

# MOSS Motoring

Spring 1990



## The Heritage MGB Arrives At Moss

**W**e've been fortunate enough to have the Heritage MGB at our Goleta, California facility for several weeks of driving pleasure. If you remember from the front page story on the MGB body shell (Winter 1989), the BL Heritage team drove this rebuilt and rebodied 1973 MGB roadster from New York to California in October.

In the last few months since its arrival, the reborn MGB has been featured on T.V. and has also been roadtested by various motoring correspondents on the west coast. Curiously enough, some of these test drivers had tested the "original" MGB when it was launched in the early sixties! Comments so far have touched on the "tautness" of the car, the rich scent of the genuine leather interior, and the traditional ride and handling which made the MGB a firm favorite during its heyday. With over half a million models sold during production, the popularity of the MGB has been staggering, and we expect this following to continue with the availability of the brand new body shell.

For further details on the BL Heritage body shell, see article on page 4A, highlight on page 4H.

MOSS

## Ring In The New Year With A High-Tech Phone System

**L**ast year—1989—was a year of change for Moss Motors. Many of you have seen or felt the impact of many of those changes. Our acquisition of

*One thing was obvious—  
we needed more toll-free  
800 lines coming in.*

Classic British Sportscar Spares Group (CBSS) of England brought thousands of new parts into stock, as well as the combined expertise, sourcing ability and financial resources of a new larger organization. Add to that our Next Day Delivery, the expansion of our catalogs, and an on-line direct order entry system and you'll see the vast extent of our improvements.

One critical aspect of our operation was not changed until recently, and that is our phone system. In our business, the phones are our business. In 1989, we did a comprehensive analysis of our phone traffic and decided we needed to make some changes.

One thing was obvious—we needed more toll-free 800 lines coming in; those of you who couldn't get through to us last summer know what I mean. There was also the matter of which lines to increase; we had National WATS lines, California WATS lines, a customer service WATS line, and one more for the MG Parts Center which

we acquired with the CBSS in England. We had discovered that some days we needed more California lines, other days we needed more National lines.

In addition to adding more lines, we wanted to simplify things—four different 800 numbers is a bit ridiculous. We decided to go to single number service. That way, no matter the reason for your call, the same 800 number could be used! And as long as we were going to do that, we thought it would be a good idea to expand the area covered by our toll-free lines into Canada and Alaska.

If we were going to add additional lines, one thing was clear—we'd have to change the way some of our calls are answered. With 30 incoming lines, a single operator can be swamped. If we get a wave of calls,

*No matter the reason  
for your call,  
the same 800 number...*

the last callers to be answered have been listening to a phone ring for several minutes. It is frustrating to get a busy signal, but far worse to get through only to have to wait for someone to answer the phone. We also wanted a system that would allow us to keep track of people on hold and route those calls to the first available staff member. The more we looked at it, the

more it looked like it was time for a new phone system.

After six months of searching, we found a computer-controlled phone system that met our requirements, and planned the installation for January 1990. We had also approached ATT regarding our 800 serv-

*A good idea to expand ...  
our toll-free lines  
into Canada and Alaska.*

ice. They suggested that we convert to a service they call MEGACOM, which sounds like the name of a monster out of a Japanese movie. The package ATT prepared incorporated all the features we were looking for; more lines, and single number 800 service covering the fifty states and all of Canada, using a number we already had. The switch over to the new service would take place on the same day we turned on the new phone system, January 15.

The day we switched over, ATT suffered their first Nationwide "interruption in service"—not a great start.

Since then, we have had a few problems adjusting to the new equipment, but the new phone system and the new 800 service are doing exactly what they are sup-

(Continued on page 7.)

## Best of Britain

**T**he 5th annual Best of Britain Car Show and Flea Market is brought to you by Moss Motors, in conjunction with the New Jersey MG "T" Register. Celebrate the opening of the 1990 British sports car event season on April 8th, from 9 am to 3 pm at the Moss Motors' Dover showroom and warehouse facility. The show goes on in rain or shine, so we expect to see you there! Registration for the Popular Vote car show starts at 9 am, at the gate.

Enjoy the car show and the flea market, and receive a special 10% discount on items purchased over the Moss sales counter. There will be a special MGB New Body Shell presentation, along with several Heritage films, including one on the construction of the factory rebodied MOB. Don't worry about lack of trunk space; free shipping is available on all but truck freight items.

How do you get there? From route 80, heading east or west, take exit 37 and turn right. You will see signs for route 513. Follow 513 across route 46 to a "T" intersection. The cross street is Palmer Rd., to the left, and Franklin Rd. to the right. Turn right onto Franklin. The driveway for the Hamilton Business Park is several blocks ahead on your right.

From route 10 west, take the South Salem St. exit (just before K Mart Plaza). At the first light, turn right onto Franklin. Your second left is the Hamilton Business Park entrance.

For further details, please contact Jerry Keller, (201) 625-0640 or Moss Motors, (201) 361-9358.



See photo contest results inside.

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**I**t may be time to finally start making out that list of competition parts you've been dreaming about. Triumph tune and MG Special Tuning, well-known competition parts specialists in the U.K., are now a division of Moss Motors, Ltd.. All those special parts that every British sports car owner is dying to have will soon be available on this side of the Atlantic! This is a quick sneak peek at what we hope will be in store for you in the future, so don't rush to call your favorite salesperson just yet.

Here are just a few of the competition-oriented parts that will be available at Moss Motors in early April:

- Traction Bars
- Vernier Camshaft Gears
- Racing/Sprint Leaf Springs
- Nylatron Suspension Bushings
- Timing Degree Wheels
- Competition Clutch Parts-Back Again!

Remember—these items are not in stock yet. Look for further details on these parts and others in our July-December Price Update, and the next Moss Motoring.

## Future Special Tuning Division



Pete Cox, General Manager of Cox & Buckles, Midlands (a division of Moss Europe), rounds the corner in his updated Triumph TR250.

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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 **March 5 through April 29, 1990.** Highlight prices are valid through **June 30, 1990.**

**Vintage Lap Belts**



These U.S.-made vintage lap belts are perfect for everyday use! Both the lap and the 3-point (lap/shoulder) belts are easily installed. The 3-point belt provides an excellent way to upgrade cars fitted with lap belts or no belts at all. Both styles are black with solid steel, chrome-plated aircraft style buckles. Sold individually, mounting bolts not included.

3-Point Belt	222-205	<b>\$29.95*</b> /\$34.50
2-Point Belt	222-235	<b>\$16.25*</b> /\$17.50

\*Sale prices are valid from 3/5 thru 4/29.

**On the Road Again—Getting Your Car Ready For Spring**

By John Twist, University Motors Grand Rapids, MI

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

**W**hether stored for a season or for years, there are a number of considerations you should review prior to returning your MG to the road.

**Under Bonnet**

**A. Lube, oil, and filter.** If the MG was stored with a fresh oil change, then this step is probably unnecessary, but, in practice, most MGs are driven into their storage area with black, filthy, contaminated oil. Allow this gooey oil to drain for up to an hour. Jack up the diagonal corner of the front suspension to allow all the oil to drain.

If the filter is made of felt, ensure that all the rubber o-rings are removed from the housings. Coat the new rubber rings (element or spin-on) with oil to allow easy removal next time! You can eliminate oil drippings around the engine by tapping a small hole in the top of the spin-on filter and waiting several hours for the oil to drain from the unit back into the sump.

Make certain to lubricate the front suspension and fill the shocks at the same time.

**Battery**—half of all the electrical problems in the MG are caused by faulty battery connections. Use this opportunity to top off the battery with distilled (or de-ionised) water; to clean the battery posts with a post cleaning brush or with coarse sandpaper; to replace the battery clamps with the modern American clamp (unless you are a stickler for originality, as I am, in which case you must use great care in cleaning the old clamps).

**All fluids**—inspect and top off the antifreeze, the windshield washer solvent, the brake and clutch master cylinders, and, of course, the engine oil.

**Inspect the fan belt tension.** The workshop manual tells you to allow 1/2" side to side play. Well, who's pushing—my four year old daughter or Mr. T? The fan belt should be tight enough so that the generator/alternator fan cannot be turned anticlockwise. It makes no difference if it slips clockwise—only that it cannot slip anticlockwise (opposite of engine rotation).

**Clean the fuse box,** if it is easily removed. Disconnect the wiring and brush this important electrical item with soda or acid to remove discoloration from the copper contacts. Often this fuse box looks like the roof of a European cathedral—all green. One quarter of all electrical problems arise from faulty fuse box connections. Pinch the terminals prior to reinstalling the fuses. Examine the fuse box carefully when removing it—the MGB and Midget boxes can be re-installed upside down.

Finally, expend an entire can of WD40 on the hoses, wiring, bright metal, and painted surfaces under the bonnet. This penetrant will leave a protective coating once the carrier has evaporated.

**Interior**

**A. Grease the seat slides** and push the seats—both driver's and passenger's—throughout their travel. This will make adjustments on the road much easier.

**B. Exercise the seat belts.** Spray WD40 into their working mechanisms. If the seat belt is easily pulled and retracted you'll wear it more frequently.

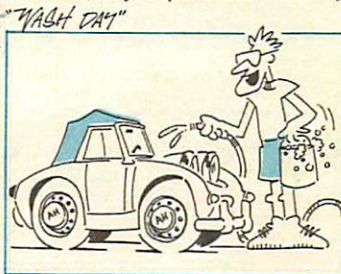
**C. Tighten the door striker screws.** These come loose on the MGB and cause difficulty in opening/closing the door. Also tighten the screws holding the soft top frame to the body.

**Suspension**

**A. Ensure that the tire inflation is correct.** If the tires are low, then your first trip will be to the gas station to fill the tires to comfortable pressures. My own advice is to keep the rears

inflated 2 numbers higher than the fronts. Combinations like 28 - 30 - or 30 - 32 might be suitable. Experiment with tire inflation to determine the best for you and your MG!

**B. Make certain that you have a jack, a tire iron, and your spare is filled.**



**C. You may find that your tires are lumpy**—actually have a flat spot, after a long or very cold storage. This condition usually disappears after a short drive. Remember, never swap radial tires left and right. Swapping them front to rear is o.k., as it does not change their direction of rotation.

**Exterior**

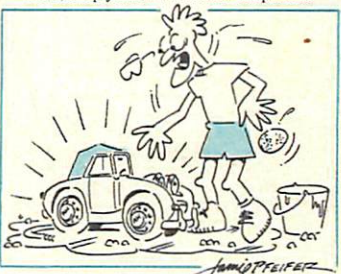
**A. Check the operation of all exterior lights,** especially the brake, turn, and parking lights.



**B. Ensure that the wiper blades are still satisfactory** for cleaning rain and road splash from the screen.

**Before Starting**

For peace of mind, and for the sake of your engine, set oil pressure *before* you start up the engine. On the T-series and MGA, simply allow the starter to spin the



engine before turning on the key. On the later models, remove one of the low tension wires from the ignition coil and spin the engine until the gauge indicates pressure.

If you cannot get pressure by spinning the engine, then remove the spark plugs, ensure that the battery has a good charge, and try spinning again.

In the rarest of cases, it is necessary to prime the oil pump to get the oil drawn up from the sump.

**Specific Problems**

**Frozen Clutch:** After a long storage, or a damp storage, the fabric of the clutch disc can rust to the flywheel or the pressure plate, or both. In these cases, the clutch pedal feels normal, but the clutch fails to disengage. Free the clutch by driving the car, don't remove the engine!

Push the MG in front of your house, sit inside and warm up the engine until it will start in an instant. Put the MG in gear (second) and start up. Drive slowly around your block, revving the engine and hitting the clutch pedal at the same time. Eventually the clutch will spin free. In twenty

years of MGing, I've only had to remove one engine because of a stuck clutch—a Midget 1500 which had been in a flood.

**Frozen Handbrake:** Next year, leave your handbrake OFF during storage! Pull the cables or rods towards the outside of the MG, and beat the levers from the backside of the backing plates with a hammer until the wheel turns freely. Sometimes it is necessary to remove the wheel and beat directly on the drum. I know this sounds crude—but attempting to withdraw the drum will bend the shoes. If you do damage a brake drum (which is unlikely), new, replacement drums are easily found.

**Fuel Pump Inoperable:** If turning the key on doesn't allow the electric fuel pump to click, beat on the pump with the palm of your hand. This usually jars the points within the unit and restores the pump to working order. To ensure better success, remove the fuel line from the carburetor and allow the pump to push a gallon of fuel, tick, tick, ticking for several minutes. If the pump requires more persuasion than your palm or fist, it's best to invest in a new pump.

**Frozen Engine:** After long periods of storage—or inadequate protection, an engine can freeze up. The piston rings actually rust against the cylinder wall. It is rare that a frozen engine must be disassembled to free it up! Patience will get you there. Remove the spark plugs and spray or fill the cylinders with penetrating fluid (as WD40). Spray them every day until the engine loosens. Strip all the ancillaries from the starter side of the engine (including the starter). On an MGB, this would include the distributor, generator/alternator, and oil cooling hoses. Use a long pry bar (crowbar or giant screwdriver) to wedge between the engine backing plate and the teeth on the ring gear. Heave until the flywheel turns. Once it has turned, you are home free! Make a complete revolution using the pry bar. Then, attach a chain to the car and pull it for a quarter mile or so, in fourth gear, to free up the engine. At the end of this "pull" the engine will spring over by hand! **WARNING:** after breaking the engine free, you might be tempted to try the starter. Do not stand in front of the spark plug holes if you spin this over—an enormous quantity of penetrant will soon be airborne.

**Stuck Valve:** Once in a blue moon a valve can rust open. It can be seated again if you push it from below. Simply feed a length of clothesline into the cylinder with the piston at the bottom of its stroke—then turn the engine until that piston collapses the rope and puts pressure on the valve. You might spray WD40 in the cylinder and on top of the valve guide. Once closed, back the engine off, the piston down, remove the rope and start up the engine. It might take several "rope tricks" before the valve works correctly. But this is less trouble than removal of the head.

**Starter Problems**

1. Starter whirrs but does not engage. This is usually the Bendix-style starter (TD-TF, MGA and all Midgets). Free up the Bendix by rapping the armature where it protrudes from the brush plate. Spray the Bendix with WD40 (the magic solvent!).

2. Starter clicks once. Pre-engaged starter. The starter has a dirty solenoid or dirty brushes.

3. Starter clicks rapidly (like a machine gun). Pre-engaged starter, faulty battery terminals, or a discharged battery.

4. Starter clicks rapidly while spinning the engine over. Pre-engaged starter, faulty coil in solenoid.

**Conclusion**

Most owners simply insert the key, grind away, and drive away—but the careful, cautious approach to MG maintenance will serve you better, and give your MGA a longer life!

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

Looking for a bargain on a British sports car? Check out the "classified" ads on page 7 of the Moss Motoring.

## 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.

### Spring Brake Tune-Up

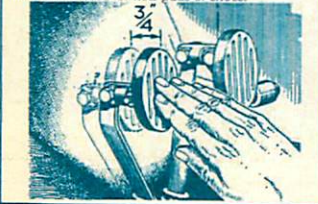
Freshly tuned carburetors, proper running adjustments and an oil filter change; these are just the start of a successful driving season. Making sure that your car will stop is probably the most important part of the Spring maintenance routine. This year, why not give your car a thorough brake safety check.

Excessive pedal travel and/or excessive handbrake movement indicates an overdue adjustment or the need for new pads or shoes.

Sticky wheel cylinder pistons or incorrect master cylinder push rod adjustment will result in a "dead" feeling pedal. Air in the system is the most common cause of "spongy" pedal. These are the most common of storage-related brake problems.

An obvious and serious brake problem is indicated by the abnormal loss of fluid once the car is put in service. Do not just keep on filling the reservoir, also clean and tighten the brake fluid connections. Look for fluid seeping out of the cylinder seals. Pay special attention to the master cylinder.

Excessive pedal travel indicates an overdue adjustment or the need for new pads or shoes.



If wheel cylinders leak into the brake assembly, the fluid quickly ruins your shoes.

Leaky rear oil seals are also a prime source of brake contamination. Often, both leaky wheel cylinders and oily cylinders rob your stopping safety. Determine the culprit and correct the problem.

Shoes that have been soaked with brake fluid and oil may sometimes be reclaimed with an off-the-shelf brake cleaner, but it is usually necessary to replace them, as rear end oil will soften the friction material, greatly reducing its efficiency and safety.

As brake fluid is susceptible to water contamination, it is essential to bleed the brake system once a year. Worn seals will allow air to enter the system, without a sign of fluid leak. The need for repeated bleedings is a sure indicator of this fault.

Absolute cleanliness is essential when servicing brake systems. Be sure that the master cylinder top is clean before it is opened, so no dirt or grit enters the system. Small rubber caps (Moss #031-300) are available to cover most bleed screws, and are an inexpensive way to keep dirt out of the bleeders. Wash the backplates and any other gritty areas before anything is disassembled.

for service. Remove the drums and clean the parts with brake cleaner or soap and hot water. Do not use an air blast to clean brake assemblies. The asbestos particles are a proven carcinogen. Do not handle the clean parts with dirty hands.

Carefully inspect the cylinder bores. Units having rust pits, score marks, and "rings" left by corrosion must be replaced. Internal parts must also be in good order. Disc brake pistons that are rusted or corroded will not hold a seal, nor will plungers and pistons that are scored, or worn on one side.

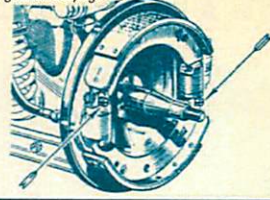
Examine the rubber hydraulic hoses.

The connections to the metal piping are commonly covered in grease. This area should be kept clean so any indication of cracking or swelling can be observed. An uncommon problem with rubber hydraulic hoses occurs when the inside of the hose swells and cuts off the

fluid flow. No problem is apparent on the outside. If you are bleeding the system and no air or fluid passes from the cylinder in question, consider removing the rubber hose for close inspection.

It is preferable to visually inspect front drum brake systems where two cylinders are used. Back off the adjusters to permit the removal of the drum. Get a helper to push the pedal gently. Observe the action of the cylinder's pistons. Only one cylinder may be working, while the other may be stuck. That will stop the wheel, but not very well. If the cylinder does not retract fully when pressure is released, you can see right away that it will have to be rebuilt.

Check cylinder seals for fluid leaks, and oil seals for gear oil seepage.



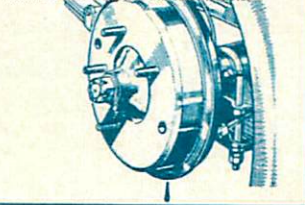
### Brake Adjustments

Adjustment of most British brake systems is a simple operation which should be done regularly.

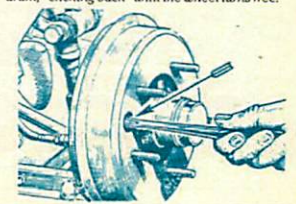
The general method is to turn the adjusters clockwise until the shoe comes up against the drum, "clicking back" until the wheel turns free. Most manuals recommend one click to free the drum, but two or more are usually needed. Rotate the wheel by hand to check the adjustment. A slight "scuff" is permissible, but no drag must be present. Check the drum for concentricity if the adjusters must be backed off an excessive amount. On twin cylinder systems, adjust each shoe in turn.

It is advisable to remove the brake drums at least once each year to inspect the linings and drum surfaces.

A damp backing plate or dripping between drum and backing plate indicates trouble.



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## LETTERS

### Work's Car

I'd like to start by saying how much I have enjoyed my MGB Roadster '67, and how much I appreciate your efforts to keep it on the road in tip-top shape. I love my MGB! Without you guys, I would have gone bonkers long ago.

I'd like to report a crime. Maybe I'm overreacting. (I'm told it is common to people with B.D.O.B.A. syndrome... that's the Broken-Down Old British Auto Syndrome) but it's a crime to me!

I was recently chatting with a fellow who told me he had owned as many as 20 MGBs at one time and over 50 MGAs, MGAs, and Midgets in his life. When the conversation turned to "wishes and dreams", and I mentioned how I wanted alloy boot lids, doors, front wings, and valances to match the bonnet, he said that a couple of years back he ran across such a car and, "made over \$1,800.00 off of it". My ears perked up as I instantly thought "Works Car"! Then I settled down a little when I realized it may have just been an enthusiast's project.

As the story unfolded I became more and more upset. He bought the car for \$200 with a dead engine and body damage. He parted it out. I can only imagine he did this through ignorance, since I'd like to think that any MG enthusiast worth a hill of beans would have looked up its numbers and possibly written to BL if he had realized what the car might signify.

I truly hope the car was an enthusiast's project, because then the parts he sold would be continuing their original purpose.

The other possibility makes me ill. Michael J. Anderson  
Carson City, NV

### Is Your British Car Trouble-Free?

I read with interest the article about the 1990's British Sports Car Revival in *Moss Motoring*, Winter 1989. An attitude immediately caught my attention while reading the article. The author has an apparent love/hate attitude toward British sports cars and their high (?) maintenance requirements. I own 3 MGs (a TD and 2 MGBs) that are driven regularly and I have less trouble from them and spend less time and money on maintenance on all three combined than I do on my 1980 Audi. In the past 3 years my wife and I have made two 5,000 mile trips in the TD, taking it over 12,000 foot passes in the Rockies and across the deserts of Utah and Arizona (we spent an entire week driving across eastern Utah one afternoon). The only maintenance needed on the two trips was a fouled plug, which required all of fifteen minutes to clean and reinstall. This is temperamental and expensive? Give me a break!

Dave DuBois  
Bremerton, WA  
(The author of *The 1990's British Sports Car Revival* isn't the only one with the idea that British sports cars need love and attention. Note Tony Assenza's comments on page 4H and Ken Smith's remarks on page 5.)

### Rich Man's Hobby?

Enclosed you will find a "milestone" parts order and a check for my MGA 1500 MKII restoration project. I say "milestone" because of the long wait. You see, in my lifestyle, necessities come first and expensive hobbies come later or not at all.

I read in *Hemmings Motor News* a few days ago that their average subscriber has on income of \$74,000 per year, owns two modern autos plus two or more collectibles, antiques, etc. I suddenly realized that I am a poor boy in a rich man's hobby. Last year, due to my financial circumstances I went to your major competitor to save about \$8.00 on a \$60.00 order (they were running a special). Well instead of a left and right part, they sent 2 lefts. I was stuck \$7.00 return freight and waited 2 months for the right part.

In short, with all the competitors catalogs, I have not been able to save a dime or even meet your prices.

My MG has been totally apart, including engine, since 1972. Your catalog has been more help in re-assembly than my service manuals.

Also, the beautiful cover car on the MGA-11 catalog has become my dream and inspiration.

Thank you for your help, your enthusiasm and your keeping it all affordable.

Charlie C. Lyons  
Ford City, PA

Standard Brass. Among them was the elusive 5/16-25.

I made my own tap [by grinding two flats on a bolt] like a two flute end mill and was able to clean up the badly damaged stud hole. I then made a stud and mounted it with loctite in the hole. The clamping wing nut (original) works readily without rethreading which confirms my original thread measurement.

So, Beware O Ye Faithful. Here is yet another thread that few of us have ever heard of used on British cars. 5/16-25 is B.S.B.

Please forward these comments to Mr. Caldwell if appropriate. It wouldn't hurt to alert your troops to the existence of British Standard Brass threads as well...

C. Westdal  
Mount Vernon, WA

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

### MG "Safety Fast" Wall Clock

NEW!



In the traditional colors of brown and cream, this clock sports an octagonal face with the legend "Safety Fast", and MG logos at quarterly hour positions. Made of durable plastic, this battery-operated quartz movement clock should be a standard fixture in every MG enthusiast's garage. True collector's items, these clocks are sure to please!

229-620

\$37.50

### Ref: John F. Caldwell, Letter to Editor - Winter '89

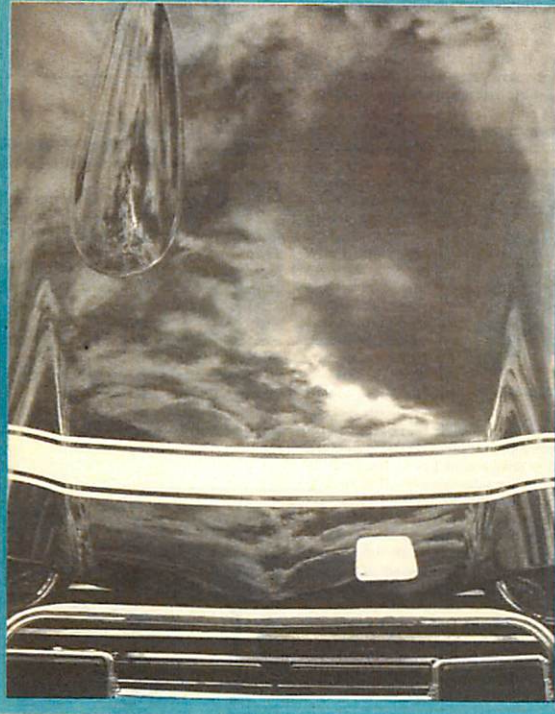
The '53 TD my daughter purchased in '69 had a loose windshield pinch bolt stud, which prevented running the car with the windshield up and the top down.

I measured it as 5/16-25 thread. It was not 24 thread SAE and it was not 25.4 metric. I searched in vain for years. At long last, I happened upon wonderful little wish book (catalog) from "Coles Power Models" of California. They offered for sale, a number of dies with threads of British

# Photo Contest Winners

## Grand Prize

Terrance John  
Mifflinville, PA



## 1st Prize

John Tiffany  
Iowa City, IA



## 2nd Prize



Henning Krebs  
Woodland Hills, CA

## Limited Offer... Wire Wheel Set Specials

We realize that purchasing wire wheels usually requires a big budget or a very special occasion, so we'd like to help you out. If you've been dreaming of replacing your battered, broken-spoked wire wheels with brand new ones, read on. For a limited time, we're offering a special price on a set of wire wheels. You'll save from 7% to 11%, when you buy a set of 4 or 5 brand new wire wheels. (After all, who wants to buy one at a time and wait to see how great your car looks?) Choose between set of five (including spare), or four wheels.

We offer a complete line of Dunlop wire wheels for your favorite British sports car. We have chosen our current suppliers after a rigid quality assurance program and continually monitor wheel quality to insure a standard of excellence equal to or better than original manufacturer's specifications.

To order, simply choose between chrome and painted, decide on a set of 4, or a set of 5 wheels, then look to the Set Number column for the correct set number. Note: Set Number and Number of wheels columns are in bold.

Wheel Size	No. Spokes	Finish	Individual Part No.	Set Number	No. of Wheels	Price
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### Original for MG TC.

19 x 2 1/2" rim	48 spokes	Chrome	454-795	<b>454-608</b>	4	\$1524.95
			454-795	<b>454-618</b>	5	\$1844.95
19 x 2 1/2" rim	48 spokes	Painted	454-600	<b>454-628</b>	4	\$1039.95
			454-600	<b>454-638</b>	5	\$1249.95

### For Austin-Healey Sprite & MG Midget.

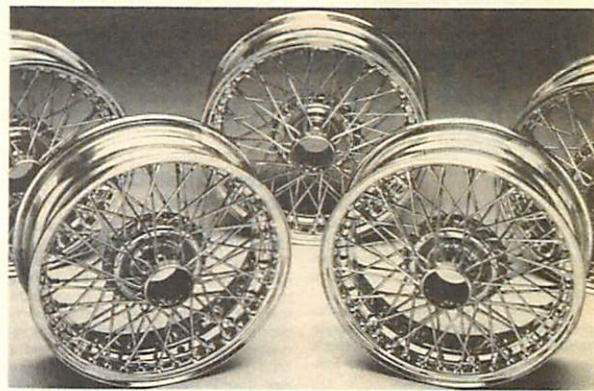
13 x 4" rim	60 spokes	Chrome	454-685	<b>454-648</b>	4	\$849.95
			454-685	<b>454-658</b>	5	\$1029.95
13 x 4" rim	60 spokes	Painted	454-675	<b>454-668</b>	4	\$495.00
			454-675	<b>454-678</b>	5	\$599.00

### For MGB and MGB GT.

14 x 4 1/2" rim	60 spokes	Chrome	454-635	<b>454-688</b>	4	\$779.95
			454-635	<b>454-698</b>	5	\$939.95
14 x 4 1/2" rim	60 spokes	Painted	454-625	<b>454-708</b>	4	\$479.95
			454-625	<b>454-718</b>	5	\$584.95

### Original for Austin-Healey 100-4, 100-6, & 3000 thru BJT (c) 24366, MG TF, MGA and Triumph TR2 and TR3.

15 x 4" rim	48 spokes	Chrome	454-615	<b>454-728</b>	4	\$809.95
			454-615	<b>454-748</b>	5	\$979.95
15 x 4" rim	48 spokes	Painted	454-610	<b>454-758</b>	4	\$519.95
			454-610	<b>454-798</b>	5	\$629.95



Wheel Size	No. Spokes	Finish	Individual Part No.	Set Number	No. of Wheels	Price
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### Original for Austin-Healey 3000 BJT from (c) 24367 thru BJS Triumph TR4, 4A & TR250. Can be used for heavy-duty or competition purposes on MG T-Series, MGA, TR2 & TR3, and Austin-Healeys fitted with front disc brakes.

15 x 4 1/2" rim	60 spokes	Chrome	454-630	<b>454-808</b>	4	\$809.95
			454-630	<b>454-818</b>	5	\$979.95
15 x 4 1/2" rim	60 spokes	Painted	454-620	<b>454-828</b>	4	\$509.95
			454-620	<b>454-838</b>	5	\$619.95

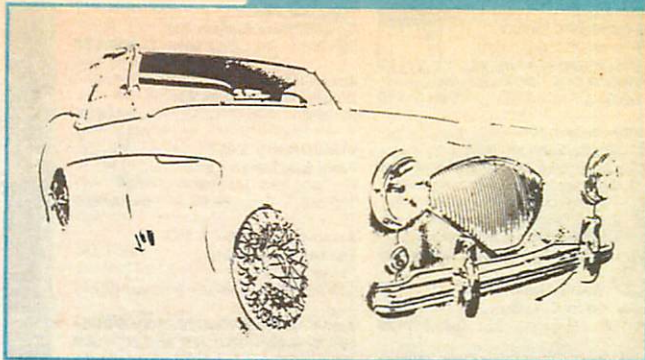
### Original for Triumph TR6. Can also be fitted to Austin-Healeys with front disc brakes.

15 x 5 1/2" rim	72 spokes	Chrome	454-730	<b>454-888</b>	4	\$1039.95
			454-730	<b>454-898</b>	5	\$1259.95
15 x 5 1/2" rim	72 spokes	Painted	454-720	<b>454-908</b>	4	\$574.95
			454-720	<b>454-918</b>	5	\$697.95

### Original for late Jaguar XK150.

16 x 5" rim	60 spokes	Chrome	854-360	<b>854-338</b>	4	\$1374.95
			854-360	<b>854-348</b>	5	\$1664.95
16 x 5" rim	60 spokes	Painted	854-350	<b>854-358</b>	4	\$929.95
			854-350	<b>854-368</b>	5	\$1124.95

## 3rd Prize

John Jennings  
Tenafly, NYHonorable  
MentionCharles Penzone  
Phoenix, AZHonorable  
MentionBill Bond  
Redwood City, CAHonorable  
MentionKen Langford  
Arlington, TX

What a great photo, we said, when we saw Norman Bujoux's shot. (He's from Incline Village, NV) of a yellow TR6 driving down the road (see front page, bottom left). While we eagerly look forward to the photo contest entries each year, we have to admit that choosing only a half dozen or so photos out of hundreds is a formidable task! The response to our 5th annual photo contest was extraordinary! We received even more photos than the record amount sent in last year. Once again you outdid all previous efforts and the results made judging incredibly difficult.

This issue's winners will receive Moss Motors' Gift Certificates in the following amounts: Grand Prize, \$125.00, First Prize, \$100.00, Second Prize, \$75.00, Third Prize, \$50.00, and Honorable Mention, \$25.00. All other entrants will receive a \$5.00 Gift Certificate. "What about Norman?", you ask. As an honorable mention, he'll receive a \$25.00 Gift Certificate.

## An Alternative To Traditional MGB Restoration

By Chris Nowlan  
Product Development Manager

"To B or not to B...?" – was an often asked question that frequently resulted in the realization that old rusted out MGBs just weren't worth saving. Today's MGB enthusiasts have an alternative to traditional rust repair by re-bodying their tired old MGB with a brand new factory original body.

It's well known that the MGB body shell design is extremely strong and more resistant to rust than most other sports cars of the period. A good professional can successfully save almost any MGB body, but the cost in terms of labor and panel work can add up quickly. Most competent rust repair specialists would hesitate to give exact cost estimates for full rust repair, but prefer ballpark estimates that ultimately translate into time and materials. Since time is money, many commercial firms will cut corners where possible, particularly where the results of a marginal job are not going to make themselves known for some years to come. For this reason it's always a good idea to maintain a good relationship and an ever watchful eye on the guy working on your car.

The other major challenge to traditional rust repair is in re-installing the mountain of mechanical and trim components that were removed in order to replace sheet metal sections and to properly repaint the refurbished body. Novice enthusiasts can quite easily reach the limits of their patience in sorting through the heap, particularly if a year or so has passed since the car was dismantled. Of course, the safest approach is to carefully bag, tag or otherwise label each and every component as it is removed, keeping the mounting hardware for that item attached to the part.

The real thrust of this article is the alternative to traditional sports car restoration that revolves around the new MGB

body shells recently introduced from British Motor Heritage and now available at Moss Motors.

The Heritage body shells are exactly as original, except that the overall quality and attention to detail is even better than when the body shells were in volume production. As a particular case in point, the

fine-tuning prior to painting, and some minor holes (for trim, side marker lights, and badges that varied from year to year) must be drilled beforehand, as well. It's also best to re-tap all holes at this time, because, as stated earlier, the bullet-proof, electrostatically-applied primer is firmly bonded to every nook, cranny and captive

short that you're not likely to forget how the part is actually fitted.

Particularly timid novice enthusiasts can easily take some aspects a step further. For instance, one original door can be stripped down and the cleaned-up components can be transferred to the new door with confidence, by using the other still-intact door as a reference guide. This helps to insure that every nut, bolt and washer gets returned to its original location. Since recognizable forward progress is made as each small section is completed, "Restoration Burn-out Syndrome" doesn't seem to be a factor in this type of renovation (if the large number of completed MGB re-bodies in the U.K. is any indication).

While there is a natural tendency to replace each and every old component removed from the donor car with a shiny new part, in reality, most of the completed cars use a large percentage of parts from the donor car. Engines, gearbox, and rear axles can be cleaned up, painted, and re-installed if they are in good repair to start with.

In terms of cost, it's really too early to accurately estimate the cost of the completed project, particularly considering the tremendous number of variables involved, for example, condition of donor car, outside labor, extent of the mechanical rebuild, etc.

It is perhaps fair to say that the overall cost would be less than the cost of a new Miata. Since restored XK6 convertibles are regularly selling for over \$100,000 what's a restored MGB going to be worth in a few years? Again, it's probably fair to say, a lot more than a used Miata.

(For details on the MGB body shell, see highlight on page 4H.)



body shells are both submersion and electrostatically-primed. This results in 100% coverage of all surfaces, including all interior surfaces of the outer sill sections. Original MGBs were never originally painted in these critical areas. New body shells are supplied complete with doors, hood, rear deck lid and front fenders. Careful final assembly at the Heritage plant in Faringdon, England, insures that all bolted-on panels are aligned properly.

A new Heritage MGB body radically changes the approach to MGB restoration. The body shells do require minor

nut thread.

Once the body shell is fully painted and sitting on jack stands next to the donor MGB, the "fun" begins. Imagine the satisfaction of being able to remove a single mechanical component or sub-assembly, clean it, refurbish it as necessary, repaint it, and re-install it on the new shell prior to moving on the next job. There is no need to remove most parts from the original car until they are actually required, resulting in the most organized parts-filing system imaginable. Not only is it easy to find the part you need, but re-installation time is so

## AUSTIN-HEALEY

### Austin-Healey

**100-6 and 3000 Piston**  
 .030" oversize 5-ring piston for 2912cc cars with bushed connecting rods. Sold individually.  
 021-009 Reg. \$49.95 **Sale \$44.50**



### Austin-Healey 100-4

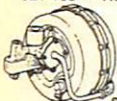
**Stellite Exhaust Valve**  
 Constructed of stainless steel and then faced with Stellite, a hard wearing and highly burn resistant alloy. These valves will considerably outlast stock valves. Sold individually.  
 021-024 Reg. \$17.95 **Sale \$14.95**



### Austin-Healey 100-4

**Brake Master Cylinder**  
 021-142 Reg. \$193.35 **Sale \$174.50**

**Austin-Healey 3000 Front Caliper Piston**  
 Fits thru (c)26704. Sold individually, 4 required per car.  
 021-163 Reg. \$49.75 **Sale \$44.50**



### Austin-Healey 3000

**Brake Servo Assembly**  
 We have 15 genuine Girling units. When gone, we will supply Lockheed units which may require mounting bracket modification.  
 021-172 Reg. \$334.95 **Sale \$324.95**

### Austin-Healey 3000

**Brake Servo Repair Kit**  
 021-164 Reg. \$89.95 **Sale \$79.85**

### Austin-Healey 3000 BJ8

**2nd Gear Synchro Ring**  
 Fits BJ8 4-speed center shift gearboxes only.  
 021-326 Reg. \$43.60 **Sale \$37.50**

### Austin-Healey 100-6 and 3000

**Factory Workshop Manual**  
 Reprint of the original factory manual covering all aspects of maintenance, repair and major overhaul.  
 021-376 Reg. \$54.95 **Sale \$49.95**



### Austin-Healey

**100-4 Black Vinyl Convertible Top**  
 021-525 Reg. \$198.50 **Sale \$179.95**

### Austin-Healey 3000

**Black Vinyl Convertible Top**  
 Fits late BJ7 from (B)59372 thru BJ8.  
 021-533 Reg. \$216.95 **Sale \$199.95**

### Austin-Healey 100-6 and 3000

**Flexible Oil Line**  
 021-711 Reg. \$19.75 **Sale \$17.50**

### Austin-Healey 100-6 and 3000 Fuel Tank

021-800 Reg. \$259.95 **Sale \$249.95**

### Austin-Healey 3000 BJ7 and BJ8

**Right Hand Door Glass**  
 021-861 Reg. \$164.50 **Sale \$149.95**

### Austin-Healey 100-6 and 3000

**Steel Rocker Panels**  
 L/H 021-880 Reg. \$28.75 **Sale \$24.95**  
 R/H 021-881 Reg. \$28.75 **Sale \$24.95**

### Austin-Healey 100-6 and 3000

**Harmonic Crank Balancer**  
 This high-tech rubber dampened balancer/pulley assembly is manufactured by a racing component producer to exacting specifications. Direct replacement for the earlier 2-piece factory design.  
 031-206 Reg. \$198.50 **Sale \$189.95**



### Austin-Healey Chrome Hub Cap

Fits all disc wheel cars, sold individually.  
 031-312 Reg. \$35.80 **Sale \$29.95**

### Austin-Healey Trunk Handle Assembly

Fits all big Healeys, supplied complete with two keys.  
 031-325 Reg. \$31.95 **Sale \$26.95**

### Austin-Healey 100-6 and 3000

**Front Splash Apron**  
 031-350 Reg. \$67.85 **Sale \$62.50**

### Austin-Healey 3000

**Chrome Grille Surround**  
 Fits all 3000s from (C)13750 on.  
 031-361 Reg. \$315.25 **Sale \$289.95**

### Austin-Healey

**100-6 and 3000 Chrome Front Bumper Bar**  
 031-353 Reg. \$112.50 **Sale \$99.95**

### Austin-Healey 100-6 and 3000

**Chrome Rear Bumper Bar**  
 031-356 Reg. \$112.50 **Sale \$99.95**

### Austin-Healey 3000

**Front Side Marker Lamp**  
 Fits 3000 from (B)76138 on.  
 143-650 Reg. \$64.95 **Sale \$49.95**



### Austin-Healey 100-6 & 3000

**Tail Lamp Assembly**  
 Fits up to (C)26704.  
 143-950 Reg. \$47.50 **Sale \$43.95**

### Austin-Healey 9" Windshield Wiper Blade

Fits all except 3000 BJ7 and BJ8, sold individually.  
 164-980 Reg. \$10.75 **Sale \$8.50**

### Austin-Healey 3000 Brake

**Master Cylinder Repair Kit**  
 For cars not fitted with a servo assembly.  
 180-990 Reg. \$8.25 **Sale \$6.50**

### Autographed Austin-Healey Prints

An exquisite set of color prints depicting Donald Healey's favorite models by artist Nick Beringer. Each print is on 16" x 20" acid-free museum quality paper and the 3000 BJ8 print is actually signed by Donald Healey. Our remaining supply of just 30 sets is now reduced during this sale period, order early!  
 213-140 Reg. \$124.50 **Sale \$109.95**

### Austin-Healey 3000 BJ8

**Black Vinyl with Chrome Trim Upholstery Kit**  
 Manufactured in England from genuine factory original materials including the original chrome "herringbone" piping. As original, the seat cushion covers incorporate the small embossed squares, and the rear quarter panels and jump seat backrests, the larger pattern.  
 247-450 Reg. \$339.45 **Sale \$299.95**

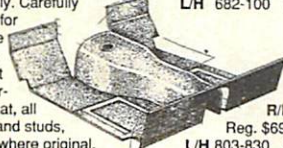


### Austin-Healey Side Panel Kits

Painstakingly made to match the original designs, our panel kits give your interior a professional appearance even when installed by a novice. Kits include front and rear kick panels, door panels and door pockets, parcel trays and matching vinyl to cover the dash face, dash top and door top rails.  
**Black Vinyl Kit for 100-6 and 3000 BN7**  
 247-960 Reg. \$351.00 **Sale \$325.00**  
**Blue Vinyl Kit for 3000 BJ8**  
 Fits from (c)26705 on.  
 248-700 Reg. \$379.50 **Sale \$325.00**

### Austin-Healey 100-4 Black Carpet Kit

Fits 100-4 BN2 only. Carefully patterned and cut for 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. We supply a superior grade cut pile material made in England exclusively for us to duplicate the original which is an 80% wool/20% synthetic blend.  
 248-750 Reg. \$369.75 **Sale \$325.00**



### Austin-Healey Steering Column

**Chrome Spring Cover**  
 Fits all cars with adjustable columns.  
 260-130 Reg. \$8.95 **Sale \$7.25**

### Austin-Healey 3000 BJ7 & BJ8

**Door Top Seals**  
 L/H 282-380 Reg. \$5.75 **Sale \$4.95**  
 R/H 282-390 Reg. \$5.75 **Sale \$4.95**

### Austin-Healey Nylon

**Throttle Linkage Bearing**  
 Fits 100-6 from (E)48863 thru 3000. Not used on tri-carb models.  
 371-610 Reg. \$2.90 **Sale \$2.25**

### Austin-Healey 3000 Headlamp Rim

164-080 Reg. \$29.75 **Sale \$23.50**

# 1990 Moss Motors, Ltd. Spring Sale!

PRICES VALID MARCH 5 THRU APRIL 29, 1990

### Austin-Healey Tonneau Cover

**Stiffener Bar Set**  
 Fits 100-6 BN4 thru 3000 BT7. Set of 5 stiffening bars that slip into stitched pockets of original style tonneau covers.  
 453-658 Reg. \$34.50 **Sale \$29.95**

### Austin-Healey Original Type Air Hose

Fits 100-6 and 3000. This is the large 4" x 31" air hose on the right side of the engine compartment that fits between the grille and the blower.  
 456-120 Reg. \$18.15 **Sale \$14.95**

### Austin-Healey Air Hose Fixing Clip

Fits 100-6 and 3000. For 4" air hoses. 2 required per car, sold individually.  
 326-220 Reg. \$2.25 **Sale \$1.75**

### Austin-Healey 3000

**Brake Master Cylinder**  
 For all 3000s fitted with brake servo assy.  
 581-100 Reg. \$153.90 **Sale \$134.50**

### Austin-Healey 3000

**Rear Wheel Cylinder Repair Kit**  
 For wheel cylinders with .75" bore. One kit does both sides.  
 583-020 Reg. \$8.25 **Sale \$7.25**

### Austin-Healey 100-6 and 3000

**Adjustable Steering Wheel**  
 Supplied complete with adjusting nut. Fits cars originally fitted with adjustable wheels.  
 853-790 Reg. \$164.50 **Sale \$139.95**

### Austin-Healey Scuttle Seal

Fits 100-6 thru 3000 BT7.  
**Right Hand**  
 680-920 Reg. \$27.95 **Sale \$24.50**  
**Left Hand**  
 680-930 Reg. \$27.95 **Sale \$24.50**

### Austin-Healey 3000 Vent Window Seals

Fits BJ7 and BJ8.  
 R/H 682-090 Reg. \$19.90 **Sale \$16.50**  
 L/H 682-100 Reg. \$19.90 **Sale \$16.50**

### Austin-Healey Door

**Shut Face Aluminum Finisher Sets**  
 Fits 100-6 thru 3000 BT7.  
 R/H 803-820 Reg. \$69.75 **Sale \$62.50**  
 L/H 803-830 Reg. \$69.75 **Sale \$62.50**

### Austin-Healey Alloy Valve Covers

Smooth cast alloy valve covers with quick release filler caps. The 6-cylinder cover has provisions for the original I.D. plates while the 4-cylinder version has the Austin-Healey script cast into the top.  
**100-4 Alloy Valve Cover**  
 852-095 Reg. \$166.75 **Sale \$152.50**  
**100-6/3000 Alloy Valve Cover**  
 852-100 Reg. \$169.50 **Sale \$152.50**

### Austin Healey Main Floor Steel Panels

Fits 100-4, 100-6 and 3000.  
 L/H 856-020 Reg. \$61.25 **Sale \$54.95**  
 R/H 856-030 Reg. \$61.25 **Sale \$54.95**

### Austin-Healey Hood Air Intake Grille

Fits 100-6 and early 3000s up to (C)13750.  
 870-110 Reg. \$142.50 **Sale \$129.95**

## SPRITE-MIDGET

### Sprite-Midget Timing Cover Felt Oil Seal

Fits 948cc engines up to (E)9C-H37646.  
 121-500 Reg. \$2.05 **Sale \$1.75**

### Midget Front Side/Flasher

**Lamp Assembly**  
 Fits 1970 thru '74.  
 159-090 Reg. \$48.95 **Sale \$44.50**



### Bugeye Sprite Chrome Tail Lamp Base

159-300 Reg. \$13.50 **Sale \$11.25**

### Midget Rear Sidemarker Lamp Rim

Fits all Midgets from 1970 on.  
 164-145 Reg. \$23.95 **Sale \$17.50**

### Midget 1500 Chrome Headlamp Rim

164-020 Reg. \$17.50 **Sale \$15.95**

### Sprite-Midget Windshield Wiper Blade

Fits all 1967, sold individually.  
 164-980 Reg. \$10.75 **Sale \$8.50**

### Midget Interior Rear View Mirror

Fits from 1970 on.  
 165-115 Reg. \$29.95 **Sale \$24.50**

### Sprite-Midget Ignition Wire Spacer

171-550 Reg. \$1.95 **Sale \$1.50**

### Sprite-Midget

**Master Cylinder**  
 Fits 948cc cars with front drum brakes. Combination brake and clutch master cylinder assembly with 7/8" bore.  
 180-670 Reg. \$239.25 **Sale \$199.95**



### Sprite-Midget

**Master Cylinder Assembly**  
 Original for 1098cc cars with front disc brakes. Combination brake and clutch master cylinder assembly with 3/4" bore.  
 180-555 Reg. \$297.95 **Sale \$269.95**

### Sprite-Midget Brake Master Cylinder

Fits 1967 cars with single line system.  
 180-585 Reg. \$86.50 **Sale \$69.95**

### Sprite-Midget Rear Wheel Cylinder

Fits 948 cc cars only.  
 180-630 Reg. \$32.50 **Sale \$26.95**

### Midget 1500 Clutch

**Release Bearing Sleeve**  
 190-945 Reg. \$59.95 **Sale \$42.50**

### Sprite-Midget

**Black Vinyl Convertible Top**  
 Fits Sprite MkIV and Midget MkIII from 1969 thru Midget 1500 with 6 Tenax studs.  
 242-200 Reg. \$159.95 **Sale \$149.95**

### Bugeye Sprite Luggage Rack

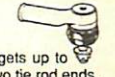
244-720 Reg. \$148.75 **Sale \$129.95**

### Sprite-Midget

**Tie Rod End Set**  
 Fits all Sprites and Midgets up to GAN5-114642. Set of two tie rod ends.  
 263-288 Reg. \$19.95 **Sale \$17.50**

### Midget 1500 Ignition Switch

and Steering Column Lock  
 Fits from 1975 on. Supplied complete with two keys.  
 263-640 Reg. \$72.50 **Sale \$62.50**



**Sprite-Midget**

**Major Front Suspension Kit**  
Fits all cars with front disc brakes. Contains virtually everything you'll need to rebuild your front suspension. One kit does both sides.  
264-088  
Reg. \$157.50  
Sale \$139.95

**Sprite-Midget Rear Leaf Spring**

Fits Midget MkIII and Sprite MkIV only. Sold individually.  
265-490 Reg. \$64.95  
Sale \$51.95

**Midget 1500 Front Suspension Coil Spring**

Fits from GAN6-171478 on. Sold individually.  
265-620 Reg. \$35.95  
Sale \$29.95

**Sprite-Midget Clutch Release Bearing Lever Bush**

Fits all except Midget 1500.  
330-435 Reg. \$2.80  
Sale \$2.25

**Sprite-Midget Front Bumper Grommet**

Not for Bugeye or rubber bumpered cars.  
280-690 Reg. \$1.65  
Sale \$1.25

**Sprite-Midget Exhaust Valve**

Fits 1275cc cars. Valve has 1.156" diameter face. Sold individually.  
423-330 Reg. \$15.95  
Sale \$12.95

**MG TC-TD-TF****MG TC-TD**

**Windshield Wiper Motor**  
145-300 Reg. \$264.50  
Sale \$239.95

**MG TC-TD-TF Distributor Cap**

153-000 Reg. \$12.50  
Sale \$9.95

**MG TC-TD-TF Parking Lamp Socket**

Double contact type.  
157-600 Reg. \$18.95  
Sale \$17.25

**MG TD Tail Lamp Chrome Rim**

This is the rectangular rim that fits earlier TDs up to (c)21302.  
157-920 Reg. \$6.50  
Sale \$4.95

**MG TC-TD Wiper Blade Retainer**

160-400 Reg. \$0.65  
Sale \$0.50

**MG TC-TD**

**Wiper Motor Wire**  
Genuine Lucas silver-gray vinyl covered twin lead wiper motor wire. Supplied in 8 foot length only.  
162-020 Reg. \$4.50  
Sale \$3.95

**MG TC-TD-TF Rear View Dash Mirror**

165-090 Reg. \$24.95  
Sale \$19.95

**MG TD-TF Rear Wheel Cylinder**

180-630 Reg. \$32.50  
Sale \$26.95

**MG TD-TF Brake Master Cylinder**

180-730 Reg. \$107.50  
Sale \$94.50

**MG TD-TF Brake Hose**

Fits both front and rear. Sold individually, 3 required.  
180-840 Reg. \$18.50  
Sale \$14.95

**MG TC-TD-TF Clutch Release Bearing**

190-290 Reg. \$9.75  
Sale \$7.95

**MG TC-TD Clutch Operating Shaft**

5/8" diameter shaft fits up to (E)9407.  
190-320 Reg. \$39.95  
Sale \$29.95

**MG TD-TF Chrome Hub Cap**

Supplied complete with medallion, sold individually.  
200-240 Reg. \$21.95  
Sale \$18.95

**MG TC Spare Wheel Knockoff Medallion**

Brown and cream as original.  
201-020 Reg. \$13.95  
Sale \$11.95

**MG TC-TD Headlamp Mounting Bracket**

This is the chrome bit that fits through the radiator shell.  
202-030 Reg. \$12.50  
Sale \$10.50

**MG TC-TD-TF Dashboard**

**Curved Grab Handle**  
Squeamish passengers can really get a two-fisted grip on this one. 7 1/4" overall with 6" hole spacing.  
229-200 Reg. 8.80  
Sale \$6.95

**MG TD-TF Rear Spring Shackle Pin**

261-170 Reg. \$5.90  
Sale \$4.95

**MG TC-TD-TF Wind Wing Set**

Our classic polished clear plexiglass wind wings eliminate side drafts to make motor-ing more pleasurable. Sold in pairs complete with chrome mounting hardware. Easily installed without drilling.  
240-100 Reg. 39.95  
Sale \$34.95

**MG TD Tan Canvas Tonneau Cover**

Tailored in our own upholstery shop of tan Haartz canvas. Supplied complete with all necessary installation hardware.  
241-250 Reg. 263.75  
Sale \$249.95

**MG TD Black Vinyl Convertible Tops**

Constructed of rugged leather grain black vinyl for those of you seeking the easy care and durability this material gives.

**TD 2-Bow Top**

242-010 Reg. 199.95  
Sale \$179.95

**TD 3-Bow Top**

242-110 Reg. 199.95  
Sale \$179.95

**MG TC-TD-TF Windshield Frame**

**Bottom Corner Bracket**  
408-620 Reg. \$3.25  
Sale \$2.75

**MG TC-TD-TF Leather Seat Kits**

Our leather seat kits are carefully tailored in our own upholstery shop and incorporate original design features which a custom upholstery shop couldn't hope to duplicate. We use leather hides that have been carefully selected for texture and are production dyed to recreate the original colors. We're so confident of the quality and fit of our kits that we offer a full and unconditional guarantee if you're not completely delighted!

**MG TC Leather Seat Kits**

Reg. \$399.95  
Red 245-000 Green 245-010  
Biscuit 245-020 Tan 245-480  
Black 245-030

**MG TD Leather Seat Kits**

Reg. \$399.95  
Red 245-040 Green 245-050  
Biscuit 245-060 Tan 245-490  
Black 245-070

**MG TF Leather Seat Kits**

Reg. \$399.95  
Red 245-080 Green 245-090  
Biscuit 245-100 Tan 245-500  
Black 245-110

**MG TC-TD-TF Vinyl Panel & Trim Kits**

As with our seat kits, our panel kits are designed to adhere to the original design to give a precision fit. Features include perfectly matched hidem strips sewn through the plywood for exact placement and easy installation, door pockets that are stitched to the panel and topped off with leather, and leather piping for the door tops. We also include enough bulk matching vinyl for you to cover your dash and side curtain compartment.

**MG TC Vinyl Panel & Trim Kits**

Reg. \$258.95  
Red 245-360 Green 245-370  
Biscuit 245-380 Tan 245-570  
Black 245-390

**MG TD Vinyl Panel & Trim Kits**

Reg. \$258.95  
Red 245-400 Green 245-410  
Biscuit 245-420 Tan 245-580  
Black 245-430

**MG TF Vinyl Panel & Trim Kits**

Reg. \$258.95  
Red 245-440 Green 245-450  
Biscuit 245-460 Tan 245-590  
Black 245-470

**MG TD "Amco" Luggage Rack**

These fine racks of American design and manufacture are considered a classic in their own right. Clever fold-down design holds plenty of luggage without obstructing your rear-view vision.  
243-700 Reg. 184.75  
Sale \$164.50

**MG TC Steering Column Chrome Spring Cover**

260-130 Reg. \$8.95  
Sale \$7.25

**MG TD-TF Tie Rod End Set**

262-278 Reg. \$22.95  
Sale \$19.95

**MG TD-TF Disc Wheel Lug Nut**

SAE thread, fits late TDs from (c)12285 thru TF. Sold individually.  
264-130 Reg. \$6.95  
Sale \$5.50

**MG TD-TF Front Suspension Wishbone Pivot**

264-270 Reg. \$74.95  
Sale \$59.95

**MG TD-TF Front Suspension Lower Spring Pan**

264-280 Reg. \$32.95  
Sale \$28.95

**MG TC High Speed Ring & Pinion Set**

This 4.875:1 ratio gear set allows considerably higher cruising speeds while at the same time reducing engine wear and tear.  
265-000 Reg. \$474.95  
Sale \$425.00

**MG TD-TF Rear Hub & Brake Drum**

Fits all cars with disc wheels.  
266-510 Reg. \$139.50  
Sale \$119.95

**MG TC-TD-TF Cylinder Head Gasket**

This gasket has round water holes; fits 1250cc engines from (e)22735 on.  
290-100 Reg. \$24.95  
Sale \$21.95

**MG TD Body Rubber Set**

Fits earlier cars with rectangular tail lamps. This complete kit contains virtually every rubber pad, seal, buffer and grommet found on your TD's body!  
281-518 Reg. \$117.50  
Sale \$99.50

**MG TD-TF Original Type Fuel and Brake Line Chassis Clip**

326-326 Reg. \$2.60  
Sale \$2.25

**MG TD Clutch Cable Assembly**

Fits early TDs up to (c)22250.  
331-070 Reg. \$59.95  
Sale \$49.95

**MG TD Original Style Choke Cable**

Reproduced to the original factory specs, our cables include a flat roll outer cable and the correct knob on the inner cable, as well as a chrome bezel. Supplied long, trim to fit.  
331-290 Reg. \$19.65  
Sale \$16.95

**MG TC-TD-TF Tachometer Reduction Gearbox**

360-010 Reg. \$43.95  
Sale \$37.50

**MG TC-TD Dash Lamp Mounting Bracket**

Fits all TCs and TDs up to (c)10778. 4 required.  
361-070 Reg. \$3.45  
Sale \$2.95

**MG TD-TF Rear Jet Lever to Carburetor Link**

370-430 Reg. \$10.95  
Sale \$8.95

**MG TC-TD-TF Carburetor Throttle Link**

372-010 Reg. \$14.95  
Sale \$12.95

**MG TC-TD-TF Oil Pressure Gauge Flexible Oil Line**

Fits between block and firewall fitting. Braided stainless steel exterior with non-aging teflon interior. Guaranteed for life!  
376-060 Reg. \$19.95  
Sale \$16.75

**MG TC Door Striker Plate and Wedge**

Supplied complete with screws. Sold individually.  
401-308 Reg. \$23.70  
Sale \$18.95

**MG TD-TF Windshield Bracket Spacer**

Fits between cowl bracket and body, 1 required each side.  
408-250 Reg. \$2.05  
Sale \$1.75

**MG TC Chassis ID Plate**

A great reproduction of the original photo-etched plate.  
408-700 Reg. \$14.45  
Sale \$12.50

**MG TD-TF Gearbox Rear Mount Support Bracket**

411-020 Reg. \$29.95  
Sale \$24.50

**MG TC-TD Exhaust Valve**

1 3/16" diameter face. Sold individually.  
423-020 Reg. \$13.95  
Sale \$10.95

**MG TC-TD-TF Water Pump**

434-010 Reg. \$98.50  
Sale \$84.50

**MG TC-TD Thermostat and Housing Assembly**

Original outward appearance with an improved removable sleeve inside for easy thermostat replacement.  
434-168 Reg. \$48.75  
Sale \$42.50

**MG TC Gearbox Tail Casting**

Cast aluminum with extra strengthening rib.  
440-320 Reg. \$175.00  
Sale \$165.00

**MG TD-TF Gearbox Cluster Gear**

441-010 Reg. \$324.50  
Sale \$295.00

**MG TD-TF Gearbox 1st and 2nd Gear Sliding Hub Assembly**

441-070 Reg. \$227.30  
Sale \$195.00

**MG TF Chrome Running Board Strips**

Beautiful triple chrome plated brass strips. Sold individually.

**Long Running Board Strip**

451-010 Reg. \$13.50  
Sale \$11.50

**Short Running Board Strip**

451-020 Reg. \$10.95  
Sale \$9.95

**MG TF Hood Side Inspection Panel**

Louvered as original.  
451-740 Reg. \$22.75  
Sale \$19.95

**MG TC-TD-TF Threshold Plate Set**

Our "MG Car Company Ltd." plates are beautifully photo-etched and duplicate the pre-war and very early TC design. Can be reversed for a simple yet traditional look.  
451-398 Reg. \$19.95  
Sale \$14.95

**MG TC-TD-TF Crankshaft**

Forged in 4340 Chromemoly steel, this super quality crank is the last one your car will ever need!

451-490 Reg. \$1150.00  
Sale \$1095.00

**MG TD-TF Chrome Bumper Bars**

Triple chrome plated for lasting beauty and durability. Brackets, overriders, etc. sold separately.

**MG TD-TF Front**

453-010 Reg. \$64.95  
Sale \$49.95

**MG TD Rear**

453-020 Reg. \$64.95  
Sale \$49.95

**MG TF Rear**

453-030 Reg. \$64.95  
Sale \$49.95

**MG TD-TF Original Type Steering Wheel**

A truly excellent reproduction. This traditional banjo-style wheel incorporates the correct pearlescent goldish-tan rim and metallic bronze hub as original.

454-230 Reg. \$146.95  
Sale \$129.95

**MG TD-TF Steering Wheel Centerpiece**

Original metallic bronze color.  
262-340 Reg. \$36.25  
Sale \$29.95

**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

## MG TC-TD-TF

**MG TD-TF Radiator Stay Bar**  
451-700 Reg. \$19.50 Sale \$17.25

**MG TD-TF Carpet Set**  
Fits LHD TDs from (c)4237 and all TFs (recessed footwell). Tailored in our own upholstery shop of fine English wool-blend black short cut pile carpeting woven exclusively for us. This kit includes all necessary snaps, rubber heel mat and leather gear-shift boot.  
454-478 Reg. \$243.95 Sale \$229.95



**MG TC-TD-TF Stainless Steel Exhaust Systems**  
The last exhaust system your car will ever need! Constructed entirely of heavy stainless steel, these systems are designed to fit your car perfectly.

**MG TC System**  
454-508 Reg. \$239.50 Sale \$219.95

**MG TD-TF System**  
454-528 Reg. \$215.75 Sale \$199.95

## MGA

**MGA Timing Cover Felt Oil Seal**  
Fits 1500, 1600 and 1622cc engines up to GC8262.  
121-500 Reg. \$2.05 Sale \$1.75

**MGA Heater Blower Knob**  
150-810 Reg. \$2.50 Sale \$1.95

**MGA 1500 and 1600 Tail Lamp Base**  
159-300 Reg. \$13.50 Sale \$11.25

**MGA Front Parking Lamp Lens and Rim**  
Fits 1600 and MkII.  
164-200 Reg. \$17.95 Sale \$14.95

**MGA 1600 MkII Tail Lamp Lenses**  
Left Hand Large Lens (stop/tail)  
164-400 Reg. \$12.95 Sale \$9.95

Right Hand Small Lens (flasher)  
164-600 Reg. \$12.95 Sale \$9.95

**MGA Front Parking Lamp Rubber Pad**  
Fits between base and body, for 1600 and MkII only.  
164-800 Reg. \$1.95 Sale \$1.50

**MGA Windshield Wiper Blade**  
164-980 Reg. \$10.75 Sale \$8.50

**MGA Rear View Dash Mirror**  
165-100 Reg. \$13.95 Sale \$11.95

**MGA Ignition Wire Spacer**  
171-550 Reg. \$1.95 Sale \$1.50

**MGA Rear Wheel Cylinder**  
180-630 Reg. \$32.50 Sale \$26.95

**MGA Twin Cam Brake Master Cylinder Repair Kit**  
180-780 Reg. \$8.95 Sale \$7.50

**MGA Twin Cam Clutch Master Cylinder Repair Kit**  
180-990 Reg. \$8.25 Sale \$6.50

**MGA Front Disc Brake Pad Set**  
182-210 Reg. \$33.75 Sale \$26.95

**MGA Twin Cam Handbrake Pad Set**  
182-230 Reg. \$29.95 Sale \$23.50

**MGA Clutch Release Bearing**  
190-290 Reg. \$9.75 Sale \$7.95

**MGA Chrome Hub Cap**  
Sold individually.  
200-230 Reg. \$17.95 Sale \$15.95

**MGA Factory Workshop Manual**  
A quality hardbound reprint of the complete factory manual covering the 1500, 1600 and MkII. Incorporates all available factory information and includes in-depth coverage of all aspects of repair, maintenance and overhaul of your MGA.  
210-410 Reg. \$29.95 Sale \$24.50

**MGA: A History and Restoration Guide**  
A complete history of the MGA and its development. Filled with tips on buying, servicing and rebuilding the MGA. A superb guide for the restorer.  
212-960 Reg. \$29.95 Sale \$27.50



**MGA Wind Wing Set**  
Our classic polished clear plexiglass wind wings eliminate side drafts to make motoring more pleasurable. Sold in pairs complete with chrome mounting hardware. Easily installed without drilling.  
240-200 Reg. \$39.75 Sale \$33.95

**MGA Door Scuff Plates**  
These Moss-made ribbed aluminum reproductions fit all MGAs and really look great! Protects the lower front corner of your door panel where your shoe always hits the door. Supplied as a pair.  
240-700 Reg. \$24.25 Sale \$21.50

**MGA Roadster Leather Seat Kits**  
Our leather seat kits are perfect reproductions of the originals with leather seating surfaces and vinyl non-wearing surfaces. Proper pleat placement and correct stitching make these the best seat upholstery kits you can buy.



**Black with Black Piping**  
246-010 Reg. \$399.95 Sale \$359.95  
**Black with Red Piping**  
246-020 Reg. \$399.95 Sale \$359.95  
**Black with White Piping**  
246-030 Reg. \$399.95 Sale \$359.95  
**Black with Blue Piping**  
246-040 Reg. \$399.95 Sale \$359.95  
**Red with Red Piping**  
246-050 Reg. \$399.95 Sale \$359.95  
**Tan with Tan Piping**  
246-060 Reg. \$379.95 Sale \$359.95

**MGA Roadster Deluxe Vinyl Panel Kits**  
Made as original from durable vinyl, these deluxe kits include the 2 front kick panels, 2 front frame covers, 2 door panels, 2 assembled door pockets and 2 rear kick panels. You'll also receive enough matching leather, vinyl and piping to cover all door and cockpit rails, and 1600 MkII dashboards.

**Black with Black Piping**  
246-310 Reg. \$241.50 Sale \$214.95  
**Black with Red Piping**  
246-320 Reg. \$241.50 Sale \$214.95  
**Black with White Piping**  
246-330 Reg. \$241.50 Sale \$214.95  
**Black with Blue Piping**  
246-340 Reg. \$241.50 Sale \$214.95  
**Red with Red Piping**  
246-350 Reg. \$241.50 Sale \$214.95  
**Tan with Tan Piping**  
246-360 Reg. \$241.50 Sale \$214.95

**MGA "Superior Grade" Black Main Carpet Set**  
Fits both coupe and roadster. Carefully patterned and cut for 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 and is an 80% wool/20% synthetic blend.  
242-718 Reg. \$262.75 Sale \$229.95

**MGA Silver Vinyl Fender Piping Set**  
Fits both coupe and roadster. 23 feet supplied, enough for all four fenders.  
249-738 Reg. \$11.95 Sale \$9.95

**MGA Side Curtain Set**  
These side curtains are extremely well made & nearly identical in construction to the optional side curtains used with factory hardtops; fits cars with soft tops beautifully!  
259-648 Reg. \$174.50 Sale \$164.50

**MGA Trunk Seal**  
280-714 Reg. \$10.95 Sale \$8.95

**MGA Steering Rack Seal**  
Sold individually, 2 required.  
263-010 Reg. \$8.25 Sale \$6.95

**MGA Original Type Steering Wheel**  
A beautiful reproduction of the original banjo-style steering wheel. Center-piece #263-110 sold separately.  
263-250 Reg. \$129.95 Sale \$109.95



**MGA Front Suspension Wishbone Pivot**  
264-270 Reg. \$74.95 Sale \$59.95

**MGA Front Suspension Lower Spring Pan**  
264-280 Reg. \$32.95 Sale \$28.95

**MGA Wheel Stud**  
Fits all cars with wire wheels. Sold individually, 8 required.  
267-500 Reg. \$5.50 Sale \$4.95

**MGA Rubber Starter Motor Drive Cover**  
Fits 1600 and MkII. Glues to interior toe board over bump to clear starter drive.  
280-015 Reg. \$14.95 Sale \$10.95

**MGA Bumper Grommet**  
280-690 Reg. \$1.65 Sale \$1.25

**MGA Brake & Clutch Pedal Fume Excluder**  
Fits all except Twin Cam and MkII Deluxe.  
280-710 Reg. \$7.50 Sale \$5.95

**MGA Accelerator Pedal Pad**  
280-790 Reg. \$1.60 Sale \$1.25

**MGA Coupe Rear Window Seal**  
Incorporates glass divider strips.  
280-950 Reg. \$59.95 Sale \$44.50

**MGA 1500 Tail Lamp Plinth Pad**  
280-960 Reg. \$6.95 Sale \$5.95

**MGA MkII Coupe Body Rubber Set**  
This complete kit contains virtually every rubber pad, seal, buffer and grommet found on your MkII coupe's body, including front and rear windshield seals.  
281-758 Reg. \$229.95 Sale \$199.95

**MGA Gas Cap Clip**  
Reproduction of the "lift lever" release clip that often breaks on original gas caps.  
326-730 Reg. \$3.95 Sale \$3.25

**MGA Tachometer Cable**  
331-120 Reg. \$11.75 Sale \$10.50

**MGA Starter Cable (With "S" knob.)**  
331-340 Reg. \$15.75 Sale \$13.25

**MGA Choke Cable (With "C" knob.)**  
331-350 Reg. \$15.75 Sale \$13.25

**MGA Badge Bar**  
Our beautiful chrome factory optional badge bar will hold your favorite badges properly while protecting your grille at the same time.  
453-400 Reg. \$49.95 Sale \$44.50

**MGA Fuel Line**  
Fits between pipe and rear carburetor. Braided stainless steel exterior with non-aging teflon interior. Original in appearance and guaranteed for life!  
376-350 Reg. \$22.95 Sale \$18.50

**MGA Sport Muffler**  
Increases your engine's efficiency by reducing exhaust back-pressure. You'll notice a gain in both horsepower and gas mileage. Sounds great, too! Mounts to standard front pipe.  
454-590 Reg. \$69.95 Sale \$63.50



**MGA Front Bumper Set**  
Beautifully triple chrome plated three piece set.  
454-880 Reg. \$61.95 Sale \$54.50



**MGA Original Type Air Hose**  
This is the large 4" x 18" air hose on the left side of the engine compartment that feeds the carburetors.  
456-110 Reg. \$12.80 Sale \$9.95

**MGA Original Type Air Hose**  
This is the large 4" x 31" air hose on the right side of the engine compartment that feeds the heater.  
456-120 Reg. \$18.15 Sale \$14.95

**MGA Air Hose Fixing Clip**  
For 4" air hoses listed above. 4 required per car, sold individually.  
326-220 Reg. \$2.25 Sale \$1.75

**MGA Engine Oil Pump**  
Fits from (e)GB46342 on. Can be used on earlier engines if strainer #460-760 is used.  
460-730 Reg. \$86.50 Sale \$79.95

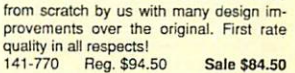


**MGA Radiator Grille Assembly**  
This is the early style assembly for 1500s and 1600s. Supplied complete with shell, grille, false nose and badge.  
470-060 Reg. \$94.50 Sale \$89.95

**MGA Aluminum Door Corner Rail**  
Fits all roadsters.  
L/H 472-170 Reg. \$7.95 Sale \$6.75  
R/H 472-180 Reg. \$7.95 Sale \$6.75

## MGB

**MGB Turn Signal Switch Assembly**  
Fits 1963 thru '67. Tooled from scratch by us with many design improvements over the original. First rate quality in all respects!  
141-770 Reg. \$94.50 Sale \$84.50

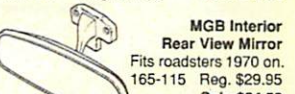


**1980 MGB Distributor**  
Fits the 1980 model year except California spec. cars.  
142-980 Reg. \$169.50 Sale \$109.95

**MGB Distributor**  
This complete brand new Lucas distributor fits roadsters/GTs from (c)258000 thru the end of the 1975 model year (end of '74 in California).  
143-130 Reg. \$239.95 Sale \$229.95

**MGB Sidelamp Mounting Seal**  
Fits 1970 thru 74 1/2; roadsters from (c)187214 to 360300/GTs from 187842 thru 36100.  
164-110 Reg. \$2.29 Sale \$1.95

**MGB Wiper Arm**  
Fits roadsters from (c)164064 to 294250. Sold individually, three required per car.  
164-640 Reg. \$14.95 Sale \$11.95



**MGB Right Hand Door Mirror**  
Originally fitted to roadsters from (c)258001 to 328100/GTs from (c)258001 to 328800. Can be fitted to all years but looks particularly great on chrome bumpered cars.  
165-250 Reg. \$36.90 Sale \$29.95

**MGB Ignition Wire Spacer**  
171-550 Reg. \$1.95 Sale \$1.50

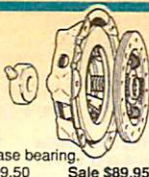
**MGB Rear Wheel Cylinder**  
.800" bore size. Fits all roadsters; GTs up to (c)138400.  
180-635 Reg. \$31.50 Sale \$28.95

**MGB Front Disc Brake Caliper Tab Washer**  
181-670 Reg. \$0.95 Sale \$0.75



#### MGB Clutch Kit

This complete kit includes a new original-type pressure plate, new clutch disc and release bearing.  
190-408 Reg. \$99.50



**Sale \$89.95**

#### MGB Front Grille Badge and Housing

Fits 1973 thru '74 1/2; roadsters from (c)294251 to 360300/GTs from (c)296001 thru 361000.  
201-080 Reg. \$18.50  
Badge (included with housing above) 201-070 Reg. \$5.95



**Sale \$17.25**  
**Sale \$5.25**

#### MGB Weber Down-Draft Carburetor Conversion Kit

Fits 1963 thru '74 1/2 (with manual choke). This complete kit includes a 32/36 DGEV Weber carburetor, manifold, air filter and linkage specially tailored for your car. Ideal for road use, this conversion gives improved full-throttle performance without sacrificing fuel economy or reliability. Can be installed with either the original separate cast iron exhaust manifold, tubular header #459-010 or our stainless steel header #459-015. Legal in California only for racing vehicles which may never be used upon a highway.  
222-260 Reg. \$314.95



**Sale \$299.95**

#### MGB "Amco" Threshold Plates

These Moss-made ribbed aluminum reproductions fit all MGBs and really look great! Supplied as a pair.  
240-610 Reg. \$15.25

**Sale \$13.50**

#### MGB "Amco" Rubber Floor Mat Set

Fits 1968 thru '80. Our custom molded rubber floor mats protect your carpet from harmful sunlight and soil. Made of heavily ribbed black rubber with a large MG logo on each. Sold as a pair.  
241-850 Reg. \$19.95

**Sale \$15.95**



#### MGB Black Vinyl Convertible Top

Fits 1977 thru '80, with zip-out rear window. Can also be used on 1971 thru '76 cars which originally had a fixed rear window. These quality replacement tops are supplied with all necessary snaps and fasteners, but do not include the front header rail and rear anchor bar.  
242-655 Reg. \$179.95

**Sale \$169.95**

#### MGB Black Trunk Carpet Kit

Unless you seek 100% originality, your roadster should have this beautifully fitted carpet kit in the trunk. The kit includes a tailored spare tire cover and the material matches our interior carpet kits.  
242-850 Reg. \$107.50

**Sale \$99.95**

#### MGB Steering Rack Boot

Sold individually, 2 required.  
263-260 Reg. \$7.25

**Sale \$4.95**

#### MGB Ignition Switch and Steering Column Lock

Fits from 1974 on; roadsters from (c)328101/GTs from 328801. Supplied complete with two keys.  
263-640 Reg. \$72.50

**Sale \$62.50**

#### MGB Front Suspension Lower Distance Tube

264-070 Reg. \$3.50

**Sale \$2.95**

#### MGB Front Suspension Wishbone Pivot

264-270 Reg. \$74.95

**Sale \$59.95**

#### MGB Front Suspension Lower Spring Pan

264-260 Reg. \$32.95

**Sale \$28.95**

#### MGB Major Front Suspension Kit

Contains virtually everything you'll need to rebuild your front suspension. One kit does both sides.  
264-408 Reg. \$124.95  
**Sale \$109.95**



#### MGB Differential Pinion Gear

Fits all cars with tubed type rear axle. Sold individually, 2 required.  
267-100 Reg. \$29.95

**Sale \$23.95**

#### MGB Ring & Pinion Gear Set

Fits all cars with tubed type rear axle. 3.909:1 ratio (ring gear has 43 teeth, pinion has 11 teeth).  
267-195 Reg. \$198.50

**Sale \$149.95**

#### MGB Shock Absorber Link

Fits all rubber bumpered cars; roadsters from (c)360301 on/GTs from (c)361001 on. Sold individually.  
267-645 Reg. \$14.75

**Sale \$12.95**

#### MGB Accelerator Pedal Pad

Fits early cars thru 1967; roadsters thru (c)138400/GTs thru (c)139471.  
280-790 Reg. \$1.60

**Sale \$1.25**

#### MGB Door Window Scraper Seals

Order retaining clips #803-400 separately, if necessary.  
**Left Hand** 282-380 Reg. \$5.75  
**Right Hand** 282-390 Reg. \$5.75

**Sale \$4.95**  
**Sale \$4.95**

#### MGB GT Vent Window Seals

**Right Hand** 282-520 Reg. \$11.50  
**Left Hand** 282-540 Reg. \$11.50

**Sale \$9.95**  
**Sale \$9.95**

#### MGB Seat Diaphragms

Originally fitted to approximately 1970 but will fit all years and provides firmer seating than the later style webbing. Supplied complete with clips, priced per seat.  
282-745 Reg. \$16.50

**Sale \$14.50**

#### MGB Vinyl Shift Lever Boot

Fits 1968 thru '80. Supplied complete with inner rubber grommet.  
282-880 Reg. \$15.95

**Sale \$13.50**

#### MGB Autumn Leaf Rubber Front Floor Mat Set

Fits 1968 thru '76.  
283-148 Reg. \$69.85

**Sale \$59.95**

#### MGB Autumn Leaf Sill Cover Set

Originally fitted 1968 thru '76 but will fit all years.  
283-168 Reg. \$65.95

**Sale \$59.95**

#### MGB Heater Control Valve

360-410 Reg. \$23.95

**Sale \$21.50**

#### MGB Fuel Tank Sending Unit

Fits approx. 1963-'64. Replaces early die cast body type units marked FT5301/19.  
360-640 Reg. \$49.95

**Sale \$39.95**

#### MGB Fuel Tank Sending Unit

Fits approx. 1963-'64. Replaces stamped steel type units marked FT4001/500.  
360-660 Reg. \$24.95

**Sale \$21.95**

#### MGB Oil Pressure Gauge Flexible Oil Line

Fits between block and firewall fitting. Braided stainless steel exterior with non-aging teflon interior. Original in appearance and guaranteed for life!  
376-180 Reg. \$18.95

**Sale \$15.95**

#### MGB Steering Wheel Horn Push and Centerpiece Assembly

Fits 1962 thru '67; roadsters thru (c)138400/GTs thru 139471.  
408-220 Reg. \$27.95

**Sale \$23.95**

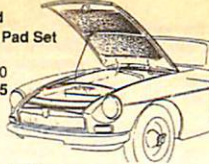
#### MGB Car Number ID Plates

Fits 1970 on. Complete set of two photo-etched alloy plates as original.  
408-340 Reg. \$12.95

**Sale \$9.95**

#### MGB Hood Insulating Pad Set

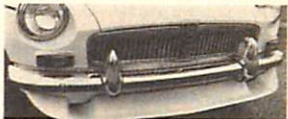
409-008 Reg. \$31.50  
**Sale \$26.95**



#### MGB Camshafts

Brand new, not regrinds!  
**Fits 18G and GA engines.** 451-320 Reg. \$187.50  
**Fits 18G thru GK engines.** 451-335 Reg. \$199.95

**Sale \$149.95**  
**Sale \$149.95**



#### MGB Factory Original Chrome Front Bumper

Fits 1962 thru '74. Produced on original tooling to original specifications, these bumpers are of excellent quality. A little more expensive than our reproduction bumpers, but the fit and finish are certainly superior.  
453-075 Reg. \$99.50

**Sale \$94.50**

#### MGB Reproduction Chrome Front Bumper

Fits 1962 thru '74. An economical alternative to our factory original bumpers, now an even better value!  
453-090 Reg. \$67.95

**Sale \$54.95**



#### MGB Body Side Moulding Set

Made from high quality stainless steel with properly finished ends. Complete set of six strips and all necessary mounting clips, studs and nuts.  
453-478 Reg. \$43.50

**Sale \$39.95**

#### MGB Roadster Header Rail Seal

453-610 Reg. \$17.50

**Sale \$13.95**



#### MGB Steering Rack Assembly

Fits 1962 thru '74 1/2 (chrome bumpered cars). Brand new units assembled by the original manufacturer using new factory components.  
453-620 Reg. \$229.95

**Sale \$199.95**

#### MGB Dash Top Repair Panel

Fits 1972 thru '76. This fully molded black ABS vinyl panel quickly and easily glues on top of your existing dash, effectively covering unsightly cracks. Supplied complete with adhesive and instructions.  
453-895 Reg. \$43.95

**Sale \$39.95**



#### MGB Radiator Grille Assembly

Fits 1962 thru '69; roadsters to (c)187210/GTs to 187840. Supplied complete with center housing and badge.  
454-140 Reg. \$109.95

**Sale \$99.95**

#### MGB Original Type Steering Wheel

Fits 1962 thru '67. A truly excellent reproduction of the traditional banjo-style wheel.  
454-340 Reg. \$136.50

**Sale \$119.95**

#### MGB Roadster Rear Leaf Spring

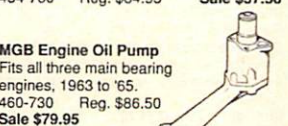
Fits 1962 thru '74 1/2 (six leaf). Supplied with front bush.  
454-760 Reg. \$64.95

**Sale \$57.50**

#### MGB Engine Oil Pump

Fits all three main bearing engines, 1963 to '65.  
460-730 Reg. \$86.50

**Sale \$79.95**



#### MGB Stainless Steel Header

This neatly engineered high performance tubular header is constructed entirely of heavy-gauge stainless steel, guaranteed for life by the manufacturer! Great for use with any of our performance carburetor conversions. Legal in California only for racing vehicles which may never be used upon a highway.  
459-015 Reg. \$225.00

**Sale \$209.95**

#### MGB Gearbox 3rd & 4th Gear Sliding Hub Assembly

Fits 1968 thru '80; roadsters from 138401/GTs from 139472.  
462-215 Reg. \$168.50

**Sale \$139.95**

#### MGB Rostyle Wheel Hub Cap

Includes center MG motif. Sold individually.  
462-710 Reg. \$4.75

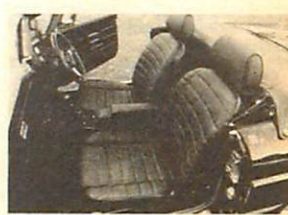
**Sale \$3.95**



#### MGB Air Dam

This ultimate front spoiler will make your MGB look like it belongs on the track! The overall depth is 10", comprising a 6" fiberglass dam with a 4" rubber skirt to resist damage from speed bumps and parking curbs. Supplied complete with mounting instructions and hardware. Finished in black, can be painted to match your car.  
475-180 Reg. \$89.95

**Sale \$74.50**



#### MGB Original BL-Style Seat Kits

Your MGBs interior can look just as it did the day it left the factory! Our exact reproduction seat kits are made in England on the original equipment and features original type vinyls and dielectrically welded seams. These kits are complete and quite straightforward to install.  
1970-'72 Black Vinyl 641-520 Reg. \$212.50  
1973-'76 Autumn Leaf Vinyl 641-590 Reg. \$212.50  
1973-'76 GT Black Fabric 641-680 Reg. \$212.50

**Sale \$199.95**  
**Sale \$199.95**  
**Sale \$199.95**



#### MGB Roadster Door Top Rail Set

Fits 1966 thru '69. Black with black piping. Supplied complete with inner door glass brush seals attached.  
639-608 Reg. \$66.45

**Sale \$59.95**

## TRIUMPH

**Triumph TR7 Piston (std.)** Complete with rings and wrist pin, sold individually.  
071-018 Reg. \$78.95

**Sale \$44.50**

**Triumph TR7 Connecting Rod Bearing Set (std.)**  
071-022 Reg. \$19.95

**Sale \$17.50**



**800-235-6954**  
Toll-Free in U.S.A. & Canada  
**805-968-6910**  
24 Hour Worldwide FAX

## TRIUMPH continued



**Triumph TR7 Camshaft**  
Fits all 5-speed cars.  
071-033 Reg. \$199.95 **Sale \$189.95**

**Triumph TR7 1st and 2nd Gear Synchro Assembly**  
Fits early 4-speed gearboxes up to gearbox number CG36219.  
071-320 Reg. \$59.95 **Sale \$34.95**

**Triumph TR7 Clutch Kit**  
Fits all 5-speed cars. Complete kit includes pressure plate, clutch disc and release bearing.  
071-345 Reg. \$156.30 **Sale \$134.95**

**Triumph TR7 Brake Servo Repair Kit**  
Fits all 5-speed cars.  
071-506 Reg. \$67.85 **Sale \$47.50**

**Triumph TR7 Handbrake Cable**  
Fits all 5-speed cars.  
071-552 Reg. \$27.25 **Sale \$22.50**

**Triumph TR7 Rear Wheel Bearing Kit**  
Fits all 5-speed cars. Includes bearing, seal and grease for one wheel.  
071-556 Reg. \$39.95 **Sale \$32.50**

**Triumph TR7 Front Exhaust Pipe and Catalyst**  
Fits 1975 and '76 California spec. cars only.  
071-605 Reg. \$141.00 **Sale \$119.95**

**Triumph TR7 Constant Energy Kit**  
Fits 1977-'79 Federal spec. cars only. These kits incorporate a complete Lucas distributor and remote amplifier to replace the original poorly designed units so prone to overheating and melting.  
071-706 Reg. \$325.00 **Sale \$174.95**

**Triumph TR7 Interior Lamp Assembly**  
Fits early cars up to (c)ACW30001.  
071-737 Reg. \$12.25 **Sale \$10.95**

**Triumph TR7 Rebuilt Alternator**  
Fits all cars not fitted with air conditioning.  
071-786 Reg. \$157.00 **Sale \$119.95**

**Triumph TR7 Front Valance**  
Fits below front bumper.  
071-814 Reg. \$59.75 **Sale \$49.95**

**Triumph TR7 Front Apron Gold Triumph Decal**  
071-821 Reg. \$10.50 **Sale \$8.95**

**Triumph TR7 Trunk Lid Panel**  
071-873 Reg. \$199.50 **Sale \$159.95**

**Triumph TR7 Electronic Control Unit**  
Also known as the black box or brain. Fits 1979 thru VIN#402027.  
071-928 Reg. \$450.00 **Sale \$345.00**  
Fits from VIN#402028 on.  
071-929 Reg. \$399.95 **Sale \$375.00**

**Triumph TR4 thru TR6 Cowl Vent Lever Control Knob**  
This is a replacement type knob and fits TR6 up to (c)CC85737.  
150-810 Reg. \$2.50 **Sale \$1.95**

**Triumph TR2-TR3B Chrome Tail Lamp Base**  
Fits TR2 from TS1301 thru TR3B.  
159-300 Reg. \$13.50 **Sale \$11.25**

**Triumph TR2-TR3 Rear Wheel Cylinder**  
Fits early cars thru TS13045 with Lockheed systems and 9" rear drums.  
180-630 Reg. \$32.50 **Sale \$26.95**

**Triumph TR2-TR3 Steering Column Chrome Spring Cover**  
Fits all cars with adjustable steering columns.  
260-130 Reg. \$8.95 **Sale \$7.25**

**Triumph TR250-TR6 Cylinder Head Stud**  
This stud fits the right hand forward corner of the block, slightly longer than the other studs.  
328-655 Reg. \$3.50 **Sale \$2.95**

**Triumph TR2-TR4 Outer Control Arm Bush**  
4 required, sold individually. Must be reamed to fit after being pressed into the control arm.  
330-260 Reg. \$5.70 **Sale \$4.95**

**Triumph TR2 Air Cleaner Assembly**  
Fits 1 1/2" H4 carburetors only. These great reproductions even include the blue "AC" decal. Sold individually.  
371-500 Reg. \$21.25 **Sale \$18.95**

**Triumph TR4-TR6 Steering Column Bearing**  
525-020 Reg. \$3.95 **Sale \$3.55**

**Triumph TR250-TR6 Clutch Master Cylinder**  
This .75" bore master cylinder fits TR250s and early TR6s up to (b)52951CC.  
581-530 Reg. \$109.50 **Sale \$99.95**

**Triumph TR3A-TR4 Rear Wheel Cylinder Repair Kit**  
For wheel cylinders with .75" bore, one kit does both sides. Fits TR3A from TS56377 thru TR4 CT5655 (wire wheels) and CT5782 (disc wheels).  
583-020 Reg. \$8.25 **Sale \$7.25**

**Triumph TR250-TR6 Door Mirror**  
Genuine factory original! Fits TR250s and TR6s up to (c)CC85737. Driver's side only.  
633-525 Reg. \$42.50 **Sale \$36.95**

**Triumph TR2-TR3B Dash Knob Set**  
Complete set of 6 dash knobs, plus the vent control knob.  
633-608 Reg. \$12.85 **Sale \$9.95**

**Triumph TR4-TR6 Heater Firewall Connection Pipe**  
635-220 Reg. \$13.95 **Sale \$11.95**

**Triumph TR6 Headlamp Flasher/Dimmer Switch**  
Fits from CF1 thru CF12501.  
635-660 Reg. \$57.50 **Sale \$53.50**

**Triumph TR250-TR6 Spin-On Oil Filter Adaptor**  
This easily installed adaptor completely replaces the frustrating and messy factory canister assembly. Makes future routine oil changes a much more pleasant task. Order spin on filter #235-695 separately.  
635-820 Reg. \$34.65 **Sale \$29.95**

**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. Incorporates a zip-out rear window as original. Can be fitted to TR250s as well.  
640-120 Reg. \$179.95 **Sale \$169.95**

**Triumph TR6 Front Bumper Overrider**  
802-760 Reg. \$23.50 **Sale \$21.50**

**Triumph TR2-TR3B Rear Overrider**  
802-800 Reg. \$23.50 **Sale \$21.50**

**Triumph TR3A-TR3B Front Bumper Overrider**  
802-760 Reg. \$23.50 **Sale \$21.50**

**Triumph TR3A-TR3B Door Top Trim Chrome End Plug**  
Sold individually, four required.  
803-890 Reg. \$1.65 **Sale \$1.35**

**Triumph TR250-TR6 Steering Rack Inner Ball Joint Assembly**  
Sold individually, two required.  
667-205 Reg. \$74.95 **Sale \$69.95**

**Triumph TR6 Original Style Seat Kits**  
Fits 1973 thru '76. Virtually indistinguishable from the originals, these kits are carefully hand tailored in England to uncompromising standards. Features include the proper heat embossed panel inserts and the finest English vinyl. Authentic in all respects!  
New Tan 642-660 Reg. \$312.95 **Sale \$299.95**  
Chestnut 642-670 Reg. \$312.95 **Sale \$299.95**

**Triumph TR2-TR6 "Amco" Rubber Floor Mats**  
Protect your carpets from wear and harmful sunlight with these custom-moulded rubber floor mats. Heavily ribbed black rubber with a Triumph crest on each mat. Now made exclusively for Moss Motors.  
646-750 Reg. \$19.95 **Sale \$15.95**

**Triumph TR250-TR6 Steering Rack Inner Ball Joint Assembly**  
Sold individually, two required.  
667-205 Reg. \$74.95 **Sale \$69.95**

**Triumph TR250-TR6 Steering Rack Inner Ball Joint Assembly**  
Sold individually, two required.  
667-205 Reg. \$74.95 **Sale \$69.95**

**Triumph TR2-TR3B Wind Wing Set**  
Eliminates annoying side drafts. Clear polished plexiglass with chrome mounting brackets. Simple installation requires no drilling.  
647-000 Reg. \$39.95 **Sale \$33.95**

**Triumph TR250-TR6 Steering Rack Inner Ball Joint Assembly**  
Sold individually, two required.  
667-205 Reg. \$74.95 **Sale \$69.95**

**Triumph TR4-TR6 Tie Rod End Set**  
Set of two tie rod ends.  
667-265 Reg. \$31.85 **Sale \$27.50**

**Triumph TR3-TR4 Rear Axle Rubber Buffer**  
Fits TR3 from TS13046 thru TR4. May be used on earlier cars by sectioning to fit and wiring in place as originally fastened.  
674-590 Reg. \$7.15 **Sale \$6.75**

**Triumph TR2-TR3B Hub Cap Medallion**  
A great reproduction enamelled as original. Sold individually.  
674-710 Reg. \$9.95 **Sale \$8.50**

**Triumph TR4-TR6 Windshield Glazing Rubber**  
680-240 Reg. \$24.45 **Sale \$21.95**

**TR2-TR3B Windshield Frame Top Seal**  
680-480 Reg. \$6.50 **Sale \$5.50**

**Triumph TR4A-TR6 Upper Gear Shift Boot and Gaiter**  
680-735 Reg. \$15.95 **Sale \$14.75**

**Triumph TR4-TR4A Head Gasket Set**  
Fits 86-87mm engines.  
690-020 Reg. \$69.95 **Sale \$59.95**

**Triumph TR6 Interior Rear View Mirror Mount**  
Fits from CF1 on.  
801-065 Reg. \$3.40 **Sale \$2.95**

**Triumph TR4-TR6 Hood Locator/Buffer Pin**  
Fits TR4 from (B)37689CT on.  
802-390 Reg. \$3.50 **Sale \$2.95**

**Triumph TR2-TR3B Rear Overrider**  
802-800 Reg. \$23.50 **Sale \$21.50**

**Triumph TR3A-TR3B Door Top Trim Chrome End Plug**  
Sold individually, four required.  
803-890 Reg. \$1.65 **Sale \$1.35**

**Triumph TR3A-TR4A Gas Cap Assembly**  
Fits TR3A TS60001 on.  
834-840 Reg. \$29.95 **Sale \$24.95**

**Triumph Stellite Exhaust Valves**  
Constructed of stainless steel and then faced with Stellite, a hard wearing and highly burn resistant alloy. These valves will considerably outlast stock valves. Sold individually.  
TR2-TR4 to TS21470E (3/8" stem dia.)  
821-015 Reg. \$15.95 **Sale \$13.50**  
TR4-TR4A (5/16" stem dia.)  
821-025 Reg. \$15.25 **Sale \$13.50**

**Triumph TR2-TR4A Crankshaft**  
Brand new, not a regrind!  
851-040 Reg. \$745.00 **Sale \$695.00**

**Triumph Stainless Steel Exhaust Systems**  
The last exhaust system your car will ever need! Constructed entirely of heavy stainless steel, these systems are designed to fit your car precisely.  
Triumph TR4A (twin muffler system)  
860-110 Reg. \$329.50 **Sale \$299.95**  
Triumph TR6 (73-'76 with dual headpipe)  
860-210 Reg. \$329.50 **Sale \$309.95**

**Triumph TR250-TR6 Free Flow Exhaust System**  
Fits all TR250s and early TR6s up to 1972 with single headpipe. This system incorporates improved performance and fuel economy with quad chrome tips and a mellow exhaust note. Easily connects to your existing front pipe or exhaust header. Not legal for sale or use in California on pollution controlled motor vehicles.  
865-050 Reg. \$239.95 **Sale \$219.95**

**Triumph TR6 Grille Assembly**  
Medallion sold separately below.  
870-150 Reg. \$129.95 **Sale \$99.95**  
**Triumph TR6 Grille Medallion**  
870-025 Reg. \$23.50 **Sale \$21.50**

**Jaguar XK120 Tandem Brake Master Cylinder Assembly**  
011-235 Reg. \$659.75 **Sale \$595.00**

**Early Jaguar XK120 Front Wheel Cylinder**  
011-237 Reg. \$45.50 **Sale \$39.95**

**Jaguar XK140-150 Bumper Overrider Beading Set**  
Complete set of 8 pieces for both front and rear overriders.  
011-730 Reg. \$9.95 **Sale \$8.95**

**Jaguar XK120 Front Bumper Spacer**  
011-731 Reg. \$10.45 **Sale \$9.25**

**Jaguar XK120-140-150 Steering Column Chrome Spring Cover**  
260-130 Reg. \$8.95 **Sale \$7.25**

**Jaguar XK120 Tandem Brake Master Cylinder Assembly**  
011-235 Reg. \$659.75 **Sale \$595.00**

**Early Jaguar XK120 Front Wheel Cylinder**  
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**Jaguar XK120 Front Bumper Spacer**  
011-731 Reg. \$10.45 **Sale \$9.25**

**Jaguar XK120-140-150 Steering Column Chrome Spring Cover**  
260-130 Reg. \$8.95 **Sale \$7.25**

**Jaguar XK120-140 Roadster Cockpit Rail Rubber**

Sold by the foot, 20 feet required per car.  
011-744 Reg. \$3.20 **Sale \$2.75**

**Jaguar XK120-140-150 Hub Cap Medallion**  
011-759 Reg. \$9.95

**Sale \$8.25**

**Jaguar XK120-140-150 Lower Ball Joint Fiber Socket**

These are the improved "morganite" replacements for the original brass sockets.  
011-928 Reg. \$27.95 **Sale \$24.50**

**Jaguar XK150 Handbrake Pad Set**

182-230 Reg. \$29.95 **Sale \$23.50**

**Jaguar XK150 Rear Leaf Spring**

454-850 Reg. \$106.65 **Sale \$89.95**

**Jaguar XK120 Tandem Brake Master Cylinder Rebuild Kit**

This complete kit contains all necessary rubber seals and includes the tilt valves.  
510-258 Reg. \$179.95 **Sale \$169.95**

**Jaguar XK140-150 Head Gasket**

Fits all 3.4 liter engines.  
524-069 Reg. \$79.95 **Sale \$65.95**

**Jaguar XK120-140-150 Oil Flex Line**

590-046 Reg. \$25.85 **Sale \$17.50**



**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**



**Jaguar XK120 Stainless Steel Exhaust System**

The last exhaust system your car will ever need! Constructed entirely of heavy stainless steel, this system is modeled after the 120M type with twin headpipes, single muffler and twin tailpipes. Mounts below the chassis cross-member.  
860-170 Reg. \$439.50 **Sale \$409.95**

## MISCELLANEOUS

**Moss Classic Color Spray Paints**

A lot of time and effort went into the development of these paints; a must for the properly restored British sports cars. Supplied in convenient 12 oz. cans. Must be applied to properly primed surfaces to achieve the correct shades.

**MG T-Series Tan Top Frame/Side Curtain Frame Paint**

220-520 Reg. \$11.25 **Sale \$6.95**

**MG T-Series Dark Red Engine Paint**

220-510 Reg. \$11.25 **Sale \$6.95**

**MGA & MGB Dark Red Engine Paint**

Correct for MGBs up to 1974 1/2.  
220-540 Reg. \$11.25 **Sale \$6.95**

**Austin-Healey Light Metallic Green Engine Paint**

220-550 Reg. \$11.25 **Sale \$6.95**

**Sprite-Midget Dark Olive Green Engine Paint**

220-580 Reg. \$11.25 **Sale \$6.95**

**Wire Wheel/Disc Wheel Silver-Gray Paint**

220-560 Reg. \$11.25 **Sale \$6.95**



**SLR/SFT Clear Fog and Driving Lamps**

These beautifully made Moss reproductions are virtually identical to the Lucas originals fitted to many British sports cars of the '50s and '60s. Very attractive and functional.

**Driving Lamp (clear lens)**

162-700 Reg. \$79.50 **Sale \$69.50**

**Fog Lamp (clear fluted lens, illustrated)**

162-800 Reg. \$79.50 **Sale \$69.50**

**Instrument Lamp Bulb Socket**

This is the twin lead type socket for use with screw base bulbs. Used on MGBs and later Triumphs.

158-320 Reg. \$4.90 **Sale \$3.95**



**Cibie Quartz-Halogen Headlamp Set**

A sealed beam headlamp with a replaceable halogen bulb and precision optics that meets all Federal guidelines for public road use! These powerful lamps flood the road with efficient white light for added safety with less eye strain while reducing glare to oncoming drivers. Supplied in a complete set of two.  
162-740 Reg. \$199.50 **Sale \$159.95**



**Lucas Quartz-Halogen Headlamps**

Supplied as original equipment on Euro-spec MGBs. Although not DOT approved because they are semi-sealed beams, their lenses are designed for left-hand drive use and their light pattern is superb. Sold individually. Not legal for street use where DOT approved headlamps are required.  
162-750 Reg. \$49.95 **Sale \$44.50**



**Quartz-Halogen Headlamp Bulb**

Fits both of the Q-H headlamps listed above. Sold individually.  
162-755 Reg. \$12.60 **Sale \$9.95**



**Fender Mirrors**

These are excellent reproductions of the Lucas tear-drop base fender mirror fitted to many early British sports cars.

**Convex Mirror, Right Hand**

165-210 Reg. \$8.95 **Sale \$7.25**

**Convex Mirror, Left Hand**

165-300 Reg. \$8.95 **Sale \$7.25**

**Flat Mirror, Right Hand**

165-400 Reg. \$8.95 **Sale \$7.25**

**Flat Mirror, Left Hand**

165-500 Reg. \$8.95 **Sale \$7.25**

**Vintage-Type Seat Belts**

Here's a great way to comply with the mandatory seat belt laws that many states are enacting! These quality belts have a vintage look appropriate to earlier British sports cars not originally fitted with seat belts. Both the lap belt and the 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 lap belts or with no belts at all. Available in black only with all steel chrome-plated aircraft-type buckles. Mounting bolts included. Sold individually.

**3-Point Belt**

222-205 Reg. \$34.50 **Sale \$29.95**

**2-Point Belt**

222-235 Reg. \$17.50 **Sale \$16.25**



**MG High Performance Poly-Urethane A-Arm Bushings**

If you're looking for that competition edge in your suspension, you'll want to purchase a set of these bushings. Made of poly-urethane instead of stock rubber, these will give you a stiffer ride than even our heavy-duty MGB GT V8 bushings. Sold individually, 8 required per car.  
280-485 Reg. \$2.65 **Sale \$2.25**

**Embroidered British Leyland Jacket Patch**

229-560 Reg. 1.95 **Sale \$1.65**

**Firewall Cable Grommet**

Fits 1" hole. Inside diameter for choke, tach., speedo., starter cables, etc.  
680-630 Reg. \$0.95 **Sale \$0.75**

**Moss Wiring Harnesses**

While some harnesses are supplied complete, most do not include headlamp and dashboard sub-harnesses.

**Midget Mk1 Vinyl-Bound**

Fits 1961 to '62; GAN1-101 to 16183. 355-010 Reg. \$178.50 **Sale \$149.95**

**Midget Mk1 Vinyl-Bound**

Fits 1962 thru '64; GAN2-16184 thru 25787. 355-020 Reg. \$174.50 **Sale \$149.95**

**Midget MkII Vinyl-Bound**

Fits 1964 thru '66; GAN3-25788 thru 52411. 355-030 Reg. \$194.50 **Sale \$164.50**

**Bugeye Sprite Cloth-Bound**

356-100 Reg. \$163.95 **Sale \$149.95**

**MGA 1500 Vinyl-Bound**

355-040 Reg. \$124.95 **Sale \$109.95**

**MGB Vinyl-Bound**

Fits only the earliest roadsters thru (c)27278. 355-060 Reg. \$193.95 **Sale \$139.95**

**MGB Vinyl-Bound**

Fits all early roadsters thru (c)48765. 355-070 Reg. \$193.95 **Sale \$169.95**

**Austin-Healey 100-4 BN1 Cloth-Bound**

356-310 Reg. \$158.75 **Sale \$139.95**

**Austin-Healey 100-4 BN2 Vinyl-Bound**

355-240 Reg. \$113.45 **Sale \$99.95**

**Austin-Healey 100-6 Vinyl-Bound**

Fits up to (c)68595. 355-250 Reg. \$122.50 **Sale \$109.95**

**Austin-Healey 100-6 Cloth-Bound**

Fits up to (c)68595. 356-330 Reg. \$159.50 **Sale \$144.50**

**Austin-Healey 3000 BJ8 Vinyl-Bound**

Fits early BJ8s up to (B)76137. 355-265 Reg. \$126.05 **Sale \$109.95**

**Austin-Healey 3000 BJ8 Cloth-Bound**

Fits late BJ8s from (B)76138 on. 356-355 Reg. \$184.95 **Sale \$159.95**

**Jaguar XK120 Vinyl-Bound**

Fits later cars without chrome parking lamps. 355-320 Reg. \$268.95 **Sale \$239.95**

**Jaguar XK150 Vinyl-Bound**

Fits early cars with single-bulb tail lamps. 355-340 Reg. \$299.95 **Sale \$269.95**

**Jaguar XK150 Vinyl-Bound**

Fits later cars with two-bulb tail lamps. 355-450 Reg. \$299.95 **Sale \$249.95**

**Triumph TR2-TR3 Vinyl-Bound**

Fits early cars up to TS18912. 355-510 Reg. \$99.95 **Sale \$89.95**

**Triumph TR3A-TR3B Vinyl-Bound**

Fits from TS60001 thru TR3B. 355-520 Reg. \$112.50 **Sale \$99.95**

**MG TC Vinyl-Bound**

Fits later TCs from (c)7380 on with factory fitted turn signals. 356-020 Reg. \$109.95 **Sale \$99.95**

**MG TD Vinyl-Bound**

Fits later TDs from (c)18883 on with turn signals and dash mounted dimmer switch. 356-040 Reg. \$114.95 **Sale \$99.95**

**MG TF Vinyl-Bound**

356-060 Reg. \$109.95 **Sale \$99.95**

**Multi-Carburetor Synchronizer Tool**

An indispensable aid to proper balancing of multiple carburetors. Simple to use, it sure beats "listening to the hiss"!  
386-200 Reg. \$18.75 **Sale \$17.95**

**Colortune 500**

This kit allows you to be sure your mixture is perfect! Colortune 500 is a test spark plug with a glass top that allows you to actually see the affect of the carburetor adjustments you're making as different fuel/air mixtures burn with different colors. If you can change a spark plug you can use Colortune! Comes complete with instructions.  
386-210 Reg. \$31.95 **Sale \$29.95**

**SU Tool Kit**

The included instructions tell you how to use the selection of unique tools necessary to properly set up your SU carburetors. Suitable for dual and triple installations.  
386-300 Reg. \$12.95 **Sale \$10.95**

**Oil Pressure Relief Valve Plunger**

Fits MGA, MGB and Austin-Healey 100-4. 460-155 Reg. \$5.95 **Sale \$4.50**



**Windshield Wiper Motor Assembly**

Fits MG TF, Austin-Healey 100-4 BN1, Jaguar XK120 and Triumph TR2 and TR3 to TS12567. We recently obtained a limited supply of original Lucas wiper motor units that easily bolt to your original motor gearbox. Order early, when these are gone there'll be no more!  
145-390 Reg. \$134.95 **Sale \$119.95**

## Prices Valid March 5 thru April 29, 1990

### Notes On Ordering

Orders must be received in our Goleta, California office by April 29, 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, CT and NJ 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, but there is no real way of anticipating demand. We recommend therefore, that sale items be ordered "Back-order Yes" so that you will receive the full benefit of the sale prices even if we should 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 within a reasonably short time. Our minimum order is \$10.00 please.

### If you need it fast, use our Guaranteed Next Day Delivery Service

\*Guaranteed Next Day Delivery Service is available in the continental USA only.

\*All orders must be pre-paid by charge card, no CODs.

\*All orders must be received before 9:00 am PST.

\*Orders are limited to 15 to 20 items, please.

\*We guarantee next day delivery or we will issue you a shipping and handling fee refund.

\*Items over 70 lbs. must be shipped truck freight collect.

Parts Totals to \$20.....	\$14.75
Parts Totals to \$30.....	\$15.95
Parts Totals to \$40.....	\$16.75
Parts Totals to \$50.....	\$17.75
Parts Totals to \$75.....	\$19.00
Parts Totals to \$100.....	\$21.75
Parts Totals to \$125.....	\$24.75
Parts Totals to \$150.....	\$26.75
Parts Totals to \$200.....	\$29.25
Parts Totals to \$300.....	\$32.75
Parts Totals to \$400.....	\$39.75
Parts Totals to \$600.....	\$45.75
Parts Totals over \$600.....	\$47.50

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**Moss Motors, Ltd.**  
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# Never Again. Until Next Time

Tony Assenza  
Car & Driver Magazine

**F**or years I've made my pal Len Frank's love for old Italian cars the butt of countless jokes. I've done it in person, behind his back, and even in print. I've made no secret of my feeling that Len's weakness for these old crocks is a fit subject for public ridicule. I am about to be punished for this, as you'll see.

Len Frank, if the name's unfamiliar, hosts a weekly radio show called "The Car Show", with his partner John Retzek, he speaks well and truly of cars and things automotive. The program is syndicated in 55 markets across the country, and it's worth searching for in your local listings. Besides his radio work, Len contributes to Popular Mechanics, does a little racing, and even pulls his own wrenches.

I always considered Len's predilection for aged Italian iron as a major stress crack in the girderwork of his otherwise astute treatment and knowledge of cars. I missed few opportunities to exercise sarcasm at his expense. At one point, when I was working at Brand X magazine—where Len was also a contributor—I let him have it between the eyes. In print, I postulated to our readers that Len's idea of heaven would be a 40-acre backyard filled with rotting Fiats. Such a statement, as you might imagine, triggered a flood of mail from those who suffered from the same affliction as Len. These individuals were, from all appearances, truly desperate. They made of Len an Italian-car god. They

tracked him to his home and pestered him for morsels of wisdom. Could he get their X1/9s to stop leaking oil? Is there any way a Fiat 128 can be made to run more than ten miles before needing a complete engine rebuild? Things like that.

Call it the wheel coming full circle. Call it my turn in the barrel. Whatever you call it, I've been recently sucker-punched by an old car. An MG. And not just one MG...all of them. Every rat-bag, leaky, rust-ridden basket-case. I was stricken on Topanga Canyon Boulevard

*I've been recently sucker-punched by an old car. An MG.*

while on my way to GM's Advanced Concept Center. As I drew abreast of a lot filled with pristine MGs, my right foot—entirely of its own volition—mashed the brake pedal. Moments later I was talking to Lee Sabine, the British guy who is the chief wrench at Blackmore & Jones Motors, purveyors of vintage British iron. A few minutes later Dellon Blackmore joined us, he being one of the owners and also of the British persuasion. It turned out that B&J is in the business of restoring examples of Cecil Kimber's bright idea and selling them to guys like Len Frank. And I was standing there buying into this concept as if it were a really good idea whose time had come. Like penicillin or Velcro.

The genuinely degrading thing about this is that I should know better. I've "owned" MGs, a term synonymous with having been stranded by MGs. Nevertheless, here I was opening hoods and staring at prewar technology and seriously thinking that maybe this time around I'd get lucky and buy "the right one". In the real world, the right one is a Honda anything, but MGs and their ilk are not the real world. They appear to be because they short-circuit the higher brain functions and deal directly with that part of you that used to make car noises when you rode your bicycle.

*MG prices are about to go through the ozone layer*



As I was jumping from one MG to another, Blackmore told me how the old-British-car business is catching on these days. B&J, as an example, offers financing and warranties and all the other things you expect from a "real" sales outlet. Like Harleys, batwing Ford Fairlans, and Fender guitars, old British cars are losing their cult status and becoming mainstream chic. B&J moves about a dozen cars a month, many to young women who have resisted such trendy fashion accessories as Samurais and VW Cabrios in favor of MG ragtops. What this means, of course, is that MG prices are about to go through the ozone layer.

Two thoughts occurred to me at this point in my visit. One, a new generation of suckers will be picked clean at the parts counter. Two, if I could trade in my ratty 1981 Escort for a reasonable figure I could slide into this white 1963 MGB convertible with red interior and white piping on the seats. My monthly payments would be almost painless.

The numbers crunching in my head made almost as much noise as the gearbox when Lee Sabine and I drove the MGB off the lot for an evaluation cruise. Undoubtedly, it was the soundest MG I'd driven in ten years, despite the graunchy gearbox. The brakes were firm. The steering was as precise as they ever made it, which means that it went pretty much where you pointed it. The seats, the steering wheel, and the pedals were as anti-ergonomic as ever. Heel-and-toe was out of the question. The engine made the usual rough noises, but it felt strong and was in an excellent state of tune. All the toggle switches and gauges worked. The top was tight. Being an L.A. car, the MG had never heard of rust.

The only thing that kept me from signing on the spot was the specter of Len Frank in my rear-view mirror. He was wearing evil-clown makeup and cackling. "Go ahead," he was saying, "make my decade." In a real sense, my decision was not whether to buy an old car. It was whether

I could withstand Len's glee.

I left Blackmore & Jones Motors and went home to think about this. For hours, a pitched battle raged between the right and left hemispheres of my brain. They fought to a draw. I found myself in the same bind as Hamlet—beset by opposing forces but unable to make a decision.

Then I did what I do best. I forgot about it and watched some old videos. I watched some soldiers try to knock off Bela Lugosi's robot in The Phantom Creeps, and then I put on Santo the Masked Wrestler, a Mexican series of high mutant quality. Santo is a wrestler who moonlights as a private eye, top-secret spy, and occasional vampire exterminator. He does this without removing his mask. The tape was cued up to the part where Santo burns down a house full of werewolves and is thanked gratefully by a blond bombshell he's saved from an eternity of death. Like the Lone Ranger, Santo never asks for thanks. In this case he just twirled his cape and got into—guess what—a white MG convertible with a graunchy gearbox. It was a sign. Before summer comes, Santo and I will have something in common. Len Frank be damned.

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## Jaguar XK120-140-150 Hub Cap & Medallion

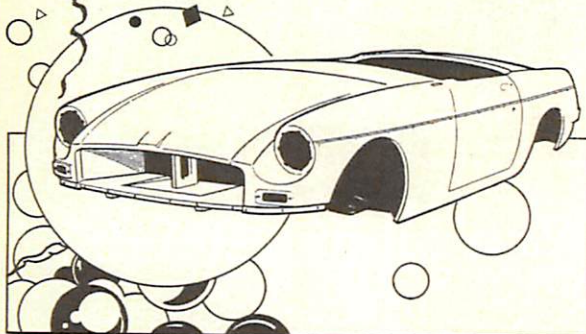


Fits disc wheel XK120-140-150. Hub cap and medallion are sold separately. Two speed nuts are required to fasten each medallion.

Hub Cap	011-758	\$26.95 ea.
Medallion*	011-759	\$8.25 ea.
Speed Nut	326-520	\$0.10 ea.

\*Price is \$9.95 following sale period.

## Introducing... The 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 specifications in England.

Identical to the body used in Abingdon when the MGB was in production, this shell places the restoration of an MGB to its former beauty, within every MGB owner'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.

**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)

# THROUGH THE WINDSCREEN

CLUB NEWS AND EVENTS

## The Club Scene

By Ken Smith  
Club & Events Coordinator

Looking through the many club magazines which were submitted for the Moss Journalism Awards (and I really have to congratulate you on your splendid efforts), there were a couple of features of

reasons for belonging to this "happy breed". It's the natural friendships that accrue from being together with a great bunch of people of like mind, and enhance your quality of life. In a world where "me



club life that were the subject of comment and opinion over and over again.

I noticed in several instances, that the age-old question of **enthusiasm vs apathy** was still in the minds of many. How many times have I read from club officers, "If we do not get more help/support/input, then we may as well pack it in!" Many clubs operate very successfully over the years, and newly-formed clubs seem to have a hard-driving core of officers who are ready to organize a wide range of activities to enhance the benefits of belonging to a British motor club. However, there are other organizations where all the work is left to

first" seems to be a common watchword, it's not so. In a British car club, it's us!

If you've been chastised by the club secretary, editor or chairman for not being active in the club structure, ask yourself why you are in the club at all. If you are going to stay a member, ask yourself what you can do in the coming year to make your club better!

Don't be the person who criticizes 51 weeks of the year as to how the club is organized and then, when the annual meeting comes around, has nothing to say. **Get involved**—you'll feel a lot better for it!

Another recurring theme in the publications, and from the meetings we have attended, is the **debate over popular car shows vs Concours, originality vs authentically-restored and self-judged vs independent assessors**. This whole area is as old as the motor car itself, and books have even been written about this subject! However, it remains one of the hottest talking points in club circles, and has led to some emphatic opinions in several of the magazines that we receive at Moss.

We have several factors to take into account when we look at the various ways people put their cars on display for judging. First of all—why do they do it? Second, what do they hope to achieve? As one who went through all the agonies (and ecstasies) of showing cars in Concours & Condition



events to the highest level, and achieving a moderate degree of success, I feel that show entrants put their cars in to be admired, but also to meet the challenge of competing against equals, and being judged by their peers. Where the problems arise, especially in the U.S., is within the "popular vote" system, where every person attending a particular event or meeting has a chance to vote for the car/s of their choice. One person may have worked extremely hard and diligently to ensure their vehicle is as authentic as possible—that is, "as it left the factory". Next to this car is a rather garish purple automobile, with lots of shiny chrome bits attached. It looks good and sharp, but is nowhere near original. How are people to evaluate these cars? Since everyone has a vote, and not everyone is an expert, sometimes the "pretty" or non-original car will finish ahead of the authentic example—much to the chagrin of the authentic car's owner! Only when you get

a few dedicated members, who get very little thanks or reward for their spare time dedication to keeping the flag flying. This is not new; it has always been so, and those clubs who have this hard core of enthusiasm are indeed fortunate.

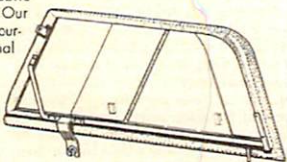
If, however, your club is in this state of apathetic indolence, where the members give nothing and expect everything, then it is time to ask the members why they joined in the place. What did they expect to get? What would they like to see? How can the average member help the club and its officials achieve the good comradery and combined efforts that the more successful clubs enjoy?

Remember, nobody makes you join anything! **You join a car club because you want to!** You join because of a common interest in British cars and then find that with everything that can (and does) go wrong with them, you become comrades in adversity. **Mutual problem-solving** of technical difficulties is one of the main

### MGA 1600 Side Curtain Set

Just in! We now stock the original style fabric-covered side curtains for the MGA 1600. Our U.K. Division has reproduced these side curtains in fabrics that exactly match the original style tops that we carry.

Black Vinyl Side Curtain Set	259-618	\$299.50
Black Canvas Side Curtain Set	259-628	\$324.50
Tan Canvas Side Curtain Set	259-638	\$324.50



judges who are well-versed in the characteristics of a particular marque, and allowed to operate independently, will you get a suitable standard to work to and to strive to achieve.

In England, this situation came to a head some years ago, and I well remember sitting on a committee that thrashed out a set of guidelines which are still being used today. There is not enough space within the confines of the Moss Motoring to go into great detail, but basically, the guidelines were conceived to give everyone a chance to show their car and gain recognition for their efforts in show preparation.

Two main categories were established:

**Concours**—The car is as original as possible (authentic is the word I personally prefer), and as near to as possible as it left the factory. This means, no additions to equipment, with the exception of safety features such as fire extinguishers, seat belts, etc. The color should be as accurate as possible, and the interior trim, panels, etc., should be as the manufacturer offered at the time the car was new.

**Condition**—The car is not necessarily original in any respect. Additions and deviations are permitted anywhere on the car, including extra chrome, non-original body color, performance equipment, etc.

These two main categories were to be judged separately, and awards were to be given for each category, depending on entries. Where possible, experienced, independent judges (previous winners, restoration experts, etc.) were employed. This worked well, but the standard of show cars in the U.K. gradually increased until even the poorest examples entered were of such a high degree of preparedness that new entrants were scared away, thinking that it was a waste of time to even put their car on display.

Another class was required—a "starter" level, so that the novice wishing to show his/her car would not feel embarrassed by having it considered alongside some of the prime examples which had taken years to prepare. So was born, the "Pride of Ownership" category, which was the entry level for drivers to display their cars and receive plaudits for their efforts. More importantly, it allowed them to gain valuable experience in preparing their car for showing, before going on to compete against the very best.

The very best, by the way, move on either to a "Premier" class, an "Elite" category, or, in the U.K., into a "Masters" class, for the best of the best. These very few

Concours participants even have their own small club, membership of which comes the hard way by showing that you can "do it" in International Concours events. If so, you may just receive an invitation to join that exclusive band of masters.

I'm not suggesting that this should happen in the United States, but there are many dissatisfied voices being raised in the classic car movement as to the standards and methods of evaluation being used at some shows. I felt that it was worth raising to a wider audience, to see what your opinions and ideas might bring forth. **Should we standardize a set of guidelines** to clubs, or exchange experiences to improve the quality of British car shows in general? If you have any comments, gripes or opinions on the subject of classic car shows and/or Concours events, please drop a line to:

Ken Smith  
Club Corner  
400 Rutherford St.  
Goleta, CA 93117



We will try to include some of the feedback we receive and a sample of the opinions expressed in a future *Through the Windscreen* column.

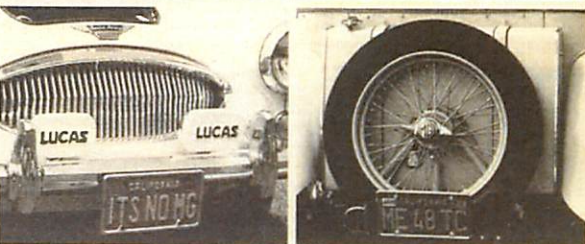
It's not very often we get news of British car activity in Utah, but if you're interested in further details, please contact Bill Van Moorhem of the British Motor Club of Utah at:

1322 South 1400 East, Salt Lake City, UT 84104. (801) 582-9223.

Our club directory grows larger every day—but remember, we can't tell potential members where you are if you don't tell us where you are!

### Join a British Sports Car Club and Get In On the Fun

If you're interested in joining a British sports car club, but don't know how to locate one near you, we can help! Just send an SASE to: Ken Smith, Club & Events Coordinator, 400 Rutherford St, Goleta, CA 93117. Ken will give you both a local and a national club reference to contact. Please indicate your car type on your request. No phone calls, please.



## Personalized License Plate Contest

We've seen dozens of truly unique personalized license plates, many of them truly highlighting the enthusiast's view of British sports cars. We'd like to see how your personalized plate brings home the British sports car experience. Send in a photo of your favorite license plate, or a festive one you've spotted at a car show or in passing. We'll print the most interesting plate photos submitted, in the next issue of the *Moss Motoring*.

If your license plate photo is published,

you'll receive a Gift Certificate for \$10.00. Snap a photo of your own unique plate, or take a look through your photo albums and club snaps for some winners!

Send your photos to:  
Moss Motoring  
License Plate Contest  
400 Rutherford Street  
Goleta, CA 93117

All entries become the property of Moss Motors for their exclusive use. Sorry, no photos can be returned.

## Putting Spring Back In Your Suspension

By Dick Hankinson  
Des Moines, IA

**Y**our car's suspension probably needs a good restoration and you may not be aware of it. That's not surprising. Suspension systems wear slowly and evenly. Nothing dramatic happens. Then one day you realize that the old precision and sharpness has disappeared. It's time to either restore it, or modify and restore it at the same time.

Restoring the suspension system of your car can make it drive like new again. However, there are some concepts and precautions to keep in mind.

1.) Don't make suspension improvements without replacing bushings and any other worn or damaged parts.

2.) Decide the end result that you want: stock, modified, or race. Consult the Moss catalog pages on suspension tuning to help you decide. But once you decide, stick with it. Don't change your mind in the middle of the job or you may end up with an ill-mannered car.

3.) Deal with the same supplier throughout the job, especially if you are modifying your suspension. It's hard to get your questions answered if you've picked up bits and pieces from different places. (No, I'm not a Moss employee. I'm only sharing my experience.)

4.) Have all of the parts that you need before you start. It's usually too late to find a critical, but necessary part, once you're really into the job.

5.) If you can't afford to do the whole car at once, be a cautious driver until you are finished. A car with a partially rebuilt suspension can handle worse than it did before you began.

There are good reasons for these rules. First, you must remember what your suspension is actually doing. It insures that the outside wheel remains nearly vertical to the road when cornering; that the weight transfer, under acceleration, braking, or cornering is controlled; that the wheels are in nearly constant contact with the road; and that the front end of the car is always trying to stay in front of the rear.

The first three concepts are largely controlled by the designers of your car. You can restore your car to the designers' specifications or you can "improve" upon them.

However, "improving" always means a trade-off. You can trade comfort for improved cornering ability by stiffening the springs and shocks. If you stiffen your suspension too much, you'll compromise the principle of "keeping all of your wheels on the ground all of the time." Watch a coaster-wagon rattle down a bumpy street. There are usually only three wheels on the ground instead of four. Your car's designers had a pretty good balance of expectations in mind and you can't improve upon them too much with out giving up a lot of

things that made your car good in the first place.

The last rule, keeping the front end ahead of the back end, is the one that may cause you your grief during a long-term rebuild. Your car was built with certain spring rates, shock absorber settings, suspension angles, and ground clearance. Substitute new parts for old and you'll upset the equilibrium into which your car has settled.

Here are some easy lessons that I've learned:

**Lesson #1.** I began my rebuild by replacing the rear springs. I did it for cosmetic reasons (I hated the sag at one rear corner). The car looked better with the new springs, but it had become a real handful to drive.

New springs had restored life to the rear end, but without new rear shocks to control the springs, I'd done more harm than good. The car was out of balance and the lively rear was trying to push the front end around.

**Moral:** If you have to drive a car with the suspension only partially restored, drive carefully.

**Lesson #2.** When I could finally afford to restore the front end, I decided I really wanted to "improve-on-the-original." This was back when tube-shock kits and springs with modified rates weren't too common.

My favorite shop was providing all of the pieces except the special parts. For those, I was on my own. I purchased a tube-shock conversion kit from a supplier that I'd used successfully for other modified parts. Then I succumbed to an ad from a different supplier for some really special front springs. I ordered them instead of buying new original specification springs.

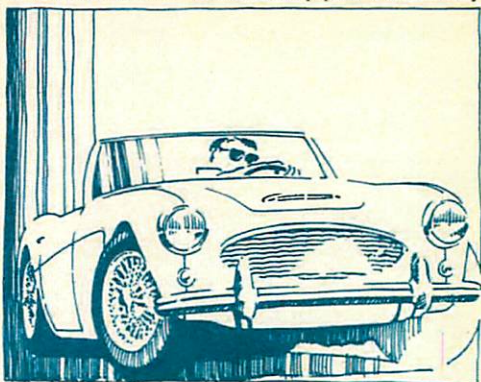
The new springs were o.k., but nobody knew the answers to questions like these: If the front springs are stiffer, and if the tube shocks are also stiffer, will the car tend to have only three wheels on the ground? Are the springs stiffer or just lower? If lower, would I need to re-arch my almost new rear springs in order to preserve the correct castor angle? No single question was a big problem. It's just that I had no single source of information and I was beginning to realize that I was over my head. My phone bill for answers sent the project over budget.

**Moral:** If you're going to need advice before the job is completely done, be able to get it all from one source. Don't change doctors part way through the operation.

**Lesson #3.** The rebuild and modifications all came out very well, almost too well. Although I'd not replaced the rear shocks, I began to test the new limits of the car's adhesion. It didn't take long. The front end was gripping better than it did

when it was new, but the back end was less controllable than it had been before I'd started. It didn't take me long to learn that I'd really made a mess. The rear end went wherever it wanted in spite of all of the changes that I'd made to the front of the car. I ordered the tube-shock kit for the rear end that very night.

**Moral:** Original equipment shocks have the half-life of a popsicle in the sun. They



should always be among the first parts that you replace.

**Lesson #4.** Worn suspension bushings will make your suspension seem loose and imprecise. The big rubber bushings at the wishbone/crossmember joint of an MG are critical. When they deteriorate, your suspension will be sloppy and your steering can feel tight. It won't drive like a sports car any more. All rubber bushings need to be looked after frequently, and they should be replaced with neoprene or metal substitutes.

**Moral:** Don't even think about making modifications until you've made all of the moving parts factory new.

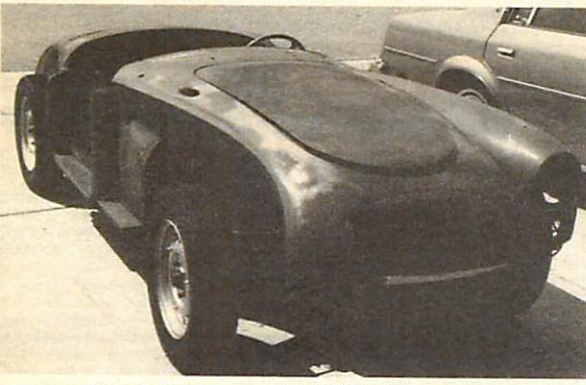
**Lesson #5.** Begin the restoration. One of the reasons that you chose a British sports car is that you wanted superior handling and control. It is always tempting to put your always too scarce money into things that "show". It's hard to get excited about buying parts that are never seen.

**Moral:** The only thing that really counts for "show" is the back end of your car disappearing down a curvy road. That's the "show" to put your money in.

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

## 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



We spotted Chris Heavens' handsome 1961 MGA 1600 at the September 10th Palo Alto British Car Day. While admiring his car, I noticed a detailed photo follow-through of his restoration. Knowing that it is this type of finished project that stirs the blood of the to-be restorer, it seemed a perfect example for *Sports Car Gallery*!

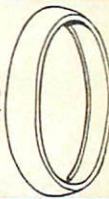


"I can now spend time enjoying the car as it was intended. Laying on the ground each weekend looking for that last oil leak, or worrying about the temperature gauge wrapping itself around the stop in summer time, but best of all, waving to the host of folk that give me a hoot and the "thumbs up" sign! That really makes it all worth while.

Thanks to the Moss organization for making this kind of project possible for the average weekend enthusiast. Keep up the good work."—Chris Heavens  
(Chris will receive a gift certificate for his contribution.)

### MGB Headlamp Rim

Fits 1980 MGB.  
An often-needed item, yet it hasn't yet been listed in our MGB catalog. These triple-plated chrome rims are now in stock, sold individually.



164-015

\$19.95

## 1st Annual Moss Motors Journalism Awards

**T**he variety was astounding! The talent you displayed in publishing your club magazine is amazing, and the quality is outstanding. Our panel of judges has had an exacting task, and we must apologize for the delay in announcing the winning entries! However, we are now evaluating the final top twenty entries, and winners will be notified by mail prior to the publication of the results in the Summer *Moss Motoring*. We received entries from clubs as far apart as Oregon and Washington, through Iowa and Ohio, to Connecticut and Massachusetts (not forgetting Georgia, North Carolina and Texas!) To keep you in suspense a little longer, here are the twenty semi-finalists:

*Triumph Trax*, - Portland Triumph Owner's Assoc., *The Roars* - Houston MG Car Club, *The Exhaust* - Milwaukee & Great

Lakes MG Group, *MG Talk* - South Eastern MG Register, *Tales & Trails* - Triumph Travellers Sports Car Club, *Tonneau or Not to Know* - Basically British Car Club, *Healey Northwest* - Austin-Healey Club of Oregon, *Quadrigea News* - North Carolina MG Car Club, *Austin-Healey Magazine* - Austin-Healey Club Pacific Center, *Octagon* - MG Owner's Club, San Francisco, *British Car Club Magazine* - British Car Club Iowa, *The Herald* - Central Coast Triumphs, *Side Curtains* - Mason-Dixon TRA, Maryland, *MOWOG News* - Connecticut MG Club, *MG Club of St. Louis Newsletter* - MG Club of St. Louis, *Triumph Standard* - So. Cal. Triumph Owner's Assoc., *The Oil Spot* - British Motorcar Fraternity, New England, *Newseak* - Ohio Valley Austin-Healey Club, *Cascade* - Cascade Austin-Healey Club, *MOWOG Murmurs* - NW Center MG Car Club.



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

## TECH TIPS 20

### "Pull Cable" Makes Life Easier

Bob Muenchausen  
Boise, ID

*"Why didn't I think of that?"... might be your reaction to this common sense idea!*

When replacing the choke cable or any loose hose or wire that is threaded through some maze of mechanical/electrical clutter, an easy way to rethread the new piece through is to use a "pull cable".

A pull cable allows you to pull your new piece back through the same route that the original took, which will save you skinned knuckles, make the cable length come out right, and help prevent electrical shorts and wiring knocked loose.

Simply tie or tape a suitably flexible piece of wire, cord, or string, about two feet longer than the part replaced, to the trailing end of the piece you will be withdrawing (carb end of choke cable, for example). You then pull both the part and the pull cable out until just a few inches of pull cable is past the final obstruction or mounting point (hole in dash for choke cable).

Next, remove the old part from the pull cable, and fasten the same end of the new part to the pull cable securely. Now you are ready to pull the new part in place. As you do, work it through slowly, working past any snags carefully to avoid creating kinks, binds, or other "mysterious" electrical malfunctions of components along the route. When done, make all mechanical connections and then take the new part and shift it as necessary to even out the slack at each end. This last step is often overlooked, but can add to the life of working cables, such as choke cables, by removing undue stress.

*(Bob will receive a gift certificate for his contribution.)*

## TECH TIPS 21

### MGA, MGB Front Crankshaft Seal

Paul Calderera  
Long Beach, MS

The MGB front crankshaft seal (Moss #120-000) tends to leak engine oil because there isn't a built-in device for ensuring the seal is centered with the crankshaft centerline when the seal is replaced. Engines for most other cars utilize dowels to correctly position the timing cover and thus center the seal. The official MGB service manual recommends that the seal be centered with a special service tool that is slipped on the crankshaft and into the seal after the timing cover is installed but before the timing cover bolts are tightened.

I have never seen the tool offered for sale in the United States, but I have found something to use in its place. That "something" is the MGB single row timing chain crankshaft sprocket (Moss #460-425). The

sprocket hub is tapered on one end and when slipped on the crankshaft and into the seal, will center the seal perfectly.

I obtained my "centering tool" from an extra MGB engine which I have for parts. If you don't have an extra engine with a single row timing chain, you may be able to borrow the sprocket from a friend who does have an extra sprocket.

This "centering tool" is also useable on the late model MGAs which utilize the same seal (Moss #120-000). I have not verified its application to the early model MGA since I don't have one.

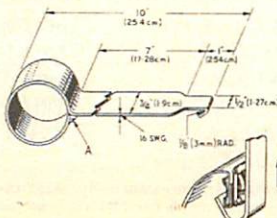
I hope you will be able to put this tech tip in a future issue of Moss Motoring so that other MG owners will benefit from it. I wish I would have discovered it years ago.

*(Paul will receive a gift certificate for his contribution.)*

## TECH TIPS 22

### Door Top Seal Replacement

Richard Lantz  
El Cajon, CA



*(This should really help if you own an MGB, TR4-6, Sprite-Midget or late Healey.)*

A tool made from a hacksaw blade greatly simplifies installation of the clips which retain the door top seals. Break off the rounded end of the blade, heat the broken end to incandescence and allow to cool slowly in order to anneal (soften) the metal. Bend the annealed end so that a clip can be loosely cradled in the bend. Reheat the end and quench in water to retemper the metal. Wrap the unbent end with duct tape to form a handle. Coat the inside of the bend with a thick layer of weatherstrip cement so that the clips will stick in place.

Remove the door top covers to free the window a bit and push the clips off to release the old seal. Trim the new seal to length and press into place. Open the new clips a bit with a screwdriver so that the opening can be started over both seal and retainer strip. Fit the clip into the tool. While holding the seal down with one hand pull the clip into place. Starting the clip is a bit of a trick, and the task is not easy, but once you get the hang of it you should be able to install the seals in less than an hour.

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

## Classic-fied Ads

We accept advertisements for British Cars only; no parts ads please. One time insertion is \$35.00. Publication is quarterly, the deadline for the next issue is April 16, 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.

**1967 MG Midget:** BR green, restored, needs finishing touches, wire wheels; 1970 MG Roadster: Mustard gold, complete, great restorable condition; 1973 MGB GT: Black tulip, complete, great restorable condition. Many spare parts including complete set wire wheels for MGB. \$3,000 for all, must sell. Will sacrifice. Best offer considered. Jeffrey Rinek, Plainsboro, NJ, (609) 799-4763.

**1957 TR3:** Small grill, restored from frame up. Runs good, new seats and carpets, new red paint. Some parts. Photo available upon request. Video available, \$5.00. \$9,000. Bud Weber, (205) 426-6454

**MGA 1956 Roadster:** New motor, new top, new tonneau cover, C.B., new Clarion stereo cassette A.M./F.M. radio, 4 speakers T.V. ant., new clutch, new car cover, heavy duty crash bar, trunk rack, extra parts, and locks everywhere. Lu Brooks, 8117 Kathryn S.E., Albuquerque, NM 87108. (505) 268-1954.

**1958 TR3:** White with burgundy interior. Driven daily, garaged nightly. Many new parts installed: starter, clutch, generator, fuel pump, Weber carbs. Also top, side curtains, tonneau, and boot cover. Same owner for past 20 years. \$7,500 OBO. Call evenings or weekends, Jay Tartell, San Antonio, TX, (512) 656-4418.

**1968 MG Midget:** New paint and interior. Rebuilt motor, transmission. Fiberglass hard top and wire wheels. Pretty car. \$3,250. Call Mark, (919) 934-8757 days, (919) 965-8550 nights.

**1961 TR3A:** Excellent condition. Engine overhauled, new top, side curtains, carpet, chrome, etc. Wire wheels, super burgundy metallic lacquer paint. Making room for a Healey. \$10,500 or offer. Robert Mason, Tujunga, CA, (818) 353-4811.

**1959 MGA Coupe:** Some rust, project car. \$3,000 firm. Jim Murray, 850 Calhoun St., San Jose, CA 95116. (408) 298-4151

**1964 MGB Convertible:** Excellent 95% restored, red with black interior, Alpine stereo, overdrive, wire wheels, soft top, tonneau and hardtop. Runs great and looks great. \$5,500 or best offer. (707) 964-6331 or 964-9246. Rich Poyrre, P.O. Box 549, Fort Bragg, CA 95437.

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

**1961 Triumph TR3:** \$8,000. Newly rebuilt engine, car is in mint condition with minor paint needs, new top, seats, tonneau top, brakes new. Runs excellent. A very fun car to cruise in. Has won awards in car shows in the past. Needs good home. Brad Schmidt, 7 Santa Ynez St., Santa Barbara, CA 93103.

**1949 MG TC:** Grandfather 1/2 way through restoration. Has owned since new. Engine rebuilt and in place on frame. Body stripped and ready to prime. Many extras, original MG super-charger system, original shop and owners manuals. Always garaged. No rust. \$7,900. Roger (719) 544-9591

**1979 MG Midget:** If you ever wanted an as new 11 year old British sports car, this is it. Absolutely factory fresh. No rust or collisions, ever. Garaged since new. Seasonally maintained. Threetops. White with black interior. All documents. 14,733 actual miles. Asking \$10,000. Consider trading for a T-car. Days, (502) 452-7925, evens., (502) 245-0354.

## New Phone,

*continued from 1*

posed to do. Now, when it is busy, you will not have to wait for one operator to answer your call. We have an "automated attendant" as a backup. If that answers, you will be given a couple of choices. By pressing a number on your phone, your call will be directed to one of three groups of people here at Moss who will help you. If you are not sure whom you need to speak to, or if you don't have a touch tone phone, your call will automatically go to the operator, who will assist you.

There is another feature in the system that will help us provide better service. Because the number of calls coming in can vary greatly from moment to moment, there are periods when there are more calls than we can handle instantly. Take our sales department—in a month during our Spring sale we will have over 25,000 calls to answer. If they came evenly spread out over the entire day, it wouldn't be a problem, but they come in waves. If the number of calls coming in exceeds the staff available, the system will advise you of that fact with a recorded message, and you will be 'in line' for the first available person on our staff. If we simply cannot get to you in a reasonable length of time, we'll take a message and call you back. It is important to know that as soon as there is one person on hold, we'll know it. A small red light on everyone's phone lights up, and our managers have a terminal which shows the number of people waiting, and how long they have been there. We will be able to react quickly to reduce the amount of time you have to wait.

Another advantage to our new system is the single 800 number. By dialing 800-

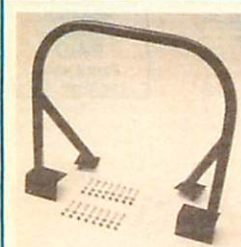


Frank Butcher handles an incoming order.

235-6954, you can reach anyone here at Moss. We used to have a non-toll-free number for Customer Service calls, and we later added a toll-free number for that purpose. The problem was that most people were not sure what that department did, and the resulting confusion caused some frustration. Now it is no longer necessary for you to figure out which department you need to call, we'll do that for you!

Our goal is simple. We want it to be easy for you to call us, we want to be able to answer your call promptly, and we want to be able to connect you quickly with someone who can help you. Our new 800 service, and the new phone system should allow us to do just that. If you experience any difficulty or have any comments concerning our new telephone set-up, please don't hesitate to let us know. We really need your comments if we are to offer you the most efficient and enjoyable service possible.

## Triumph TR4-4A-250-TR6 Roll Bar



This is one accessory that we hope you'll never have to use! This bolt-in roll bar is engineered to give maximum protection with minimal restriction of cockpit space. It fits inside both convertible and factory hard tops and is straightforward to install. Gloss black finish.

Roll Bar

856-090

\$139.95

# 1990 British Sports Car Events Calendar



**I**n the interest of British sports car owners throughout the country, we are interested in publishing major British car events in our quarterly events calendar. If you would like to list an event in the *Moss Motoring*, please send a short description, including date and telephone number. We will list as many events as possible in our available space. Send your entries, attention: Moss Motoring Events Calendar, 400 Rutherford Street, Goleta, CA 93117. Our next deadline closes April 16, 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.)

- |   |  |
|---|--|
| March 4 <b>All British Car Show</b> , Phoenix, AZ-(602) 944-7240, 234-1369  | June 27-July 1 <b>GOF MK 50</b> , Syracuse, NY, write Drawer 220, Oneonta, NY 13820  |
| April 8 <b>Best of Britain</b> , Moss Motors, Dover, NJ-Jerry Keller (201) 625-0640 or Moss Motors (201) 361-9358     | July 2-24 <b>Circuit of Britain</b> , write Drawer 220, Oneonta, NY 13820  |
| April 19-22 <b>GOF South</b> , Crystal River, FL-Sandy Sanders (305) 859-0173   | July 4-8 <b>A.H. Conclave '90</b> , Rockford, IL-Bill Thompson (708) 356-8818  |
| April 20-22 <b>Kimber Festival</b> , Shreveport, LA, write Drawer 220, Oneonta, NY 13820                              | July 6-8 <b>12th Annual VARAC International Vintage Racing Festival</b> , Shannonville, Ont., Canada-Mike Rosen (416) 469-5599 |
| April 21 <b>3rd Annual British Gathering</b> , Maryville, TN-Carolyn Henriksen (615) 984-8711                         | July 12-14 <b>MG Fest '90</b> , Niagara Falls, NY-Joe Gioffre (716) 683-9380   |
| May 6 <b>Braille Rallye</b> , Spartanburg, SC-Bill Sapp (803) 472-9481  | July 19-22 <b>GOF Central</b> , Milwaukee, WI-Chris Christensen (414) 549-1775   |
| May 12-13 <b>1st All British Swap Meet &amp; Car Show</b> , Plymouth, CA-(805) 962-8125                               | July 20-22 <b>NAMGAR Nat'l. GT-15</b> , Williamsburg, VA-Len Bonney (416) 734-3475   |
| May 19-20 <b>Vintage Triumph Register Texas Regional</b> , New Braunfels, TX-Kathie Hulka (512) 650-4660              | July 30-Aug. 3 <b>GOF West</b> , Mount Bachelor, OR-Brian Rainville (503) 653-1486   |
| May 22-30 <b>MG Enthusiast's Tour of England-Basically British Tours</b> (617) 631-1470                               | Aug 1-5 <b>VTR Triumph Nat'l. Convention</b> , Boulder, CO-Mark (303) 690-6864   |
| May 25-28 <b>California Healey Week</b> , Santa Maria, CA-Don Martin (714) 497-1951                                   | Aug 11 <b>Moss Motors' Triumph Marquee Day</b> , Goleta, CA (800) 235-6954   |
| June 1 <b>Ontario GOF</b> , Port Hope, Ontario, Canada-Roy Mercer (416) 725-7866                                      | Aug 17-19 <b>Monterey Historic Races</b> , Laguna Seca, CA (408) 648-5100  |
| June 3 <b>MG Day</b> , Museum of Transportation, Brookline, MA-Gene Gilmore (508) 668-7140                            | Aug 17-19 <b>MGC Register Convention</b> (all MGs welcome), Fishkill, NY-Tom Boscarino (516) 751-8107                          |
| June 3 <b>MG Summer Picnic</b> , Grand Rapids, MI-John Twist (616) 245-2141   | Aug 16-19 <b>Austin-Healey Encounter</b> , New Hope, PA-Joe Pepe (215) 942-3156  |
| June 3 <b>British at the Castle</b> , East Haddam, CT-Mary Bronson (203) 789-8026                                     | Aug 24-26 <b>MG Summer Party</b> , Grand Rapids, MI-John Twist (616) 245-2141  |
| June 9 <b>Moss Motors' MG Marquee Day</b> , Goleta, CA-(800) 235-6954   | Sept 1-2 <b>14th Annual British Day</b> , Portland, OR-Kevin Jewell (206) 885-0103   |
| June 10 <b>English Auto Show</b> , Springfield, IL-Mark Joslyn (219) 359-6792   | Sept 8 <b>Moss Motors' Healey Marquee Day</b> , Goleta, CA-(800) 235-6954  |
| June 10 <b>British Car Days South</b> , Winston-Salem, NC-Bill Longyard, 2913 Braderton Dr., Winston-Salem, NC 27103  | Sept 9 <b>British Car Meet</b> , Palo Alto, CA-Rick Fiebusch (415) 566-6103  |
| June 21-24 <b>AMGBA Nat'l. Conv.</b> , Atlanta, GA-Mike Penney (404) 627-1724   | Sept 9 <b>Chicago British Car Festival</b> , Downer's Grove, IL-(708) 469-7031   |
| June 30 <b>Santa Barbara Vintage Sports &amp; Racing Car Show</b> , Santa Barbara, CA-Orwin Middleton, (805) 682-0146 | Sept 15-16 <b>All British Car Day</b> , St. Louis, Mo-Kelth Bester (314) 821-2372  |
|   | Sept 20-23 <b>GOF MK 51</b> , Mystic, CT, write Drawer 220, Oneonta, NY 13820  |
|   | Oct 12-14 <b>Triumphest '90</b> , Ventura, CA -Bill Burroughs (213) 641-9204   |

## Need a Catalog?



**M**oss offers you a full line of complete and comprehensive catalogs. Beautifully detailed illustrations of each car make finding the parts you need easy. Tech tips and accessories also aid you in the restoration, maintenance and enjoyment of your British classic. Clip out this coupon, check the box for your car type, and send it to Moss Motors, Ltd., P.O. Box 847, Goleta, CA 93116 for a free Moss catalog.

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| MGB                | <input type="checkbox"/> MGB-03 | TR7                | <input type="checkbox"/> TRZ-01 |
| TR2-4A             | <input type="checkbox"/> TRI-03 | Sprite-Midget      | <input type="checkbox"/> SPM-01 |
| TR250-6            | <input type="checkbox"/> TRS-01 | Current Price List | <input type="checkbox"/> *      |
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\*Keep parts costs down! Please check your catalog edition number before requesting a new catalog-you may just need a current price list.

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

### MG TC-TD Radiator Grille Slat Set

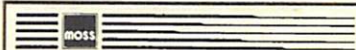


**NEW!**

Retoiled exclusively for Moss Motors! These grille slats are fully stamped and exactly duplicate the delicate airfoil cross-section of the originals. Available zinc-plated for painting or fully chrome-plated as originally fitted to very late TD MKIIs.

**Note:** Radiator shell, false nose and medallion sold separately.

- |                            |         |
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| 454-170                    | \$44.95 |
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