

MOSS Motoring

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!

Chris Kepler General Manager

WISHING YOU MANY HAPPY MOTORING MILES!



The 1990's British Sports Car Revival

There 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 "obsolescence" of their early and mid-eighties models. Sometimes it seems that owning a British car is like raising a particularly temperamental child—it takes courage in the face of unfathomable odds, patience beyond the call of duty, a flexible wallet, and of course, free time on weekends. 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 top-

down 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

sports car is an exhilarating, (and often exasperating) pleasure. Some of us, faithful unto death, live and breathe 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 aficionados! 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 with magazines lauding the Miata's triumphant debut, there is now news to give hope, en-



couragement and delight to purists like ourselves. With British Motor Heritage's continuing interest in the remanufacture of original specification parts up to and including complete body shells, it appears that almost everybody will have a reasonable chance to restore their favorite British car to original, much-loved standards during the nineties—at a fraction of the cost of a new Rising Sun convertible! While the early concentration of B.M.H. has been on the MG, we've heard rumors of many exciting developments down the pipeline. Stand-out attractions include:

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 bolt-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-

tershire. Manufacturers who originally supplied the MG factory will be involved through Moss, including such companies as Callow & Maddox of Coventry, who supplied all the MGB trim, and Coventry Hood, who made the original tops. Wherever possible, OE parts will be supplied by Moss, but where this is not possible (due to obsolete parts), high quality reproductions, resourced and manufactured by Moss under the auspices of B.M.H.I.T., will be substituted. The donor car was found in a barn resting on railway tracks, with the seats and wire wheels scattered on the ground near the wreck! We will be keeping you informed on the restoration as it progresses, which, with Lindsay's talents, we believe will be a state of the art rebuild! Note: Although we normally pay the freight on all orders over \$600.00 shipped in the continental U.S.A., the body shells are going to be an exception. Their tremendous size and weight (930 lbs) make this necessary. Because of the cost of the freight (about \$1.00 per pound), we suggest you make arrangements to pick up the body shell at our facility.

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 jigs to insure absolute consistency. All steel paneling is either pressed or hand-formed over permanent dies prior to being etched, primed and mounted to the framework. Unlike many custom shells, our body shells include the scuttle top, 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.



Our Darlington, England facility will actually assemble a brand new body on your original frame.

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.)

Photo Contest

There's still plenty of time to send in a 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 entrant).

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.

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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 contributions)



"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-the-trade 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.)

Ask 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, access, traffic around the stored MG, humidity, 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 temperatures 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 gasoline 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 protected by discharging an entire can of WD-40 or similar product on all the engine compo-

nents, especially the bright metal or aluminum 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 battery 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 concerns:

- 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 it?
- 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 replacing 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 Armorrall 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 forever; 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 pressure 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 storage—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 clutch 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 drums—and so that the cylinders move further while the pedal is exercised. The handbrake

(Continued next page.)





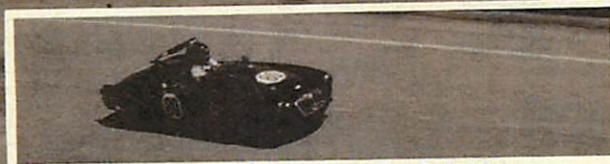
DB4GTs IN THE RECREATION OF '59 LE MANS FITS



MOSS LEADS A GAGGLE OF DB4GTs



STIRLING MOSS WAS ONE OF ASTON'S TOP DRIVERS



RON MIDDLEBROOK'S '60 MGA AT SPEED



KARYN WHITE'S '61 SPRITE

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 batteries 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 protection (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 piling 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 naphthalene or the new paradichlorobenzene. (John will receive a gift certificate for his contribution.)

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 assembly incorporates a genuine Lucas lens.

\$44.070 \$41.95

GOLETA WINTER 1989 CALIF. **LETTERS**

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 shipments 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 shipment.

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 1/4" 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, carpet 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 wonderful 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
Ellicott 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 the part is due to the buffing done to polish the part prior to plating. This has the effect of distorting 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 trick.

I regret that we do not offer a volume discount in a normal sense. We do offer free ground shipping in the U.S.A. on any order over \$600.00 in value, and your order certainly qualified!

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
Clarksburg, 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.)

TECH TIPS

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 certificate.

TECH TIP 15

Bulb Replacement Tech Tip

Dr. Bud Laird
Goleta, CA

Tired of breaking those little sidemarkers 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 hoses.

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

TECH TIP 16

Catalytic Converter Removal Tip

Larry Keith
Dayton, OH

If you have trouble removing the catalytic converter from your late model MGB because the converter will not pass between 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 Chilton.

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 ratchet handle) when you pull the tube from the hose.

3. Now, remove the catalytic converter by passing it through the space at the rear of the carburetor.

4. After you reinstall the catalytic 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.)

TECH TIP 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 problem:

My car used to tear up tach drive reduction 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 unbeknownst 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 harmless...

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 again.

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 myself.

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

TECH TIP 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 damaging 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."

TECH TIP 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-Urethane
A-Arm Bushings**

If 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-urethane, 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.

280-485 \$2.65 each

Three Thousand Miles in a TD ... Pickup?

Michael Grant
Moss Sales Department Manager

I was 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 describing 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 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 it

to Howard Goldman.

Since then it has traveled around quite a bit— including the Ocean to Ocean T-Tourist Trophy cross-country 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 cc's 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 running 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.

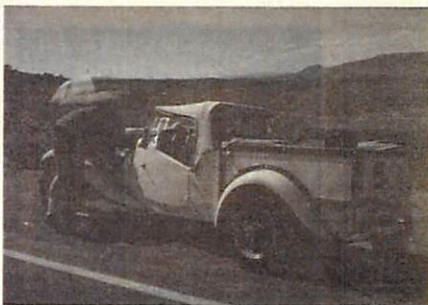
Go north to Reno, turn right, drive across 300 miles of the Nevada... UH... desert...

"How's everybody feel about driving in the late afternoon and evening?" I was glad. I was not long we could keep ter over our to keep cool bebody took a

after- frankly sure how pouring wa-heads trying fore some-picture.

The next gave the cars a going over. The was running a bit and after popping off distributor cap I discovered why. The distributor 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 sealed as well as they might after the last overhaul; combustion gasses blowing past the rings pressurizes the crankcase a little. This 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 inside 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 between 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 suppose 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 arrangement was not doing such

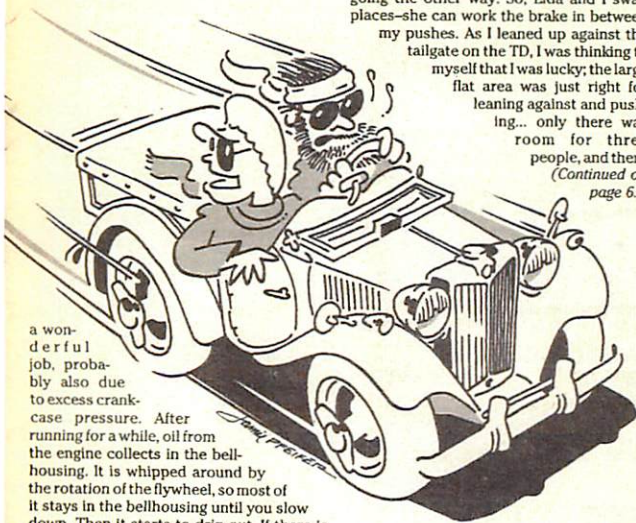
quite a bit to drip out, you can trace your steps back to the freeway after getting gas... this is no way to treat a finite natural resource, so we'll have that fixed. In the meantime, I buy oil.

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 Yellowstone 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 travel across a couple hundred miles of 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 sunscreen 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 fill—meaning 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. Twenty 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 tailgate on the TD, I was thinking to myself that I was lucky; the large flat area was just right for leaning against and pushing... only there was room for three people, and there

(Continued on page 6.)



a wonderful job, probably also due to excess crankcase pressure. After running for a while, oil from the engine collects in the bellhousing. It is whipped around by the rotation of the flywheel, so most of it stays in the bellhousing until you slow down. Then it starts to drip out. If there is

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

Plased 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 condition and driven daily.

Thank you.
George Elanjan Jr.
Los Angeles, CA

Colorful British Motoring Patches



MG Black (2 3/4 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
BMC Rosette	229-570	\$2.95
Jaguar 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 Triumph (1 x 4 1/4)	229-440	\$1.45
Austin-Healey Wing (1 1/4 x 5)	229-420	\$1.95
Austin-Healey Sprite	229-430	\$1.95

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!

WINTER SALE

1989

Prices Valid
Nov. 15 thru Dec. 30

MG TC~TD~TF

MG TC Generator Drive-End Bearing
125-200 Reg. \$5.50 Sale Price \$4.25

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 re-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 Lamp Socket
142-700 Reg. \$3.85 Sale Price \$2.95

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

MG TC-TD Wiper Motor Brush Set
145-580 Reg. \$13.75 Sale Price \$11.95

MG TD Panel Lamp Rheostat Knob
This is the screw-retained knob that fits TDs from (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 \$2.75

MG TC-TD Wiper Blade
Sold individually.
160-300 Reg. \$6.50 Sale Price \$4.95

MG TF Wiper Blade
Sold individually.
160-900 Reg. \$8.95 Sale Price \$7.25

MG TC-TD-TF Original Style Spark Plug Clip
Sold individually.
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

MG TD-TF Ring Gear
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

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

MG TC-TD 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 Bushing
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 Sale Price \$4.95

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

MG TD-TF Front Coil Spring
Sold individually.
264-330 Reg. \$49.95 Sale Price \$44.50

MG TC Rear Axle Lock Nut Tab Washer
265-100 Reg. \$2.40 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 Sale 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
Set of two grommets.
281-168 Reg. \$10.90 Sale Price \$8.50

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

MG TD-TF Front Engine Mount
411-010 Reg. \$10.95 Sale Price \$8.95

MG TD-TF Brake Drum Plug
Fits cars with wire wheels only. Covers the brake adjusting hole in the brake drum.
328-410 Reg. \$2.45 Sale Price \$2.25

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 Bolt Set
Complete set, with balls. Only one required per car.
401-878 Reg. \$24.90 Sale Price \$21.95

MG TC-TD Distributor Lockbolt
Fits to TD (e)20941.
433-530 Reg. \$8.95 Sale Price \$7.50

MG TD-TF Distributor Cotter Bolt
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

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 itself.
356-030 Reg. \$109.95 Sale Price \$99.95

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 between various points on the dash.
356-040 Reg. \$114.95 Sale Price \$99.95

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 Sale Price \$129.95

MG TC-TD TF Handcrank
386-150 Reg. \$34.95 Sale Price \$29.95

MG TD-TF Rear Bumper Spacer
400-200 Reg. \$2.75 Sale Price \$2.25

MG TD Starter Cable
An exact duplicate of the original.
331-280 Reg. \$19.65 Sale Price \$16.95

MG TC-TD Wiper Connecting Bar
Fits to TD (c)22314.
441-110 Reg. \$9.80 Sale Price \$7.95

MG TD-TF Generator Fan
433-670 Reg. \$8.75 Sale Price \$6.25

MG TC Generator Fan/Pulley
433-680 Reg. \$46.50 Sale Price \$37.50

MG TD-TF Cluster Gear Shaft
441-250 Reg. \$21.95 Sale Price \$18.50

MG TC Badge Bar
451-070 Reg. \$34.95 Sale Price \$29.95

MG TC-TD-TF Hand Crank Clip
406-070 Reg. \$3.10 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

MG TD Glove Box
Flocked as original.
454-155 Reg. \$28.50 Sale Price \$24.50

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 Reg. \$14.95 Sale Price \$12.95

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

MG TC-TD-TF Engine Oil Drain Plug
328-120 Reg. \$5.95 Sale Price \$5.25

MG TD Glove Box Hinge
406-910 Reg. \$5.20 Sale Price \$4.25

MG TC-TD-TF Hood Strip Outer Support
407-200 Reg. \$2.95 Sale Price \$2.50

MG TD Glove Box Knob
408-190 Reg. \$2.95 Sale Price \$2.50

MGA

MGA Rear Axle Bearing Oil Seal
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 \$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
180-280 Reg. \$2.95 Sale Price \$2.25

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

MGA Special Tuning Booklet
Reprint of the original factory publication covering factory developed and proven competition modifications.
211-000 Reg. \$4.95 Sale Price \$4.50

MGA Steering Column Lower Felt Bushing
260-160 Reg. \$4.95 Sale Price \$3.95

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

MGA Front Suspension Coil Spring
264-100 Reg. \$47.50 Sale Price \$42.50

MGA Steering Rack Gaiter Set
263-018 Reg. \$12.95 Sale Price \$11.50

MGA Steering Column Firewall Rubber Seal
Also used for blanking plate to firewall seal.
263-310 Reg. \$2.00 Sale Price \$1.75

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

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

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 fuses.
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 **Sale Price \$59.95**
Left Hand Top
264-190 Reg. \$67.50 **Sale Price \$59.95**
Right Hand Bottom
264-200 Reg. \$67.50 **Sale Price \$59.95**
Left Hand Bottom
264-210 Reg. \$67.50 **Sale Price \$59.95**



British Flag License Plate
A colorful, durable plastic Union Jack for those of you that live in states not requiring front license plates. Show your colors!
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 TR2 thru TR4A.
149-256 **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 ignition, 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 **Sale Price \$6.95**

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

Wiper Arm
This is one fits Austin-Healey 100-4 BN2 thru 3000 BT7, Austin-Healey Sprite MkI & MkII and Midget MkI, and all MGAs.
164-990 Reg. \$12.60 **Sale Price \$9.95**

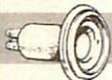
Front Wheel Bearing Dust Seal
Fits MG TD-TF with disc wheels from (c)6035 on, all MGAs with disc wheels, and Austin-Healey 3000s with disc wheels.
264-120 Reg. \$3.15 **Sale Price \$2.75**

GREAT GIFT GIVING IDEAS!

OMU 703

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 **Sale Price \$16.95**

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**



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 individually.
280-520 Reg. \$3.75 **Sale Price \$2.95**

Gauge Glass, 2"
"Dormed" 2" diameter gauge glass fits MG TC-TD and TR2-early TR4 to (c)CT11307.
361-040 Reg. \$3.95 **Sale Price \$3.50**



Windshield Washer Pump
Fits MGA, Sprite-Midget 1098, and MGB 1962 thru '67.
351-160 Reg. \$5.90 **Sale Price \$5.95**

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 \$5.95**



Headlamp Bulb Adaptor
For tripod and Lucas semi-sealed beam headlamps.
157-000 Reg. \$12.75 **Sale Price \$9.95**

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.
260-130 Reg. \$4.90 **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 **Sale Price \$2.75**

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**

SEASONS GREETINGS!



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 on it.



Gift certificates can be ordered by mail or telephone. Our toll-free lines are 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!

To use Next Day Delivery:

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

The Rates:

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



Ignition Testing By Lucas

Recommended Test Equipment

1. D.C. Moving Coil Voltmeter
2. Hydrometer
3. HT "Jumper" Cable
4. Additional Condenser for Test Purposes

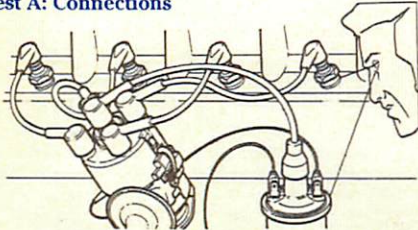
Note:

1. All meter connections are given for negative earth systems.
2. The ignition must be switched "on" for all tests.
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 cooling 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.

Test A: Connections

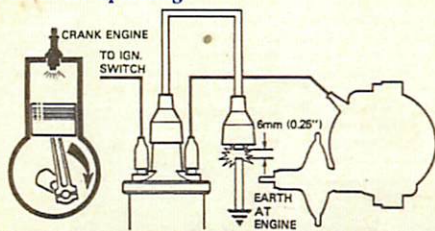


Result:

Should be:
Tight and clean
Test B

Loose and/or dirty
Rectify
If engine will not start
Test B

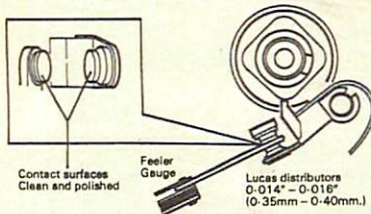
Test B: HT Sparking



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

No sparking.
Test C

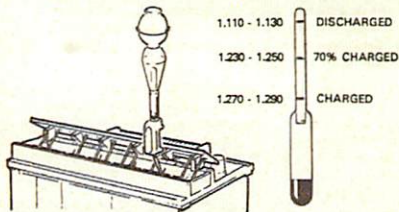
Test C: Contact Condition and Gap



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

Incorrect gap
Rectify
If engine will not start
Test 1

Test 1: Hydrometer Reading

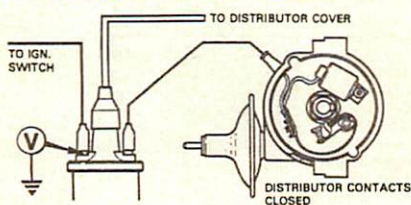


Below 1.230
Recharge and then test
Test 2

1.110 - 1.130 DISCHARGED
1.230 - 1.250 70% CHARGED
1.270 - 1.290 CHARGED

1.230-1.290
Test 2

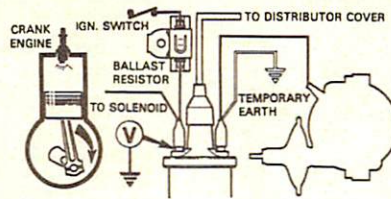
Test 2: Voltage at Coil – Pos. Terminal



Should be:
Battery voltage (or approx. 6V for Ballasted Ignition System)
Test 4 or Test 3 (Ballasted Ignition)

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)

Test 3: "Start" Voltage at Coil – Pos. Terminal (Ballasted Ignition Only)

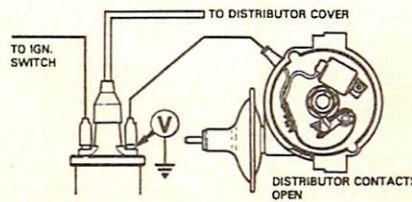


Result:

Voltage should increase while cranking
Test 4

If no increase, check supply at ignition terminal starter solenoid while cranking
Rectify
If engine will not start
Test 4

Test 4: Voltage at Coil – Pos. Terminal

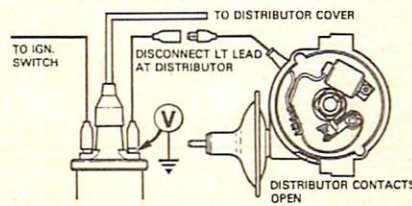


Should be:
Battery voltage
Test 6

Zero voltage:
Disconnect LT lead to distributor at coil
Voltmeter should now show battery voltage
Test 5

If zero voltage is still shown, replace coil. If engine will not start
Test 5

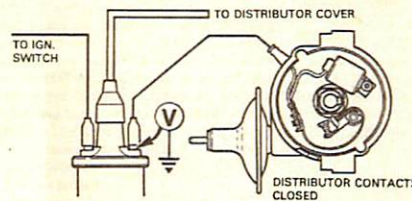
Test 5: Earthed LT System



Should be: Battery voltage indicating an earth in the distributor.
Rectify
If engine will not start
Test 6

Zero voltage:
Indicating earth in coil to distributor LT lead. Rectify
If engine will not start
Test 6

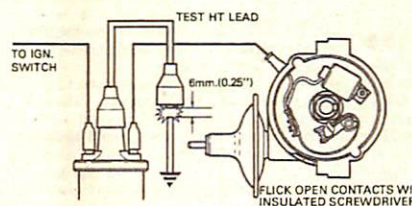
Test 6: Voltage at Coil – Neg. Terminal



Should be: Zero voltage
Test 7

Above zero voltage.
Check contacts, earth links, coil to distributor lead
Rectify
If engine will not start
Test 7

Test 7: Check Coil HT

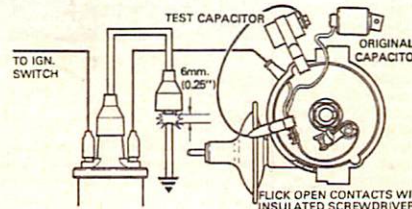


Should be: Good HT sparking. Repeat with original HT lead
Test 9

Weak HT sparking
Test 8

No sparking
Test 8

Test 8: Check Condenser



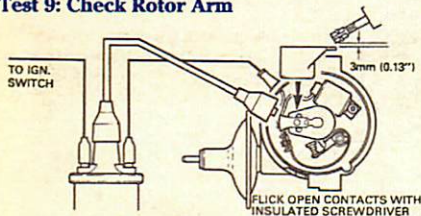
Should be:
Improved sparking. Fit new condenser
If engine will not start
Test 9

Weak or no sparking
Reconnect original condenser
Replace coil
If engine will not start
Test 9

(Continued on page 6)

Ignition, continued from 5

Test 9: Check Rotor Arm



Should be:
No sparking. Test 10

Good HT sparking
Replace rotor arm
if engine will not start
Test 10

Test 10: Visual and HT Cable Checks

Examine:

1. Distributor CoverShould be clean and dry, no tracking marks
2. Coil TopShould be clean and dry, no tracking marks
3. Check HT Cable InsulationMust not be cracked, chafed or rotted
4. Check HT Cable ContinuityMust not be open circuit
5. Correct Contact Breaker Point GapReset 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 for immediate reference. We also have other original Lucas cards available at this time. Please specify your choice/s by part number, we will be happy to include them in your next order—they are 50 cents each.

- 990-000 Conventional Ignition System
- 990-005 Starting System
- 990-010 Alternator Charging System
- 990-015 Generator Charging System
- 990-020 Electronic Ignition—Lucas "Opus" (amplifier on distributor)
- 990-025 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

The real answer to our power problems was a small V-6... but we decided to make do with what we had...

about the rear main seal I mentioned earlier? Well, I went from standing in the oil to sitting in the oil so fast I wasn't sure what happened... except now the inside 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 convinced that I'm a really unpleasant fellow, but he'll just have to forgive me. I can't remember what I said when he asked me "Is everything OK?", but under the circumstances, 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 we 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.

162-920

3.4.95

THROUGH THE WINDSCREEN
CLUB NEWS AND EVENTS

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

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



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.



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.

First, from Southern California to Grand Rapids, Michigan, where John Twist held his 13th annual MG party in the picturesque 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 sunshine. 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 gathering.

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

beautiful 1934 Riley, the superb Nash-Healey, and the little Berkeleys proudly displayed among the more common British cars. Saturday morning saw a huge parking lot used for auto-cross, 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 course the usual warm Chicago welcome for visitors and friends alike. How do 600 British classics, and over 2,000 visitors sound? That's what they 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

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



Supercharged 1934 MG ND shines in Chicago.

Continued on page 7.

Club , continued from 6

1990.

(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 14 tire?

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 away.



Speaking of mountains... the MGB really **fiboured** 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 MGCI 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 an 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 carburetor or generator into pieces 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 winter 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 commemorative license plate frames, Moss Motors' discount coupons and a tuxedo-clad eighteen piece dance band playing hits from the 30s, 40s and 50s.



The People's Choice—Dick Nyquist's Triumph 1800 Roadster!

The oldest vehicle on display was the unrestored, original 1903 "Alldays and Onion" Motorcycle (this is not a joke, it's two guy's names) that was part of an exhibit of two-wheeled 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's wonderful, 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 overflowed 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-

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 Asgierson 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 Francisco 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 (805) 563-1047
Nov 19 16th 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
June 27-July 1 GOF MK 50, Syracuse, NY
July 2-24 Circuit of Britain, write Drawer 220, Oneonta, NY 13820
July 4-8 Conclave '90, Rockford, IL
July 12-14 MG Fest, Niagra Falls, NY—Joe/Kathy (716) 683-9380
July 19-22 GOF Central, Milwaukee, WI—Chris Christensen (414) 549-1775
Aug 1-5 VTR Triumph Nat'l. Convention, Boulder, CO (303) 690-6864
Aug 17-19 Monterey Historic Races, Laguna Seca, CA (408) 648-5100
Aug 16-19 Austin-Healey Encounter
Sept 1-2 14th Annual British, Portland, Or
Sept 6 British Car Meet, Palo Alto, CA—Rick Feibusch (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 & weekends.

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, transmission, 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 Greenbrier, Collinsville, IL 62234. (618) 344-0247 or (314) 235-1977 (business).

1959 MGA 1600 Red Roadster: Just completed frame-up showroom restoration. Wire wheels, tan interior. Most parts new. Excellent 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) 546-4673.

1959 MGA 1500: Like the one on the Moss Catalog, except interior color same as exterior. 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 mechanical beauty needs someone with the time to finish the job. Much more than the \$7,500 asking price invested. Call Roger Jerspersen 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 California 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 longer sell brake shoes or clutch discs on an exchange basis.

The exchange units we receive back for rebuilding contain asbestos, a known health 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 asbestos from both the workplace and our product line. If you have paid for rebuilt/exchange 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 OUTSIDE of the box, so that we may handle it safely.

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

Stellite Exhaust Valves

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



MG TC-TD	423-025	\$16.95
TD MKII-TF	423-045	\$19.95
MGA 1500-1600	423-115	\$13.50

MGA 1600 MKII, MGB 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 TS21470E	821-015	\$15.95
Triumph TR4-4A (5/16" stem dia.)	821-025	\$15.95
TR250/6 to (E) CF1UE	821-115	\$14.50
TR6 from (E) CF1UE	821-125	\$16.95
Jaguar XK 150-150S, XKE (1 5/8" stem dia.)	537-095	\$17.95
Jaguar XK120-140 (1 7/16" stem dia.)	537-035	\$17.95

*Out of stock at press time—new shipments expected soon.

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 checking the appropriate box.)

- MG TC-TD-TF
 MGA
 MGB
 TR2-4A
 TR250-6
 Austin-Healey
 100-4, 100-6, 3000

- Jaguar
 XK120-140-150
 TR7
 Sprite-Midget
 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.

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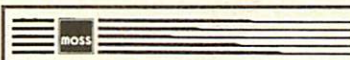
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