country to Mass. 58K true miles. This car caused turning heads and double-takes throughout every state on the trip! Unusual combination of beauty and a strong performer. \$9,835. David Church, Box 147, Shelburne Falls, MA 01370. Call (413)625-9459.

1971 MGB GT: With overdrive. New tires, brakes, plus many new parts. Looks and drives excellent. Also, not running, 1967 MGB GT with wire wheels, complete car. Both cars \$2,500. Call Bob at (805)523-7431.

1954 MG TF 1250: Second owner, very good condition, always garaged, runs great. Dark red with white top, black carpet and upholstery, wire wheels. Complete restoration and repair record, many extras. Asking 11,900. Call Greg, (805)687-9735, Santa Barbara, CA.

1971 MG Midget 1098cc Roadster: Extensive restoration and repair over the past 5 years involving: rebuilt engine, electrical, brake, clutch, transmission and carpeting repair. Spent over \$4,000, asking \$1,500 or best offer. Call Art at (818)282-7347, 8 p.m. to 10 p.m., Monday through Friday. Weekends anytime or just leave a message.

1974 1/2 MGB: Reconditioned engine and HIF carbs. Excellent body and interior. No rust. Original paint and top in fair condition. \$2,900. Al Letcher, 42330 1/2 10th St. West, Lancaster, CA 93534. Call (805)942-0428.

1977 MGB Roadster: Nearly new. Always garaged. No rust. Original owner. All original except for Moto-Lita steering wheel (black leather). Only 16,750 actual miles. Polaroids upon request (\$1.00 each). Specify angle(s). Price \$5,750. C.H. Gerhold, 123 Bartley Dr., Salem, VA 24153. Phone (703)387-7495.

1980 MGB LE: 7,200 miles, factory A/C, no rust or collision, stored and maintained seasonally. All original and intact. All documents with car. Asking \$16,500.00. (800)225-3877 - Days, (216)288-4548 - Eves, or (216)949-6110 Fax, ask for Diana.

1935 MG PA: Classic RHD cycle-fendered roadster. BRG with BRG leather, restored, with Arnolt Supercharger ready to install. \$20,000. 1952 Morgan +4, LHD Flat rad with dbl. spare, Royal Blue w/dk. blue fenders, TR3 engine: \$13,000. (Consider trade for either car for MG TC or Morgan 2+2 in same shape. Jim Dietz (206)325-2857.

1961 MGA Roadster 1600: Recently overhauled motor, new tan canvas top, new tires, wiring harness, tan seats and interior, new grille, nose and badge, new radiator, 12 coats red MGA lacquer, many new parts. 5 wire wheels, 2 side curtains, rebuilt and in new storage bag. Excellent condition, \$9800.00. H.L. Arrington, Rt. 2, Box 205, Scotland Neck, N.C., 27874. (919) 826-5833.

Austin-Healey 100-6/3000 Harmonic Crank Balancer

Our high tech rubber dampened balancers are manufactured by a racing component producer to exacting race car requirements. These units are expensive but are engineered to last the lifetime of your car. This is a direct replacement for the earlier 2 piece factory design.



Dampener 031-206 \$198.50

Need a Catalog?

Moss offers you a full line of complete and comprehensive catalogs. Beautifully detailed illustrations of each car make finding the parts you need easy. Tech tips and accessories also aid you in the restoration, maintenance and enjoyment of your British classic. Clip out this coupon, check the box for your car type, and send it to Moss Motors, Ltd., P.O. Box MG, Goleta, CA 93116 for a free Moss catalog.



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- MGT-20
 MGA-11
 MGB-03
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