

# MOSS Motoring

Summer 1990

## Moss Marque Days Craze

**W**e like to think of Moss Motors' Marque Days as special celebration days for your favorite British sports car! Although each Marque Day is a little different from another, there are some basic features they all share.

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

June 9  
MG Marque Day



August 11  
Triumph Marque Day



September 8  
Austin-Healey  
Marque Day



What would you rather be doing than roaring along a country road in your British sports car? Now's the time to pull off the car cover, grab your favorite passenger, pack a picnic lunch and head out on the open road. The British sports car experience—keeping our sports cars on the road is the only reason that we're in this business.

## Restoring the Past... With An Eye to the Future

**I**f you're an everyday driver of a British sports car, or even just a Sunday driver, you are probably aware that it's not only the major components on your car that need to be available, but also, the very minor and incidental. If you were previously unaware of the existence of companies like Moss Motors (a horrible time for you, most likely), you either combed junkyards for little missing pieces, or went without. There's a big difference in driving a TR6 without the proper hood buffers, an MGB missing vent window seals, or an Austin-Healey with threadbare carpeting. Of course, you're still able to be on the road, but, it's at the sacrifice of your happiness and comfort. We believe that the key to a healthy British sports car market is the availability of all the components you require, not only to maintain and repair your car, but also the more obscure items which are required when you undertake a full or partial rebuild.

Our U.S. product development department has been sourcing items since T-series cars were available new. Founder Al Moss was one of the first enthusiasts to realize a need for a reliable source of parts as factory supplies dried up. The technologies and sources that we have located over the years have proved to be excel-



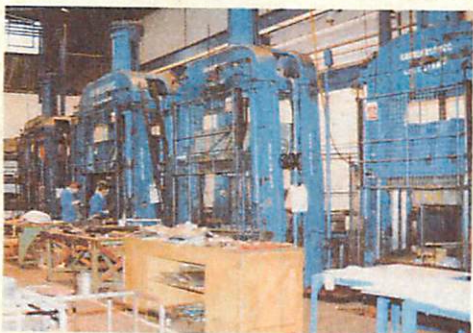
Two steps in the reproduction of rocker panels. In the rear, freshly stamped panels, in the foreground, the same panels are trimmed and ready to be shipped.

lent, and the experience in producing items from the most obscure nut, bolt or washer, to steering wheels and bumpers, has been of great help to us. Our charter member affiliation with British Motor Heritage Ltd., has enabled us to manufacture thousands of items to full OE specifications.

(Managing Director of Moss Europe, Pete Buckles, joins in with his view of the future of the British sports car in light of the recent developments in remanufacturing by BL Heritage and Moss Motors—Ed.)

With the advent of the MGB bodyshell, we have witnessed increased demand for

items of the type not required when cars were restored in the past. We feel quite proud of the range of items that we have remanufactured. Cox and Buckles Spares (now a division of Moss Europe) were pioneers of manufacturing low volume production runs of body panels which almost exactly duplicated the original factory components. We have, in general, stayed away from the handmade one-off type items which vary in quality and dimension and for which supply is dependent upon one or two skilled personnel within an organization. These skilled people, many of them absolute artists with metal, get bored producing 25, or worse yet 125, of the same item. This reflects in a lowering of standards of manufacture. The way to overcome this problem is to produce tooling so that the piece is produced by a method which is far closer to that used by the original vehicle supplier. Needless to say, it is not possible from a practical standpoint to lay down the kind of tooling that the manufacturer used when the cars were built on a production line. The cost of such tooling to produce a TR4 or an MGA front fender would today exceed \$500,000. The tooling would be able to produce 500 panels a day, but unless I'm missing something, the demand for such volume is just not there. The expertise in our UK and U.S. divisions has focused on finding manufacturers who are prepared to develop and produce tooling at much lower costs, but consequently slightly higher cost of production. The range of components tooled by our companies is enormous; at the last count we had developed over 2,000 products in the UK that have become obsolete from Rover, and many thousands more in



Note the incredible size of the presses at the Pressed Steel Fisher plant in Swindon, England.

See "Future" on page 5

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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.**

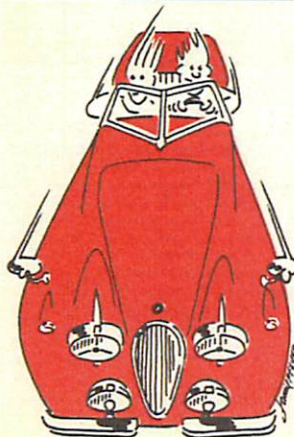
Double-spaced, typed information is preferred. We regret that we cannot return any material. We also reserve the right to accept or reject any material on whatever grounds we decide; we reserve the right to edit or change any material to suit the needs of our publication, without prior notification to 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**

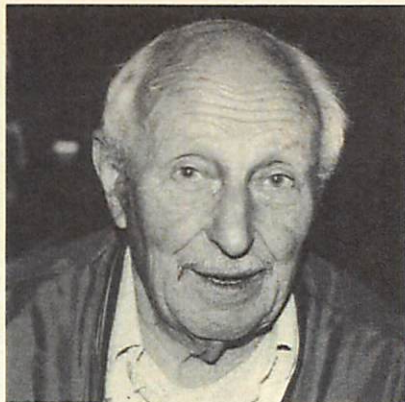
**We're extending our Price Update through July 7, 1990.**

**All prices are valid from May 21 through July 7, 1990.**



**A Tribute to Henry Stone**

The MG fraternity has lost a few good men this past year. Gone are Wilson McComb, the noted MG historian and writer, and Eddie McGowan, who drove his car nearly half a million miles on the same engine, flying the flag across the world, showing people behind the Iron Curtain a little of what freedom is all about.



Henry Stone, 1911-1990.

And now Henry Stone. Many of you out there may never have heard of Henry, who worked at the MG Car Company for over 40 years (the "G", as they used to call it) and who was one of the backroom boys behind the phenomenal racing and record breaking MG episodes in the early and mid-'30s. Those were the days when the factory supported teams, and drivers smashed record after record with their little cars.

Henry, even after he retired, never lost his enthusiasm for all things MG, and travelled the world at the invitations of clubs. He thrilled members with his reminiscences, his tremendous recall of details from years ago, and his ability to diagnose almost any problem encountered on the cars he loved so well. I knew Henry well, and was delighted to receive a Christmas note from him just a few short weeks ago inquiring after my wife's and my health, when his own was not at all good. Henry will be sadly missed by all who were fortunate enough to know him. The legacy of his passing will be the generous way he imparted information to be recorded for posterity. We extend our deepest sympathy to his wife Winnie, and the Stone family.—Ken Smith

**Why We Recycle Styrofoam Peanuts**



It's been over a year since we made the decision to stop packing your fragile car parts in styrofoam peanuts. Since then, we've received countless letters in support for our environment-oriented change to unprinted recycled newspaper!

Although we feel that the continued manufacture of packing materials like the infamous peanut is ecologically unsound, some of our suppliers continue to ship their products to us this way. Since there is no viable disposal method available, we use and recycle them instead of putting yet another non-biodegradable product into the earth. If you receive a package where styrofoam peanuts have been used to protect your parts, please help us to keep them in circulation, and use them to protect your next fragile shipment.



**Everyone Wants To Join Up!**



(When Club Support rep Ken Smith mentioned (Spring '90) that he would provide a local or national club reference to interested enthusiasts, who would have guessed? Bombarded by requests and SASEs (10-15 per day), Ken has been frantically consulting his club database and furiously typing out replies! Those of you who have been worried about the demise of the British sports car—relax. It's not going to happen in our lifetime! Club editors—please be sure to update your info with us—Ed.)

**XK120 & MKIX Part Interchange**

Your catalogs have always been good; your magazine, *Moss Motoring*, is terrific! Having received three issues now, I get the feeling that Moss Motors is not just in the parts business — but is dedicated to preserving these British examples of excellence, and helping us nutballs out here who are trying to do the same.

When I was doing my XK120 in the old days, your catalog was invaluable, and the parts you offered were always there when I needed them. Now, I have a 1960 MKIX,

and your catalog is still invaluable because the motors are essentially the same. Even though your catalog covers only the XK120/XK140/XK150 sports cars, motor parts are basically interchangeable. Thus: my MKIX is now carrying new Moss Motors cylinder head nuts, cam cover nuts, etc. — simply because your prices and delivery are superior to other selling the same pieces.

One question: Is it possible that you might begin offering parts for the early Jaguar saloons? Specifically, the MKVII, VIII, and IX are becoming rather rare now, and some parts (rubber seals, some chrome bits, etc.) are hard to find. A good source for this stuff would be invaluable!

Your sales, as published in *Moss Motoring*, are also very helpful. Because of the latest issue, I'm able to "stock up" on felt oil filter elements for the MKIX (which are the same as for the XK120) at a very reasonable price. My thanks to you!

Larry Martz  
Sacramento, CA  
(At present time we have no plans to stock parts for early Jaguar saloons, although we hope to offer E-type parts in the future.)

**British Car Calendar**

I really enjoy doing business with Moss. Fantastic catalogues, excellent parts and service. One suggestion: consider publishing a yearly calendar with pictures of British cars. I'm sure many of your customers would be interested in this item.

Jerald Swenson  
Minot, ND  
(Are any readers interested in a Moss Motors British Sports car calendar? Would a calendar with all marques represented be appealing to you? Drop a line to the editor with your comments and opinions—Ed.)

**An Understanding Attitude**

Your parts manual and the parts personnel are extremely knowledgeable helpful individuals, that puts you at the top of the list in quality service. Parts, for the most part (no pun intended), can be bought anywhere. But when you are under an old MG with nothing but dirt and a bad attitude, a helping voice and understanding attitude goes a long ways. Thanks for being there when I needed the help. I hope to be ordering from you again in the near future. And believe me, I will be telling my friends about your great quality service.

Chris Wrigley  
Jefferson City, MO

**Triumph Spitfire 13" Painted Wire Wheel**

**LIMITED OFFER ONLY!**

These 60 spoke painted wheels are unique to the Triumph Spitfire. Produced in England, these are genuine NOS Dunlop wheels. We have obtained a very limited supply in a recent stock purchase, and will not be receiving any more. If you need wire wheels for your favorite sports car, don't hesitate—this is a once in a lifetime offer.

454-785 \$147.50



# Under The Bonnet

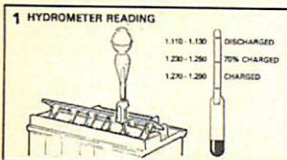
Welcome to *Under The Bonnet*, our quarterly technical column dealing with the basic maintenance and repair of your British car. We'll be covering topics here that have been the cause of recurrent problems and questions by customers as well as our own staff members. While much of this information may 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.

## Troubleshooting the Lucas Starting System

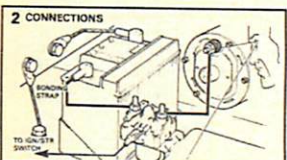
**Recommended Test Equipment:**  
D.C. Moving Coil Voltmeter Scale 0-20V  
Hydrometer

**Note:**

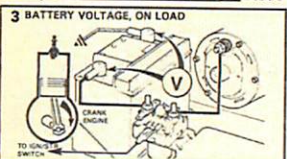
1. Test figures are typical, not exact
  2. During testing, the engine should be cranked without starting.
- Gas - Disconnect coil to distributor LT lead, Diesel - operate engine stop control



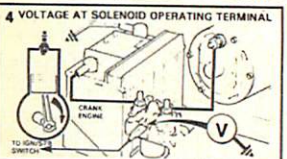
**Result:**  
Below 1.230  
Recharge and then test → Test 2  
1.230-1.290 → Test 2



Clean and tight → Test 3  
Loose and/or dirty  
Rectify → Test 3



If starter does not motor, check solenoid operation, supply cables and earth connections. Rectify.  
Should be approximately:  
Inertia 10.5V  
Pre-Engaged 10.0V → Test 4  
Below expected voltage, check battery state of charge and if low, retest with good substitute battery → Test 4



Should be:  
Similar voltage to previous test → Test 5  
If voltage is lower than in previous test, check ignition/starter switch, all cables and connection. Rectify → Test 5  
See also note on right, # 9

Continued from #9, above right.

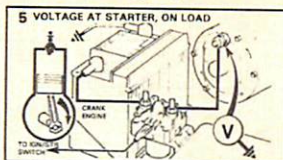
V1, V2 must show same voltage as test 3. If lower, check supply cables from battery and starter switch.

V3 should be zero. If more than zero is shown while cranking, replace solenoid. If battery voltage is shown while attempting to crank the engine, check solenoid earth connections and if satisfactory, replace solenoid.

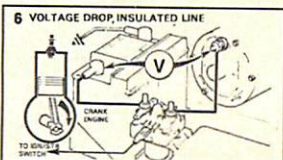
(Reprinted with permission from Lucas Industries, Inc.)

If you are interested in obtaining a copy of this article, we are able to offer the original Lucas Starting System card on glossy stock, which folds up to 3" x 5". We also have other Lucas cards available at this time, priced at \$.50 each. Please specify your choice/s by part number; we will be happy to include them in your next order.

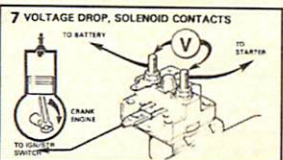
- 990-000 Conventional Ignition System
- 990-005 Starting System
- 990-010 Alternator Charging System
- 990-015 Generator Charging System
- 990-020 Electronic Ignition -Lucas "Opus" (amplifier on distributor)
- 990-025 Electronic Ignition -Lucas "Constant Energy" (remote amplifier)



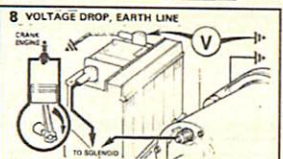
Should be:  
Within 0.5V of voltage  
In test 3 → Circuit Satisfactory  
Voltage more than 0.5V below reading in test 3 → Test 6



Should be:  
Approximately zero voltage → Test 8  
If above 0.5V → Test 7

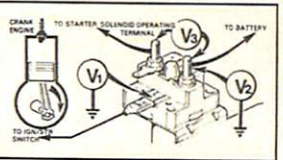


Should be:  
Approximately zero voltage.  
If zero voltage is shown, solenoid is satisfactory and a fault exists elsewhere in the circuit. Check all insulated line cables and connections. Rectify.  
Recheck as test 6 → Test 8  
If above 0.25V  
Replace solenoid → Test 8



Should be:  
Approximately zero voltage  
If above 0.25V, check all earth connections including chassis/engine bonding strap.

**Note #9:**  
Starter circuit may incorporate an additional solenoid in the operating line (mainly commercial vehicle applications). Check operation of this solenoid. (cont. below).



# 1st Annual Moss Motors' Journalism Awards

We started the Moss Journalism Awards as a way to acknowledge, and reward, the many dedicated club members who work tirelessly on the production of their newsletters, magazines and flyers.

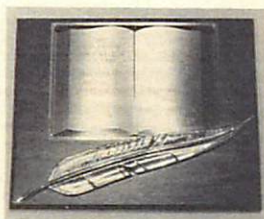
Last year we asked you to send in several samples of your work, and as of the spring '90 *Moss Motoring*, we had narrowed down the winning entries to twenty semi-finalists. Our panel of judges considered various categories, including the presentation, layout and contents of your publication. Since clubs vary so much in membership size, available resources and funding, we've created separate divisions, by marque for fairness of judging.

And now, the finalists in the 1989 Moss Journalism Awards. The Grand Prize winner will receive an specially inscribed plaque and a \$100.00 Gift Certificate. First Place winners will receive a Gift Certificate for \$75.00, Second Place winners will receive a Gift Certificate for \$50.00, and Third Place winners, a Gift Certificate for \$25.00. All semi-finalists listed in the spring edition of *Moss Motoring* receive a Moss Journalism Awards Certificate as a commemorative record of their achievement. Congratulations to all of you who entered this year's contest. We look forward to seeing your entries in next year's contest.

## GRAND PRIZE WINNER



Grand Prize to *Austin-Healey Magazine*, Austin-Healey Club, Pacific Centre.



The Austin-Healey Club, Pacific Centre will receive this beautifully engraved plaque, as well as a Moss Gift Certificate for \$100.00 to be used at their discretion.

## MG WINNERS



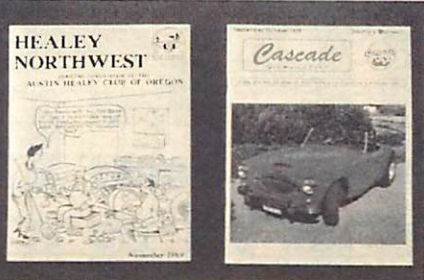
First Prize to *Mowog Murmurs*, MG Car Club Northwest Centre. Second Prize to *The Octagon*, MG Owners Club, Northern Cal Centre MGCC. Third Prize to *MG Club of St. Louis Newsletter*, MG Club of St. Louis.

## TRIUMPH WINNERS



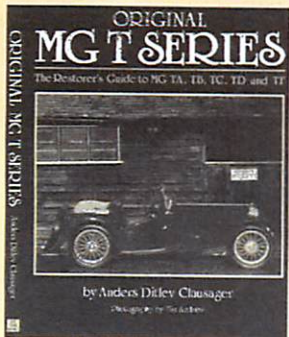
First Prize to *Triumph Standard*, Southern Cal Triumph Owners Association. Second Prize to *Sidecurtains*, Mason-Dixon TRA. Third Prize to *Triumph Herald*, Central Coast Triumphs.

## AUSTIN-HEALEY WINNERS



Grand Prize, (pictured above) to *Austin-Healey Magazine*, Austin-Healey Club, Pacific Centre. Second Prize to *Healey Northwest*, Austin-Healey Club of Oregon. Third Prize to *Cascade*, Cascade Austin-Healey Club.





## Book Review

**Original MG T Series**  
 Author: Anders Clausager  
 Publisher: Bay View Books  
 211-390 \$29.95

Heritage, author Anders Clausager is uniquely qualified to write this book. Anders selected prime English T cars, ranging from the TA through the TF, with variants such as the Tickford range and the Arnolt TD-based car, drawing from a wide range of sources such as Abingdon factory records, manuals and parts lists, many compiled from previously undisclosed BMH records. In consultation with a panel of renowned T-series experts, he has compiled a definitive originality guide which will become a standard reference work for years to come. Over 100 glossy pages contain detailed information on subjects as wide-ranging as Identification and Dating, Export variations, production changes and most important of all—what went where!

The words are accompanied by over 150 beautiful color photographs from the Nikon lens of Tim Andrew, one of Britain's leading automotive photographers. Tim's work is a nicely balanced mixture of technical and artistic aspects of the individual cars.

This book is highly recommended as an addition to the MG enthusiast's library. My strongest criticism is the rather apologetic nature of some of the photo captions which point out the "non-originality" of a particular feature on a particular car. We would have liked to have seen a selection of the best of the North American T-series, some of which are totally original. However, Anders does acknowledge his debt to the Trans-atlantic connection by dedicating this "tour de force" to the New England MG T Register. K.S.

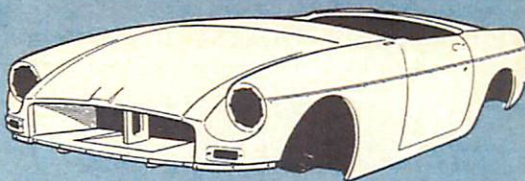
For several years, the leading reference work on T-series MGs has been an excellent series of articles compiled from the pages of the Sacred Octagon and published as the T-Series Handbook (#212-980), by the New England MG T Register.

Used in conjunction with volumes such as the Immortal T Series (#211-470) and the T Series MGs (#212-310), the enthusiastic restorer has been able to gain much valuable information toward having his/her car achieve "factory" authenticity.

However, over the fifty-plus years since T Midgets were first introduced, much discussion and lively argument has ensued as to what exactly was correct. With the ever-increasing popularity and emphasis on higher standards of Concours preparation, as well as the high prices now being commanded by these popular English classics, it is now more essential than ever to insure that everything is as correct as possible. In fact, the whole subject of T-series originality has become something of an art form in knowledgeable MG circles!

Now we have a brand new book devoted solely to this one subject. After a lifetime in the motor industry, culminating in his position of Archivist at British Motor

## Introducing... The 1990 MGB!



**No Crating Charge...  
If You Buy Before July 7, 1990!**

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

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

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

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

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

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

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

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

**MGB Body Shell 459-540 \$3995.00**

(Crating Charge—\$220.00 — **FREE CRATING** through July 7, 1990)

**MG TD-TF & Bugeye  
Generator Armature**

**NEW!**

This reproduction generator armature fits both original and replacement generator and includes the machined slot to accept the tach drive reduction box. This is the first time this has been available in years!

162-600 \$98.50

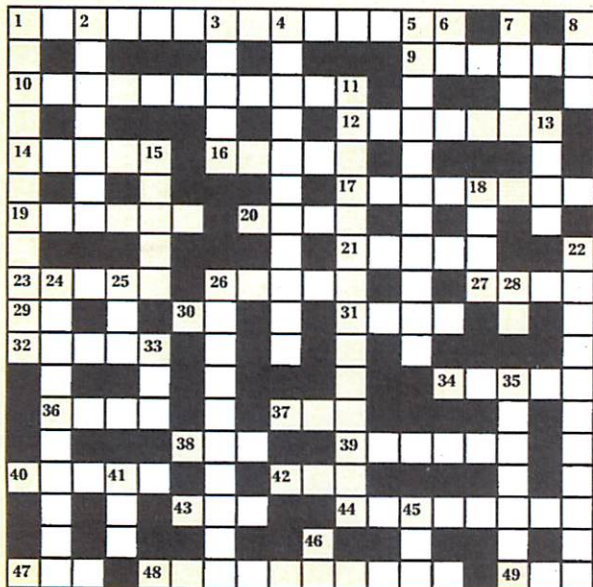
**1968-'80 MGB  
Heater Fan**

**NEW!**

This is the genuine Smiths plastic heater fan, which slightly resembles a hamster treadmill [see illustration]. Includes securing clip.

360-695 \$14.90

## British Sports Car Puzzle



### Across

- Derivative of TR2
- 12 of these make up a foot
- Result of an advanced distributor
- Fuel \_\_\_\_\_
- Lit
- A rare Lotus, an exclusive group
- Lets water out of radiator, oil from block
- Donald \_\_\_\_\_ of 100M fame
- Land speed record breaking Leyland eight
- Alm headlamps
- Monte Carlo was one
- Female attire, aerodynamic device
- Lotus with style
- Common model designation for Ford in UK
- Fuel system alternative to carburetion (abbr.)
- Arboreal feature common to country drive
- A most desirable Jaguar
- \_\_\_\_\_ air, what emission control strives to achieve
- "Where rubber meets the \_\_\_\_\_"
- Governmental body regulating automotive standards (abbr.)
- Some states use salt to combat this
- How to feed gas to your UK market TR5/TR6 (verb)
- A type of sword
- \_\_\_\_\_ stroke engine, needs pre-mixed fuel
- 4-cyl. Triumph has \_\_\_\_\_ liner engine block
- Famous Italian racing driver

### Down

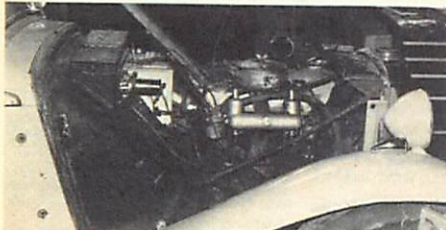
- Great British racer of '30s, laundry detergent
- Two cats, also a replica D type (2 wds)
- Not in
- Method for increasing velocity of fuel/air mixture
- World's largest sports car market
- Old English \_\_\_\_\_
- Feature Concours Judges often look for
- Famous Finnish rally driver
- Not out
- Thin steel used for fine adjustment
- Rare Italian super car of '60s and '70s
- Requires considerable work, under-statement often seen in car ads (2 wds)
- Most states require smog check once a \_\_\_\_\_
- \_\_\_\_\_ paper. Useful for cleaning components
- Number of Sprite MKIs originally fitted with wire wheels
- Useful for lifting power units (2 wds)
- Modern component generates electricity
- Process of seating new valves
- TR2-TR3 and MGA have 2. TR4 & MGB don't use them (Brit.)
- Designation given to last MGB model (abbr.)
- Not the beginning
- Tuning your car gives it this (2 wds)
- Standard Ferrari color
- Latin road. Way, in Spanish
- First of a series that went to F



## There's Always Hope...

Louise Story  
Berwyn, PA

With one car up for sale in the U.S. - an MG - I was scanning the ads in Hong Kong to find a replacement. A 1950 MG TD in running condition was advertised, with holes in fenders, rusted running boards, ripped top and a transmission that acted as if it were a machine gun in the not so far away Vietnam War. Perfect, just what I had wanted. Mr. Wong, the long time company driver, giggled when he laid eyes on my selection but that was all to change, as we all well know, once he got behind the wheel. It was his job to find and employ a garage to restore the car to an acceptable state while keeping costs down. And so he



"We started with the starter, then the carburetors, along with the fuel pump."

did. It was one of the sharpest looking vehicles in the colony. It was photographed, copied and even used as a slide by native children ... horrors!

Now twenty years later via deck cargo to Australia, and again to Boston, MA, the TD sits awaiting the finishing touches before a springtime inspection. There are still lingering, haunting thoughts like - "will I ever remember how to put it back together?", "how much longer will it take?", and, "what ever possessed me in the first place to get into this?"

It all started when my children were old enough to realize that something neat was under that white packing cloth in the back

of the garage. The three of us maneuvered it out after a ten year rest, and wow, what a prize! The kids washed it in spite of all the peeling paint, but unfortunately, that was not enough to get it on the road. My finances were such, as a single parent just completing my M.B.A., that I didn't have the resources to employ the services of a shop to get it back into running condition, let alone restore the crumbling exterior.

I visited various shops and asked lots of questions in hopes of figuring out a way to get the car back on the road. Most reactions and responses were very discouraging, except two. Those two people became my mentors for the ensuing three years. Mark, a former MGA owner, rolled up his shirt sleeves and proceeded to troubleshoot the problems every Sunday after church. We started with the starter, then the carburetors, along with the fuel pump. Great! All was freed up, cleaned

and in running order except the clutch. That had frozen over the years, and was impossible to shift from one gear to another. I didn't want to get into major repairs, so again I visited my friends at their shops and discovered a possible way to remedy the situation—drive it and break it loose by slamming on the brakes.

Well, I had no brakes. For the next few weeks, Mark and I took cylinders apart, cleaned and replaced the rubber parts, added new brake fluid and bled the system. Now we were ready for the clutch. I put it in first and drove the TD around the house, gunning it as I approached the driveway where I slammed on the brakes. Three

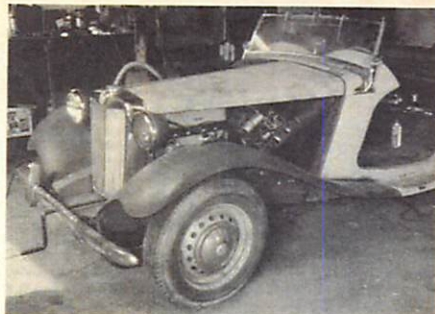
times around and nothing happened. Mark went home and I tried one last time. Yeow! I did it. The MG was driveable. Kids and sheepdog jumped in and off we went for a spin around ... the house! It was great - a loud muffler, top down, a lot of laughing, giggling and barking. What a sight for our old Main Line neighborhood.

Now here's where the second mentor, Pat Ryan of Madden & Ryan Body Works comes in. The only person who said I could do the restoration in the first place, he shared his knowledge, techniques and tools. As he

...thoughts like - "will I ever remember how to put it back together?... and, "what ever possessed me to get into this?"

suggested, I bought the Dupont book on refinishing cars, then stocked up on sandpaper, stripper, prep, reducer, thinner, body fillers, primer and a 1-horsepower air compressor with spray gun.

It wasn't long before I had the car in pieces. Pat kept me on target by saying, "just do one piece at a time", and in the next breath, "think of it as a hobby". I wanted it done yesterday and all my yesterday deadlines had long passed. I kept plugging away, or rather sanding away; it



"I bought the Dupont book on refinishing cars, then stocked up on sandpaper, stripper, prep, reducer, thinner..."

seemed endless.

Now the cold weather is setting in again, and there are brake lights and wipers to connect. I still have to sand off some of the thirteen coats to bring up a shine. Then I'll wait for spring to buy tires and an exhaust system.

It has been quite an experience. I've made a lot of friends along the way - it's neat to walk into Carson Paints and be greeted with a "Hi, Louise". Visits to Pat's shop kept my interest peaked; there were cars in all stages of restoration. Every step was being done carefully and precisely according to original specs. Mine is not done quite like those, but it looks good. It's also interesting to count the number of people who said I could not possibly do the work, or that I was a "fool", or politely said nothing. They, like most around; have not seen the final product and will not until I start driving it. I can wait, for the joy is the personal accomplishment...all right!

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

## Save Now With Our Wire Wheel Set Specials

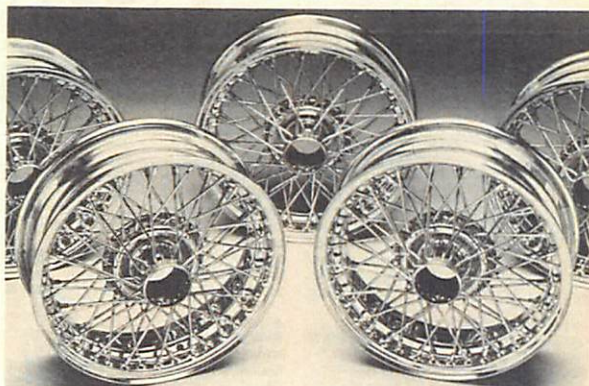
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| Wheel Size   | No. Spokes | Finish  | Individual Part No. | Set Number     | No. of Wheels | Price     |
|--|------------|---------|---------------------|----------------|---------------|-----------|
| <b>Original for MG TC.</b>   |            |         |                     |                |               |           |
| 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 |
| <b>For Austin-Healey Sprite &amp; MG Midget.</b>   |            |         |                     |                |               |           |
| 13 x 4" rim  | 60 spokes  | Chrome  | 454-685             | <b>454-648</b> | 4             | \$849.95  |
| 13 x 4" rim  | 60 spokes  | Painted | 454-685             | <b>454-658</b> | 5             | \$1029.95 |
|  |            |         | 454-675             | <b>454-668</b> | 4             | \$495.00  |
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| <b>For MGB and MGB GT.</b>   |            |         |                     |                |               |           |
| 14 x 4 1/2" rim  | 60 spokes  | Chrome  | 454-635             | <b>454-688</b> | 4             | \$779.95  |
| 14 x 4 1/2" rim  | 60 spokes  | Painted | 454-635             | <b>454-698</b> | 5             | \$939.95  |
|  |            |         | 454-625             | <b>454-708</b> | 4             | \$479.95  |
|  |            |         | 454-625             | <b>454-718</b> | 5             | \$584.95  |
| <b>Original for Austin-Healey 100-4, 100-6, &amp; 3000 thru BJT (c) 24366, MG TF, MGA and Triumph TR2 and TR3.</b> |            |         |                     |                |               |           |
| 15 x 4" rim  | 48 spokes  | Chrome  | 454-615             | <b>454-728</b> | 4             | \$809.95  |
| 15 x 4" rim  | 48 spokes  | Painted | 454-615             | <b>454-748</b> | 5             | \$979.95  |
|  |            |         | 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     |
|--|------------|---------|---------------------|----------------|---------------|-----------|
| <b>Original for Austin-Healey 3000 BJ7 from (c) 24367 thru BJ8 Triumph TR4, 4A &amp; TR250. Can be used for heavy-duty or competition purposes on MG T-Series, MGA, TR2 &amp; TR3, and Austin-Healeys fitted with front disc brakes.</b> |            |         |                     |                |               |           |
| 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  |
| <b>Original for Triumph TR6. Can also be fitted to Austin-Healeys with front disc brakes.</b>  |            |         |                     |                |               |           |
| 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  |
| <b>Original for late Jaguar XK150.</b>   |            |         |                     |                |               |           |
| 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 |



# Austin-Healey

**Austin-Healey 100-4 Exhaust Valve**  
Solely individually.  
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Fits 100-4 BN2 thru 3000 BJ8  
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Fits from (c)26705 on.  
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**Austin-Healey Gearshift Lever Boot**  
Fits cars with 4-speed side-shift gearboxes only.  
021-337 Reg. \$8.50 Sale Price \$6.95

**Austin-Healey Gearshift Lever Boot**  
Fits cars with 4-speed center-shift gearboxes only.  
021-338 Reg. \$8.75 Sale Price \$7.95

**Austin-Healey 100-4, 100-6 & 3000 Front Engine Mount**  
021-341 Reg. \$17.65 Sale Price \$14.50

**Austin-Healey 100-4, 100-6 & 3000 Front Engine Rebound Mount**  
021-342 Reg. \$6.25 Sale Price \$5.10

**Austin-Healey 3000 BJB Rear Leaf Spring**  
Fits from (c)26705 on. Includes eye bush and center bolt.  
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**Austin-Healey 3000 Speedometer Cable**  
Fits overdrive cars only from 3000 BN7 (c)16039 and BT7 (c)15881 thru BJB. 4'3" in length.  
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**Austin-Healey 100-6 & 3000 Chrome Overrider**  
Fits both front and rear. Sold individually.  
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**Austin-Healey 4-speed Gearshift Knob**  
Original type knob used on both side-shift and center-shift gearboxes.  
021-399 Reg. \$8.95 Sale Price \$6.50

**Austin-Healey 100-4, 100-6 & 3000 Clutch and Brake Pedal Pad**  
Sold individually.  
021-412 Reg. \$1.90 Sale Price \$1.65

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Fits 100-6 BN4 and 3000 BT7 4-seater cars only.  
021-537 Reg. \$172.55 Sale Price \$159.95

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Includes big end and wrist pin bolts. Sold individually.  
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Fits all roadsters thru BT7.  
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**Austin-Healey 3000 Nylon Window Guide**  
Fits 3000 BJ7 and BJ8 only.  
Sold individually, 6 required.  
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Fits 100-6 BN6 and 3000 BN7 & BT7 only.  
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**Austin-Healey 100-4 3-Speed Gearbox Synchro Cone**  
Must be machined to fit.  
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Fits BJ8 gearboxes only.  
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**Austin-Healey 100-6 & 3000 Battery Tray**  
For cars with 12-volt battery.  
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This little item is used as a hood buffer on all cars, a front fender buffer on 100-6s and 3000s, and as a door glass stop on BJ7s and BJ8s. Sold individually.  
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Brand new 10" disc. Fits 3000s up to BJ7 (e)29F4878 and 29FF129.  
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Fits 100-6 BN6 thru 3000 BJ7.  
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Includes plate, chrome bezel, badge and clip.  
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**Austin-Healey 3000 Front Suspension Coil Spring**  
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Fits all cars with front disc brakes and disc wheels.  
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Includes silentbloc bushing.  
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Fits Sprite MkI & II and Midget MkII with 1/4 elliptic rear suspension. Includes silentbloc bushing.  
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Fits 1098cc cars to mid 1964.  
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**MG TC-TD Horn Plugs/Deeper Switch**  
An exact reproduction, fits up to TC (c)3932.  
140-700 Reg. \$39.75 **Sale Price \$24.25**

**MG TC-TD Ignition Warning Lamp**  
(Red lens)  
142-200 Reg. \$25.90 **Sale Price \$19.95**

**MG TD 7" Headlamp Bucket Assembly**  
Genuine Lucas late type assembly without medallion. Ready for painting, includes chrome rim and screw, wire and shell clips and mounting bracket nut.  
143-300 Reg. \$185.50 **Sale Price \$139.85**

**MG TF Rear Reflector**  
144-500 Reg. \$9.95 **Sale Price \$7.95**

**MG TC-TD Wiper Motor Brush Set**  
145-325 Reg. \$6.95 **Sale Price \$5.50**

**MG TC-TD-TF Generator Rear Bearing Oiler**  
147-900 Reg. \$7.95 **Sale Price \$6.95**

**MG TD-TF Turn Signal Switch Handle**  
150-600 Reg. \$7.95 **Sale Price \$6.25**

**MG TF Dash Knob Handle Set**  
Complete set of 5 dash knobs, lettered as original.  
150-908 Reg. \$15.95 **Sale Price \$10.95**

**MG TF Green Warning Lamp Jewel**  
151-500 Reg. \$2.40 **Sale Price \$1.95**

**MG TF Blue Warning Lamp Jewel**  
151-600 Reg. \$2.40 **Sale Price \$1.95**

**MG TC-TD-TF Parking Lamp Medallion**  
Red plastic "King of the Road" reproduction.  
154-900 Reg. \$3.45 **Sale Price \$2.75**

**MG TD Tail Lamp Lens**  
Early style rectangular glass lens.  
Fits up to (c)21302.  
157-910 Reg. \$9.95 **Sale Price \$8.25**

**MG TC-TD Wiper Motor Chrome Handle & Nut**  
160-500 Reg. \$9.95 **Sale Price \$7.95**

**MG TF Wiper Motor Control Knob**  
160-520 Reg. \$8.75 **Sale Price \$7.75**

**MG TC-TD Left Hand Chrome Wiper Arm**  
160-700 Reg. \$12.95 **Sale Price \$10.95**

**MG TD-TF Starter Switch/Cable Coupling**  
161-500 Reg. \$5.75 **Sale Price \$5.25**

**MG TD-TF Master Cylinder Brake Line Adaptor**  
180-710 Reg. \$12.95 **Sale Price \$10.95**

**MG TD-TF Handbrake Handle**  
181-360 Reg. \$7.95 **Sale Price \$6.50**

**MG TD-TF Brake Lining Set**  
Includes 4 liners and enough rivets for attaching to your shoes. One set does one axle.  
182-270 Reg. \$19.95 **Sale Price \$17.95**

**MG TD-TF Clutch/Brake Pedal Shaft**  
Fits all left hand drive cars.  
190-500 Reg. \$38.95 **Sale Price \$36.95**

**MG TF Radiator Shell and Spare Wheel Knockoff Medallion**  
Black and white enamel as original.  
201-030 Reg. \$10.95 **Sale Price \$8.50**

**MG TC-TD Radiator Cap**  
202-010 Reg. \$24.25 **Sale Price \$19.95**

**MG TD-TF Factory Workshop Manual**  
High quality hardbound reprint covering the TD and TF in great detail. Excellent information for TC owners as well.  
210-400 Reg. \$34.95 **Sale Price \$27.50**

**MG TD Owner's Manual**  
Reprint of the factory publication included with every new TD. Helpful and interesting information on the care and maintenance of your TD.  
210-600 Reg. \$13.95 **Sale Price \$11.50**

**MG TC-TD-TF "MG"-Crested Valve Cover Thumb Nuts**  
Reproductions of the chrome plated cast brass thumbnuts originally used with the very early TC alloy factory valve covers. Looks great on any T-Series with an accessory alloy valve cover! Sold individually.  
224-250 Reg. \$6.95 **Sale Price \$5.95**

**MG TD Canvas Duck 1/2 Tonneau Cover**  
241-370 Reg. \$124.95 **Sale Price \$114.95**



**MG TC-TD Original Style Luggage Racks**  
Reproduced by the original manufacturers of the factory optional "high mount" luggage racks. All hardware included for an easy bolt-on installation.  
**TC Rack**  
244-400 Reg. \$148.75 **Sale Price \$124.50**  
**TD Rack**  
244-500 Reg. \$148.75 **Sale Price \$129.95**

**MG TC Rear Axle Ring & Pinion**  
Standard ratio 5.125:1.  
265-010 Reg. \$474.95 **Sale Price \$449.95**

**MG TD-TF Rear Shock Absorber Link**  
Fits Armstrong shock only.  
266-480 Reg. \$22.50 **Sale Price \$19.50**

**MG TC-TD-TF Windshield Frame to Cowl Rubber Strip**  
280-290 Reg. \$4.25 **Sale Price \$3.95**

**MG TD-TF Rubber Footwell**  
Fits the driver's floor of all LHD cars from (c)4237 on.  
280-400 Reg. \$12.95 **Sale Price \$9.95**

**MG TD-TF Gearshift Rubber Snug**  
282-680 Reg. \$19.95 **Sale Price \$16.50**

**MG TC-TD-TF Front Exhaust Pipe Gasket**  
290-500 Reg. \$4.50 **Sale Price \$3.95**

**MG TC-TD-TF Tappet Inspection Plate Gasket**  
290-600 Reg. \$3.25 **Sale Price \$2.75**

**MG TC-TD Long Rocker Arm Bush**  
Fits TC and early TD to (e)9007 with 14" rocker shaft. Sold individually.  
330-090 Reg. \$4.25 **Sale Price \$3.75**

**MG TF Control Cables**  
These quality reproductions incorporate a flat roll outer cable and and the correct knob on the inner cable. Supplied long, trim to fit.  
**Starter Cable**  
331-400 Reg. \$19.65 **Sale Price \$16.95**  
**Choke Cable**  
331-410 Reg. \$19.65 **Sale Price \$17.50**

**MG TC-TD-TF Stainless Steel Fuel Lines**  
These fuel lines have a braided stainless steel exterior with a non-aging Teflon interior. Original in appearance and guaranteed for life!  
**MG TD-TF Pump to Carb. (16")**  
376-050 Reg. \$22.95 **Sale Price \$17.50**  
**MG TC-TD MkII Pump to Carb. (18")**  
376-090 Reg. \$25.85 **Sale Price \$19.95**  
**MG TF Carb. to Carb. (16")**  
376-070 Reg. \$26.95 **Sale Price \$21.50**  
**MG TC-TD Carb. to Carb. (14")**  
376-080 Reg. \$25.85 **Sale Price \$21.50**  
**MG TC-TD MkII Pump to Carb. (18")**  
376-090 Reg. \$25.85 **Sale Price \$19.95**

**MG TC Chrome Door Striker Plate & Wedge**  
Includes mounting screws. Sold individually.  
401-308 Reg. \$18.95 **Sale Price \$15.65**

**MG TC Door Lock & Handle Set**  
Includes 2 locks, 2 handles, 2 striker plates and all mounting hardware.  
402-168 Reg. \$147.50 **Sale Price \$124.50**

**MG TD-TF Side Curtain Mounting Plate**  
405-300 Reg. \$4.00 **Sale Price \$3.50**

**MG TD Wheel Arch Seat Bracket**  
406-140 Reg. \$11.95 **Sale Price \$9.95**

**MG TC-TD Chrome Hood Handle Set**  
Complete set of 2 left and 2 right-hand handles.  
406-868 Reg. \$56.95 **Sale Price \$42.50**

**MG TC-TD-TF Monza Gas Cap**  
An excellent replacement for the original cap. This vintage English quick-release cap is a precision unit made from beautifully machined and fully chrome-plated brass castings. A threaded sleeve is included that must be soldered to your tank.  
407-100 Reg. \$64.50 **Sale Price \$59.95**

**MG TC Front Engine Rebound Rubber**  
410-020 Reg. \$6.95 **Sale Price \$5.50**

**MG TC-TD-TF Engine Block Rear Upper Main Oil Thrower**  
433-410 Reg. \$23.50 **Sale Price \$18.25**

**MG TC-TD-TF Camshaft Timing Sprocket**  
433-430 Reg. \$49.25 **Sale Price \$43.50**

**MG TD-TF Water Pump Rebuild Kit**  
Fits TD from (e)6483 thru TF. Complete kit includes bearing, impeller, seal, key, nut, and grease fitting.  
434-040 Reg. \$62.25 **Sale Price \$52.50**

**MG TC-TD-TF Water Pump Pulley**  
434-060 Reg. \$37.50 **Sale Price \$32.50**

**MG TC-TD-TF Oil Pump Shaft & Gear**  
435-090 Reg. \$44.75 **Sale Price \$39.95**

**MG TC-TD Oil Filter Assembly**  
Fits TC and TDs thru (e)14223. Original "throw-away" type.  
435-360 Reg. \$32.65 **Sale Price \$26.95**

**MG TD-TF Gearshift Lever**  
443-060 Reg. \$39.40 **Sale Price \$34.50**

**MG TF Chrome Radiator Grille Slat**  
12 required, sold individually.  
451-030 Reg. \$9.95 **Sale Price \$8.25**

**MG TD Wiper Connecting Bar**  
Fits TDs from (c)23315 on. For cars with center mounted wiper motors.  
451-140 Reg. \$19.95 **Sale Price \$16.25**

**MG TC-TD Chrome Center Hood Strip**  
453-050 Reg. \$15.35 **Sale Price \$12.75**

**MG TD-TF Wood Top Rail**  
453-240 Reg. \$22.50 **Sale Price \$18.50**

**MG TC-TF Top Frame Assemblies**  
Fully painted and ready-to-install English reproductions. Frames do not include wood top bows, wing bolts or peg sockets.  
**MG TC Top Frame**  
453-335 Reg. \$157.95 **Sale Price \$139.95**  
**MG TF Top Frame**  
453-365 Reg. \$198.00 **Sale Price \$174.50**

**MG TD-TF Bumper Brackets**  
Sold individually.  
**Front Bracket**  
454-020 Reg. \$16.95 **Sale Price \$13.50**  
**Rear Bracket**  
454-030 Reg. \$16.95 **Sale Price \$12.95**

**MG TC-TD Radiator Grille Slat Sets**  
These stamped steel assemblies exactly duplicate the delicate airfoil cross-section of the originals. Chrome shell, false nose and medallion not included.  
**Zinc-Plated (for painting)**  
454-170 Reg. \$44.95 **Sale Price \$39.95**  
**Chrome-Plated**  
454-180 Reg. \$49.95 **Sale Price \$43.50**

**MG TD Carpet Set**  
Fits early LHD TDs to (c)4236. Made in our own upholstery shop of fine English woolblend short cut pile material woven exclusively for us. Includes all necessary snaps, rubber heelmat and leather gearshift lever boot.  
454-458 Reg. \$239.95 **Sale Price \$219.95**

# MGA

**MGA Chrome Wiper Arm Bezel**  
145-290 Reg. \$5.50 **Sale Price \$4.65**

**MGA Green Turn Indicator Lamp Jewel**  
151-500 Reg. \$2.40 **Sale Price \$1.95**

**MGA Blue High Beam Indicator Lamp Jewel**  
151-600 Reg. \$2.40 **Sale Price \$1.95**

**MGA 1600 MkII Tail Lamp Lens Set**  
Complete set includes all 4 lenses.  
164-208 Reg. \$44.95 **Sale Price \$36.50**

**MGA Brake Clutch Pedal Fume Excluder Retaining Plate**  
Also used with passenger side blanking plate.  
181-650 Reg. \$3.75 **Sale Price \$3.25**

**MGA Front Disc Brake Rotor**  
Fits all except Twin Cam and MkII Deluxe.  
182-180 Reg. \$59.95 **Sale Price \$52.50**

**MGA Radio Speaker Screen**  
233-750 Reg. \$5.95 **Sale Price \$5.15**

**MGA Turn Signal Handle**  
Original type black handle.  
233-780 Reg. \$3.45 **Sale Price \$2.75**

**MGA Aluminum Frame Cover Set**  
This four piece ribbed aluminum set covers the exposed frame sections in your interior.  
240-500 Reg. \$27.50 **Sale Price \$24.50**

**MGA "AMCO" Rubber Floor Mat Set**  
Heavily ribbed black rubber with MG crest.  
241-810 Reg. \$19.95 **Sale Price \$15.95**



**MGA 1600 Tan Canvas Side Curtain Set**  
Quality reproduction of the original style fabric-covered side curtains. A perfect match to our original style canvas tops.  
259-638 Reg. \$324.50 **Sale Price \$309.95**

**MOSS**

**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



# MGA

**MGA Steering Wheel Centerpiece**  
Four installation clips # 263-200 required.  
263-110 Reg. \$17.95 Sale Price \$14.50

**MGA Brake Drum**  
Fits the rear of all models and the front of 1500s with disc wheels.  
264-790 Reg. \$99.95 Sale Price \$89.95



**MGA Rear Axle U-Bolt**  
267-550 Reg. \$7.65 Sale Price \$5.50

**MGA Coupe Vent Window Seals**  
**Right Hand**  
280-017 Reg. \$17.60 Sale Price \$14.25  
**Left Hand**  
280-027 Reg. \$17.60 Sale Price \$14.25

**MGA Windshield Post Pad**  
Fits all roadsters.  
280-740 Reg. \$2.85 Sale Price \$2.50

**MGA Gearshift Lever Boot**  
280-760 Reg. \$6.25 Sale Price \$5.45

**MGA Clutch/Brake Pedal Pad**  
Sold individually.  
280-770 Reg. \$1.50 Sale Price \$1.25

**MGA Cylinder Head Gasket**  
296-400 Reg. \$14.95 Sale Price \$12.95

**MGA Gearbox Gasket Set**  
296-440 Reg. \$8.95 Sale Price \$6.95

**MGA Rear Cockpit Rail Hardware Set**  
321-828 Reg. \$12.95 Sale Price \$11.95

**MGA Rear Bumper Chrome Bolt & Nut**  
Used on the center of the rear bumper only, two required.  
322-080 Reg. \$3.10 Sale Price \$2.65

**MGA Demister Control Cable**  
Knob #150-880 sold separately.  
331-320 Reg. \$14.70 Sale Price \$12.50

**MGA Heater Lever and Switch Assembly**  
360-455 Reg. \$24.50 Sale Price \$19.95

**MGA Breather Hose**  
Fits between valve cover and air filter.  
372-050 Reg. \$6.75 Sale Price \$4.95

**MGA Hand Crank**  
A faithful reproduction of the starting handle originally fitted to all MGAs. Handy for adjusting valves or starting your car when all else fails.  
386-100 Reg. \$24.50 Sale Price \$20.50

**MGA Top Frame**  
Fully painted and ready-to-install English reproduction.  
406-890 Reg. \$219.95 Sale \$199.95

**MGA Muffler**  
454-580 Reg. \$36.95 Sale Price \$31.50

**MGA Front Frame Extension Assembly**  
456-040 Reg. \$199.50 Sale Price \$174.50

**MGA Roadster Rear Shroud Panel**  
Because of its size, this item must be paid for in advance and shipped truck freight collect.  
457-725 Reg. \$1395.00 Sale Price \$1349.00

**MGA Rust Repair Panels**  
Rid your car of rust problems the proper way. Our front fender repair panels replace the lower 7" between the door hinge panel and wheel arch, while our rear panels replace the lower 11" between the door shut face and wheel arch.  
**Right Front**  
457-760 Reg. \$25.95 Sale Price \$17.50  
**Left Front**  
457-770 Reg. \$25.95 Sale Price \$17.50  
**Right Rear**  
457-780 Reg. \$24.95 Sale Price \$17.55  
**Left Rear**  
457-790 Reg. \$24.95 Sale Price \$17.55

**MGA First Gear & Hub Assembly**  
461-470 Reg. \$274.50 Sale Price \$239.95

**MGA Gearbox**  
**Silencing Hub and Dog Assembly**  
461-550 Reg. \$98.50 Sale Price \$69.95

**MGA Fender Piping Set**  
Silver gray vinyl as original. Enough for all 4 fenders.  
470-120 Reg. \$3.45 Sale Price \$2.75

**MGA Gas Cap**  
A really nice reproduction of the original "lift lever" cap.  
470-190 Reg. \$17.75 Sale Price \$13.50



**MGA Door Latch Assemblies**  
Fits roadsters only. Includes door pull cable.  
**Right Hand**  
470-520 Reg. \$17.90 Sale Price \$14.95  
**Left Hand**  
470-530 Reg. \$17.90 Sale Price \$14.95

**MGA Door Latch Striker Plate**  
470-540 Reg. \$7.75 Sale Price \$6.75

**MGA Battery Bracket**  
473-180 Reg. \$3.95 Sale Price \$3.25

**MGA Battery Mounting Pad Set**  
473-198 Reg. \$4.95 Sale Price \$3.95

# MGB

**MGB Front Hub Oil Seal**  
229-610 Reg. \$2.50 Sale Price \$2.25

**MGB Front Hub Bearing Kit**  
Contains inner and outer bearings, oil seal, cotter pin and a tube of grease. Each kit does one side.  
225-840 Reg. \$21.25 Sale Price \$18.50

**MGB Starter Motor Rubber Cover**  
Fits RD/GT from (c)284721 on.  
131-460 Reg. \$9.95 Sale Price \$8.50

**MGB Cooling Fan Circuit Breaker**  
Fits 1977 thru '80.  
131-545 Reg. \$4.95 Sale Price \$3.95

**MGB Temperature Gauge Sending Unit**  
Fits 1975 thru '80.  
131-565 Reg. \$7.95 Sale Price \$6.25

**MGB Overdrive Switch Cover**  
Fits 1977 thru '80 cars with gearshift knob mounted overdrive switches.  
141-315 Reg. \$7.25 Sale Price \$5.95

**MGB Heater Fan Switch**  
Fits 1977 thru '80.  
141-410 Reg. \$39.95 Sale Price \$35.50

**MGB Turn Signal/Headlamp Dimmer Switch**  
Fits roadsters from (c)267110 thru 328100; GTs from (c)267333 to 328800.  
141-830 Reg. \$69.95 Sale Price \$64.75

**MGB Seatbelt Time Delay Buzzer**  
Fits roadsters from (c)372613 on.  
142-125 Reg. \$23.75 Sale Price \$20.95

**MGB "Constant Energy" Amplifier**  
Fits 1980 models only.  
142-975 Reg. \$119.95 Sale Price \$89.95

**MGB Chrome License Lamp Assembly**  
Fits Roadsters/GTs from (c)339095 to 409140. Sold individually.  
144-220 Reg. \$19.95 Sale Price \$17.25

**MGB License Lamp Base Grommet**  
Fits Roadsters/GTs from (c)339095 to 409140. Sold individually.  
144-225 Reg. \$4.95 Sale Price \$3.95

**MGB Black License Lamp Assembly**  
Fits Roadsters/GTs from (c)409141 on. Sold individually.  
144-230 Reg. \$15.95 Sale Price \$12.95

**MGB Wiper Arm Nut**  
Fits all (c)6917 on.  
145-205 Reg. \$2.95 Sale Price \$2.45

**MGB Wiper Motor Park Switch**  
Fits units with original part # prefixed with "A/B".  
145-620 Reg. \$29.50 Sale Price \$23.95

**MGB License Lamp Chrome Base**  
Fits 1963 thru '69 and 1971 thru '74.  
**Right Hand**  
159-310 Reg. \$6.25 Sale Price \$5.50  
**Left Hand**  
159-320 Reg. \$6.25 Sale Price \$5.50

**MGB Glovebox Lock**  
Fits 1977 thru '80. Comes complete with bezel and 2 keys.  
163-570 Reg. \$21.50 Sale Price \$18.95

**MGB Headlamp Rim**  
Fits 1980 cars only. Sold individually.  
164-015 Reg. \$21.95 Sale Price \$16.95

**MGB Side/Flasher Lamp Lens Seal**  
Fits 1974 1/2 on between lens and base. (Roadsters from (c)360301; GTs from 361001.)  
164-120 Reg. \$1.75 Sale Price \$1.50



**MGB Side/Flasher Lamp Seal**  
Used between lens & base and between base & body. Fits 1963 thru '69. (Roadsters to (c)187213; GTs to 187841.)  
164-750 Reg. \$1.75 Sale Price \$1.50

**MGB Side/Flasher Lamp Amber Lens**  
Fits 1963 thru '69. (Roadsters to (c)187213; GTs to 187841.)  
164-770 Reg. \$8.95 Sale Price \$7.95

**MGB Side/Flasher Lamp Chrome Rim**  
Fits 1963 thru '69. (Roadsters to (c)187213; GTs to 187841.)  
164-780 Reg. \$17.25 Sale Price \$14.50

**MGB Stop/Tail Lamp Lens**  
Original Lucas. Fits 1963 thru '69. (Roadsters to (c)187210; GTs to 187840.)  
164-820 Reg. \$20.95 Sale Price \$18.95

**MGB Stop/Tail Lamp Assembly Seating Pad**  
Fits 1970 on. (Roadsters from (c)187211; GTs from 187841.)  
164-880 Reg. \$3.65 Sale Price \$3.25

**MGB Stop/Tail Lamp Lens Gasket**  
Fits 1970 on. (Roadsters from (c)187211; GTs from 187841.)  
164-883 Reg. \$2.95 Sale Price \$2.50

**MGB Side Marker Lamp Lens Seal**  
Used between lens and base, fits 1970 on. (Roadsters from (c)187211; GTs from 187841.)  
164-910 Reg. \$1.50 Sale Price \$1.25

**MGB Side Marker Lamp Plinths**  
Black as original, fits 1970 on. (Roadsters from (c)187211; GTs from 187841.)  
**Left Front**  
164-925 Reg. \$5.65 Sale Price \$4.75  
**Right Front**  
164-935 Reg. \$5.65 Sale Price \$4.75  
**Left Rear**  
164-945 Reg. \$5.65 Sale Price \$4.75  
**Right Rear**  
164-955 Reg. \$5.65 Sale Price \$4.75

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164-955 Reg. \$5.65 Sale Price \$4.75

**MGB Side Marker Lamp Lens Seal**  
Used between lens and base, fits 1970 on. (Roadsters from (c)187211; GTs from 187841.)  
164-910 Reg. \$1.50 Sale Price \$1.25

**MGB Side Marker Lamp Plinths**  
Black as original, fits 1970 on. (Roadsters from (c)187211; GTs from 187841.)  
**Left Front**  
164-925 Reg. \$5.65 Sale Price \$4.75  
**Right Front**  
164-935 Reg. \$5.65 Sale Price \$4.75  
**Left Rear**  
164-945 Reg. \$5.65 Sale Price \$4.75  
**Right Rear**  
164-955 Reg. \$5.65 Sale Price \$4.75

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Used between lens and base, fits 1970 on. (Roadsters from (c)187211; GTs from 187841.)  
164-910 Reg. \$1.50 Sale Price \$1.25

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Black as original, fits 1970 on. (Roadsters from (c)187211; GTs from 187841.)  
**Left Front**  
164-925 Reg. \$5.65 Sale Price \$4.75  
**Right Front**  
164-935 Reg. \$5.65 Sale Price \$4.75  
**Left Rear**  
164-945 Reg. \$5.65 Sale Price \$4.75  
**Right Rear**  
164-955 Reg. \$5.65 Sale Price \$4.75

**MGB Side Marker Lamp Lens Seal**  
Used between lens and base, fits 1970 on. (Roadsters from (c)187211; GTs from 187841.)  
164-910 Reg. \$1.50 Sale Price \$1.25

**MGB GT Front Suspension Coil Spring**  
Fits 1963-74. (GTs to (c)361000.) Sold individually, but we strongly recommend replacing road springs in pairs.  
264-390 Reg. \$29.50 Sale Price \$26.50

**MGB Rear Axle Check Strap**  
Fits all chrome bumper cars.  
267-565 Reg. \$7.45 Sale Price \$5.95

**MGB Choke Cable Abutment**  
Fits cars with HS4 carburetors only.  
276-055 Reg. \$5.95 Sale Price \$5.25

**MGB Firewall Blanking Plug**  
282-970 Reg. \$3.45 Sale Price \$2.75

**MGB Cylinder Head Gasket**  
Fits 1963 thru '74.  
296-400 Reg. \$14.95 Sale Price \$12.95

**MGB Gearbox Gasket Set**  
Not for overdrive gearboxes.  
296-440 Reg. \$8.95 Sale Price \$6.95

**MGB Tachometer**  
Fits 1977 to '79. (Roadsters from (c)410001 to 501000.)  
360-910 Reg. \$89.95 Sale Price \$69.95



**MGB 1 3/4" SU Performance Carburetor and Manifold Kit**  
Genuine oversized SU HS6 carbs as originally fitted to the factory race and rally MGAs. Supplied complete with alloy manifold and special linkage. Filters not included.  
366-398 Reg. \$479.50 Sale Price \$459.95

**MGB Combination Intake/Exhaust Manifold**  
Fits later cars with Zenith-Stromberg carburetor.  
373-840 Reg. \$284.50 Sale Price \$269.95

**MGB Steering Wheel Motif**  
Fits 1968 to late '69. (Roadsters from (c)138401 to 187210; GTs from (c)139473 to 187840.)  
408-225 Reg. \$24.95 Sale Price \$17.50

**MGB Rear Exhaust Pipe Hanger**  
Fits 1963 thru '69. (Roadsters/GTs to (c)167815.)  
412-500 Reg. \$5.65 Sale Price \$4.50

**MGB Exhaust Pipe Hanger Mount**  
412-080 Reg. \$5.75 Sale Price \$4.75

**MGB Cooling Fan**  
For cars with electric cooling fans only.  
434-350 Reg. \$29.95 Sale Price \$25.95

**MGB Carburetor Heat Shield**  
Fits 1972-74 cars with HIF type carburetors.  
451-015 Reg. \$36.50 Sale Price \$27.50

**MGB Cylinder Head**  
Fits MGAs 1963 thru '67; also fits MGA 1600 MkII (1622cc engines). This brand new cylinder head comes complete with valves and springs. Supply of this item is limited to stock on hand.  
451-480 Reg. \$645.00 Sale Price \$595.00

**MGB Factory Original Chrome Rear Bumper**  
Fits 1963 to '74. Produced on original tooling to original specs for superior fit and finish. Excellent quality!  
453-085 Reg. \$114.50 Sale Price \$104.50

**MGB Bumper Overrider With Rubber Insert**  
Fits the front of 1970 to early '74 and the rear of 1970 cars with split rear bumper.  
454-315 Reg. \$19.95 Sale Price \$17.50

**MGB Rear Overrider With Rubber Insert**  
Fits the rear of 1971 to early '74 cars with one-piece rear bumpers.  
**Left Hand**  
454-320 Reg. \$16.95 Sale Price \$14.95  
**Right Hand**  
454-330 Reg. \$16.95 Sale Price \$14.95

**MGB Hardtop**  
Fashioned by Snugtop after the factory style hard top. This top has an embossed hand-laminated fiberglass exterior, off-white inner shell, sturdy neoprene rubber seals and tempered safety glass. The ultimate in weather protection! Note: This item must be paid for in advance and shipped truck freight collect.  
456-065 Reg. \$519.75 Sale Price \$499.95

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456-065 Reg. \$519.75 Sale Price \$499.95



**MGB Front Apron Panel**  
With vent holes. Fits 1973 thru '74 1/2.  
457-115 Reg. \$41.50 **Sale Price \$36.95**

**MGB Rear Fender Dogleg Rust Repair Panel**  
Replaces the lower 10" of your rear fender between the door opening and wheel arch.  
**Right Hand**  
457-580 Reg. \$19.95 **Sale Price \$15.95**  
**Left Hand**  
457-585 Reg. \$19.95 **Sale Price \$15.95**

**MGB Rear Valance Panel**  
Fits chrome bumper cars.  
457-680 Reg. \$53.95 **Sale Price \$46.50**

**MGB Steel Floor Panels**  
Fits 1968 on. (Roadsters from (c)138400; GTs from (c)139471.)  
**Left Hand**  
458-950 Reg. \$33.50 **Sale Price \$27.50**  
**Right Hand**  
458-955 Reg. \$33.50 **Sale Price \$27.50**

**MGB First Gear & Hub Assembly**  
Fits 1963 thru '67. (Roadsters to (c)138400; GTs to (c)139471.)  
461-470 Reg. 274.50 **Sale Price 239.95**

**MGB Sliding Hub and Dog Assembly**  
Fits 1963 thru '67. (Roadsters to (c)138400; GTs to (c)139471.)  
461-550 Reg. \$98.50 **Sale Price \$69.95**

**MGB Gearbox Laygear**  
Fits 1968 thru '80. (Roadsters from (c)138401; GTs to (c)139472.)  
462-055 Reg. \$139.95 **Sale Price \$99.95**

**MGB Interior Door Handle Fiber Washer**  
Fits 1963 thru '67.  
472-265 Reg. \$1.00 **Sale Price \$0.75**

**MGB Rear Bumper Filler Plates**  
Fits all chrome bumper cars.  
**Right Hand**  
472-350 Reg. \$5.25 **Sale Price \$4.25**  
**Left Hand**  
472-360 Reg. \$5.25 **Sale Price \$4.25**

**MGB Interior Window Regulator Handle**  
Fits 1968-'80. (Roadsters from (c)138401; GTs from (c)1389472.)  
472-520 Reg. \$3.50 **Sale Price \$2.75**

**MGB Battery Bracket**  
Fits cars with two 6-volt batteries.  
473-180 Reg. \$3.95 **Sale Price \$3.25**

**MGB Bumper Bracket to Chrome Face Bar Spacer**  
475-280 Reg. \$1.85 **Sale Price \$1.50**

**MGB Water Temperature Sending Unit**  
Fits 1963-'74. (Roadsters/GTs up to (c)367900.)  
760-180 Reg. \$5.75 **Sale Price \$4.95**

**Jaguar XK120 Rear Engine Mount**  
Fits roadsters to (c)672481 and FHCs to (c)679815.  
011-145 Reg. \$21.45 **Sale Price \$17.50**

**Jaguar XK120-140-150 Cam Cover Chrome Dome Nut**  
Sold individually, 22 required.  
011-148 Reg. \$2.25 **Sale Price \$1.95**

**Jaguar XK120-140-150 Cam Cover Nut Washer**  
Chrome-plated copper as original. Sold individually, 22 required.  
011-176 Reg. \$0.35 **Sale Price \$0.25**

**Jaguar XK120-140-150 Cylinder Head Chrome Dome Nut**  
Sold individually, 14 required.  
011-149 Reg. \$3.25 **Sale Price \$2.75**

**Jaguar XK120 Top Radiator Hose**  
011-175 Reg. \$15.75 **Sale Price \$11.95**

**Jaguar XK140-150 Bottom Radiator Hose**  
011-178 Reg. \$12.95 **Sale Price \$9.95**

**Jaguar XK120-140 Wiper Blade**  
011-289 Reg. \$9.95 **Sale Price \$8.15**

**Jaguar XK120 Oil Level Sending Unit**  
011-310 Reg. \$49.95 **Sale Price \$29.95**

**Jaguar XK120 Rear Bumper Set**  
Sold as a pair, polished aluminum as original.  
011-386 Reg. \$129.95 **Sale Price \$109.95**

**Jaguar XK140-150 Steering Rack Boot**  
Sold individually.  
011-585 Reg. \$8.95 **Sale Price \$6.50**

**Jaguar XK140-150 Steering Rack Mount**  
011-586 Reg. \$15.75 **Sale Price \$12.75**

**Jaguar XK120-140-150 "Trico" Windshield Washer Bottle Decal**  
011-707 Reg. \$2.75 **Sale Price \$2.25**

**Jaguar XK120-140 Roadster Side Curtain Clamp Bolt Washer**  
011-708 Reg. \$3.90 **Sale Price \$3.25**

**Jaguar XK120-140-150 "Running-in Instructions" Windshield Decal**  
011-719 Reg. \$6.75 **Sale Price \$6.25**

**Jaguar XK120 Large Chrome Bumper Dome Nut**  
011-732 Reg. \$4.25 **Sale Price \$3.75**

**Jaguar XK150 FHC Rear Window Seal**  
011-736 Reg. \$54.70 **Sale Price \$44.50**

**Jaguar XK120 Rear Bumper Chrome Spacer**  
011-737 Reg. \$12.50 **Sale Price \$9.95**

**Jaguar XK120 Roadster Trunk Lid Seal**  
Fits late roadsters from (c)674941 on. Sold by the foot, 9 feet required per car.  
011-741 Reg. \$1.60 **Sale Price \$1.35**

**Jaguar XK120-140 Clutch & Brake Pedal Draft Excluder**  
011-745 Reg. \$3.90 **Sale Price \$3.25**

**Jaguar XK150 Roadster Door Top to Window Seal**  
011-747 Reg. \$7.25 **Sale Price \$6.70**

**Jaguar XK120 Windshield Wiper Shaft to Cowl Rubber Seal**  
011-751 Reg. \$3.75 **Sale Price \$3.25**

**Jaguar XK120-140-150 Gas Filler Door Seal**  
011-816 Reg. \$2.75 **Sale Price \$2.50**

**Jaguar XK140- early 150 Tail Lamp Housing Pad**  
011-823 Reg. \$5.20 **Sale Price \$4.50**

**Jaguar XK120-140-150 Jack Hole Cover**  
011-876 Reg. \$14.95 **Sale Price \$11.95**

**Jaguar XK140 FHC Rear Window Seal**  
011-909 Reg. \$58.75 **Sale Price \$44.95**

**Jaguar XK120 Front Suspension Anti-Roll Bar Bush**  
Fits early cars only with 1/2" dia. bars only.  
011-936 Reg. \$2.95 **Sale Price \$2.50**

**Jaguar XK120-140 Roadster Door Lock Chrome Cover Plate**  
031-052 Reg. \$10.20 **Sale Price \$8.50**

**Jaguar XK120 Tail Pipe Mount**  
031-828 Reg. \$6.95 **Sale Price \$5.50**

**Jaguar XK120-140-150 Ignition Wire Carrier**  
031-923 Reg. \$19.85 **Sale Price \$14.95**

**Jaguar XK 120-140-150 Clutch Disc**  
Brand new 10" disc.  
500-100 Reg. \$87.25 **Sale Price \$79.95**

**Jaguar XK120 Bottom Radiator Hose**  
570-016 Reg. \$12.95 **Sale Price \$9.95**

**Jaguar XK120-140-150 Gearshift Lever Rubber Bushing**  
682-010 Reg. \$2.65 **Sale Price \$2.25**

**Jaguar XK140 Clutch/Brake Pedal Rubber Grommet**  
Sold individually, 2 required.  
682-060 Reg. \$6.25 **Sale Price \$5.25**

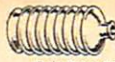
**Jaguar XK120-140 Fuel Tank Cap Seal**  
682-170 Reg. \$3.45 **Sale Price \$2.95**

**Jaguar XK120 Front Engine Mount**  
This is the early rectangular mount.  
Sold individually.  
810-040 Reg. \$26.25 **Sale Price \$17.95**

**Jaguar XKE Chrome Wire Wheel**  
Fits Series III cars only. 15" x 6" rim with 72 spokes. Sold individually.  
854-300 Reg. \$309.95 **Sale Price \$279.95**

**Jaguar XK120 Parking Lamp Red Indicator Medallion**  
872-975 Reg. \$4.95 **Sale Price \$4.35**

**Jaguar XK150 Wiper Blade**  
874-615 Reg. \$10.50 **Sale Price \$8.95**



**Sale Price \$6.50**



**Sale Price \$6.25**



**Sale Price 239.95**



**Sale Price \$4.25**



**Sale Price \$1.50**

**Jaguar**

**Jaguar XK120 Rear Engine Mount**  
Fits roadsters to (c)672481 and FHCs to (c)679815.  
011-145 Reg. \$21.45 **Sale Price \$17.50**

**Jaguar XK120-140-150 Cam Cover Chrome Dome Nut**  
Sold individually, 22 required.  
011-148 Reg. \$2.25 **Sale Price \$1.95**

**Jaguar XK120-140-150 Cam Cover Nut Washer**  
Chrome-plated copper as original. Sold individually, 22 required.  
011-176 Reg. \$0.35 **Sale Price \$0.25**

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Sold individually, 14 required.  
011-149 Reg. \$3.25 **Sale Price \$2.75**

**Jaguar XK120 Top Radiator Hose**  
011-175 Reg. \$15.75 **Sale Price \$11.95**

**Jaguar XK140-150 Bottom Radiator Hose**  
011-178 Reg. \$12.95 **Sale Price \$9.95**

**Jaguar XK120-140 Wiper Blade**  
011-289 Reg. \$9.95 **Sale Price \$8.15**

**Jaguar XK120 Oil Level Sending Unit**  
011-310 Reg. \$49.95 **Sale Price \$29.95**

**Jaguar XK120 Rear Bumper Set**  
Sold as a pair, polished aluminum as original.  
011-386 Reg. \$129.95 **Sale Price \$109.95**



**Sale Price \$8.15**



**Sale Price \$279.95**

**Triumph**

**Triumph TR4 Hand Crank Chrome Guide Bracket**  
031-672 Reg. \$7.65 **Sale Price \$5.75**

**Triumph TR2-TR4A Battery Retaining Bar**  
031-769 Reg. \$5.95 **Sale Price \$4.75**

**Triumph TR4-TR4A Battery Retaining J-Bolt**  
031-771 Reg. \$4.75 **Sale Price \$3.95**

**Triumph TR7 Idler Timing Gear**  
071-036 Reg. \$33.95 **Sale Price \$25.50**

**Triumph TR7 Cylinder Head Gasket Set**  
Fits 1975 thru '80 cars with carbureted engines.  
071-003 Reg. \$58.15 **Sale Price \$44.50**

**Triumph TR7 Main Bearing Set (STD.)**  
071-025 Reg. \$24.95 **Sale Price \$17.50**

**Triumph TR7 Camshaft Timing Gear**  
071-034 Reg. \$35.90 **Sale Price \$24.95**

**Triumph TR7 Crankshaft Timing Gear**  
071-035 Reg. \$32.95 **Sale Price \$26.95**

**Triumph TR7 Oil Dipstick**  
Fits carbureted engines from 1979 on.  
071-099 Reg. \$15.95 **Sale Price \$10.95**

**Triumph TR7 Rear Zenith-Stromberg Carburetor**  
Fits California spec. cars from 1977 on and Fed. spec. cars from 1980 on.  
071-118 Reg. \$195.95 **Sale Price \$79.95**

**Triumph TR7 Fuel Pump**  
Fits carbureted engines from 1977 1/2 on.  
071-121 Reg. \$63.00 **Sale Price \$49.95**

**Triumph TR7 Accelerator Cable**  
Fits 1975-'76 cars.  
071-128 Reg. \$9.75 **Sale Price \$7.95**

**Triumph TR7 4-Speed Clutch Pressure Plate**  
071-300 Reg. \$35.75 **Sale Price \$24.95**

**Triumph TR7 4-Speed Clutch Disc**  
071-302 Reg. \$39.50 **Sale Price \$29.95**

**Triumph TR7 4-Speed Gearbox Laygear**  
Fits from #CG36220 on.  
071-323 Reg. \$64.50 **Sale Price \$34.50**

**Triumph TR7 Front Strut Insert**  
071-400 Reg. \$42.50 **Sale Price \$36.50**

**Triumph TR7 Rear Suspension Lower Control Arm Front Bush**  
071-414 Reg. \$11.50 **Sale Price \$9.75**

**Triumph TR7 Disc Brake Pad Set**  
071-536 Reg. \$18.95 **Sale Price \$14.95**

**Triumph TR7 Brake Shoe Set**  
Fits 4-speed and automatic gearbox cars only.  
071-542 Reg. \$20.10 **Sale Price \$15.95**

**Triumph TR7 Front Exhaust Pipe & Catalyst**  
Fits FED. spec. cars from 1977 thru '79 (not California).  
071-609 Reg. 145.30 **Sale Price \$44.95**

**Triumph TR7 Front Exhaust Pipe & Catalyst**  
Fits California spec. cars from 1977 thru '79.  
071-611 Reg. \$298.75 **Sale Price \$144.95**

**Triumph TR7 Speedometer**  
Fits 1978 thru '81.  
071-703 Reg. \$74.50 **Sale Price \$29.95**

**Triumph TR7 Tachometer**  
071-707 Reg. \$84.95 **Sale Price \$29.95**

**Triumph TR7 Clock**  
071-708 Reg. \$49.50 **Sale Price \$24.50**

**Triumph TR7 Ammeter**  
071-713 Reg. \$24.75 **Sale Price \$14.50**

**Triumph TR7 Fuel Gauge**  
Fits 1975 thru '78.  
071-718 Reg. \$22.50 **Sale Price \$14.50**

**Triumph TR7 Fuel Gauge**  
Fits 1979 thru '81.  
071-719 Reg. \$32.75 **Sale Price \$18.95**

**Triumph TR7 Front Side Lamp Assemblies Right Hand**  
071-725 Reg. \$37.50 **Sale Price \$14.95**  
**Left Hand**  
071-730 Reg. \$37.50 **Sale Price \$17.50**

**Triumph TR7 Rear Window Demister Switch**  
Fits 1975 thru mid '77 (to ACW30001).  
071-750 Reg. \$43.95 **Sale Price \$19.95**

**Triumph TR7 Fog Lamp Switch**  
Fits 1975 thru mid '77 (to ACW30001).  
071-755 Reg. \$23.85 **Sale Price \$15.95**

**Triumph TR7 Fog Lamp Switch**  
Fits mid 1977 thru '79 (from ACW30002).  
071-756 Reg. \$23.95 **Sale Price \$14.50**

**Triumph TR7 Windshield Wiper Switch**  
Fits 1975 thru '78.  
071-770 Reg. \$54.95 **Sale Price \$37.50**

**Triumph TR7 Fuse Box**  
Fits 1975 thru '78.  
071-775 Reg. \$48.95 **Sale Price \$34.50**

**Triumph TR7 Right Hand Windshield Wiper Blade**  
071-792 Reg. \$9.45 **Sale Price \$5.95**

**Triumph TR7 Hood Hinge**  
071-833 Reg. \$6.25 **Sale Price \$3.95**

**Triumph TR7 Hub Cap**  
Fits 1975-'76.  
071-896 Reg. \$7.90 **Sale Price \$5.95**

**Triumph TR7 Hood Panel**  
Fits 1975 thru '78.  
071-970 Reg. \$287.50 **Sale Price \$199.95**

**Triumph TR3 Chrome Wiper Arm Bezel**  
Fits from TS12568 thru TR3B.  
145-290 Reg. \$5.50 **Sale Price \$4.65**

**Triumph TR3-TR4 Carburetor Jet Lever**  
Fits SU carbs. For both front and rear carbs.  
370-950 Reg. \$11.50 **Sale Price \$8.75**

**Triumph TR2-TR4 Handcranks**  
Great reproductions of the factory handcranks, finished in gloss black. Handy for adjusting valves or starting your car when all else fails.

**TR2-TR3 Handcrank (Small mouth cars.)**  
389-030 Reg. \$27.95 **Sale Price \$22.95**

**TR3A-TR3B Handcrank (Wide mouth cars.)**  
389-040 Reg. \$27.95 **Sale Price \$24.95**

**TR4 Handcrank**  
389-010 Reg. \$27.95 **Sale Price \$22.95**

**Triumph TR3-TR4A Rear Hub Oil Seal**  
Fits TR3 from TS13046. Fits TR4As with solid rear axles only.  
520-130 Reg. \$4.95 **Sale Price \$4.25**

**Triumph TR4A-TR6 Rear Hub Inner Oil Seal**  
520-150 Reg. \$3.75 **Sale Price \$3.25**

**Triumph TR4A-TR6 Rear Hub Outer Oil Seal**  
520-190 Reg. \$4.95 **Sale Price \$4.25**

**Triumph TR2-TR4A Generator Pulley**  
539-010 Reg. \$15.95 **Sale Price \$12.95**

**Triumph TR3A-TR4 Chrome Headlamp Rim**  
Fits TR3A from TS32585 thru TR4 (b)24600CT.  
560-200 Reg. \$23.75 **Sale Price \$19.50**

**Triumph TR4A-TR250 Amber Side Marker Lamp Lens**  
560-220 Reg. \$6.95 **Sale Price \$5.95**

**Triumph TR4-TR250 Tail Lamp Lens Gasket**  
560-320 Reg. \$2.95 **Sale Price \$2.50**

**Triumph TR2-TR3 Rear Wheel Cylinder**  
Fits cars with Lockheed system 10" brakes thru TR3 TS13045 only.  
580-020 Reg. \$45.50 **Sale Price \$39.95**

**Triumph TR3-TR6 Rear Brake Adjuster Assembly**  
Fits cars with Girling system 9" brakes from TR3 TS13046 thru TR6.  
582-280 Reg. \$19.95 **Sale Price \$16.95**

**MOSS**

**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



# Triumph

Triumph TR4-TR6 Handbrake Lever Grip  
Fits TR6 to (c)CF5000.  
582-640 Reg. \$2.85 Sale Price \$2.30

Triumph TR3B-TR6 Front Disc Brake Rotor  
Fits TR3B (TSF series), TR4 with wire wheels  
from CT4690, TR4 with disc wheels from CT4388  
and all TR4As, TR250s and TR6s.  
588-510 Reg. \$33.95 Sale Price \$30.95

Triumph "TR4"  
Chrome Trunk Lid Medallion  
601-090 Reg. \$13.50 Sale Price \$9.95

Triumph TR4 "A"  
Chrome Trunk Lid Medallion  
601-100 Reg. \$4.95 Sale Price \$4.25

Triumph TR2 Front Apron Medallion  
Red and black enamel.  
601-120 Reg. \$24.95 Sale Price \$19.95

Triumph TR2-TR3B Glove Box  
633-040 Reg. \$23.95 Sale Price \$21.95

Triumph TR4-TR4A-TR250 Glove Box  
633-110 Reg. \$33.75 Sale Price \$27.50

Triumph TR2-3B Heater Valve Extension Pipe  
635-110 Reg. \$6.20 Sale Price \$5.25

Triumph TR3A-3B Heater Blower Switch Knob  
Late style push-on type.  
635-205 Reg. \$4.90 Sale Price \$3.95

Triumph TR4-TR6  
Heater Control Valve  
635-270 Reg. \$28.50 Sale Price \$26.95

Triumph TR250  
Black Vinyl Top Frame Cover  
Beautifully tailored in England to  
match our original style  
seat and panel kits.  
644-140 Reg. \$98.75  
Sale Price \$89.95

Triumph TR7 Rubber Floor Mat Set  
Heavily ribbed black rubber with Triumph logo.  
Sold per pair.  
646-760 Reg. \$19.95 Sale Price \$15.95

Triumph TR4  
Major Front Suspension Rebuild Kit  
Fits TR4 from CT17219 on. Includes all necessary  
seals and bushings to restore your front suspension.  
One kit does both sides.  
660-978 Reg. \$87.50 Sale Price \$74.50

Triumph TR2-TR4A Wheel Stud  
For disc wheel cars only. Fits front to TR3  
TS13045. Fits rear TR2 thru TR4A. (Fits TR4A  
solid axle only).  
661-320 Reg. \$3.40 Sale Price \$2.75

Triumph TR4A-TR6 Front  
Suspension Coil Spring  
Sold individually, however, we  
highly recommend replacing road  
springs in pairs. Fits TR4As with the  
shorter packing pieces #661-675  
only.  
661-650 Reg. \$32.50  
Sale Price \$27.95

Triumph TR2-TR6 Front Suspension  
Coil Spring Rubber Washer  
TR2 thru TR4A uses 3 per spring, TR250 and  
TR6 uses 2. Sold individually.  
661-660 Reg. \$2.75 Sale Price \$2.25

Triumph TR2-TR3 Steering Idler Bracket  
667-030 Reg. \$26.75 Sale Price \$23.50

Triumph TR6 Steering Wheel Horn Push &  
Centerpiece  
Fits TR6 from CF1 on.  
667-435 Reg. \$16.95 Sale Price \$14.50

Triumph TR2-TR4  
Front Shock Absorber  
670-007 Reg. \$19.80  
Sale Price \$16.50

Triumph TR4A-TR6 Rear Suspension  
Rebound Rubber  
674-610 Reg. \$6.25 Sale Price \$5.25

Triumph TR2-TR4A Chrome Hub Cap  
Sold individually, does not include medallion.  
674-690 Reg. \$19.95 Sale Price \$16.95

Triumph TR4A Hub Cap Medallion  
This is the painted type, sold individually.  
674-745 Reg. \$8.75 Sale Price \$7.50

Triumph TR6 Rear Suspension Coil Spring  
Fits TR6 from (c)CC61571 on.  
675-045 Reg. \$34.95 Sale Price \$29.95

Triumph TR4A-TR6 IRS  
Rear Axle Mounting Rubber  
Fits rear upper & lower on TR4As,  
front upper on TR250s and TR6s.  
680-080 Reg. \$3.50 Sale Price \$2.95

Triumph TR4A-TR6 IRS  
Rear Axle Mounting Rubber  
Lower front mount.  
680-090 Reg. \$3.40 Sale Price \$2.85

Triumph TR4 Door Checkstrap Rubber Boot  
Fits TR4 to (b)22343CT.  
680-280 Reg. \$3.95 Sale Price \$3.25

Triumph TR4-TR6 Hood Sealing Rubber  
680-370 Reg. \$12.25 Sale Price \$9.95

Triumph TR4-TR6 Cowd Vent Sealing Rubber  
Fits TR6 to (c)CC85737.  
680-390 Reg. \$8.95 Sale Price \$7.25

Triumph TR2-TR3A Trunk Lid Seal  
Fits TR3A to TS60000.  
680-500 Reg. \$14.95 Sale Price \$12.95

Triumph TR3A-TR6  
Gas Cap to Body Rubber Grommet  
Fits TR3A from TS60001 on.  
680-580 Reg. \$4.95 Sale Price \$4.25

Triumph TR4A  
Upper Rubber Gearshift Boot  
680-720 Reg. \$10.95  
Sale Price \$9.95

Triumph TR4A-TR6  
Lower Rubber Gearshift Lever Boot  
680-730 Reg. \$16.95 Sale Price \$14.25

Triumph TR4A-TR6  
Front Suspension Ball Joint Rubber Boot  
680-760 Reg. \$3.95 Sale Price \$3.25

Triumph TR2-TR3B  
Steering Column Rubber Grommet  
680-830 Reg. \$7.35 Sale Price \$5.95

Triumph TR4-TR6  
Steering Column Rubber Grommet  
Fits TR6 to (b)50000CC.  
680-860 Reg. \$4.95 Sale Price \$4.25

Triumph TR4-TR6 Windshield Frame  
Capping Strip Rubber Plug  
Fits TR4 from CT8010 on.  
681-030 Reg. \$1.95 Sale Price \$1.70

Triumph TR4A-TR6 Header Rail Rubber Seal  
681-040 Reg. \$12.50 Sale Price \$10.75

Triumph TR4-TR6  
Gas Tank Drain Plug Grommet  
681-080 Reg. \$0.95 Sale Price \$0.85

Triumph TR6  
Rear Bumper Joint Plate Rubber Washer  
681-100 Reg. \$3.75 Sale Price \$2.95

Triumph TR2-TR4 Cylinder Head Gasket  
Fits 83mm engines.  
694-500 Reg. \$42.95 Sale Price \$34.95

Triumph TR250-TR6 Cylinder Head Gasket  
Fits TR6 up to (e)CC75000E.  
694-540 Reg. \$12.25 Sale Price \$11.25

Triumph TR6  
Oil Pressure Sending Unit  
Fits from (e)CF1UE on.  
760-200 Reg. \$7.25 Sale Price \$3.95

Triumph TR6  
Rebuilt Water  
Temperature Gauge  
Fits 1973-76 from CF1 on. Price includes a core  
charge of \$15.00 refundable upon our receipt of  
a complete rebuildable core.  
760-320 Reg. \$77.85 Sale Price \$59.95

Triumph TR4-TR6 Spare Wheel Clamp Disc  
801-320 Reg. \$5.25 Sale Price \$4.75

Triumph TR4A-TR6  
B-Post Finishers  
Right Hand  
802-330 Reg. \$7.45 Sale Price \$4.95

Triumph TR4-TR6  
B-Post Finishers  
Left Hand  
802-340 Reg. \$7.45 Sale Price \$4.95

Triumph TR2-TR3B  
Rear Overdriver Support Spring  
802-600 Reg. \$13.40 Sale Price \$10.75

Triumph TR2-TR3  
Front Bumper Overdriver  
Fits small mouth cars only.  
802-750 Reg. \$24.20 Sale Price \$20.25

Triumph TR3-TR3B Rear Short Fender Bead  
802-815 Reg. \$3.90 Sale Price \$3.60

Triumph TR2-TR3 Trunk Lid Lock  
"Fig Leaf" Chrome Escutcheon  
Fits TR3 up to TS22013.  
802-838 Reg. \$6.95 Sale Price \$5.95

Triumph TR2-TR3  
Spare Tire & Tool Roll Strap Set  
802-845 Reg. \$24.95 Sale Price \$19.95

Triumph TR4 Door  
Check Strap Assembly  
Fits up to (b)22343CT.  
Right Hand  
803-010 Reg. \$23.50 Sale Price \$19.50

Triumph TR2-TR3B Door Hinges  
These are the later style steel hinges.  
Right Hand Top  
803-460 Reg. \$17.95 Sale Price \$15.95

Triumph TR2-TR3B Door Hinges  
Left Hand Top  
803-470 Reg. \$17.95 Sale Price \$15.95

Triumph TR2-TR3B Door Hinges  
Right Hand Bottom  
803-480 Reg. \$16.50 Sale Price \$14.95

Triumph TR2-TR3B Door Hinges  
Left Hand Bottom  
803-490 Reg. \$16.50 Sale Price \$14.95

Triumph TR3A-TR3B  
Side Curtain Anchor Plates  
Fits TR3A from TS28826 thru TR3B.  
Right Hand Front & Left Hand Rear  
803-580 Reg. \$12.95 Sale Price \$9.95

Triumph TR3A-TR3B  
Left Hand Front & Right Hand Rear  
803-590 Reg. \$12.95 Sale Price \$9.95

Triumph TR2-TR3B Door Latch Assemblies  
Original for TR3A from TS60001 thru TR3B, but  
may easily be used on earlier cars by re-using  
your original hardware as required.  
Right Hand  
803-670 Reg. \$21.50 Sale Price \$19.50

Triumph TR2-TR3B Door Latch Assemblies  
Left Hand  
803-680 Reg. \$21.50 Sale Price \$19.50

Triumph TR4 Front Bumper Bracket  
804-050 Reg. \$5.50 Sale Price \$4.50

Triumph TR4 Front Bumper Overdriver  
804-170 Reg. \$19.95 Sale Price \$17.50

Triumph TR4-TR4A  
Rear Bumper Overriders  
Right Hand  
804-200 Reg. \$21.95 Sale Price \$19.95

Triumph TR4-TR4A  
Rear Bumper Overriders  
Left Hand  
804-210 Reg. \$21.95 Sale Price \$19.95

Triumph TR250-TR6 Original Outer Hood  
Release Cable  
807-090 Reg. \$6.95 Sale Price \$4.95

Triumph TR2-TR4 Tail Pipe Hanger  
812-060 Reg. \$1.55 Sale Price \$1.35

Triumph TR250-TR6  
Timing Chain Tensioner  
Fits all cars with double-row timing chains.  
832-270 Reg. \$3.65 Sale Price \$3.25

Triumph TR2-TR3B Radiator Fan  
834-030 Reg. \$69.95 Sale Price \$49.95

Triumph TR4-TR4A Top Radiator Hose  
834-260 Reg. \$6.75 Sale Price \$5.65

Triumph TR6 Radiator Cap  
Fits from (c)CF35001 on.  
834-825 Reg. \$4.25 Sale Price \$2.95

Triumph TR250-TR6  
Gas Cap  
Fits up to (c)CF12500.  
834-890 Reg. \$35.95 Sale Price \$29.95

Triumph TR6 Water Pump  
Supplied complete with pulley. Fits cars with 1/2"  
groove pulleys from CF350001E on.  
835-055 Reg. \$99.50 Sale Price \$74.50

Triumph TR2-TR4A  
Water Pump  
Uses original type pulley (not included).  
835-070 Reg. \$82.50 Sale Price \$74.50

Triumph TR250 Radiator Fan  
835-260 Reg. \$24.75 Sale Price \$21.50

Triumph TR2-TR4A  
Generator Mounting Bracket  
835-540 Reg. \$10.25 Sale Price \$9.25

Triumph TR6  
Oil Pump Rotor & Vane Assembly  
Fits from (e)CC66297E on.  
836-210 Reg. \$21.95 Sale Price \$19.95

Triumph TR2-TR4A Rigid Oil Line  
836-570 Reg. \$17.95 Sale Price \$14.95

Triumph TR250-TR6  
Crankshaft Timing Sprocket  
Fits later cars with double-row timing chains.  
837-100 Reg. \$52.35 Sale Price \$42.95

Triumph TR2-TR4A Crankshaft Pulley Halves  
Rear Half  
837-500 Reg. \$7.95 Sale Price \$7.25

Triumph TR2-TR4A Crankshaft Pulley Halves  
Front Half  
837-510 Reg. \$11.25 Sale Price \$9.95

Triumph TR2-TR4A Engine Pushrod  
This is later 3/8" diameter pushrod which re-  
placed the earlier unreliable 5/16" ones. Sold  
individually.  
838-510 Reg. \$14.50 Sale Price \$11.95

Triumph TR250-TR6  
Rocker Arms  
Fits positions #1, 3, 5, 7, 9 & 11  
839-110 Reg. \$19.75 Sale Price \$17.95

Triumph TR250-TR6  
Rocker Arms  
Fits positions #2, 4, 6, 8, 10 & 12  
839-120 Reg. \$19.75 Sale Price \$17.95

Triumph TR3B-TR6 Gearbox 1st Gear  
Fits TR6 up to (g)GD20281.  
841-020 Reg. \$39.95 Sale Price \$33.95

Triumph TR3B-TR6 Countershaft 2nd Gear  
Fits TR6 up to (g)30646.  
842-015 Reg. \$46.50 Sale Price \$39.95

Triumph TR6  
3rd & 4th Gear Synchro Hub Assembly  
Fits from (g)CD19741 on.  
845-015 Reg. \$26.50 Sale Price \$19.95

Triumph TR6 Radiator Water Return Pipe  
850-220 Reg. \$9.25 Sale Price \$8.25

Triumph TR2-TR4A Rocker Arm Shaft  
851-020 Reg. \$45.95 Sale Price \$37.50

Triumph TR2-TR3B Adjustable Steering Wheel  
Great reproduction of the factory optional adjust-  
able steering wheel. Not interchangeable with  
the standard wheel.  
853-730 Reg. \$167.95 Sale Price \$139.95

Triumph TR6 Valance Top Finisher  
Fits below grille.  
854-205 Reg. \$29.95 Sale Price \$19.95

Triumph TR3-TR3B Rear Long Fender Bead  
854-220 Reg. \$12.50 Sale Price \$9.95

Triumph TR6 Right Rear Bumper Corner Bar  
Fits from (c)CF27000 on.  
854-740 Reg. \$99.50 Sale Price \$86.75

Triumph TR6  
Front Spoiler  
Fits from 1973 on.  
855-095 Reg. \$31.95  
Sale Price \$26.50

Triumph TR6 Front Valance Assembly  
Fits CF1 thru (b)27000CF.  
855-165 Reg. \$319.50 Sale Price \$299.95

Triumph TR2-TR4 Front Muffler  
862-000 Reg. \$34.00 Sale Price \$29.95

Triumph TR2-TR4 Rear Resonator  
862-010 Reg. \$24.25 Sale Price \$21.50

Triumph TR6  
Muffler & Tail Pipes  
Fits 1968-71 to (c)CC75000.  
862-070 Reg. \$79.95 Sale Price \$72.50

Triumph TR2-TR4  
Aluminum Tail Pipe Extension  
863-010 Reg. \$8.00 Sale Price \$6.95

Triumph TR6 Overdrive Pump Cam  
Fits 1973-76 cars with J-Type overdrive.  
866-830 Reg. \$19.35 Sale Price \$14.95

Triumph TR6 Radiator Grille  
870-005 Reg. \$169.95 Sale Price \$154.50

Triumph TR4-TR4A-TR250-TR6  
Windscreen Frame Attachment Plate  
The anodized aluminum plates are correct for  
TR4 thru TR250. The black oxide steel plates  
were originally fitted to TR6s and some TR250s.  
Sold individually.

Triumph TR4-TR4A-TR250 Plate  
TR6 Plate  
801-025 Reg. \$3.75 Sale Price \$3.25

Triumph TR6 Left Hand  
Front Parking Lamp Assembly  
Fits 1969-72. Original assembly  
with "chrome" edging on the lens.  
544-130 Reg. \$129.50 Sale Price \$119.95

Triumph TR2-TR4 Rear Leaf Spring  
Fits TR4 to (c)CT23382. Sold individually.  
851-195 Reg. \$63.50 Sale Price \$56.50

Triumph TR6 Rear Center Bumper Bar  
Superb quality reproduction.  
1969-72 to (c)CC85737

Triumph TR6 Rear Center Bumper Bar  
854-760 Reg. \$87.50 Sale Price \$74.95



# All Marques

## Gearbox Switch

Used as both an overdrive isolation switch and a reverse lamp actuating switch.

Fits Triumph TR3A from TS90001 thru TR6, Austin-Healey 3000, and MGB. Spade terminals. 140-470 Reg. \$14.95 Sale Price \$11.95

## Hazard Warning Flasher Unit

Fits MGBs 1972 thru '80, Triumph TR6 from (c)CC75001 on and TR7. 141-650 Reg. \$5.95 Sale Price \$4.95

## British Type Headlamp Lens & Reflector Assembly

Semi-sealed type with replaceable bulbs. Sold individually. Not legal for street use in California. Other states may have regulations regarding street use. Order bulb #170-600 and adaptor #157-000 separately. 157-500 Reg. \$33.20 Sale Price \$28.25

## License Lamp Chrome Cover

Fits MG TC-TD-TF, MGA, Sprite-Midget thru 1969, Triumph TR3 from TS18913 thru TR3B, and Austin-Healey 100-4, 100-6 and 3000. 158-100 Reg. \$17.95 Sale Price \$14.50

## License Lamp Glass Lens

Fits models listed for chrome cover above. 164-100 Reg. \$6.25 Sale Price \$5.25

## Tail Lamp Lens Pad

Fits between lens and chrome base. For MGA 1500 & 1600, Bugeye Sprite, Triumph TR2 from TS1301 thru TR3B, and Jaguar XK140 & early XK150. 159-100 Reg. \$2.25 Sale Price \$1.95

## Tail Lamp Base Pad

Fits between Chrome Base and body or plinth. For MGA 1500 & 1600, Bugeye Sprite, and Triumph TR2 from TS1301 thru TR3B. 159-400 Reg. \$2.50 Sale Price \$2.15

## Dashboard Illumination Bulb

This is the small screw type bulb used extensively on most British sports cars. Sold individually. 171-000 Reg. \$0.75 Sale Price \$0.60

## Chrome Gas Cap

Fits MGBs to '69, Sprites & Midgets to '69 and Austin-Healey 100-6 & 3000. 202-750 Reg. \$4.75 Sale Price \$4.50

## Lucas Fender Mirror

Terrific reproduction of the late '60s-early '70s style Lucas fender mirrors. Mounts with two self-tapping screws through the base. 223-310 Reg. \$14.75 Sale Price \$12.95

## Spin-On Oil Filter

Stock up now and save! Fits our spin-on oil filter conversion kits for MGB, Sprite-Midget and MGA. 235-950 Reg. \$3.95 Sale Price \$3.45

## Sun Visor

Fits MG TC-TD-TF, MGA, Triumph TR2 and TR3. Green tinted plexiglass with chrome fittings. This valuable accessory makes late afternoon driving much safer. Sold individually. 240-300 Reg. \$18.45 Sale Price \$14.50

## Override Packing

Eight piece set, enough for all 4 overrides. Fits MG TD-TF, MGA, MGB, Sprite-Midget, Triumph TR4 thru TR250 and Austin-Healey 100-4 thru 3000. 400-418 Reg. \$3.35 Sale Price \$2.75



## Original Style Luggage Racks

High quality British reproductions of the luggage racks available as a factory option in England-see them here in the states. All hardware included for an easy bolt-on installation.

### MGA Luggage Rack

244-700 Reg. \$167.50 Sale Price \$144.50

### MGB Luggage Rack

244-710 Reg. \$167.50 Sale Price \$144.50

### Sprite-Midget Luggage Rack

244-730 Reg. \$148.75 Sale Price \$129.95

## Black Velour/Rubber Door Seal

Sold by the yard. This super quality black velour fabric/black rubber door seal is beautifully suited for many types of British sports cars such as MGA, MGBs thru 1972, Triumph TR4 thru early TR6, Austin-Healey Sprite and MG Midget. 249-607 Reg. \$8.25 Sale Price \$6.95

## Black Plastic Door Seal

The perfect economical alternative to our original velour/rubber door seal above. Original for 1973-80 MGB and Midget roadsters, it is an inexpensive replacement type for many types of British sports cars such as MGA, Triumph TR4 thru TR6 and all six cylinder Austin-Healeys. Really keeps the wind, water and cold out of your cockpit! Sold by the foot. 259-907 Reg. \$2.25 Sale Price \$1.75

## Front Suspension Seal Support

Fits MG TD-TF, MGA and MGB. 264-010 Reg. \$0.70 Sale Price \$0.55

## Rear Axle Check Strap

Fits MGA and Sprite-Midget 948 thru 1275cc. 267-610 Reg. \$7.95 Sale Price \$5.95

## MG Heavy-Duty A-Arm Bushing Set

Fits MG TD-TF, MGA and MGB. Originally fitted by the factory to MGB GT V-8s, these steel/rubber combination bushings locate your front suspension's lower A-Arms positively and permanently. This set of four bushes replaces the eight rubber ones that deteriorate so quickly. 280-498 Reg. \$17.95 Sale Price \$14.50

## Wiper Arm Bezel Pad

Fits MGA, MGB roadsters, Sprite-Midget and Austin-Healey 100-4 thru 3000. 282-820 Reg. \$0.75 Sale Price \$0.65

## SU Carburetor Jet

Size .090. Fits MG TC-TD-TF, MGA, Sprite-Midget, Triumph TR2, and Austin-Healey 100-4. 370-760 Reg. \$6.75 Sale Price \$6.25

## SU Carburetor Float Needle & Seat

If your car has SU carburetors, this item will fit! Sold individually. 371-060 Reg. \$4.75 Sale Price \$4.25

## Electric Fuel Pump

Fits MG TF from (c)1510 on, MGA, MGB and Austin-Healey 100-4. Brand new replacement type pump. 377-020 Reg. \$59.95 Sale Price \$52.50

## Wire Wheel Spoke Wrench

This wide faced 7" wrench is the perfect size for adjusting spoke nipples without rounding them off. Chrome plated high quality steel. 385-800 Reg. \$10.95 Sale Price \$8.95

## Zenith-Stromberg Carburetor Tool

An essential tool for mixture adjustment on late MGBs, Triumph TR6 & TR7, and Midget 1500s. 386-310 Reg. \$9.25 Sale Price \$7.25



## Wire Wheel Brush

With bristles shaped to get around spokes without damage to your knuckles, this heavy duty brush makes wire wheel cleaning easy. 386-940 Reg. \$7.95 Sale Price \$6.95

## Chrome Badge Bar Clip

408-567 Reg. \$3.45 Sale Price \$2.65

## Stellite Exhaust Valves

Constructed of stainless steel and faced with Stellite, a hard wearing and highly burn resistant alloy, these valves will considerably outlast stock valves. Sold individually.

### MG TC-TD Stellite Exhaust Valve

423-025 Reg. \$16.95 Sale Price \$13.95

### MGA Stellite Exhaust Valve

423-115 Reg. \$13.50 Sale Price \$10.95

### MGB Stellite Exhaust Valve

Fits 1963-'68. (18 G. GA, GB to GF/2158 non-O/D, 18GF/530 O/D. 423-155 Reg. \$15.95 Sale Price \$12.95

### Triumph TR250-TR6 to (e)CF1UE

821-115 Reg. \$15.95 Sale Price \$13.95

### Triumph TR6 from (e)CF1UE

821-125 Reg. \$16.95 Sale Price \$13.95

### Jaguar XK120-140 (1 7/16" head dia.)

537-035 Reg. \$17.95 Sale Price \$15.95

### Jaguar XK150-150S & XKE (1 5/8" head dia.)

537-095 Reg. \$17.95 Sale Price \$15.95

## SU Carburetor Overflow Pipe

Supplied straight, bend as required. Fits MG TC-TD-TF, MGA, Sprite-Midget, Triumph TR2-TR3, Jaguar XK120-140-150 and Austin-Healeys with HD6 carburetors. 451-250 Reg. \$8.75 Sale Price \$6.95

## MG Trunk Lid Chrome "Octagon" Badge Set

Fits all MGAs, MGB roadsters thru '69 & early MGB GTs and MG Midget. Three piece set with mounting clips. 470-698 Reg. \$9.25 Sale Price \$7.25

## Stainless Steel Exhaust Systems

The last exhaust system your car will ever need! Constructed of heavy gauge stainless steel, these systems are designed to fit your car perfectly. Guaranteed for as long as you own your car.

### MGB 1963-'67

454-560 Reg. \$199.50 Sale Price \$189.95

### MGB 1974-'80 (Eliminates catalytic converter.)

454-570 Reg. \$194.50 Sale Price \$184.50

### Austin-Healey 100-6 thru 3000 BJ7

610-120 Reg. \$335.00 Sale Price \$315.95

### Triumph TR2-TR3-TR4

860-100 Reg. \$217.75 Sale Price \$204.95

### Triumph TR4A (Single muffler system.)

860-120 Reg. \$298.50 Sale Price \$269.95

### Jaguar XK140-150

860-190 Reg. \$569.50 Sale Price \$539.95

### Triumph TR250-TR6 ('68-'72 single headpipe.)

860-200 Reg. \$329.30 Sale Price \$279.95

## Clear Front Flasher Lamp Lens

Fits Triumph TR3 from TS 17341 thru TR 4 (b)30348CT, Austin-Healey 100-6 & 3000 to (c)26704 and Bugeye Sprite. Also used as a reverse lamp lens on Triumph TR250. Sold individually. 560-270 Reg. \$7.50 Sale Price \$6.45

## Flasher Lamp Rubber Body

Fits front flasher lamp of Triumph TR3 from TS 17341 thru TR4 (b)30348CT, Bugeye Sprite, and Austin-Healey 100-6 & 3000 to (c)26704. Fits rear flasher lamp of TR3 from TS 17341 thru TR3B, Bugeye Sprite, Austin-Healey 100-6 & 3000 to (c)26704 and MGA 1600. Also used on reverse lamps of Triumph TR250s. 159-600 Reg. \$2.25 Sale Price \$1.85



Prices Valid May 21 thru July 7, 1990

## Notes On Ordering

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

All items listed in this newsletter and sale section do not include shipping and handling charges or local sales tax (CA, 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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## THROUGH THE WINDSCREEN CLUB NEWS AND EVENTS

### The Club Scene

By Ken Smith  
Club & Events Coordinator

Recently, I was surprised to read an article in a nationally circulated British car magazine, which, in essence, was somewhat critical of the introduction of the British Motor Heritage MGB body shell. It actually went so far as to suggest that any MGB rebuilt using the Heritage shell could be classified as a fake!

The Heritage body shell project has involved years of work, during which David Bishop of Heritage, encouraged by his managing director Peter Mitchell, literally scoured the English countryside to rescue the remainder of the original MGB jigs and

force recruited from dedicated people who used to make the body shells all those years ago! So was born the Faringdon body shell plant, the success of which has led twice to extending the facility due to overwhelming demand for new MGB body shells.

Bear in mind that the youngest MGB on the road today is nearly ten years old. The whole premise behind the introduction of the Heritage body shells was to save MGBs, which were perhaps past their prime in terms of bodywork, particularly in climates where salt and water had taken their toll, and dreaded rust was in residence!

However, let us take a specific example. Suppose you had a 1969 MGB roadster on which the majority of the bodywork was totally rusted out. If you replaced both fenders at the front and rear, both doors, the hood, trunk lid, and at the same time replaced the rockers (both inner and outer), and the floor pans, it would take a lot of work and loads of money! According to what has been seen recently, you would end up with a restored 1969 MGB. However, the metalwork still wouldn't be 100% rust-free, and perhaps the fit of the new panels might not be quite as good as when the car left the factory.

Now, decide to do the same thing, only this time make life a little easier (but not much!) by utilizing a Heritage body shell to obviate all the cutting and shutting, welding, and fitting, that separate metal panels generate. The fit and finish of the Heritage body shells is actually better than original, but will still require some hand-finishing prior to painting.

Cars restored using remanufactured



The ravages of rust (above). Pictured below - the perfect donor car?

press tools. These, of course, had been dumped when the Abingdon factory was closed in October 1980, and no further bodies were required from Pressed Steel Fisher of Swindon, who manufactured the MGB shells at that time.

These original jigs and press tools were then painstakingly cleaned up, new tooling prepared where necessary, and a work



Ken enjoys the early Santa Barbara spring in the Heritage MGB.

body panels are greatly admired and I have known them to win Concours events and car shows. No one has suggested these are fakes!

To my mind, the heart and soul of any car is the engine, transmission and running gear etc., and if the originals are used in the rebuild or rebodilying, then the car is basically the same as when it left Abingdon. In the case of the MGB, it has that original sense of identity with proper chassis plate, commission numbers, engine numbers and should be finished in its original color. The facts are easy to check, just ask Anders Clausager at British Motor Heritage, and he will supply details of any MGB for a small fee.

In Europe, the donor cars which have been properly rebodied using Heritage shells are now the most valuable MGBs of all. Even those original cars, which prior to the body shell introduction had been restored to an extremely high standard using after-market panels, are less desirable than Heritage-shelled MGBs.

Classic car prices are rising, mainly due to inflation and investment, and because they are so unique. Whatever you put into your car now will retain its value. The Heritage body shell for the MGB roadster (both right hand and left hand drive version), has been accepted by the 'real'

experts as being one of the ideal ways to keep our British sports cars "On the Road". Sure, we deal in 'dinosaur' cars that are no longer made, and parts that theoretically are no longer available, and there will never be any more MGs, Triumphs and Austin-Healeys than there were originally. It's when you start adding to the numbers that the 'fake' syndrome occurs, and if the original car numbers are utilized then there is no question of your classic being seen as a replica. So take heart, and restore or re-

body your MGB, secure in the knowledge that the donor car is genuine, and your rebuild be as well. If you need further encouragement to purchase a Heritage MGB shell, Moss has prepared a video which can be loaned to potential buyers (contact the sales department for details). I can do no better than quote Automotive Investor, who asked five experts to pick classic cars that will jump in value in one year. One chosen was the MGB roadster, which they estimated will appreciate in value 28% - 42% by 1991. What will they be worth in ten years time?

(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.)

Classic car prices are rising, mainly due to inflation and investment... Whatever you put into your car now will retain its value.

## 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



From Mt. Vernon, Indiana, Dan Masterson's 1954 Jaguar XK120 Fixed Head Coupe is a perfect example of an exquisite restoration.



## Road & Track's Peter Egan Visits Moss Goleta



Peter Egan and the Heritage MGB

intrigued by the rebodied Heritage MGB, Road & Track borrowed the bright red Heritage MGB for road testing and evaluation. Peter had a great time with the "B" and really enjoyed driving it. We're hoping to see the test results and comments in their upcoming June issue.

Peter is just about to leave the west coast to return to Wisconsin. He has already shipped his MGB and will fly his Piper Cub to his new location. We wish him great success and look forward to his articles in Road & Track for a long time to come.

We recently had the pleasure of welcoming Peter Egan, Senior Editor of Road & Track at our Goleta, California showroom and warehouse. During his visit, Peter received a full tour of our warehouse, showroom, and our manufacturing complex, which houses the in-house art and advertising branch of Moss Motors. The highlight of his tour seemed to be the fact that he was able to purchase several items for his recently acquired MGB roadster!

One of the many auto magazines in-



# Starting a British Sports Car Club

The response to our "Join a British Sports Car Club" invitation in the last issue of the Moss Motoring has been nothing less than amazing! We've received a constant stream of letters and SASEs asking for details of local British car clubs from the Moss club database. In the majority of cases, we were able to find an appropriate club for you and your car.

However, some questions have arisen from your letters. First of all, are the established clubs themselves really doing enough to make local owners aware of their existence? Secondly, what do you do if there appears to be no club in your immediate area? There have been some cases where we have been unable to help enthusiasts in search of a club—either there isn't a club nearby, or, if there is, they haven't notified us of their existence! If you belong to a club, and are interested in obtaining information, useful hints or in gaining new members, drop us a line.

Forming a club is not something to be undertaken lightly since it requires a major commitment on the part of the organizers. However, if you and your friends feel that there is a need to be filled, then by all means, go for it! We recommend the following guidelines to help you on your way. If it is to be a single marque club, then you should first contact one of the national bodies catering to that particular type. Check with them for other ac-

tivity in your area, then request their assistance in forming your club. Normally, they are more than willing to help.

To get your club underway, your first step should be to get people to come to your inaugural meeting. This is where you need as much FREE publicity as possible! Find a suitable location, preferably not the local McDonalds or Big Boy, but somewhere that you can sit and talk, and even check out each others cars in the parking lot. Tell the proprietor of a small eating establishment (or similar business) that this could mean increased business on a slow night of the week! If all else fails, then ask people to contact you by phone to gauge the amount of interest in the possible club.

Now, it's time to enlist the help of the local media. You might start with an announcement of your first meeting through: your local newspaper, flyer, free car trader magazine, local radio and T.V., and of course, flyers in repair shops and under the wiper blades of suitable candidates for the club. Your first announcement need not be too sophisticated, but must give time, place and phone number. If you're putting an ad in the newspaper, you might include a photograph, along

with your announcement. Perhaps a local auto business might sponsor the cost of a flyer in return for their advertisement on the other side. The main thing is to get the message out.

The Meeting. The most important thing is to have a plan of action and be ready to take charge. Although you should be willing to hear everyone's ideas, the first meeting is up to you, so an agenda is in order. Here's the basic idea:

1. Welcome the people who turn up—introduce yourself and give a brief history of your own personal involvement with the car.

2. Pass out sign-out sheets for people to record their name, address, phone number(s), car(s) owned, preferred meeting night and frequency, and finally, type of activity they see the club undertaking.

3. Talk about how and why you see the club forming and invite individuals to talk about their immediate interests in the club. Don't try to form committees to elect any officers at this time. Try to assess who look like candidates for your committee—usually they are the ones who aren't afraid to stand up in front of the group and speak.

4. Announce your suggestion for the first club event—a Sunday drive to a scenic spot, a place to picnic, a visit to a local car museum, air display, or even a meeting at a friendly local garage where you can discuss general problems and maintenance tips.

5. Suggest a meeting night and location for the second meeting. Try to be decisive and not get too many contradictory ideas under discussion at this stage.

By now you should have some idea as to whether you are going to finish up with

a viable club at all, and can get people of like mind together to plan for the future. One thing to remember is that most clubs have a hard core of dedicated, enthusiastic volunteers who shoulder most of the work, while the rest of the members move around them. Don't try to do it all yourself! Delegate, share, threaten, cajole, but do get some help.

## New British Car Club To Be Formed

Joe Bloggs, proud owner of a 1967 "Union Jack-mobile", invites all interested owners to the first meeting of the downtown "Jack-mobile" club, to be held in the public library meeting room at 7:00 pm, Tuesday May 3.

"Union Jack-mobiles" have always been held in high esteem by U.S. sports car enthusiasts, even though production ceased in 1978 at the factory in England. By forming a local club, Joe hopes to help owners preserve and maintain these delightful cars. Planned activities include regular meetings, driving events, technical sessions and social events, including regular club runs to places of interest.

If you own a British car—or even if you don't but are interested, plan to attend the meeting or give Joe a call at 555-1212.



Festive people, classic cars and a lot of great entertainment—why don't you start a local club?

Sometime in the future we'll talk about finances, starting a club newsletter, rules and constitutions—all the logistics of club life that most members take for granted. We'll also show you how to run various types of rallies and car events in detail!

## 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.

## Moss Special Tuning Division

Our long-awaited first shipment of MG, Triumph and Austin-Healey competition parts has arrived from England! Although we plan to carry a wide variety of special tuning parts in the future, this early shipment provides a preview of just a few of the items that we'll be stocking at a later date.

### Special Tuning Items For Your Triumph • MGB • Austin-Healey

#### Kenlowe Cooling Fan

Electric fan kit for efficient cooling and quicker warm-up of the engine. Supplied complete with manual override, thermostatic control and instructions. Large motor and 12" fan fits TR4-6, TR7, MGB and Austin-Healey 3000.



Fan 231-660 \$167.50



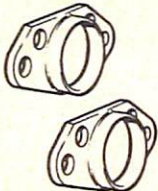
#### HS2/HS6 Alloy Dash Pot Covers

Polished aluminum dash pot covers improve the look of your SU carburetors.

H2/HS2 (1 1/4") 374-560 \$11.95 ea.  
H4-6/HS4-6 (1 1/2" & 1 3/4") 374-570 \$11.95 ea.

#### HS4/HS6 Ram Stacks

These are intended to mount inside of thick performance air filters, particularly those made by K & N. These ram stacks improve the air flow to the carbs and add to mid-range power.



H4/HS4/ZS 150 374-580 \$9.95 ea.  
H6/HS6/ZS 175 374-590 \$9.95 ea.

#### Cam Lube

Recommended whenever new camshaft/followers are installed in an engine, for increased reliability during the initial starting period, as it gives added lubrication.



Lube 221-570 \$5.95

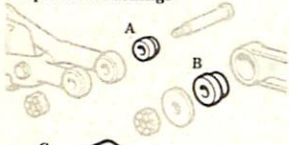
#### Vernier Cam Gear for MGA-MGB

This double row camshaft gear has a "Vernier" adjustment, which allows you to alter the relative position of the gear teeth to the camshaft. Now it's easy to correctly install a high performance cam! Suitable for all models with duplex chain.



Cam Gear 460-395 \$139.50

#### MGB Nylontron Suspension Bushings



Nylontron, a compound of nylon and Molybdenum Disulphide, offers an extra tough nylon material designed for high load conditions with low rotational movement. These bushings require very little lubrication and produce good lateral control while allowing more vertical suspension movement. Bushings and pads are sold individually.

- (A.) Top Trunnion to Shock Bush (4 req.) 282-315 \$1.95
- (B.) A-Arm Bushing (8 req.) 280-475 \$1.65
- Rear Spring Shackle Pin Bush (8 req.) 267-545 \$1.95
- (C.) Rear Axle Seating Pad (4 req.) 267-555 \$2.95

#### Upgraded MGA & MGB Oil Pressure Relief Spring

Increase the oil pressure in your stock (preferably operating) engine by approximately 20lbs/inch. Note: this is no substitute for an engine rebuild!



Spring 329-235 \$2.95

#### Timing Degree Wheel

To get the best performance from your car, it's essential to see that the timing is exact. Use this plastic degree wheel to fine-tune your engine timing to precise specifications.

Wheel 384-910 \$1.95

## Future, continued from 1

the U.S. No other spares company has achieved so much to keep British sports cars on the road.

The New Product development departments of both organizations are staffed by keen enthusiasts. This ensures that you, the customer, have available a range of parts which does not only include the obvious and big selling items like filters, clutches, bearings, water hoses, bodywork and chrome, etc., but also, the more esoteric and obscure items such as the steering column gater for a TR3, the starter motor cover for an MGB, the sill moulding for an MG Midget, and the "Austin of England" badges fitted to pre-production Austin-Healey 100s. Our commitment to "getting it right" is evident in the TR4-6 door check-strap that we have just remanufactured. The retaining strips are made from spring steel and the rubber

*We are able to offer you an incredible amount of technical expertise and specialization.*

bump-stop has the correct steel washer moulded in. These features will ensure that the check-strap that you purchase from us will still be operating correctly years after the various inferior examples on the market have failed.

You will find that all the companies in the Moss Group are dedicated to supplying you with the widest range of quality parts available in the world. By using the combined knowledge of our U.S. and UK divisions, we are able to offer you an incredible amount of technical expertise and specialization. We feel that offering only the basic mechanical and easily sourced items would lead to the loss of the British sports car as both a classic car and a way of life. We look toward the future as a time when even more long obsolete parts are once again available to every enthusiast.





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 23

### Does the Light Go Off When the Door Closes?

Michael Thomason  
Mobile, AL

As a small child, one of the great mysteries of life was whether or not the light stayed on in the refrigerator after you closed the door. This is a big issue for most kids. Unfortunately, I could never figure out how to tell for sure without getting inside and closing the door, and I wasn't that interested.

Several decades later, I find myself possessed by a 1977 MGB roadster whose battery went absolutely flat after the car had not been run for several days. Bob Mason, friend and noted MGB expert (*You've seen many of his articles printed in the Moss Motoring-Ed.*), told me that it was probably due to the trunk light staying on. He recommended removing the bulb to eliminate future problems. I was not sure he was right (a serious error) about the cause of my problem, and besides, I liked the light. As Yogi Berra is supposed to have once said, "It was deja vu all over again" as once again I was wondering how you tell if the light goes off when you close the door.

Well, it's easier with an MG (or a Midget) than a 1946 Coldspot refrigerator. I removed one back-up light (2 screws) and low and behold, I could see inside the trunk. The light was on, as it turns out because the bracket holding the switch was bent. I straightened that out and could see the light go off when the trunk lid was closed. Once I was satisfied I'd gotten the switch in the right place I replaced the back-up light.

It's too bad refrigerators don't have Lucas back-up lights because if they did we wouldn't have to grow up wondering if the light really does go out.... Fortunately MGBs do and so we can tell.

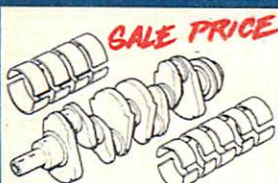
## TECH TIPS 24

### Reinstalling Seats After Carpeting

Lou Radcliffe  
Long Beach, CA

After removing the seats and tracks from my 1979 MGB, in order to thoroughly clean and re-carpet, much to my surprise, re-installing the seats and tracks was a real hassle. Here's one solution; after unbolting and removing the seats, tracks and shims, take the two rear track bolts and bolts them back in place in the two rear holes, but from underneath the vehicle. The bolts protrude up through the pad, carpet, shims and track, making it much easier to properly place the seat tracks. Unfortunately for the front two holes, due to the lift bracket under the vehicle, you cannot bolt from underneath. Purchase two 4"-5" bolts from a hardware store, cut the heads off and hand bolt them into place from inside the vehicle. Once tracks and seats are in place, remove a bolt at a time, re-install proper bolts and fasten down.

### MGB Reground "5 Main" Crankshaft



This crankshaft is reground to stringent factory specifications. It comes complete with rod and main bearings and is sold outright, with no core charge.

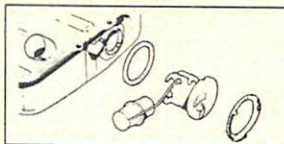
451-670

\$249.95

## TECH TIPS 25

### Leaking Tank Sender Unit

(Applicable to post-1970 Sprite-Midget, Spitfire, TR7 and post-1965 MGB.)



Cars that use seal (#293-410) and lock ring (#360-665) to retain the tank sender unit in the gas tank can suffer from leaks in this area. This is particularly common when a new tank is fitted and the seal and lock ring are replaced as a matter of course. The most common reason for a leak here, is an incorrect sequence of assembly. (This often occurs when the parts books show the components in the wrong order.) The correct parts fitting sequence is as follows:

(The illustration shows the parts correctly positioned.)

1. Place the lightly greased seal against the hole in the gas tank.
2. Insert sender unit into tank.
3. Place lock ring over top of unit and turn to lock.

## TECH TIPS 26

### The Kiss of Death to Frozen Parts

By Mike Bedney  
Portland, OR

Not too long ago I had to remove the rotten wooden railings from my doors, and the car seat sliders from the wooden floorboards in my MGA. Not too surprisingly, nearly everyone of the bolts snapped in half with the first crank. Then a mechanic friend of mine recommended a General Motors spray called "General Purpose Penetrant and Heat Valve Lubricant" (GM part #1052627) which retails for about \$5. He made some claims about the ability of this stuff to loosen up the tightest nuts and bolts. He gave me a few shakes of what was left in his spray can, and low and behold - this stuff is a miracle! I sprayed a few frozen parts and left them overnight; and the next morning they came off just as nice as if they were greased on. I read the can (something I always save for last), and noticed it said "after just a few minutes" they could be taken off quite easily. I doubted it, but tried some other equally frozen nuts and bolts after just three minutes, and it worked equally as well.

This is a must for every household, let alone if you're a car restorer. It's the kiss of death for all frozen parts!

(We haven't tried this, and so, can't confirm its effectiveness, but thought we'd pass this information along and let you judge for yourself.-Ed.)

### MGB, Sprite-Midget King Pin Reaming Tool



Original factory king pin reaming tools ensure that swivel pin bushes are perfectly aligned. Your local club should keep one handy for general club use!

|               |         |          |
|---------------|---------|----------|
| MGB           | 386-370 | \$167.50 |
| Sprite-Midget | 386-380 | \$152.50 |

## Bitten By The Sports Car Bug

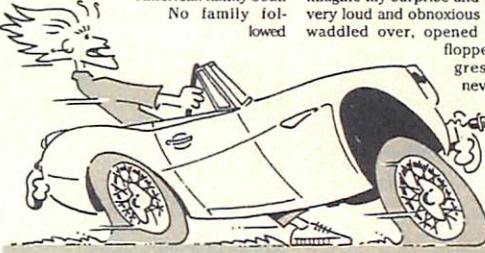
Joseph Schnauer  
Ormond Beach, FL

None of us would be poring over this publication if somewhere along the way we hadn't been bitten by the "sports car" bug. But how did it bite, and how serious the infection, and more importantly, how it progresses, is my story of this incurable affliction. My story may or may not be typical, but it has been interesting. It started in 1962, when I went on my first rally, in a Karmann Ghia belonging to a friend's father. I thought that the neatest thing in the whole world was that small sporty convertible zooming around corners while all my counterparts were salivating over big, snorting V8s, catching rubber in all three gears. Never one to follow any particular fad or fancy, I marched to my own twisting road drummer and promptly fell in love with a very faded BN1 Healey that I located in the far reaches of a small used car lot. Whining and cajoling as only a 16-year old can, I finally convinced my parents to let me buy the little "foreign car". Thank God, I have always been mechanically minded! But it never left me stranded, (soaking wet-yes, but stranded, never!) After many wonderful miles, I simply couldn't put up with the side curtains any longer, so my beloved

*I marched to my own twisting road drummer and promptly fell in love with a very faded BN1 Healey...*

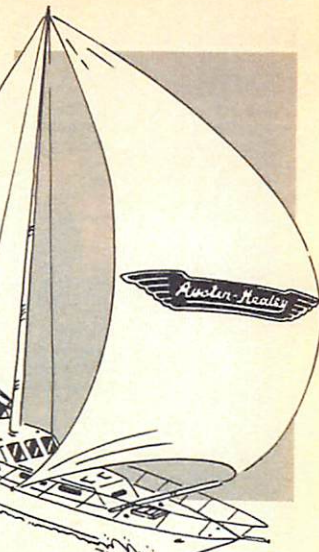
Healey was replaced with several different trade-ups, until I managed to swap a 1964 Pontiac Bonneville convertible for a very low mileage 1964 MKIII BJB. I was in heaven, and most of my friends thought that I was absolutely nuts. The car was still running strong with over 100,000 miles, when I made a youthful mistake and traded my beloved Healey for the American family boat.

No family followed



and as the years passed I longingly eyed the occasional Healey I happened to cross paths with. I extolled their virtues to my wonderfully understanding wife who simply said, "they look really cute, if you want one, why don't you get one?". Easier said than done, for we were running private yachts at the time and never in one place for very long. But fate prevailed, or at least came very, very close.

We were living in Sturgeon Bay, Wisconsin, and yacht building country, when out of the corner of my eye, I caught a glimpse of that distinctly beautiful rear fender, peeking out of a snow bank. I promptly skidded to a stop at the small summer cottage, only to realize that it was closed for the season and that some callous soul had left this wonderful car outside in the notorious Wisconsin winter. After much investigating, (give me an A!), I managed to track down the owner through his Texas tag and the Wisconsin tax office, only to learn that a sudden fall storm had caught the car, which had refused all attempts to crank in the below -0- condi-



tions. So, the owner had simply left it at his cottage. Wasn't meant to be, but Valerie still said it was a cute car, and not to worry, we'd find one.

When we finally returned to our Florida home, I still had memories of a third gear that went on forever and the morning click, click, click, of the electric fuel pump, and had actually started checking out the ads in *Moss Motoring* and *Hemmings*. One morning, as I was driving to work, a red BJB suddenly appeared out of nowhere and zoomed off around a traffic circle. I took after it, but my little rice-burning truck was no match for those six big cylinders and that wonderful third gear. A few days later, in the same area, I couldn't believe my eyes; there sat the car alongside the causeway with a "for sale" sign propped up on the windshield. I promptly swung over and began to examine the car, only after I had carefully copied down the owner's name and phone number. Maybe I had been running yachts too long, for my markers would not allow me to board any unoccupied vessel without an invitation, so I simply drooled all over the BJB's exterior and peered through the windows, wondering what shape it really was in. Now, imagine my surprise and disgust when a very loud and obnoxious lady pulled up, waddled over, opened the door and

flopped in (a transgression I could never make). While dropping cigarette ashes all over the interior, she loudly proclaimed to her equally pleasant boyfriend that this was what she was going to do with her old man's divorce settlement. I quietly and quickly slipped away to call the owner, making arrangements to meet him as soon as he returned home with the car.

My meeting was with a nice old fellow who really had no idea what he owned, but was "rather fond of it". An initial inspec-

*I simply drooled all over the BJB's exterior and peered through the windows, wondering what shape it really was in.*

tion revealed an untouched diamond in the rough that would barely run and couldn't idle long enough to let me get out of the car and under the hood. Since I had brought along enough tools to completely check out the car, I offered to do a quickie



## 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 June 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.

**1969 MGC GT:** 66,000 total miles, two-owner, San Diego car. BRG, new black leather, chrome wire wheels, overdrive gearbox and stereo. Lovingly maintained and in truly outstanding overall condition. A most collectible, spirited and comfortable MG. Asking \$10,000 here and worth much more in the UK. John Dorner, (619) 455-0383.

**1967 Triumph TR4A roadster:** Excellent original condition. IRS, O/D, 71K miles. New top, upholstery, carpets, tonneau. Original BRG, owner and shop manuals, black interior, factory radio and heater. Michelins, strong engine, solid frame. Drive home. \$8,000. Joe McCormick, Willow Breeze, Berne, NY 12023. (518) 872-1119 eve./weekends.

**1971 Triumph TR6:** 29,000 original miles. 2nd owner, Laurel with black interior, overdrive, roll bar, harnesses, never raced, Sony AM/FM stereo cassette, excellent condition inside and out. Asking \$8,100.00. Jim Gillespie, 1508 Sherman Ave., Chico, CA 95926. (916) 895-4877 days, and (916) 345-2008 eves.

**1952 MG TD:** Original owner status. Color is white with red leather interior. Completely refurbished like new. Original tools and equipment. Low mileage. Best offer to \$30,000. Call Glenn Fleming at (206) 332-4444 or Norm Sales, (206) 332-5574. Photos if requested.

**1953 MG TD:** Red with black interior, restored. Garaged and covered. Two or three minor repairs needed, owned by lady unable to do the work. Photos can be furnished of restoration period. A real sweet "original" \$10,500. Jessie Thorne, (919) 823-7930 days; (919) 823-1212 nights (North Carolina).

**1959 MGA 1600 Roadster** with cloth top. Black lacquer with chrome, tan leather interior, burl wood dash, steel-belted radials. Lots of extras, including tonneau cover, wind wings, side windows, sun shade, seat belts and soft cloth cover. Fully restored. In excellent mechanical condition. \$10,500. Santa Barbara, (805) 969-0150.

**1968 Triumph TR4A:** A rare find. Black. 1989 Triumph Club award winner. 95% restored. New top and dash. Always garaged. Compression like new. No rust or collisions. Periodically maintained. Photo available on request. \$9500.00 Call Richard or leave message, (805) 682-5720.

**1974 MGB:** Excellent condition. Chrome bumpers and dual carbs. All service records available. Repainted 1 year ago in original Damask Red. New top 1 year ago. Always garaged, no rust. Runs excellent. \$8,000.00. Call or write: Dr. Dan Mueller, 1322 Willow Brook Drive, St. Louis, MO 63146 (314) 432-5350. Picture on written request.

**1979 MG Midget:** Beautiful and original. Low mileage. The envy of Mazda buyers everywhere. Manufactured 7/79. 17,673 miles. Excellent appearance, condition and operation. Dark brown exterior with black top and tan interior. \$8,900. Paul Skeels, 17600 South Mountain Road, Santa Paula, CA 93060. (805) 525-5917.

**1979 MG Midget:** Original factory blue paint, new radials, like new top, very good mechanical condition, never wrecked. 40K miles. Would make nice show car. Pictures on request to serious inquiries. \$4,000, firm. Joe Ping, 1606 Barbara St., Tyler, TX 75701. (214) 595-5065.

**1956 Austin Healey BN2L S/N5568 10789.** Hard top, louvered hood with belt, new tires and fresh paint. \$8,500. Call Mrs. E.O. Babb, (619) 442-7357.

**XKE Roadster:** Built Sept. '61. Flat floor, factory removable hardtop. No rust. 34,000 mi. Stored since 1977. Needs cosmetics. \$75,000. (209) 599-3095.

**1953 MG TD:** RHD, tan with tan interior. Beautiful restoration, rosewood dash, Connolly leather seat, chrome headlamps, trophy bar, driving lights, and engine compo-

tune-up so that I could give the car a fair sea trial.

Enthusiastically the owner agreed, and watched while I set the timing and roughed

*I even saw some panicky motions which looked like the desire to open the door and drag a foot to slow down.*

In the big S.U.s. After a few quick adjustments, the car was now ticking over at a steady 650 RPM and ready for a fair trial. The owner declined to come along, and my wife and I took off along the river road, with me anxious to demonstrate that wonderful third gear. The trial went smoothly until it came time for Valerie to take the helm. I never did figure out what caused our trip across the park, something about "little bitty pedals" or "all that hood out front". I even saw some panicky motions which looked like the desire to open the door and drag a foot to slow down. Fortunately the large trees were agile enough to avoid the loose car and the grass and Valerie's composure was the only casualty of the ride.

Just as the owner and I were well into negotiations, who should pull up, but that horrible woman, dropping ashes over her belly. She promptly barged up and offered the man fifteen hundred dollars over my best offer without even glancing at the car. Much to my pleasant surprise, after a few moments of tense silence, the owner announced, "nope, it's already sold". Yes! There must be a god that looks over aging sports cars. After she had left in a trail of smoke and ashes, the

*Yes! There must be a god that looks over aging sports cars.*

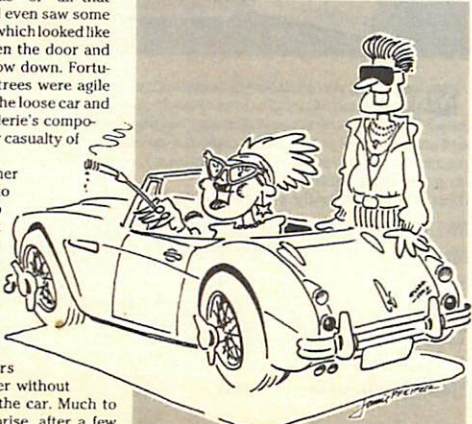
owner explained he just couldn't see her taking care of the car the way I would. At this point I offered him a deposit which he declined, saying that I could pay him in full when I picked up the car in two days. It seems that he wanted to drive it one more day, "now that it ran so well".

The following evening when I returned from work, Valerie said that she had some bad news for me. The owner had called and decided to sell the car to that lady. It seems the reality of the fifteen hundred dollars had finally sunk in. I was livid, even though it was 2 a.m. I wanted to call

and give him a piece of my mind; why, we had shaken on it! After a sleepless night of chastising myself for not meeting the woman's offer, I could only think of the poor car's fate, sitting out in some apartment parking lot, its wonderful smells camouflaged by cigarette smoke. I resigned myself to finding its new home and watching for the inevitable breakdown, when I would then try and buy it back from her.

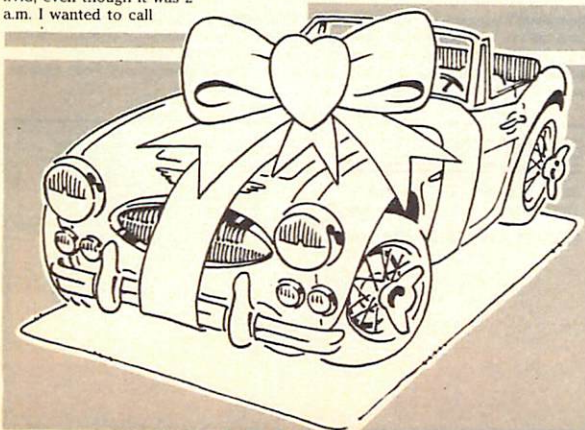
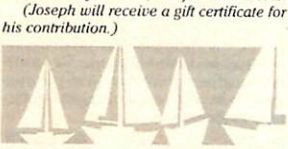
I'll never forget my Valentine's Day surprise when I pulled into the dock and saw the big Healey sitting at the head of the pier, all wrapped up in white bows and hearts, with my wonderful wife beaming along side of it. A big cheer went up from passengers and crew alike as they realized that their Captain was a very happy and lucky man.

Could such a story end there, of course not! I had back-to-back cruises that day, so Valerie was left to pilot the prize home. Seems that on the way home the slave cylinder picked our town's busiest intersection to die in the middle of. The only per-



son Valerie could think of to call was the former owner, who oddly enough was trying to get hold of her too, something about a bad check! In her excitement to surprise me, she had used the wrong checking account. I promptly repaid the owner and started my happy association with Moss Motors by purchasing a new slave cylinder.

About the car — Valerie tells me it's running great! She really likes third gear, too! If you see a fire engine red BJS zooming around Ormond Beach, FL, driven by an attractive blond, don't be too impressed, it's not really her car, she just thinks it is. (Joseph will receive a gift certificate for his contribution.)



### Original Style Lacquer-Braided Wiring Harnesses



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| Austin-Healey 100 BN1                                   | 357-170 | \$298.50 |
| Austin-Healey 100 BN2                                   | 357-180 | \$298.50 |
| Triumph TR3 from TS18913 thru TR3A TS60000              | 357-230 | \$224.50 |



# 1990 British Sports Car Events Calendar

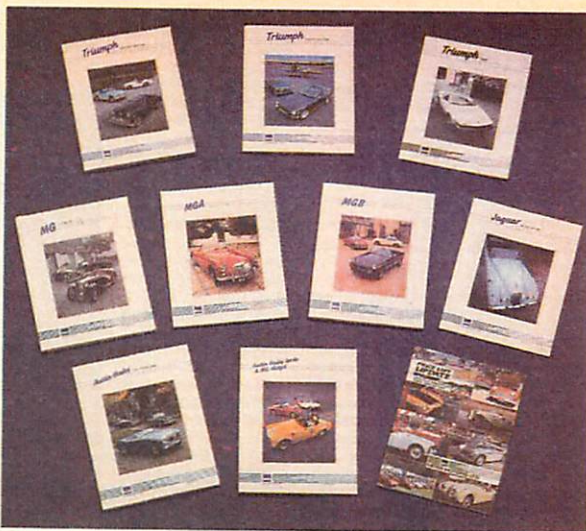


**I**n the interest of British sports car owners throughout the country, we are interested in publishing major British car events in our quarterly events calendar. If you would like to list an event in the *Moss Motoring*, please send a short description, including date and telephone number. We will 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 June 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.)

- |  |  |
|--|--|
| May 25-28 California Healey Week, Santa Maria, CA—Ron Davies (714) 798-3415                                      | Aug 1-5 VTR Triumph Nat'l. Convention, Boulder, CO—Mark (303) 690-6864   |
| June 1 Ontario GOF, Port Hope, Ontario, Canada—Roy Mercer (416) 725-7866   | Aug 11 Moss Motors' Triumph Marque Day, Goleta, CA (800) 235-6954  |
| June 1-3 Heartland MG Regional, Topeka, KS (913) 342-1244  | Aug 12 British on the Green, Ann Arbor, MI (313) 674-1467  |
| June 3 Vintage Auto Festival, Victor, NY (716) 924-3381  | Aug 16-19 Austin-Healey Encounter, New Hope, PA—Joe Pepe (215) 942-3156  |
| June 3 Michiana British Car Day, South Bend, IN (219) 289-0269   | Aug 17-19 Monterey Historic Races, Laguna Seca, CA (408) 648-5100  |
| June 3 MG Day, Museum of Transportation, Brookline, MA—Gene Gilmore (508) 668-7140, after 6 pm                   | Aug 17-19 MGC Register Convention (all MGs welcome), Fishkill, NY—Tom Boscarino (516) 751-8107                       |
| June 3 MG Summer Picnic, Grand Rapids, MI—John Twist (616) 245-2141  | Aug 17-19 7th British Car Festival, Dighton, MA (508) 679-8252   |
| June 3 British at the Castle, East Haddam, CT—Mary Bronson (203) 789-8026  | Aug 24-26 MG Summer Party, Grand Rapids, MI—John Twist (616) 245-2141  |
| June 9 Moss Motors' MG Marque Day, Goleta, CA—(800) 235-6954   | Aug 25-26 Heartland British Autofest, Bettendorf, IA (309) 797-2043, (319) 391-0914                                  |
| June 10 English Auto Show, Springfield, IL—Dave Franke (217) 522-9610  | Sept 1-2 14th Annual British Day, Portland, OR—Kevin Jewell (206) 885-0103   |
| June 10 British Car Days South, Winston-Salem, NC—Bill Longyard, 2913 Braderton Dr., Winston-Salem, NC 27103     | Sept 8 Moss Motors' Healey Marque Day, Goleta, CA—(800) 235-6954   |
| June 21-24 AMGBA Nat'l. Conv., Atlanta, GA—Mike Penney (404) 627-1724  | Sept 9 British Car Meet, Palo Alto, CA—Rick Fiebush (415) 566-6103   |
| June 30 Santa Barbara Vintage Sports & Racing Car Show, Santa Barbara, CA—Orwin Middleton, (805) 682-0146        | Sept 9 Chicago British Car Festival, Downer's Grove, IL—(708) 469-7031   |
| June 27-July 1 GOF MK 50, Syracuse, NY, write Drawer 220, Oneonta, NY 13820                                      | Sept 9 4th Annual British Car Festival, Des Plaines, IL—(708) 885-7789   |
| July 1 British Car Field Day, Milwaukee, WI (414) 549-1775   | Sept 15 Triumph Quadfest, Platteville, WI (414) 377-7714   |
| July 2-24 Circuit of Britain, write Drawer 220, Oneonta, NY 13820  | Sept 15-16 All British Car Day, St. Louis, MO—Keith Bester (314) 821-2372  |
| July 4-8 A.H. Conclave '90, Rockford, IL—Bill Thompson (708) 356-8815  | Sept 16 British Car Day, Detroit, MI (313) 435-0414  |
| July 6-8 12th Annual VARAC Interm. Vintage Racing Festival, Shannonville, Ont., Canada—Mike Rosen (416) 469-5599 | Sept 16 All British Meet, St. Louis, MO (314) 821-2372   |
| July 12-14 MG Fest '90, Niagara Falls, NY—Joe Gioffre (716) 683-9380   | Sept 20-23 GOF MK 51, Mystic, CT, write Drawer 220, Oneonta, NY 13820  |
| July 19-22 GOF Central, Milwaukee, WI—Chris Christensen (414) 549-1775   | Sept 22 Jaguar Auto Group Autumn Rally and Show (for all British Marques), Gladstone, NJ—Bob Herfurth (201) 369-3300 |
| July 20-21 Washington All British Field Meet, Bellevue, WA (206) 822-5162  | Oct 6 Shenandoah Valley British Car Fest, Waynesboro, VA—Jim Rimmel (703) 885-7179                                   |
| July 20-22 NAMGAR GT-15, Williamsburg, VA—Len Bonny (416) 734-3475   | Oct 7 British Car Day, Woodley Park, Los Angeles, CA (415) 566-6103  |
| July 28 Chicago JCNA Jaguar Concours, Itasca, IL—Dick Howe (708) 392-2162  | Oct 12-14 Triumph '90, Ventura, CA—Bill Burroughs (213) 641-9204   |
| July 30-Aug. 3 GOF West, Mount Bachelor, OR—Brian Rainville (503) 653-1486                                       | Oct 12-13 7th Annual British Car Festival, Memphis, TN—(901) 755-4486  |

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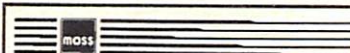
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