# Mossyotorug

Winter 1989

As 1989 draws to a close, with the new decade just around the corner, we are in the process of wrapping up another enjoyable year at Moss Motors. We'd like to take this time to wish you a merry holiday season, and a very happy New Year. We'd also like to thank you for your continual support; it's your comments and suggestions that allow us to continue to improve and refine all aspects of our organization.

We'd like to show our gratitude by offering you the chance to save 15% on your purchases during the next year. Take a look at our gift certificate offer on page 4H. We are offering gift certificates in multiples of \$25.00 at 15% off through December 22, 1989. You can use them throughout the year, and save 15% on all parts in 1990!

Mr. Kepl

Chris Kepler

General Manager



# The 1990's British Sports Car Revival

BRITISH MOTOR

here is something truly rewarding about having an everyday car that is anywhere between ten and forty-odd years old, in a world where the majority of drivers bemoan the "obsolecence" of their early and mid-eighties models. Sometimes it seems that owning a British car is like raising a particularly tempermental child-lit takes courage in the face of unfathomable odds, patience beyond the call of duty, a flexible wallet, and of course, free time on week-ends. Yet, there is that all-pleasing sense of fraternity that you feel when receiving that nod or wave from a fellow British car driver that seems to make it all worth while.



Whether you're the proud driver of a Concours quality restored T-series that you've had since new, a recently bought 1980 MGB for summer too.

summer topdown adventure, a basket-case version of the Healey that you've always admired or a Triumph that "you're just getting around to...", you belong to that special and unique society-The British Sports Car Driver.

The world seems to just be discovering what we've always known. Driving a British

**Photo Contest** 

few choice photographs of your favorite British car! The Moss Motoring Photo

Contest is open to amateur photographers

who may submit up to three entries each.

Contest winners will receive generous gift

certificates, and everyone who enters will

receive a \$5.00 gift certificate (one per en-

The subject is British cars and activities

related to them. This includes vintage races,

rallies, shows, social gatherings, restoration photos, Concours events and the vast array

of activities enjoyed by all British car enthusiasts. Remember, the deadline for entries is December 31,1989.

here's still plenty of time to send in a

sports car is an exhilarating, (and often exasperating) pleasure. Some of us, faithful unto death, live and breath these oil-dripping monsters, watching tach revs as a nurse would an intensive care patient. And now, nine years after the very last MG rolled off the production line, forty-four years since the first TC took a country spin, comes the Mazda Miata. And the worst of it (besides the fact that it's a 16 valve, fuel-injected five speed with four wheel disc brakes and a waterproof top...) is that these Miata drivers actually have the nerve to wave at us, as they pass us in their little Japanese cars, as if they were fellow afficionados! I say,

were leilow ariconados! I say, stand up for your rights and draw the line-you can gloat about the perfection of your Miata to me, but until you pay your dues...no more waves or nods, please.

Fret not, for in this world filled

Fret not, for in this world filled with magazines lauding the Miata's triumphant debut, there is now news to give hope, en-



#### MGB Body Shell

Excitement levels are running high in both the U.K. and the U.S.A., with the British Motor Heritage team travelling across North America to exhibit a complete, brand-new body shell and a totally rebuilt and rebodied 1973 MGB roadster, starting in New York and winding up at our Goleta, CA facilities for a special Open House celebration. It is the first time in automotive history that a totally obsolete body shell has been put back into production by the original company, utilizing the original tooling. All bodies for the U.S.A. market will be supplied complete with

fenders, doors, hood and rear deck lids. Hinges are included and all boit-on panels will be aligned and bolted into position to insure proper factory alignment. Although demand has been unparalleled, we at Moss Motors have secured an immediate shipment of body shells and will be notifying customers in the order of which their inquiries were received. If you haven't yet called to place your name on our list, we strongly advise you to do so today!

An interesting side note on the MGB body shell is the fact that we will be collaborating with restoration expert Lindsay Porter, on

the current revision of his best selling book, "The MGB Guide to Purchase and D.I.Y. Restoration". Our sister companies in Europe will be supplying parts, trim, an up-rated engine and suspension toward another complete MGB rebuild using the new body shell. This restoration will be taking place in a small MG workshop in the orchard country of Worces-



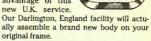
MG TC-TD-TF Body Tub

Manufactured in the U.K. to rigorous

specifications, these tubs will give you a great headstart on your T-series restoration. All wooden body timbers are made from select kiln-dried ash with individual pieces then created around production assembly igs to insure absolute consistency. All steel paneling is either pressed or handformed over permanent dies prior to being etched, primed and mounted to the framework. Unlike many custom shells, our body shells include the scuttletop, and the doors are pre-hung and perfectly aligned. Bodies are crated in England and shipped by truck freight (no charge!) from our west coast warehouse.

#### Rebodied MGA

Although not really economical at this time for U.S.A. cars, due to the lower cost of MGAs here, English "A" owners are taking advantage of this new U.K. service.



#### MG Midget Body Shell

Another British Heritage project concerns the rarest of all Midgets. They are in the midst of producing the 1973-74 body shell of the chrome-bumpered MG Midget with rounded rear wheel arches.

#### Triumph TR6 Frame

Demand has been incredibly high for TR6 frames, yet it is a project of such magni-

(Continued on page 4A.)

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MOSS MOTORING PAGE 1

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#### Contributions Invited

Contributions are greatly appreciated and every effort will be made to use appropriate material. Items for consideration should be mailed to our newsletter production office (right down the road from Moss Motors):

#### Moss Motoring, 400 Rutherford Street, Goleta, CA 93117.

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 contribu-



"Holy Healey, Batman!" -Photo by George Tiedemann

## **Prices**

Sale prices are valid from 11/15/89 thru 12/30/89. Highlight prices are valid through 12/30/89.

## **Under The Bonnet**

Welcome to Under The Bonnet, our quarterly technical column dealing with the basic maintenance and repair of your British car. We'll be covering topics here that have been the cause of recurrent problems and questions by customers as well as our own staff members. While much of this information may be rudimentary to old-time mechanics, we'll be exploring various shortcuts as well as talking about tricks-of-thetrade not mentioned in manuals. If you'd like us to cover a particular topic, please write to: Under The Bonnet, 400 Rutherford St., Goleta, CA 93117.

#### Winter Storage Tips

John Twist, University Motors Grand Rapids, Mi

(While John's article is written for the MG owner, nearly all of his advice and information is valid for your Triumph, Austin-Healey, Jaguar and most other British cars.-Ed.)

sk a dozen MG owners how they store their MGs and you will receive a dozen different answers. Methods range from abandoning the MG under a tree in the front yard, to complex routines involving raising the MG off the ground and removing the seats. There is not a "proper" method, as

each owner has slightly different considerations and requirements-yet there are some basic rules to follow in any storage procedure that will lessen the probability of damage during storage.

In addition to the normal freezing precautions, some thought must be given to location, ac-cess, traffic around the stored MG, hu-midity, etc. It is important to develop a plan which you can follow easily and that you can implement before winter shows its cold fury.

Basic Rules

Freezing temeratures require a

50/50 solution of antifreeze and water to prevent the coolant from freezing in the engine block, radiator, or heater. A full tank of gaso line reduces the amount of water which can be absorbed in the petrol and slows the rate at which the gasoline turns to varnish. Fresh oil in the sump reduces the etching caused by dirty, contaminated oil (which actually can become acidic). Topped off master cylinders reduce the possibility of water contamination.

Store the MG with the hood (top) up, and windows and vents closed. The folding hood (or soft top) can develop nasty creases when left folded throughout the winter. Closed vents and windows makes it more difficult for small furry creatures to foul or devour parts of the MG. It's always nice to clean the MG's interior prior to storage — discarded bottles and cigarette butts do not enhance the interior bouquet.

Ensure that the boot (trunk) is dry. The boot seal is not always positive and some moisture can collect on the floor. Left to nature throughout the winter, this can rust the floor or inner fenders about the boot area. The underbonnet (engine-bay) is easily pro-tected by discharging an entire can of WD-40 or similar product on all the engine components, especially the bright metal or alumin-

ium parts (carb, coil, anti run-on valve, etc). Finally, take the MG on the last run of the season, allowing it to heat up fully; a half hour run is wonderful. This will evaporate all the moisture in the exhaust and engine. Park the car in its winter home and leave the handbrake OFF. If you will not use the MG until spring, it's necessary to remove the battery to prevent freezing. Should the bat-tery burst, sulfuric acid will cover everything around the battery area. If you cover the MG, use cloth, never plastic.

#### Storage Considerations

Consider the following questions and make your own storage plan from these con-

1) Location-Will the car be stored close to home or in a barn forty miles distant? Will the MG be stored inside or outside?

2) Access-Will the car be locked in a building to which you will have little or no access to, or will it be available every day? Will it be possible to drive your car during the winter or will it be positioned in the corner of the garage?

3) Traffic—Will the car be isolated from movement, or will the family Vista Cruiser

discharge four energetic, sometimes careless, children who will open doors against

4) Humidity-Will the storage area be

longer, or if the humidity is high, then the engine should be started at regular intervals and allowed to warm up (with the garage door open, please). If this is not possible, introduce oil into the cylinders (perhaps six squirts from a normal oil can). Before replac-ing the plugs, turn the engine over slowly by the crank in the earlier models, or pushing while in fourth gear — as this will move the oil throughout the head, pistons, and valves. Covering the tailpipe outlet with duct tape prevents moisture from entering the exhaust system, as tape over the air cleaner inlets keeps moisture from the carb, internals and the cylinder head.

2) Ignition: Normally there are no preventive measures, but if the MG is going to be stored for several years, the distributor cam should be oiled.

3) Cooling: The 50/50 solution of glycol antifreeze and water is usually all the attention the cooling system receives. Some owners suggest that Armorall or a similar product can extend the life of the radiator hoses.

4) Fuel: If the MG will be in storage for just the winter, then the full tank of gasoline, perhaps with the addition of a can of "dry-gas" will be satisfactory. If the storage will be longer than a year, then draining the float bowls to prevent a buildup of varnish would be wise. Here we have a predicament; gasoline purchased years ago seems to last for-

ever; gasoline purchased today goes bad after a year or so - therefore, if you do leave the tank full, it may be necessary to completely drain it if the storage time is

longer than a year. 5) Clutch: Two problems can occur in long term storage; the clutch hydraulics can leak; and the clutch disc can rust to the flywheel or pres-sure plate. Exercising the pedal on a regular basis can help these situations from happening. Damp storage is a real problem with the clutch

and can aggravate this rusting. If the MG can be started, then a short fore and aft movement, using the

clutch, is just super.

6) Suspension: Winter storage causes no problems with the suspension. Very few MG owners place their MGs on jacks for the winter — but if you do, place the stands under the outer portion of the front A-arms and under the leaf springs where the U-bolts surround the axle and spring. This is to keep the suspension from dropping away from the body and straining the shocks and the rebound rubbers/straps. If the MG is placed on stands, then reduce tire pressure to 10 - 15 lbs. Whether on stands or on the ground, be certain to move the MG once or more during as little as a foot — just to keep the bearings from rusting.

7) Brakes: Rolling the MG back and forth will prevent the brake pads from rusting to the rotors (just as the cluth disc can rust to the flywheel). Pumping the brake pedal on a regular basis will keep the cylinders from freezing up. Some owners back off the adjustment on the brake drums so that there is no chance of the shoes rusting to the drumsand so that the cylinders move further while the pedal is exercised. The handbrake (Continued next page.)



very dry or will there be a puddle of melting snow forever swelling under the car?

Temperature—Will the storage tem-peratures be room temp., just above freezing, or dead cold? 6) Animals-Will the family cat use the

soft top as a springboard, will Fido jump against it, are there furry rodents which may use the car as a hotel or find the leather seats tasty at mealtime?

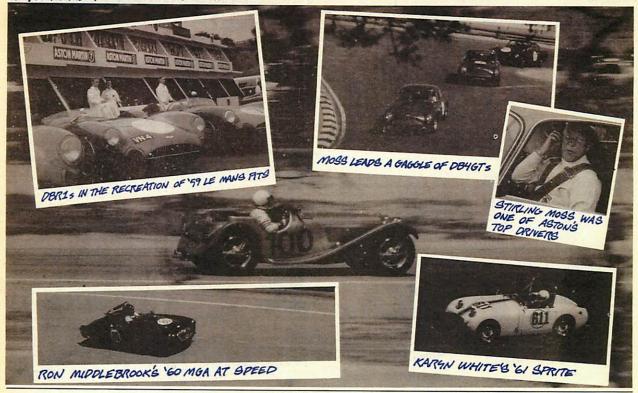
7) Owner Maintenance-Will you really have the opportunity, inclination, time, and resolve to visit your car every week or

Insurance, even on your stored car, is a MUST! Always keep a theft/damage/vandalism/fire policy in effect. Cars are stolen; garages collapse under the weight of snow; nasty neighborhood children may wish to redecorate your car or worse; and fire is always a possibility. This type of insurance is very inexpensive and you simply cannot afford to be without it. Be certain to estab-lish the value of your car with the insurance agent before the loss!

#### System Protection

1) Engine: Fresh oil is usually adequate protection for several months of relatively dry storage. If the MG is going to be stored

MOSS MOTORING PAGE 2



## Bonnet, continued from 2

should be exercised, too. Rapidly working the handle up and down can prevent the cable or linkage from freezing in position.

8) Batteries: No battery will hold its charge forever. Further, when the charge of the battery is reduced far enough, the electrolyte can freeze, cracking the case and ruining the unit. If the MG is stored in freezing temperatures, then it must be started as frequently as every two weeks (at least once a month, please) or the batteries must be removed. Battery removal can be avoided by an occasional trickle charge but the alternator should be disconnected before charging. On the 1977 and newer MGBs with the electric clock, remove the bottom fuse in the fusebox which will stop the clock from working and eliminate that drain (albeit very small) on the electrical system. Next to the coolant in the radiator, the batter-ies are one of the two most important

considerations in winter storage.

9) Body: To prevent oxidation or scratching, the MG should be covered with a cloth mitten. Plastic is NOT suitable. Plastic does not allow the paint to breathe, hence allowing condensation and rusting. If the MG is stored in a heavy traffic zone (the family garage, for example), then some additional protection is in order. Thick cardboard, a suitable supported piece of wood, or even an old mattress suspended from the ceiling will prevent damage from winter tools and car doors. If the bonnet or boot lid will be used for a shelf (even if just to place groceries in transit), then more protec-tion (such as a thick blanket) is in order. Humidity is the body's enemy. Every effort must be made to keep water from

under the MG. If the storage is outside, then snow must be kept from plling up against the sides, preventing the flow of fresh air to the undercarriage. Some owners have found that by parking the MG on a large sheet of plastic, the humidity from the cement or earth does not reach the underside of the MG.

10) Interior: Extreme dryness can cause leather seats to contract and crack. It is wise to prepare the leather with a compound to keep the hide supple. If there is a chance of rodents getting into the car, they will nest in the seats, eat the carpeting, and eventually eat the insulation from the wiring! Close off access to the interior by keeping the vents and windows tightly closed and the top up. If there are small spaces through which Mr. Mouse can gain access, close them off with tape or rags. Some owners remove their seats prior to storage. A dish with mothball flakes or pellets usually dissuades the mice. Use either the old fashioned tried and tested napthelene or the new paradichlorobenzene. (John will receive a gift certificate for his

# Triumph late TR4-4A Flasher Lamp

New item! Fits TR4 from (B) 30349CT and TR4A. The original Lucas lamp assembly

has been unavailable for years. Our new as-sembly incorporates a genuine Lucas lens.



ETTERS

#### Dear Moss...

Enclosed is my parts order and cashier's check in the amount of \$2,055.15. Certainly much more easily said than done. In return for this largess I would like to ask the following:

Please pack the parts carefully. Assume they will be air dropped from 10,000 feet onto a busy highway, as many motor freight ship-ments apparently are. Your inferior competitor's method of packing brake drums in a bag with light bulbs and carburetor needles is false economy. Careful packing will be appreciated much more than fast ship-

Included in my order is one (1) #805-240 knurled nut for the windscreen. These items are apparently the products of a cottage industry, using a thread pattern known only to the particular maker. Unique. No two alike. Is the matching stud available? If not, can I buy a 1 1/4" bolt with the same mysterious thread? Whitworth, SAE NC & NF don't seem to fit. Did Donald have a Flat connection?

If there is a volume discount offered on an order of this size, I will be happy to apply it to future upholstery, tonneau, side curtain, car-pet and soft-top purchases. You see, I came across a pristine Lucas ignition switch and am building a Healey around it.

Finally, please continue with your wonder-ful catalogues. My labor of love has been a long time in fulfillment and I would hate to do it without your help.

Sincerely, John F. Caldwell Ellicot City, MD Dear Mr. Caldwell,

Sorry to be so formal, but I can't bring myself to write "Dear John".

The threads on the round thumbnut, #805-240 are SAE-24 threads per inch. The diameter is 5/16", making this a perfectly "American" threaded hole.

The problem you've experienced with part is due to the buffing done to polish the part prior to plating. This has the effect of distor the threads where they start. If you run a 5/16-24 tap through from the recessed side, the distorted thread will be cleaned up. If you don't have a tap, a grade-8 bolt (5/16-24) may do the

I regret that we do not offer a volume discount in a normal sense. We do offer free ound shipping in the U.S.A. on any order over ground shipping in the U.S.A. Ortally of Section 8500.00 in value, and your order certainly

Good luck with your project. I know how these things go; I acquired the instrument panel from an MGA and now need the rest...

Sincerely, Michael Grant, Sales Manager

#### A Few Good Words

Your catalog is a prize, I thank you sincerely.

My 54 MG TF also says thanks.

Sincerely, John Smallwood Clarkesburg, WV

(Letters are continued on page 4A.)

(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 can improve!Ed.)

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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: Editor, Moss Motoring, 400 Rutherford Street, Goleta, CA 93117. If we can use them, you'll receive a \$20.00 gift

#### OHER BILL 15

## **Bulb Replacement Tech Tip**

Goleta, CA

Tired of breaking those little sidemarker bulbs on your MGB or Midget? Seems like every time you try to pull one out or put one in, either the bulb breaks or you get your fingers sliced on the housing. Here's an easier way. Take a 1/2" internal diameter hose line length, and insert it over the bulb glass. Now you can press/pull and turn with the length of hose, which neatly grasps the bulb without breaking it. Different size bulbs can be similarly done with different

(Bud will receive a gift certificate for his contribution.

#### OHERINE 16

#### Catalyctic Converter Removal Tip

Larry Keith Dayton, OH

If you have trouble removing the catalyctic converter from your late model MGB because the converter will not pass be tween the engine and the body, try this

- method, with the engine stone cold:

  1. Disconnect the converter from the manifold and the downpipe, following the instructions from Haynes, Bentley or Chil-
- 2. Remove the heater to radiator hose pipe that runs beneath the carburetor. Remove the one bolt holding the tube to the carburetor plate, loosen the clamps at each connection (radiator hose, choke and heater) and remove each hose. You might consider draining about three pints of coolant before you remove the tube. Alternatively, be prepared to plug the radiator hose with something (I used a rachet handle!) when you pull the tube from the hose.
- 3. Now, remove the catalyctic converter by passing it through the space at the rear of the carburetor.
- 4. After you reinstall the catalyctic converter, reinstall the tube and all connections. Add coolant and continue the job per the instructions in the manual.

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

#### OHERINA 17

#### Tach Drive Tech Tip

Richard Finch Cookeville, TN

Reader Larry Dussack's technical tip about the tach drive reduction box shorting out his TD's electrical system (a problem I too have encountered several times during the 25 years I have driven my TD), reminded me of an even more obscure tach drive

My car used to tear up tach drive reduc-tion boxes with distressing regularity. It took several boxes (all bought from Moss!) to find out what was happening. Any long-time owner of a T-series MG eventually has to have the generator rebuilt, or perhaps replaces the old generator with a rebuilt unit. This is what I had done, and unbe-knownst to me, the generator rebuild job included cutting off a few of the threads on

the generator end plate where the tach drive collar screws on. Why were the threads cut off? Who knows! Perhaps they were damaged, and it seemed harmless to someone to cut them away. But the result was not harm-

Instead, with the tach drive box collar screwed down tight, the head of the tach drive was pressed too tightly against the generator shaft. Shaft pressure ultimately tore up the gears in the drive box... time and

Solution? Simple, I filed off part of the end of the tach drive head, leaving plenty for the head to engage the slot in the generator shaft, but removing enough so that the shaft did not exert a back pressure on the drive box gears.

An obscure problem, but one that has probably occurred to T-owners other than

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

## O1441112C 18

#### **Tightening Bleed Nipples** Ian Cornish

Triumph Newsletter-U.K.

I've never seen it recorded before, but it is a very common fault to find brake bleed nipples over-tightened (sometimes to the point where they shear or crack the alloy casting). Girling states that "a torque of 4 to 6 lb. ft. should be applied, which is sufficient to lock the bleed screws up without damag-ing the orifices of the ports. If the orifice has been enlarged and the tell-tale black ring can be seen on the conical seating, then this is a sure sign of over-tightening.

#### OH (4) 112 19

## No Dripping Brake Lines

Ben Travato Goleta, CA

When removing hydraulic components from your car, have you ever noticed that no matter how well you plug off the brakeline, brake fluid always leaks out? A quick and easy fix to this problem is to remove the master cylinder cap and place a sheet of very clean plastic (such as a plastic bag) over the opening, then screw the cover on tightly This will form a vacuum, and none, or very little fluid will leak out of any line.

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

#### MG TD-TF, MGA-MGB **Poly-Urathane A-Arm Bushings**





f you're looking for that competition edge in your suspension, you'll want to purchase a set of these A-arm bushings. Made of poly-urathane, instead of stock rubber, these will give you a much stiffer ride than even the heavy duty MGB GT V8 bushings. 8 required per car.

\$2.65 each

## Three Thousand Miles in a TD ... Pickup?

Michael Grant Moss Sales Department Manager

vas offered a chance to drive the Moss Motors' TD pickup to GOF this year, and considering the state of my MGA, I accepted. There is nothing like driving a car to find out what they are really like... and after talking to lots of people about their experiences in a T-type, I thought I could get some of my own. My wife agreed immediately that an alternative to the "A" would be great... but what exactly was the TD pickup? After de-scribing it, we agreed that we would go, if we had a chance to drive the car for a week or so before the trip. After all, who in their right mind would set out on a long trip in a 1952 Anything without checking it out?

The TD pickup was built as a shop truck in 1953 from two wrecked TDs. It belonged to Al

0

Moss for years, and saw service at many a race track, hauling track workers around.

It was sold to Tiny Naylor's Restaurants, then to a Los Angeles policeman. Eventually Jim Bigler bought it, and he. in turn, sold

to Howard Goldman. Since then it has traveled around quite a bit- including the Ocean to Ocean T-Tourist Trophy crosscountry leg. Given its background. I was confident that a mere 3,000 miles would be no problem. The car had been fitted with a supercharger years back, and we thought it would be nice to have the extra power on the trip-1250 ccs and 7 to 8,000 ft. altitudes being somewhat at odds with one another. After test driving the car, it was determined that we would have a potential problem with overheating in the Nevada desert; a supercharger increases the power and the heat output of an engine. We reluctantly pulled the blower a couple of days before we left, and refitted the twin SUs. I drove the car home and we packed the pickup... so much for extensive test drives. The car was run-ning fine, and we started for Sun Valley with a load of spares for the rest of our group from the Santa Barbara Special T's, consisting of a TC, an MGA, and three TDs.

Our first day took us through North Africa. Honest. I know the map said California but the heat was so intense I'm sure we made a left turn somewhere and wound up just south of Egypt. In spite of the heat, nobody had any real overheating problems in the traditional sense- you know, steam everywhere with a dead car on the side of the road. The SU fuel pumps are prone to quitting when it gets hot, and one did after a brief stop. Once you stop, the fuel, which acts to cool the pump, quits flowing. If the pump gets too hot, the fuel vaporizes. The pump will also seize. End result- no fuel to the carbs, and once the float bowls are empty, the engine sputters to a halt. Solution—dip a rag in the ice chest and wrap it around the pump. Once cooled, a few taps with a screw driver restored the pump to life. Wind works the same way on the people inside the car. It does not seem unbearably hot until you stop... Actually we did expect it to be warm (after all, this is the desert, and it is July) but nobody really knew how hot it was until that afternoon when we found a thermometer in the shade that said 110°. As soon as we found out, it immediately seemed at least 20 degrees hotter than it had been... we put the tops up. I know it was hot. Even the camels were resting in the shade.

After a long climb up 6,000 feet (long is 4,000 rpm in second gear for half an hour), three Winnebagos passed me, and one 1967 VW bus. I made their day. We had waited until the sun set to attempt the long climb, and so avoided any serious overheating... Chris Nowlan and Paul Johnson patiently plodded along behind me in a supercharged TC, but finally gave up and passed me. With lots of power, they scooted on up the hill. We

caught up with everyone else and discussed plans for the next day over dinner. Looking at the map, we made some quick calculations... our route was simple.

Go north to Reno, turn right, drive across 300 miles of the Nevada,... UH... desert... "How's everybody feel about driving in the late noon and evening?7 I was glad. I was not long we could keep sure how er over our to keep cool bepouring water heads trying

body took a

pickup

rough,

the

picture. The morning we next gave the cars a thorough going over. The was running a bit and after popping off distributor cap I discovered why. The dis-tributor was full of oil. Since I hadn't put any in, it had to have come from the crankcase. How? If you have excessive crankcase pressure. oil from the engine will be forced into the distributor. It seems likely that the piston rings had not seated as well as they might after the last overhaul; combustion gasses blowing past the rings pressurizes the crankcase a little. This

after-

frankly

pressure will force oil out of the crankcase. Poke a hole in a water balloon and you'll see what I mean. A little oil in-side the distributor is OK, but lots of oil is a problem. It eventually fouls the inside of the cap, and the engine will stumble and miss. Using "Brake Clean" solvent and paper towels, the oil was sopped up, and after resetting the points, it ran better. Because we were going to be up be-tween 5,000 and 7,000 feet most of the way across Nevada, we leaned out the carbs a bit. There's less air up there-run a block and you'll get the idea-and



the air/fuel mixture is therefore a bit rich. The real answer to our power problems was a small V-6... but we decided to make do with what we had.

The run across Nevada was, well, long. It worked out perfectly to leave the mountains in the afternoon—by the time we had dropped down into the desert, the sun was setting behind us. We left the top down, and drove on into the night. The pickup was fitted with TC headlights, and although I could not tell much difference between low and high beam, they were adequate. So was the heater. I never did find out how to turn the thing off, but at night it made the cockpit sort of cozy warm. As near as I can tell the entire cockpit is fitted with invisible heater ducts with a big 4" duct right over the gas pedal. I would probably have appreciated the heater more in, say, Greenland. We pulled into our motel in Battle Mountain at about 2:00 AM after an incredible high speed run (4500 RPM+) across most of Nevada. I sup-pose that was all of 60, 65 miles an hour. It's not much in a Lincoln, but try that in a TD for 3 hours and you'll appreciate the experi-

ence. By now I'm beginning to be impressed

with the TD. It didn't overheat-it got hot. It didn't quit on hills-it just was slow. It was

not blindingly quick-it was steady. I'd been in more comfortable cars, but I appreciated

the chance to get acquainted with parts of my anatomy that had not been heard from in

years. After a reasonable amount of sleep (you know, you can't shut those beds off

after you drop the quarter in, no matter what you do) we met for breakfast-after I changed

the oil in the distributor.

I also noticed that the rear main seal ar-

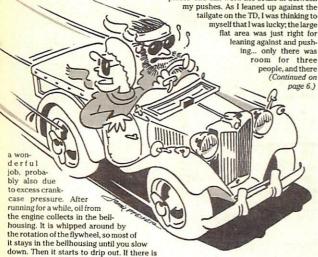
rangement was not doing

quite a bit to drip out, you can trace you steps back to the freeway after getting gas... this is no way to treat a finite natural resource, so we'll have that fixed. In the meantime, I buy oil.

The rest of the trip to Sun Valley, Idaho is uneventful. The weather was great (meaning cool) and the scenery was beautiful. After GOF, we went on to Montana to visit some friends on our way to Yellowstone and the Grand Tetons. Here we discovered the true element for a T-type. Once inside the park, we folded the windshield flat. You cannot imagine what it's like cruising through Yel-lowstone in a TD like that. Your vision is unobstructed in every direction, and the sense of freedom is wonderful... until you realize that there is nothing between you and the bear... given enough head start, I figured we could outrun (downhill) any bear we met. I don't know how fast the pickup will go backwards, and I'm glad to say we didn't have to find out. But, it was really nice to travel that way. All through the park we were able to photograph the animals, while the tourists took pictures of the car ... Coming back

across Nevada was another story. Hot does not convey the feeling of being baked for hours at a time as you trave across a couple high desert. We'd learned enough on the way to GOF that the top can make a 15 degree difference to the top of your head, so the top went up early. Apply half a bottle of sun-screen to the "out-

side" arm, and away you go. The car behaved well until we hit a long, steep incline on Highway 6 outside of Tonopah. The road was two lanes wide, and it was laid on fillmeaning there were guardrails on either side of the very narrow shoulders. About half way up the TD started to miss-oil had fouled the points again. We limped on three cylinders for a bit, and then it just died. wenty feet ahead, the guardrail stops and the shoulder gets positively spacious; right here there's no room at all. The semis blasting by convince me that I need to push the car up those last 20 feet-to pass me the semis have to pull halfway over into the lane going the other way. So, Lida and I swap places-she can work the brake in between my pushes. As I leaned up against the



such

# **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, 400 Rutherford Street, Goleta, CA 93117



Not all restoration projects begin with a basketcase, but it takes time, devotion, and patience to finish up with such a superb example of the marque. Wayne Alper of Santa Barbara. California says that it was worth every long hour

# Revival, continued from 1

tude that we haven't been able to undertake it ourselves. All we can say at this time is that it looks as though BMH will be taking on this monumental task sometime in the future. We'll keep you updated as we receive more information

The Future Looks Bright

It looks as though the nineties will be a great decade for the British sports car! As part of their increased commitment to the breed, British Motor Heritage is actively reproducing many previously obsolete parts to factory specifications. Now you will have the chance, in many cases, to choose between economical after-market reproductions and the new factory-produced parts. A recent example of this is the release of new MGB bumper bars. Although decent repro bumpers have been available for years, British Motor Heritage has just produced new bumpers on the original factory tooling. Important ramifications of the MGB body shell project include the remanufacture of related pieces. MGB owner or not, everyone will benefit from an increased parts availability. There is now a great incentive for the factory to produce parts that were previously uneconomical-and that's something that every British sports car driver has only dreamed of...until now.

## Letters, continued from 3

#### A Better World

I've been very slow about this, but I want to thank you for your thoughtful policy change regarding packing materials. I only hope that other companies and individuals will follow your lead and act responsibly. As you pointed out in your spring newsletter, the change from Styrofoam to paper is a painless one, and both do the job well. Both my husband and I applaud your actions and the explanation that went along with the policy change. Our earth will be a little bit cleaner, a little bit safer, a little bit better as a result.

Sincerely. Cassandra Dahnke Houston TX

#### Pleased Triumph Owner

Having gone to my first Triumph meet of any kind, (7/29, Moss Motors) I am thoroughly pumped up for the next one. If there is any type of mailing list—please include my name. Also, if it's possible to receive Moss Motoring, that would be great! I own a 1974 1/2 TR6. It's in great condi-

tion and driven daily.

Thank you. George Elanjian Jr. Los Angeles, CA

#### **Colorful British Motoring Patches**



Add a brilliant splash of color to your favorite shirt, cap or jacket with one or more of these embroidered, washable patches. If you're looking for the perfect stocking stuffer for the enthusiast-choose one or more from the large selection we now offer!

MG Black (2 3/4	4 x 2 3/4)	
	229-500	\$1.40
British Leyland	229-560	\$1.95
British Flag	229-510	\$1.95
Austin-Healey	021-415	\$1.95
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Jaquar Coventry	011-461	\$1.95
MG Black 5 x5	229-505	\$3.45
TR Sportscar	621-270	\$2.95
Triumph	621-250	\$1.95
British Leyland Tr	iumph (1 x 4 1	/4)
	229-440	\$1.45
Austin-Healey W	ing (1 1/4 x 5	
	229-420	\$1.95
Austin-Healey Sp		7
, , ,	229-430	\$1.95

MG TC Generator Drive-End Bearing 125-200 Reg. \$5.50



MG TD-TF Rebuilt Generator

Unavailable for quite some time, we not only have these elusive parts in stock, but are offering them at a reduced introductory price 140-310 Reg. \$219.00 Sale Price \$209.95

MG TC-TD Ignition/Headlamp Switch
An exact copy of the original ignition/headlamp switch fitted to the TC and early TD. Identical in appearance to the original, far superior to the Lucas replacement switches available in the past. 141-510 Reg. \$124.50 Sale Price \$114.50

MG TC-TD Dash Lamn Socket 142-700 Reg. \$3.85

Sale Price \$2.95

Sale Price \$11.95

MG TC-TD Wiper Motor Cover We have a limited supply of genuine NOS Lucas wiper motor covers with the proper black crackle finish. Suped complete with chrome switch lever. Sale Price \$22.75 145-315 Reg. \$26.90

MG TC-TD Wiper Mater Brush Set 145-580 Reg. \$13.75

MG TD Panel Lamp Rheostat Knob

the screw-retained knob that fits TDs from This is the screw-re (c)10701 on. 145-905 Reg. \$8.40 Sale Price \$6.75

MG TC-TD-TF Parking Lamp Lens

Glass lens supplied complete with chrome rim. 157-750 Reg. \$10.25 Sale Price \$8.25

MG TD-TF Tail Lamp Chrome Rim

This is the round lamp rim fitted from TD (c)21303 on 158-400 Reg. \$3.50 Sale Price \$2. Sale Price \$2.75

MG TC-TD Wiper Blade 160-300 Reg. \$6.50

MG TF Wiper Blade



MG TC-TD-TF Original Style Spark Plug Clip

171-530 Reg. \$3,45 Sale Price \$2.75 MG TC-TD-TF Fiber Ignition Wire Separator

171-540 Reg. \$1.85 Sale Price \$1 45

Fits later TDs from (E)9408 on with 8' clutches. Ring gear has 10 3/4" inside diameter 190-030 Reg. \$44.50

Sale Price \$39.75

W

MG TC Spare Wheel Knock-Off Assembly
This beautiful reproduction is supplied as a complete bly, including the medallion. 200-258 Reg. \$69.50 Sale Price \$59.95

MG TC-TD-TF Nylon Car Cover
Our durable yet lightweight 100% nylon car cover comes
complete with its own MG crested stuff bag. Excellent for use as a travel car cover or an economical dust cover for garage use. Tailored for a perfect fit, medium blue in color. 236-015 Reg. \$49.95 Sale Price \$42.50

MG TD-TF Steering Column Upper Felt Bush 260-150 Reg. \$2.35 Sale Price \$1.95

MG TD-TF Steering Column Lower Felt Bushing 260-200 Reg. \$1.95 Sale Price \$1.75

MG TD-TF Steering Column Shaft Chrome Spring Cover 262-250 Reg. \$9.95 Sale Price \$7.50

MG TC Steering Column Shaft Chrome Spring Cover Cap 262-280 Reg. \$6.25

MG TD-TF Brake Drum Tab Washer For wire wheeled cars only, 3 required per drum, sold individually

264-150 Reg. \$1.00 Sale Price \$0.85 MG TD Wheel I un Nut

BSF thread, fits TDs up to (c)12284. Sold individually 264-250 Reg. \$6.75 Sale Price \$5 Sale Price \$5.95

MG TD-TF Front Coil Spring Sold individually. 264-330 Reg. \$49.95

Sale Price \$44.50

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Sale Price \$129.95

MG TC Rear Axie Lock Nut Tab Washer
Sale Price \$2.15

MG TD-TF High Speed Ring & Pinion Conversion Kit For TDs and TFs fitted with the standard 5.125:1 ratio ring and pinion, this 4.875:1 conversion kit allows considerably higher cruising speeds while at the same time reducing engine wear and tear. The completed conversion leaves the rear axle original to all outward appearances and does not require modification of any original components. 266-338 Reg. \$424.50 & \$ale Price \$369.95

MG TD-TF Rear Wheel Hubs Fits cars with wire wheels only. Right Hand 266-390 Reg. \$142.50

Left Hand 266-400 Reg. \$142.50

Sale Price \$129.95 MG TC-TD-TF Rubber Radiator Shell Lacing Strip 280-010 Reg. \$2.85 Sale Price \$2.50

MG TD-TF Master Cylinder Inspection Rubber Plug Fitted to the footwell tray of LHD cars from (c)4237 on 280-410 Reg. \$1.85 Sale Price \$1.50

MG TF Wiper Shaft Rubber Grommet Set

MG TC-TD-TF Manifold to Cylinder Head Gasket 290-400 Reg. \$2.70 Sale Price \$2.25

MG TC-TD-TF Oil Pan Bolt Set Complete set of all 14 bolts.

281-168 Reg. \$10.90

321-748 Reg. \$57.25 Sale Price \$49.95

MG TD-TF Front Engine Mount 411-010 Reg. \$10.95

328-410 Reg. \$2.45



Sale Price \$2.25

Sale Price \$8.50

MG TD-TF Brake Drum Plug Fits cars with wire wheels only. Covers the brake adjusting hole in the brake drum.

MG TD-TF Clutch Return Spring 329-330 Reg. \$4.25 Sale Price \$3.75

MG TC Tachometer Drive Cable

This is our economical replacement type cable, now even more economical! 331-030 Reg. \$14.95 Sale Price \$12.95 MG TC Door Hinge Pivot Bott Set

balls. Only one required per ca 401-878 Reg. \$24.90

Fits to TD (e)20941. 433-530 Reg. \$8.95

Sale Price \$7.50

MG TD-TF Distributor Cotter Balt Fits from TD (e)20942. 433-540 Reg. \$8.75

Sale Price \$7.25

MG TC-TD-TF Timing Chain Tensioner Foot Original type. 433-570 Reg. \$29.50 Sale Price \$22.92

THE PROPERTY.

MG TD Wiring Harness

Fits TDs without turn signals to (c)18882. Vinyl-bound harness is complete except for the small dash sub-harness which connects between various points on the dash

356-030 Reg. \$109.95

Sale Price \$99.95

Sale Price \$129.95

Sale Price \$29.95

Sale Price \$2.25

Sale Price \$16.95

Sale Price \$7.95

MG TD Wiring Harness Fits TDs with turn signals and dash-mounted dimmer switch from (c)18883. Vinyl-bound harness is complete except for the small dash sub-harness which connects een various points on the dash.

Sale Price \$99.95 356-040 Reg. \$114.95

MG TD Wiring Harness Fits TDs with turn signals and floor-mounted dimmer

switch from (c)18883. Vinyl-bound harness is complete except for the small dash sub-harness which connects between various points on the dash. 356-050 Reg \$117.95 Sale Price \$107.50

MG TC Wiring Harness Fits TCs to (c)7379. Cloth-bound harness includes wires for turn signals, and is complete except for the small dash sub-harness which connects between various points on the dash itself.

356-110 Reg. \$139.95

MG TC-TD-TF Handerank 386-150 Reg. \$34.95

MG TD-TF Rear Bumper Spacer

400-200 Reg. \$2.75

MG TD Starter Cable An exact duplicate of the original 331-280 Reg \$19.65

MG TC-TD Wiper Connecting Bar Fits to TD (c)22314. 451-110 Reg. \$9.80

MG TD-TF Generator Fan

433-670 Reg. \$8.75

Sale Price \$6.25

MG TC Generator Fan/Pulley

Sale Price \$37.50 433-680 Reg. \$46.50 MG TD-TF Cluster Gear Shaft

Sale Price \$18.50 441-250 Reg. \$21.95 MG TC Badge Bar 451-070 Reg. \$34.95

Sale Price \$29.95 MG TC-TD-TF Hand Crank Clip Sale Price \$2.75

MG TC-TD Chromed Seat Back Bracket 406-110 Reg. \$14.95 Sale Price \$12.50

MG TD Seat Back Bracket Dome Nut

406-160 Reg. \$1.00 Sale Price \$0.90

MG TC-TD-TF Top to Windshield Frame Wing Bolt Also fits MGA 406-200 Reg. \$5.60

Sale Price \$4.50



Flocked as original. 454-155 Reg. \$28.50

MG TC-TD-TF Tool Box Felt

Correct felt with instructions and diagrams to re-line your

tool box. 456-420 Reg. \$17.95

Sale Price \$16.25

MG TD Chassis ID Plate 408-580 Ren. \$14.95

Sale Price \$12.95

MG TC-TD-TF Windshield Wing Nut Conical Spaces Sale Price \$0.95 408-660 Reg. \$1.10

MG TC-TD-TF Engine Oil Drain Plug

Sale Price \$5.25

MG TD Glove Box Hippe

Sale Price \$4,25

MG TC-TD-TF Hood Strip Outer Support 407-200 Reg. \$2.95

Sale Price \$2.60

MG TD Glove Box Knob 408-190 Reg. \$2.95

Sale Price \$2.50

120-900 Reg. \$2.90

Sale Price \$2.50

MGA Front Parking Lamp Lens Fits 1500s only, supplied complete with chrome rim 158-900 Reg. \$13.95 Sale Price \$ Sale Price \$9.95

MGA Distributor Vacuum Advance Line A complete assembly, pre-bent as original, including clip

and compression fittings. 163-620 Reg. \$18.90 . Sale Price \$14.95

MGA Front Disc Brake Pad Retaining Pin Sale Price \$2.25 180-280 Reg. \$2.95

MGA Front Disc Brake Pad Retainer Sale Price \$1.45 180-290 Reg. \$1.80

MGA Special Tuning Booklet

Reprint of the original factory publication covering factory eveloped and proven competition modification 211-000 Reg. \$4.95 Sale Price \$4 50

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MGA Steering Column Upper Felt Bushing Fits cars with adjustable steering columns only. 260-170 Reg. \$4.85 Sale Price \$3.95

Coll Spring 264-100 Reg. \$47.50 Sale Price \$42.50

MGA Steering Rack Gaiter Set 263-018 Reg. \$12.95

MGA Steering Column Firewall Rubber Seal Also used for blanking plate to firewall se 263-310 Reg. \$2.00 S

MGA Rear Spring U-Bolt Buffer Plate 267-560 Reg. \$4.40 Sale Price \$3.95

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Suspension

MGA Front Shock Absorber Brand new, not rebuilt! Probably the single most important item in your front suspension for proper handling and safety. Sold individually.

264-800 Reg. \$136.50 Sale Price \$124.50

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MOSS MOTORING PAGE 4B

MGA Transmission Cover Rubber Plug 280-410 Reg. \$1.85 Sale Price \$1.50

MGA Windshield Glazing Rubber

Fits between glass and frame, for all roadsters. 280-735 Reg. \$6.75 Safe Pri Sale Price \$6.25

MGA Fuel Filler Pipe Rubber Ferrule Seals between pipe and body. 280-780 Reg. \$3.25

Sale Price \$2.75

MGA Fuel Filler Pipe Rubber Seal Seals between pipe and trunk floor. 282-720 Reg. \$1.25

Sale Price \$1.05

MGA Bumper Grommet Set

A handy pack of the six rubber bumper mount grommets.

Enough for both front and rear bumpers! 281-578 Reg. \$8.45 Sale Price \$7.25

GREAT GIPT IDEA!

MGA Steering Column Shaft Chrome Spring Cover 262-250 Reg. \$9.95 Sale Price \$7.50

MGA Coupe Body Rubber Sets These are complete sets of virtually every rubber part needed to restore your MGAs body, from headlamp seals

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MGA Fuel Pump Rubber Cover Boot 282-015 Reg. \$6,95 Sale Price \$6.25

MGA Twin Cam Cylinder Head Gasket 296-395 Reg. \$39.95 Sale Price \$34 50

MGA Cylinder Head Gasket Set Fits all except twin cam

296-420 Reg. \$29.95

MGA 1600 and 1600 Mk II Wiring Harness

Cloth-bound harness is complete with all four sub-harnesses, but does not include headlamp pigtails 356-180 Reg. \$157.95

Sale Price \$24 50

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Sale Price \$18.25 MGA Door Top Rails

L/H 453-255 Reg \$12.95 R/H 453-260 Reg. \$12.95 Sale Price \$9.95 Sale Price \$9.95

MGA Rear Cockpit Rail Fits roadsters only. 453-265 Reg. \$19.95

MGA Gas Tank

Sale Price \$17.50

Sale Price \$2.25

Sale Price \$2.50

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MGA Front Bumper Spring Bracket Sale Price \$13.95

MGB Front Hub Outer Bearing 126-100 Reg. \$8.95 Sale Price \$7.50

456-800 Reg. \$212.50 Sale Price \$199.95 MGA Rocker Arm Adjusting Screw 460-260 Reg. \$2.80

MGA Distributor Drive Spindle 460-640 Reg. \$59.95 Sale Price \$44 50

MGA Fuel Filler Neck Clamp Plate 470-195 Reg. \$2.95

MGA Side Curtain Socket 470-570 Reg. \$3.95

MGA Door Hinge 470-960 Reg. \$29.90 Sale Price \$24.95

MGA Front License Plate Mounting Bracket L/H 470-980 Reg. \$2.35 R/H 470-990 Reg. \$2.35 Sale Price \$1 95 Sale Price \$1.95

MGA Windshield Grab Handle Fits roadsters only.

R/H 472-070 Reg. \$10.40

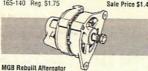
L/H 472-080 Reg. \$10.40

MGA Grab Handle Packing Piece Fits roadsters only, 2 required 472-090 Reg. \$0.90

Sale Price \$0.75

Sale Price \$8.95

MGB Door Mirror Mounting Wedge Fits roadsters from 1978 on: from (c)447001 on 165-140 Reg. \$1.75 Sale Price \$1.45



Fits 1974 1/2 thru '78; cars ending at (c)471000 and originally equipped with Lucas alternator #23756. Price includes a core charge of \$25 which is refundable upon receipt of a complete rebuildable core, making your net cost just \$119.95! 130-090 Reg. \$181.80 Sale Price \$144.95

MGB Voltage Regulator (In Alternator) originally equipped with Lucas alternator #23756.

130-300 Reg. \$15.95 Sale Price \$11.95

MGB Cigar Lighter Assembly Fits 1968 on

142-270 Reg. \$21.95 MGB Anti-Sway Bar Rubber Mounting Bush Fits 1974 1/2 on; roadsters from (c)360301-on/all GTs. 2 required per car, sold individually. 021-767 Reg. \$1.10 Sale Price \$0.75

MGB Rear Axle Bearing Oil Seal Fits early cars with banjo type rear axles only 120-900 Reg. \$2.90 Sale Price \$2.50

MGB Wheel Stud For disc wheel cars only, sold individually 125-685 Reg. \$5.30 Sale Price \$4.25

MGB License Lamp Assembly

Fits all cars with split rear bumper; roadsters and GTs from (c)187211 thru (c)219000, 144-215 Reg. \$23.50 Sale Price \$19.95

MGB Fender Mirror

This early factory optional mirror was designed to be fitted to the right front fender.

165-260 Reg. \$28.95 Sale Price \$24.50 Sale Price \$24.50

MGB Late Factory-Style Door Mirrors

These matte black finished door mirrors were fitted as original equipment on rubber bumpered cars, but can easily be installed on all year models. Left Hand

165-190 Reg. \$22.95 Right Hand 165-195 Reg. \$22.95 Sale Price \$19.50

MGB Brake Master Cylinder Repair Kit

Fits 1963 thru early '68; roadsters thru (c)138400/GTs thru (c)139471. This kit is for cars with "unmarked" original master cylinders only. Marked cylinders have two or a groove near the m

180-875 Reg. \$2.95 Sale Price \$2.45 MGB Front Disc 182-170 Reg. \$29.75 Sala Price \$25.75

MGB Radiator Cap
This 10 psi cap fits 1968 thru '75; roadsters from (c) 138401 thru (c) 386000/GTs from (c) 139472 on.

Sale Price \$3 95

Reprints of the factory publication supplied with all new

MGBs, covering operation and maintenance. Find out how all the knobs and switches are supposed to operate, how to properly stow your soft top and the correct service 1970 to '72 Owner's Manual

210-920 Reg. \$8.95 1973 to '74 Owner's Manual Sale Price \$7.25 210-930 Reg \$8.95 Sale Price \$7 25 1977 Owner's Manual 210-950 Reg. \$3.95 Sale Price \$3.50 1978 to '80 Owner's Manual 210-960 Reg. \$9.25 Sale Price \$7.25 1970 to '74 Owner's Manual (UK Spec Only) 210-970 Reg. \$9.50 Sale Price \$7.75

MGB Special Tuning Booklet

202-090 Reg \$4.75

Reprint of the original factory publication covering factory developed and proven competition modifications. The factory rally and race cars had to be fast and reliable: this book tells you how you can modify your MGB from mild improvement to full race tune, in the manner they found safest and fastest. Originally published for 1963-69 models, but applicable to later models as well 211-005 Reg. \$9.60 Sale Price \$8.25



MGB "Negative Earth" Sticker

Large red on silver sticker measures 2" x 215-655 Reg. \$2.90 S Sale Price \$2.50

MGB "Unipart" Air Fifter Label For cars fitted with Zenith-Stromberg carburetors 215-680 Reg. \$2.90 Sale Price Sale Price \$2.50

MGB Heater Control Knob Fits roadsters/GTs from (c)138401 thru (c)219000. 233-965 Reg. \$7.95 Sale Price \$6.50

MGB Defroster Control Knob Fits roadsters/GTs from (c)138401 thru (c)219000. 233-985 Reg. \$7.95 Sale Price \$

Sale Price \$6.50

MGB Tail Lamp Assembly This complete, ready-to- install assembly fits 1963 thru '69; roadsters thru (c)187210/GTs thru (c)187840.

144-390 Reg. \$149.50 Sale Price \$139.95

This is the later black finished license lamp that fits both roadsters and GTs from (c)409140 on. Sale Price \$19.95 158-910 Reg. \$2.10 Sale Price \$1.75

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MGB Tie Rod End Set Complete set of two 263-390 Reg. \$19.95

Sale Price \$15.75

MGB Front Disc Wheel Stud 264-490 Reg. \$2.25

Sale Price \$1.95

MGB MG-Crested Rostyle Lug Nuts

Similar to the factory nuts, but stamped with a decorative MG crest. Sold individually. 264-985 Reg. \$3.75 Sale Price \$2.95

Rear Leaf Spring U-Bolt Plate

Fits all MGAs and MGBs with banjo type rear axle 267-570 Reg. \$5.75 Sale Price \$5.25

Rear Axle Rebound Strap

Fits MGBs with rubber bumpers; roadsters from (c)360301 on/GTs from (c)361001 on and MG Midget 267-615 Reg. \$10.50

Rear Shock Absorber Link

Fits all MGAs and MGBs with chrome bumpers; roadsters to (c)360300 on/GTs to (c)361000. 267-640 Reg. \$14.75 Sale Price \$13.95

MGB Rear Spring Lowering Kit

For the competition minded driver, this special tuning item lowers the ride height of your late roadster by 1 1/4" at the rear. Complete kit includes spacer blocks and U-boits. Highly recommended for 1977-'80 cars with factory fitted sway bar. Use with our 1" lowered heavy-duty front coil springs for the best handling results.

268-140 Reg. \$59.75 Sale Price \$52 50

MGB Anti-Sway Bar Rubber Mount Fits roadsters 1963 thru '74 1/2; to (c)360300. 280-920 Reg. \$0.95 Sale Price S0.75

MGB Gearshift Boot

Fits 1963 thru '67; roadsters to (c)138400/GTs to (c) 139471. 282-340 Reg. \$7.50 Sale Price \$6.25

MGB Front Fender Solash Plate Extension Rubber Seals Right Hand

282-365 Reg. \$4.95 Sale Price \$4.25 Left Hand 282-375 Reg. \$4.95 Sale Price \$4.25

MGB GT Glazing Rubber Filler Strip
Fits both windshield and rear deck lid glass. Sold individu-

282-440 Reg. \$8.65 Sale Price \$6.95 Mar of

Fits roadsters to (c)279339. 282-595 Reg. \$1.75

MGB Hood Buffer

282-600 Reg. \$2.70 Sale Price \$2.50 MGB Heater/Air Control Cable Firewall Grommet 282-640 Reg. \$2.25 Sale Price \$1.95

MGR Trunk Interior Lam

Fits roadsters from 1971 on 158-940 Reg. \$9.25

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MGB Glovebox Lock & Key Assembly Fits 1963 thru '67; roadsters to (c)1384000/GTs to (c)139470.

163-520 Reg. \$8.25 Sale Price \$7.25

MGB Glovebox Lock & Key Assembly Fits 1972 thru '76; roadsters from (c)258001 to (c)410000/GTs from (c)258001 to (c)367803. 163-560 Reg. \$17.50 Sale Price \$15.25

MGB Roadster Wiper Arm Fits 3 blade system cars from 1973 on, roadsters from (c)294251-on.
164-650 Reg. \$16.90 Sale Price \$13.50

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MOSS MOTORING PAGE 4C

Moising

MGB Speedometer Fits 1980 cars; from(c)501001. 360-905 Reg. \$79.95

Sale Price \$49.95

MGB Windshield Washer Je Fits roadster from (c)447036 (approx. 1978-on). 361-260 Reg. \$2.95 Sale Price \$2.50

MGB Air Filter Rubber Seal Fits SU-equipped MGBs with original type air filters 372-420 Reg. \$3.40 Sale Price \$ Sale Price \$2.75

MGR Carburetor Needle & Seat Ass'y Fits MGBs 1972 thru '74 with HIF4 carbo 373-625 Reg. \$7.25 Sale Price \$6.25

MCR Snare Wheel Clamp Fits MGBs with disc wheels 386-090 Reg. \$11.25 Sale Price \$9.95

MGB Soare Wheel Clamp 386-095 Reg. \$16.75 Sale Price \$14.50

MGB Clutch Alignment Tool Fits 1962 thru '64; cars with 3-main bearing engines 387-210 Reg. \$5.75 Sale Price \$4 Sale Price \$4.75

GREAT GIFT IDEA! MGB GT Car Cover

Protect your GT from dust, birds, sunlight and dew with this water-repellent light green cotton drill cover. An inexnsive way to preserve the value of your car! 236-130 Reg. \$119.95 Sale Price \$109 95

MGB Hood Sealing Strip Self-adhesive foam strip originally fitted to the rear chan-nel of the engine compartment. 282-810 Reg. \$1.95 Sale Price \$1.75 Sale Price \$1.75

MGB Manifold to Cylinder Head Gasket 297-530 Reg. \$3.15

MGB Catalytic Converter to Exhaust Manifold Gasket 297-550 Reg. \$1.60

MGB Connecting Rod Big End Bolt Fits 18GB thru GF engines, sold individually. 322-130 Reg. \$7.75 Sale Sale Price \$6.95

MEBET "MGB-GT" Chromed Letter Set Fits earlier MGB-GTs with plain vertical letters. 408-450 Reg. \$8.50 Sale Price \$7.25

MGB Clear Front Flasher Lens Alternative to the amber lens, this clear lens fits 1963 thru 69; roadsters thru (c)187210/GTs thru 187840. 164-775 Reg. \$8.95 Sale Price \$7.25

MGB Front Door Rail Finisher Fits roadsters only. R/H 408-950 Reg \$6.25 Sale Price \$4 95 L/H 408-960 Reg. \$6.25

MGB Tail Lamp Chrome Rim Fits 1963 thru '69; roadsters thru (c)187210/GTs thru 187840. 164-790 Reg. \$22.50 Sale Price \$17.95

MGB Amber Sidelamp Lens Fits 1963 thru '69' madsters thru (c)187210/GTs thru 187840 164-795 Reg. \$7.75 Sale Price \$6.25

MGB Taillamp Flasher Lens This original red Lucas lens fits 19 thru (c)187210/GTs thru 187840. is fits 1963 thru '69; roadsters Sale Price \$9.25 164-830 Reg. \$9.95

MGB Accelerator Cable Fits cars with twin SU carburetors from 1974 1/2 on: padsters from (c)360301/GTs from (c)361001 on Sale Price \$5.25

Fits disc wheel cars only; roadsters from (c)360301 thru (c)415000/GTs from (c)361001 on. 331-520 Reg. \$17.25 Sale Price \$14.95

Fits 1962 thru '67; roadsters to (c)138400/GTs to (c)139471.

L/H 458-940 Reg. \$46.50 Sale Price \$42.50 Sale Price \$42.50 R/H 458-945 Reg. \$46.50

Sale Price \$2.25 460-260 Reg. \$2.80 MGR Distributor Drive Spindle Sale Price \$44.50 460-640 Reg. \$59.95

MGB Third Gear Fits 1962 thru '67; roadsters to (c)138400/GTs to (c)139471. 461-510 Reg. \$64.95

MGB Synchro Ring Fits 1968 thru '80; roadsters from (c)138401/GTs from 462-220 Reg. \$16.75 Sale Price \$14.25

MGB Bottom Radiator Hose Fits cars with heater from 1972 to '74 1/2; roadsters from (c)258001 to 360300/GTs from (c)258001 to 361000 470-310 Reg. \$9.85 Sale Price \$8.95

MGB Factory Luggage Rack Genuine BL luggage rack, fitted as optional equipment to all roadsters from 1975 on. Looks great on earlier road-244-010 Reg. \$99.50 Sale Price \$84.50

MGB Exhaust Headnine Fits 1962 thru '67; roadsters to (c)138400/GTs to (c)139471.

454-530 Reg. \$37.50 Sale Price \$32.50 MGB Vertical Inner Sill Panels

L/H 457-170 Reg. \$18.75 R/H 457-180 Reg. \$18.75 Sale Price \$16.50 Sale Price \$16.50

MGB Trunk Lid Prop Rod Fits 1962 thru '70; roadsters to (c)219000 457-480 Reg. \$8.90 Sal Sale Price \$6.95

MGB Rear Fender "Half Sections" This repair panel replaces all of the rear fender from the chrome trim strip down.

L/H 457-960 Reg. \$37.50 R/H 457-965 Reg. \$37.50 Sale Price \$33.50 Sale Price \$33.50

YOUR MUB MGB Rubber Floor Mat Set

Fits 1963 thru '67. Protect your carpets from wear and sunlight with these custom-fit Amon style rubber floormats. Heavy ribbed black rubber with MG crest on each 241-840 Reg. \$19.95 Sale Price \$15.95

MGB Speedometer

Fits 1977 thru '79; to (c)501000. 360-900 Reg. \$79.95 Sale Price \$49.95

MGB Seat Adjusting Handle Fits 1969 thru '80 409-020 Reg. \$18.95 Sale Price \$17.50

MGB Seat Lever Knob Fits 1969 thru '80 409-030 Reg. \$5.75 Sale Price \$4 50

MGB Engine Mounts 

L/H 413-020 Reg. \$7.75 Sale Price \$7.50 MGB Muffler & Pipe Assembly Fits 1975 thru '80 cars fitted with catalytic converter. 444-180 Reg. \$109.50 Sale Price \$99

Sale Price \$99.50 280-920 Reg. S0.95

Midget 1509 Clutch Alignment Tool 387-330 Reg. \$6.95

Sale Price \$1 50

Sale Price \$19 50

Sale Price \$7 40

Sale Price \$4.75

Sale Price \$1.45

Sale Price \$20.95

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Sale Price \$99.95

Sale Price \$3.95

Sprite-Midget Outer Door Top Rubber Seal R/H 282-170 Reg. \$8.50 L/H 282-175 Reg. \$8.50 Sale Price \$7.25 Sale Price \$7.25

Sprite-Midget Windshield Pillar Post Seal Sale Price \$4.15 282-210 Reg. \$4.50

Sprite-Midget Rear Axle Bump Rubber
Fits Sprite Mki, II and Midget Mkl; cars with 1/4 elliptic springs. 282-220 Reg. \$4.60 Sale Price \$4.25

Sale Price \$14.95 Sprite-Midget Vent Window Corner Rubber 0 Fits 1098 and 1275cc cars thru (c)121650. 282-595 Reg. \$1.75 Sale Price \$1.50

Fits 1275cc cars only. 296-680 Reg. \$24.95

Fits all except 1500cc cars. 297-700 Reg. \$8.50

Sprite-Midget Gearbox Gasket Set

Midget 1500 Speedometer Cable

Midnet 1500 Accelerator Cable

Fits between gearbox and interval counter. For 1500cc non-California spec cars only.

331-590 Reg. \$21.50 Sale Price \$16.95

For 1500cc non-California spec cars only thru (c) 188000. 331-730 Reg. \$7.50 Sale Price \$5.95

Sprite-Midget Heater Valve Base (Except 1500)

Sprite-Midget Clutch Alignment Tool

Sprite-Midnet Front Bumper Face Bar

Sprite-Midget Plastic Radiator Fan Fits 1275 from Sprite (c)72034, Midget fro 434-560 Reg. \$23.75 Sale

Sprite-Midget Rocker Arm Shatt

Fits all except Middet 1500.

Bugeye Sprite Grille Assembly 459-770 Reg. \$159.75

Sprite-Midnet Windshield Glass

Fits 1098, 1275 and 1500 459-910 Reg. \$119.95

Fits 1275cc engines only. 460-445 Reg. \$26.50

451-455 Reg \$25.95

Sprite-Midget Bypass Hose

Fits all except Midget 1500. 434-530 Reg. \$1.75

Fits Sprite Mkil-on, Midget Mkil thru Mkill to (c)74885. 400-240 Reg. \$129.95 Sale Price \$119.9

Fits all 948, 1098, and 1275cc engined cars 387-320 Reg. \$6.95 Sale

470-665 Reg. \$13.95 Sale Price \$11.95 Sprite-Midget Valve Cover Gasket Fits all except 1500cc cars. 296-005 Reg. \$1.75 MGB Window Regulator Handle Escutcheon Fits from 1962 thru '67; roadsters to (c)138401/GTs to Sprite-Midget Lower Engine Gasket Set

Sale Price \$189.95

Sale Price \$269.95

(c)139471. 472-500 Reg. \$7.35

Fits all 5-main bearing engines. Comes with properly sized

MGB Front Overrider Fits 1962 thru '69; roadsters to (c)187210/GTs to

MGB "MG" Black & Silver Plastic Trunk Badge Fits 1970 thru '76 roadsters; (c) 187211 to 394007.

MGR Camshaft

Fits all 18V engines. 451-325 Reg. \$235.95

bearings. 451-605 Reg. \$294.50

(c)187840. 454-310 Reg. \$16.95

MGB Reground Crankshaft

MGB GT "Wing" Badge This is the one-piece black and chrome badge.
472-770 Reg. \$12.50 Sale Price \$11.25

MGR Black Grille Assembly Fits rubber bumpered cars. 475-250 Reg. \$21.95 Sale Price \$17.50

MGB Thermostatic Fan Switch Sealing Bush Fits from 1977 thru early '80; roadster from (c)410001 to 511519. 542-203 Reg \$3.95 Sale Price \$3.50

MGB Exterior Door Handle Fits 1968 thru '80. 401-535 Reg. \$21.95 Sale Price \$19.95

MGB Autumn Leaf Armrest Fits 1973 thru '80. 402-430 Reg. \$19.35 Sale Price \$15.95

MGB GT Bottom Windshield Finisher 408-080 Reg. \$47.50

MGB Differential Carrier Bearing

Fits cars with tubed type rear axle only. 127-710 Reg. \$12.45 Sale Price \$8.95

Sprite-Midget Pedal Pad Fits both clutch and brake pedals of all models, sold individually 280-930 Reg. \$2.95 Sale Price \$2.25

Sprite-Midget Vent Window Rubber Seals

Fits all cars with roll-up windows. R/H 282-075 Reg. \$11.50 L/H 282-085 Reg. \$11.50 Sale Price \$9.95 Sale Price \$9.95

Sprite-Midget Hood Locating Peg 282-120 Reg. \$7.25 Sale Price \$6,50

Sprite-Midget Rebuilt Generator For 948cc cars, this generator has provision for tach drive. Unavailable for quite some time, we not only have these elusive parts in stock, but are offering them at a reduced

re-introductory price! 140-310 Reg. \$219.00 Sale Price \$209 95

Sprite-Midget Tail Lamp Assembly This complete, ready to install assembly fits Sprite MkII and Midget MkI thru 1969.

144-390 Reg. \$149.50 Sale Price \$139.95

Bugeye Sprite Hood Medallion A truly excellent reproduction, just the ticket to plug the hole or replace the decomposing plastic blob in your hood

031-590 Reg. \$20.85 Sale Price \$18.50 Sprite-Midget Anti-Sway Bar Rubber Mount

Sprite-Midget 1098-1275 Laygear Fits 1098 from (e)10CC4642, and all 1275 461-905 Reg. \$214.95 **Sale** 

Sprite-Midget Crankshaft Timing Chain Sprocket

Sprite-Midget Timing Chain Tensioner Ring

Fits 948 & 1098cc engines. 2 required. 460-495 Reg. \$4.65

Sprite-Midget Radiator Hose - Pump to Cross-Tube Fits 1275 cross-flow system; Sprite from (c)72034, Midget from (c)60441. 470-395 Reg. \$8.75 Sale Price \$7.95

Moss Motors, Ltd. P.O. Box 847, Goleta, CA 93116

Sale Price \$0.75

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Midget "MG" Black & Silver Plastic Trunk Badge Fits 1275 Midgets. 470-665 Reg. \$13.95 Sale Price \$11.95

Sprite-Midnet Reverse Lamn Switch

Fits 1275 from 1970, and 1500 Midget thru 1975. 542-400 Reg. \$22.80 Sale Price Sale Price \$19.95

Buneye Sprite Windshield Frame To Body Seal Fits to (c)5476 680-875 Reg. \$13.95 Sale Price \$11.95

Midget 1500 Crankshaft Timing Chain Sprocket 837-105 Reg. \$48.95 Sale Price \$39 95

Sprite-Midget Rear Axle Hub Bearing 125-120 Reg. \$10.50 Sale Price \$8.25

Midget 1500 License Lamp Assembly This is the later black finished license lamp that 1500s from (c)182001 on 158-910 Reg. \$2.10

Sprite-Midget Trunk Interior Lamp Fits Sprite MkIII and Midget MkII on 158-940 Reg. \$9.25

Sale Price \$7.50

Sale Price \$4 50

0 "Sprite" Badge sed on the dashboard and the trunk lid 470-615 Reg. \$4.95 Sale Price \$3.95

0 1500 Midget Bottom Radiator Hose Fits from (c)166304. 470-420 Reg. \$5.75

Sprite-Midget Laygear Bearing Assembly
Fits all except Midget 1500. 2 required per car, sold

individually. 127-010 Reg. \$3.50 Sale Price \$2.75

Midget 1500 Synchro Ring 071-330 Reg. \$10.50 Sale Price \$8.75

Sprite Valve Cover "Austin" Nameplate This is the self-adhesive type nameplate fitted only to the later cars. 031-232 Reg. \$2.95 Sale Price \$2.50

Control of the second Sprite-Midget Wiper Blade Fits 1969 thru '72. Sold individually 165-055 Reg. \$5.95 Safe Price \$4.25

Sprite-Midget Clutch Slave Cylinder Repair Kit Fits 1275cc cars only. 180-945 Reg. \$6.75 Sale Price \$4.95

Sprite-Midget Brake Drum Plun Fits both front and rear drums 181-975 Reg. \$0.95 Sale Price \$0.75

Sprite-Midget Clutch Pressure Plate

Fits 948cc cars only. 190-830 Reg. \$85.25 Sale Price \$69.25 CARD

Sprite-Midget Clutch Pressure Plate Fits 1098cc cars only. 190-840 Reg. \$69.95 Sale Price \$59.95

Sprite-Midget Clutch Disc

Brand new 7 1/4" disc, not rebuilt! Fits 190-880 Reg. \$39.80 Sale Price \$34.50 Sprite-Midget Clutch Release Bearing

Fits 1098cc cars only 190-915 Reg. \$12.95 Sale Price \$9.95

Sprite-Midget Clutch Kit Fits 1275cc cars only. This complete kit includes pressure plate, disc and release bearing. 190-980 Reg. \$124.50 Sale Price \$99.95

Sprite-Midget Front Suspension Fulcrum Pin Repair Kit 264-195 Reg. \$59.95 Sale Price \$49 95 STOCKING STUFFER!

Bugeye Sprite Owner's Handbook
Quality reprint of the factory publication supplied with all new Buggyes, covering operation and maintenance. Find out how all the knobs and switches are supposed to operate, how to properly stow your soft top, and the

ect service intervals. 212-690 Ren \$9.95 Sale Price \$9.25

MG Midget Rubber Floor Mat Set Fits Midget MkII and MkIII. Protect your carpets from wear and sunlight with these custom-fit Amco style rub-ber floormats. Heavy ribbed black rubber with MG crest on

241-860 Reg. \$19.95 Sale Price \$15 95

Sprite-Midget Front Suspension Wishbone Inner Fulcrum Bolt & Washer 264-145 Reg. \$4.35 Sale Price \$3.95

Sprite-Midget Front Suspension Swivel Pin Repair Kit One kit includes everything you need to replace both swivel (king) pins. Bushes must be reamed to fit pins after installation in the swivel axles

Fits 948cc cars only: 264-185 Reg. \$57.95 Sale Price \$49 95 Fits 1098cc cars only 264-205 Reg. \$43.60 Sale Price \$37.50

Sprite-Midget Front Call Spring Sprite-Midget Front Coll Spring
Fits Sprites up to HAN8-58380 and Midgets up to GAN346040. Sold individually, however we strongly recom-

mend replacing both sides at the same time 265-590 Reg. \$42.50

Austin-Healey 100-6 and 3000 Vinyl Fender Piping Fits between parking lamp and headlamp.
031-362 Reg. \$0.80 Sale Price \$0.60

Austin-Healey 109-6 and 3000 Clutch Fork Rubber Boo 031-370 Reg. \$9.60

Austin-Healey 100-4 Rear Wheel Oil Seal Fits thru (C/E)221535

120-900 Reg. \$2.90 Sale Price \$2.50 Austin-Healey Generator Drive-End Bearing

Fits 100-4 thru 3000 BJ7. 125-200 Reg. \$5.50 Sale Price \$4 25

Austin-Healey 3000 BJ8 L/H Front Wire Wheel Hub Fits BJ8 from (c)26705 662-000 Reg. \$155.65

Sale Price \$129.95

Austin-Healey 3000 BJ8 Rear Wire Wheel Hubs Fits BJ8 from (c)26705.

R/H 664-000 Reg. \$135.30 L/H 664-010 Reg. \$135.30 Sale Price \$119.95 Sale Price \$119.95 Austin-Healey 100-4 Steering Idler Roch

Fits 100-4 to (c/e)231108 667-000 Reg. \$2.50 Sale Price \$2.25

Austin-Healey Rear Spring Eye Silentbloc Bush Fits 100-4 thru 3000. Arequired per car except for 3000 BJ8 from (c)26705 which uses 2 per car. 680-960 Reg. \$5.95 Sale Price \$5.25 Sale Price \$5.25

Austin-Healey 100-4 Trunk Seal 682-020 Reg. \$17.95 Sale Price \$16.50

Austin-Healey 3800 B 17-B IS Windshield Glazing Rubber 682-028 Reg. \$44.50

Sale Price \$39.95 Austin-Healey Valve Cover Stud Rubber Sealing Bush

Fits 100-6. 682-080 Reg. \$0.70 Sale Price \$0.60 Austin-Healey 108-6/3000 Hood Sealing Strip

Fits to 3000 (c) 13750. 682-180 Reg. \$4.95 Sale Price \$4.50 Austin-Healey 100-4/3000

Main Wiring Harness Firewall Grommet 682-205 Reg. \$2.90

Austin-Healey Master Cylinder

Combined brake and clutch master cylinder fits all 3000s without brake servos. 513-318 Reg. \$82.50 Sale Price \$60 05

Austin-Healey Steering Idlar Shaft &

Steering Arm Foam Dust Seal 520-250 Reg. \$2.35 Sale Price \$1 05 Austin-Healey Manifold to Cylinder Head Gasket

Fits 6-port heads only. 529-064 Reg. \$9.05 Sale Price \$7.75

Austin-Healey BJ8 Rear Reflector Mounting Brackets Fits BJ8 from (b)76138. L/H 544-720 Reg. \$9.95 R/H 544-730 Reg. \$9.95 Sale Price \$7.50

Sale Price \$7.95

Austin-Healey Side/Flasher Lans (Clear) Fits 3000 from (c)26705 to (b)76137 560-280 Reg. \$11.25 Sale Price \$9.95

ustin-Healey Sidelamo Lens (Clear)

Fits 3000 from (b)76138. 560-280 Reg. \$11.25 Sale Price \$9.95

Austin-Healey 100-4 BN1 Wiper Arm 560-400 Reg. \$12.60 Sale Price \$9.50

Austin-Healey 3000 BJ8 Brake Caliner Piston Fits BJ8 from (c)26705. 582-000 Reg. \$19.95 Sale Price \$18 50

Austin-Healey BJ8 Brake Servo Air Filter Element

Fits BJ8 from approximately (c)25400. 587-260 Reg. \$3.90 Sale Price \$3 50

Clutch Slave Cylinder Pushrod 596-220 Reg. \$12.95 Sale Price \$11 50

Austin-Healey 100-6/3000

Austin-Healey BJ8 Switch Plate

Austin-Healey 100-6/3000 Timing Chain 600-090 Reg. \$16.85 Sale Price \$14 45

Austin-Healey BJ8 Speaker Screen Bezel 633-785 Reg. \$22.55 Sale Price \$19.95

(With marked hole for overdrive switch, 633-800 Reg. \$23.25 Sale Price \$21.50

Austin-Healey 100-4/3000 Ft. Suspension Lower Outer Pulcrum Pin

661-900 Reg. \$11.15 Sale Price \$9.95

GREAT GIFT IDEA!

Austin-Healey 100-4 Black Vinyl Tonneau Cover 021-535 Reg. \$152.75 Austin-Healey 100-6 and 3000

Anti-Sway Bar Rubber Mounting Bush 2 required per car, sold individually. 021-767 Reg. \$1.10 Sale Price \$0.75

Austin-Healey Rear Axie Tie Rod Rubber Bush Fits 100-4 thru 3000 (c)26704. 4 required per car, sold

individually. 021-769 Reg. \$0.95 Sale Price \$0.75 Austin-Healey 100-4 Rear Reflector Pad

Exactly as original, 2 required. 021-772 Reg. \$4.30 Sale Price \$3.50 Austin-Healey 100-6 and 3000 Trunk Lld Seal

021-775 Reg. \$16.95 Sale Price \$15.75 Austin-Heatey Fender Read

Fits all 100-4 thru 3000. Made of polished stainless steel to really last. Each piece sold individually Front Bead

021-810 Reg. \$15.75 Sale Price \$11,25 Rear Bead 021-820 Reg. \$15.75 Sale Price \$11.25

Austin-Healey 3000 BJ8 Valve Cover "Austin" Nameplate

This is the self-adhesive type nameplate fitted only to the late BJ8s Sale Price \$2 50

Austin-Healey 3000 Grille Slat Assembly | Fits from (c) 13750 on. Does not include grille surround or surround hood. | Sale Price \$2.50 | 031-360 | Reg. \$174.10 | Sale Price \$154.50 Sale Price \$154.50

Austin-Healey 100-6/3000 BT7 Side Curtain Wing Nut 4 required. 805-110 Reg. \$3.95 Sale Price \$3 25

Austin-Healey Door Lock Catch Plate Trim Fits "Big Healeys" roadsters. 805-180 Reg. \$4.15

Sale Price \$3 50 Austin-Healey 100-4 Windshield Knurled Thumb Net

805-240 Ren \$9.95 Austin-Healey 100-6/3000 Air Shroud Assembly

Fits thru 3000 BT7 MkJ. 806-330 Reg. \$44.50

Austin-Healey 3000 Air Shroud Assembly Fits from 3000 BT7 Mkil thru BJ8. 806-340 Reg. \$42.50 Sale Price \$39 95

Austin-Healey 100-4 Air Shroud Assembly 806-350 Reg. \$69.75 Sale Price \$64.50

Austin-Healey 100-4 Battery Tray & Bracket Kit

For two batteri 806-430 Reg. \$76.50 Sale Price \$69.95

Austin-Healey 100-6/3000 Upper Grille Surround Fits 3000 to (c)13750 870-090 Reg. \$192.55

Austin-Healey "Amco" Rubber Floor Mat Set Absum-neary Anice hauser i you had set.

Fits all 100-4 thru 3000. These heavy-duty ribbed black rubber mats are embossed with the Healey crest and will protect your carpets from wear, dirt and damage. and damage. Sale Price \$15.95 021-430 Reg. \$19.95

Austin-Healey Front Cowl Chrome Winged Medaltion Fits 100-4 thru 3000 (c) 13750. 021-725 Reg. \$17.95

Famally, Harder Sale Price \$14.95

Austin-Healey Chrome

"3000" Medallion
Fitted to the trunk lid of all 3000s and to the radiator grille

Sale Price \$7.50

ASTRESS .

Austin-Healey Chrome "100-6" Radiator Grille Medallion 201-740 Reg. \$8.75 Sale Price \$6 50

Austin-Healey 3000 Windshield Frame to Body Rubber Seal Fits 3000 BJ7 and BJ8 only.

021-764 Reg. \$18.75

Austin-Healey 3000 Front Disc Brake Boton Fits early 3000s thru (c)26704. 021-170 Reg. \$69.50 Sale Price \$56 50

Austin-Healey Front Suspension King Pin Set Fits all 100-4 thru 3000 BJ8. One kit includes everything you need to replace both king pins. Bushes must be reamed to fit pins after installation in the swivel ade.

These kits contain improved rubber O-rings to replace the original cork seals on the pin shaft. 021-188 Reg. \$94.95

Austin-Healey 3000 BJ8 3rd and 4th Gear Synchro Rings Fits later 4-speed center shift gearboxes, sold individu 021-328 Reg. \$45.25 Sale Price \$3 Sale Price \$39.05

Austin-Healey Rear Engine Rebound Mount Fits all 100-4 thru 3000. 021-345 Reg. \$8.70 Sale Price \$7.25

Austin-Healey Rocker Arm Bushing Fits all 100-4 thru 3000, sold individually

021-355 Reg. \$4.80 Sale Price \$4.25 Austin-Healey Rear Suspension Metal Shackle Pin Bush

Fits 100-4 thru 3000 (c)26704. 021-372 Reg. \$1.60 Sale Price \$1.35

Austin-Healey 100-4 Workshop Manual This softbound reprint of the factory workshop manual contains all the general data you need to understand and maintain your car. 021-379 Reg. \$48.00 Sale Price \$42.50

Austin-Healey Tall Lamp Assembly
Fits late 3000s from (C)26705 on. Used as a stop/tail/ flasher up to (B)76137. Used as stop/tail only from (B)76138 on

144-430 Reg. \$76.95

800-999-4992 Order Status/Customer Service

800-235-6954 U.S.A. Orders/Parts Info.

800-322-6985 CA Only Orders/Parts Info. MOSS MOTORING PAGE 4E Austin-Healey 100-6 and 3000 Handbrake Cable Assembly

021-389 Reg. \$29.75

Austin-Healey 100-4/3000 Trunk Hinge Gasket Set 698-018 Reg. \$2.90 Sale Price \$2.50

Austin-Healey Fresh Air Duct

4 flexible ducting for the "Big Healeys" 456-130 Reg. \$23.50 S

Sale Price \$18.75

Austin-Healey 100-4 Top Radiator Hose 021-067 Reg. \$10.60 Sale Price \$8.95

Austin-Healey 100-4 Oil Pan

Genuine factory original stamped steel oil pan, limited to Sale Price \$244.95

021-120 Reg. \$259.50

Austin-Healey Front Hub Outer Bearing Fits from 3000 (C)26705 on. 126-100 Reg. \$8.95

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Austin-Healey Green Flasher Warning Lamp Fits 100-4 thru 3000 BJ7 142-350 Reg. \$14.95 Sale Price \$12.25

Austin-Healey Headlamp Mounting Gasket

Fits 100-4 and 100-6 only. 156-850 Rep \$10.45 Sale Price \$8.50

Austin-Healey Interior Mirror Fits 100-4 thru 3000 (b) 73213. 165-150 Reg. \$16.95

Sale Price \$14.25

Austin-Healey Trunk Liner Kits Carefully tailored in our own unholstery shop from the original type jute-backed black hardura material.

249-910 Reg. \$139.95 Sale Price \$129.95

3000 BJ7 and BJ8 249-930 Reg. \$129.20 Sale Price \$119.95

Austin-Healey Flasher/Tail Lamp Base Gasket Fits between base and body. For 3000 from (c)26705 on. 282-790 Reg. \$1.30 Sale Price \$0.95

Austin-Healey 3000 BJ8 Wiring Harness
Fits BJ8 from body #76138. Vinyl-bound harness is
complete except for minor sub-harnesses such as steerumn, overdrive, and headlamp pigtails. Sale Price \$119 95 355-275 Reg. \$139.20

Triumph TR2-TR3 Air Cleaner Decai 011-716 Reg. \$3.25

Sale Price \$2.75

Triumph TR7 Valve Cover Gasket Sale Price \$8 50

Triumph TR7 Exhaust Valves

Sold individually. 071-012 Reg. \$12.55

Sale Price \$9 95 GREAT

GIFT

IDEA!

Triumph TR4A Owner's Manual An exact reprint of the factory publication supplied with every new TR4A

210-720 Reg. \$9.95 Sale Price \$7.95

Triumph TR250 Owner's Manual Reprint of the factory publication supplied with every new

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Triumph Factory Workshop Manuals

These exact reprints incorporate all available factory infor-mation and include in-depth coverage of all aspects of maintenance, repair and major overhaul. Don't open your toolbox without one nearby! TR2 thru TR38

212-710 Reg. \$35.00 Sale Price \$29.95 TR4 thru TR4A 212-700 Reg. \$35.00 Sale Price \$29.95

Triumph TR2-6 Front Axle Oil Seal

This is the steef-backed felt oil seal which goes between the vertical link and the inner wheel bearing. Sale Price \$2.50 520-160 Ren. S2 95

Triumph TR4-TR4A Front Flasher Lamp Lens

Sale Price \$23.95 Fits from TR4 (b)30349CT. 560-280 Reg. \$11.25

Sale Price \$0.05

Triumph TR2-TR3 Wiper Arm Fits to (c)TS12567, LHD only 560-400 Reg. \$12.60

Sale Price \$9 50

Sale Price \$84 50

Sale Price \$154.50

Triumph TR3-TR4A Clutch Slave Cylinder

Fits from TR3 (c)TS13046, 580-760 Reg. \$94.90

Triumnh TR250-TR6 Brake Master Cylinder Reg. \$169.50 581-040

Triumph TR3-TR6 Front Brake Caliner Piston Fits from TR3 (c)13046. 582-000 Reg. \$19.95

Triumph TR2-TR3A Flywheel Ring Gear (Shrink-on) Fits to TR3A (c)TS50000. 590-000 Reg. \$44.50 Sale Price \$39.95

Triumph TR2-4A Clutch Pressure Plate

New, not rebuilt. 593-000 Reg. \$124.50

Sale Price \$114.50

GREAT GIFT IDEA!

Triumph TR6 Triple SK Carburetor Conversion Kit

This is the first new dual barrel sideraft carburetor introduced to the high performance market in more than fifteen years. It is an direct replacement for, and uses the same main, air and idle jets as the Weber DCOE series. Special features include main, air and idle jets accessible from top cover, reversible cold start unit, vacuum port for distribu tor advance and externally adjustable float level and accel-erator pump. Includeds manifold, linkage and all neces-sary hardware. Air filter & velocity stacks sold separately. 621-740 Reg. \$998.95 Not lecal for use in California on post 1968 pollution Sale Price \$949.50

Triumph TR6 Glovebox 633-115 Reg. \$32.50

Sale Price \$28.58 Triumph TR6 Hazard

Fits TR6 from 1973 thru '76; from (c)CF1 635-620 Reg. \$64.95 Sale Price \$49.75 Triumph TR6 Panel Light Switch Knob

Fits TR6 from 1973 thru '76; from (c)CF1. 635-690 Reg. S8.95 Sa Sale Price \$7.50 Triumph TR4A Spin-On Dil Filter Adaptor Kit

Fits Tecalemit filter heads only. 635-825 Reg. \$27.20 Sale Price \$23.50

Triumph TR2-TR3 Seat Spring Assembly Fits to TR3 (c)TS22013. 642-970 Reg. \$79.50

Sale Price \$72.50 Triumph TR3A-TR3B Seat Spring Assembly

Fits from TR3A (c)TS22014. 642-980 Reg. \$79.50 Sale Price \$72.50

Triumph TR2-TR3B Scuff Plate Set

These protect the lower door panel corner areas from ugly scuff marks. Includes self-tapping screws for easy instal-lation. Sale Price \$21.50

648-000 Reg. \$23.95

Triumph TR4-TR6 Threshold Plate Set

Protects exposed sill panels from damage. Includes selftapping screws for easy installation. 648-510 Reg. \$12.95 Sale Price \$11.95

Triumph TR2-TR4A Front Spring Packing Piece

This TR2 thru TR4 (c)CT29984, and TR4A with original "short" springs.

661-670 Reg. \$12.95 Sale Price \$9.95 Sale Price \$9.95

Triumph TR2-early TR4 Oil Pressure Hose Wire-braided hose from engine to oil pressure gauge pipe.
376-160 Reg. \$16.95 Sale Price \$13.85

Triumph TR3-TR4A Rear Axle Housing Oil Seal

Fits from TR3 (c)TS13406. 520-080 Reg. \$5.95 Sale Price \$4.95 Triumph TR7 Luggage Rack These brightly chromed factory luggage racks are the originals offered by British Leyland

when the cars were new. Durable, attractive and functional. 244-050 Reg. \$98.50 Sale Price \$84.50

Triumph TR250-TR6 Double Row Timing Chain (Does not fit very early TR250s with single row chains.) 500-090 Reg. \$16.85 Sale Price \$14.45

Triumph TR4A Hood Medallion Chrome Ring

Triumph TR4A "IRS" Trunk Letters 601-110 Reg. \$8.95 Sale Price \$7.95

Triumph TR250 "TR250" Rear Fender Badge 601-115 Reg. \$10.95 Sale Price \$9.50

Triumph TR4 Gearshift Boot 680-690 Reg. \$10.95 Sale Price SR 95

Triumph TR2-TR38 Gearbox Cover Plug (Rear) 680-840 Reg. \$4.25 Sale Price \$3.75

Triumph TR4-TR4A Head Gasket Fits 86-87mm bore engines, including TR2-TR3 when fitted with 86 or 87mm pistons and liners.

694-510 Reg. \$35.95 Sale Price \$29 95 Triumph TR250-TR6 Sump Gasket

Sale Price \$7.75

Sale Price \$21.95

1000 Triumph TR4 Interior Mirror 801-060 Reg. \$15.75 Sale Price \$11.95

Triumph TR4 Sunvisor White only, as original, 801-080 Reg. \$24.95

695-100 Reg. \$8.50

Triumoh TR4-TR6 Front Cowl Vent Lid 801-990 Reg. \$16.45 Sale Price \$14.25

Triumph TR2-TR3 Inner Bumper Brackets Fits to TR3 (c)TS22013. R/H 802-500 Reg. \$17.95 L/H 802-510 Reg. \$17.95 Sale Price \$15.75 Sale Price \$15.75

Triumph TR2-TR3 Outer Bumper Brackets Fits to TR3 (c)TS22013. R/H 802-520 Reg. \$17.95 L/H 802-530 Reg. \$17.95 Sale Price \$15.75

Sale Price \$15.75 Triumph TR3A-TR3B Front Bumper "Spring" Bracket
Fits from (c) TS22014. This goes between the bumper and
the bumper brackets attached to the frame.
802-540 Reg. \$6.50 Sale Price \$5.95

Triumph TR2-TR3B Windshield Frame "Tenon Plate" This is the chromed flat plat which goes between the windshield glass frame and the side stanchions.

Sale Price \$19.95 Triumph TR2-TR3 Trunk Lid Lock Assembly Fits to TR3 (c)TS22013. Supplied with two keys.

802-670 Reg \$22.50

071-314 Reg. \$7.25

802-855 Reg. \$16.95 Sale Price \$13.95 Triumph TR2-TR3 Door Pull Cable Escutcheon Plate Fits to (c)TS22013

803-615 Reg. \$5.20 Sale Price \$4 50

umph TR2-TR3B Door Latch Striker Plate 803-640 Reg. \$12.75 Sale Price \$9.95 Triumph TR6 Exhaust Valve

Fits from 1973 thru '76; from (e)CF1UE. 821-120 Reg. \$15.80 Sa Sale Price \$12 95

Triumph TR2-TR4A Timing Chain Tensioner 823-250 Reg. \$6.95 Sale F Sale Price \$5.25

Triumph TR2-TR4A Front Cam Bearing
This is the cast iron ft. cam bearing which also establishes the camshaft end-float.

Sale Price \$19.05 827-000 Reg. \$23.95 Triumph TR7 Clutch Slave Cylinder Repair Kit

Triumph TR2-TR6 Front Differential Pinion Bearing 525-090 Reg. \$18.50 Sale Price \$14.50

Triumph TR2-TR3A Gas Cap Fits to (c)TS60000. 834-830 Reg. \$32.95

Sale Price \$28.95

Triumph TR250 Single Row Crankshaft Sprocket Fits early TR250 with single row timing chain only.
837-105 Reg. \$48.95 Sale Price \$39.95

Triumph TR2-TR4A Engine Tab Washer Set
Set includes some tab washers not used on all engines in

837-575 Reg. \$3.95 Sale Price \$3.45

Triumph TR250 Single Row
Camshatt Timing Chain Sprocket
Fits early TR250 with single row timing chain only.
838-205 Reg. \$39.95 Sale Price \$ Sale Price \$32 50

Triumph TR2-TR6 Third Mainshatt Gear Fits to TR6 gearbox #CD20281. 843-000 Reg. \$44.25 Sale Price \$39 95

Triumph TR3B-TR6 First and Third Gear Brass Bush Fits TR3B with all-synchro gearboxes thru TR6 gearbox +CC75000 848-570 Reg. \$12.35 Sale Price \$9.95

Triumph TR4A-TR6 Radiator Overflow Rottle 850-320 Reg. \$8.95

Triumph TR4 Front Bumper Bar (Will not fit TR4A.)

854-060 Reg. \$139.95 Triumph TR6 Rear Center Bumper Bar Fits 1973 only from (c)CF1 thru CF12500. 854-770 Reg. \$149.95 Sale Sale Price \$124.50

Sale Price \$129.95

Triumph TR3-TR38 Front Fender Bead Sale Price \$11.95

Triumph TR4-TR4A Top Dash Pad 855-010 Reg. \$49.95 Sale Price \$44 50

Triumph TR3A-TR3B Radiator Duct Panel Fits from (c)TS22014. 855-125 Reg. \$17.50 Sale Price \$16.25

imph TR4-TR4A Radiator Duct Panel Sale Price \$13 95 855-130 Reg. \$14.75

Sill Finisher Set
These are the original type aluminum sill finishers which

nside the car below the doors. Sale Price \$17.25 855-858 Reg. \$19.85 Triumph TR4A Front Medallion

Fits TR3A to TS41873. 601-125 Reg. \$21.95 Sale Price \$18.50 Triumph TR3A-TR3B Rear "TRIUMPH" Namenlate

601-210 Reg. \$8.95

Triumph TR4-TR4A Front Flasher Lamp Base Gasket Fits between base and body. For TR4 from (B)30349CT thru TR4A. 282-790 Ren \$1.30 Sale Price SQ 95

Triumph TR250-TR6 Flywheel to Crankshaft Bolt Four required. Sale Price \$4.25 320-790 Reg. \$5.35

Triumph TR4-TR4A Clutch Shaft Bushing 330-230 Reg. \$3.10 Sale Price \$2 65

Triumph TR6 Metering Needle Fits 1970 thru '76; carburetors number C3365, C3337, C3508, C3613, and C3771. 365-245 Reg. \$39.95 Sale Price \$27.50

Triumph TR250-TR6 Metering Needle Fits 1968 thru '69; carb. number C3150. 365-255 Reg. \$7,30

Triumph TR4-TR4A Carburetor Diaphragm Fits Zenith-Stromberg 175-CD carbs, onl 365-320 Reg. \$8.35 S Sale Price \$6.25

Triumph TR4-TR4A Jet Seal O-ring Fits Zenith-Stromberg carbs. 365-420 Reg. \$0.75

Moss Motors, Ltd. P.O. Box 847, Goleta, CA 93116

Sale Price \$5.75

805-968-1041 Foreign Orders & Customer Service

Triumph TR3-TR4A Cam Bearing Set

Fits from TR3 (e)TS8997E. (3 steel-backed, white metal lined shell bearings. Does not include the cast iron front carn bearing listed above.) 827-010 Reg. \$13.95 Sale Price \$12.95

Triumph TR2-TR3B Steering Box Bush

667-000 Reg. \$2.50 Sale Price \$2.25

Triumph TR4A IRS Bump Rubbe Mounts on body, two required. 674-590 Reg. \$5.95

Sale Price \$5.95

Triumph TR4A IRS-TR6 Rear Bearing Hub Adjuster 674-920 Reg. \$19.95 Sale Price \$1

Triumph TR250-TR6 Rear Spring Packing Piece

Reproduction of factory packing piece to correct excess rear wheel camber due to spring settlement. Use in pairs. Sold individually 675-065 Reg \$17.95 Sale Price \$15.95

Triumph TR4A-TR6 IRS Sliding Axle Rubber Bool 680-100 Reg. \$7.25 Sale Price \$6.25

Triumph TR4A-TR250 Sidelamp to Body Gaskets Sale Price \$5.25 L/H 680-560 Reg. \$6.95 R/H 680-570 Reg. \$6.95 Sale Price \$5.25

Triumph Headlamp Mounting Gasket Fits TR2 thru TR3 TS22013. 156-850 Reg. \$10.45 Sale Price \$8.50

mph TR4A IRS-TR6 Rear Hub Outer Bearing 525-110 Reg. \$7.25

Triumph TRA-TRAA Innition Warning Lame Sale Price \$11.95 542-190 Reg. \$14.95

Triumph TR2-TR3A Flasher Warning Lamp (Amber) Fits TR3A to approxima 542-195 Reg. \$14.95 nately 1960.

Triumph TR6 License Lamp Plinth Fits from 1973 thru '76; from (c)CF1. 544-235 Reg. \$5.95

Sale Price \$4.95 Triumph TR250 Front Parking Lamp Lens and Rim Sale Price \$9.75

Triumph TR2-TR3B Windshield Wiper Blade

Sale Price \$6.50

Triumph TR2-TR4A Distributor Cap
Sale Price \$12.95 GREAT GIPT IDEA!

Triumph TR7 Factory Alloy Road Wheel

We have now have a limited supply of these original cast alloy wheels, so order early! Wheels sold individually. Center caps and lug nuts sold separately bel Sale Price \$129.95

Triumph TR7 Alloy Wheel Center Can

071-894 Reg. \$14.95 Sale Price \$12.50

Triumph TR7 Alloy Wheel Lug Nut

071-895 Reg. \$5.25 Sale Price \$4.50

Triumph TR3A-TR4A Green Flasher Warning Lamp Fits late TR3As from approx. 1960 on. 142-350 Reg. \$14.95

Triumph TR2-38 Speedo & Tach Lamp Socket 142-700 Reg. \$3.85 Sale Price \$2.95

Triumph TR7 Steering Rack Boot Kit

Includes 2 rack seals and 4 clamps. Sale Price \$14.50 071-404 Reg. \$19.95 Triumph TR7 Rear Susper

800-999-4992

Order Status/Customer Service

Lower Control Arm Rear Bush 071-413 Reg. \$12.95 Sale Price \$7.50

Triumph TR7 Brake Master Cylinder Assembly

Triumph TR7 Black "TR7" Decal for Front Apron Panel Fits 1975 thru '78. 071-816 Reg. \$7.50 Sale Price \$5.75

Triumph TR7 Valve Guides

For both exhaust and intake valves, sold individual 071-015 Reg. \$4.65 Sale Price Sale Price \$3.50

Triumph TR7 Accelerator Cable

Fits California spec cars only from 1978 or 071-130 Reg. \$8.50 Sal Sale Price \$6.50

Triumph TR7 Synchro Ring Fits 4-speed gearboxes only, sold indiv 071-330 Reg. \$10.50 vidually. Sale Price \$8.75

Januar XK128-150 ing Chain Intermediate Sprocket Assembly 031-916 Reg. \$59.75 Sale Price \$49.95

Jaquar XK150 Brake Servo Vacuum Reservoir Tank 031-965 Reg. \$124.50

Januar XK120-150 Generator Drive-End Bearing 125-200 Reg. \$5.50 Sale Price \$4.25

Jaguar XK120-XK140 OII Filter Fits from XK120 (e)W4383, and XK140 using 4 1/2\* x 3 1/ 2\* fifter. 800-009 Reg. \$10.75

Januar XK140-XK150 Oil Filter Fits XK140 using 6 1/4" x 2 1/2" filter, and all XK150. 800-011 Reg. \$9.95 Sale Price \$9

Sale Price \$10.25

Early Jaguar XK120 Wiring Harness

Fits early XK120 with chromed parking lamps. Vinylbound harness is complete except for headlarno piot 355-310 Reg. \$260.45 Sala Price \$224 95

Jaguar XK140 Wiring Harness Vinyl-bound harness is complete except for headlamp

Sale Price \$254.95 Januar XK120-140 Carburetor Jet Sale Price \$6.75

Januar XK120-XK150 Braided Flexible Fuel Line 590-035 Reg. \$23.90 Sale Price \$19.75

Sale Price \$26.50 601-240 Reg. \$29.50

Januar XK140-150 Front Exhaust Pipes R/H 011-191 Reg. \$39.30 L/H 011-192 Reg. \$39.30 Sale Price \$34 50

Januar XK140-150 Mufflers R/H 011-193 Reg. \$67.40 L/H 011-194 Reg. \$67.40

Sale Price \$62.50 Sale Price \$62.50

Sale Price \$18.50

Sale Price \$18.50

Januar YK140-150 Tailnings R/H 011-195 Reg. \$22.25 L/H 011-196 Reg. \$22.25

Januar XK120-150 Speedometer Cable Fits XK120s from Feb. '52 on. Cable is 60' long, fits cars with standard non-overdrive transmissions only. Sale Price \$19 50 011-207 Ren \$22.50

Jaguar XK120-early 140 Timing Chain Tensioner Blade 011-241 Reg. \$14.50 Sale Price \$9.95

Jaguar XK140 Chrome Wiper Arm

These are the spline type wiper arms fitted to 1956 and '57 L/H 011-328 Reg. \$14.95 R/H 011-329 Reg. \$14.95 Sale Price \$9.95

Januar XK150 Cylinder Head Gasket Set

Fits cars with 3.8 litre engines. 011-620 Reg. \$83.95 Sale Price \$59.95

STOCKING STUFFER! Jaguar XK120 Owner's Manual

Included with all XK120s when new, these excellent reprints contain the service and operating instructions for your car with photographs and illustrations to clarify the

011-700 Reg. \$14.95 Sale Price \$12.95

Januar XK120 Rubber Pad For Front Bumper Taper Washer 011-812 Reg. \$1.65

Farly Januar YK120 Front Fender Lamn Pad

Used with separate chrome housings 011-819 Reg. \$7.70

Sale Price \$7.25 Jaguar XK120 Tall Lamp Housing Pad

Sale Price \$1.25

Sale Price \$49.95

Sale Price \$2.75 011-820 Reg. \$3.25 Januar YK149-150 Rear Rumner

Outer Rubber Gromm 011-828 Reg. \$4.75 Sale Price \$4.25

Jaquar XK120-150 Fender Vent Rubber Seal -829 Reg. \$2.95 Sale Price \$2.45

Ext. Jaguar XK150 **Hood Mascot** This is a great reproduction of the factory optional large chrome "Leaping Jaguar" mascot. 011-706 Reg. \$58.80

Januar XK120-150 Lower Ball Joint Setscrew Lockplate 4 required per car, sold individually. 011-921 Reg. \$1.55 Sale Price \$1.25

Jaguar XK120-150 Lower Ball Joint Ball Pin 011-922 Reg. \$97.50 Sale Pr

Januar XK120-150 Lower A-Arm Bushing 8 required per car, sold individually. 011-934 Reg. \$5.60

Januar XK120-150 Upper Ball Joint Assembly Set

Complete set of two assemblies. 011-935 Reg. \$74.40

Jaguar XK120-150 Flywheel Lockplate Sale Price \$8.25 031-784 Reg. \$9.75

Januar YK150 Gearshift Knoh

This quality reproduction is correct for late XK150s
031-798 Reg. \$18.95 Safe Price \$ Sale Price \$16.75

Januar XK140-150 Tool Roll

A beautifully crafted reproduction of the original tool roll.

This heavy-duty vinyl coated fabric holder has individually stitched poekets and a leather securing strap. Tools not 031-866 Reg. \$32.50

Januar XK120-150 Connection Rod Bolt

For use with self-locking nuts only, sold individually 031-894 Reg. \$4.95 Sale Price \$ Sale Price \$4.25 

Jaguar XK120 Bonnet Badge 011-713 Reg. \$16.50

Sale Price \$13.95 Jaguar XK140 Bonnet Badge

011-714 Reg. \$16.95

011-805 Reg. \$5.75

Jaguar XK120-150 Air Cleaner Decal Sale Price \$2.75 011-716 Reg. \$3.25

Jaquar XK120-150 Rubber Hood Buffe 011-734 Reg. \$0.65 Sale Price \$0.50

Sale Price \$15.25

Sale Price \$4 95

Jaquar XK120-140 Roadster Cocknit Trim End Cap

Jaquar XK120 Headlamp Mounting Rubber

Jaguar XK120-150 Chrome Headlamp Spear Mounts behind the headlamp rim. 011-810 Reg. \$23.95 Sale Price \$21.95

Jaguar XK150 Disc Brake Roto Fits both front and rear, sold individually 011-875 Reg. \$84.50 Sale Price \$78 50

Jaguar XK120-150 Upper Ball Joint Rubber Boot Sale Price \$2 45

Jaguar XK120-150 Upper A-Arm Bushing 8 required per car, sold individually. Sale Price \$3.50 011-916 Reg. \$4,45

Jaguar XK120-150 Lower Ball Joint Rubber Boot 011-918 Reg. \$2.80 Sale Price Sale Price \$2.35

SU Carb. Piston Return Spring (Red) Fits MGA, MGB, TR2-TR4A (SU only), Austin-Healey 100-4 LeMans, 100-6 BN4, 3000 BN7 & BT7 tri-carb., and Jaguar XK120 thru XK150 (except XK150S). 370-520 Reg. \$2.50

Carburetor to Manifold Spacer

Fits MG TF and MGA (except Twin Cam), and TR2. 372-030 Reg. \$4.60 Sale Price

SU Throttle Shaft (Std.)

372-500 Reg. \$9.95

Fits 1-3/4" SII H6 and HD6 carbs for TR3 thru TR4. MGA Twin Cam, Austin-Healey 100-4 LeMans, late 100-6 BN4, 100-6 BN6, & twin carb 3000 BN7-BT7, and Jaguar XK120 thru XK150 (except XK150S).

Sale Price \$8.50

Octagonal Knock-Off Wrench

Fits octagonal wire wheel "knock-offs" for MGB, TR6, Sprite-Midget, and other cars using octagonal instead of "eared" knock-offs. 386-030 Reg. \$7.45

SII Carburgtor Gross-let

Fits all SU carburetors with side-mounted float bowls.
(Does not fit HIF type carbs.) 386-330 Reg. \$3,75

SU Carburetor Jet Adjusting Wrench

For all H and HS type SU carburetors

Sale Price \$1.65 386-400 Reg. \$1.95

MOUR **BMC Rosette Decal** Sale Price \$2.50

408-500 Reg \$2.90

Fender Beading
Fits MGB and all Sprites and Midgets. This is the T-shap metal beading between the fenders and the body. Sold in Sale Price \$14.50

457-990 Reg. \$17.75 6-Volt Battery

Fits MGA, MGB thru 74, Jaguar XK120, and 2-seat Healeys (except 100-4). Shipped dry charged. Add battery

459-410 Reg. \$48.95



Speedometer Drive Pinion ON Seal Fits MGA, MGB, TR2 thru TR6. 461-445 Reg. \$4.95

Sale Price \$3.95

Chromed Top Bar Retainer Fits Austin-Healey 100-4 BN1&BN2, 100-6 BN6, 3000 BN7, MGB roadsters, all Sprites, all Midgets, MGA road-

470-747 Reg. \$3.95

10" Windshield Wiper Blade Fits MGB roadster to (c)164063, Austin-Healey 3000 BJ7 & BJ8, and Triumph TR4 & TR4A.

Carburetor to Manifold Insulator Block

Fits 1 3/4' carbs; Triumph TR3 thru TR4A, Jaguar XK120-XK150 except XK150S, and Austin-Healey 100-4 LeMans, 100-6 from BN4 (c)48863 thru 3000 BJ7. 696-000 Reg. \$3.95 Sa

Carburetor Intake Gasket

560-390 Reg. \$9.25

Carumeter intance basset: Fits 13/4' carbs; Triumph TR3 thru TR4A, Jaguar XK120-XK150 except XK150S, and Austin-Healey 100-4 LeMans, 100-6 from BN4 (c)48863 thru 3000 BJ7. 696-010 Reg. \$0.95 Sale Price \$0.75

Tappet Cover Plate Gasket

This cork gasket fits all MGAs, MGBs with 18G thru 18GK engines, all Sprites and Midgets except 1500cc cars and Austin-Healey 100-6 and 3000 (center and rear plates only. Sold individually. 296-370 Reg. \$1.40

800-322-6985

800-235-6954 U.S.A. Orders/Parts Info.

#### Fender Mirror Pad

Used between mirror stem and fender, this rubber pad fits the Lucas style single-bolt mount fender mirrors with tear drop shaped base. 280-140 Reg. \$1.00

Sale Price \$0.75

Fuse Set. 35 AMP

Set of 10 tuses. 168-308 Reg. \$2.35 Sale Price \$1.95

# Front Suspension Swivel Pin Links Fits MG TD-TF and MGA. Includes bushing. Right Hand Top

264-180 Reg. \$67.50 Left Hand Top 264-190 Reg. \$67.50 Right Hand Bottom

Sale Price \$59 95

Sale Price \$59.95 264-200 Reg. \$67.50 Left Hand Bottom Sale Price \$59.95 264-210 Reg. \$67.50



#### British Flag License Plate

A colorful, durable plastic Union Jack for those of you that live in states not requiring front licence plates. Show your

229-730 Reg. \$5.95 Sale Price \$4.50

Steering Rack Pinion Damper Pad Fits MG TD-TF, MGA and MGB. 262-190 Reg. \$9.95

Sale Price \$9.25

Front Suspension Rebound Buffer Distance Piece Fits MG TD-TF, MGA and MGB.

264-060 Reg. \$3.95 Sale Price \$3.25



License Lamp Assembly
This very common lamp fits MG TC-TD-TF, all MGA models, Triumph TR3 from TS18913 thru TR3B, Austin-Healey Sprite and MG Midget thru 1969, and Austin-Healey 100-4 thru 3000. Complete assembly includes chrome cover, lens, base, bulb and gasket. 144-200 Reg. \$34.95 Sale Price \$24.95

#### Starter Motor Brush Set

Complete set of 4 brushes to perk up that tired old starter motor. Fits MG TC, MGB, Jaguar XK120-150 and Triumph

Sale Price \$4.50

# ORDER A SPARE!

#### Condenser

This condenser seems to fit almost everything! It would almost be easier to tell you what this doesn't fit, but here goes... Fits all MGAs, all MGBs except those with distributor #s 41599, 41644 and those cars with electronic igni-tion, all Sprites and Midgets except those with electronic ignition, all Triumph TR2 thru TR6, Jaguar XK150, and Austin-Healey 100-4 thru 3000.

154-000 Reg. \$2.20 Sale Price \$1.90



Front Suspension Rebound Buffer Fits MG TD-TF and MGA. 264-290 Reg. \$8.75

Fits early MGB roadsters thru 1967; up to (c)138400 and Austin-Healey 3000 BJ7 and BJ8. Sold individually. Sale Price \$11.95 164-950 Reg. \$14.95

This is one fits Austin-Healey 100-4 BN2 thru 3000 BT7, Austin-Healey Sprite Mkl & Mkll and Midget Mkl, and all MGAS

164-990 Reg. \$12.60 Sale Price \$9.95

#### Front Wheel Bearing Dust Seal

Fits MGTD-TF with disc wheels from (c)6035 on, all MGAs with disc wheels, and Austin-Healey 3000s with disc wheels.

wheels. 264-120 Reg. \$3.15

Sale Price \$2.75

# GIVING IDEAS!

#### Pressed English License Plate

These regulation plates are identical to those used on all British cars of the 1940s, '50s and '60s. Authentic semi-sheared raised characters and border. Supplied unpainted and pressed with up to 7 letters or numbers of your choice. Be sure to specify your exact requirements including blank spaces when ordering. (Non-returnable unless made incorrectly.) 307-073 Reg. \$21.50

Thrust Washer Front Suspension King Pin to Lower Wishbone Fits MG TD-TF, and MGA, 8 required per car, MGB requires 4 per car. Sold individually 324-510 Reg. \$1.05

Sale Price \$0.75

Sale Price \$16 95

Flasher/Tail Lamp Rubber Body

Fits the front flasher lamp of Triumph TR2s and TR3 to TS17340, front flasher and tail lamp of Austin-Healey 100-4s, and the tail lamp of Jaguar XK120s. Sold individ 280-520 Reg. \$3.75 Sale Price

Gauge Glass, 2"
"Domed" 2" diameter gauge glass fits MG TC-TD and TR2-early TR4 to (c)CT11307. 361-040 Reg. \$3.95

Sale Price \$3.50

E Windshield Washer Pump

Fits MGA, Sprite-Midget 1098, and MGB 1962 thru '67. 361-160 Reg. \$6.90 Sale Price \$5.90

Jet Seal O-Ring
Fits SU H-type carbs to replace the original cork jet seals.
365-420 Reg. \$0.75 Sale Price \$0.60

Double Fuel Line Banjo Fitting Fits MG TC-TD-TF & MGA. 370-140 Reg. \$7.75



Sale Price \$8.95

1 Headlamp Bulb Adaptor For tripod and Lucas semi-sealed beam headlamps

#### 157-000 Reg. \$12.75 Headlamp Rim Rubber Dust Seal

Fits between outer rim and light unit, sold individually. For all MGAs, Austin-Healey 100-4 and 100-6, Triumph TR2 thru TR4A, and Bugeye Sprite. 280-120 Reg. \$3.40 Sale Price \$2.75

#### Headlamp Bucket Mounting Rubber

Fits between headlamp bucket and body, sold individually.
For all MGAs and Bugeye Sprite.
280-130 Reg. \$4.90 Sale Price \$4.25

Sale Price \$4.25

## Battery Filler The neat and tidy way to add distilled water to your battery without spilling or over-filling.

Uniquely designed self- closing nozzle and sturdy plastic construction makes this otherwise awkward chore a snap! 163-400 Reg. \$3.95



#### Headlamp Bucket Mounting Rubber

Fits between headlamp bucket and body, sold individually. Fits Austin-Healey 3000 from (c)18764 on and all Sprites & Midgets except Bugeye. 164-050 Reg. \$8.45 Sale Price \$7.25 Sale Price \$7.25

# SEASONS

All of us here at Moss would like to take this opportunity to thank you for your patronage and wish you the very best in the New Year. We'd also like to make our once-a-year Gift Certificate offer as a way of thanking you for your support, and all the comments and suggestions you've called and sent in over the last year-it's your interest and assistance that has made Moss Motors the best source of British sports car parts anywhere!

### Wouldn't You Like Your Car Parts at 15% off during 1990?

Whether your car budget is \$25 or \$25,000, you can get a 15% discount on everything you buy at Moss this coming year! For those of you still shopping for a holiday gift for your British sports car owner (and don't forget yourself!), here's your opportunity. Moss gift certificates are available in multiples of \$25,00 and are on sale until December 22nd at 15% off. Good on any retail order from December 26, 1989 through December 31, 1990, certificates must be mailed in or presented at either of our counter locations. If you are ordering for yourself, we'll send the certificates to your mailing address. If you wish them to go directly

to the sports car enthusiast on your gift list, we'll be happy to send the certificates to them along with a card with your name GIFT CERTIFICATE MOSS MOTORS, LTD., P.O. Box 847, Golleta, CA 93116 Gift certifimail or telephone. Our toll-free lines are

cates can be ordered by

open for your convenience. In California only, call 800-

322-6985. In the continental U.S.A., including Hawaii, call 800-235-6954. Please order and pay for certificates separately from other transactions or send separate checks. Also, payment with a charge card will let us ship immediately, while using a personal check may cause a delay. Note: Gift Certificates must be used during the 1990 calendar year-they will not be accepted after December 31, 1990.

#### Compare the savings...

\$25 Certificate	Now \$21.25
\$50 Certificate	Now \$42.50
\$100 Certificate	Now \$85.00
\$250 Certificate	Now \$212.50
\$500 Certificate	Now \$425.00
\$1000 Certificate	Now \$850.00

#### Get Your Parts Fast:

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

o use	Next	Day	Delivery	
		1	THE RESERVE	8

- 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

# **Ignition Testing By Lucas**

#### Recommended Test Equipment

- 1. D.C. Moving Coll Voltmeter
- 2. Hydrometer 3. HT "Jumper" Cable
- 4. Additional Condenser for Test Purposes
- 1. All meter connections are given for negative earth systems.

**Test A: Connections** 

Test B: HT Sparking

BANK ENGINE

TO IGN

2. The ignition must be switched "on" for all

3. Tests A, B and C are preliminary checks.

#### Warning

Ignition circuits induce high voltages which are dangerous. Besides the risk from electric shock itself, there could be sudden uncontrolled bodily movement causing, for example, a hand to be damaged by the cool-ing fan which is rotating at high speed. Take great care when working with the ignition switch "on". Note: tests are designed for negative earth systems. For older positive ground systems, polarity will be reversed.

Result:

Should be

Rectify If engine will not start

Tight and clean

Loose and/or dirty

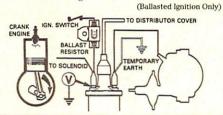
Regular sparking-suggests fault other than coil, i.e. distributor, plugs, fueling, timing, etc.

Test B

TO IGN.

#### Test 3: "Start" Voltage at Coil - Pos. Terminal

Result:



TO DISTRIBUTOR COVER

Test 4: Voltage at Coil - Pos. Terminal

Voltage should increase while cranking

If no increase, check supply at ignition terminal starter solenoid while cranking Rectify

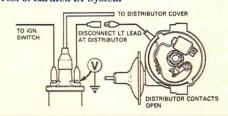
If engine will not Should be:

Battery voltage Test 6 Zero voltage:
Disconnect LT lead
to distributor at coil Voltmeter should now show battery

voltage Test 5 lf zero voltage is still shown, replace

coil. If engine will not start Test 5

## Test 5: Earthed LT System



Should be: Battery voltage indicating an earth in the distributor. Rectify If engine will not start Zero voltage: Indicating earth in coil to distributor LT lead. Rectify

If engine will not

Test 6

## Test C: Contact Condition and Gap

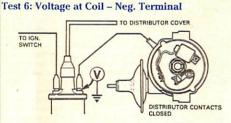


Contacts pitted and piled Remove-clean and/or replace engine will not start Test 1

Test C

No sparking.

Incorrect gap Rectify If engine will not start

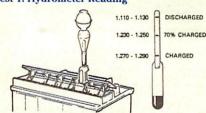


Should be: Zero voltage

Above zero voltage. Check contacts. earth links, coil to distributor lead Rectify If engine will not

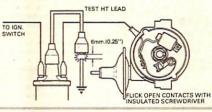
Test 7

#### Test 1: Hydrometer Reading



Below 1.230 Recharge and then

#### Test 7: Check Coil HT

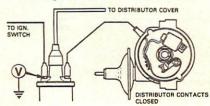


Should be Good HT sparking. Repeat with original HT lead Test 9

Weak HT sparking Test 8

No sparking

#### Test 2: Voltage at Coil - Pos. Terminal



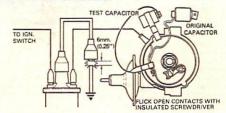
Should be:
Battery voltage (or approx. 6V for Ballasted Ignition System)

Test 4 or Test 3 (Ballasted Ignition) Ignition)

Zero voltage-check feed to and from Ignition switch, ballast resistor (if fitted) and connections. Rectify If engine will not start Test 4 or Test 3 (Ballasted Ignition)

Ignition)

#### Test 8: Check Condenser



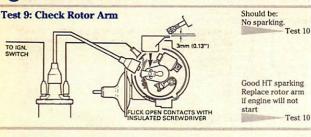
Should be: Improved sparking. Fit new condenser If engine will not start

Test 9

Weak or no sparking Reconnect original condenser Replace coil If engine will not start

(Continued on page 6)

# Ignition, continued from 5



#### Test 10: Visual and HT Cable Checks

Examine:			
1. Distributor Cover	Should be clean and dry, no tracking marks		
2. Coil Top	Should be clean and dry, no tracking marks		
3. Check HT Cable Insulation	Must not be cracked, chafed or rotted		
4. Check HT Cable Continuity	Must not be open circuit		
5. Correct Contact Breaker Point Gap	Reset if incorrect, replace if broken		
(Reprinted with permission from Lucas Industries, Inc.)			

If you are interested in obtaining a copy of this article, we are able to offer the original Lucas ignition card on glossy card stock, which folds up to 3" x 5" and can be kept in your glovebox

but we decided to make do

with what we had ...

for imn	nediate reference. We also have other original Lucas cards available at this tim
Please	specify your choice/s by part number, we will be happy to include them in your ne
order-t	hey are 50 cents each.
990-000	Conventional Ignition System
990-005	Starting System
000 010	11: 01 1 0 1

990-005	Starting System
990-010	Alternator Charging System
990-015	Generator Charging System

990-020 Electronic Ignition-Lucas "Opus" (amplifier on distributor) Electronic Ignition-Lucas "Constant Energy" (remote amplifier)

# Pick-up, continued from 4A

I was all by myself. I found that if I bent my knees a little, dug in with my new running shoes, grabbed the bottom of the tailgate with both hands, then straightened out my legs, I could move the TD about a foot. By telling Lida when to release the brake, and when to re-apply pressure to the pedal, I could make pretty good progress. It's kind of a very slow waltz... anyway, all was going just fine until I stepped into the oil that had drained out of the bellhousing when I stopped the car. Remember that business

about the rear main seal I mentioned ear-lier? Well, I went from The real answer to our power problems was a small V-6.. standing in the oil to sitting in the oil so fast I wasn't sure what happened...

except now the in-side part of my left elbow is resting on the tailpipe, my right elbow is jammed down between the bumper and the body, and the TD wants to go back down the hill-meaning over me. The tail pipe was incredibly hot, and I lost a patch of skin when I removed my arm, but I didn't have time to think much about that because other parts of my body were complaining about the hot oil I was sitting in and I was sliding-slowly-down the asphalt as the TD started rolling backwards. Now Lida knew I was supposed to be back there, but I disappeared so fast she couldn't tell where I was (the top's up, remember, and the back window is cloudy isinglass, and not too big to begin with) so she calls out, "Mike, where are you?". I yelled back, "Stop the car", which didn't answer her question. She still couldn't see me. I tried to stand up, but the oil on the bottoms of my shoes voided the manufacturer's claim to "sure traction in all weather" and I sat down again. "Stop the car..." "Where are you?..." "STOP THE CAR..." "I can't see you..." "STOP THE CAR! ..." And it

stopped.

I don't know the name of the guy from Washington state who pulled up behind us at

that point in his electric green VW Dasher, but he really is a nice guy. I'm sure he's con-vinced that I'm a really unpleasant fellow, but he'll just have to forgive me. I can't re-member what I said when he asked me "Is everything OK?", but under the circum-stances, I don't think I was my usual cheery self. Together we pushed the TD the rest of the way up and off the road. He asked if I needed help, and I lied. "No...I just need to clean up the points and we'll be back on the road." What I meant was "I need a shot of

morphine and a double scotch, no ice." I cleaned out the distributor. reset the points and contemplated the wisdom of

pushing cars that leak oil. After that, the rest of the trip was uneventful.

All good things must come to an end, and ve had to head back to California. After eight days on the road and 3,000 miles, I must confess that I'd do it again. Not real soon, mind you...

(Our thanks to Sales Manager Michael Grant for sharing his adventurous cross-country trip with us.)

#### MG TC-TD-TF Wiper Motor Wire



We've been unable to supply wiper motor wire for your T-series for some time now. Fortunately, we've now received a new supply, just in time for winter. Available in 8 foot length only.

## The Club Scene

By Ken Smith Club & Events Coordinator

Your scribe writes this sitting on a very soft cushion, having just returned from a 7,000 mile, 18 state tour to the Midwest where I attended various British car events during

The factory lot in '75? No, it's Kansas City in 1989.

August and September. While one end of me may be a little numb from sitting in the MG for four weeks, the other end of me is overwhelmed by the memories of you terrific people out there, your cars, your friendliness and your warm welcome to the Moss Road Team! We have insufficient space to detail all the happenings on our trip, so just a few highlights of three major meetings we were fortunate enough to be able to attend will have to

suffice. First, from Southern California to Grand Rapids, Michigan, where John Twist held his 13th annual MG party in the pictur-esque setting of Townsend park. Would you believe nearly 450 MGs was the final count on the field, with

over one thousand enthusiastic followers of the Marque enjoying two

days of spectacular activity? All culminated in a full day of vintage racing at Gratten race track, where the Sunday breakfast attracted over 500 people in the warm Michigan sun-shine. The opportunity to actually drive the

deceptive-looking circuit was not missed by many of the MG crowd, who then watched vintage MGs race their hearts out in wheel-to-wheel combat! The featured types this year were the saloons and sedans, and many "Z"s, "Y"s and other Abingdon tin tops put on a magnificent display for the enthusiastic gather-

Southwest again from Michigan to Kansas City (trying to avoid the Labor Day weekend Wallies on the freeway!) and onto the Kansas City All British Car Show held in the Crown Center Plaza, downtown, a complete contrast to the rolling Michigan countryside. However,

the K.C. Committee has been at this quite a while and soon the plaza was filled with a stunning array of classic British machinery, under what could be termed typical British

clouds. Austin-Healeys in force, terrino Triumphs of all types, magnificent MGs and classic Jaguars were numerically superior as expected, so it was great to see the beautiful 1934 Riley, the

superb Nash-Healey, and the little Berkeleys proudly displayed among the more common British cars. Sat-urday morning saw a huge parking lot used for autocross, where for five bucks you could really "let her go!", as well as a well-organized road rally which complemented the main event. Thanks for your hospital-

ity, Kansas! North again, to the Windy City, which prior to the event, could have been renamed the Aqua City! It rained every day, right up to the eve of the British car festival organized by the hard-working team of the

British Car Union. but the day itself was terrific. Bright sunshine, hardly a cloud, no humidity, and of and course the usual warm Chicago welcome for visitors a n d friends alike. How do 600 British classica, and over 2,000 visitors sound?

what they



Just a few of the non-TRaditional plates spotted on our road trip! Look for a personalized license plate contest in the next issue (Spring 1990) of Moss Motoring.

had, and again, smooth and professional organization ensured that the meeting ran on time and was enjoyed by everyone

Thanks again to all who welcomed us. Thanks for your interest in Moss (and for using your Moss decals). We have passed



Supercharged 1934 MG ND shines in Chicago

your compliments (many) and complaints (few), to the appropriate quarters. We look forward to being with you at other events in Continued on page 7.

# Club, continued from 6

(Sidelines on the trip...Why do punctures always occur at the most inconvenient times? Like in the middle of a torrential downpour in the wilds of Missouri.

Why do tire company staff look in askance when you try to buy a Dunlop 165 x

How is it that, on top of a mountain in the Grand Tetons, a gentleman in an R.V. comes across to ask "do you work for Moss"? Receiving an affirmative answer, he then went on to tell me about his TC and TR4 which he had back home in North Carolina, and the good service he has received from Moss. Of course my Moss shirt had given the game



Speaking of mountains... the MGB really haboured at high altitude, due to the thin air, causing an over rich mixture. Not until we got her down to the desert floor, around Las Vegas, did she start to pick up her feet once again. Then, of course, the temperature climbed to 102 degrees and I had to keep a wary eye on the gauge, as the hot desert

wind did nothing to assist cooling. Finally, why do the truckers know so much about and admire so much about our "funny" little English classics? I recall being on the sidelines of a fierce argument on my C.B. regarding the relative merits of the Austin-Healey 3000 versus the MGC! Truck drivers who had owned both joined in, but upon being asked to arbitrate and say which we thought best, we felt it prudent to be "down and gone"!

## Where's My Local Club?

Every day we get several calls here at the Moss headquarters from people seeking information on local club chapters, asking where events are held and, of course, general technical inquiries. Being avid British car enthusiasts ourselves, we are just as interested in which clubs are located where, and when the events we are look forward to are taking place! However, we can't tell

> .get your information on what, where, and when into the next issue of the Moss Motoring.

people where you can be found, unless you tell us where you are! We want to be the prime source for giving enthusiasts information on clubs and activities in their area. We make this plea to all club secretaries and organizers-get your information on what, where and when into the next issue of the Moss Motoring by writing c/o Moss Motoring, 400 Rutherford St., Goleta, CA 93117. It will only take you a minute and we'd be delighted to hear from you.

Please note, however, we do need at least six weeks notice prior to the event date if we are to be able to assist you in the promotion of your meet. Due to the large number of events we are asked to support each year, we're not set up to handle events at the last minute. Actually, while six weeks notice is the minimum we need, six months is much better! No telephone calls, please.

## What To Do **During the** Long Winter

While many clubs have comprehensive winter programs, we know there are many others wondering what to do in the long winter months. Some clubs seem to dry up when those dark and cold nights appear, so we've put together the following list of suggestions on indoor club activities that might be of interest to your members.

> "Above all, get members involved in winter activities.

#### Games Night

Get out those neglected playing cards, checkers and darts and organize a progressive games night where everyone has a go at everything. Accumulative best scores will give you the winners.
Slot Car Night

Beg, borrow or steal the kids' slot car racing set! Organize races on a elimination basis over, say, 5 laps, with the Grand Finale over 10 laps (depending on the size of the track you can put together). You'll be amazed at the often killer-competitive spirit the most docile of club members will develop!

#### **Tabletop Technical Sessions**

How about tearing apart an old SU carbu retor or generator into pleces on a table where everyone can familiarize themselves with the parts? Why don't you get the most knowledgeable technical person in your club to run through winter maintenance procedures for your cars? There's no better way to learn how things work than by having all the bits spread out in front of you in a nice warm room, rather than in the cold of the garage



#### Driving Skills-On Home Computers

There are many good programs available where you pit your skills against a computer. Whether it's Formula One or off-road, there are programs to be found to buy or rent. All you need is a PC, Atari, or Macintosh, and a joystick, then you're off and running! Keep scores posted and/or organize elimination rounds

#### Inter-Club Quizzes

Seek out your local rival marque British car club and challenge them to a quiz. One respected member from each club then gets together and compiles a list of questions to be put to members. If an MG club challenges a Triumph club, try questions that are 25% specific to each marque and 50% general knowledge, to give everybody a chance.

Photo Contest

Here's an old standby that everyone loves. Have members bring their shots of events, activities, current project cars and proudly show them off to each other. Do the judging by popular vote and print the winners in the next edition of your club newsletter. If you don't have a newsletter-well,

there's a great winter project!

Above all, get members involved in win ter activities. So many club people seem to hibernate during the long, dark nights, when they should be spending even more time than usual together. Involve everyone; take the kids bowling and have a go yourself. To paraphrase someone else-the club that plays together, stays together.-K.S.

# In Palo Alto, California-British Meet Tops 750 Cars

By Rick Feibusch, San Francisco, CA

The Eleventh Annual British Car Meet held on Sunday, September 10th at Palo Alto's El Camino Park attracted over 750 automobiles and 3,000 spectators. Participants were treated to chrome steel commemo rative license plate frames, Moss Motors' discount coupons and a tuxedo-clad eighteen piece dance band playing hits from the 30s, 40s and 50s

display was the un-restored, original 1903 "Alldays and Onion" Motorcycle (this is not a joke, it's two guy's names) that was part of an exhibit of twowheeled museum pieces owned by Bob Lugliani of the Olde English Garage in Burlingame. Other rare vehicles included: two pre-war MG Roadsters, a very little yellow 1929 model and Barry Swackhamer derful, recently restored BRG 1932 J2, Dave and Linda Elms' 1936 black-winged, yellow Austin Seven Roadster, a very rare pale green 1960 Ford Consul 3-position drophead, an unpainted, polished aluminum. V8-powered Nash-Healey Roadster vintage racer; and a gorgeous maroon Daimler SP250 Dart in full vintage race trim.

Big Healeys, Spridgets, and Jags showed up in force while the Land-Rover folks over flowed their assigned area with their typical good natured tailgate party. While the total numbers were down, the quality was up in the MG corral; another big hit was Mike O'Conner's incredible custom boat-tailed, wood-bodied TD with chrome wire wheels and sidemount tire. In a close contest, the Golden Gate Lotus Club regained the Club Participation honors from last year's win-



The oldest vehicle on The People's Choice-Dick Nyquist's Triumph 1800 Roadster.

ners, the Austin-Healey Pacific Center, with a count of 53 member cars. Pacific Center could muster only 52.

This year's First Place People's Choice Award went to the pale grey 1948 Triumph 1800 Roadster with dickie seat owned by Dick Nyquist of Menlo Park, Second Place was won by Ken Wilson of Sunnyvale for his white, showroom-new looking 1966 Austin Cooper "S". A new award this year was the "Arble" cup, an award given "arbitrarily" (hence the name) to the auto liked best by the organizing committee. The first winner was John Harris of Tiburon for his light olive 1921 Morris "Bullnose" Cowley Roadster. The Long Distance Award again went to Paul Asgiersson who drove his blue 1961 Morris Minor from Portland, Oregon, though an honorable mention is deserved by Jon and Lori Manis who towed their 1958 MGA from Cocoa, Florida.

This casual one-day event is one of the biggest in North America and has some of the most unusual vehicles this side of the pond. If you're contemplating a San Fran-cisco vacation, next year's meet is planned for September 9th

## **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, 400 Rutherford Street, Goleta, CA 93117. Our next deadline closes January 1, 1990.

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.)

#### 1989 Season

Nov 10-12 11th Annual MG Weekend, Santa Barbara, CA-Joyce Hart (80)	5) 563-1047
Nov 1916th Annual MG Swap Meet, Pasadena, CA (818) 249-9031	

### 1990 Season

1990 event dates are preliminary and are subject to change. We should be able to give you contacts and telephone numbers, as well as additional events in the next issue (Spring) of the Moss Motoring. April 20-22 ... .Kimber Festival, Shreveport, LA

May 25-28	California Healey Week, Santa Maria, CA
June 1	Ontario GOF, Port Hope, Ontario, Canada
June 2-3	Wine Country Classic Races, Sears Point, CA (707) 938-8448
June 21-23	AMGBA Nat. Conv., Atlanta, GA-Mike Penney (404) 627-1724
	GOF MK 50, Syracuse, NY
July 2-24	Circuit of Britain, write Drawer 220, Oneonta, NY 13820
July 4-8	Conclave '90, Rockford, II
July 12-14	MG Fest, Niagra Falls, NY-Joe/Kathy (716) 683-9380
	GOF Central, Milwaukee, WI-Chris Christensen (414) 549-1775
Aug 1-5	
Aug 17-19	
Aug 16-19	Austin-Healey Encounter
Sept 1-2	14th Annual British, Portland, Or
Sept 6	British Car Meet, Palo Alto, CA-Rick Flebusch (415) 566-6103
Sept 16	All British Car Day, St. Louis, Mo-Keith Bester (314) 821-2372

Sept 20-23 ................GOF MK 51, Mystic, CT, write Drawer 220, Oneonta, NY 13820

## 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 January 1, 1990. 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 to: Moss Motoring Classic-fied Ads, 400 Rutherford Street, Goleta, CA 93117.

1976 Triumph TR7: Under 100 miles on rebuilt engine (new pistons, rings, bearing inserts, seals and valve guides - bored and turned). New muffler, battery, and wheel bearings. Mechanically great, electrically fine, cosmetically ok. Over \$2,500 invested, must sell. \$2,000 firm. Call Chuck, (719) 635-5972 days, (719) 597-6566 evenings & week-

MGB Collection: (To good home!) '69 GT, '70 Roadster, two '72 Roadsters. Range from superior to outstanding condition. Literally a ton of spares, including engine, transmis sion, carbs. A sad day, but all must go. Prefer one buyer take all. Call Ken evenings for details at (512) 857-6727.

1948 MG TC: RHD BRG. Biscuit Interior,

frame-up restoration from dash aft. New metal, wood, wire, carpets, new and re-done chrome. 1,380 miles since engine rebuilt. Photo album of restoration, receipts. Best offer over \$20,000. Don Schmidt, 2019 Green-brier, Collinsville, IL 62234. (618) 344-0247 or (314)235-1977 (business). 1959 MGA 1600 Red Roadster: Just com-

pleted frame-up showroom restoration. Wire wheels, tan interior. Most parts new. Strellent condition. This is a beautiful car. \$11,300. Also, 1959 MGA 1500 Roadster: waiting to be restored. Moss rebuilt engine, no rust, lots of extra parts. \$3,000. 2178 E. 2100 North, Layton, UT 84040. (801) 546-

1959 MGA 1500: Like the one on the Moss Catalog, except interior color same as exte-rior. Overhauled engine, front end, distributor, fuel pump and more. Will send video to interested parties. Can transport anywhere in 48 states at minimal cost, \$8,500,00. Tim Lawler, 2839 N. Downer Ave., Milwaukee, WI

53211. (414) 962-7721. 1956 MGA Roadster: Rebuilt engine, clutch, suspension, fuel system and brakes. Body and interior are good. Garage kept. Car carries current PA inspection. This me-chanical beauty needs someone with the time to finish the job. Much more than the \$7,500 asking price invested. Call Roger Jespersen at (215) 946-6630 1963 MGB: One and a half basket cases

fresh short block, 10 wires, more than one complete car, original owner. Too old to finish. \$900.00. Nial Irving, 3007 S. Decatur, Las Vegas, NV 89102. (702) 876-0020

1972 MGB Roadster: 51,000 miles on this beautiful, professionally maintained Califor-nia car. Teal blue with navy/black interior. Excellent chrome, wire wheels, new tires, hard top, soft top, tonneau. Always garaged, looks and drives like new. A fine collectors car. \$5,200. Ian Garside, 3394 Hilldale, Simi Valley, CA 93063. (805) 527-1616.

1966 MG Midget: Arkley body conversion, project car needs finishing, 14" wire wheels, Weber manifold and tube header included. \$2,000, Al Cortes, 14312 Mansel Ave., Lawndale, CA 90260. (213) 970-0127.

1980 MGB Limited Edition: Black with silver stripes (new paint & stripes), factory mag wheels. 41,000 miles, rebuilt engine with approx. 500 miles. No rust. Photos available, \$6,200 OBO, Stan Edwards, Arvada, CO. (303) H 423-8129, W 460-0218.

## **Important:** Asbestos & Core Returns

Effective January 1, 1990, we will no onger sell brake shoes or clutch discs on n exchange basis.

The exchange units we receive back for rebuilding contain asbestos, a known nealth hazard. We are now in the process of trying to obtain alternate materials for all asbestos products we sell. It is possible that we might experience a shortage of rebuilt components due to this new policy: we hope that you will understand and support us in our move to eliminate ashesos from both the workplace and our product line. If you have paid for rebuilt/ex-change clutch discs or brake shoes and not yet sent in your core, please do so by December 31, 1989. Please place a copy of your invoice in an envelope taped to the outside of the box you are returning to us. Please write "Core Return" ON THE OUT-SIDE of the box, so that we may handle it

Please return all brake shoe and clutch disc cores by December 31, 1989.

## **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 847, Goleta. CA 93116 for a free Moss catalog.

(Don't forget to specify a catalog by Jaguar XK120-140-150

checking the appropriate box.)

MGT-20 MG TC-TD-TF ☐ MGA-11 MGA MGB MGB-03 TR2-4A TRI-03 ☐ TRS-01 TR250-6 AHY-05 Austin-Healey 100-4, 100-6, 3000

☐ JAG-07 TRZ-01 Sprite-Midget SPM-01 Current Price List

\*Keep parts costs down! Please check your catalog edition number before requesting a new catalog-you may just need a current price list.

## How To Order

### By Toll-Free Phone:

800-235-6954 USA except California

800-322-6985 California Only

#### By Mail:

P.O. Box 847 Goleta, CA 93116

805-968-6910

658473

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Order Status/Customer Service

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#### Goleta, California

Moss Motors, Ltd. P.O. Box 847, 7200 Hollister Avenue Goleta, CA 93116 (805) 968-1041 General Office, Mail & Phone Order Processing, Showroom Main Warehouse & Distribution Cente.

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Payment: We accept VISA/Master Card, or we can ship COD. (CODs over \$400.00 require cash or Certified Check.)

Mail orders can be accompanied by check or money order, although personal check may delay shipment. Com-plete information about ordering, pricing, shipping and other procedures is contained in our Price Update, available at no charge by calling us Toll-Free.

#### Stellite Exhaust Valves

Constructed of stainless steel, then faced with Stellite (a hard-wearing, highly burn-resistant al-loy), these valves considerably outlast stock ones. For exceptional long life, valve seats should be induction-hardened or placed with nickelchrome inserts by your machine shop. Sold individually



	NAME OF TAXABLE PARTY.		
MG TC-TD	423-025	\$16.95	
TD MKILTE	423-045	\$19.95	
MGA 1500-1600	423-115	\$13.50	

MGA 1600 MKII, MG	B thru '67	
	423-155*	\$15.95
MGB 1968-on	423-165*	\$17.95
Healey 100-4	021-024	\$18.95
Healey BN4 thru BJ8		
(6 port head only)	537-175*	\$15.95
Triumph TR2-4 to TS2	1470E	
	821-015	\$15.95
Triumph TR4-4A (5/16	5" stem dia.)	
	821-025	\$15.95
TR250/6 to (E) CFIUE	821-115	\$14.50
TR6 from (E) CFIUE	821-125	\$16.95
Jaguar XK 150-150S,	XKE (1 5/8"	stem dia.)
Anna Continue of the State of t	537-095	\$17.95
Jaguar XK120-140 (1	7/16" stem	dia.)
	537-035	\$17.95
*Out of stock at pre	ss time-new	shipments



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