

MOSS Motoring

Fall 1990

More Marque Day Madness In 1990

Triumph & Austin-Healey Just Around the Corner

The results are in! The June 9th MG Marque day ranks as one of the largest and most enjoyable yet. The season has just started, and we're sure that Triumph and Austin-Healey Marque days will certainly equal MG Day in fun and spirit. Spend a day at Moss with your favorite sports car!

Marque Days begin at 9 am and go on until 4 pm. Register for the People's Choice car show as you enter, and you may take home a winner's trophy. We'll have product demonstrations, video screenings, warehouse and building tours, as well as hundreds of bargain-priced items in our swap meet. There will be free spaces for you to sell and trade used parts, and best of all—you'll receive a **special 10% discount** on all over-the-counter parts! Don't worry about bringing along a non-British car just for the trunk space; free shipping is available for all but truck freight items. For additional information, please call Moss Motors at 800-235-6954.



August 11
Triumph Marque Day
September 8
Healey Marque Day

The Moss Club & Event RV—Hitting the Road In Style

We Stop Only For British Car Events...



The Moss RV, with Heritage MGB in tow, ready to set off upon its maiden voyage.

(After Ken and Barbara Smith logged over 5,000 miles while visiting countless states to attend British sports car events all over the country in their bright yellow '78 MGB, it seemed that the time had come for Moss Motors to purchase a company RV. Although Ken and Barb proved that an MGB could hold an amazing amount of baggage, it just wasn't big enough for everything they wanted to bring! What was really needed was a motorhome in which Moss staff members could travel comfortably for long distances while towing a British sports car, and still bring newsletters, catalogs and of course, countless archive sports car videos and other goodies. Ken Smith, our intrepid Club & Events Coordinator, writes in while on the road in the Moss RV, once again on a cross-country mission with his wife Barbara. It's



Photographer Hans Nohr snapped this gorgeous shot of Jerry Cathey and his 1956 Austin-Healey 100 Le Mans during a hillclimb event at Whistler, British Columbia, Canada several years ago. If this isn't reason enough to get working on your current restoration, or to race out for an afternoon spin in your roadster, what could be?

Inside Moss Motors

In this Fall edition of the Moss Motoring, along with bringing you more great British sports car photos, articles, tech tips, news, events and sale items, we'd like to do something a little different. Although many of you have taken the opportunity to visit our Goleta, CA and/or New Jersey locations, there are many of you who live too far away, yet are curious to what Moss Motors is all about. You've heard about bringing the mountain to Mohammed, well, in this issue, we're bringing Moss Motors directly to you!

We've had staff photographer Jamie Pfeifer lurking in the Moss corridors, snapping photos of everything and everyone in our main warehouse and showroom in California. The New Jersey staff have been taking photos of each other and of their

location (no one wants to be left out!). We are fortunate to have an article written by *Sports Car International* author John Stein, who spent several days with us at Moss Motors, and who has come up with a better answer that we ever could have on what we're all about! Turn to pages 6 and 7 to find out how Moss, and the Moss staff really works to get you the parts you need for your sports car.

Product Development manager Chris Nowlan was recently looking through some vintage motoring magazines and ran across the ad reproduced here as it appeared in the December 1949 issue of *Motor Trend*. We no longer service customer's cars, but "Factory Parts and Accessories" is very much what we're all about. This was only the 3rd issue of *Motor Trend*, but it in-

cluded a great mix of hot rod and sports car articles, plus interesting ads from companies and products long since gone. We include a reprint of one such ad on page 2.

COMPLETE SERVICE

- FACTORY PARTS
- ACCESSORIES
- LUBRICATION
- TUNE-UP
- COMPLETE OVERHAUL
- WHEEL ALIGNMENT

E. ALAN MOSS

3200 W. Olympic Blvd.
(2 Blks. East of Western)
Los Angeles 6, Calif.
REpublic 3-1775
(ALL WORK GUARANTEED)

Reprinted from a 1949 edition of *Motor Trend*, Moss Motors was in its second year of operation in Los Angeles! The business moved to Goleta in 1963.

Al Moss tells us that as an avid amateur photographer, attending most Southern Cal sports car races during those early days, he would trade advertising space for photographs. None-the-less, his name appeared under many an early photo.

Always a winner is our annual Fall Sale where hundreds of sale items are covered between pages 4B through 4G. Also, in this issue, you'll find many technical articles, including one on Inline Fuses on page 2, often-asked customer questions on page 3, and our quarterly tech column on page 5. The first results from our immensely popular License Plate Contest are to be found on page 4A. Regular features include Letters on page 3, the Club Scene and Sports Car Gallery on page 4H and Classic-Fieds on page 7. As usual, the Events Calendar on page 8 is filled with information on club events all around the country.

turning out to be a wildly interesting maiden voyage! -Ed.)

DATELINE-SOMEWHERE SOUTH OF NIAGARA, NY ON INTERSTATE 90 EN ROUTE TO MG FEST '90 ...

Our continuing and increasing commitment to the British classic car movement in the U.S. made the purchase of a Moss Motors travelling Club & Events vehicle a necessity, and this spring, the decision was made and our new motorhome arrived!

This took the form of a 30 ft R.V. equipped with all mod/cons and powered by a Chevy 454—somewhat of a change from the smaller-engined cars we have usually attended British car events in. Following a successful debut at California Healey Week in Santa Maria, the coach was

refurbished in the Moss corporate colors and we embarked upon a major journey across the country to attend some of the festive events taking place this summer.

Leaving our west coast showroom in Goleta in late June, towing the Heritage MGB behind on a trailer, our journey took us eastward through Nevada, Arizona and New Mexico. Due to a little difficulty we were unable to present the Moss evening show in Houston. We apologize to those club members awaiting our arrival and promise to make it up to you!

So, via Mobile, we were off to Atlanta for the National Convention of the American MGB Association, where a superb event, organized by Mike Penney and the

The Club Scene is continued on page 4H

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Editor: Laura Eltherington

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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)

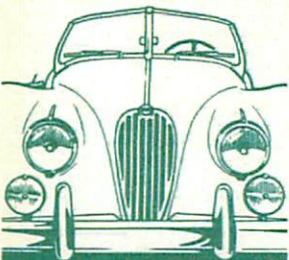
\$20.00 GIFT CERTIFICATES

Technical Hints, Tips, Cartoons, Humorous Anecdotes, Puzzles and Photos (not including photo contest contributions)

Prices

Sale prices are valid from August 20th through October 7th.

Highlight prices are valid from July 7th through December 30th, 1990.



Your Five Dollar Insurance Policy

Ben Travato
Santa Barbara, CA

If I told you you could purchase an insurance policy that would protect your British sports car for as long as you owned it, for around five dollars, you would probably ask me if I also had a bridge to sell! While I don't have a bridge, I can tell you how to protect your baby for under five bucks.

Most British sports cars manufactured before 1969 have only two fuses protecting their entire electrical system. Typically, these fuses only protect the horns, A-2 (the purple wires on the fuse block), and the accessories, A-4, (the green wires on the fuse block). Having a fuse on the horns is handy when the horn button sticks and your neighbors are threatening, and your accessories such as the stop lights, turn signals and wipers, etc. are duly protected from staging their own version of the Chernobyl meltdown.

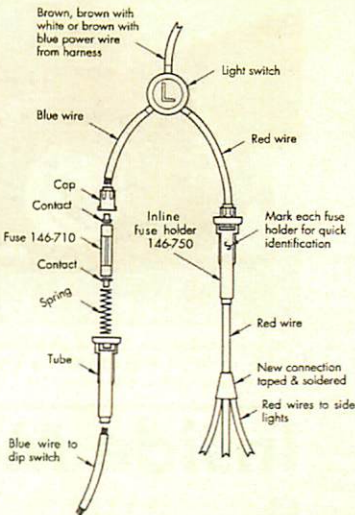
Some of the most important and largest current-using circuits are not protected from electrical problems and short circuits. The circuits that I'm referring to are (surprise!) the headlamps and side lights. These circuits are in constant use, unlike all the others that enjoy only intermittent use. A worthwhile modification to pre-'69 British sports cars is to fit fuses to these unprotected circuits. This will protect the car's wiring system from damage and the whole automobile from a possible fire.

When an unfused circuit (like that of the headlamp) develops a short circuit, the wires will get red hot and burn away their plastic insulation. Should these bare wires contact anything combustible, such as interior material, grease or gasoline, you can guess the results—you do carry a fire extinguisher, don't you?

An easy way to protect yourself and your British baby is to fit what is known as an "inline fuse". An inline fuse is a small plastic holder containing a replaceable standard automotive fuse for attachment in a circuit.

These little wonders are usually placed

between the switch and the electrical device in the wiring. For example, on the headlamp circuit, put the fuse between the headlamp switch and the dipper switch, for the marker lights, between the switch and the group of red wires. Or, a single fuse can be placed between the headlamp



switch and its source of power, on cars with separate ignition and headlamp switches. Personally I prefer to protect each circuit with its own fuse. (See above diagram.)

The best thing about inline fuses is that they can be easily installed, and also, easily hidden for you Concours enthusiasts. If a problem arises in that circuit, the fuse will blow, avoiding any further damage. You'll also know that the problem is limited to just that one circuit, not the whole car, when it comes time to troubleshoot the problem. Moss stocks these inline fuse holders under part #146-750. Use a 25 amp

fuse, #146-710, for most circuits or a 35 amp, #146-700, fuse if you're using Quartz Halogen headlamps.

To install an inline fuse, first consult your shop manual for the wiring diagram. This will show you how the circuit is wired and the color code of the wires in question; then DISCONNECT THE BATTERY, otherwise you will be cutting into a "live" wire. While there isn't enough voltage to hurt you, you want to avoid any short circuits while you install the inline fuse. Be sure to solder or use the proper type of connectors when joining wires together, just twisting them together and slapping some tape around them only creates problems, not prevents them.

Often, you can simply cut the existing wire from the switch and install the inline fuse in the middle of the wire, leaving enough distance from the switch so you don't have to stand on your head to change the fuse.

If the wire isn't long enough to handle easily, it is alright to extend the wire using additional wire of matching size and approximate color. Installation is as follows: Cut the wire in a handy location between the light and its on-off switch; then remove about 3/16" of the insulation from each end. On one end, slide on the plastic cap, followed by one of the metal contacts, which you will solder to

the end of the wire. On the other loose end of the wire, slide the longer plastic tube on, followed by the spring and the other contact that you will solder in place. Then insert the fuse in the longer tube and screw the cap in place by pressing down and turning it about a quarter turn. The job is done. It's a good idea to mark the outside of the fuse holder with a felt tipped pen so you can tell the circuits apart. At \$1.55 each, you can afford to protect all the unfused circuits in your car and ultimately your car itself!

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

Tailored  *Accessories*

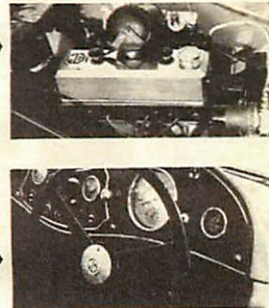


POLISHED ALUMINUM VALVE COVERS
These highly polished precision machined valve covers are a highly functional accessory that eliminate the valve tappet noise and oil leaks present with a sheet metal valve cover. They are sold complete with the MG crest on the top surface, matching octagonal filler cap, and a set of four gaskets. \$19.95

CONVERTIBLE WINDSHIELDS . . . AERO TYPE WINDSCREENS
As windshields they are ideal . . . fully adjustable, non rattling, and quite efficient in deflecting side drafts. They can be folded in flat against the windshield for running with side curtains. For aero or racing style windcreens, they can be instantly detached from the windshield and mounted on the fascia for competition work or just plain cruising on a sunny afternoon. Chromium plated brass brackets, knurled adjusting screws, all necessary mountings and a wrench make this a truly complete set. \$21.50

STEERING WHEEL MEDALLIONS
A highly polished cast aluminum steering wheel medallion, with the outstanding MG crest pushed out in color that adds that certain touch of conservative adornment to your car. \$1.50

UNION JACK DECALS
A true, four color reproduction of the British flag for mounting on any flat surface. For use on all British cars, set of two. \$1.80



AVAILABLE IN YOUR AREA THROUGH THESE DEALERS:
NEW YORK-- MIAMI-- CHICAGO-- DALLAS-- SAN FRANCISCO-- LOS ANGELES-- NORTH HOLLYWOOD-- LONG BEACH-- TACOMA-- HONOLULU-- PORTLAND-- SEATTLE--

AUTOACCESSORIES, LTD.

Reprinted from the December 1949 issue of *Motor Trend*, this advertisement proved the cliché "That was then, this is now" doesn't always ring true. Although we were not listed in the ad, Al Moss was doing a brisk business with these products in 1949. 41 years later we're still selling most of these very same products.

Autoaccessories, Ltd., was the first U.S. company to produce a quality range of accessories for British Sports Cars. A few years later this range became even more popular when distributed exclusively through S.H. Arnolt of Chicago. Moss Motors carries on the tradition with excellent

reproductions of these same products which have become widely accepted even amongst the most die-hard Concours oriented purists.

Curious to see how our prices compared to those of 41 years ago, we consulted the financial software package on our office PC and found that \$1.00 in 1949 was equivalent to \$5.21 in 1988. Therefore, in fairly exact terms, a \$19.95 "Coffin" valve cover (#224-225) should now sell for \$103.94, but in fact retails for a mere \$54.90. Our 240-500 wind wings were \$21.50 in 1949 which equates to \$112.00, but are only \$39.95 in real 1990 Moss Dollars!!

We never did reproduce the alloy steering wheel centerpiece, as this particular accessory wasn't overly attractive, but our fully chrome plated original style reproduction is currently \$9.95, or a mere \$1.90 in 1949 currency. We stopped offering British Union Jack decals a few years ago, but continue to offer our more upmarket chrome & enameled screw-on version (#229-308) at \$19.95 for a set of 2.

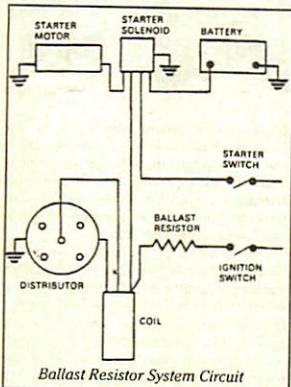
Out of the many companies advertising dozens of items in this issue, Moss is one of the very few companies still in business and certainly the only firm still selling the very same...Is that progress or what!

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 short-cuts 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.

(In this edition of *Under The Bonnet*, Eric Wilhelm, Research & Development ace, discusses the answers to some often-asked tech questions.)

Ballast Resistor Ignition Systems



Conventional ignition coils suffer the disadvantage of being designed to operate best at about 12 volts. Unfortunately, a 12 volt battery often produces as little as 7 volts when "run down" because of excess starter operation, especially in extreme cold. To produce optimum coil performance (and hence nice fat sparks at the spark plugs) under such adverse conditions, the "ballast resistor" or "ballasted coil" system was developed.

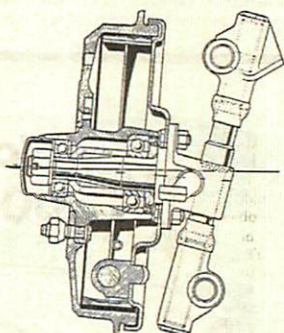
This system uses a coil which is designed to be most efficient at about 8 volts. For starting, full battery voltage is supplied! This makes this system as efficient at low battery voltage as a "conventional" coil is with the battery supplying a full 12 volts. (For any battery voltage above the coil's design voltage, it's even better—an "overboost" condition.)

However, an eight volt coil cannot be run continuously at 12 volts without overheating and failing. As soon as the starter switch is released, the coil no longer receives full battery voltage. It is then powered through the ballast resistor which reduces the 12 volts (the generating system is now working) to the coil's design voltage.

"The Holes Don't Line Up..."

The above phrase is a complaint we often hear about parts which mount with multiple screws or bolts, such as fuel tank sending units, differential crown gears, oil pans and timing chain covers. This apparent problem can almost always be solved by first holding the part in place with one or two fasteners fitted loosely, allowing the part to move slightly. Fit the rest of the fasteners in like fashion. Only after all of the fasteners are in place should they be tightened.

Front Axle Ball Bearing Installation

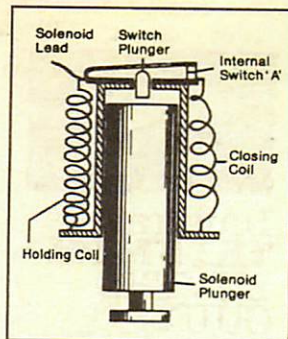


Cross-section of a swivel axle and hub

Dealing with obsolete technology is something we as a society quickly forget how to do. As a result, in the light of more recent developments, we often tend to overly complicate procedures which are really very simple. An example of this, which we often encounter, regards front axle ball bearings as found on MG T-series, MGA, early big Healeys, Sprite-Midgets and others: "Since the workshop manual doesn't have any instructions on the proper procedure for tightening the axle nut, how can I tell if the bearings are too tight or too loose?" This question no doubt arises from familiarity with the later tapered roller bearings which require critical adjustment for which detailed instructions are required.

Since there is a spacer between the centers of the inner and outer ball bearing assemblies, and the outer races are fitted against shoulders in the bearing hub, there is no end-float adjustment possible. Simply assemble everything and tighten the axle nut to the next nearest cotter pin hole before inserting and locking the cotter pin. It's really that easy.

Some front axle ball bearing assemblies are asymmetrical, and have one face marked "Thrust". It is imperative that this side be installed toward the spacer. If the bearing is symmetrical and unmarked, it may be installed either way.



was designed to be in operation for only the fraction of a second it takes for the plunger to open the switch and remove the closing coil from the circuit.

(Send in your British sports car questions and puzzles, and we'll attempt to keep an ongoing column of technical advice and solutions in every issue of Moss Motoring. If you have discovered certain tricks or shortcuts in your experiences—send them in so other readers can benefit from your wisdom (or mistakes!)—Ed.)

Overdrive Solenoid Operating Lever

Applicable for TR2-TR6 (thru 1972), all Big Healeys, and Jaguars (thru 1964).

Overdrive solenoids will suffer "melt-down" if the operating lever is not adjusted correctly. Refer to your workshop manual for details of the correct procedure for adjustment.

When the overdrive switch is engaged, both solenoid coils are energized, causing the plunger to be pulled sharply into the solenoid. When it hits the top of the solenoid bore, the plunger opens switch "A", disconnecting the closing coil, leaving the holding coil to keep the plunger in the upward position.

If the overdrive unit's operating lever is maladjusted so that the solenoid plunger cannot reach the switch plunger, both coils will remain energized as long as overdrive is selected. The closing coil will soon overheat to the point of failure, as it

Summer Crossword Answer

S	W	A	L	L	O	W	D	O	R	E	T	T	I	S	I
U	M	H	R	I	N	C	H	E	S						
P	R	I	G	N	I	T	I	O	N	M	I	N	C	H	E
E	R	A	I	S	E	C	O	N	O	M	Y				
R	A	I	S	E	L	I	T	E							
C	C	M	N	D	R	A	I	N	T	O	P				
H	E	A	L	E	Y										
A	R	L	A	L	I	G	N								
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GOLETA FALL 1990 CALIF. LETTERS

A Midget Is a Great Beginning!

British sports cars caught my eye at an early age. One hot summer Missouri day, I was pedaling my bicycle over a country road near my home. Out of the corner of my eye, I spotted something I hadn't noticed during my previous rides. Through the trees I could see an old house and surrounding it were "junk cars", up to their door tops in briars and beggar's lice. After a lengthy study of the premises, I determined that the coast was clear. I dragged my bike up into the weeds and proceeded on foot to the nearest "junk". To my surprise, it was a small convertible, like the others nearby. I spent 2-3 hours there that day, sitting in one driver's seat after another imagining myself tooling along some winding country road somewhere else... Boy, was mom mad when I finally got home.

I'm 28 now and I think mom has finally gotten over that day, but I haven't. Two years ago, I visited my childhood playground and decided I had to have one for myself. Although I didn't purchase what most British car aficionados consider one of the classics, I did buy a '76 MG Midget. I may move up in class some day to a 3000, a "B", or maybe even a TD or TF, but for now, my Midget is taking me over the roads that I remember from that one day of my childhood when I first fell in love with British sports cars.

Thanks to Moss for supplying my parts. I've looked at other suppliers and even bought from a few of them but nowhere can I get the personalized service, variety of parts, and great deals that I do from Moss Motors. I only wish I could locate more books about Midgets, models and other memorabilia.

Also, yes, I would definitely purchase a British car classics calendar. Bring it on! One for the home, one for the garage and one for the office.

Denny Douglas
Festus, Missouri

Eezibleed's A Winner

It is a very rare occasion when I hand out praise, but this time I feel I must speak up. Recently, I had to perform an emergency rebuild of the master brake cylinder for my '77 MGB. Along with the rebuild kit, I also ordered an Eezibleed Kit, Moss #386-860. I have acquired a garage full of one-man bleeding kits—some of which I've paid up to \$35.00 for—and not one of them is worth a "tinker's damn", until now, that is! I definitely endorse this product and would encourage anyone who is considering rebuilding their brakes to purchase one—it is well worth the investment.

James Klein
Coral Springs, FL

Bugs On My Teeth

Since I have restored 3 TR3s, 1 TR6, and now an MGB, you have the nerve to ask if I would like a British car calendar? It must be clear to you that I LOVE the pain and grief of working with these "bass ackwards", so-called cars. And then you have the nerve to ask any readers interested in a Moss Motors British Car Calendar, to "drop a line"! Well, here is my line. I would love to receive a yearly calendar of those fine British sports cars.

Now that I have finished the 1967 MGB roadster, my wife will not let me drive "her car". When I got the "B", I paid \$400.00 for the beast. A true basket case. With your help and a lot of love it's on the road again, and it only took about 6 years. With bugs on my teeth and a happy smile, I thank you. For now, MG #18GBUH23573, car #093347, and Moss customer #82912 have put another piece of history back on the roads of Arizona.

Keith Barnes
Tucson, AZ

(We've received quite a few requests for a British car calendar from customers and employees alike. We are currently looking into all the options available. We'll keep you posted!—Ed.)

An Apology For Our Recent Problems

We would like to apologize to those of you who experienced problems getting through to us in the last month or so. We have had a series of computer and power problems that have caused us some grief. The problems really started when a power

cable shorted out in an underground trench in our parking lot. The fuse on the power pole blew, but not before the power cable zapped our phone system with 220 volts through the phone lines—not the AC power lines.

This kind of power surge is unusual, and the damage to the phone systems cut our 800 service off for several hours. Due to extensive damage to the equipment, we were able to restore partial service to only a fraction of our lines. This meant that many of you could not get through.

Unfortunately, the power problems also blew the computer system. Just about the time we thought we had the power restored, and the phones and the computer operational, Santa Barbara caught fire and burned for three days. The power failed another 10 or 12 times, and the resulting damage to the phone system and the computers has made it difficult for you to reach us, and worse, it has led to unavoidable delays in processing your orders.

We have recently (July 17) ordered an "Uninterruptible Power Supply", which will power the phones and the computers using a battery backup in the event of another power failure. We are also considering a 30 kilowatt diesel generator so that we can continue to operate even if the rest of the city is dark.

The worst is over, and we're back to normal. We would like to thank you for your patience, and the concern expressed during the fire.

Book Review

By Philip Beekley



Illustrated TRIUMPH BUYER'S GUIDE

Richard Newton

The Illustrated Triumph Buyer's Guide

Author: Richard Newton

Softbound, 7 1/2" x 9 1/2", 176 pages, 191 photos. Moss #212-745

Would you recognize a Triumph Roadster 2000? How about a Mayflower? How does the TR250 differ from the TR6? How are the TR3B and TR4 almost the same car? Why were there three versions of the GT6 in three years? You'll quickly find answers to these and many other questions in the pages of *The Illustrated Triumph Buyer's Guide*.

Offering many insightful tips for the potential buyer (and seller), the book also provides useful details of assembly and finish important to the owner, Concours competitor and judge. Don't get me wrong, this isn't a simple condensation of owner's manuals. It contains no detailed maintenance or servicing procedures. It does have no-nonsense observations on strengths and weaknesses of nearly every Triumph model ever sold, and probably the most comprehensive collection of sharp, B & W photographs available in a book of this size. It even includes some models not originally sold here, but now occasionally seen through the efforts of individual importers.

There are several pages on each model covered. Examples of the author's com-

ments are:

TR3 - It remains intrinsically an exciting sports car, and one with a certain historic importance. It cannot help being a good investment.

TR4 - The TR4 was a very well-planned and executed car. People who like it appreciate timeless styling that seems to improve with age, like claret.

TR5 - This may well be one of the best Triumphs on the market.

TR250 - This was the fastest Triumph produced for the U.S. market, except for that latecomer, the TR8.

TR6 - The TR6 gained a reputation as a car that looked good and sounded right, could take a terrific pounding and come back for more.

TR7 - The TR7 was the best handling TR in history. *Car & Driver* found it quicker on the skid pad than a Camaro Z28.

TR8 - One *Motor Trend* writer said he never considered a TR8 as a purchase, but after driving one for several days, it went to the top of his list.

Spitfire - It set new standards for inexpensive sports cars and quickly proved a superior alternative to the previously dominant Austin-Healey Sprite.

GT6 - The Spitfire-derived GT6, with its easy-revving smooth little six-cylinder powerplant and clean coupe lines, has a lot of merit for collectors.

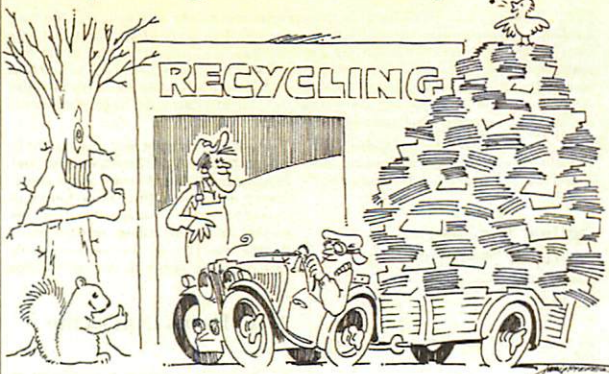
Stag - The Stag can be a satisfying fast tourer, and it's certainly desirable to some.

Many "cars books" are of casual interest to owners of classic cars. This one is an exception: It's a must! From TR2 to GT6, from Southern Cross to Stag, if you own a Triumph, are interested in Triumphs or like British cars, this book is for you. Reading it and having it on hand for reference will expand and reinforce your knowledge and appreciation of your car and other enthusiasts' cars, and every time you pick it up to browse, you'll learn something new. To me, that's the true test of any non-fiction book.

Sound good? You bet it is! I can recommend this book without any hesitation.

(Philip will receive a gift certificate for his contribution. If you have a favorite British sports car reference book, send us a short review. If we publish it in the Moss Motoring, you'll receive a gift certificate—what an easy way to get free parts for your English beauty!—Ed.)

Recycling For Charity



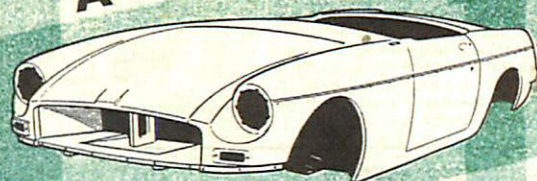
Looking around Santa Barbara, it seems as though every neighborhood block is recycling! In front of every house are the inevitable three plastic (recycled, of course) boxes, for residents to separate and store their plastic and aluminum, glass, and paper for the weekly recycling crew pick-up.

Here at Moss Motors, we stopped using styrofoam peanuts for shipping (except those that we receive from non-ecologically-minded suppliers, which we recirculate), and began recycling our waste paper. Moss waste paper includes used copier paper, scrap paper, old price lists, newsletters, cardboard boxes and computer paper. Instead of reinvesting money

made from recycling directly back into Moss, we had a company vote and made the decision to donate these proceeds to charity. At the present time, we are contributing to the United Way, and allowing them to forward our donation to where they decide it's needed most.

The amount of paper and cardboard we're able to recycle in just our Goleta, California facility is staggering. Our last check to the United Way covered nearly 7 tons of "left-overs". Our warehouse employees also enthusiastically participate in break room glass and aluminum can recycling, the proceeds from every 100 lbs. going to the purchase of steak and beer for their monthly softball game!

Now You Can Own A 1990 MGB!



Or at least the next best thing— Brand New MGB Factory Body Shells For The Ultimate Restoration!

As a British Motor Heritage distributor in the U.S., we are pleased to be a supplier of brand new MGB body shells built to original factory 1968-'74 specifications in England. Identical to the body used in Abingdon during this period, the Heritage shell places the restoration of an MGB to its former beauty, within every enthusiast's grasp. Each body shell is supplied complete with fenders, doors, hood and trunk lid. Don't waste time and money welding and repairing a rust-ridden and battered MGB when, with just a basic tool kit, you can do the work in your own garage!

You'll receive your body shell electrophoretically primed and sealed.

Original Press Dies are used throughout to insure that the correct panels are produced. Over 750 press tools were located and prepared for production after many years of retirement!

Original Assembly Jigs— After nearly 10 years, the original panel assembly jigs were located! These have been restored to their former glory and are once again producing MGB body shells.

Original Technical Data and Specifications for all parts and assemblies produced have been used to check detail, process and quality.

Even the Original MGB Staff— The small team responsible for the production of these body shells share a total of nearly 200 years in vehicle body construction, including service on the MGB while it was in volume production!

Note: Although we normally pay the freight on all orders over \$600.00 shipped in the continental U.S.A., the body shells are an exception. Their tremendous size and weight (930 lbs) make this necessary. The cost of the freight ranges from between \$240.00 to \$450.00. Having warehouses on both the east and west coast allows us to save on freight charges by shipping from the warehouse nearest you. For example, shipping the body shell from our New Jersey location to Seattle, WA costs over \$400.00, while we can ship from our California location for just over \$230.00! If at all possible, we suggest that you make arrangements to pick up the body shell at our facility.

MGB Body Shell 459-540 \$3995.00

(Crating Charge \$220.00)

California Healey Week



Just a few of the "Handsome Brutes" seen during Healey Week '90.

The 15th Annual West Coast Austin-Healey meet took place in Santa Maria, California (about three hours north of Los Angeles), and was once again, an unqualified success! Healey revelers stayed at the Santa Maria Inn, who, according to our sources, ordered in twice as much Bass ale as the previous year, yet still ran dry! Despite a slight drizzle, nearly 100 Austin-Healeys from Bugeye through BJ8 showed up in all their glory.

Ken Smith, in the newly christened Moss RV, led up a pack of Moss employees, and brought up the track for the second annual Pinewood Derby. (Sadly, all nuts and bolts were left behind, but the challenge of putting the track together with pencils was well met!) The idea for this type of derby began with the Cub Scouts. The plan is simple. Any store that sells Scouting supplies should carry the regulation "Pinewood Derby Car Kit". This consists of

a block of pine, 4 plastic wheels, 2 wood axle pieces and 4 nails. What you do is take it home and carve, sand, paint, gouge and modify until your new race car emerges and is ready to roll.

The actual race takes place in "heats", two at a time on an Official Pinewood Derby Track—an inclined three section wooden assembly that has two guide strips to keep the cars in position. The upper portion sits at about a 35° angle, and the cars really pick up speed before hitting the flat portion of the track. They move so fast it is necessary to catch them in a padded box at the end! Much attention is paid to lubrication of the axles and their positioning on the track—several suspicious sections were cleaned up with fine sandpaper by competitors. Some of the cars seemed to run faster backwards, and were run this way at least some of the time. It was quite a success in every way!

MGs — A Love Story

By Kathleen Rogers-Venema
Los Angeles, CA



Two weeks before I went for my driver's license exam, I purchased my first car—a British racing green 1966 MGB, the car I had dreamed of owning ever since I could remember. It was 1975 and above my parent's protestations about my choice of a "dangerous" sports car over the Ford Mustang they had offered to me for free, I convinced my father to co-sign on a loan. With my life savings as a down payment, I became the proud owner of my dream car.

That was the beginning of my enduring, albeit rocky, "love affair" with MGs. I'll never forget how excited I was the first time I got behind the wooden steering wheel of my MGB. It was a foggy, English night in Whittier, California and the interior smelled damp and musty. My father had bravely volunteered to teach me the rudiments of driving a stick transmission—a far cry from driving his sailing, boat-like 1974 Thunderbird. And a lot more fun.

What was not fun, however, was the first morning I attempted to drive my car to school. Upon trying to stop before turning at the top of our street I had the sensation of mistakenly applying pressure to the clutch and not the brake, when in fact my brakes had simply failed me altogether. And I broadsided a station wagon filled with crying children. While I was relieved that no one was seriously injured, I was dismayed at the sight of the mangled front end of my beloved MG.

Soon I found that MGs are nothing but adventures, both fun and dismaying. Most dismaying was the ongoing challenge of keeping my car up and running. The car looked better than ever after the body and paint were repaired, but as any new MG owner can attest, it is another matter finding a mechanic who will agree to service your car, much less one who is qualified or talented at it. After three years of owning the car I finally got smart and started dating a British Leyland mechanic!

My B.L. boyfriend spent one whole summer rebuilding my engine (we only got around to seeing one movie during that time). During its first test drive the engine threw a rod and I had to make the choice of either not continuing my college education due to a lack of transportation, or selling my MG and buying a "sensible" car.

"Sense" won that round and I became the dejected owner of a Datsun. (I also replaced my boyfriend.)

Ten years passed before I dared think of owning another MG, years I had spent driving dull cars like Oldsmobiles and Renaults. I was not a little concerned when Mike (my future husband) picked me up for our first date in a beautiful, chocolate brown 1978 MGB. With trepidation I got into the car and when the engine gave its characteristically "upstart" roar and we sped around our first turn in the Hollywood Hills, I got bitten by the "love bug" again (and my estimation of Mike also went up considerably).

I knew I wanted to take a chance on "love" again and with Mike's help, started looking for the perfect MG, only this time it had to be an MGA. Our first tiff was over a pitiful rusted-out hulk of an MGA that a guy wanted \$2,500 for. Mike convinced me to keep shopping around, and it turned out he was right. Two weeks later we found a pristine, red 1957 (the year I was born!) MGA, and all for the low, low price of \$2,800.

As we were engaged to be married, Mike and I had dreams of using our MGA as our "getaway" car, but before we could even consider driving it we had to obtain an antique automobile insurance policy. Such policies have rather stringent requirements proved to be decidedly sticky wickets; one was that you had to belong to an antique car club, and the other was that there was a discrepancy on my pink slip. The car was definitely a 1957 make, but the pink slip said 1956!

Amid nightmares that I may have bought a stolen car, I had it towed with all due haste to the Hollywood DMV where it was determined that it was not stolen. However, after spending the entire day in the hot DMV parking lot with assorted discomfuted DMV officials poking around under the hood, it could never be determined what year the car was actually manufactured. We were now in a race with the altar, our wedding just a few short weeks away. Visions of having to leave the San Juan Capistrano Mission on our wedding day in a funeral-type limousine instead of our zippy MGA haunted us.

In a last attempt to rectify the problem I called Moss Motors on a hunch and explained the problem to Jack Brady, who was miraculously able to tell me from the vehicle identification number that it was definitely manufactured in 1957. Mr. Brady went so far as to certify this information in a letter to the DMV and our insurance agent. He also referred us to the Long Beach MG Club which we joined in a hurry.

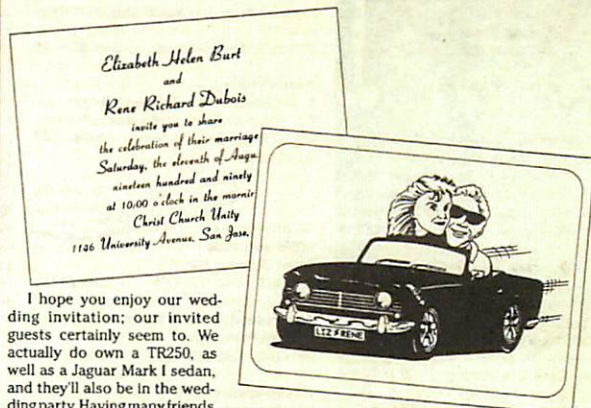
As you can see from our wedding photo we were able to leave the church and arrive at our wedding reception in the style to which we've become accustomed. Neighbors, family and friends think we are being a tad impractical, relying on two MGs for all our transportation needs. But we have never been without transportation yet. And we have a heck of a lot of fun, whizzing around town in our MGs, with our English Springer Spaniel, Fred's ears blowing happily in the wind. With our MGs, we are living happily, after all...

(Kathleen will receive a gift certificate for her contribution.)

Kathleen and Mike are not alone in that their affection for their British sports cars plays a leading role in their relationship. We actually get dozens of letters and photos showing newly-marrieds in classic British cars! Not as many go as far as Elizabeth Burt and Rene Dubois—it's their wedding invitation that you see to the above right!

We wish you both many happy motoring years together!

Something Old (Your British Car) Something New (Gearbox, Engine & Top) Something Borrowed (Jumper Cables) Something Blue (No \$\$ for the Honeymoon)



I hope you enjoy our wedding invitation; our invited guests certainly seem to. We actually do own a TR250, as well as a Jaguar Mark I sedan, and they'll also be in the wedding party. Having many friends with British cars, there will be a 3000 MKIII Austin-Healey, a Jaguar XK150 roadster, a TR6 and whatever else is acquired between now and then. Which leads to another interesting coincidence—I notice that the Moss Triumph Marque Day is August 11th, well, that also happens to be our big day!

By the way, can we register for the wedding at Moss?

Happy Motoring,
Rene Dubois

1990 License Plate Contest

Overwhelmed and amazed would be one way to describe our response to the amount of license plate photographs that have been sent in, since we announced this contest in the spring *Moss Motoring*. As of July 1st, we've received more than 200 photos, and they're still coming in! So many of your plates are great, funny and original, that we've decided to make it a regular feature. All published contributors will receive a gift certificate for \$10.00. If your photo is not in this issue, don't give up hope. We'll be running this contest in many newsletters to come!



▲ John & Cynthia Gonzales, Long Beach, CA



▲ Joe Lowder, Edmonds, Washington



▲ Robert Rankin, Carson City, NV



▲ Asa Berger
Tafton, Pennsylvania



▲ Ron Shaw
Westminster, Colorado



▲ Robert Rojka
Honda, California



▲ Steve Byers, Havelock, North Carolina

Relead™



Not just a fuel additive, but a lead substitute.

Developed to replace the lead your engine was designed to use. Not to be confused with products that simply boost the octane rating of unleaded gas, this lead-

free product forms a protective coating on valves and valve seats, as lead in gasoline did. Protects against valve wear and valve seat recession. Each 8 oz. can treats 80 gallons of unleaded gas.

220-390

\$6.45

AUSTIN-HEALEY

Austin-Healey 100-4 Stellite Exhaust Valve
Constructed of stainless steel faced with hard wearing and highly burn resistant Stellite, these valves will considerably outlast stock ones. Sold individually.
021-024 Reg. \$16.95
Sale \$14.95



Austin-Healey 100-4 Conversion Gasket Set
Includes all lower engine gaskets required for a complete engine rebuild. (All upper gaskets, including the cylinder head gasket, are supplied in our Head Gasket Set #524-012.)
021-052 Reg. \$63.50
Sale \$54.95



Austin-Healey 100-4 and 100-6 Clutch Pressure Plate
Brand new 9" assembly, not rebuilt!
021-135 Reg. \$115.75
Sale \$104.95

Austin-Healey 3000 Clutch Pressure Plate
Brand new 10" assembly. Fits all 3000s thru BJ7 (e)29F4878 & 29FF149.
021-136 Reg. \$149.50
Sale \$129.95

Austin-Healey 3000 BJ7 and BJ8 Clutch Pressure Plate
Brand new 9 1/2" assembly. Fits BJ7 from (e)29F4879 & 29FF150 thru 3000 BJ8.
021-139 Reg. \$133.75
Sale \$119.95

Austin-Healey Factory Workshop Manual Reprints
The complete and comprehensive guide to your Austin-Healey. Incorporates all available factory information including in-depth coverage of all aspects of maintenance, repair and major overhaul.
100-6 and 3000 Factory Manual
021-376 Reg. \$54.95
Sale \$42.95
100-4 Factory Manual
021-379 Reg. \$48.00
Sale \$43.95

Austin-Healey 100-6 and 3000 Handbrake Cable
021-389 Reg. \$29.75
Sale \$24.95



Austin-Healey 100-6 and 3000 Heater Lever & Switch Assembly
A great reproduction of the dash mounted assembly that controls the water valve and blower motor.
021-574 Reg. \$25.50
Sale \$19.95

Austin-Healey 100-6 and 3000 Heater Lever Switch Assembly Knob
021-576 Reg. \$3.45
Sale \$2.95

Austin-Healey 3000 Chrome "3000" Emblem
For grille and trunk lid of 3000s thru (c)13750. Sold individually.
021-738 Reg. \$9.95
Sale \$8.25

Austin-Healey 100-6 and 3000 Trunk Lid Seal
021-775 Reg. \$15.50
Sale \$13.95



Austin-Healey 100-6 and 3000 Gas Tank
021-800 Reg. \$264.50
Sale \$249.95

Austin-Healey Chrome Trunk Handle Assembly
Supplied complete with 2 keys.
031-325 Reg. \$31.95
Sale \$26.95

Austin-Healey 100-6 and 3000 Harmonic Crank Balancer
These rubber insulated crank dampeners dramatically smooth out engine vibration, significantly reducing engine wear. Produced in Australia to incredibly high standards, these units fit all six cylinder Healeys.
031-206 Reg. \$224.50
Sale \$209.95

Austin-Healey Front Suspension Rebound Buffer
Fits all big Healeys, sold individually.
031-279 Reg. \$3.65
Sale \$3.25

Austin-Healey 100-6 and 3000 Front Bumper Bar
031-353 Reg. \$114.95
Sale \$99.95

Austin-Healey 100-6 and 3000 Rear Bumper Bar
031-356 Reg. \$114.95
Sale \$99.95

Austin-Healey 3000 Headlamp Mounting Gasket
Mounts between bucket assembly and fender. Fits 3000s from (c)18764 on.
164-050 Reg. \$8.45
Sale \$6.95

Austin-Healey 3000 Chrome Headlamp Rim
164-080 Reg. \$24.90
Sale \$22.95

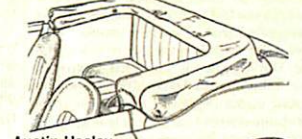
Austin-Healey Gear Shift Lever Bush
Fits all 4-speed side shift gearboxes.
461-115 Reg. \$4.75
Sale \$4.25

Austin-Healey Brake Master Cylinder
Fits early 100-6 to (c)e48862.
513-326 Reg. \$62.50
Sale \$54.95

Austin-Healey 3000 Cloth-Bound Wiring Harness
Fits 3000 BN7, BT7 and BJ7. Cloth outer binding over modern PVC insulated wires. Our harnesses are complete except for minor sub-harnesses such as steering column, overdrive and headlamp pigtails.
356-340 Reg. \$207.50
Sale \$194.50

Austin-Healey 100-6 & 3000 Anti-Sway Bar Link
Supplied complete with hardware.
661-810 Reg. \$11.95
Sale \$10.25

Austin-Healey 100-4 Brake Master Cylinder Supply Tank
582-975 Reg. \$43.15
Sale \$38.95



Austin-Healey 3000 BJ8 Black Top Boot
643-090 Reg. \$112.95
Sale \$104.95

Austin-Healey Top Latch Set
Fits 100-6 BN6 and 3000 BT7.
Right Hand
805-030 Reg. \$32.50
Price \$24.95
Left Hand
805-035 Reg. \$32.50
Price \$24.95



Austin-Healey Side Curtain Wing Nut
Fits all cars with side curtains. Sold individually, 4 required per car.
805-110 Reg. \$3.95
Sale \$3.25

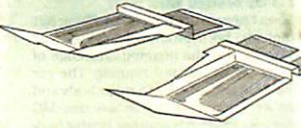
Austin-Healey 100-4 Windshield Spring Clip Assembly
805-150 Reg. \$7.95
Sale \$6.25

Austin-Healey 100-6 & 3000 MkI Air Duct Shroud Assembly
806-330 Reg. \$46.50
Sale \$39.95



Austin-Healey 100-6 & 3000 Fuel Filler Neck Rubber Grommet
280-165 Reg. \$4.95
Sale \$4.65

SPRITE-MIDGET
Bugeye Sprite
Chrome Rear Deck Arrow
031-580 Reg. \$16.50
Sale \$14.95
Sprite-Midget
Headlamp Mounting Gasket
Mounts between bucket assembly and fender. Fits all except Bugeye.
164-050 Reg. \$8.45
Sale \$6.95
Sprite-Midget
Chrome Tail Lamp Rim
Fits Sprite MkII & Midget MkII thru 1969. Sold individually.
164-790 Reg. \$21.95
Sale \$19.95



Sprite-Midget Rubber Floor Mat Set
An improved version of the original type ribbed black rubber floor mats fitted to all side curtain cars. Complete 4 piece set. Use with our aluminum frame cover set #240-510.
241-870 Reg. \$20.95
Sale \$16.95

Sprite-Midget Black Vinyl Convertible Top
Fits 1969 on with 6 Tenax studs; Sprite MkIV, Midget MkIII and Midget 1500.
242-200 Reg. \$169.95
Sale \$155.95

Midget 1500 Clutch Release Bearing Sleeve
190-945 Reg. \$59.95
Sale \$49.95

Bugeye Sprite Headlamp Mounting Gasket
Mounts between bucket assembly and fender.
280-130 Reg. \$4.90
Sale \$4.25

Sprite-Midget Front Exhaust Pipe
Fits 948cc cars only. This pipe must be cut in half to facilitate shipping by PP or UPS. Uncut pipes can be shipped on special request via truck freight but it's very expensive.
444-220 Reg. \$37.80
Sale \$32.95

FALL SALE!

MOSS MOTORS, LTD.

PRICES VALID UNTIL OCTOBER 7, 1990

Austin-Healey 3000 Stop/Tail/Flasher Lamp Lens Mounting Pad
Fits both front and rear lamps from (c)26705 on. Sold individually, 8 required.
164-760 Reg. \$1.95
Sale \$1.65

Austin-Healey Interior Mirror
Fits 100-4 thru 3000 (b)73214.
165-150 Reg. \$17.50
Sale \$15.25

Austin-Healey 3000 MkI & MkII Driver's Handbook
Exact reprints of the original factory publication supplied with your car when new. Detailed coverage of operational and maintenance procedures. Handy for learning what all the knobs and switches are supposed to do as well as what lubricants & fluids are recommended.
212-670 Reg. \$15.50
Sale \$12.95

Austin-Healey 100-4 Valve Lifter
Sold individually.
031-212 Reg. \$18.25
Sale \$17.25

Austin-Healey 100-4 Trunk Liner Set
Tailored in our own upholstery shop of original type black hardura material.
249-910 Reg. \$135.50
Sale \$122.50

Austin-Healey Nylon Throttle Linkage Bearing
Fits 100-6 from (e)48863 thru 3000. Not used on tri-carb.
371-610 Reg. \$2.90
Sale \$2.50

Austin-Healey Rear Axle Bump Rubber
This is the one that fits to the top of the axle. Fits 100-4 BN2 thru 3000 (c)26704.
675-490 Reg. \$19.95
Sale \$17.95

Austin-Healey 3000 Rear Axle Wire Wheel Spined Hubs
Fits 3000 from (c)26704 on.
Right Hand
684-020 Reg. \$129.95
Sale \$114.95
Left Hand
684-010 Reg. \$129.95
Sale \$114.95

Austin-Healey 100-4 Shift Lever Boot
Fits all cars with 3-speed gearbox.
680-910 Reg. \$8.35
Sale \$6.90

Austin-Healey Scuttle to Door Seal
Fits 100-6 thru 3000 BT7.
Right Hand
680-920 Reg. \$24.95
Sale \$19.95
Left Hand
680-930 Reg. \$24.95
Sale \$19.95

Austin-Healey Vent Window Seals
Fits 3000 BJ7 and BJ8.
Right Hand
682-090 Reg. \$19.90
Sale \$15.95
Left Hand
682-100 Reg. \$19.90
Sale \$15.95

Austin-Healey Distributor Cap
Fits 100-6 and 3000 to (e)29F3562.
872-802 Reg. \$17.50
Price \$15.95

Sprite-Midget
Clutch/Brake Pedal Fume Excluder
280-085 Reg. \$1.15 Sale \$0.95



Sprite-Midget
Rear Bumper Face Bar
Fits Sprites except Bugeyes to (c)85286 and Midgets to (c)74885.
853-100 Reg. \$119.95 Sale \$104.95

Sprite-Midget
Bumper Mounting Grommet
Fits front bumper of all except Bugeye and Midget 1500. Sold individually, 2 required per car.
280-690 Reg. \$1.75 Sale \$1.50

Sprite-Midget Bumper Override
For both front and rear bumpers. Fits Sprites except Bugeyes to (c)85286, and Midget to (c)74885.
853-110 Reg. \$29.95 Sale \$24.95

MG TC-TD-TF

MG TC-TD Wiper Motor Cover
Genuine NOS Lucas wiper motor covers with the proper black crackle finish. Chrome switch lever included. Supply limited to stock on hand.
145-315 Reg. \$26.90 Sale \$23.95



MG TC-TD-TF
Fender Lamp Socket Assembly
Double contact type for use with turn signals.
157-600 Reg. \$19.25 Sale \$17.50

MG TC-TD-TF
Fender Lamp Glass Lens
Supplied complete with chrome rim.
157-750 Reg. \$11.95 Sale \$9.50



MG TC-TD
Windshield Wiper Blade
160-300 Reg. \$6.95 Sale \$5.75

MG TC-TD
Windshield Wiper Idler Bearing
Later TDs use 2. Sold individually.
160-600 Reg. \$6.50 Sale \$5.25

MG TF
Windshield Wiper Blade
160-900 Reg. \$9.95 Sale \$8.25

MG TF
Windshield Wiper Arm
161-050 Reg. \$13.95 Sale \$11.95

MG TC-TD-TF
Steering Rack Mirror
165-090 Reg. \$26.95 Sale \$21.95



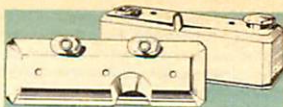
MG TD-TF
Flywheel Ring Gear
Fits TDs from (e)9408 thru TF. 10 3/4" inside diameter.
190-030 Reg. \$64.95 Sale \$59.95

MG TF Owner's Manual
Reprint of the original factory publication included with every TF when new. 75 pages of helpful and interesting information on care and maintenance, break-in procedures, even the proper method for folding the top.
210-700 Reg. \$8.95 Sale \$7.50

MG TD-TF
Rear Hub & Brake Drum
Fits disc wheel cars only.
266-510 Reg. \$139.50 Sale \$119.95



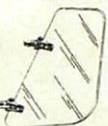
MG TD-TF
Front Swivel Knuckle Distance Tube
4 required per car.
264-070 Reg. \$3.50 Sale \$3.05



MG TD "Coffin Style"
Alloy Valve Cover and Tappet Cover
Great reproductions of the exceptionally attractive and desirable classic American covers originally sold by S.H. Arnolt of Chicago. These unfinned aluminum castings are highly polished and incorporate an MG crest. Valve cover has a provision for breather fitting and threaded octagonal filler cap.
Coffin Style Valve Cover
224-220 Reg. \$54.90 Sale \$49.95
Coffin Style Tappet Cover
224-240 Reg. \$44.50 Sale \$39.95

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 \$44.95

MG TC-TD-TF
Wind Wing Set
This ever popular traditional accessory really helps to eliminate annoying side drafts. Large clear plexiglass panels mounted to fully adjustable chrome fixing brackets. Easily installed without drilling and compatible for use with side curtains. Sold as a pair.
240-100 Reg. \$39.95 Sale \$34.95



MG TC
Black Canvas Tonneau Cover
Beautifully tailored in our own upholstery shop of heavy multi-ply black Haartz canvas.
241-140 Reg. \$272.95 Sale \$249.95

MG TD-TF
Front Suspension Spring Pan
264-280 Reg. \$32.95 Sale \$29.50

MG TD-TF
Rear Axle Check Strap
266-430 Reg. \$9.95 Sale \$8.50

MG TD-TF
Rear Axle Bump Rubber
266-500 Reg. \$9.95 Sale \$8.75

MG TD
Blanket Bar
Mounts to the top of seat back.
451-730 Reg. \$21.50 Sale \$19.95

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

MG TC-TD-TF
Cowl To Hood Rubber Strip
280-250 Reg. \$9.50 Sale \$8.75

MG TD-TF
Steering Rack Seal
Sold individually.
280-560 Reg. \$7.95 Sale \$6.95



MG TC
Gas Tank Mounting Pad Set
280-928 Reg. \$21.50 Sale \$18.95

MG TD
Body Rubber Kit
This complete kit includes just about every rubber seal, strip, and grommet found on your car's body. Fits early cars with rectangular tail lights to (c)21302.
281-518 Reg. \$110.50 Sale \$99.50

MG TC-TD-TF Bolt
This 1" long, 8mm dia. bolt has special metric threads with 26 threads per inch. Used in various locations such as TC carb to air cleaner (4), rear oil pan (2), generator bracket (2), water pump mounting (2), water outlet mounting (4), and TD-TF gearbox remote control cover (4).
320-290 Reg. \$3.95 Sale \$2.95

MG TD-TF
Original Type Brake/Fuel Line Clip
Sold individually, 10 required per car.
326-326 Reg. \$2.75 Sale \$2.25

MG TC-TD-TF
Door Check Strap Assy.
405-500 Reg. \$8.50 Sale \$6.95

MG TD-TF
Clutch Lever Bushing
Installs in lever on side of the oil pan.
330-010 Reg. \$7.95 Sale \$7.25

MG TD
Clutch Cable Assembly
Fits early cars to (c)22250.
331-070 Reg. \$59.95 Sale \$53.50

MG TD
Original Type Starter Cable Assembly
331-280 Reg. \$19.65 Sale \$17.25

MG TC-TD-TF
Fuel Line Banjo
TD MkII requires 2. Sold individually. Mounts on rear carburetor float bowl.
370-140 Reg. \$7.75 Sale \$6.25



MG TD-TF
Rear Bumper Bracket Spacer
Fits between bracket and frame.
400-200 Reg. \$2.95 Sale \$2.25

MG TC-TD-TF
Right Hand Door Lock Chrome Cover
401-250 Reg. \$13.95 Sale \$9.95

MG TC
Door Lock Striker Plate Set
Complete set of two, screws included.
401-308 Reg. \$23.70 Sale \$19.95



MG TD-TF
Exterior Chrome Door Handle Set
Set includes 2 handles, 2 gaskets and 4 mounting screws.
401-608 Reg. \$29.95 Sale \$24.95

MG TC-TD-TF
Side Curtain Fixing Chrome Nut
Sold individually, 4 required per car.
405-100 Reg. \$4.95 Sale \$4.25



MG TC-TD
Chrome Seat Back Bracket
406-110 Reg. \$14.95 Sale \$11.50

MG TC-TD
Intake Valve
1 5/16" dia. face. Sold individually.
423-010 Reg. \$9.95 Sale \$8.25

MG TC-TD-TF
Tappet Cover Nut
433-340 Reg. \$2.50 Sale \$2.15

MG TC-TD-TF
Crankshaft Dog Bolt
433-450 Reg. \$12.90 Sale \$11.50

MG TC-TD-TF
Crankshaft Pulley
433-470 Reg. \$39.50 Sale \$34.95

MG TC-TD-TF
Valve Cover Oil Filler Cap
For original valve covers only.
433-490 Reg. \$11.95 Sale \$10.25



MG TC-TD-TF
Water Pump
434-010 Reg. \$99.50 Sale \$84.50



MG TC-TD-TF
Fan Blade Set
434-108 Reg. \$22.95 Sale \$21.25



MG TD-TF
Fan Blade Bolt
320-120 Reg. \$3.15 Sale \$2.60

MG TC-TD
Thermostat Housing Elbow
434-170 Reg. \$17.75 Sale \$15.95

MG TC-TD-TF
Engine Block Water Drain Tap
434-240 Reg. \$10.95 Sale \$9.25



MG TC-TD-TF
Oil Pump Gear Set
435-128 Reg. \$54.95 Sale \$47.50

MG TD-TF
Gearbox Cluster Gear Shaft
441-250 Reg. \$22.50 Sale \$19.95

MG TD-TF
Clutch Rod
Fits late TDs from (c)22251 thru TF.
451-220 Reg. \$17.95 Sale \$15.95

MG TF
Rear License Plate Mounting Bracket
451-290 Reg. \$19.95 Sale \$16.95

MG TD-TF
Radiator Stay Bar
Sold individually, 2 required per car.
451-700 Reg. \$19.50 Sale \$17.25

MG TD-TF
Chrome Bumper Bars
Triple chrome plated for lasting beauty and durability. Brackets, overrides, etc. sold separately.



MG TD-TF
Front
453-010 Reg. \$64.95 Sale \$54.95
MG TF
Rear
453-030 Reg. \$64.95 Sale \$54.95

MG TD-TF
Front Bumper Backing Bar
453-040 Reg. \$16.95 Sale \$14.25

MG TC
Steering Column and Cam Assembly
453-110 Reg. \$295.25 Sale \$274.95

MG TC
Rear Axle Shaft
453-210 Reg. \$64.95 Sale \$59.95

MG TD-TF
Wood Tacking Strip Sets
Complete 3 piece set.

MG TD
453-278 Reg. \$19.95 Sale \$17.50
MG TF
453-288 Reg. \$22.50 Sale \$19.95

MG TC-TD-TF Carpet Kits
Our carpet sets are carefully tailored in our own upholstery shop using fine English wool-blend carpeting woven exclusively for us. Carpet sets include all snaps and rubber heel mats, are bound only where original and include jute padding where originally fitted. TD-TF sets incorporate a leather gear shift boot, while TC sets include a leather handbrake boot. Rear deck areas were not originally carpeted.
MG TC
454-448 Reg. \$182.50 Sale \$164.95
MG TD-TF
(Fits LHD cars from (c)4237 on.)
454-478 Reg. \$243.95 Sale \$224.95

MG TC-TD-TF
Tool Box Felt Material
The original off-white color material supplied in bulk form. Diagram included to insure accurate installation.
456-420 Reg. \$17.95 Sale \$16.50

MGA

MGA Air Control Cable Knob
Fits both air control and demist control cables. Sold individually.
150-880 Reg. \$2.60 Sale \$2.35

MGA Distributor
Vacuum Pipe Assembly
Complete assembly including pre-bent pipe, fittings, trap and clip.
163-620 Reg. \$18.95 Sale \$15.95

MGA 1600 & MkII
Front Parking Lamp Lens
Sold individually. Complete with rim.
164-200 Reg. \$16.95 Sale \$14.95

Moss Motors, Ltd.
P.O. Box 847
Goleta, California 93116
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800-235-6954
Toll-Free in U.S.A. & Canada
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MGA CONTINUED

MGA Interior Mirror
165-100 Reg. \$14.25
Sale \$12.25



MGA Brake/Clutch Master Cylinder Push Rod
Sold individually, does not include fork.
180-040 Reg. \$9.95 Sale \$7.25

MGA Twin Cam Front Disc Brake Rotor
182-160 Reg. \$107.50
Sale Price \$99.95



MGA Chrome Hub Cap
Sold individually.
200-230 Reg. \$19.95 Sale \$15.95

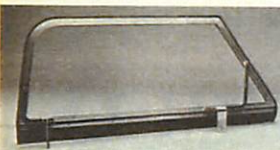
MGA Front Suspension Spring Pan
264-280 Reg. \$32.95 Sale \$29.50

MGA 1600 Driver's Handbook
Exact reprint of the original factory publication supplied with your car when new. Detailed coverage of operational and maintenance procedures.
210-830 Reg. \$9.95 Sale \$7.95



MGA "Superior Grade" Black Carpet Set
Fits both coupe and roadster. Carefully patterned and cut for a proper fit and ease of installation, this Moss-made carpet kit includes the correct rubber heel mat, all necessary snaps and studs, and edge binding where original. The superior grade cut pile material is made in England exclusively for us to duplicate the original as closely as possible and is an 80% wool and 20% synthetic blend.
242-718 Reg. \$262.75 Sale \$239.95

MGA Silver Vinyl Fender Piping Set
Fits both coupe and roadster. 23 feet supplied, enough for all 4 fenders.
249-738 Reg. \$11.95 Sale \$10.25



MGA Side Curtain Set
These side curtains are extremely well made and nearly identical in construction to the optional side curtains used with factory hardtops; fits cars with soft tops beautifully!
259-648 Reg. \$189.50 Sale \$174.95

MGA Steering Rack Seal
Sold individually.
263-010 Reg. \$8.25 Sale \$6.50



MGA Front Suspension Swivel Knuckle Distance Tube
Sold individually, 4 required per car.
264-070 Reg. \$3.50 Sale \$3.05

MGA Headlamp Mounting Gasket
Mounts between bucket assy. and fender.
280-130 Reg. \$4.90 Sale \$4.25

MGA Bumper Mounting Grommet
Fits both front and rear bumpers. Sold individually, 6 required per car.
280-690 Reg. \$1.75 Sale \$1.50

MGA 1600 Coupe Body Rubber Set
This complete kit includes just about every rubber seal, strip, grommet and pad found on your cars body, including windshield and vent window seals.
281-738 Reg. \$234.50 Sale \$199.95

MGA Engine Oil Dipstick
451-350 Reg. \$10.45 Sale \$9.45

MGA Fuel Pump Cover Boot
Originally fitted to most MGAs. Designed to keep water out of your pump.
282-015 Reg. \$7.95 Sale \$6.25

MGA Gas Cap Release Lever
326-730 Reg. \$3.75 Sale \$3.25

MGA Bonnet Release Cable Return Spring
329-175 Reg. \$3.95 Sale \$3.50

MGA Rocker Arm Bushing
Sold individually, 8 required per car. Must be drilled for oil holes and reamed to fit the rocker shaft after installation.
330-150 Reg. \$2.45 Sale \$2.15

MGA Original Type Choke Cable Assembly
Complete with original type lettered knob.
331-350 Reg. \$15.75 Sale \$12.95



MGA "1600" Chrome Medallion
Fitted to trunk lid and front cowl. Sold individually, 3 required.
408-410 Reg. \$6.40 Sale \$5.25

MGA Fuel Line Banjo Fitting
Mounts to rear carburetor float bowl.
370-140 Reg. \$7.75 Sale \$6.25

MGA Chassis I.D. Plate
Quality photo-etched reproduction of the original.
408-720 Reg. \$12.65 Sale \$9.95



MGA MkII Exhaust Valve
Fits 1622cc engines only. 1.344" dia. face. Sold individually.
423-150 Reg. \$8.75 Sale \$7.25

MGA Rear License Plate Mounting Bracket
451-290 Reg. \$19.95 Sale \$16.95

MGA Rocker Shaft
451-340 Reg. \$23.50 Sale \$21.50



MGA 1600 MkII Reground Crankshaft
Crack tested and reground to a maximum of .030" undersize. Comes complete with rod and main bearings. Supply limited to stock on hand.
451-560 Reg. \$395.00 Sale \$349.95

MGA Roadster Wood Top Header Rail
453-250 Reg. \$22.95 Sale \$19.95

MGA Roadster Wood Door Top Rails
Left Hand
453-255 Reg. \$12.95 Sale \$10.80
Right Hand
453-260 Reg. \$12.95 Sale \$10.80

MGA Steel Rocker Panels
Fits both coupe and roadster.
Left Hand
456-720 Reg. \$26.95 Sale \$23.95
Right Hand
456-730 Reg. \$26.95 Sale \$23.95

MGA Valve Cover Cap Nut
460-110 Reg. \$3.65 Sale \$2.95

MGA Water Branch Pipe
470-040 Reg. \$14.65 Sale \$12.25

MGA Radiator Hose Set
3 piece set includes both upper and lower hoses and pipe to pump hose.
470-278 Reg. \$9.95 Sale \$9.25

MGA Air Intake Chrome Vent Grille
471-010 Reg. \$8.95 Sale \$7.25

MGA Chrome Side Curtain Socket
470-570 Reg. \$3.75 Sale \$3.25

MGA Roadster Rear Cockpit Rail Aluminum Corner Pieces
Left Hand
472-460 Reg. \$9.95 Sale \$8.25
Right Hand
472-470 Reg. \$9.95 Sale \$8.25

MGA Alloy Frame Cover Plates
Includes felt strips and rivets. These can only be replaced when doing a complete "body off" restoration. Originals are usually badly corroded!

Left Hand
470-890 Reg. \$21.35 Sale \$19.95

Right Hand
470-900 Reg. \$21.35 Sale \$19.95

MGA Roadster Door Hinge.
Sold individually, 4 required per car.
470-960 Reg. \$42.50 Sale \$37.25

MGA Roadster Door Top Rail Aluminum Corner Piece
Left Hand
472-170 Reg. \$7.75 Sale \$6.75

Right Hand
472-180 Reg. \$7.75 Sale \$6.75

MGA Radio Blanking Plate
472-030 Reg. \$6.95 Sale \$5.25

MGA Radio Blanking Plate Badge
472-050 Reg. \$7.75 Sale \$6.25

MGB

MGB Turn Signal Switch
Fits 1963 thru '67. Re-engineered and produced by Moss to eliminate a number of design flaws that caused the originals to fail.
141-770 Reg. \$94.95 Sale \$84.50



1980 MGB Distributor
Fits the 1980 model year except California spec. cars.
142-930 Reg. \$169.50 Sale \$129.95

MGB Distributor
This complete, brand new Lucas distributor fits roadsters & GTs from (c)259000 (1972) thru the end of the 1975 model year (end of '74 in California).
143-130 Reg. \$239.95 Sale \$199.95



MGB Headlamp Mounting Gasket
164-060 Reg. \$6.50 Sale \$5.25

MGB Chrome Tail Lamp Rim
Fits 1963 thru '69. Sold individually.
164-790 Reg. \$21.95 Sale \$19.95

MGB Front Side Lamp Lens
Clear lens, fits 1963 thru '69.
164-810 Reg. \$8.95 Sale \$7.25

MGB Late Factory-Style Right Hand Door Mirror
Black finish. Originally fitted to rubber bumper cars, this factory mirror can easily be fitted to all year models.
165-195 Reg. \$22.95 Sale \$19.95



MGB Rear Wheel Cylinder Handbrake Lever Boot
181-760 Reg. \$2.75 Sale \$2.45



MGB Rear Brake Shoe Adjuster Assembly
181-780 Reg. \$16.75 Sale \$14.25



MGB Front Fender Mounting Kit
Includes all necessary bolts & washers for mounting both front fenders.
321-928 Reg. \$22.50 Sale Price \$21.25

MGB Front Sway Bar End Bush
280-910 Reg. \$3.95 Sale \$3.60

MGB Front Grille Badge
Fits 1970 thru '72; roadsters from (c)187211 to 294250/GTs from (c)187841 to 296000.
201-060 Reg. \$6.40 Sale \$5.75

MGB Front Grille Badge
Fits 1973 thru '74 1/2; roadsters from (c)294251 to 360300/GTs from (c)296001 to 361000.
201-070 Reg. \$5.95 Sale \$5.25

MGB Rocker Shaft
451-340 Reg. \$23.50 Sale \$21.50

MGB Driver's Handbooks
Exact reprints of the original factory publications supplied with your car when new. Detailed coverage of operational and maintenance procedures. Handy for learning what all the knobs and switches are supposed to do, as well as what lubricants and tire pressures the factory recommended.

1968-'69 Handbook
210-910 Reg. \$9.95 Sale \$9.25
1975-'76 Handbook
210-940 Reg. \$9.95 Sale \$8.95



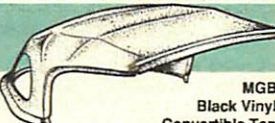
MGB Body Side-Stripe Kits
As applied by many dealers on new cars in the early '70s, these attractive stripes run just above the belt-line. Add a new, distinctive look to your MGB! Easy to install.

Black Stripe Kit
215-340 Reg. \$31.50 Sale \$28.95
Silver Stripe Kit
215-355 Reg. \$31.50 Sale \$27.50



MGB "AMCO" Rubber Floor Mats
Protect your carpets from wear and sunlight with these custom fit rubber floor mats. Heavily ribbed black rubber with an MG crest on each mat. Made exclusively for Moss Motors. Sold as a pair.

1963 thru '67
241-840 Reg. \$20.95 Sale \$16.95
1968 thru '80
241-850 Reg. \$20.95 Sale \$16.95



MGB Black Vinyl Convertible Top

Correct for 1977 thru '80 with zippered rear window. Interchangeable with 1971 thru '76 tops which originally had a fixed rear window. These quality tops duplicate the originals in all respects and include all necessary snaps and fasteners. Order header rail and rear anchor bar separately if needed.
242-655 Reg. \$177.95 Sale \$169.95



MGB Black Trunk Carpet Set
Unless you seek 100% originality, your roadster should have this beautifully fitted accessory carpet set in your trunk! The black cut pile material matches our interior carpet sets and the set includes a tailored spare tire cover.
242-850 Reg. \$107.50 Sale \$99.95

MGB Tie Rod End Set
263-390 Reg. \$19.50 Sale \$17.50

MGB Front Suspension Kingpin Lower Distance Tube
264-070 Reg. \$3.50 Sale \$3.05

MGB Front Suspension Spring Pan
264-280 Reg. \$32.95 Sale \$29.50

MGB Rear Axle Check Strap
Fits all rubber bumper cars.
267-615 Reg. \$10.50 Sale \$8.95

MGB Major Suspension Kit
This kit includes every bushing, washer, spacer, seal (even king pins!) that you'll need to completely rebuild your front suspension. 264-408 Reg. \$124.95 Sale \$114.95

MGB King Pin Set
One kit includes everything you need to replace both king pins. Bushes must be reamed to fit king pins after installation in the swivel axles. This kit included in major suspension kit listed above. 264-418 Reg. \$69.95 Sale \$64.95

MGB Rear Axle Differential Pinion Gear
Fits cars with tubed type rear axles. Sold individually, 2 required per car. 267-100 Reg. \$29.95 Sale \$19.95

MGB Rear Shock Absorber Link
Fits all rubber bumper cars. 267-645 Reg. \$14.75 Sale \$13.50

MGB Competition Rear Suspension Lowering Kit
Our competition rear suspension lowering kit includes spacer blocks and special U-bolts to lower the ride height of your MGB 1 1/4". Fits all MGBs except early roadsters with banjo type axles. 268-140 Reg. \$59.75 Sale \$53.75

MGB GT Vent Window Seals
Right Hand 282-520 Reg. \$11.50 Sale \$9.95
Left Hand 282-540 Reg. \$11.50 Sale \$9.95

MGB Black Vinyl Gear Shift Lever Boot
Incorporates rubber grommet. Originally fitted to 1973-'80 but looks great on 1968-'72 MGBs as well. 282-880 Reg. \$14.95 Sale \$11.95

MGB Rubber Gear Shift Lever Grommet
Fits 1968-'72. This is the rubber boot only. 282-890 Reg. \$5.75 Sale \$4.95

MGB Rocker Arm Bushing
Sold individually, 8 required per car. Must be drilled for oil holes and reamed to fit the rocker shaft after installation. 330-150 Reg. \$2.45 Sale \$2.15

MGB Fuel Tank Sending Unit
Fits very early 1963-'64 cars only with original units marked FT5301/19. 360-640 Reg. \$49.95 Sale \$42.50

MGB Speedometer
Fits roadsters from 1976 thru '79. 360-900 Reg. \$89.50 Sale \$69.95

MGB Grose Jet
Fits cars with SU HIF carburetors only. A most effective way of preventing float-bowl flooding common on cars with traditional needle-and-seat float valves. Engineered for positive fuel cut-off, these won't stick open. Sold individually, 2 required per car. 386-340 Reg. \$3.95 Sale \$3.50

MGB Hood Insulating Pad Set
409-008 Reg. \$31.50 Sale \$26.95

MGB Sound-Deadening Floorboard Pad Set
This complete set of die cut floorboard sound-deadening pads is correct for 1968 thru '80, and is a near perfect fit for earlier cars as well. Set includes all four pieces. 409-128 Reg. \$42.50 Sale \$38.95

MGB Engine Oil Dipstick
Fits 18G thru 18GF engines. 451-350 Reg. \$10.45 Sale \$9.45

MGB Exhaust Valve
Fits 1963 thru '68; 18G/18GA/18GB engines to 18GF-2158 non-overdrive and 18GF-530 overdrive. Sold individually. 423-150 Reg. \$8.75 Sale \$7.25



MGB Exhaust Pipe and Muffler Assembly
Fits 1975 thru '80 cars with single carburetor and catalytic converter; roadsters from (c)386601 on except in California/ from (c)382130-on in California. This system must be cut in half to facilitate shipping by PP or UPS. Uncut systems can be shipped on special request via truck freight, but it's very expensive. 444-180 Reg. \$119.95 Sale \$109.95



MGB Reproduction Front Bumper
Overriders, brackets, etc. sold separately. 453-090 Reg. \$72.50 Sale \$59.95

MGB Rear Bumper Overriders
Fits 1971 thru early '74; roadsters from (c)219001 to (c)339094/GTs from (c)219001 to (c)339471.

Left Hand 453-105 Reg. \$21.50 Sale \$19.50
Right Hand 453-115 Reg. \$21.50 Sale \$19.50



MGB Body Side Moulding Set
Complete set of all 6 pieces. Order mounting hardware separately if needed. 453-488 Reg. \$27.95 Sale \$24.95

MGB Dash Top Repair Panel
Fits 1972 thru '76. These fully molded black ABS vinyl covers quickly and easily glue on top of your existing dash pad. Supplied complete with adhesive and installation instructions. 453-895 Reg. \$43.95 Sale \$37.50

MGB Original Type Steering Wheel
Fits 1963 thru '67. Beautiful Moss repro! 454-340 Reg. \$139.95 Sale \$119.95

MGB Battery Access Panel
Fits 1963-'74. Dzus fasteners included, black enamel finish as original. 456-270 Reg. \$32.50 Sale \$28.95

MGB Valve Cover Cap Nut
Fits 18G thru 18GB and 18V from '77 on. 460-110 Reg. \$3.65 Sale \$2.95

MGB Heavy-Duty Chrome 14" Wire Wheel
This 5.5 x 14" 72 spoke wheel is a heavy-duty substitute for the standard 4.5 x 14" 60 spoke MGB wire wheel. This wheel is 1" wider than the stock wheel, so we recommend wider 185/70 x 14" tires be used. 454-825 Reg. \$289.50 Sale \$279.95

MGB Crankshaft Timing Gear
Fits 18G thru 18GK engines with double-row timing chain. 460-420 Reg. \$22.70 Sale \$19.95

MGB 3rd and 4th Gear Sliding Hub Assembly
Fits 1968 thru '80; roadsters from (c)138401/GTs from (c)139472 on. 462-215 Reg. \$149.95 Sale \$119.95

MGB Rostyle Wheel Hub Cap
Includes center motif. Sold individually. 462-710 Reg. \$4.65 Sale \$4.25

MGB Water Branch Pipe
Fits 1963 thru '76; roadsters to (c)410000/ all GTs. 470-040 Reg. \$14.65 Sale \$12.25

MGB Radio Blanking Plate
Fits 1963 thru '76; roadsters to (c)410000/ all GTs. 472-030 Reg. \$6.95 Sale \$5.25

MGB Radio Blanking Plate Badge
Fits 1963 thru '76; roadsters to (c)410000/ all GTs. 472-050 Reg. \$7.75 Sale \$6.25

MGB Roadster Top Frame & Tonneau Bow Locating Socket
472-330 Reg. \$12.80 Sale \$9.95

MGB SK Racing Carburetor Conversion Kit
The first new dual barrel sidedraft carburetor introduced to the high performance market in more than 15 years. It is a 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 the top cover, reversible cold start unit, vacuum port for distributor advance and externally adjustable float level and accelerator pump. Includes manifold, linkage and all necessary hardware. Air filters available separately. Not legal for street use in California on post 1968 pollution controlled motor vehicles. 621-720 Reg. \$349.95 Sale Price \$329.95

MGB Black Vinyl Headrest Assembly
Fits 1973-'76. This is the "eared-type" headrest, covered in non-perforated black vinyl. Sold individually. 649-140 Reg. \$48.00 Sale Price \$44.25

JAGUAR

Jaguar Engine Piston (+.020")
Fits all 3.4 engines with 8:1 compression ratio. Complete with rings and wrist pins. Sold individually. 011-112 Reg. \$84.10 Sale \$74.95

Jaguar Engine Piston (+.030")
Fits all 3.8 engines with 8:1 compression ratio. Complete with rings and wrist pins. Sold individually. 011-120 Reg. \$88.90 Sale \$79.95

Jaguar XK120-140-150 Chrome Cylinder Head Nut "D" Washer
Sold individually. 011-150 Reg. \$2.95 Sale \$2.65

Jaguar XK140-150 Steering Column Coupling
011-230 Reg. \$44.95 Sale \$39.95

Jaguar XK120-140 Brake Master Cylinder
For standard system only. 011-234 Reg. \$119.50 Sale \$104.95

Jaguar XK140 Wiper Arms
These are the later spline type arms fitted in 1956 and '57. Left Hand 011-328 Reg. \$14.95 Sale \$12.50
Right Hand 011-329 Reg. \$14.95 Sale \$12.50

Jaguar XK120-140 Roadster Side Curtain Knurled Clamp Bolt
011-720 Reg. \$11.75 Sale \$10.25

Jaguar XK120-140 Clutch/Brake Pedal
Sold individually. 011-728 Reg. \$4.95 Sale \$4.50

Jaguar XK140-150 Bumper Override Beading Set
8 piece set for all 4 overriders. 011-730 Reg. \$9.95 Sale \$8.95

Jaguar XK120 Front Bumper Tapered Washer
Sold individually, 4 required per car. 011-739 Reg. \$7.95 Sale \$6.25

Jaguar XK120-140 Roadster Cockpit Rail Rubber
Sold per foot, 20 feet required per car. 011-744 Reg. \$3.25 Sale \$2.75

Jaguar XK120-140 Roadster Cockpit Rail End Plug
Sold individually, 8 required per car. 011-790 Reg. \$7.45 Sale \$6.75

Jaguar XK140-150 Fuse Box Cover and Screw
Genuine Lucas NOS bakelite covers for cars with 4-fuse fuse boxes. Limited to stock on hand. 011-801 Reg. \$24.90 Sale \$22.75

Jaguar XK120-140 Wiper Motor Mount
011-814 Reg. \$18.50 Sale \$17.50

Jaguar XK140-150 Rear Bumper Inner Rubber Grommet
011-826 Reg. \$5.75 Sale \$4.95

Jaguar XK140-150 Rear Bumper Outer Rubber Grommet
011-828 Reg. \$5.75 Sale \$4.95

Jaguar XK140 Rear Deck Chrome Trim
011-879 Reg. \$43.50 Sale \$39.95

Jaguar XK120-140-150 Upper Ball Joint Boot
011-914 Reg. \$3.15 Sale \$2.65

Jaguar XK120-140-150 Upper A-Arm Bushing
Sold individually, 8 required per car. 011-916 Reg. \$4.50 Sale \$4.25

Jaguar XK120-140-150 Lower Ball Joint Fiber Socket
This is an improved "morganite" replacement for the original brass socket. 011-928 Reg. \$27.95 Sale \$24.95

Jaguar XK120-140-150 Lower A-Arm Bushing
Sold individually, 8 required per car. 011-934 Reg. \$5.75 Sale \$4.95

Jaguar XK120-140-150 Upper Ball Joint Assembly Set
Complete set of two, boots included. 011-935 Reg. \$69.95 Sale \$64.95

Jaguar XK120-140-150 Anti-Sway Bar Link Eye End Bushing
011-942 Reg. \$2.65 Sale \$2.35

Jaguar XK150 Master Grommet Set
Virtually complete set of 42 grommets for your entire car, including most all specialized grommets for the firewall, chassis and body. A detailed list explaining where all grommets are fitted is included. 011-953 Reg. \$119.75 Sale \$114.95

Jaguar XK120-140-150 Tappet Guide
031-904 Reg. \$37.50 Sale \$34.95

Jaguar XK120 Tandem Brake Master Cylinder Rebuild Kit
Complete rebuild kit including all necessary seals and tilt valves. 510-258 Reg. \$189.95 Sale \$174.95

Jaguar XKE Chrome Wire Wheel
Fits Series II cars only. 15" x 5" rim with 72 spokes. Sold individually. 854-290 Reg. \$309.95 Sale \$269.95

Moss Motors, Ltd.
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Goleta, California 93116
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Toll-Free in U.S.A. & Canada
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24 Hour Worldwide FAX

JAGUAR CONTINUED



Jaguar XK120-140-150

Extruded Rubber Body Seals

Each seal sold by the running foot.

Type ① is used as a door sill seal on all XK120s, 140s & 150s (6 feet required), as a door hinge pillar seal on XK120-140 roadsters & FHC (4 feet required) and as a front luggage compartment seal on XK120 roadsters and FHC (3 feet required).

Type ② is used as a trunk lid seal on XK120 roadsters from (c)67001 to (c)674490 (9 feet required), all XK120 DHC & FHC (9 feet required) and all XK140s (11 feet required). Type ③ is used as a door shut face pillar seal on XK140s except roadsters, and all XK150s (6 feet required), as a windshield to cowl seal on XK120 & 140 roadsters (4 feet required), and as a trunk lid seal on all XK150s (8 feet required).

Type ①
011-733 Reg. \$1.65 Sale \$1.40
Type ②
011-743 Reg. \$1.35 Sale \$1.15
Type ③
011-746 Reg. \$1.65 Sale \$1.40

Jaguar XK120-140-150

Hub Cap Medallion

Sold individually.
011-759 Reg. \$9.95 Sale \$8.50

Jaguar XK120-140-150

Lower Ball Joint Boot

011-918 Reg. \$2.80 Sale \$2.50

TRIUMPH

Triumph TR7 Engine (std.)

Standard size piston supplied complete with rings and wrist pin. Sold individually.
071-018 Reg. \$78.95 Sale \$49.95

Triumph TR7 Camshaft

071-033 Reg. \$189.95 Sale \$169.95

Triumph TR7 1st & 2nd Gear

Synchro Assembly
Fits 4-speed gearboxes to #CG36219.
071-320 Reg. \$32.95 Sale \$24.75

Triumph TR7

Brake Master Cylinder
071-500 Reg. \$194.25 Sale \$149.95

Triumph TR7

Brake Servo Repair Kit
071-506 Reg. \$49.95 Sale \$41.95

Triumph TR7 Ignition Wire Set

Fits 1980 and '81 cars only.
071-702 Reg. \$7.95 Sale \$6.25

Triumph TR7 Turn Signal/Horn/

Headlamp Dimmer Switch
071-766 Reg. \$89.95 Sale \$74.50

Triumph TR7 Front Valance Panel

Fits below front bumper.
071-814 Reg. \$54.95 Sale \$49.95

Triumph Owner's Handbooks

Exact reprints of the original factory publications supplied with your car when new. Detailed coverage of everything from locating the hazard switch and putting up the soft top, through routine maintenance and adjustments.

TR2-TR3 Handbook
210-710 Reg. \$9.95 Sale \$8.95
TR4A Handbook
210-720 Reg. \$9.95 Sale \$7.50

Triumph TR4-TR6

Steering Column Bearing
525-020 Reg. \$3.95 Sale \$3.50

Triumph TR250-TR6

Alloy Valve Cover
This traditional accessory gives a classic no-nonsense look to your engine compartment, and helps muffle valve train noise. A nicely finished screw cap is included with this black enamelled heavy cast alloy cover.
223-250 Reg. \$129.95 Sale \$119.95

Triumph TR4A Original Type Air Filter

For use inside the optional air box and separately as well. Sold individually.
371-560 Reg. \$7.95 Sale \$7.50

Triumph TR250-TR6

Emission Control System PCV Valve
Fits 1968-'69 cars thru (e)CC50000E.
379-010 Reg. \$22.50 Sale \$19.95

Triumph TR4

Handbrake Lever Sealing Rubber
582-750 Reg. \$11.50 Sale \$10.50

Triumph TR2-TR6 Heavy-Duty Clutch Release Fork Pin

A weak link in the design of your car's clutch system, the stock pin is prone to cracking and premature failure. Our specially hardened pin is inexpensive insurance against future frustration!
596-055 Reg. \$8.25 Sale \$6.95

Triumph TR3A-TR3B

Front Cowl Letter Set
Complete set of ribbed faced letters. Order speed nut set # 326-558 separately.
601-208 Reg. \$14.95 Sale \$12.50

Triumph TR2-TR3B Dash Knob Set

Complete six piece set.
633-608 Reg. \$12.85 Sale \$9.95

Triumph TR4-TR4A

Heater Hose Connection Pipe
Connects heater hoses through firewall.
635-220 Reg. \$13.95 Sale \$11.50

Triumph TR4-TR4A Heater Control Knob

635-390 Reg. \$3.75 Sale \$3.25

Triumph TR4-TR4A

Air Duct Control Knob
635-410 Reg. \$3.75 Sale \$3.25



Triumph TR6 Replacement Black Vinyl Top
Carefully cut and assembled to original factory specifications from the finest crush-grained vinyl bonded to heavyweight mildew-proof fabric. Windows are of a specially selected material to ensure long service life without cracking or clouding. The rear window zips-out as original. Can also be used on TR250. (No reflective strips.)
640-120 Reg. \$179.95 Sale \$172.95

Triumph TR3A-TR3B

Seat Spring Assembly
642-980 Reg. \$79.50 Sale \$72.95

Triumph TR2-TR6

"AMCO" Rubber Floor Mat Set
Protect your carpets from wear and sunlight with these custom fit rubber floor mats. Heavily ribbed black rubber with a Triumph crest on each mat. Made exclusively for Moss Motors. Sold as a pair.
646-750 Reg. \$20.95 Sale \$16.95

Triumph TR2-TR6

Front Suspension Upper Fulcrum Pin
661-000 Reg. \$79.50 Sale \$64.75

Triumph TR4-TR4A

Tie Rod End Set
Complete set of two.
667-265 Reg. \$31.85 Sale \$26.95

Triumph TR3-TR4

Rear Axle Buffer
Fits TR3 from TS13046 thru TR4. Can be used on earlier cars by sectioning to fit the smaller diameter axle tubes and wiring in place as original. Sold individually.
674-580 Reg. \$6.95 Sale \$6.25

Triumph TR4A

Rear Axle Bump Rubber
Fitted to the body only on IRS cars (2 required) and the body and frame of solid axle cars (4 required). Sold individually.
674-590 Reg. \$6.95 Sale \$5.95

Triumph TR6

Black Wheel Hub Centerpiece
Another super-quality part newly manufactured by Moss Motors. These black finished centerpieces are correct for early TR6s from (c)CC50001 to (c)85737 (1970 to '72). Sold individually. Seating springs (#601-315) and nameplate & decal (#601-310) available separately.
674-735 Reg. \$12.95 Sale \$11.95

Triumph TR250-TR6

Rear Road Spring Aluminum Packing Piece
Factory engineered item designed to correct excess rear wheel camber due to spring settlement. These should be fitted only in pairs, one on each side of the car, between the springs and lower spring insulator. Sold individually.
675-065 Reg. \$17.95 Sale \$16.95

Triumph TR4-TR250 Tail Lamp Lens

560-290 Reg. \$12.95 Sale \$9.95

Triumph TR4A-TR250

Sidelamp Mounting Gasket
Fits between fender and lamp assembly.
675-065 Reg. \$17.95 Sale \$16.95

Triumph TR4-TR250

Left Hand 680-560 Reg. \$7.95 Sale \$6.25

Triumph TR4 Gear Shift Lever Boot

680-690 Reg. \$11.95 Sale \$9.95

Triumph TR3-TR4 Head Gasket Set

Fits TR3 from 9350E thru TR4 with 83mm engines.
690-010 Reg. \$71.00 Sale \$62.95
Triumph TR4-TR4A Head Gasket
Fits cars with 86/87mm engines.
694-510 Reg. \$35.95 Sale \$27.95

Triumph TR4 Interior Mirror

This is a black metal replacement type assembly appropriate for early TR4s.
801-060 Reg. \$15.75 Sale \$12.50

Triumph TR2-TR3

Front Bumper Brackets
Fits "small mouth" cars only (not TR3A or TR3B).

Triumph TR2-TR3

Right Hand Inner Bracket 802-500 Reg. \$17.95 Sale \$14.95

Triumph TR2-TR3

Left Hand Inner Bracket 802-510 Reg. \$17.95 Sale \$14.95

Triumph TR2-TR3

Right Hand Outer Bracket 802-520 Reg. \$17.95 Sale \$14.95

Triumph TR2-TR3

Left Hand Outer Bracket 802-530 Reg. \$17.95 Sale \$14.95

Triumph TR3A-TR3B

Rear Bumper Chrome Overrider
802-760 Reg. \$23.50 Sale \$21.50

Triumph TR2-TR3B

Door Latch Striker Plate
803-640 Reg. \$12.75 Sale \$9.95

Triumph TR2-TR3-TR4

Stellite Exhaust Valve
Fits TR4 to TS21470E. Constructed of stainless steel faced with hard wearing and highly burn resistant Stellite, these valves will considerably outlast stock ones. Sold individually.
821-015 Reg. \$15.95 Sale \$12.95

Triumph TR4-TR4A Fan Assembly

This 4-blade assembly was fitted to all TR4s and some TR4As.
834-020 Reg. \$54.95 Sale \$49.95

Triumph TR2-TR3A Fuel Filler Cap

Fits TR3A to up to TS60000.
834-830 Reg. \$31.95 Sale \$26.95

Triumph TR3B-TR6

1st & Reverse Countershaft Gear
Fits TR3B thru early TR6 gearbox number C89816. This newly available item is a gearbox overhaul essential!
840-500 Reg. \$159.95 Sale \$144.50

MULTI-MARQUE

License Lamp

This complete assembly fits MG TC, TD, TF, MGA, Sprite-Midget thru 1969, Triumph TR3 from TS18913 thru TR3B and Austin-Healey 100-4, 100-6 and 3000, 144-200 Reg. \$34.95 Sale \$27.50

Windshield Wiper

Motor Assembly
Fits MG TF, Austin-Healey 100-4 BN1, Jaguar XK120 and Triumph TR2 & TR3 to TS12567. We have a limited supply of these original Lucas wiper motor units that easily bolt to your original motor gearbox.
145-390 Reg. \$134.95 Sale \$114.95

Chrome Tail Lamp

Base Assembly
Fits Bugeye Sprite, MGA, and Triumph TR2 from TS1301 thru TR3B. Sold individually.
159-300 Reg. \$13.95 Sale \$11.50

Flexible Horn

Mount Bracket
Fits MG TD-TF, Triumph TR2 thru TR3B and MGA.
160-200 Reg. \$13.95 Sale \$11.95

Starter Switch Terminal

Rubber Boot
Fits MG TD-TF, MGA, MGB thru '67, Sprite & Midget. Sold individually.
161-900 Reg. \$1.20 Sale \$1.05

Lucas Quartz Halogen

Headlamp
Supplied as original equipment on Euro-spec MGBs, these quartz-halogen headlamps are the ultimate in lighting! Although not D.O.T. approved because they are semi-sealed beams, their lenses are designed for left hand drive use and their light pattern is superb. High beam penetration is fantastic, while the lens design produces a sharp cut-off on low beam to light the road really well without blinding oncoming drivers. Sold individually. Order bulb separately below (Not legal for road use where D.O.T. headlamps are required.)
162-750 Reg. \$49.95 Sale \$44.95

Triumph TR2-TR3

Quartz Halogen Headlamp Bulb
162-755 Reg. \$12.60 Sale \$9.50

Triumph TR2-TR3

Chrome Headlamp Rim
Fits MG TF, MGA and Bugeye Sprite.
164-000 Reg. \$19.95 Sale \$17.95

Triumph TR2-TR3

Tex Viewmaster Accessory Mirror
Quality reproduction of the popular mid '50s-early '60s period accessory fender/door mirror.
165-270 Reg. \$22.95 Sale \$19.95

Triumph TR2-TR3

Lucas Fender Mirrors
Great reproductions of the ever popular teardrop base Lucas fender mirrors. Single stud mount, gasket and hardware included.
165-210 Reg. \$8.95 Sale \$7.75
165-300 Reg. \$8.95 Sale \$7.75
165-400 Reg. \$8.95 Sale \$7.75
165-500 Reg. \$8.95 Sale \$7.75

Rear Wheel Cylinder
Complete assembly less lever boot. Fits MG TD-TF, MGA, Bugeye Sprite and Triumph TR2 to TS5442 with 9" brakes.
180-630 Reg. \$32.75 **Sale \$29.95**



Moss Classic Color Spray Paints
Painstakingly researched and specially formulated by Moss to provide you with the correct shades for the properly restored British sports car. (Surfaces must be properly primed to obtain correct colors/shades. Not designed to be applied to bare metal.) 12 oz. aerosol cans.
MG TC-TD-TF Dark Red Engine Paint
220-510 Reg. \$11.25 **Sale \$7.50**
MG TC-TD-TF Tan Top & Side Curtain Frame Paint
220-520 Reg. \$11.25 **Sale \$7.50**
MGA & MGB Dark Red Engine Paint
(Used on MGBs to 1974 1/2 only.)
220-540 Reg. \$11.25 **Sale \$7.50**
Sprite-Midget Dark Olive Green Engine Paint
220-580 Reg. \$11.25 **Sale \$7.50**

Chrome Headlamp Stone Guards
These chrome plated stone guards are of heavy duty wire mesh construction and are easily installed. Protects your headlamps while adding a touch of class to the overall appearance of your car. Sold in pairs, complete with mounting hardware. Not legal for street use in California. Other states may have regulations regarding street use as well.
222-100 Reg. \$11.60 **Sale \$9.95**



Turnbutton
Used on MGAs, Sprites, Midgets, Austin-Healeys, and early Jaguars. Sold individually.
227-500 Reg. \$1.15 **Sale \$0.95**



Vintage-Type Seat Belts
Here's a great way to comply with the mandatory seat belt laws that many states have enacted! These quality belts have a vintage look appropriate to earlier British sports cars not originally fitted with seat belts. Both the lap belt and 3-point (lap/shoulder) belt are simple to use and easily installed. The 3-point belt is a great upgrade for cars originally fitted with just lap belts or no belts at all. Available in black only with all steel chrome-plated aircraft-type buckles. Mounting bolts included. Sold individually.
3-Point Seat Belt
222-205 Reg. \$34.95 **Sale \$29.95**
2-Point Seat Belt
222-235 Reg. \$17.50 **Sale \$16.75**



"GB" International Driving Sticker
All European cars traveling outside of their home country must display an international country of registration insignia. Our insignias are regulation size and self adhesive for easy installation.
230-110 Reg. \$2.25 **Sale \$1.95**



Chrome Steering Column Spring Cover
Fits MG TC, Austin-Healey and Triumph TR2-TR3 with adjustable steering columns, and Jaguar XK120-140-150.
260-130 Reg. \$9.95 **Sale \$9.25**



Chrome Steering Column Spring Cover
Fits MG TD-TF and MGA.
262-250 Reg. \$10.25 **Sale \$9.25**

Anti-Sway Bar Mounting Bracket
Fits Austin-Healey 100-4, 100-6 & 3000, Sprite, Midget and MGB to (c)429263. Sold individually, 2 required
263-430 Reg. \$1.65 **Sale \$1.35**



Headlamp Dust Seal
Mounts between chrome rim and light unit. Fits MGA, Bugeye Sprite, Triumph TR2 thru TR4 (b)24600CT, and Austin-Healey 100-4 & 100-6.
280-120 Reg. \$3.45 **Sale \$2.95**

MG TC-TD-TF, MGA and MGB Poly-Urethane A-Arm Bushings
If you're looking for that competition edge in your front suspension, you'll want to purchase a set of these bushings. Made of poly-urethane, instead of stock rubber, these will give you a much stiffer ride than even our heavy-duty MGB GT V8 bushings. Sold individually, 8 required per car.
280-485 Reg. \$2.65 **Sale \$2.35**



Original Lacquer Braided Wiring Harnesses
Our newest range of wiring harnesses incorporate individually braided wires to exactly match the originals. These lacquer-braided wires are then covered with a rot and fade resistant woven fabric to ensure years of like-new appearance (looks identical to the original cotton cover). This range of harnesses will become an absolute necessity for every serious Concours restoration.

MG TC (with turn signal wires) 357-030 Reg. \$239.50 **Sale \$219.95**
MG TD (without turn signals) 357-060 Reg. \$239.50 **Sale \$219.95**
MG TD (with turn signals and dash-mounted dimmer switch) 357-070 Reg. \$239.50 **Sale \$219.95**
MG TD (with turn signals and floor-mounted dimmer switch) 357-080 Reg. \$239.50 **Sale \$219.95**
MG TF 357-090 Reg. \$239.50 **Sale \$219.95**
Jaguar XK120 (early cars with chrome parking lamps) 357-110 Reg. \$548.00 **Sale \$499.00**
Late Jaguar XK120 357-120 Reg. \$587.00 **Sale \$549.95**
Jaguar XK140 357-130 Reg. \$624.00 **Sale \$599.95**
Jaguar XK150 (early cars with single-bulb tail lamps) 357-140 Reg. \$648.00 **Sale \$595.00**
Jaguar XK150 (later cars with two-bulb tail lamps) 357-150 Reg. \$648.80 **Sale \$595.00**
Austin-Healey 100 BN1 357-170 Reg. \$298.50 **Sale \$279.95**
Austin-Healey 100 BN2 357-180 Reg. \$298.50 **Sale \$274.50**
Triumph TR3-TR3A (from TS18913 to TS60000) 357-230 Reg. \$224.45 **Sale \$209.95**

Emission Control System Vapor Adsorption Cannister
Fits MG Midget from 1970 on, MGB from 1970 on, and Triumph TR6 from 1970 on. This cannister has three connections on the top and supercedes the earlier style two-connection cannister. Order seal # 367-105 to blank off one connection if necessary for earlier applications.
367-100 Reg. \$74.90 **Sale \$64.50**



SU Fuel Pump Elbow Set
3 piece set including brass elbow, nut and olive. Fits MG TC-TD-TF, MGA, MGB roadsters to (c)44438, and Austin-Healey BN6 from (c)4425 thru 3000 (c)28224. (MGA and MGB require 2 sets.)
375-038 Reg. \$8.95 **Sale \$7.25**



SU Fuel Pump Diaphragm
This is the short 2 3/8" shaft diaphragm. Fits MG TC-TD-TF, MGA, MGB, Austin-Healey 100-4, 100-6 & 3000, Sprite-Midget 1098 and 1275cc cars, and Jaguar XK120-140-150.
377-130 Reg. \$18.95 **Sale \$18.25**

1/2" Drive Whitworth Socket Set
Complete set of 5 fully guaranteed professional quality chrome vanadium sockets. 1/2" drive for those heavy-duty jobs.
382-308 Reg. \$29.75 **Sale \$26.50**



Copper Wire Wheel Hammer
This traditional 1 pound copper faced hammer removes your knock-offs with minimal risk to the chrome.
386-000 Reg. \$16.75 **Sale \$14.95**



Copper Wire Wheel Hammer
Same as above but in a hefty 2 pound size for those really stubborn knock-offs! You'll find lots of other uses around the garage for this one as well.
386-850 Reg. \$24.95 **Sale \$22.50**

Carburetor Synchronizer
Indispensable aid to proper balancing of multiple carburetors. Easy to use, it sure beats "listening to the hiss"! For use on both SU and Stromberg carburetors.
386-200 Reg. \$18.50 **Sale \$17.25**



Colortune 500
Be sure your carburetor mixture is perfect! Colortune 500 is a test spark plug with a glass top that takes all the guess work out of carburetor tuning. Different fuel/air mixtures burn with different colors; with Colortune you can see the effects of the adjustments you are making, and get the perfect mixture setting. Especially helpful if you have an engine with non-stock carburetors or camshaft or where there is no factory book to follow. Save fuel; save your engine from damage from running too lean.
386-210 Reg. \$32.50 **Sale \$29.95**

SU Tool Kit
Specially manufactured for Moss Motors, this handy little kit contains all the special tools that you need to adjust and tune your dual and triple SU carburetors. You'll also find simplified instructions on mixture adjustment, float level, piston height and jet centering.
386-300 Reg. \$13.50 **Sale \$10.95**



SU Carburetor Jet Wrench
Makes mixture adjustment easy on "H" and "HS" type SU carburetors. Keep one on your key ring or in your glove box. Included in tool kit listed above.
386-400 Reg. \$1.95 **Sale \$1.65**

Zenith-Stromberg Carburetor Manual Choke Conversion Kit
Fits MGB, Midget, Triumph Spitfire and TR7 with single Zenith-Stromberg carburetor. Designed in England by Zenith-Stromberg factory engineers, this conversion kit leaves your car's factory appearance intact! Easy to install, kit includes all necessary hardware, indicator lamps and detailed installation instructions.
Not legal in California on pollution controlled motor vehicles.
386-320 Reg. \$67.50 **Sale \$59.95**



Firewall Cable Grommet
Fits 1" diameter hole. Inside diameter for choke, speedo, tach, starter cables, etc.
680-630 Reg. \$0.80 **Sale \$0.65**



Carburetor Insulator Block
Fits between carburetor and manifold. Used on all 4-bolt mount SU carburetors and all Zenith-Stromberg carburetors.
696-000 Reg. \$3.95 **Sale \$3.25**



Windshield Wiper Arm
Fits **Right Hand Drive** MGAs and Triumph TR3 from TS12568 thru TR3A only. Sold individually.
165-035 Reg. \$12.95 **Sale \$9.95**

Oil Pressure Relief Valve Plunger
Fits MGA, MGB, Austin-Healey 100-4 & Sprite and MG Midget except 1500.
460-155 Reg. \$5.95 **Sale \$4.75**

Notice!

New Price List Coming Soon!

Due to recent increases in the British Pound against the US dollar (more than 13% since early May!), we find ourselves in the unavoidable position of having to raise the price on some of our UK sourced parts.

A new Update/Price List that will supercede your current one will be sent to you sometime in September.

We strive to keep our prices as reasonable as possible and promise to make every effort to keep any necessary price increase minimal.

We sincerely apologize for any inconvenience this may cause.

The Moss Crew

Prices Valid August 20 thru October 7, 1990

Notes On Ordering...

Orders must be received in our Goleta, California office by October 7, 1990 (not just postmarked by) to qualify for these special prices, so be sure to order early!

All items listed in this newsletter and sale section do not include shipping and handling charges or local sales tax (CA, NJ and CT residents only). If you send pre-payment with your order, please see our current Update/Price list for shipping rates to your area.

We always plan to have adequate supplies of sale items in stock, but there is no real way of anticipating demand. We recommend therefore, that sale items be ordered "Backorder Yes" so that you will receive the full benefit of the sale prices even if we run out of our initial stocks. Because of the nature of our business, obsolete British auto parts, our supply of some items is limited and we are unable to replenish them when depleted. With the exception of these items, we can restock temporarily exhausted supplies in a reasonably short time. Our minimum order is \$10.00 please.

Moss Motors, Ltd.
P.O. Box 847
Goleta, California 93116
805-968-1041

800-235-6954
Toll-Free in U.S.A. & Canada

805-968-6910
24 Hour Worldwide FAX

THROUGH THE WINDSCREEN

CLUB NEWS AND EVENTS

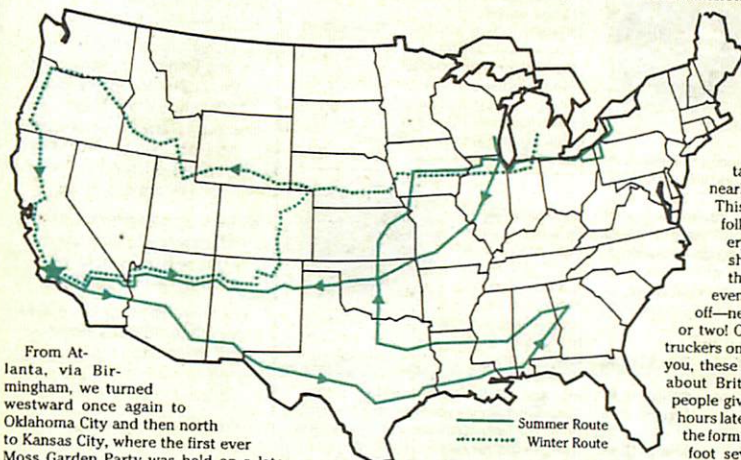
The Club Scene

By Ken Smith
Club & Events Coordinator

Continued from page 1

members of the Peachtree MG Registry, saw over 200 MGBs of all ages congregate at the Chamblee Dunwoody Holiday Inn. Rallies, a full and comprehensive car show and many other activities, all supported by real Southern hospitality made this a weekend to remember.

ventured to the huge Austin-Healey Conclave '90. Adding to the thrill of seeing over 300 Healeys of all types in one place at one time was the attraction of the Austin-Healey Challenge. It was Great Britain vs. the United States at Blackhawk Raceway with John Chatham and his team of Big Healeys from the U.K. I will not spoil it



From Atlanta, via Birmingham, we turned westward once again to Oklahoma City and then north to Kansas City, where the first ever Moss Garden Party was held on a late summer evening in June, with the Moss RV and the MGB providing a fitting centerpiece for a unique occasion. Our thanks to all the British car club members in K.C. for having us at their place—along with "our" place!

Through the flood-ravaged fields of Iowa, and the Quad Cities to Rockford, we

by telling you who won, but my Nationalistic tendencies came out at the super presentation on the final evening! Maybe it was the loan of the Moss "tie-downs" to John, which enabled him to secure the massive brute Healey even more firmly on its trailer, that helped a little in the victory for the Brits!

Now some 5,000 miles out from California, we find the Moss RV at MG Fest '90 at Niagara Falls, where the Buffalo Octagon Association hopes to repeat their successful event of two years ago. Then, we're back to Chicago and Milwaukee for more events before finally coming home to roost in Goleta. Another 3,000 miles, but every one packed with incidents...mostly good, but with a few dodgy moments thrown in! For example: Downtown El Paso, and a character with a handgun sticking out of his belt suggests that I take the MGB off the trailer so he can "drive it around the block" a couple of times. Needless to say, I felt unable to comply with his request, giving him my answer in a broad Yorkshire accent, which totally confused him! He wandered off, muttering something about "durned furriners!"

Texas...Interstate 20...6:45 am and 70 miles west of Abilene, both right side rear tires on the RV blow out together! Now, this is not like your average flat on a Triumph or MGB... No way! The whole rig (including, remember, the Heritage MGB on the trailer), nearly finished in the ditch. This is shaky knee time, folks. Having brought everything to a halt on the shoulder, there is no way that one individual could even get the twin wheels off—never mind change a tire or two! Over to our friends the truckers on the CB (and let me tell you, these guys know a lot more about British sports cars than people give them credit for)! Six hours later, assistance arrived in the form of "Big Bob's Tires", a 6 foot seven inch Texan, who, with a battery of equipment on his truck, changed the tires at roadside with the help of three jacks and an airbag! He asked about the "B" on the trailer and his only comment in that dry Texan drawl was "ain't never seen a twenty thousand dollar sports car before!"

I've seen some strange things in rear view mirrors in my time, but imagine my

astonishment to see not one—but two B52 USAF bombers flying at less than 100 feet down the Interstate behind the motorhome.

The biggest insult? The guy who swore the Heritage MGB was "all fiberglass" until I stuck one of our magnetic Union Jacks on the body!

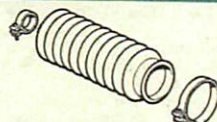
The greatest thrill? Coming out of the a Post Office in Niagara to find the Moss RV and the "B" surrounded by people taking videos of the car. Turned out they were from Germany and knew all about the Moss road show and the Heritage car, but never thought they'd see it in the flesh. Our passion for British cars knows no frontiers.

Watch out for us on the road—give us a wave, as many already have, and look out in Illinois, Oregon and the western states as we're headed your way! If we are at a meeting you attend, come on over and say hello, because you're the reason we're here—our faithful customers and club people who run these funny little English autos!

Thanks to everyone in the eighteen states covered so far, for your welcome and hospitality. We look forward to meeting even more of you during the rest of the 1990 season.

Ken Smith

MGB Rack Seal Set



Original steering rack seal and clip sets are now available from Moss. This new, original factory production from Rover Cars, PLC, contains 2 seals ("boots" or "gaiters"), 2 large clips and 2 small clips. This is not a reproduction set—it is a genuine factory original.

263-385

\$39.95

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 (In this issue of Sports Car Gallery, Bruce Mackey gives us an interesting background to the before and after photos of his Triumph TR3A. Bruce will receive a gift certificate for his contribution.)

Our Triumph TR3 - Still in the Family After 31 Years

By Bruce Mackey
Springfield, MO

When my father purchased this brand new Primrose TR3A in 1959, family, friends, and neighbors were shocked! There was nothing in his past to indicate such strange behavior. A professional engineer by trade, he served on the local school board and his previous auto was a very nondescript 1955 Plymouth.

As his 14 year old son, I knew better. He never missed taking me to the annual Chicago Auto Show and the Elkhart Lake races, and I never missed seeing his admiring glances at Jags and even MGs.

The TR served him well. It made a daily commute from Libertyville, Illinois to Chicago's south side for the next five years.

He presented it to me in the summer of '64. I was not impressed. No windows, no radio, and no 400-cu. in. V-8; I felt it left a lot to be desired. So after three months of dating my future wife (now of 25 years) in the TR, I promptly gave it back to him.

It was relegated to sitting under a tarpaulin at the end of the driveway for the next twelve years. In the summer of 1976, two enterprising young fellows discovered the rusted and mouse-infested TR. My father sold it to them for \$450. My mother was not home at the time of the sale and when she returned, all hell broke loose. She wanted to know why the TR was gone. My father was somewhat taken aback as

she had never particularly liked the car from the day he bought it.

The two buyers accomplished a very poor restoration that winter and returned on April 16, 1977 to show my father the work they had proudly performed. The date was my parent's anniversary. My father was not home. My mother re-purchased the TR for \$910. The price was agreed on because they had \$460.00 worth of receipts. When my father returned home, my mother proclaimed the car to be hers and... "oh, by the way, Happy 43rd Anniversary".

Number TS 40045L was now black in color and had wire wheels. It now resided inside a barn, but with the same tarp covering it for the next 8 years.

In 1985 my father tried for the third time to dispose of the TR. This time around he gave me a second shot at it. Although the price was right (free), the restoration thus far has cost approximately \$8,000. By the way, the engine still has not been rebuilt. It is now back to its original color plus military wheels.

Other than a brief six month stint in 1977, this TR has been in the same family for 31 years.



1977 was not a great year in the life of this 1959 TR3A. After 18 years with the same family, you'd almost have to guess that this is as good as it is going to get!



Things are definitely looking up for the Mackey's TR3A in 1990. After 31 years, car #TS 40045L looks as good as it did when it first rolled off the factory lot. Actually, the original engine hasn't even been rebuilt!

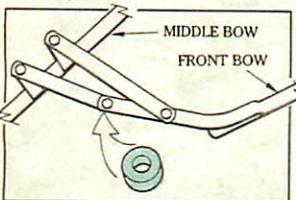


Heard any interesting tech tips lately? We're interested in publishing new and exciting hints and tips if applicable. Send your tech tip contributions to: Editor, Moss Motoring, 400 Rutherford Street, Goleta, CA 93117. If we can use them, you'll receive a \$20.00 gift certificate.



MGB Stow-Away Top Tech Tip

Kenneth Wilson
Panama, NY



MGBs with removable tops (not the fold-down-in-place type), with 3 bows as part of a tubular steel frame designed to come apart into halves and fold for storage in the boot (trunk), incorporate, perhaps inadvertently, a simple means for fine tuning tension on the fabric.

Inside the top, on each side immediately above the door glass, are a pair of braces extending between the front and middle bows. The lower brace is hinged at the center for folding the bows together. Projecting out from the hinge point is a peg which acts as a stop against the brace above it. If the distance between the stop peg and the brace it contacts is increased, the front bow is pulled slightly backward and raised. By rising, it lifts and increases tension on the top material it supports.

A 1/4 inch thick slice (a doughnut) of 1/2 inch I.D. heater hose (same as under the B's bonnet) fits like original equipment over the stop peg and raises the bow about 1/8 inch. (One to each side, of course.) A movement that slight can make the difference between a top that remains taut and smooth after a hundred miles on a windy day or flaps and whips annoyingly. If more lift is needed, glue an added layer of rubber to the outsides of the hose slice with rubber cement or a product such as Goop.

Not only does this assure a smoothly tensioned top, easily adjustable, but the cushioning effect of the rubber padded stop pegs eliminates any possible vibration noise at these points, and creates an added 1/8 inch of headroom!

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



Horn Repair

Adrian Jefferies
Mountain View, CA

The pair of original equipment horns on my TR4 had never worked properly and despite adjustments of the tone screws, along with liberal doses of WD40, they resolutely refused to behave. The Haynes manual maintains that they are not user serviceable and a quick inspection reveals that this would appear true; the halves that comprise the horn body are riveted together. However, with the aid of an electric drill, the rivet heads can be removed to allow access to the horn innards. I believe the following also applies to the MGB.

First, remove the leads while making a note as to which way round they go, and unbolt the horns. With a horn securely clamped down in a drill press, carefully drill through the rivet heads with a 1/4" drill. Make a start for the drill by punching a point in the center of each of the rivets to ensure the bit will be correctly aligned. With a punch, tap out the rivet bodies and separate the horn body halves. Be careful not to damage the fragile seals or the diaphragm.

The horn is now in a state for inspection and repair. It is highly likely that once the cobwebs, dust and grime have been cleaned out the components are in reasonable shape: a horn isn't really an item that is likely to wear out with normal use, even after several decades! The make-and-break mechanism is "on", i.e.: there should be a good conducting path through them which allows the coil to be energized, the diaphragm to move, and the path to be then broken. The rapid repeating of this sequence causes the horn to sound. The contacts in a perpetually silent horn are probably separated by a layer of muck and so must be cleaned. I restored my contacts using cotton balls drenched in rubbing alcohol, and emery boards—the alcohol was also useful for generally cleaning up the horn both internally and externally. The horn can be tested with a voltmeter set to the lowest resistance range. When you can get the contacts to reliably make and break, your horn is mended, and you can begin on the other one! The halves can be rejoined using 6-32 by 3/4" bolts, and reattached to the car. Reconnect the wires and you should be rewarded by two distinct tones. Adjust each horn for maximum volume by means of the small screw on top of the body.

(Adrian will receive a gift certificate for his contribution. Original die-cast horns have been unavailable for years. We supply plastic-bodied replacements: #545-020 (low note), and 545-030 (high note) at just \$22.95 each!)



Lip-Type Oil Seals

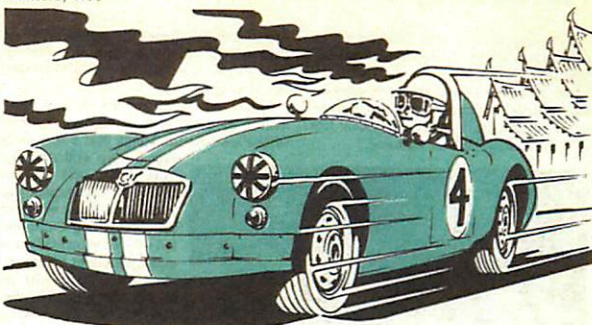
When fitting lip seals, the following points should be remembered:

1. The seal is moulded into or around a mild steel case which can be distorted by mishandling, especially during removal from the packaging.
2. Seal materials are slightly "tacky" and contamination by foreign matter must be avoided.
3. The sealing lip is very easily damaged. Clean, lightly-oiled protective sleeves or materials must be used when assembling seals over splines or stepped shafts.
4. Whenever possible, seals should be pressed rather than drifted into position to avoid distortion.
5. It is imperative that the sealing lip is lubricated with clean oil before fitting, as a dry seal will otherwise be permanently damaged during the first few revolutions of the shaft. The outer diameter of the seal should also be lubricated before fitting.

(Reprinted from a March 1975 Factory Service Bulletin.)

Hong Kong's MGs

Dennis Howell
Seattle, WA



I imagine my delight when, over lunch last week, the Executive Manager of the Kowloon Shangri-La hotel mentioned that he had recently crewed on a friend's MGA at the Bangkok Vintage Car Races. This is the same wonderful chap who, during my visit to Hong Kong last November, took me to the Asian Rugby Tournament finals. We've started to get along quite nicely.

One thing led to another and "would I like to meet the fellow with the MGA?" Absolutely! The MG in question is owned by John Norman. John is, among other things, a former London Bobby who has been in Hong Kong for the past 17 years and is now head of Crime Prevention for the Royal Hong Kong Police Department. He is also Motoring Editor for the *South China Post* and has had articles published in several English magazines including *The Motor* and *Safety Fast*. John is also the Chairman of the MG Car Club of Hong Kong and an enthusiastic vintage racer and MG restorer.

Saturday afternoon we arrived at John's house; a white stucco affair in the hills above Sai Kung harbor. This is in the New Territories; about twenty minutes north-east of central Kowloon (more like an hour in rush hour traffic). As we entered the

three classes of vintage cars. John has won Class B the past two year in the MGA. The event is run on a street course of 2.6 km and is very tight. The Thailand event was the second annual vintage event held at the new Prince Bira course in Pattaya. Cars are shipped there in containers from all over Asia. There are motorcycle and contemporary classes at this event too.

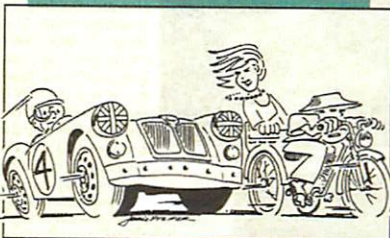
...vintage racing in this part of the world is mainly two big events per year...there are the vintage races run in conjunction with the Macau Grand Prix in November and the Bangkok Races in June.

The more wealthy participants have their Porsche Carreras shipped first to Stuttgart for tuning before unpacking in Bangkok. The Pattaya event may expand to several events per year. It is rumored that a serviceable race circuit has emerged in China and current discussions are underway with the Chinese Authorities for race meetings to be held there.

There is a plaque on John's MGA that certifies that it is the first MG ever to enter China. This is validated by records indicating that no MGs were imported into China (except Hong Kong) prior to the Second World War.

Back out on the courtyard, a careful examination of the MKII revealed that it is far advanced from what would constitute a legal club or vintage racer in this country. Most obvious was the massive 45mm Dellorto twin choke carburetor hanging off the engine. There were tube headers and obvious Stage 3 or better engine modifications. The wheels are 72 spoke TR6 units which look entirely appropriate on the car. The preparation is immaculate and the car could be a Concours contender.

Almost in passing, John mentioned that the B GT was bored and sleeved to 1950 cc and was fitted with Spax tube type shock absorbers at both ends. The GT is also air conditioned, which is apparently common for the model in this part of the world...not to mention a necessity. Incidentally, the GT is currently listed for sale at HK\$100,000 which is over \$13,000 U.S.! Gives you an



courtyard, I knew this would be something special. On the left, the "daily driver"; a two-tone blue 1970 MGB GT. On the right, the vintage racer; a red 1962 MKII. In the garage, restoration is under way on a 1935 MG PA four seater. John greeted me with a warm handshake and insisted we come in for "a few cleansing drops of the amber nectar" before any serious investigations.

John took us into his "bar", which, in fact, it was. Now, I have seen a fair number of private home bars before but this one is World Class. A separate room off the entry way to the house, John's bar was more like a pub. The walls and shelves were crammed with more auto racing and MG memorabilia than could possibly absorb over the course of a beer or two. This private pub (The Broken Piston, I think he calls it) has posters, photographs, models, trophies and plaques highlighting John's life-long enthusiasm for racing and restoring MGs. There was also a fair amount of humor, a pinball machine and plenty of hospitality.

I learned that vintage racing in this part of the world is mainly two big events per year. There are the vintage races run in conjunction with the Macau Grand Prix in November and the Bangkok Races in June. I learned that Macau is the big event of the year. Macau has had the annual Grand Prix for thirty five years or so and it includes motorcycles, saloon racers, Formula 3 and

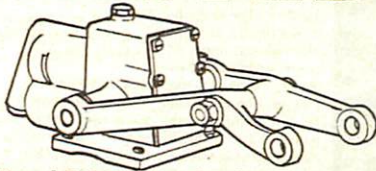
This private pub...The Broken Piston... has posters, photographs, models, trophies and plaques highlighting John's life-long enthusiasm for racing and restoring MGs.

idea what a treasure MGs are considered in other parts of the world.

The real prize was the PA project. The only visible piece in the garage was the freshly painted bare frame sitting on jack stands. I had forgotten how thin and fragile those old frames look in the nude. In the shop above the garage were most of the big pieces that have recently completed restoration. There was the engine, gearbox, shifter assembly, wheels, gear-

Continued on page 7

WANTED



MG TD-TF and MGA Front Shock Absorber Cores

We're looking for good rebuildable Armstrong (not Girling) front shock absorber cores, and we'll pay you \$15.00 for each one you send to us. TD-TF shocks have the number 5697 stamped on the body; MGAs are stamped with the number 6172. Please send shock cores, marked, Attention: Core Purchase, by pre-paid UPS to 7200 Hollister Avenue, Goleta, CA 93117.

A Look Into the Heart, (& Staff) of Moss Motors

(We are thrilled and honored by the recent press we've received both in the U.S. and in England. We wished to take you inside Moss Motors and show you what and who Moss is all about. We can't possibly say it any better John Stein did, in the June 1990 issue of Sports Car International.)



Sales staff on the line. From left to right, Wilhelm Fichtl, Ross Barrett and Assistant Manager Carlos Gonzalez.

The best thing you can say about fairy tales is that they always turn out well. One that might have described the British sports car industry of the '50s through '70s is *The Ugly Duckling*. As we'll remember from H.C. Anderson's classic, a genetically deficient little duckling grows up to kick ass on the professional swan and goose circuit. It's a nice concept, as any skinny kid with glasses and jug ears will tell you. Too bad it didn't work for the British sports car.

What really happened was that MG,

yard. It seems these cars need a fairy tale just to live and breathe again. Fortunately, one exists. It is Goleta, California-based Moss Motors, Ltd.

Moss Motors provides tens of thousands of parts and assemblies to keep these ancient ducklings and a few early Jaguars, up and running. This didn't just happen overnight. Back in post-war 1948, Alan Moss was just another young California lad with time on his hands and a penchant for speed. He satisfied both with an MGTC, the buggy-wheeled roadster that first made a name for sports cars in America.

Being a socialite as well as a rather industrious fellow, Al Moss made his place into the favored hang-out for L.A.'s early British sports car crowd. It became known that he had - or could get - just about any part a guy needed for his MG. One thing led to another, and before long young Moss had himself a fledgling car parts concern as well as an importer's license for Allard. Eventually, Moss would expand the parts and accessories line to include Triumph and Austin-Healey and Jaguar.

Sensing that he could base a lucrative mail-order operation outside of the Los Angeles area, Moss moved the parts business 100 miles north to Goleta in 1963. The nearby Pacific coast and Santa Barbara Mountains provided a breathtaking setting as well as plenty of good driving.

FOUR DECADES

More than four decades later, the Moss phenomenon continues under the ownership of Chairman/CEO Howard Goldman, a long-time friend of Al Moss. To fully understand how the company is able to do well, given the demise of marques it serves, one must first understand the scope of the vintage British sports car market. Goldman estimates that there are some 250,000 post-war British cars surviving in the United States alone. To put it in perspective, that is roughly equivalent to an entire year's production of Mustangs and Camaros, plus the number of golf balls Gerald Ford uses in a celebrity tournament.

A short wrestling match with grammar school math will tell you that all of those old cars are likely to eat up the world's supply of spares in a hurry. That is, unless more are made. That's the Moss forte. Not only has Moss Motors, Ltd. managed to buy up large supplies of NOS

(New Old Stock) parts worldwide, it has acquired the rights to reproduce virtually everything else. "Virtually everything else" ranges from grille medallions for Austin-Healey 3000s to crankshafts for Triumph TR6s, to complete leather interiors for Jaguar XK120s. With the arrival of a re-



More of our enthusiastic sales staff members. (Clockwise from upper left); Chris Forrester, Paul Tedrow (Ted), Terrence Riedeman, and Johnathan Lane.



Ron Chaput fills an order from our well-stocked warehouse.

placement unibody for the MGB this year, even a total rustbucket can now be put back in running shape.

Observing the efficient Moss system at work gives some idea how the big numbers can be achieved. Modern computer science allows Moss operators to take phone orders and set up COD or credit card payment from 6:00 a.m. until 5:00 p.m. Pacific time, each weekday, verify that the needed parts are in stock, and get them pulled, boxed, and to the freight door within 24 hours. Less, if you're desperate. Shippers UPS and Federal Express live practically next door and are well acquainted with the Moss Motors loading zone. (Due to several problems in June 1990, i.e., the Santa Barbara fire and related power problems and computer failure, order processing time was delayed. See page 3 for further information-Ed.)

You don't need to rattle the office doors of Moss management for an explanation of the company's success. It's obvious when you see the operation. The warehouses - there are two in the U.S. - have some 26,000 commonly needed different parts at the ready. Wandering down the brightly lit warehouse aisles is like coming home. In Goleta there are two levels, 14 rows wide and as long as a Joe Montana touchdown pass. On the gray shelves are wonderful things from the past. Three kinds of knock-off mallets, chromed running board trim, Sprite valve covers wrapped in pages from the London Times. The famous names are



Customer Service's Carol Strand, Christina Ruiz and Kimberly Carry ensure that orders flow through smoothly.

here, too: Connolly, Lucas, Wilton Wool, SU, and Girling.

One time-tested Moss philosophy is that replica parts - every part - must be as good or better than the original. Whether sourced to Britain, the United States, or Pacific Rim countries for manufacturing, the pieces are designed to look, fit, and perform to original specifications.

This alone is a story worth telling. How do you reproduce a part, let's say a bumper brace from an MG TD, that has been out of production for nearly 40 years? Simple. There's a 1952 TD sitting under a car cover in one of the Moss warehouses. Likewise a '48 TC, a Triumph TR4, and the 500, 000th MGB, a black Jubilee Edition with 79 miles on the clock. Each of the Moss "company" cars, or others available to the engineers



Mike Egan (front) and Michael Rothenberg receiving new parts.



Research & Development ace, Eric Wilhelm, checks the fit of four recently reproduced MGB badge housings.

Triumph, and Austin-Healey grew just big enough to get slam dunked to the bottom of the pond. The villains were an ever-tightening emissions and safety net and consumer preference for other brands. (It probably didn't help that the cars were reputed to need on-board mechanics. What did people think jump seats were for?)

Now there are lots of British orphans scattered across the land. You probably know of one or two. A half-rotten MGB or Triumph TR3 cockpit overflowing with gardening tools and leaves, sitting in a side

With the arrival of a re-



Many of our parts are reproduced in our own machine shop. Lee Polansky surfaces the flange of one of our competition manifolds.



After orders are filled, they move on to Quality Control for a thorough check.

here and overseas, serve as a genetic pattern for new parts. Nothing is reproduced by Moss otherwise.

DEVOUT STAFF

Another asset is the staff. Sure, they know cars. British sports cars. They are not just people who got their jobs by reading Sunday's "Help Wanted" section. For example, take Carleen Wilhelm, the warehouse quality control supervisor. Her job is to check every order for proper content as it arrives at the end of the conveyor line. She is the Almighty of Correct Orders. Sure, anybody can count the number of lines on an invoice and match part numbers. But Ms. Wilhelm knows the differ-



Warehouse Manager Paul Barker (left), teaches proper packing techniques. Boxes at left are ready to ship.

ence between TR3A and TR3B gearbox layshaft bearings, and that a Midget owner from Bippus, Indiana should really be getting one left-hand and one right-hand windscreens pillar gasket.

It isn't hard to figure out how valuable this brand of knowledge is to a parts business. Accordingly, Moss goes to extraordinary lengths to get the right people. To fill jobs that, arguably, a hundred people in town could at least technically perform, the company has hired and moved employees from as far away as Colorado, Michigan, and South Carolina. This probably won't come as any surprise, but the 130 Moss employees at the Goleta facility (including boss Goldman) also collectively own some 65 British sports cars. Employees are supported in the pursuit of their favorite hobby through discounts on parts.

Hiring out-of-state employees may be one way in which the Moss reputation grows. There are others. It seems that the Goleta headquarters, which also doubles as a retail outlet, is something of a destination for Anglophiles. Each year, as soon as Mr. Groundhog starts looking for his shadow, the disciples pack up the XK, TR4A IRS, or Bugeye and head west to Mecca. The story is told of a new groom who used his honeymoon as an excuse to drive from Ohio to do some shopping at Moss for oil sump gaskets and the like. Trouble was that the groom, no doubt inexperienced in the peculiarities of the female breed, had failed to inform his new bride of his real motive for the trip. He very nearly lost his manhood right there by the Lucas display.

MARKETING

To customers, Moss sends a quarterly tabloid newspaper dealing with club news and sale items, and a semi-annual price list that includes announcements of new parts. Catalogs for Austin-Healey, Jaguar, MG and Triumph parts are free upon request. This, combined with specialty magazine ads, editorial coverage, and the non-stop presence of people like event coordinator Ken

Smith and founder Al Moss at club functions, keeps the Moss name decidedly to the fore.

The company is marketing driven. As VP/General Manager Chris Kepler points out, "If Moss doesn't take these steps, somebody else will move in to do the job. It's a competitive business." But in fairness to Moss, the overall impression one gets is not that of the hungry marketing predator. Rather, it is that the whole organization is head-over-heels in love with British sports cars.

Certain achievements demonstrate this passion. Primary is the 1989 acquisition of the Classic British Sports Car Spares Group, seven leading English companies involved in the Triumph and MG spares business.



Robert Heinze puts together many of the raw parts we receive into ready-to-install kits.



Purchasing's Denise Schultz checks the overseas boat list for incoming parts.

Now known as Moss Europe, Ltd, this resource further improves the U.S. customer's access to hard-to-find parts. And most recently, two British competition parts companies have been added to the fold. Vintage racers will soon thrill to the availability of racing engine and suspension parts in the Moss catalogs.

The future appears bright enough for the California company. As long as there are sports cars in the United States, there will probably be a demand for a company like Moss Motors. For the simple reason that old cars - old British cars - are sure to need fixing. And even if they didn't, they have a certain way about them, a way of be-

coming part of the family, like a stray dog you want to buy toys for. Moss chairman Goldman puts it succinctly. "The beauty of the English car," he says, "is that the car needs you."

(Our thanks to Sports Car International and author John Stein for permission to reprint "Lifeline" from the June 1990 issue.)



More parts than we can possibly describe! Just one section of our multi-level warehouse filled with parts for your British sports car.

Classic-Fied Ads

We accept advertisements for British Cars only; no parts ads, replicas or collectors, please. One time insertion is \$35.00. Publication is quarterly, the deadline for the next issue is September 7, 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.

1961 TR3A 7431HL: 1,600 miles on rebuilt engine, drivetrain. Original bodywork stripped and repainted. New top, side curtains, upholstery, carpets, panels, harness, brakes, radials, etc. Outstanding overall condition. Garaged and driven on sunny days. Could be Concours easily. One owner, have dealer invoice. \$10,500. Brad Quin, Easton, PA. (215) 253-2551 (H) or (215) 250-5110 (W).

1950 MG TD: Right hand steering. Partially restored (engine and upholstery). Garaged. Body in good condition. Needs some wood, steering wheel, and bumpers. Best offer over \$7,000. Call Ed Williams (512) 675-8355.

1965 MGB Roadster: Excellent condition. Chrome wire wheels. Electric overdrive, Moss Motors electronic ignition system. Recently repainted. Garaged, no rust. A real head-turner. Photo available on written request. Asking \$8,000. Call or write, Louis Phillippi, P.O. Box 155, Sierra City, CA 96125, (916) 862-1156 after 6 p.m.

1960 MGA: Red with new tan vinyl interior. New top, runs well, all original, but paint is weak. \$9,500. (209) 599-3095.

1960 Bugeye Sprite: Red with black. 1275cc. Rib case. Disc brakes. 3.73 gear. Very nice. \$7,500. (209) 599-3095.

1967 Morgan Drophead: new wood, rebuilt engine. Needs TLC. \$17,500. Phone (209) 599-3095.

1959 MGA Roadster: Total restoration inside & out; paint, chrome, interior (black). Red exterior, black top, all excellent condition. Engine 40,000 true miles. I'm 2nd owner; 8 years. Head never removed; oil pressure 80+ lbs. Completely garage kept and covered. New exhaust, runs & drives great! \$8,895. Frank Littleton, Baltimore, MD, (301) 435-7505.

1952 MG TD Replica: If you cannot afford an original or tired of restoring, this may be the answer. Features include: 13,500 miles on rebuilt VW(1600) engine. Racing Kevlar classic body, British racing green original color, tan interior, rosewood dash and steering wheel, Am/Fm/Cass. \$5,200. Bill Messier, 15900 N.E. 3rd Ave., N. Miami Beach, FL 33162. (305) 937-1898 evenings.

1977 MGB Convertible: Beautiful. Maroon with black interior. Mint condition, mechanically perfect. Garaged. \$4,500. Call or write: Dr. Jorge Zeballos, 6905 Granero Dr., El Paso, TX 79912. Phone, home (915) 833-3350, Office (915) 569-2652.

1965 MKIII Sprite: Engine runs good, rebuilt suspension and 4 new shocks. White with black interior, Motolita steering wheel. Good tires, straight body. California car. \$1000.00/OBO. Paul, (805) 968-1041 ext. 3190 (wk), (805) 735-9170(hm).

Assorted Wire Wheel Knock-Off Hammers



We stock weights and sizes for every possible application.

Lead Hammer	
386-020	\$15.50
Copper/Rawhide Hammer	
386-110	\$24.95
2lb. Copper Hammer	
386-850	\$24.95
1lb. Copper Hammer	
386-000	\$14.95

MGs, continued from 5

Well, there's an interesting story. John found the car about eight years ago stashed away in a Hong Kong garage. The owner was reluctant to part with it until just last year. The car had been fitted with a very rough TC body. The body adaptation involved a crude job of shortening the frame and other modifications that John indicated were "a lot of knife and fork work". A new body is forthcoming from England.

The MMM Register of the MG Car Club in England traced the car's serial number (#1613) and supplied the original dispatch documents. The PA was a four seater with green paintwork and trim and left the factory at Abington on the 9th of April, 1935. It was bought by a Mr. Parker, a rubber planter in Straits Settlement, Penang, Malaya. Parker had the car fitted with a Centric supercharger. When the Japanese invaded Malaya in 1942, the car was commandeered as a staff car. Sometime after the war, it was modified into the L-1 Special and raced in the Singapore Grand Prix in 1955 and 1957. John has made contact with the fellow in Singapore who modified and raced the car in the '50s. He still has the supercharger and some of the original PA pieces! He's not willing to part with anything, though, as he's building another car.

Sometime in the late 1960s, the car acquired the TC body and ended up in

New Hampshire, USA! It was registered VM060 in the New England T Register in 1971. Subsequently, its owner returned with it to Hong Kong.

The pieces of this car are amazingly intact considering its age and history. Incredibly, the numbers on the engine, gearbox, and rear axle all match the original assembly documents...so does the Lucas STARTER! I've never gotten over three years out of one of mine!

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

Triumph TR2-4 Oil Breather Cap



Another needed addition to the Triumph line! We've just reproduced the exact dimpled breather cap used in production, as op-

posed to the "factory original replacement caps" that were simpler in style. This beautiful reproduction incorporates the original type decal.

834-750

\$15.95

1990 British Sports Car Events Calendar



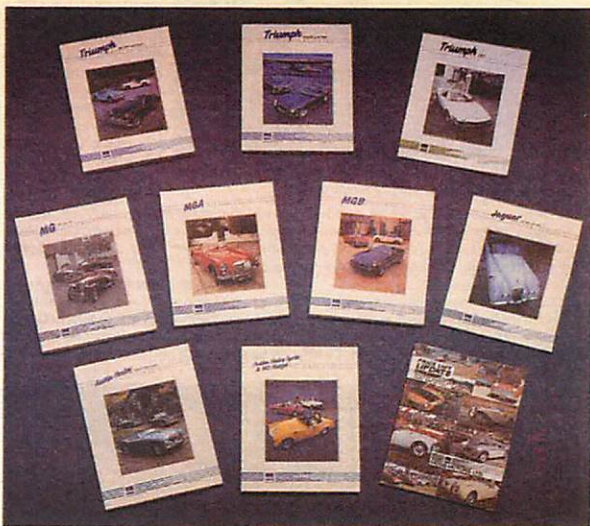
Santa Barbara Special T's tour through Tioga Pass-Photo by Bitsy Kirkpatrick

In the interest of British sports car owners throughout the country, we publish 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 September 7, 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.)

- Aug 11 **Moss Motors' Triumph Marquee Day**, Goleta, CA (800) 235-6954
- Aug 12 **British on the Green**, Ann Arbor, MI-(313) 674-1467
- Aug 16-19 **Austin-Healey Encounter**, New Hope, PA-Joe Pepe (215) 942-3156
- Aug 17-19 **Monterey Historic Races**, Laguna Seca, CA (408) 648-5100
- Aug 17-19 **MGC Register Convention** (all MGs welcome), Newburg, NY-Tom Boscarino (516) 751-8107
- Aug 17-19 **7th British Car Festival**, Foster, RI-(508) 679-8252
- Aug 24-26 **MG Summer Party**, Grand Rapids, MI-John Twist (616) 245-2141
- Aug 25-26 **Heartland British Autofest**, Bettendorf, IA-(309) 797-2043, (319) 391-0914
- Aug 26 **5th Annual British on the Green**, Granby, CT-Joe Bardino (203) 653-2585
- Sept 1-2 **14th Annual British Day**, Portland, OR-(503) 246-4610 or (503) 244-2580
- Sept 1-2 **Kansas City All British Meet**, Kansas City Intl. Marriott, Kansas-Ben Munday (913) 648-6068
- Sept 7-9 **16th Annual Cape Cod Meet**, Eastham, MA-Rudy (203) 938-9467
- Sept 8 **Moss Motors' Healey Marquee Day**, Goleta, CA-(800) 235-6954
- Sept 9 **British Car Meet**, Palo Alto, CA-Rick Fiebusch (415) 566-6103
- Sept 9 **British Car Festival**, Oakton College, Des Plaines, IL-(708) 885-7789
- Sept 15-16 **Triumph Quadfest**, Platteville, WI-Chuck (414) 377-7714
- Sept 15-16 **All British Car Day**, St. Louis, MO-Keith Bester (314) 821-2372
- Sept 16 **British Car Day**, Detroit, MI-(313) 433-0414
- Sept 16 **British Car Day**, Toronto, Ontario-Robert Cohen (416) 638-6032
- Sept 15-16 **Colorado English Motoring Conclave**, Arvada, CO-Cecl Fasick (303) 279-3583
- Sept 16 **All British Meet**, St. Louis, MO-(314) 821-2372
- Sept 20-23 **GOF MK 51**, Mystic, CT, write Drawer 220, Oneonta, NY 13820
- Sept 20-23 **SE Austin-Healey Classic**, Little Switzerland, NC-Von Patterson (704) 542-2097
- Sept 21-23 **Austin-Healey Northwest Meet**, Sisters, OR-Dee Meyer (503) 678-2337
- Sept 22-23 **Jaguar Auto Group Autumn Rally and Show** (for all British Marqueses), Gladstone, NJ-Bob Herthurt (201) 369-3300
- Sept 23 **6th Annual All British Car Show**, Richmond, VA-Fred (804) 272-8836
- Sept 29 **11th Annual "MGs on the Rocks"**, at Rocks State Park, Harford County, MD-(301) 788-7969
- Sept 30 **British Car Day & Picnic**, San Diego, CA-John Souders (619) 460-1128
- Sept 30 **British "Madness" Car Show**, Bethlehem, CT-Jane Heady (203) 350-MADD
- Sept 30 **British Sports Car Meet**, Shelton, CT-Gary (203) 248-9255
- Oct 6-7 **7th Annual New England Tour**, Westminster, VT-Russ (401) 231-4312
- Oct 6 **Shenandoah Valley British Car Fest**, Waynesboro, VA-Ilm Rimel (703) 885-7179
- Oct 7 **British Car Day**, Woodley Park, Los Angeles, CA (415) 566-6103
- Oct 13 **Austin-Healey Wine Tour**, Lower New York State-Rudy (203) 938-9467
- Oct 12-14 **Triumphfest '90**, Ventura, CA-Bill Burroughs (213) 641-9204

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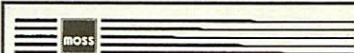
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