

MOSS Motoring

Winter 1990

In This Issue

| | |
|---------------------------------|-------|
| MGB Body Shell Discount | 2 |
| TR3 Front Caliper Repair | 2 |
| Radial Tire Rotation Myth | 3 |
| Lucas History | 4A |
| Winter Sale | 4B-4G |
| Gift Certificate Special | 4E |
| 2nd Annual MOJA Contest | 4H |
| Sports Car Gallery | 4H |
| Classic-Fieds | 4H |
| Tech Tips | 5 |
| Thru the Windscreen | 5 |
| Events Calendar | 8 |

Annual Photo Contest Time

As many of you may remember, we received so many great photos during last year's contest that we needed two issues to display just some of the winners. Hopefully, we'll receive even more great examples of British car photography this time around! Whether you are shooting for artistic special effects, highly detailed close-ups or just capturing the fun, you'll want to get in on the contest.

Here's your chance to make some of that photography really pay off. The Moss Motoring Photo Contest is open to amateur photographers who may submit up to three entries each. Contest winners will receive generous gift certificates, and everyone who enters will receive a \$5.00 gift certificate (one per entrant).

Remember, the subject is British cars and activities related to them. This includes vintage races, rallies, shows, social gatherings, restoration photos, Concours events and the vast array of activities enjoyed by all British car enthusiasts.

There's plenty of time to get those special shots, since the contest closes March 1, 1991. Please send all entries to:

Moss Motors Photo Contest
400 Rutherford Street
Goleta, CA 93117

1. All entries must be received no later than March 1, 1991. Please see paragraph 5 for information that must accompany each entry.

2. Each entry must be the original unpublished work of the entrant.

3. Photos will be judged on the basis of content, skill and appropriateness.

Photo, continued on page 4H



The third weekend in August is a popular time for Moss employees to take a long weekend. This year was no different and many of our staff members vanished from work as early as Thursday, to show up in Laguna Seca for the 1990 Monterey Historic Races! This year's celebrated marque was the Allard and dozens of beautiful examples were present. For the racer and non-racer alike, this annual pilgrimage to view some of the rarest and most incredible race cars in the world is the high point of the summer. Photographer Pat Hindmarsh captured this superb 1952 Jaguar XK120 approaching Turn 3, owned jointly by James Rea and Fred Lake of Brea, California.

Looking Back On 1990 Moss Motors Reviews A Busy Year

1990 has been a busy and productive year for Moss Motors. We've added more inventory than ever to our stock, giving you and us a better chance to complete our restoration projects as well as keep our old British sports cars on the road for everyday driving! Actually, with the rise in gasoline prices lately, we've noticed more "Sunday driver" sports cars on the road during the week, taking advantage of the super mileage they get.

Moss Motors has grown and changed this last year, and those changes have given us an great increase in resources available to you, the enthusiast. Moss Motors now brings together in one dynamic force, the combined expertise, knowledge and inventory of the following divisions: Moss Motors Goleta, California and Victory Gardens, New Jersey, Moss Europe, consisting of Cox & Buckles Spares in the Midlands and Surrey, MG and Triumph Special Tuning, Sprite & Midget B, C, V8 Centres in Surrey and Bristol, Naylor Brothers MG Parts, Barry Stafford MG Parts and Moss Darlington. The combined efforts of our US and UK divisions have produced a great deal of additional expertise in our Research & Development capabilities, an increase in obsolete parts retooling projects, and the ability to maintain a depth of inventory encompassing even the most obscure and slow-moving of parts. Our worldwide support base assures you of top quality original parts or reproductions produced under the auspices of British Motor Heritage, competitive pricing assisted

by quantity buying power and over forty years of experience in the British spares market both here and in Europe.

Our much anticipated new phone system, while causing a few problems in its early stages, has allowed us to improve our efficiency in many ways. Sales manager Mike Chaput pointed out some of the benefits available to his department. "One of the best features we've found with the new phone system is the ability to chart sales staff activity. We can pinpoint the number of calls received in any given time period and the time taken to answer the call. This way I can plan on increased staffing at the busiest period of the day and week! As a matter of interest, the average call is answered within 90 seconds, and if you are holding for a sales person for three minutes, you will be connected to a live operator who will make sure your call is returned within the hour! Of course, you always have the option to dial in the extension of your favorite sales person!"

As you know if you've ordered from us for any amount of time, we are always attempting to manufacture obsolete parts in view of the rapid departure of available factory stocks. Our UK and US development teams are constantly monitoring availability of parts and searching out new part sources. Our interest in the reproduction of obsolete parts is high and our now larger resources have allowed us to focus on finding manufacturers who are prepared to develop and produce tooling at much lower costs, and to a superior standard of production. The range of components tooled by our group is enormous; we have developed thousands of products that have become obsolete from the factory under its various names.

Your support, and that of other enthusiasts, allows us to reinvest money into the retooling of obsolete parts. In many ways, keeping us in business helps to keep your car on the road. Unfortunately, we're in a shrinking market. Some cars are still being destroyed while even more are simply being stored away as some future project. The most alarming aspect is that thousands of British sports cars are being exported to the far corners of the world. A visit to the shipping docks in Long Beach or San Francisco confirms the major exodus of British sports cars. With an ever-shrinking number of cars, it becomes ever more difficult to justify the development expense to produce obscure items. We know of one overseas entrepreneur who has personally exported over 500 sports cars so far this year!

In most businesses, 80% of the sales are made on 20% of the inventory. Moss Motors is no exception! While we make every effort to be as competitive as we possibly can, we'll always have competitors with lower overheads that will offer cut rate prices on certain fast-moving parts as a way to gain immediate market share. However, these businesses may not be interested in investing significant money in tooling to produce items that could be slow-moving (but absolutely essential to the owner who needs one)! Rover PLC is discontinuing spare parts at an alarming rate. We need your support so that we can continue to invest in more critically required, yet slow-moving and seemingly obscure parts. What are TC owners going to do without a rear axle crown wheel and pinion, or the XK120 Fixed Head Coupe owner going to do without a front and rear windshield seal? We respect and have good working relationships with those of our competitors who

1990, continued on page 4.



Seasons Greetings!

Moss Motoring is published by Moss Motors, Ltd.
Editor: Laura Eltherington

Although we make every effort to insure the correctness of technical articles, Moss Motors, Ltd. assumes no liability for the accuracy, safety, or legality of these contributions. All technical material should be weighed against commonly accepted practice. Any opinions expressed in this newsletter are those of the authors and do not necessarily reflect the opinions or policies of Moss Motors. Moss Motoring is © 1990 Moss Motors, Ltd. All rights reserved. Moss Motoring Offices: 400 Rutherford St., Goleta, CA 93117 (805) 967-6401

Contributions Invited

Contributions are greatly appreciated and every effort will be made to use appropriate material. Items for consideration should be mailed to our newsletter production office (right down the road from Moss Motors): Moss Motoring, 400 Rutherford Street, Goleta, CA 93117.

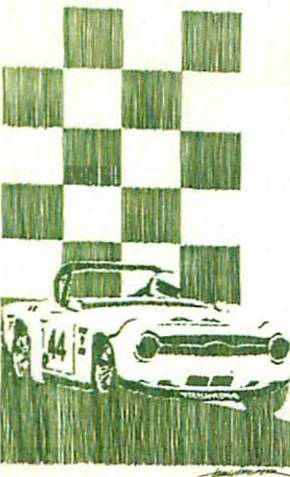
Double-spaced, typed information is preferred. We regret that we cannot return any material. We also reserve the right to accept or reject any material on whatever grounds we decide; we reserve the right to edit or change any material to suit the needs of our publication, without prior notification to the contributor. "Letters to the Editor" will be accepted for publication provided they are accompanied by a name, address and phone number.

Contributors whose material is selected for publication in Moss Motoring will receive Moss Motors Gift Certificates in the following amounts: **\$75.00 GIFT CERTIFICATES** Technical Articles, Marque Reviews, Histories (cars, race teams, etc.) and Personality Profiles **\$40.00 GIFT CERTIFICATES** Book Reviews, Club Article Reprints (humorous or general interest) **\$20.00 GIFT CERTIFICATES** Technical Hints, Tips, Cartoons, Humorous Anecdotes, Puzzles and Photos (not including photo contest contributions)

Prices

Sale prices are valid from November 12 thru December 30, 1990.

Highlight prices are valid thru February 16, 1991.



Rebuilding TR3 Front Brake Calipers

Tom Hughes
Pasco, WA

How do you know when it's time to rebuild your front calipers? (While this article applies specifically to the early "solid-bodied" calipers, dealing with the later "split-bodied" calipers follows the same principles. Split-bodied calipers (2 halves bolted together) should not be separated-Ed.)

I found out it was time to rebuild mine when I was backing out of the garage one day. I pushed on my brake pedal, and not only did my car not stop, the pedal went all the way to the floor. A quick look in the fluid reservoir showed I had a problem. A quick look on the floor told me where my problem was. All my brake fluid ran out the left caliper onto the floor.

Okay, time to rebuild the front calipers. First, jack up the car and remove the tire. Now you see the caliper in all its leaky glory.

The first rule of brake calipers is: if it works and doesn't leak, leave it alone. You'll be a much happier person. But, if it does leak, here's a remedy: First, remove the two 1/4" bolts and retainers that hold in the linings. With a screwdriver or other prybar, pry the linings away from the rotor (It's important to be very careful and not damage the brake rotor-Ed.)

Next, remove the linings by twisting them up and out of the caliper. Now, take out the two 1/2" bolts that hold the caliper onto the spindle. Use a 5/8" wrench to remove the flexible brake line from the caliper. Take the caliper to the workbench and remove the bridge pipe or balance tube from the caliper. A word of caution here-around the piston and in the caliper are grooves that hold the dust cap in place. These grooves are very fragile, don't break or bend them. Take out the pistons. If they are stuck, tap them with a soft wood block, making sure not to hit directly on the grooves. Even soft wood will damage them. If the pistons won't come out by hand, compressed air forced into the fluid holes

can be used to free them (Do be careful where you aim-this has the potential to be a deadly projectile-Ed.)

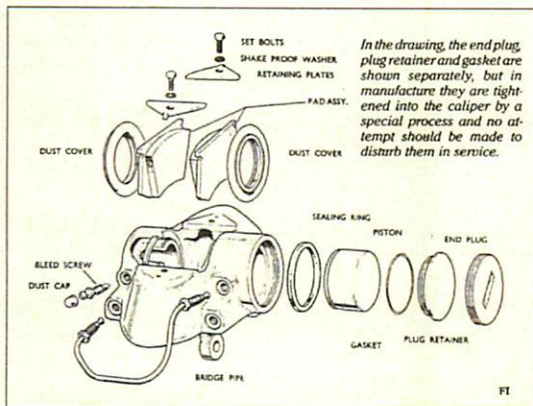
Second rule: 125 PSI of compressed air on the back of that piston is one hell of a lot of pressure. Keep a soft wood block, not your fingers, between the pistons to prevent damage when the piston pops free. The dust cap can now be removed from its

my caliper into the oven on "warm", which is approximately 200° F. Warm the caliper until it's hot, but not too hot to handle (about 2 hours should do it). Lubricate the o-ring with brake fluid and install it in its groove. Set the dust cap into the caliper groove, get the piston from the freezer, lubricate it with brake fluid and slip the dust cap through into the caliper cylinder.

It should slide in until it hits the sealing o-ring. Twist and press the piston until it slides past the o-ring. Install the dust cap in the piston groove, then quickly do the other side before the caliper cools off. Push the pistons all the way in so the linings will go in after you get the caliper back on the car.

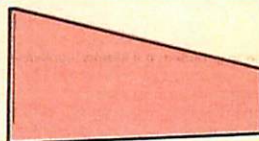
Reinstall the caliper the same way it came off. Install the linings, then do the other side. Bleed the brake lines.

Make sure you check the flexible brake hoses. They aren't very expensive, and it may save you some grief later on if you replace them now. As you bleed the brakes, it's a good idea to replace the old fluid with DOT 5 silicone brake fluid. This will prevent corrosion problems in the future.



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

MG TC Rear License Plate & Lamp Mounting Panel

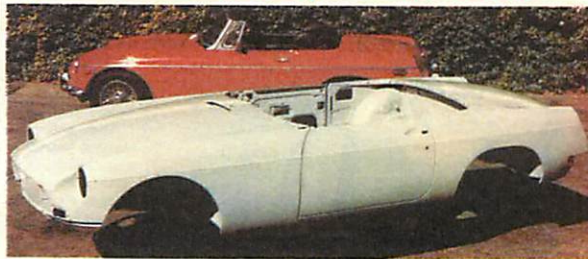


This is the blank rear MG TC license plate and rear lamp mounting panel, fitted as standard equipment to all 601, the 49 EXU TCs. It accepts either one or two "D" lamps.

451-725

\$27.50

New MGB Factory Body Shells



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 electro-phoretically 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 shells share a total of nearly 200 years in vehicle body construction, including service on the MGB while it was in 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

SPECIAL OFFER!
ORDER A BODY SHELL TODAY AND RECEIVE A \$1000.00 GIFT CERTIFICATE TOWARD FUTURE PARTS FOR ONLY \$4495.00 A SAVINGS OF \$500.00

on both coasts 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

MGB Body Shell with \$1000.00 Gift Certificate
459-548 \$4495.00*
(Crating Charge \$220.00)

*No other discounts may be used with this special offer.

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.

Directional Tire Rotation... Nonsense or Not?

For quite some time, I've wanted to write your publication to express my appreciation and enjoyment of *Moss Motoring*. You may also be pleased to know that your publication, as well as a good supply of spare parts from Moss, has helped keep my 1968 MGB roadster in daily service for years. Like most people, I suppose complaints take priority over praise; I guess I'm no different, for the catalyst that sparked my letter today was an article by John Twist of University Motors, in the Spring 1990 *Moss Motoring*.

In his article on preparing one's English car for use after a winter's storage, Mr. Twist, whose reputation certainly precedes him, made several insightful comments. However, when he mentions tire rotation, I have to take exception. In my business (Bus and Coach), we have had lengthy discussions with all the major tire manufacturers about the importance of maintaining proper directional rotation of a radial tire once it has been put in service. I presume this was Mr. Twist's concern when he mentioned that radial tires should be rotated from front to rear and not side to side (which he correctly states is OK for bias tires).

The determination of our discussions with representatives of Michelin, Firestone, Goodyear, Pirelli and others has been a unanimous acceptance of the idea that it makes no difference which direction a radial tire rotates at any time during the life of the tire. When our coaches are traveling the country, we often encounter service technicians who, like Mr. Twist, erroneously believe that directional rotation must be maintained. It's simply nonsense. We regularly reverse tire rotational direction on vehicles with radial tires costing in excess of \$500 each with no ill effects over hundreds of thousands of miles.

Although I know I sound mercilessly critical of Mr. Twist's views on radial tires, I simply hope to eradicate the myth of radial tire directional requirements once and for all. Otherwise, I learned several interesting pointers from this article, including cleaning the fuse box! I never thought of that one. Believe it or not, Moss has even helped me in the maintenance of our firm's 1960 Leyland PD-3 Double Decker Bus by supplying Whitworth wrenches and sockets!

Michael A. Kraft
Tulsa, OK

Tire Myth Exploded!

Like John Twist, I grew up with a strong and unwavering belief in the commandment: "Thou shalt not cross-rotate radial tires, nor cause reversal of their directional rotation". A friend of mine even

carried two used spare tires (couldn't afford new ones in those days) in his Fiat — one which had been run on the left side of the car, and one on the right. He wasn't going to risk having a tire fly apart because he broke the rules!

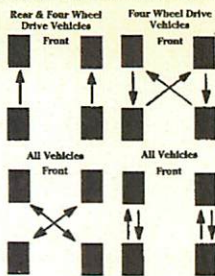
Thus, my initial reaction to Mr. Kraft's letter was disbelief, followed by curiosity. Do \$500 truck and bus tires live by different rules than our relatively tiny and inexpensive sports car tire? Have two generations of drivers spent their automotive lives believing in tire fables?

Coker Tire Co., Firestone, The Kelly-Springfield Tire Co., and Pirelli Armstrong Tire Corp. responded to my plea for authoritative commentary with an unanimous "It's OK to cross-rotate radial tires, with the exception of 'Temporary Use Only' spares, and tires with uni-directional tread patterns". Firestone added the recommendation that the vehicle manufacturer's instructions be followed, even though their tires can be cross-rotated. Our thanks to these companies for all the info: in they sent, and special thanks to Mr. Jim Hildebrand of Coker Tire Co. who added: "I understand that the original theory (common to the late '60s) was that, particularly on the drive tires, the torque would cause the radial side wall cords to slant, and if rolling direction was changed that a balance problem might exist. Further research and testing disproved this theory. The basis being that a slanting of the side wall cords did not actually take place."

Approved Rotation Patterns

(extracted from information supplied by Pirelli Armstrong)

The purpose of regularly rotating tires is to achieve more uniform wear for all



tires on a vehicle. Before rotating tires, individual owner's manuals should always be consulted for rotation recommendations for specific vehicles. If no rotation period is specified, tires should be rotated every 6000 to 8000 miles or at any sign of uneven wear. The first rotation is most important.

If the tires show uneven wear, ask the serviceperson to check for and correct any misalignment, imbalance, or other mechanical problem before rotation.

Car & Light Truck Tire Rotation Patterns

Do not include "temporary use only" spare tire in any of these rotation patterns. If the vehicle owner has a regular tire as a spare and wishes to include it in the tire rotation process, the proper procedure is as follows:

Use one of the four tire rotation patterns, but insert the spare in the right rear position, and place the tire which would have gone to the right rear position in the trunk as the new spare.

When tires are rotated, inflation pressures must be adjusted in accordance with the vehicle manufacturer's recommendations.

(Thanks to Research's Eric Wilhelm for his research on directional tire rotation.)



Honeymooning at Moss



We got home safely and without problems...even mechanical ones! Thank you for all your hospitality and well wishes. The coffee, oil cap and Releard were not necessary, but were greatly appreciated. Thanks to Bob Coté and the rest of the staff — you really made a difference!
Monica and Peter Sager
Victoria, BC, Canada
(Monica and Peter stopped in at the Moss Motors Goleta Showroom on return from their honeymoon trip to San Diego. They'd always wanted to see Moss, so they made a pitstop in Santa Barbara! What a great trip — 1200+ miles in their 1972 MGB roadster in perfect summer weather...Ed.)

NAMGAR Interest?

The North American MGA Register has been receiving many new member referrals from the staff at Moss Motors, and we greatly appreciate it! To assist you in future referrals, I am providing my name and address that I would ask you to share with

anyone interested in NAMGAR information and requests for applications:

Bill Gallighugh
2455 Glenhill Drive
Indianapolis, IN 46240
(317) 580-9150

Dues are currently \$21.00 annually for both U.S. and overseas.

Luggage Nut Happy Ending

My purpose for writing is to thank you for the help given me recently by one of your people known to me only as Larry. I had managed to lose both knurled knobs that hold the luggage rack together on my 1950 MG TD. I called to see if someone could tell me whether I could buy replacements from the manufacturer, thinking that you wouldn't have them separately, since I doubt many folks happen to lose them. Larry listened to my problem and asked if he could call me back after taking a look in your warehouse. He called just as he said he would, said he had them and would send them to me. I offered a credit card number to pay for them, but he said no, he was just going to send them to me. I can't tell you how pleased I am with the knobs he sent me, now tightly assembled to the luggage rack on my car.

Having owned my old TD since 1971 and having completely rebuilt it top to bottom, I've done business with Moss over the 19 years and have consistently received quality service and parts. As I now get ready to refurbish it again, I'll be back for more from Moss. Thank you very much!

Charles Tittle
New Bern, NC

Club & Event Support

As the season draws to a close, we felt it would be timely to remind club event organizers of the guidelines that must be followed when applying for Moss Motors' support and assistance at your event.

In the 1990 season, we have been proud and able to assist nearly 200 British car events across the country (including Hawaii). We have received many letters of appreciation for our club support program, and are pleased to announce that the Moss club support effort will be continued for the 1991 event season.

For the benefit of all concerned with organizing an event or meet, and who wish to apply for assistance from Moss Motors, Ltd. in the form of donations, door prizes, our famous "Do Not Touch Cards", and discount vouchers for 10% off, please take the following steps:

1. We require at least 6 weeks written or

faxed notice of the meet/event details including the following:

Title of event, Date, Place meet is to be held, Estimated attendance and Organizers/Event.

Chairperson's name and address and telephone number. **Please note:** UPS will not deliver to a P.O. Box; we must have a street address where we can despatch donations to.

We regret that we cannot act on telephone information, other than in a preliminary contact, followed by hard copy details of the meet in the form of a letter, flyer or program.

The same criteria also applies to those requesting Moss Motors advertising support for meet programs, etc. This allows our very busy Art & Advertising department to generate suitable artwork to be sent out from our ad agency.

British Sports Car Coffee Mugs

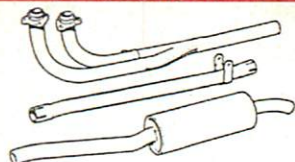
SUPER GIFT IDEA!

Direct from England, a wide selection of mugs with marque illustrations and logos! Dishwasher safe mugs are white with black artwork.



| | | |
|----------------------|---------|--------|
| MGB Roadster | 230-855 | \$5.70 |
| MGB GT | 230-860 | \$5.70 |
| MG Midget 1500 | 230-865 | \$5.70 |
| Austin-Healey Sprite | 230-870 | \$5.40 |
| TR3A | 230-885 | \$5.25 |
| TR4 | 230-880 | \$5.70 |
| TR6 | 230-875 | \$5.70 |
| TR7 | 230-895 | \$4.95 |
| Spitfire | 230-905 | \$5.25 |

MGB "Big Bore" Stainless Exhaust System



Another addition to our special tuning range! For those of you who require a stainless exhaust due to local weather conditions, but still want the performance of a free-flow exhaust, this should prove a necessity! These large pipe diameter systems eliminate the forward silencer but incorporate a larger capacity free-flow rear silencer with a polished stainless steel tip.

1963-'74 System 444-165 \$224.50
1975-'80 System 444-155 \$224.50

Not legal for sale or use in California on pollution controlled vehicles. Other states may have similar regulations; please check local laws.

Licensed to Drive

Vanity Plates For True British Sports Car Enthusiasts

Astonished and amused by the amount of great, funny and original license plate contest entries we've received, we've decided to make it a regular feature. All published contributors will receive a gift certificate for \$10.00. If your photo is not in this issue, don't give up hope. We'll be running this contest in many newsletters to come!



▲ Jeanne Stathes
Monrovia, CA



▲ John Deikis
Newtown Square, CA



▲ Thomas Smith
Bay City, MI



▲ Ron Breckwoldt
Olathe, KS



▼ Peter Cosmides
Moorestown, NJ

1990, *continued from page 1*

are providing quality parts at affordable prices and reinvesting the profits back into reproducing products that would otherwise be obsolete. We have an active trading relationship with some of these specialists and happily buy from them and sell products to them.

Those of you involved in the car club circuit have seen Moss Motors support club events with donations, prizes, artwork and staff over the last decade. The Moss Journalism award contest received dozens of entries with a difficult-to-choose number of nine awarded prizes. Our brief "Find Me A Club" notice in the newsletter inundated us with several requests a day, totalling over 500 at this press date. No doubt, club involvement in the states has reached a new high! Our Events Calendar began with several minor events and grew to cover dozens and dozens of large (over 100 car) events. With the addition of Ken Smith as Club & Event coordinator, 1990 has marked a new emphasis in our support of British sports car clubs in the U.S. Our purchase of the Moss RV, our bright blue and white 30 foot mobile home, has allowed us to travel throughout the country, bringing support in the form of staff, prizes, newsletters, catalogs, new and archived sports car videos, and of course, the unfailing cheer of Ken and Barbie Smith! This year's event circuit found the RV (towing in turn, the Heritage MGB, then the Moss Woody), travelling from California, through Texas to Atlanta, Niagara Falls to Kansas City, to Los Angeles, offering support to over 100 different events.

All in all, the Moss-mobile covered over 14,000 miles this year, stopping only for British sports car events! Some highlights included the largest single marque event ever in North America. The Twist Summer Party in Grand Rapids, Michigan, with 503 MGs present, as well as Rick Fiebusch's Palo Alto British Car Day, with 950 cars!

Looking Toward 1991

1991 promises to be an even greater year in terms of our involvement and support in club events throughout the

country. It's still early for most event dates to be announced, but so far we have had requests for support of events as far in the future as 1992. Please note the requirements for Moss Event Support as listed on page 3.

The future looks bright for the continued strong supply of parts for MG, Triumph, Austin-Healey and Jaguar. Our charter member affiliation with British Motor Heritage has enabled us to manufacture thousands of items to full OE specifications. The retooling of MGB GT body shell has just been completed and the first batch of 100 body shells are available in the U.K. The British Motor Heritage Trust has several other ambitious projects in the wings, including Triumph TR6 body panels and eventually body shells and round-wheel arched Midget body shells.

We've been here since 1948 and with your continued support, hope to be here in 2048! As we've always said, "we're all in this together!" Most of the employees at Moss own, drive or are restoring one British sports car or another. We can't help it, it's an obsession with us too! We're aware of how quickly factory supplies are dwindling, and know that the future of our "funny little cars" depends on the availability of obsolete parts being retooled and reproduced to original specifications! Imagine the nightmare of not being able to find a necessary part for your car. We greatly appreciate your support over the past year! Back Moss Motors' commitment to the future by supporting us as much as possible, through the maintenance and restoration of your British car. In essence, if we can sell the little things, we can put that profit back into the bigger, less-easily sold items (the ones that you can't live without when you *must* have one!). We want to offer you the best possible service in the British sports car business. To do so, we need your input, your comments and your suggestions on how we can improve in any way. Please write and let us know!

Restoring the Dream

Kevin Bolon
Rochester Hills, MI

Whoever said you can't restore a British Sports Car? I am sure there isn't a reader out there who hasn't looked longingly at his or her dream car sitting neglected at a nearby junkyard. To the average passerby, it looks like just another wreck, but to a British sports car lover, a Jaguar in the worst possible condition still has a sense of charm. Unfortunately, many of these people continue on their way, without even considering the possibility of restoring this car.

Luckily for me, I didn't even have to go as far as this to get my dream car. The perfect car for restoration was sitting right in my garage, a 1962 Austin-Healey Sprite MKII. It is my father's car and he bought it when it was four years old, back in 1966. Ever since I was a little kid, I would sit in the driver's seat, trying to turn that frozen steering wheel and dreaming of what it would be like to drive this car. My father would tell me stories of leaky roofs, rumbling exhausts, and road rallies. Time passed and the car sat neglected, wheel cylinders freezing up and terminals corroding, until one day last year, not too long after my 15th birthday, I looked at this car, and seeing past all the rust and dirt with eager optimism, planned where I would start. I had to do most of the work myself; my dad had much more interest but little time for the car. I, on the other hand, was on summer vacation, and had all the time in the world for it. I started by gathering all the information I could (you can never have too much) and got to work. By doing simple things like replacing rotten fuel lines, some worn brake parts, and cleaning some electrical contacts, I had this car (which had been sitting immobile in our garage for 12 years) running continuous laps around our block. With friends laughing, engine roaring and transmission grinding, I had this 46 horsepower wonder reaching speeds exceeding 40 mph. I had to be careful not to go too fast, however, because I did not yet have my license and getting caught driving this unregistered, unsafe vehicle might prolong the wait before I did get it.

Cold weather soon ended my summertime fun and I was forced to choose between a ground-up restoration or a patch-up job. I chose the ground-up, of course, and it proved to be a long winter of cleaning



and replacing engine parts (pistons and crank included). I have now thoroughly succeeded in making a big mess and there are few corners of our garage or basement without a con rod or air filter (I just hope I can find them all when I go to put it all back together). Luckily, my parents are very supportive: my dad lends a hand whenever needed and my mom allots funds for "necessary parts". I found that the key to getting a job done correctly is comparing information, going to machine shops, reading books, and most importantly, being patient. If you are breaking wrenches

Now that driving season is here and I finally have my license, I look longingly at lucky British sports car owners and I look to the day when I have my car completed and can blast by my no longer laughing friends.

removing a cylinder head stud, chances are, you are doing something wrong and should look for help, be it in the form of books, mechanics, or your dad.

Now that driving season is here and I finally have my license, I look longingly at lucky British sports car owners and look to the day when I have my car completed and can blast by my no longer laughing friends. As soon as I finish the trans, suspension, interior, body, paint...
(Kevin will receive a gift certificate for his contribution.)

1990 Moss Marque Days

Looking Back At Three Fantastic Saturdays

One of the nicest parts of our business is when we can invite you, our valued customers, to our place for one of our famous Marque Days! These are events held at our east or west coast facilities where we celebrate specific makes, such as MG, Triumph or Austin-Healey. The exception is our annual Best of Britain meeting at our New Jersey location where all British sports cars are welcome. This past year we've held no less than five major Marque Days, and the attendance has been growing in leaps and bounds.

Marque days begin at 9 am and go until 4 pm. You can register for the People's Choice car show in the morning for your chance to take home a winner's trophy, or at least a complimentary dash plaque. As for things to do, there are product demonstrations, video screenings, warehouse and building tours and hundreds of swap meet items! There are free spaces for you to buy and sell used parts and, the reason why many come to visit, 10% off on all counter parts! Nearly 1,000 people went to Best of

Britain in April, while the MG day in southern California saw almost 300 MGs fill three parking lots around the Moss location! Triumph marque day in August, with nearly 200 TRs, in conditions from barely running to Concours perfect was followed by Austin-Healey in September, where the annual



Bargains and more—don't miss '91 Marque Day!

Moss swap corner was emptied of parts in the first hour! September at our New Jersey location found manager Darryn McLaughlin welcoming over 500 people at the combined Healey-Triumph marque day. While we do celebrate specific marques, in order to bring those enthusiasts together, we always welcome other British car owner's to share in the fun! Some of the more unusual cars that appeared over the summer were a Bugatti, an Allard, a 20/25 Rolls Royce, and a three-wheeler Morgan! Keep an eye on future issues of the Moss Motoring 1991 season dates.

The Life and Times of Joseph Lucas

John Lawson, Secretary of the MG Y-Type Register
Liverpool, England

All of our British sports cars are fitted with Lucas electrical equipment; indeed, it was William Richard Morris, later Lord Nuffield, who gave Joseph Lucas Ltd., their first really large orders for motor car electrical equipment in the early twenties. But just who was Joseph Lucas, the man who founded what is nowadays an international, multi-million pound corporation? Where and when was he born and how did his life unfold? A couple of years ago I set out to find some of the answers to these questions and, with the assistance of Mr. F.R.D. Slater, Advertising and Promotions Manager of Lucas Industries PLC, I am now in a position to "shed some light" on the life of Joseph Lucas.

Joseph was born on April 12, 1834 in Birmingham, the city with which he and his products were always to remain associated. His formative years were very much influenced by the teaching and ministry of George Dawson, who was to have such a profound effect on the development of Birmingham, that an American observer thought it "the best managed city of the world". Dawson ran the Church of the Saviour and its associated school and it was here, on Sundays, that the young Joseph Lucas received the better-than-average education which was to stand him in good stead later on when he entered the business world.

At thirteen or fourteen Joseph was apprenticed to silversmiths H. & G.R. Elkington who had pioneered the process of electroplating but, on completing his apprenticeship, instead of staying with Elkington, where he could have earned quite a high wage, in 1860 he chose to start his own small business selling buckets and shovels, and the newly "discovered" paraffin (kerosene in the U.S.A.-Ed.) from 86 Carver Street. The city of Birmingham had a long tradition of small metalworking businesses, indeed, it was claimed that the knives of Boadicea's chariot had been made in Birmingham (not by Lucas, I hasten to add). In the atmosphere of an expanding industrial revolution it was therefore fairly easy for someone in Birmingham to start up his own business.

The houses in Carver Street had been poorly built and soon turned to slums. Joseph and his wife Emily, whom he had married in 1854, like many in their day, sought solace in drink until one day the realization that he had a wife and three children to support dawned upon him and he joined the local Temperance Society, a movement he was to support devotedly for the rest of his life.

Joseph began looking around for alternative premises from which he could carry on his small business and, in 1871, he moved to 209 Great King Street. It was his preoccupation with selling paraffin which

led Joseph into what was to be the most important aspect of his business for the rest of his life—the manufacture and sale of lamps.

The discovery of petroleum and paraffin in 1859 had given an enormous boost to the lamp manufacturing trade and it wasn't long before Joseph came upon a product which he admired and which he wanted to sell—the Tom Bowling ship's lamp. Sale of the lamps soon turned to a desire to manufacture them himself and he took on five men to help him set up his first small factory in Great King Street. In 1875, that factory became known as the Tom Bowling Lamp Works and all Lucas's products began to be stamped with the initials "T.B.L.W." Harry Lucas, Joseph's first-born son, who was to

play such a major part in the development of the business over the next sixty years, was given the job of costing the materials used in the manufacture.

The next major development which ensured rapid growth of the Lucas business was that the bicycle; indeed the development of the bicycle and the life of Joseph Lucas proceeded side by side. In 1879, Lawson's Bicycleette had incorporated the novel features of two wheels of the same diameter and a chain drive. This "safety" principle was perfected in 1885 in the Rover bicycle and three years later, John Boyd Dunlop's pneumatic tire at last made cycling an acceptable popular pastime

amongst all members of the public. Joseph Lucas was just looking for new products when the bicycling boom began and of course, it was therefore natural for him to begin designing and selling lamps for bicycles.

In 1878, Joseph's first cycle lamp, the famous "King of the Road" appeared. Joseph and Harry Lucas always stressed the use of quality materials and manufacturing processes in their products (indeed, Louisa Lucas, Harry's sister, was put in charge of quality control and supervision of the female members of the work force). Much of the next twenty years or so was therefore very often taken up with legal action against rival manufacturers in defense of Lucas patents.

Unfortunately, Joseph's wife Emily had not joined him in the renunciation of alcohol and Joseph therefore took to spending more and more time traveling the length and breadth of Britain promoting and selling his products so that he could avoid the

awkward circumstances at home. Son Harry was left to run the ever-expanding factory, and he made a very good job of it, at times even lecturing his father sternly by letter concerning differences in policy.

Apart from catering to the cycle trade, Lucas continued to produce all kinds of lamps—hand (candle) lamps, police lamps, railway men's lamps and lamps for horse-riders. They also continued to manufacture and sell oil cans, cash boxes, letter boxes, cash tills, and sugar boxes, etc.

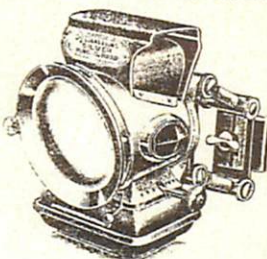
In September 1882, in recognition of the expansion of the business and the significant part Harry was playing in it, the partnership of Joseph Lucas & Son was formed. At this time, the beginnings of an export business began to emerge, with the Pope Company in the U.S.A. stating that they could sell Lucas lamps as cheaply as they could make lamps themselves.

In February 1885, Emily Lucas died and Joseph began spending more time at home in Birmingham. In November of the same year he married his cousin, Maria Tyzack. Cycle lamp production culminated in the definitive "Silver King" or "Silver King" as it became known; it was still in production as late as 1936. Lucas's first U.S. patent was taken out in 1889 and the 1890s saw a massive building program at

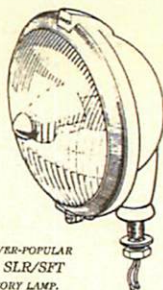
Great King Street in order to cope with the growth of the business.

It was while he was discussing with builders the design of his new factory buildings that Joseph Lucas asked of the builder's son, "Boy, what is the cheapest thing on earth?" When the terrified boy did not reply, Joseph provided the answer: "LIGHT, and if you ever become a builder, be sure to get plenty of it in your houses and factories". Joseph Lucas was very fond of apt sayings and mottoes. Another of these concerned his avowed aversion to alcohol and is, perhaps, still very apt today in the context of car club meetings, at least in Britain! He said, "There's too much club business done in pubs".

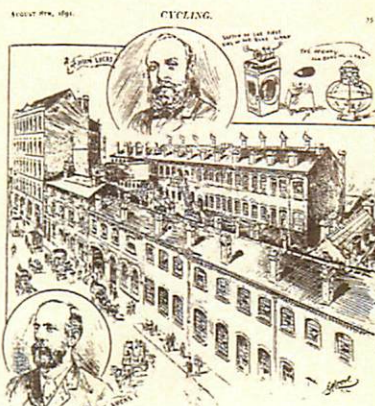
The partnership of Joseph Lucas & Son had proven so successful that in November 1897 a new company, Joseph Lucas Ltd., was formed. Acetylene was just becoming accepted for use in lamps, the Badger Brass manufacturing Co. of



CYCLING CLASSIC—THE SILVER KING OF THE ROAD



THE EVER-POPULAR LUCAS SLR/SFT ACCESSORY LAMP.



THE TOM BOWLING LAMP WORKS. Where Messrs. J. Lucas & Son make their "Cyclolite".

Kenosha, Wisconsin, having been the manufacturers of the first practical acetylene bicycle lamp. Lucas soon began manufacturing acetylene lamps, also. Joseph Lucas visited America several times during his life, and after severe customs duties were introduced by the U.S.A. in 1896, he arranged with the New Departure Bell Co. of Bristol, Connecticut to manufacture Lucas bicycle bells under license.

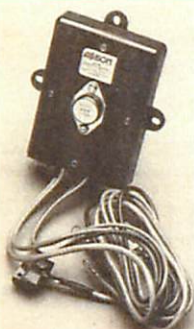
In 1900, Joseph's second wife, Maria, died and the following year he married Mary Anne Owen. At the company's Annual General Meeting in November 1902 he confidently looked forward to the coming of the motor car boom and forecast that Lucas's success in supplying bicycle accessories would be repeated again as motor car manufacture increased. Immediately after the meeting, he departed with his new wife for a combined holiday and business trip to the Mediterranean. After visiting Egypt, they landed at Naples just before Christmas 1902, but sadly by 27th December, Joseph, the old "King of the Road" himself, had died of typhoid fever contracted when, refusing all local wines in accordance with his temperance principles, he had imbibed the local water instead. The legend goes that the Lucases, never ones to waste money unnecessarily, had Joseph's body brought back to the U.K. in a Joseph Lucas Ltd. packing case which had contained business samples of "King of the Road" and "Silver King" lamps for the trip! At his funeral service on 14th January 1903, amongst the hymns sung were 'Lead Kindly Light' and 'No Shadows Beyond'.

My source for all of the information contained in this article is the excellent book by Harold Nockolds, "Lucas - The First 100 Years", the two volumes of which were first published in 1976 and 1978 respectively.

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

Allison Electronic Ignition

THE PERFECT PRESENT!



This electronic conversion kit gives your ignition system a boost, in fact, a 35% increase in energy at the spark plugs. You keep your present distributor and coil, and add the electronic module and sensor which replaces your points and condenser. Complete and easy to install, this electronic ignition conversion gives faster starting, cleaner running—better performance at all engine speeds. Guaranteed by the manufacturer never to wear out!

For point-type distributors 222-335
For original electronic ignition distributors 222-335 **\$89.95**

Vintage Racing Sports Cars Book

Author: Terry Jackson
Foreword by Stirling Moss
Softcover, 8 1/2" x 11", 205 pages

Author Terry Jackson has interviewed racers, tuners and race organizers to create one of the most comprehensive and authoritative guides to vintage racing available. His book takes you marque-by-marque through many exciting—and still relatively affordable—British sports cars. The book is richly illustrated with 225 photographs, including fascinating historical shots of designers like Jaguar's Sir William Lyons and Colin Chapman of Lotus, factory race teams, and cars competing in events that range from the 24 hours of Le Mans, to club races. This is the essential book for all vintage racers and British car enthusiasts, as well as those who want to increase the performance of their road-going sports cars.



Book

212-420

\$24.95

Multi-Marque Specials

Fuel Tank Sanding Units
 Jaguar XK120
 011-311 Reg. \$57.50 Sale \$44.50
 Jaguar XK140-150
 011-312 Reg. \$57.50 Sale \$44.50
 Austin-Healey (all except BJ8)
 021-570 Reg. \$57.50 Sale \$47.50
 MGA
 360-280 Reg. \$49.75 Sale \$42.95



Technalon Car Covers

Our Technalon car covers are the most rain-resistant and breathable available. Triple-layered polypropylene fabric remains soft and pliable in all weather conditions and is guaranteed never to rot or mildew. Light gold color. MGA

236-035 Reg. \$132.90 Sale \$124.95
 Triumph TR2-TR3B
 236-035 Reg. \$132.90 Sale \$124.95
 Austin-Healey 2-Seaters
 236-035 Reg. \$132.90 Sale \$124.95
 Austin-Healey 4-Seaters
 236-125 Reg. \$149.95 Sale \$134.95
 Jaguar XK120-140-150
 236-115 Reg. \$179.95 Sale \$169.95
 Triumph TR7-TR8 Roadsters
 071-961 Reg. \$149.95 Sale \$139.95
 Triumph TR7-TR8 Coupes
 071-962 Reg. \$149.95 Sale \$139.95

Tan Flannel Car Covers

A soft-napped flannel inner layer offers superb paint protection while the tough poly-cotton outer layer protects against dirt and sunlight. Tan color.

Jaguar XK120-140-150
 236-110 Reg. \$179.95 Sale \$169.40
 Austin-Healey 4-Seaters
 236-120 Reg. \$145.95 Sale \$137.95
 Triumph TR7-TR8 Coupes
 071-956 Reg. \$149.95 Sale \$129.95
 Triumph TR7-TR8 Roadsters
 071-957 Reg. \$149.95 Sale \$139.95

Poly-Cotton Car Covers

A tough yet medium weight drill-weave fabric of 65% polyester and 35% cotton with durable water repellency and anti-mildew treatment. Light green color.

Jaguar XK120-140-150
 011-465 Reg. \$155.00 Sale \$139.95
 Triumph TR7-TR8 Coupes
 071-954 Reg. \$139.95 Sale \$119.95
 Triumph TR7-TR8 Roadsters
 071-955 Reg. \$139.95 Sale \$119.95
 MG TC-TD-TF
 236-010 Reg. \$124.95 Sale \$114.95
 Triumph TR6 ('74-'76)
 236-100 Reg. \$109.95 Sale \$99.95
 MGB GT
 236-130 Reg. \$109.95 Sale \$103.95

Tail Lamp Base Pad

Fits between lens and chrome base. For MGA 1500 & 1600, Bugeye Sprite, and Triumph TR2 from TS1301 thru TR3B. Sold individually.
 159-100 Reg. \$2.45 Sale \$1.95

Windshield Wiper Blade

Fits all MGA, Sprites & Midgets thru '67, and Austin-Healey 100-4, 100-6 & 3000 (except BJ7 and BJ8).
 164-980 Reg. \$10.75 Sale \$9.50

Wiper Arm

Fits all MGAs, Sprites & Midgets thru '67, and Austin-Healey 100-4 BN2 thru 3000 BT7
 164-990 Reg. \$13.90 Sale \$11.50

SU Carburetor Manual

A very valuable book which fully details the theory and construction of SU carburetors. Comprehensive chapters on maintenance, service and overhaul with excellent, step by step photographic illustrations. Includes Applications List and Needle Charts invaluable for special tuning work.
 211-340 Reg. \$12.95 Sale \$11.95

Lucas Battery Decal

Bold red lettering on a self-adhesive metallic gold background.
 215-610 Reg. \$3.95

LUCAS

Disc/Wire Wheel Silver Spray Paint

The correct shade for all British wheels originally painted silver gray. Custom formulated by Moss. 12 oz. aerosol cans.
 220-560 Reg. \$9.95 Sale \$7.50



Rain-X Windshield Treatment
 This product applies an invisible film of silicone to your windshield so raindrops just blow off! You will be amazed at being able to drive in mist or downpour without using your wipers. Will not smear or damage your wiper blades. One bottle gives many applications.
 221-550 Reg. \$5.25 Sale \$4.75

Cam & Tappet Assembly Lube

This high performance anti-wear assembly lube is formulated with a high concentration of zinc-dithiophosphate to provide sustained protection against cam and tappet scuffing upon initial start up after an engine rebuild. 250 ml.
 221-570 Reg. \$5.95 Sale \$5.25

Black Leather Steering Wheel Cover

The finest leather steering wheel cover we've ever seen! Unlike adjustable size covers, this premium grade leather cover is specifically tailored to fit the 16 1/2" rims original on the MG TD-TF, MGA, 1962-'69 MGB, all Big Healeys and Triumph TR2 and TR3. Simple lace-on installation results in a quality factory-fitted appearance.
 222-315 Reg. \$24.75 Sale \$22.50

Lucas Style Fender Mirror

Quality reproduction of the popular late '60s/early '70s style fender mirror. Mounts to either left or right hand fenders with two self-tapping screws.
 223-310 Reg. \$14.75 Sale \$12.50



Colorful British Motoring Patches

Add a splash of color to your favorite shirt, jacket or cap with one or more of these embroidered, washable patches!

MG Patch

(Small black & white 2 3/4" x 2 3/4")
 229-500 Reg. \$1.40 Sale \$1.25

MG Patch (Large black & white 5" x 5")
 229-505 Reg. \$3.95 Sale \$3.25

British Flag Patch
 229-510 Reg. \$1.95 Sale \$1.75

British Leyland Patch
 229-560 Reg. \$1.95 Sale \$1.75

British Union Jack License Plate

Install a regulation size Union Jack on the front of your vintage sports car. Made of durable plastic—it won't fade or rust. Many states don't require front license plates; check local regulations before ordering.
 229-730 Reg. \$5.95 Sale \$4.95



Starter Solenoid

Fits MGB 1966 thru '77 and Triumph TR4A thru TR250.
 546-150 Reg. \$17.40 Sale \$14.95



MG Coffee Mug

Thick and sturdy to keep your coffee warm and resist breakage when dropped on your garage floor! Cream with brown logo.
 230-850 Reg. \$8.95 Sale \$7.95



Highlands Motor Robe

Keeps your passenger free from evening drafts and adds a bit of comfort to roadside picnics. This 52" x 70" fringed blanket is woven by Pendleton Mills in a traditional red Scottish plaid from 100% virgin wool. Complete with carrying case.
 231-400 Reg. \$49.95 Sale \$44.95

Kozak "Dry Wash" Cloth

This specially treated cloth is designed to polish as it cleans, without water! Made of long cotton fibers woven into a thick, plush nap which draws dirt up away from the paint. Used by professional restorers since 1926. Each cloth gives about 50 cleanings.
 231-620 Reg. \$9.55 Sale \$8.95

Kenlowe Cooling Fan Kit

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 thru TR7 and 6 cylinder Austin-Healeys.
 231-660 Reg. \$167.50 Sale \$154.95



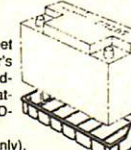
Sunvisors

Fits MG TC-TD-TF, MGA roadsters and Triumph TR2 & TR3. Green tinted plexiglass with chrome fittings. This valuable accessory makes late afternoon driving much safer. Sold individually.
 240-300 Reg. \$19.95 Sale \$16.95



"AMCO" Battery Tray Liner

Protect vulnerable sheet metal around your car's battery with this acid-proof ABS plastic battery liner. Fits MG TD-TF, Sprite-Midget (948 & 1098cc cars only), and Triumph TR4 thru TR6.
 241-020 Reg. \$23.95 Sale \$21.50



MGA & MGB Fender Cover
 Specially tailored by us to fit your car. These attractive and practical black padded vinyl fender covers are emblazoned with the MG octagon and "Safety Fast". Includes a sewn-in tray to rest your tools while working on your car without marring your paint.
 242-870 Reg. \$39.95 Sale \$34.95
MGB Fender Cover
 242-900 Reg. \$39.95 Sale \$34.95

License Lamp Base Pad

Fits MG TC-TD-TF, MGA, Sprite-Midget thru '69, Triumph TR3 from TS18913 thru TR3B, and Austin-Healey 100-4, 100-6 and 3000.
 280-540 Reg. \$2.25 Sale \$1.95

Zenith-Stromberg Carburetor Tool

An essential tool for mixture adjustment on late MGs, Triumph TR6 & TR7, and Midget 1500s.
 386-310 Reg. \$9.95 Sale \$7.95



Flush-Fit Radio Antenna

Can be retracted completely into your fender well when not in use. Very helpful if you use a car cover regularly or park in a neighborhood where vandals like to snap off antennas for fun. Requires 9 1/2" clearance for installation.
 386-970 Reg. \$10.75 Sale \$9.95



MG TF, MGA, MGB, and Sprite-Midget License Plate Backing Plate
 451-285 Reg. \$19.75 Sale \$16.95

Clear Flasher Lamp Lens

Fits Triumph TR4 from (b)30348CT thru TR4A and Austin-Healey 3000 from (c)26705 on.
 560-280 Reg. \$9.30 Sale \$8.65

Windshield Wiper Arm Bezel Pad

Fits MGA, MGB roadsters, Sprite-Midget and Austin-Healey 100-4 thru 3000.
 282-820 Reg. \$0.80 Sale \$0.60



Horns

These dual terminal replacement horns fit Triumph TR4 thru TR6, MGB, and Sprite-Midget 1098 thru 1500.
Low Note
 545-020 Reg. \$23.60 Sale \$18.95
High Note
 545-030 Reg. \$23.60 Sale \$18.95

Lucas Fender Mirror Rubber Pad

280-140 Reg. \$1.00 Sale \$0.85



Clutch Alignment Tools

This handy little tool allows you to perfectly center your clutch disc, saving you hours of frustration when trying to re-install your engine.

Austin-Healey 6-Cylinder
 021-670 Reg. \$5.75 Sale \$4.50

MGA MkII and MGB 3-Main
 387-210 Reg. \$5.75 Sale \$4.50

MGB 5-Main
 387-235 Reg. \$5.75 Sale \$4.50

Triumph TR2 thru TR6
 387-220 Reg. \$5.75 Sale \$4.50

MG TC-TD-TF
 387-240 Reg. \$5.75 Sale \$4.50

MGA 1500, 1600 and early MkII
 387-250 Reg. \$5.75 Sale \$4.50

Jaguar XK120-140-150
 387-260 Reg. \$5.75 Sale \$4.50

Triumph TR7 4-Speed
 387-270 Reg. \$5.75 Sale \$4.50

Sprite-Midget 948, 1098 & 1275
 387-320 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg. \$5.75 Sale \$4.50

Midget 1500
 387-330 Reg.

Austin-Healey
100-4, 100-6 & 3000 Gear Shift Lever Boot
 Cars with 4-speed side shift gearboxes only.
 021-337 Reg. \$ 8.95 **Sale \$ 7.95**

Austin-Healey 3000 Gear Shift Lever Boot
 Cars with 4-speed center shift gearboxes only.
 021-338 Reg. \$ 9.45 **Sale \$ 7.95**

Austin-Healey 100-4, 100-6 & 3000
Front Engine Mount
 021-341 Reg. \$18.95 **Sale \$16.75**

Austin-Healey 100-6 & 3000
Water Outlet Elbow
 021-346 Reg. \$26.65 **Sale \$23.95**

Austin-Healey 100-4, 100-6 & 3000
Clutch Pilot Bushing
 021-360 Reg. \$ 6.95 **Sale \$ 5.75**

Austin-Healey 100-4
Tachometer Drive Cable
 021-387 Reg. \$10.95 **Sale \$ 9.95**

Austin-Healey 3000 BJ7 and BJ8
Black Vinyl Tonneau Cover
 021-539 Reg. \$ 205.75 **Sale \$194.95**

Austin-Healey 3000 BJ7 and BJ8
Tonneau Cover Bow
 021-541 Reg. \$26.45 **Sale \$23.50**

Austin-Healey 100-6 & 3000
Heater Control Panel
 021-575 Reg. \$13.95 **Sale \$11.50**

Austin-Healey
100-4, 100-6 & 3000
Front Cowling Medallion
 Fits 3000 to (c)17350.
 021-725 Reg. \$21.50 **Sale \$18.95**

Austin-Healey 100-4
Wood Top Bow
 021-580 Reg. \$22.50 **Sale \$18.95**

Austin-Healey
100-4, 100-6 & 3000 Trunk Lid
Chrome "Austin-Healey" Script
 021-731 Reg. \$ 9.95 **Sale \$ 8.95**

Austin-Healey 100-6
Chrome "100-6"
Radiator Grille Emblem
 021-740 Reg. \$ 8.95 **Sale \$ 7.25**

Austin-Healey 100-6 & 3000
Ignition Wire Set
 021-750 Reg. \$16.25 **Sale \$13.50**

Austin-Healey 100-4, 100-6 & 3000
Rear Bumper Bracket Rubber Grommets
Right Hand
 021-755 Reg. \$ 2.95 **Sale \$ 2.50**

Austin-Healey 100-4, 100-6 & 3000
Rear Bumper Bracket Rubber Grommets
Left Hand
 021-756 Reg. \$ 2.95 **Sale \$ 2.50**

Austin-Healey 100-6 & 3000
Anti-Sway Bar Mounting Rubber
 021-767 Reg. \$ 1.25 **Sale \$ 0.95**

Austin-Healey
100-4, 100-6 & 3000 Fender Beads
 Polished stainless steel as original.
 Sold individually.
Front Bead
 021-810 Reg. \$15.75 **Sale \$12.50**

Austin-Healey
100-4, 100-6 & 3000 Fender Beads
Rear Bead
 021-820 Reg. \$15.75 **Sale \$12.75**

Austin-Healey 100-4, 100-6 & 3000
Rubber Buffer
 This common 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.
 031-359 Reg. \$ 0.85 **Sale \$ 0.65**

Austin-Healey
Battery Tray & Cover
 Fits all big Healeys with 12 volt batteries.
Battery Tray
 031-308 Reg. \$26.50 **Sale \$23.95**

Austin-Healey
Battery Cover
 031-311 Reg. \$ 8.95 **Sale \$ 7.50**

Austin-Healey 100-4
Rear Reflector Mounting Pad
 021-772 Reg. \$ 4.30 **Sale \$ 3.75**

Austin-Healey 100-4, 100-6 & 3000
Vinyl Fender Piping
 Fits between parking lamp and headlamp.
 031-362 Reg. \$ 0.85 **Sale \$ 0.70**

Austin-Healey Owner's Manuals
 Supplied with every car when new, these hardbound reprints of the originals contain all the general data you need to understand and maintain your car.

100-4 Owner's Manual
 212-650 Reg. \$12.95 **Sale \$ 9.95**

100-6 Owner's Manual
 212-660 Reg. \$16.95 **Sale \$14.50**

Austin-Healey 100-4, 100-6 & 3000
Light Metallic Green Engine Spray Paint
 The correct shade for the properly restored big Healey engine, custom formulated by Moss. 12 oz. aerosol cans.
 220-550 Reg. \$11.25 **Sale \$ 7.95**

Austin-Healey 100-4 Bumper Overrider
 Fits both front and rear, mounting bolt included. Sold individually.
 454-010 Reg. \$24.90 **Sale \$22.50**

Austin-Healey Jack Assembly
 A quality reproduction of a period British screw jack suitable for all big Healeys, although strictly speaking, this particular design was never fitted as original equipment. Handle included.
 386-900 Reg. \$72.50 **Sale \$64.50**

Austin-Healey 100-4, 100-6 & 3000
Steering Idler Oil Seal
 Fits 100-4 from (c/e)231109 thru 3000.
 520-240 Reg. \$ 5.50 **Sale \$ 4.95**

Austin-Healey Wind Wing Set
 Our clear polished plexiglass wind wings eliminate annoying side drafts so common with British roadsters. Easily installed, they fit all side curtain Healeys except 100-4. Installation requires drilling 4 holes.
 240-150 Reg. \$43.50 **Sale \$37.50**

Austin-Healey 100-4, 100-6 & 3000
Steering Column Firewall Grommet
 Fits cars with adjustable steering wheels only.
 682-215 Reg. \$ 3.70 **Sale \$ 3.25**

Austin-Healey
Rear Fender Rust Repair Panels
 These panels replace approximately the lower 10" of your rusted out rear fender between the wheel arch and door.
Left Hand Repair Panel
 857-500 Reg. \$29.75 **Sale \$24.95**

Austin-Healey
Right Hand Repair Panel
 857-510 Reg. \$29.75 **Sale \$24.95**



PRICES VALID NOVEMBER 12 TO DECEMBER 30, 1990

Austin-Healey 100-4
Cloth Bound Wiring Harness
 Fits BN2 only. Original style cloth braiding over PVC insulated wires. Our harnesses are complete except for minor sub-harnesses such as steering column, overdrive and headlamp pigtail.
 356-320 Reg. \$ 291.55 **Sale \$269.95**

Austin-Healey 100-4 Wiper Arm
 This is the nut-type arm fitted to BN1s only.
 560-400 Reg. \$12.60 **Sale \$10.50**

Austin-Healey
100-4, 100-6 & 3000 Spin-On Oil Filter Adaptor
 Adaptor bolts directly to the block eliminating the original filter head. Makes oil filter changes clean and simple and makes you more likely to change your oil more often!
 Order spin-on oil filter # 235-880 separately.
 635-840 Reg. \$26.95 **Sale \$23.95**

Austin-Healey Spin-On Oil Filter
 For use with our accessory spin-on oil filter adaptor kit only.
 235-880 Reg. \$ 6.50 **Sale \$ 5.75**

Austin-Healey
Rear Suspension Rebound Rubber
 Fits 100-4 BN2 on.
 675-510 Reg. \$15.85 **Sale \$13.95**

Austin-Healey 100-M Bonnet Strap
 Give your 100-4 the look of the Le Mans competition Healey! Our handworked leather strap set incorporates a leather pad under two sturdy brass buckles.
 221-608 Reg. \$78.50 **Sale \$69.95**

Austin-Healey 3000 Tail Lamp Lens
 Fits from (c)26705 on.
 874-495 Reg. \$ 9.40 **Sale \$ 8.75**

Austin-Healey 3000 Tail Lamp Lens
 Fits from (c)26705 on.
 874-495 Reg. \$ 9.40 **Sale \$ 8.75**

Austin-Healey 100-6 and 3000
Oil Pan Gasket Set
 525-003 Reg. \$14.45 **Sale \$11.50**

Austin-Healey 100-6 and 3000
Oil Pan Gasket Set
 525-003 Reg. \$14.45 **Sale \$11.50**

Austin-Healey 3000 Tail Lamp Lens
 Fits from (c)26705 on.
 874-495 Reg. \$ 9.40 **Sale \$ 8.75**

Austin-Healey Fan Belt
 Fits 3000s to (e)29K10271; 29KF223 and 29KFA326.
 834-050 Reg. \$ 7.25 **Sale \$ 6.25**

Austin-Healey 100-4, 100-6 & 3000
Front Suspension Bump Rubber
 661-820 Reg. \$ 9.45 **Sale \$ 7.95**

Austin-Healey
100-6 & 3000 Fuel Pump
 Original SU fuel pump for 3000s from (c)28225 on; replacement SU fuel pump for 100-6 thru 3000 (c)28224.
 377-160 Reg. \$ 104.40 **Sale \$96.50**

Austin-Healey
Gearbox Cover Inspection Plug
 Fits all 4-speed models.
 680-940 Reg. \$ 2.40 **Sale \$ 2.15**

Austin-Healey 100-6 & 3000
Firewall Throttle Rod Bearing
 680-980 Reg. \$ 4.45 **Sale \$ 3.95**

Austin-Healey 3000 BJ7 & BJ8
Vant Window Rubber Tip Set
 681-008 Reg. \$ 6.25 **Sale \$ 5.45**

Austin-Healey 3000 BJ7 & BJ8
Windshield Glazing Seal Set
 682-028 Reg. \$49.95 **Sale \$44.50**

Austin-Healey
Steering Column Firewall Grommet
 Fits cars with adjustable steering wheels only.
 682-215 Reg. \$ 3.70 **Sale \$ 3.25**

Austin-Healey
Rear Fender Rust Repair Panels
 These panels replace approximately the lower 10" of your rusted out rear fender between the wheel arch and door.
Left Hand Repair Panel
 857-500 Reg. \$29.75 **Sale \$24.95**

Austin-Healey
Right Hand Repair Panel
 857-510 Reg. \$29.75 **Sale \$24.95**

Austin-Healey
Radiator Air Duct Shrouds
3000 MkII and MkIII
 806-340 Reg. \$42.50 **Sale \$38.95**

100-4
806-350 Reg. \$69.75
Sale \$54.95

Austin-Healey Radiator Grille
 Fits 100-6 and 3000 to (c)13750.
 870-060 Reg. \$ 215.85 **Sale \$199.95**

Austin-Healey Hood Air Intake Grille
 Fits 100-6 and 3000 to (c)13750.
 870-120 Reg. \$68.85 **Sale \$63.50**



Midget 1500 Clutch Disc
 190-900 Reg. \$44.45 **Sale \$37.50**

Sprite MkII and MkIV
Rubber Floor Mat Set
 Our custom molded reproduction "AMCO" rubber floor mat set protects your carpets from soil and harmful sunlight. Heavily ribbed black rubber with logo on each. Sold as a pair.
 241-880 Reg. \$20.95 **Sale \$16.95**

Sprite-Midget
Starter Switch/Cable Coupling
 Fits 948cc cars only.
 161-500 Reg. \$ 6.25 **Sale \$ 4.95**

Sprite-Midget
Outer Front Wheel Bearing
 126-010 Reg. \$14.95 **Sale \$12.75**

Sprite-Midget
Inner Front Wheel Bearing
 126-020 Reg. \$12.75 **Sale \$10.50**

Midget Tail Lamp
Seating Gasket
 Fits between lamp and body from 1970 on.
 164-880 Reg. \$ 3.90 **Sale \$ 3.25**

Midget Tail Lamp Lens Gasket
 Fits between lens and base from 1970 on.
 164-883 Reg. \$ 2.95 **Sale \$ 2.45**

Midget Side Lamp Lens Gasket
 Fits between lens and base, 70 dh.
 164-910 Reg. \$ 1.75 **Sale \$ 1.45**

Sprite-Midget
Rear Brake Shoe Set
 Fits 948cc cars to approximately G-AN1-13554 and H-AN6-2044. Sold outright, no core charge.
 182-140 Reg. \$15.75 **Sale \$12.75**

Sprite-Midget Workshop Manual
 Appropriate for 1275cc cars. This reprint of the official factory service manual is the most complete and authoritative available. The most important tool a Spridget owner could have!
 212-340 Reg. \$40.00 **Sale \$35.75**

Midget Black Vinyl
Accessory Shift Knob
 Stitched black vinyl with black & white enameled MG crest.
 228-790 Reg. \$11.50 **Sale \$10.50**

Sprite-Midget
Major Front Suspension Kit
 Fits all cars with front disc brakes. Contains virtually everything you'll need to rebuild your front suspension. One kit does both sides.
 264-088 Reg. \$ 186.50 **Sale \$169.95**

Sprite-Midget
Major Front Suspension Kit
 Fits all cars with front disc brakes. Contains virtually everything you'll need to rebuild your front suspension. One kit does both sides.
 264-088 Reg. \$ 186.50 **Sale \$169.95**

Sprite-Midget
Major Front Suspension Kit
 Fits all cars with front disc brakes. Contains virtually everything you'll need to rebuild your front suspension. One kit does both sides.
 264-088 Reg. \$ 186.50 **Sale \$169.95**

Sprite-Midget
Major Front Suspension Kit
 Fits all cars with front disc brakes. Contains virtually everything you'll need to rebuild your front suspension. One kit does both sides.
 264-088 Reg. \$ 186.50 **Sale \$169.95**

Sprite-Midget
Major Front Suspension Kit
 Fits all cars with front disc brakes. Contains virtually everything you'll need to rebuild your front suspension. One kit does both sides.
 264-088 Reg. \$ 186.50 **Sale \$169.95**

Sprite-Midget
Major Front Suspension Kit
 Fits all cars with front disc brakes. Contains virtually everything you'll need to rebuild your front suspension. One kit does both sides.
 264-088 Reg. \$ 186.50 **Sale \$169.95**

Sprite-Midget
Major Front Suspension Kit
 Fits all cars with front disc brakes. Contains virtually everything you'll need to rebuild your front suspension. One kit does both sides.
 264-088 Reg. \$ 186.50 **Sale \$169.95**

Sprite-Midget
Major Front Suspension Kit
 Fits all cars with front disc brakes. Contains virtually everything you'll need to rebuild your front suspension. One kit does both sides.
 264-088 Reg. \$ 186.50 **Sale \$169.95**

Sprite-Midget
Major Front Suspension Kit
 Fits all cars with front disc brakes. Contains virtually everything you'll need to rebuild your front suspension. One kit does both sides.
 264-088 Reg. \$ 186.50 **Sale \$169.95**

Sprite-Midget
Major Front Suspension Kit
 Fits all cars with front disc brakes. Contains virtually everything you'll need to rebuild your front suspension. One kit does both sides.
 264-088 Reg. \$ 186.50 **Sale \$169.95**

Sprite-Midget
Major Front Suspension Kit
 Fits all cars with front disc brakes. Contains virtually everything you'll need to rebuild your front suspension. One kit does both sides.
 264-088 Reg. \$ 186.50 **Sale \$169.95**

Sprite-Midget
Major Front Suspension Kit
 Fits all cars with front disc brakes. Contains virtually everything you'll need to rebuild your front suspension. One kit does both sides.
 264-088 Reg. \$ 186.50 **Sale \$169.95**

Sprite-Midget
Major Front Suspension Kit
 Fits all cars with front disc brakes. Contains virtually everything you'll need to rebuild your front suspension. One kit does both sides.
 264-088 Reg. \$ 186.50 **Sale \$169.95**

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

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

Sprite-Midget CONVERSION

Sprite-Midget Carburetor Jet Needle
Fits 1275cc cars with carb. #s AUD502 and AUD549. Spring loaded, coded ABC. Sold individually.
374-365 Reg. \$ 5.60 Sale \$ 4.25

Sprite-Midget Fuel Pump
Original SU fuel pump for 1098 and 1275cc cars thru 1971.
377-175 Reg. \$69.20 Sale \$62.50

Sprite-Midget Door Hinge Hole Plug
Sold individually, 8 required.
282-140 Reg. \$ 0.95 Sale \$ 0.75

Sprite-Midget SU Carburetor Jets
Fits 1962 thru '74 cars with twin HS-2 carburetors.
Front Jet
376-430 Reg. \$13.95 Sale \$ 9.95
Rear Jet
378-440 Reg. \$13.95 Sale \$ 9.95

Bugeye Sprite Rear Overrider
Sold individually less brackets.
400-210 Reg. \$39.95 Sale \$32.95

Bugeye Sprite Front Bumper Overrider
Mounting bolt included, sold individually.
454-010 Reg. \$24.90 Sale \$22.50

Sprite Dash & Trunk Lid Badge
Fits all except Bugeye.
470-615 Reg. \$ 5.25 Sale \$ 4.50

Sprite-Midget Window Regulator Handle
Fits 1275 and 1500.
472-520 Reg. \$ 3.80 Sale \$ 3.25

Midjet 1500 Crankshaft Rear Oil Seal
520-320 Reg. \$ 5.95 Sale \$ 4.95

Sprite-Midget Gearbox Cover Inspection Plug
680-940 Reg. \$ 2.40 Sale \$ 2.15

Midjet 1500 Water Pump
835-060 Reg. \$51.75 Sale \$47.25

Midjet 1500 Crankshaft Timing Sprocket
837-105 Reg. \$43.90 Sale \$29.95

TC-TD-TF Specials

MG TC-TD Horn Push & Dipper Switch
Fits TDs thru (c)1882.
140-700 Reg. \$36.50 Sale \$29.50

MG TD Horn Push Switch
Fits late TDs from (c)1883 on.
140-800 Reg. \$54.95 Sale \$49.95

MG TC-TD Ignition Warning Lamp
Red lens.
142-200 Reg. \$26.50 Sale \$23.50

MG TC-TD Dash Lamp Socket
For original gauges only. Sold individually, 6 required. Order bulb #171-000 separately.
142-700 Reg. \$ 4.25 Sale \$ 3.95

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. Sold individually.
143-300 Reg. \$ 129.50 Sale \$109.50

MG TC-TD Windshield Wiper Motor
145-300 Reg. \$ 299.50 Sale \$274.95

MG TC-TD-TF Generator Oiler
147-900 Reg. \$ 7.95 Sale \$ 6.75

MG TF Dash Knob Set
Complete original style lettered set.
150-908 Reg. \$17.95 Sale \$14.95

MG TF Dash Warning Lamp Red Lens
151-400 Reg. \$ 2.60 Sale \$ 2.25

MG TF Dash Warning Lamp Green Lens
151-500 Reg. \$ 2.60 Sale \$ 2.25

MG TD Tail Lamp Assembly
This is the earlier rectangular assembly, fits TDs to (c)21302.
157-908 Reg. \$37.50 Sale \$32.95

MG TD Rectangular Glass Tail Lamp Lens
Fits early TDs to (c)21302.
157-910 Reg. \$ 9.95 Sale \$ 7.50

MG TD Rectangular Tail Lamp Chrome Rim
Fits early TDs to (c)21302.
157-920 Reg. \$ 6.95 Sale \$ 5.75

MG TD-TF Round Tail Lamp Chrome Rim
Fits later TDs from (c)21303 on.
158-400 Reg. \$ 3.95 Sale \$ 3.50

MG TC-TD Wiper Motor Chrome Handle & Nut
160-500 Reg. \$10.75 Sale \$ 8.95

MG TD-TF Starter Switch/Cable Coupling
161-500 Reg. \$ 6.25 Sale \$ 4.95

MG TD-TF Clutch Link Lever
Fits TDs from (c)22251 on. Supplied complete with bushing.
190-400 Reg. \$24.50 Sale \$19.95

MG TD Owner's Manual
Supplied with every car when new, this quality reprint of the original contains all the general data you need to understand and maintain your car.
210-600 Reg. \$14.95 Sale \$11.75

MG TD Headlamp Stone Guard Set
Protect your headlamps while adding a touch of class to the overall appearance of your car. Chrome plated heavy-duty wire mesh construction. Sold in pairs complete with all necessary mounting hardware.
222-150 Reg. \$19.95 Sale \$16.95

MG TC-TD-TF Gear Shift Knob
Exact reproduction of the original.
228-290 Reg. \$ 9.75 Sale \$ 7.75

MG TC-TD Dashboard MG Crested Grab Handle
This time-honored chrome plated brass accessory is 8" overall, with 6 7/8" hole spacing.
229-100 Reg. \$14.80 Sale \$13.75

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

MG TC-TD-TF Side Curtain Strip Kits
Our polished stainless steel side curtain finishing strip kits have "spoon" ends, correct for TDs and TFs. Each set includes all necessary specialized nuts & bolts.
TC Strip Kit
252-108 Reg. \$74.50 Sale \$67.50
TD Strip Kit
(Fits cars with 3 metal top bows only.)
252-308 Reg. \$74.50 Sale \$67.50
TF Strip Kit
252-408 Reg. \$74.50 Sale \$67.50

MG TC Front Axle Castor Shim
261-190 Reg. \$ 7.95 Sale \$ 6.75

MG TD-TF Steering Column Spring Cover Cap
262-240 Reg. \$ 2.60 Sale \$ 2.35

MG TC Steering Column Spring Cover Cap
262-280 Reg. \$ 6.25 Sale \$ 5.35

MG TD-TF Steering Column Coupling Kit
Contains 6 rubber bearings, 3 special flange bolts, nuts and washers.
264-368 Reg. \$19.95 Sale \$16.95
MG TD-TF Rear Axle Spring Center Plate
266-450 Reg. \$ 8.95 Sale \$ 7.50

MG TD-TF Rear Shock Absorbers
These Armstrong shock absorbers are correct for late TDs and all TFs. They are a direct replacement for the early, no longer available, Girling shocks.
Left Hand
266-460 Reg. \$ 116.55 Sale \$99.95
Right Hand
266-470 Reg. \$ 116.55 Sale \$99.95

MG TD Breather Hose
Fits between air filter and valve cover.
280-180 Reg. \$ 3.45 Sale \$ 3.15

MG TF Headlamp Seal Set
Complete set contains two bucket to body seals and two rim to lamp seals.
281-108 Reg. \$15.95 Sale \$12.50

MG TC-TD-TF Dash Mirror Rubber Pad
280-260 Reg. \$ 1.75 Sale \$ 1.50

MG TD Master Cylinder Inspection Rubber Plug
Fits LHD cars from (c)4237 on.
280-410 Reg. \$ 2.40 Sale \$ 1.95

MG TC Rubber Gearbox Cover
Order snug #281-470 separately.
280-460 Reg. \$ 106.95 Sale \$94.50

MG TC-TD Hood Rubber Corner Piece Set
Complete 4 piece set with rivets.
281-118 Reg. \$ 4.75 Sale \$ 3.95

MG TC-TD-TF Front Exhaust Pipe Flange Gasket
290-500 Reg. \$ 4.95 Sale \$ 4.25

MG TC-TD-TF Connecting Rod Bolt & Nut Set
Complete set of 8 bolts and 8 nuts.
321-268 Reg. \$37.50 Sale \$33.50

MG TC Original Type Tachometer Cable
331-170 Reg. \$29.75 Sale \$24.95

MG TD Original Type Choke Cable
331-290 Reg. \$22.50 Sale \$18.95

MG TC Cloth Bound Wiring Harness
Fits early TCs to (c)7379. Original style cloth braiding over PVC insulated wires. Includes wire for turn signals.
356-110 Reg. \$ 186.05 Sale \$169.95

MG TC-TD-TF Tachometer Drive Gearbox Coupling
360-040 Reg. \$15.95 Sale \$11.95

MG TC-TD-TF Jack Assembly
A great reproduction of the jack supplied with all T-series cars when new. Complete with handle.
386-900 Reg. \$72.50 Sale \$64.50

MG TD-TF Door Striker Mounting Plate
401-420 Reg. \$ 6.45 Sale \$ 5.90

MG TC Door Hinge Set
Complete set of 4 hinges and hardware.
401-858 Reg. \$ 119.95 Sale \$109.95

MG TC Chrome Side Curtain Mounting Plate
405-200 Reg. \$ 6.90 Sale \$ 5.25

MG TC-TD-TF Chrome Side Curtain Mounting Socket
405-400 Reg. \$ 5.90 Sale \$ 4.95

MG TC-TD Seat Back Hinge Sleeve
406-090 Reg. \$ 6.95 Sale \$ 5.75

MG TC-TD-TF Convertible Top Wing Bolt
406-200 Reg. \$ 6.50 Sale \$ 5.25

MG TC-TD Hood Buffer Plate & Pad Set
Complete set of 4 plates and pads.
406-828 Reg. \$23.95 Sale \$18.50

MG TC-TD Hood Handle Set
Complete set of 4 handles.
406-868 Reg. \$59.95 Sale \$52.95

MG TD-TF Top Bow Socket
406-920 Reg. \$ 2.95 Sale \$ 2.45

MG TC Chassis ID Plate
408-700 Reg. \$15.85 Sale \$13.25

MG TC-TD-TF Body ID Plate
408-730 Reg. \$19.85 Sale \$17.95

MG TD-TF Front Engine Mount
411-010 Reg. \$12.40 Sale \$10.50

MG TD-TF Rear Exhaust Pipe Hanger
412-050 Reg. \$ 5.65 Sale \$ 4.95

MG TC-TD-TF Cylinder Head Rear Cover Plate
433-310 Reg. \$ 5.95 Sale \$ 4.50

MG TC-TD-TF Crankshaft Rear Upper Oil Thrower
433-410 Reg. \$26.75 Sale \$21.50

MG TC-TD-TF Exhaust Manifold Clamp
433-630 Reg. \$ 5.95 Sale \$ 4.75

MG TD-TF Generator Pulley
433-660 Reg. \$25.95 Sale \$21.50

MG TD-TF Crested Dipstick
Chrome plated "MG" crested dipstick duplicates the original exactly.
433-820 Reg. \$19.95 Sale \$16.75

MG TC-TD-TF Water Pump Pulley
434-060 Reg. \$39.50 Sale \$34.50

MG TC-TD Oil Filter
Original "Throw-Away" type fitted to TD (e)14223.
435-360 Reg. \$33.50 Sale \$28.95

MG TC-TD Accessory Oil Filter
Fits TCs and TDs to (e)14223. This attractive cast aluminum assembly directly replaces the original "Throw-Away" type. The clever design uses inexpensive inserts which make the entire package economical in the long run. Supplied complete with one insert.
435-380 Reg. \$79.50 Sale \$64.95

MG TC-TD Accessory Oil Filter Element
Replacement cartridge for use with our accessory oil filter assembly listed above only.
435-390 Reg. \$11.95 Sale \$10.95

MG TC-TD-TF, MGA and MGB Oil Pressure Gauge Flex Line to Pipe Coupling
435-530 Reg. \$12.95 Sale \$10.50

MG TD-TF Badge Bar
This clever accessory mounts to the bumper assembly and the front frame extensions, does not touch the body work. Incorporates sturdy brackets for mounting accessory lights easily.
451-060 Reg. \$36.95 Sale \$29.95

MG TC-TD-TF Chrome Hood Center Strip
453-050 Reg. \$16.25 Sale \$13.50

MG TD-TF Rear Axle Shaft
This shaft has SAE threads and requires nut #310-590 (sold separately).
453-220 Reg. \$ 114.95 Sale \$104.95

MG TD-TF Wood Top Rail
453-240 Reg. \$24.50 Sale \$19.95

MG TF Convertible Top Frame Assembly
453-365 Reg. \$ 219.95 Sale \$199.95

MG TD-TF Bumper Overrider
Fits both front and rear, mounting bolt included. Sold individually.
454-010 Reg. \$24.90 Sale \$22.50

MG TD-TF Original Type Steering Wheel
A truly excellent reproduction. This traditional banjo-style wheel incorporates the correct pearlescent goldish-tan rim and metallic bronze hub as original.
454-230 Reg. \$ 157.50 Sale \$139.95

MGA Specials

MGA Gearbox Rear Oil Seal
This is the thick-steel/rubber/felt type that fits 1500s from (c)20753 to the end of GB engines.
121-000 Reg. \$14.80 Sale \$12.25

MGA 1500 Front Parking Lamp Lens & Rim
158-900 Reg. \$14.95 Sale \$11.95

MGA 1600 Front Disc Brake Pad Retainer
180-290 Reg. \$ 1.80 Sale \$ 1.60

MGA Twin Cam Rear Disc Brake Rotor
182-165 Reg. \$ 107.50 Sale \$94.50

MGA MkII Clutch Disc
Fits MkIIs only from (e)3929 on (23 splines). Brand new, not rebuilt!
190-250 Reg. \$41.60 Sale \$36.50

MGA: A History And Restoration Guide
This book is a superb guide for the MGA restorer. One of the best ever written, it's a complete history of the development of the MGA and is filled with tips on buying, servicing and rebuilding MGAs. 240 pages, 256 illustrations.
212-960 Reg. \$29.95 Sale \$26.95

MGA Wind Wing Set
Our clear polished plexiglass wind wings eliminate annoying side drafts so common with British sports cars. Easily installed, requires no drilling.
240-200 Reg. \$43.50 Sale \$38.95

MGA Gearshift Lever Boot
280-760 Reg. \$ 6.95 Sale \$ 5.95

MGA Rubber Floor Mat Set

Our custom molded reproduction "AMCO" rubber floor mat set protects your carpets from soil and harmful sunlight. Heavily ribbed black rubber with MG crest on each. Sold as a pair. 241-810 Reg. \$20.95 **Sale \$16.95**



MGA 1600

Fabric Covered Side Curtain Sets

Fantastic reproductions! Our own upholstery shop has reproduced these side curtains in fabric that exactly matches our original style tops.

Black Vinyl

259-618 Reg. \$ 299.50 **Sale \$279.95**

Tan Canvas

259-638 Reg. \$ 324.50 **Sale \$299.95**

MGA Starter Drive Rubber Cover

Fits 1600 and MkII only. 280-015 Reg. \$13.95 **Sale \$11.25**

MGA Windshield Packing Strip

This is a 5" rubber strip that fits at the ends of the windshield frame between frame and body. 280-155 Reg. \$ 1.50 **Sale \$ 1.25**

MGA Headlamp Seal Set

Complete set contains two bucket to body seals and two rim to lamp seals. 281-108 Reg. \$15.95 **Sale \$12.50**

MGA Fuel Filler Neck Seal

Seals around the filler neck at the trunk floor. 282-720 Reg. \$ 1.75 **Sale \$ 1.50**

MGA Twin Cam Head Gasket

296-395 Reg. \$44.50 **Sale \$39.50**

MGA Gearbox Gasket Set

296-440 Reg. \$ 8.95 **Sale \$ 6.75**

MGA 1500 Tachometer

Brand new, not rebuilt! This is the very early style that fits thru (c)14089 only. Strictly limited to stock on hand. 360-375 Reg. \$ 149.50 **Sale \$129.95**



MGA Jack Assembly

A great reproduction of the jack supplied with all MGAs except the late 1600 MkIIs. Complete with handle. 386-900 Reg. \$72.50 **Sale \$64.50**

MGA Breather Hose

Fits between valve cover and rear air filter. 372-050 Reg. \$ 6.95 **Sale \$ 5.45**

MGA "1600 MkII"

Cowl and Trunk Lid Chrome Medallion 408-420 Reg. \$ 7.95 **Sale \$ 6.50**

MGA Shift Lever Boot Top Ring

326-480 Reg. \$ 2.85 **Sale \$ 2.45**

MGA Gearbox Mainshaft

This is the flange type fitted from beginning of "GD" engines on. 451-370 Reg. \$ 159.95 **Sale \$109.95**

MGA Roadster Wood Rear Cockpit Rail

453-265 Reg. \$21.50 **Sale \$18.95**

MGA Front Bumper Set

Reproduction triple chrome plated three piece set. 454-880 Reg. \$64.95 **Sale \$59.95**

MGA Coupe Rear Window Set

Engineered for a perfect fit, these reproduction curved glass pieces are produced to factory original standards. Complete 3 piece set. 456-438 Reg. \$ 375.50 **Sale \$349.95**

MGA Roadster Rear Shroud

Because of the size of this item, it must be paid for in advance & shipped truck freight collect. 457-725 Reg. \$1395.00 **Sale \$1195.00**

MGA Rear Fender Rust Repair Panels

These steel panels replace approximately the lower 10" of your rusted out rear fenders between the wheel arch and door.

Right Hand

457-780 Reg. \$24.95 **Sale \$19.95**

Left Hand

457-790 Reg. \$24.95 **Sale \$19.95**

MGA First Gear & Hub Assembly

461-470 Reg. \$ 279.50 **Sale \$249.95**

MGA Reverse Gear

461-660 Reg. \$49.95 **Sale \$42.50**

MGA Gas Cap

A really nice reproduction of the original "lift-lever" cap. 470-190 Reg. \$19.95 **Sale \$14.75**



MGA Coupe Door Striker Plates

Right Hand
470-545 Reg. \$21.90 **Sale \$17.25**

Left Hand
470-555 Reg. \$21.90 **Sale \$17.25**

MGB Specials

MGB Overdrive Rear Casing Oil Seal

Fits later "LH" overdrives from 1968 thru '80. 121-125 Reg. \$ 6.95 **Sale \$ 5.25**

MGB Wiper/Washer/Overdrive Switch

Fits 1972 thru '76. 141-845 Reg. \$83.95 **Sale \$74.50**

MGB "Constant Energy" Amplifier

Fits 1980 models only. 142-975 Reg. \$ 119.95 **Sale \$104.50**

MGB Chrome License Lamp Assembly

(Roadsters/GTs from (c)339095 to 409140.) Sold individually. 144-220 Reg. \$22.75 **Sale \$18.75**

MGB License Lamp Lens & Bulb Holder

(Roadsters/GTs from (c)339095 to 409140.) Sold individually. 158-915 Reg. \$ 7.25 **Sale \$ 6.25**

MGB Wiper Arm Spindle Finisher

Bright chrome finish, fits roadsters only. 145-260 Reg. \$ 4.95 **Sale \$ 4.25**

MGB License Lamp & Map Lamp Chrome Cover

As a license lamp cover, it fits 1963 thru '74 (except '70 split-bumper cars.) As a map light cover, it fits 1963 thru '71. 158-510 Reg. \$19.95 **Sale \$16.25**



MGB Vacuum Advance Pipe Assembly

Fits 1963 thru '67; all 18G, GA & GB engines. 163-640 Reg. \$19.95 **Sale \$17.50**

MGB Clear Front Flasher Lamp Lens

Fits 1963 thru '69. (Roadsters to (c)187213; GTs to (c)187841.) 164-775 Reg. \$ 8.95 **Sale \$ 6.70**



MGB Front Side/Flasher Lamp Chrome Rim

Fits 1963 thru '69. (Roadsters to (c)187213; GTs to (c)187841.) 164-780 Reg. \$17.25 **Sale \$14.95**

MGB Amber Front Side Lamp Lens

Fits 1963 thru '69. (Roadsters to (c)187213; GTs to (c)187841.) 164-795 Reg. \$ 8.95 **Sale \$ 7.50**

MGB Tail Lamp Seating Gasket

Fits between lamp and body from 1970 on. (Roadsters from (c)187211; GTs from (c)187841.) 164-880 Reg. \$ 3.90 **Sale \$ 3.25**

MGB Tail Lamp Lens Gasket

Fits between lens and base from 1970 on. (Roadsters from (c)187211; GTs from (c)187841.) 164-883 Reg. \$ 2.95 **Sale \$ 2.45**

MGB Side Lamp Lens Gasket

Fits between lens and base from 1970 on. (Roadsters from (c)187211; GTs from (c)187841.) 164-910 Reg. \$ 1.75 **Sale \$ 1.45**

MGB "Eared-Base" Dash Illumination Bulb

170-110 Reg. \$ 0.90 **Sale \$ 0.75**

MGB Brake Master Cylinder Repair Kit

Fits dual line-servo assist system cars. (1974 1/2 on.) 180-785 Reg. \$17.10 **Sale \$14.95**

MGB Clutch Slave Cylinder Repair Kit

180-960 Reg. \$ 2.85 **Sale \$ 2.60**

MGB Front Disc Brake Rotor

182-170 Reg. \$32.45 **Sale \$27.95**

MGB Clutch Disc

Brand new, not rebuilt! 190-250 Reg. \$41.60 **Sale \$36.50**



MGB Chrome Hub Cap

Fits 1963 thru '69, sold individually. 200-760 Reg. \$25.75 **Sale \$22.50**

MGB Radiator Cap (10 lbs.)

Fits 1968 thru '75. (Roadsters from (c)138401 to 386000; GTs from (c)139472 on.) 202-090 Reg. \$ 4.75 **Sale \$ 4.25**

SEASONS GREETINGS!

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

Save 15% On Your Car Parts During 1991 With Moss Motors Gift Certificates!

Whether your car budget is \$25 or \$25,000, you can get a 15% discount on everything you buy at Moss this coming year! For those of you still shopping for a holiday gift for your British sports car owner (and don't forget yourself!), here's your opportunity. Moss gift certificates are available in multiples of \$25.00 and are on sale until December 29th at 15% off. Good on any retail order from January 1, 1991 through December 31, 1991, certificates must be mailed in or presented at either of our counter locations. If you are ordering for yourself, we'll send the certificates to your mailing address. If you wish them to go directly to the sports car enthusiast on your gift list, we'll be happy to send the certificates along with a card with your name on it.

Gift certificates can be ordered by mail or telephone. Our toll-free lines are open for your convenience. In the USA and Canada call (800) 235-6954. Please order and pay for certificates separately from other transactions or send separate checks. Also, payment with a charge card will let us ship immediately, while using a personal check may cause a delay. Note: Gift Certificates must be used during the 1991 calendar year - they will not be accepted after December 31, 1991.

Compare the Savings...

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



MGB Owner's Manual

Appropriate for 1970-'74 cars. Contains all the general data you need to understand and maintain your car. Handy for learning what all the knobs and switches are supposed to do, with service requirements, correct lubricants, tire pressures, etc. 210-970 Reg. \$10.55 **Sale \$ 8.95**

MGB Seat Slide Packing/Spacer Strip

Fits between seat slide and floorboard. Sold individually, 8 required. 228-175 Reg. \$ 1.10 **Sale \$ 0.90**

MGB Guide To Purchase & Restoration

Perhaps the best guide ever for the MGB owner who wants to tackle a restoration solo. This hardbound, 200 page book covers just about every phase of a total restoration—even the difficult aspects like rust repair and dash panel restoration. 211-365 Reg. \$27.50 **Sale \$24.95**

MGB Workshop Manual

Appropriate for 1962-'74 cars. This reprint of the official factory service manual is the most complete and authoritative available. The most important tool an MGB owner could have! 212-320 Reg. \$45.00 **Sale \$41.50**

MGB Gold Body Side Stripe Kit

As applied by many dealers on new cars in the early '70s, these attractive stripes run just above the belt-line. Add a new, distinctive look to your MGB! 215-360 Reg. \$31.50 **Sale \$27.25**



MGB Body Side Stripe Kits

The original, factory optional side stripe that goes along the lower part of your MGB. Especially suited to late rubber-bumpered cars as it helps to visually blend the bumpers into the overall body shape. Easy to install.

Black Stripe Kit

215-370 Reg. \$39.95 **Sale \$36.95**

Silver Stripe Kit

215-375 Reg. \$39.95 **Sale \$36.95**

Gold Stripe Kit

215-380 Reg. \$44.50 **Sale \$39.95**

MGB Heater Control Knob

Fits 1963 thru '67. (Roadsters to (c)138400; GTs to (c)139471.) 233-890 Reg. \$ 7.95 **Sale \$ 6.50**

MGB Grille Bar

This traditional "AMCO" style grille bar looks great and protects your grille and hood from parking lot damage. 244-110 Reg. \$54.95 **Sale \$47.50**

MGB Sunvisor Inner Support Anchor

(Roadsters from (c)184497 on.) 233-930 Reg. \$ 5.75 **Sale \$ 4.75**

MGB Oil Cooler Hose Bracing Strap

235-988 Reg. \$ 6.25 **Sale \$ 5.50**

MGB Heater Control Knob

Fits 1968 thru '70. (Roadsters/GTs from (c)138401 to 219000.) 233-965 Reg. \$ 8.45 **Sale \$ 7.25**

MGB Defroster Control Knob

Fits 1968 thru '70. (Roadsters/GTs from (c)138401 to 219000.) 233-985 Reg. \$ 8.45 **Sale \$ 7.25**

MGB Seat Savers

Save your seats with a set of our MGB seat savers! Washable heavy-duty poly/cotton blend, these slip on and off in seconds and have a storage pocket in the rear of the backrest. Sold in pairs. 237-330 Reg. \$74.90 **Sale \$67.50**



Tan 1963 thru '68

237-330 Reg. \$74.90 **Sale \$67.50**

Black 1969 thru '80

237-340 Reg. \$74.90 **Sale \$67.50**

Tan 1969 thru '80

237-350 Reg. \$78.90 **Sale \$74.95**

Black 1969 thru '80

237-360 Reg. \$78.90 **Sale \$74.95**

MGB "AMCO" Threshold Plate Set

Later MGBs had factory-installed threshold plates, probably because early cars looked so good with these neat accessory items. These ribbed aluminum Moss-made reproductions fit all MGBs and look great! 240-610 Reg. \$15.90 **Sale \$13.50**

MGB Bra

Fits 1975 thru '80 rubber-bumper cars. An attractive and effective guard against paint damage from airborne gravel, slow moving bugs and other road debris. Heavy black vinyl construction with padded straps that easily clip over your fender edges. 242-890 Reg. \$78.95 **Sale \$74.50**



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

MGB Specials

MGB Original Type Steering Wheel

Fits 1968-'69. A truly excellent reproduction of the traditional banjo-style wheel.
263-840 Reg. \$148.50 Sale \$129.95

MGB Gearshift Lever Boot

Fits 1963 thru '67. (Roadsters to (c)138400; GTs to (c)139471.)
282-340 Reg. \$ 7.95 Sale \$ 6.75

MGB Radiator Support Seal

Fits between radiator and support, '67 thru '77.
282-905 Reg. \$ 7.95 Sale \$ 6.50

MGB Firewall

Master Cylinder Blanking Plug
282-970 Reg. \$ 4.25 Sale \$ 3.75

MGB Oil Cooler Hose Grommet

Fitted to radiator support bracket.
282-975 Reg. \$ 2.30 Sale \$ 1.95

MGB Gearbox Gasket Set

For non-overdrive gearboxes only. Fits 1963 thru '67. (Roadsters to (c)138400; GTs to (c)139471.)
296-440 Reg. \$ 8.95 Sale \$ 6.75

MGB Pilot Shaft Bushing

For 5-main engines only.
330-420 Reg. \$ 4.75 Sale \$ 4.25

MGB Speedometer

Fits 1980 only. (Roadsters from (c)501001 on.)
360-905 Reg. \$90.35 Sale \$69.95

MGB Temperature Gauge

Fits 1972 thru '76.
360-890 Reg. \$74.65 Sale \$49.95

MGB Temperature Gauge

Fits 1977 thru '80.
360-930 Reg. \$77.85 Sale \$49.95

MGB Fuel Gauge

Fits 1977 thru '80.
360-940 Reg. \$45.95 Sale \$29.95

MGB Zenith-Stromberg

Carburetor Diaphragm
Fits 1975 thru '80. Sold individually.
366-040 Reg. \$ 2.35 Sale \$ 1.95

MGB Oil Pressure Gauge Flex Line

376-180 Reg. \$18.95 Sale \$15.95

MGB Fuel Pump

Brand new original SU fuel pump, for positive ground cars. Fits late 1964 thru '67. (Roadsters from (c)44439 to (c)138400; GTs to (c)139471.)
377-160 Reg. \$ 104.40 Sale \$98.50

MGB SU Carburetor Jets

Fits 1963 thru '71 cars with HS-4 carburetors.
Front Jet
378-430 Reg. \$13.95 Sale \$ 9.95
Rear Jet
378-440 Reg. \$13.95 Sale \$ 9.95

MGB Electric Window Lift Kit

Manufactured in England by Smiths. The drive motor is easily installed inside your door with a small, neat cover plate fitting where the window handle used to be. The control switches can be mounted to your door panel, center console or dash and an emergency crank handle is included for use in case of a power failure.
386-950 Reg. \$199.95 Sale \$149.95

MGB Steering Wheel Motif

Fits 1968 to late '69. (Roadsters from (c)138401 to (c)187210; GTs from (c)139473 to 187840.)
408-225 Reg. \$26.50 Sale \$21.95

MGB Trunk Lid

Chrome "MGB" Motif
(Roadsters to (c)394009)
408-440 Reg. \$ 3.75 Sale \$ 3.25

MGB Rear Exhaust Pipe Hanger

Fits 1963 thru '69. (Roadsters/GTs to (c)167815.)
412-050 Reg. \$ 5.65 Sale \$ 4.95

MGB Camshaft

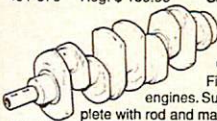
Fits 18GB thru GK engines.
451-325 Reg. \$211.85 Sale \$199.95

MGB Hood Prop Rod

Fits 1963 thru '70.
457-470 Reg. \$12.95 Sale \$10.50

MGB Gearbox Mainshaft

Fits 1963 thru '67 cars with standard gearbox only. (Roadsters to (c)138400; GTs to (c)139471.)
451-370 Reg. \$ 159.95 Sale \$109.95



MGB Reground Crankshaft

Fits all 5-main engines. Supplied complete with rod and main bearings.
451-670 Reg. \$ 249.95 Sale \$229.95

MGB Body Molding Strip Set

Complete 6 piece strip set with all necessary mounting hardware.
453-478 Reg. \$43.50 Sale \$37.50

MGB Rostyle Wheel Trim Ring

This factory optional trim ring really perks up the look of your wheels. Sold individually.
455-370 Reg. \$14.95 Sale \$13.95

MGB Rear Fender Rust Repair Panels

These panels replace approximately the lower 10" of your rusted out rear fender between the wheel arch and door.

Right Hand

457-580 Reg. \$19.95 Sale \$14.95

Left Hand

457-585 Reg. \$19.95 Sale \$14.95

MGB Stainless Steel Exhaust Header

High performance free-flow 3-branch design with the extra benefit of heavy-gauge stainless steel construction. Guaranteed for life by the manufacturer! Legal in California for racing vehicles which may never be used upon a highway. Other states may have similar legislation; please check before ordering.
459-015 Reg. \$ 238.50 Sale \$219.95

MGB 1975-'80 Exhaust Manifold Kit

Designed for the late MGB owner who is converting to dual SU or Weber carburetors. This well crafted cast iron manifold, complete with studs and gasket, directly replaces the original combination intake/exhaust manifold. To simplify installation, a section of down-pipe is included that can be easily slip-fitted to the exhaust system without any welding. Legal in California for racing vehicles which may never be used upon a highway. Other states may have similar legislation; please check before ordering.
459-070 Reg. \$ 149.95 Sale \$139.95

MGB First Gear & Hub Assembly

Fits 1963 thru '67. (Roadsters to (c)138400; GTs to (c)139471.)
461-470 Reg. \$ 279.50 Sale \$249.95

MGB Reverse Gear

Fits 1963 thru '67. (Roadsters to (c)138400; GTs to (c)139471.)
461-660 Reg. \$49.95 Sale \$42.50

MGB Rostyle Wheel Painting Mask

This thin clear plastic template makes painting the black "petals" on your later MGB Rostyle wheels a snap. Simply strip your wheel, paint with our original silver/gray spray paint (also on sale), then center the template and spray black. A little patience yields great results!
462-705 Reg. \$29.95 Sale \$22.95

MGB Window Regulator Handle

Fits 1967 on.
472-520 Reg. \$ 3.80 Sale \$ 3.25

MGB Thermostatic Fan Switch Sealing Bush

(Roadsters from (c)410001 to (c)511519.)
542-205 Reg. \$ 4.50 Sale \$ 4.45

MGB Door Top Rail Set

Fits 1963 thru '65. Original style padded rail assemblies upholstered in black vinyl with white piping. Easy to install. Set of two.
639-508 Reg. \$ 189.95 Sale \$169.95

MGB 1977-'80 Navy Vinyl Front Seat Kit

This is our original British Leyland style seat kit manufactured in England on the original equipment. Beautifully duplicates the original navy vinyl and dielectrically welded seams.
641-910 Reg. \$ 225.50 Sale \$169.95

Triumph Specials

Triumph TR7 Clutch Slave Cylinder

071-312 Reg. \$ 103.70 Sale \$84.95

Triumph TR7 Speedometer

Fits 1978 thru '81.
071-703 Reg. \$74.50 Sale \$34.95

Triumph TR7 Tachometer

071-707 Reg. \$84.95 Sale \$49.95

Triumph TR7 Clock

071-703 Reg. \$49.50 Sale \$34.95

Triumph TR7 Left Front Sidelamp

071-730 Reg. \$37.50 Sale \$28.50

Triumph TR7 Workshop Manual

This reprint of the official factory service manual is the most complete and authoritative manual available to the TR7 owner and incorporates a reprint of the official factory Driver's Handbook.
071-945 Reg. \$45.00 Sale \$39.95

Triumph TR6 Overdrive Rear Casing Oil Seal

Fits "J" type overdrives from 1973 thru '76.
121-125 Reg. \$ 6.65 Sale \$ 5.25

Triumph TR7 Brake Master Cylinder Repair Kit

180-785 Reg. \$17.10 Sale \$14.95

Triumph TR250 Owner's Manual

Supplied with every car when new, this quality reprint of the original contains all the general data you need to understand and maintain your car.
210-730 Reg. \$ 8.95 Sale \$ 7.75

Triumph TR250-TR6 Zenith-Stromberg Carburetor Diaphragm

Sold individually.
366-040 Reg. \$ 2.35 Sale \$ 1.95

Triumph TR2-TR4 Oil Pressure Gauge Flex Line

376-160 Reg. \$17.95 Sale \$14.95

Triumph TR2-TR4 Jack Assembly

An exact duplicate of the most common design (there were several versions). Appropriate for all cars except early TR2s to TS5469. Supplied less ratchet handle.
389-000 Reg. \$39.95 Sale \$34.95

Triumph Spitfire Painted Wire Wheel

These 60 spoke wire wheels are unique to the Spitfire and are genuine NOS Dunlop wheels. Sold individually, supply strictly limited to stock on hand.
454-785 Reg. \$ 147.50 Sale \$109.95

Triumph TR7 Window Regulator Handle

472-520 Reg. \$ 3.80 Sale \$ 3.25

Triumph TR250-TR6 Crankshaft Rear Oil Seal

520-320 Reg. \$ 5.95 Sale \$ 4.95

Triumph TR4A-TR6 IRS Rear Hub Bearing Kit

Complete kit including inner & outer bearings, inner & outer seals and collapsible spacer. One kit does one side.
525-230 Reg. \$29.95 Sale \$24.95

Triumph TR2-TR3A Amber Turn Signal Warning Lamp

Fits to approximately 1960.
542-195 Reg. \$16.90 Sale \$12.75

Triumph TR6 Right Front Parking/Side Lamp Assembly

This lamp was fitted from 1969 to '72 only and was distinguished from the later '73-'74 lamp assembly by it's chromed edge. Right hand side only on sale.
544-140 Reg. \$ 129.50 Sale \$119.50

Triumph TR250 Front Parking Lamp Lens & Rim

Amber lens with chrome rim.
544-290 Reg. \$12.95 Sale \$10.25

Triumph TR4-TR250-TR6 Cowl Vent Seal

Fits TR6 to (c)CC85737.
680-390 Reg. \$ 9.90 Sale \$ 8.75

Triumph TR2-TR3A Starter Drive Sleeve

Usually the first thing to fail on early "short-nose" starters, we've re-engineered this item for longer service life.
549-580 Reg. \$26.50 Sale \$21.95

Triumph TR2-TR3B Wiper Blade

554-070 Reg. \$ 8.95 Sale \$ 7.25

Triumph TR2-TR4A Replacement Type Distributor Cap

560-120 Reg. \$12.65 Sale \$11.25

Triumph TR4-TR250 Horn Push Brush

560-430 Reg. \$11.10 Sale \$ 8.95

Triumph TR3A-TR6 Rear Brake Shoe Adjuster Assembly

Fits TR3As with 9" Girling brakes from TS56377 thru TR6.
582-280 Reg. \$21.15 Sale \$18.50

Triumph TR2-TR3B Handbrake Grip

582-655 Reg. \$ 9.95 Sale \$ 7.95

Triumph TR3B-TR6 Front Disc Brake Rotor

Fits TR3B (TCF series), TR4 from CT4690 with wire wheels/CT4388 with disc wheels, all TR4As, TR250s and TR6s.
586-510 Reg. \$31.40 Sale \$28.95

Triumph TR3A-TR3B Rear Shroud "Triumph" Nameplate

601-210 Reg. \$ 9.95 Sale \$ 8.50

Triumph Lights/Flasher/Dimmer Switch

Fits TR6 from (c)CF1 to CF12500 (1973).
635-660 Reg. \$58.75 Sale \$54.95

Triumph TR4A Spin-On Oil Filter Adaptor

Fits cars with Tecalemit filter heads only. Makes oil filter changes clean and simple and makes you more likely to change your oil more often! Order spin-on oil filter # 235-895 separately.
635-825 Reg. \$27.20 Sale \$23.50

Triumph TR2-TR4 Spin-On Oil Filter

For use with our accessory spin-on oil filter adaptor kit above only.
235-895 Reg. \$ 6.95 Sale \$ 5.95

Triumph TR2-TR3B Wind Wing Set

Eliminates annoying side drafts. Clear plexiglass with chrome mounting brackets. Easily installed without drilling.
647-000 Reg. \$43.50 Sale \$38.95

Triumph TR250-TR6 Rear Suspension Tube Shock Conversion Kit

This conversion kit significantly refines the handling and ride of your car. Unlike other conversion kits on the market, ours transmits the suspension load to the original shock mounts on the frame, not the wheel arch sheet metal. The complete kit contains 6 precision welded structural steel brackets, grade 5 high strength fasteners, rubber isolation pads, 2 shock absorbers with mounting hardware and complete instructions.
670-118 Reg. \$ 173.95 Sale \$159.95

Triumph TR250-TR6 Front Suspension Competition Spring Set

Exact duplicates of the heavy-duty springs supplied by the British Leyland Special Tuning Department. Provides a firmer, more controlled ride. Complete set of two.
670-138 Reg. \$89.95 Sale \$79.95

Triumph TR4A-TR6 Rear Suspension Rebound Rubber

674-610 Reg. \$ 6.65 Sale \$ 5.25

Triumph TR6 Wheel Trim Ring

Sold individually.
674-715 Reg. \$21.95 Sale \$19.95

Triumph TR6 Silver Plastic Wheel Centerpiece

Correct for 1973 on, but can be fitted to earlier cars if you prefer. Name plates (#601-310) and seating springs (#601-315) available separately.
674-725 Reg. \$13.65 Sale \$ 9.95

Triumph TR4A-TR250-TR6
Rear Suspension Trailing Arm Bushing
680-110 Reg. \$ 5.10 **Sale \$ 4.75**

Triumph TR2-TR3B
Inner Fender Plate Upper Seal
680-550 Reg. \$ 3.90 **Sale \$ 3.25**

Triumph TR2-TR3B
Gearshift Lever Boot
680-680 Reg. \$11.85
Sale \$ 9.95

Triumph TR4A-TR250-TR6
Gearshift Lever Lower Grommet
680-730 Reg. \$17.95 **Sale \$13.95**

Triumph TR250-TR6
Tachometer Drive Cable
732-030 Reg. \$14.55 **Sale \$12.75**

Triumph TR6 Speedometer
Fits 1973 thru '76,
760-300 Reg. \$ 132.45
Sale \$119.95

Triumph TR6 Oil Pressure Gauge
Fits 1973 thru '76,
760-340 Reg. \$58.95 **Sale \$49.95**

Triumph TR4-TR250
Windshield Frame Attachment Plate
Anodized aluminum as original.
801-025 Reg. \$ 3.95 **Sale \$ 3.45**

Triumph TR4-TR250-TR6
Hood Locator/Buffer
Fits TR4 from (b)37689CT on.
Sold individually.
802-390 Reg. \$ 4.05 **Sale \$ 3.65**

Triumph TR2-TR3
Front Bumper Overrider
Fits small mouth cars only.
802-750 Reg. \$24.20 **Sale \$21.50**

Triumph TR2-TR3B Threshold Plate Set
Original type polished aluminum door sill finishing panels.
855-858 Reg. \$21.75 **Sale \$18.95**

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

Triumph TR4
Door Check Strap Assembly
Fits up to (b)22343CT.
Right Hand
803-010 Reg. \$24.90 **Sale \$21.75**
Left Hand
803-020 Reg. \$24.90 **Sale \$21.75**

Triumph TR4-TR4A-TR250
Rear Bumper Overriders
Right Hand
804-200 Reg. \$23.50 **Sale \$21.25**
Left Hand
804-210 Reg. \$23.50 **Sale \$21.25**

Triumph TR250-TR6
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.
TR250-TR6 to (e)CF1UE
821-115 Reg. \$15.95 **Sale \$12.95**
TR6 from (e)CF1UE
821-125 Reg. \$15.95 **Sale \$12.95**

Triumph TR2-TR3B Radiator Cooling Fan
834-030 Reg. \$69.95 **Sale \$59.95**

Triumph TR6 Top Radiator Hose
Fits from CF35001 on.
834-605 Reg. \$11.95 **Sale \$ 9.95**

Triumph TR250-TR6 Bottom Radiator Hose
This is the curved one that fits between the pump and pipe.
834-640 Reg. \$ 4.60 **Sale \$ 4.25**

Triumph TR6
Water Pump & Pulley
Fits later cars from
(e)CF35001E on.
835-055 Reg. \$89.50 **Sale \$79.95**

Triumph TR6
Oil Pump Rotor & Vane Assembly
Fits from (e)CC66297 on.
836-210 Reg. \$24.50 **Sale \$21.50**

Triumph TR2-TR4A Oil Pipe
Fits between filter head and flex line.
836-570 Reg. \$17.95 **Sale \$14.50**

Triumph TR2-TR4A Rocker Arm Shaft
851-020 Reg. \$45.95 **Sale \$39.95**

Triumph TR2-TR3B
Adjustable Steering Wheel
Great reproduction of the factory optional adjustable steering wheel. Not interchangeable with the standard non-adjustable wheel.
853-730 Reg. \$ 174.50 **Sale \$149.95**

Triumph TR4-TR250 Front Fender Bead
854-120 Reg. \$12.25 **Sale \$10.50**

Triumph TR4-TR250
Upper Rear Fender Bead
854-180 Reg. \$10.50 **Sale \$ 9.50**

Triumph TR3-TR3B
Rear Long Fender Bead
854-220 Reg. \$12.50 **Sale \$10.50**

Triumph TR3-3B Front Fender Bead
854-235 Reg. \$13.50 **Sale \$11.75**

Triumph TR3-TR3B
Rear Short Fender Bead
802-815 Reg. \$ 4.25 **Sale \$ 3.75**

Triumph
TR250-TR6 Muffler
Fits early cars up to (c)CC75000.
862-070 Reg. \$92.60 **Sale \$84.95**

Jaguar Specials

Jaguar XK120 Rear Engine Mount
Fits roadsters to (c)672481 and FHCs to (c)679815 Sold individually.
011-145 Reg. \$24.50 **Sale \$19.95**

Jaguar XK120-140-150
Cam Cover Chrome Dome Nut
Sold individually, 22 required.
011-148 Reg. \$ 2.75 **Sale \$ 2.25**

Jaguar XK120-140-150
Cam Cover Nut Washer
Chrome plated copper. Sold individually, 22 required.
011-176 Reg. \$ 0.60 **Sale \$ 0.50**

Jaguar XK120
Top Radiator Hose
011-175 Reg. \$15.75 **Sale \$12.50**

Jaguar XK120 Radiator Bypass Hose
011-181 Reg. \$ 9.95 **Sale \$ 7.50**

Jaguar XK150
Carburetor Throttle Shaft
Fits HDB SUs only.
Standard size, sold individually.
011-187 Reg. \$11.95 **Sale \$ 9.50**

Jaguar XK120-140-150
Front Outer Wheel Bearing
011-226 Reg. \$14.65 **Sale \$12.25**

Jaguar XK150
Brake Servo Assembly
011-247 Reg. \$ 659.50 **Sale \$639.95**

Jaguar XK150 Front Brake Hose
011-249 Reg. \$22.80 **Sale \$18.50**

Jaguar XK120-140-150
Clutch Slave Cylinder Hose
011-252 Reg. \$21.40 **Sale \$17.95**

Jaguar XK120-140
Windshield Wiper Blade
011-289 Reg. \$10.75 **Sale \$ 9.25**

Jaguar XK120 Oil Level Sending Unit
011-310 Reg. \$57.50 **Sale \$44.50**

Jaguar XK120-140 Windshield Wiper Arms
This is the nut type fitted from 1949 thru '55.
Left Hand
011-326 Reg. \$16.95 **Sale \$12.95**
Right Hand
011-327 Reg. \$16.95 **Sale \$12.95**

Jaguar XK140-150 Steering Rack Mount
011-586 Reg. \$18.95 **Sale \$15.95**

Jaguar XK150
Chrome Hood Mascot
This is a great reproduction of the factory optional "Leaping Jaguar" mascot.
011-706 Reg. \$64.10 **Sale \$59.95**

Jaguar XK150 Aluminum Chassis ID Plate
011-710 Reg. \$17.35 **Sale \$15.25**

Jaguar XK140 Hood Badge
011-714 Reg. \$16.95 **Sale \$15.95**

Jaguar XK120-140
Aluminum Dash Plaque
Quality photo-etched reproduction of the dash plaque fitted from 1954 on certifying each car to be an exact replica of the 141 mph record breaker.
011-718 Reg. \$14.45 **Sale \$12.50**

Jaguar XK120
Front Bumper Chrome Threaded Extension
Sold individually, 4 required.
011-731 Reg. \$12.95 **Sale \$10.75**

Jaguar XK120 Front Bumper
Threaded Extension Tapered Washer
Sold individually, 4 required.
011-812 Reg. \$ 1.65 **Sale \$ 1.45**

Jaguar XK120
Large Chrome Bumper Dome Nut
Sold individually, 6 required.
011-732 Reg. \$ 4.95 **Sale \$ 3.95**

Jaguar XK120
Small Chrome Rear Overrider Dome Nut
Sold individually, 4 required.
011-738 Reg. \$ 4.90 **Sale \$ 4.35**

Jaguar XK150 FHC Rear Window Seal
011-736 Reg. \$54.70 **Sale \$44.95**

Jaguar XK150 Roadster
Door Top To Window Seal
011-747 Reg. \$ 7.75 **Sale \$ 6.95**

Jaguar XK120-140
Roadster Wood Top Bow Set
Supplied as a pair.
011-752 Reg. \$35.95 **Sale \$29.95**

Jaguar Factory Shop Manual
Reprint of the original XK120 shop manual, including all XK140 and XK150 supplements. Includes in-depth coverage of all aspects of maintenance, repair and major overhaul, probably the most important tool you could own!
011-753 Reg. \$84.75 **Sale \$79.95**

Jaguar XK140
Rear License Plate Lamp Bracket
011-754 Reg. \$78.50 **Sale \$72.95**

Jaguar XK120-140
Roadster Cockpit Rail Trim End Plug
Sold individually, 8 required.
011-790 Reg. \$ 7.95 **Sale \$ 7.15**

Jaguar XK120
Headlamp Mounting Rubber
011-805 Reg. \$ 5.75 **Sale \$ 4.95**

Jaguar XK140-150
Headlamp Mounting Rubber
011-806 Reg. \$ 5.95 **Sale \$ 4.95**

Jaguar XK150 Disc Brake Rotor
011-875 Reg. \$ 104.50 **Sale \$94.50**

Jaguar XK120-140-150
Jack Hole Cover
011-876 Reg. \$16.95 **Sale \$13.95**

Jaguar XK140 FHC Rear Window Seal
011-909 Reg. \$58.75 **Sale \$49.95**

Jaguar XK120-140-150
Lower Ball Joint Ball Pin
011-922 Reg. \$ 103.35 **Sale \$89.95**

Jaguar XK120-140-150
Anti-Sway Bar Mounting Rubber
Fits late XK120s thru XK150 with 5/8" bars.
011-938 Reg. \$ 3.95 **Sale \$ 3.45**

Jaguar XK120-140-150 Tappet
011-940 Reg. \$13.05 **Sale \$11.75**

Jaguar XK120-140-150 Gearbox Layshaft
All varieties of XK gearboxes as well as Mk VII, VIII and IX sedans.
011-960 Reg. \$64.50 **Sale \$56.95**

Jaguar XK120-140
Roadster Door Lock Chrome Cover Plate
031-052 Reg. \$10.20 **Sale \$ 8.95**

Jaguar XK120-140-150
Ignition Wire Carrier
031-923 Reg. \$21.50 **Sale \$17.50**

Jaguar XK150
Rear Disc Brake Caliper
Piston & Cylinder
Fits cars with square disc pads; 1 5/8" bore. Sold individually, 4 required.
031-992 Reg. \$ 146.75 **Sale \$124.95**

Jaguar XK140
Cloth Bound Wiring Harness
Original style cloth braiding over PVC insulated wires. Our harnesses are complete and include virtually all sub-harnesses.
356-240 Reg. \$ 434.35 **Sale \$419.95**

Jaguar XK150
Rear Disc Brake Piston Repair Kit
Fits all cars with 1 5/8" pistons.
513-240 Reg. \$64.35 **Sale \$57.50**

Jaguar XK120 Bottom Radiator Hose
570-016 Reg. \$12.95 **Sale \$10.95**

Jaguar XK120-140-150
Flexible Fuel Line
Braided stainless steel exterior with non-aging teflon interior. Guaranteed for life!
590-035 Reg. \$24.75 **Sale \$19.95**

Jaguar XK120-140-150
Gearshift Lever Rubber Bushing
682-010 Reg. \$ 2.80 **Sale \$ 2.45**



**Sale Prices Valid
November 12 thru
December 30, 1990**

Notes On Ordering...

Orders must be received in our Goleta, California office by December 30, 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 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 in stock, but there is no real way of anticipating demand. We recommend therefore, that sale items be ordered "Backorder Yes" so that you will receive the full benefit of the sale prices even if we run out of our initial stocks. Because of the nature of our business, obsolete British auto parts, our supply of some items is limited and we are unable to replenish them when depleted. With the exception of these items, we can restock temporarily exhausted supplies in a reasonably short time. Our minimum order is \$10.00 please.

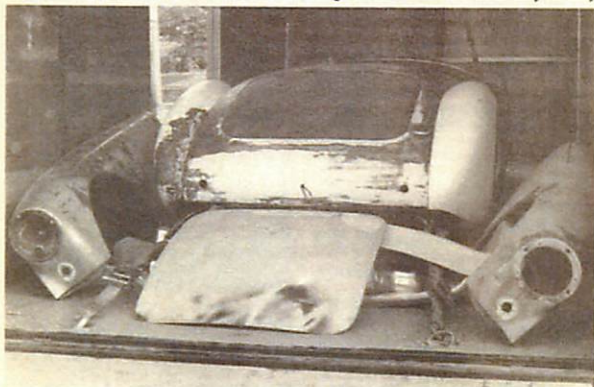
Moss Motors, Ltd.
P.O. Box 847
Goleta, California 93116
805-968-1041

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

Sports Car Gallery

Sports Car Gallery features a memorable British sports car photo (or several) in each issue of the Moss Motoring. Please send your photos to: Editor, Moss Motoring Sports Car Gallery, 400 Rutherford Street, Goleta, CA 93117

(In this issue of Sports Car Gallery, Hugh Geisler, of Mount Crawford, VA shows us his 1956 MGA 1500. He feels that 'seven months' was a long-term restoration...how about you? Ed.)



"Maggie came into my life in July 1989; it was love at first sight and I do mean 'sight'. She was in a hundred pieces without a top or an interior. On top of a box was a Moss MGA catalog with the beautiful red car on the front cover - need I say more?"



"I called a friend of mine who does restoration and asked him to have a look at her. To my knowledge, Bob had never seen an MGA before. After looking her over for an hour...he amazed me by saying 'no problem, a piece of cake'. That piece of cake took until Feb. 1990 for Bob and I to finish and was called 'a piece of...' many more times. However, we had a lot of fun and learned a lot from our restoration."

2nd Annual MOJA Awards

The hard work of local British car club newsletter and magazine staff often goes unpraised and unrewarded. Here at Moss Motors we see hundreds of interesting club publications, full of information, tips, and news & events for British sports car owners. Our intention behind the Moss Journalism Awards is to reward those individuals who put in so much hard work and time to produce these publications which promote and continue the British sports car legacy.

Elements considered for awards include presentation, layout and contents. Don't worry if your club is tiny and your newsletter

just several stapled, photocopied sheets. There will be various categories depending up in the size and resources available to the individual clubs, with membership from under 100 members to over 1,000!

We awarded hundreds of dollars in Gift Certificates to winners in last year's contest, so why wait? The deadline for the contest is February 1, 1991.

Write in for your entry form to:

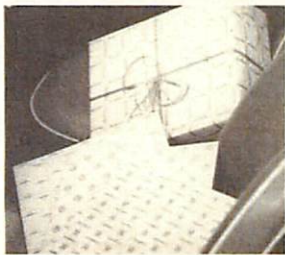


MOJA Contest
400 Rutherford Street, Goleta, CA 93117
Results and awards will be published in a future issue of Moss Motoring.

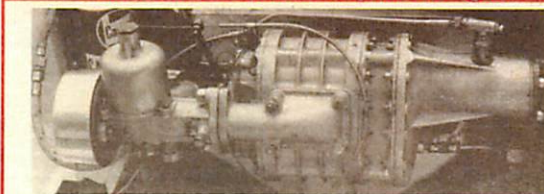
Festive Car Logo Gift Wrap Paper

If you are wrapping a present for your favorite British sports car enthusiast, or you wish a special person to know exactly whom their great gift came from, you'll want this special marquee wrapping paper. Each package contains 3 large sheets, with the appropriate logo done in a holiday blue on a glossy white background.

| | | |
|-------------------|---------|--------|
| Triumph Gift Wrap | 221-895 | \$2.50 |
| MG Gift Wrap | 221-885 | \$2.50 |
| Healey Gift Wrap | 221-880 | \$2.50 |
| Jaguar Gift Wrap | 221-890 | \$2.50 |



Marshall-Nordec Supercharger



Moss Motors, in cooperation with a group of MG enthusiasts from Argentina, has retrofitted, to original specifications, the Marshall-Nordec supercharger that was originally offered for the MG TC and TD. A limited production run is planned based on orders received prior to the end of 1990. Due to the unfortunately high cost of retrofitting just a small number of superchargers, we do require a \$1000.00 deposit, which will ensure your delivery in spring of 1991. One single complete unit is available for immediate sale at \$3750.00. Serious inquiries should be directed to Chris Nowlan, Product Development manager.

Classic-Fied Ads

We accept advertisements for British Cars only; no parts ads, replicas or collectors, please. One time insertion is \$35.00. Publication is quarterly, the deadline for the next issue is February 1, 1991. 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: Classic-fied Ads, 400 Rutherford Street, Goleta, CA 93117.

1975 MG Midget: Bright green, excellent original condition, 39,378 miles, shop maintained, two tops, shop manual. \$3,100.00. Mary Farris, (713) 470-0354.

1980 Triumph TR7: 5 speed, stick, convertible, A/C, many new items; top, radials, cassette-stereo, exhaust system. 53,500 miles. British racing green, tan interior. \$5,995. Mark Smith, (301) 340-6849. MD. Sporty car. Plenty of power.

1961 TR3A TS44626LO Type 20: Have too many toys. Wish to sell those least used! Rebuilt engine with less than 2,000 miles. Excellent condition. Repainted to original yellow color. New tonneau cover, side curtains and extra-wide white-wall tires. Driven no more 100 miles per year/last five years. \$7,895. Joe Koncilja, Pueblo, CO, (719) 545-4909.

1952 MG TD: All original. Completely restored. British racing green with Biscuit leather interior. Engine completely rebuilt including new crankshaft, pistons, hardened valve seats (uses super unleaded gas), etc. \$18,500. James King, Santa Barbara, CA. (805) 685-2836.

1960 Austin-Healey 3000 MKI: Excellent condition - runs great. 95% restored, new soft top, chrome spoke wheels, all new hydraulics, new paint job, much more. Asking \$18,500. Call (408) 662-0339 for appointment.

1953 MG TD: Racing green. All original, mint condition, 99% restored. It is stored in my garage. Priced at \$12,000 or make offer. Death forces sale. Please call (714) 846-4546. If no answer please leave information on answering machine. The car is located in Huntington Beach, CA.

1959 Lotus 18 Formula Jr: Complete, new brakes, all original. \$75,000. Offers and/or trades considered. (209) 599-3095.

1967 MGB GT: Recently rebuilt engine. New tires. Wire wheels. Good restorable condition. \$2,000. Con or Brian Oamek at (714) 794-7241. Redlands, CA

1973 MGB GT: Restored from solid Texas car. Nearly everything rebuilt or replaced. Fresh red paint, rebuilt engine (less than 800 miles), carbs, hydraulics, front and rear suspension, windshield, window seals, complete new interior, most chrome, new Pirelli tires and more. \$5,500 OBO. Located in Iowa. (319) 338-3867 evenings.

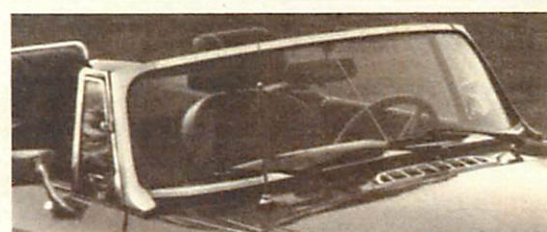
1971 MGB GT: 73,000 miles. 2 owner, totally original and driven daily. Many new parts. New paint, interior, battery, tires, brakes, water pump and more. Am/Fm stereo. A very solid car. Must sell ASAP. Sacrifice at \$2,500. D. Mercado, 485 Amherst Ave., Staten Island, NY 10306. (718) 667-0457.

1968 Triumph TR4A IRS: Red-Only 12 built. Absolutely stock including radio. Everything works, restored interior wire wheels, runs well. 104K original miles. Serious buyers only. \$10,000. (805) 492-1550.

1973 Jaguar XKE V-12 Roadster: BRG, no rust. \$49,500. Offers and/or trades considered. (209) 599-3095

1951 MG TD: ground-up restored/rebuilt. Clipper Blue color with Biscuit upholstery, tan top and side curtains. Looks and runs great. Pictures available for serious inquiries. \$18,000. Fred Sowers, Atascadero, CA (805) 461-3248.

Windshields • Windshields • Windshields

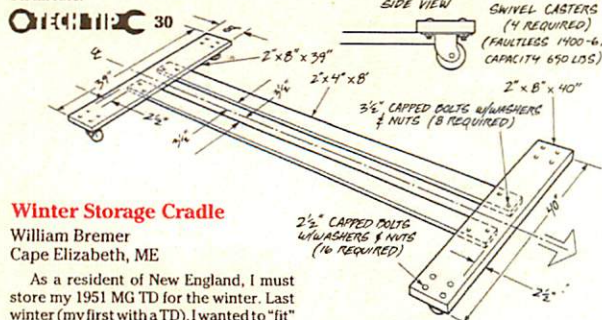


If you've been putting off installing a new windshield until the winter storage months, or you're tired of staring at chips and scratches while driving, now is the time to purchase a brand new windshield. Our windshield glass is cut to exact factory specifications for your car! Windshields must be sent Truck Freight Collect due to the package size limitations of UPS and the Post Office.

| | | |
|--|---------|----------|
| Jaguar XK150 Windshield | 011-905 | \$329.95 |
| Austin-Healey BJ7-BJ8 Windshield | 021-850 | \$280.50 |
| MGA Roadster Clear Windshield | 456-070 | \$169.95 |
| MGA Roadster Tinted Windshield | 458-815 | \$119.50 |
| MGB Clear Windshield | 458-810 | \$134.50 |
| Sprite-Midget 948 Windshield, C5477 on | 459-900 | \$159.95 |
| Sprite-Midget 1098-1500 Windshield | 459-910 | \$127.15 |

TECH TIPS

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



Winter Storage Cradle

William Bremer
Cape Elizabeth, ME

As a resident of New England, I must store my 1951 MG TD for the winter. Last winter (my first with a TD), I wanted to "fit" the TD as a third car in my heated two car garage so that I could work on it from time to time. As an ex-sailboater, I thought of building a "winter cradle" for the TD that would (1) keep the tires off the ground, (2) support the car on its suspension (not its frame), and (3) allow me to easily move the TD against a garage wall (still leaving room for the other two cars) without having to actually maneuver the car with its own steering.

The biggest problem was finding swivel casters of sufficient load capacity to support the car. According to my research, the TD weighs approximately 2100 lbs, with a 49%/51% front/rear split.

Therefore, I needed castors of well over 500 lb weight capacity. My local hardware store was able to obtain four Faultless 1400-6 swivel casters, each with a 650 lb capacity, which I bolted to a wood frame made from two 2" x 4" x 8" and one 2" x 8" x 8", and assembled as shown in the drawing, using (16) 2 1/2" bolts with washers and nuts to mount the casters and (8) 3 1/2" bolts to mount the 2x4s. As with any construction project, it is necessary to think through the process especially if a reader might want to modify dimensions, etc. to fit another car. I suggest that measurements be done relative to the

centerline of the cradle.

I used the cradle successfully last winter, but it is important to note that I jacked the car up on one side in order to slide the cradle underneath and clear the exhaust system. The rear suspension u-bolts rest on the rear wood "cross-member" of the cradle, and I placed small wood wedges under the front coil spring pan (taking care to clear the grease fitting) to ensure space between the front tires and the ground. The positioning of the two 2" x 4" x 8" boards allows a hydraulic jack to be placed under the frame rails on either side to jack the car up, as you can't use the MG's own jack. (Smaller diameter casters would have allowed the cradle to slide cleanly under the car; however, I was unable to find smaller casters of adequate weight capacity.)

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

TECH TIPS 31

A More Comfortable Seat

David Lomasney
Union City, CA

Seats on MGBs are too flat. If the front is raised slightly they are more comfortable

and the back is positioned better.

Remove each seat in turn and discard the wooden runner (1/4" thick) and substitute a wedge-shaped piece of hardwood, approximately 21" long by 1 1/4" (to 1 1/2") wide, and tapering from 1/4" to 3/4". Drill holes to match runner about 1/2" in diameter. Press short pieces of 1/2" tubing, aluminum or steel, and bolt seats back as before. The front bolt will need to be longer, 1/4" x 28 bolt and 1 1/2" should do.

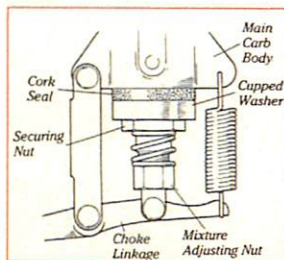
(David will receive a gift certificate for his contribution.)

TECH TIPS 32

SU Carb Rebuild Kit Installation

Robert Koval
Westmont, NJ

After installing a re-build kit in an SU carburetor (especially an H-series) it is sometimes impossible to achieve a sufficiently lean mixture by manipulation of the mixture adjusting nut alone. Before resorting to the quick and make-shift solution of lowering the needle in the piston, examine these sketches carefully and compare the actual carburetor to them.



The proper solution may be effected through careful installation and assembly technique. The cork seal, located between the carburetor body and the cupped aluminum washer, fig. 1 and fig. 2, must be spongy and pliable so that it "cold flows" into the cup of the washer as the securing nut is tightened. When properly assembled, only a thin line of cork (0.5 mm) will be visible between the carburetor body

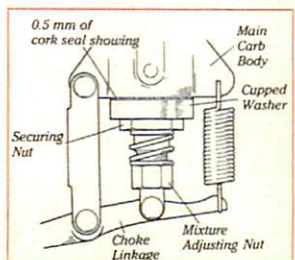
and the top edge of the aluminum cupped washer as shown in fig. 3.



When properly assembled, the cork seal will conform to the depression of the cupped aluminum washer and the entire jet assembly will be correctly positioned in the main carburetor body. This jet assembly positioning is critical if the mixture adjusting nut is to effect full mixture control from rich to lean.

Assembly in accordance with fig. 3 will insure that the mixture adjusting nut will provide enough jet travel to set the fuel/air mixture as lean as required while keeping the needle at its specified position in the piston.

Since the metal of the carburetor body is soft, do not, in your enthusiasm to squish



the cork seal to its proper dimension, over-tighten the securing nut! Soak the cork seal in light oil (a day or two if possible) prior to assembly. The oil soak will make the cork seal pliable for easy assembly.

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

Start planning now for club season 1991. See page 8 for a listing of events!

THROUGH THE WINDSCREEN AND EVENTS CLUB NEWS

The Club Scene

Ken Smith
Club & Events Coordinator

Our last report saw us at the MG Festival at Niagara - that was back some time in July. Since then we have covered almost another 10,000 miles in the Moss Club Support RV, attending some of the superb meetings which have taken place in the late summer of '90.

Take for instance, the 'Gathering of the Faithful' held in Pewaukee, Wisconsin. Here the "MG.MG.MG." (Milwaukee and Great Lakes, MG, Motor Car Group) organized a splendid get-together of pre-'55 MGs at the Golf Hotel and Country Club. The car show was even held on the golf course!

We returned to California, where yet another hugely successful Triumph Marquee day took place at our Goleta facility. The Central Coast Triumphs laid on a Triumph haute cuisine with a pancake breakfast and refreshments throughout the beautiful day, in addition to organizing the superb car show in our parking lot. One Triumph TR4 owner proved the value of the saying "if you're going to have water pump problems - have them on the way to the Moss Marquee day"! The unfortunate TR4 owner arrived from the Bay area with real problems in the H2O department but with the help of the Moss technical staff, a few parts out of our vast Triumph inventory, and the advice of some three hundred Triumph enthusiasts hanging around, he was able to make his 300 mile journey home without any further trouble! It also proved a ready-made technical session for

the spectators.

Almost immediately, the Moss RV was heading east again, for a four day "sprint" to the giant University Motors Summer MG Party in Grand Rapids, Michigan, where MG "guru" John Twist achieved a lifetime ambition by attracting over 500 MGs to Douglas Walker Park! Surely the largest ever gathering of a single British marque in the western hemisphere, and to one who cut his teeth on 1,000 plus MG meets in England, it was heartening to see drivers make the effort to support what has become the premier Octagonal meeting in North America. If you MG people only attend one MG event in your lifetime, this has to be the one. We offer our congratulations to John & Caroline and their devoted staff for organizing such a truly memorable weekend.

The sight of the Moss RV (a.k.a. the "Moss Year Blimp" - "The Great White Whale", or the one we prefer, the "Moss MotherShip") shepherding some 300 MGs in convoy from downtown Grand Rapids to the race track is one we will treasure for years to come!

No time to lose however, out through the three "I's" - Indiana, Illinois, and Iowa, the long haul across Nebraska and Wyoming to Idaho and the beautiful Columbia Gorge of Oregon, where four days later the International Raceway at Portland was

Club Scene, continued on page 7

Photo, Continued from 1

4. Prizes will be awarded as follows:
One Grand Prize: a \$125.00 (one hundred twenty-five dollar) Moss Motors gift certificate. First Prize: a \$100.00 (one hundred dollar) Moss Motors gift certificate. Second Prize: a \$75.00 (seventy-five dollar) Moss Motors gift certificate. Third Prize: a \$50.00 (fifty dollar) Moss Motors gift certificate. Honorable mentions will be awarded a \$25.00 (twenty-five dollar) Moss Motors gift certificate. All other entrants will receive a \$5.00 gift certificate. Winning photographs will be published in Moss Motoring.

5. Each entry must be labeled with the photographer's name and address. Apply a separate label to the back of the print.

6. This contest is limited to black and white and/or color prints only. We regret that we are unable to accept color transparencies for this contest. Entries must be no smaller than 5 x 7 nor larger than 11 x 14 glossy prints.

7. Up to three (3) submissions will be accepted from each entrant. Each must be labeled individually.

8. All entries become the property of Moss Motors for their exclusive use. No entries can be returned.

9. If there are recognizable persons in your photo, a signed release should accompany your entry.

10. If you would like a list of the winners, send a SASE to Editor, Moss Motoring, 400 Rutherford Street, Goleta, CA 93117.

A Few Tips On Capturing The Ultimate Car Photo

If you have to dust off your camera, after finding it hidden away on a high closet shelf, a few tips on car photography might put you in the right frame of mind to start snapping away. Our Moss staff photographers are only too happy to offer a few hints to help you achieve the perfect

photo...and perhaps a winner's gift certificate. Read on!

•Location

Try to pick a location where the background does not compete with your subject. For example, a forest grove or grassy knoll may look beautiful from a distance, but your close-up photo might highlight a single tree growing up from your car's interior.

Take an extra second to double-check your final shot. Is your neighbor's rusty Dodge Dart also in the picture? Is smoke from your B.B.Q. throwing funny shadows across your hood?

•Lighting

Dawn and twilight are the most dramatic times to shoot photos. If you're shooting midday and the sun is bright, beware of heavy shadows or strong chrome reflections that obliterate detail. Although it may seem odd, cloudy, overcast days generally produce great photos!

•Focus

Hand-held shots can be tricky to hold steady. Tripods are best, but you can also rest your arm or camera on a fence post, mail box, door jamb, etc. to steady your shot.

•Color or Black & White?

Color photos don't reproduce nearly as well in black & white. Try a roll of black & white the next time you're shooting; the results might really surprise you!

•Tips & Hints

Close up shots can be very effective. Just make sure that you and your camera aren't reflected in your car's chrome or paint! When shooting a combo person/car photo, get the person as close as possible to the car so they don't look like just a background distraction. Make sure you don't partially cut off the car or your subject in the photo!

The Third Fourth

Part I—Choosing Our First British Sports Car

Patty & Ron D'Aigle
New York, New York

(Ron and Patty D'Aigle sent in a funny log of the trials they went through in obtaining and restoring their MGB GT, which was just too long to print in its entirety in the Moss Motoring. In this issue, you'll read Part I, which deals with finding their first British sports car. Look for the continuation of their story in our next issue-Ed.)

They called the color "flame orange" but nature was trying her best to reduce it to just plain orange. Correction, two-tone faded orange. You had to include the rust! Still it was beautiful.

March 8, 1982. Check #123 made out for one thousand two hundred dollars. About one thousand dollars too much for a rusty old MG, but we wouldn't know that for another eight thousand!

"Look all those buttons and lights! My wife was big on buttons and lights. My comment was purely mechanical, down to earth. "Geez, look at all those buttons and lights!" Boy, were we hooked!

It was a fatefully beautiful day, with the sun brilliant and the stage set for car-buying. A used car salesman's dream. Anything placed on a lawn under these conditions was as good as sold. I felt



uncomfortable lying there on my stomach in the middle of some stranger's driveway, but tried to look knowledgeable searching for anything that looked odd. As the guy, my birthright was supposed to have been some specific mechanical prowess. Fat chance! I had minimal knowledge at best.

I'd bombed around in a '59 Pontiac Bonneville while in high school. A coral-colored white-topped convertible with big, shiny silver knobs and buttons, leather seats and a massive trunk that was 8 feet across. The chrome bumpers were half the car! I'd once taken them off for one

Mrs. Archer, on the other hand, hurried to phone Mr. Archer to tell him she'd just sold the little wreck.

reason or another and when the last bolt was removed and the front bumper freed from its mountings, the car rose up at least four inches! The suspension system was a pneumatic miracle. It probably did less to enhance the ride than to hold up the bumpers! Once, while trying to be my own mechanic, I dropped the starter on my chin, almost knocking out my front teeth. I ask you, does this qualify me to inspect a vehicle and pronounce it fit for purchase? No! But I'd be damned if I was going to let Mrs. Archer, the owner of the MG, know this. There was also a problem with the lighting—I couldn't see a thing. I bounced back to my feet proclaiming, "A couple hundred bucks and right back on the road!"

My wife, Patty, and I took turns sitting at the wheel. We looked into the engine compartment. Then we walked casually back to our rent-a-car feeling a surge of adrenaline, and tried to wave a very convincing "nice-car-but-sorry-we're-just-not-interested" good-bye to Mrs. Archer. Mrs. Archer, on the other hand, hurried to phone

Mr. Archer to tell him she'd just sold the little wreck.

How It Began

I didn't want a car. I really didn't want a car but Patty threatened to make my life miserable if we didn't get one, and soon! We argued over the sports car that Patty could no longer live without. The rest of Sunday was spent with the New York Times automobile listings. The uninitiated's Dread of Dreads. It's an entire newspaper in itself.

About one thousand dollars too much for a rusty old MG, but we wouldn't know that for another eight thousand!

The following Saturday found us in suburban New Jersey, driving a rented car, armed with gleanings from the Times. I just knew there was someone

out there unscrupulous enough to embed his talons deep into our wallet and rip out a chunk of money. Though feeble, I kept up a resistance through the first and second cars. And even through the little str I felt when I spied the purple Spitfire. The owner was a kid who had recently joined the military and was parting with his toy. "Get in and drive it," he said smiling. The car was starting to get to me. He had miraculously squeezed a Six into it. I don't know how. I just know that the true meaning of the word "streak" really hit home when I stomped on it. It was way too much engine. Even I knew that. This, and the loose body panels, and fluids that seemed to leak from everywhere in greater profusion than I thought mechanically allowable, dulled my interest. I begged off and pushed on.

Ridgewood, New Jersey was our next destination. Fred MacMurray could have lived in Ridgewood. As well as the Beaver and Wally. It was that kind of place. Clean. Beautiful. The neighborhood in which "Baby" lived (her eventual name) had serenity this day. Serenity and an aura, and I was driving right into it! We turned onto the street and I looked at Patty for further directions but she was suffering from a severe case of rubberneck. "That's got to be it!" The words exploded from her mouth and shot straight out at what her eyes were riveted to, taking me right along with them. I lost control of the rent-a-car. All of my attention was on what was parked in that driveway. The soft buffet caused by our tires scraping the curb brought me back. I'd long suspected Patty of dabbling in the occult but I'd look for a little wax man-doll seated behind the wheel of a tiny orange plastic car later when we returned to our apartment. Right now I had to drool a bit. Mrs. Archer greeted us as we walked toward the car. "You finally found us!" There was a giggle in her voice. Maybe she saw us hit the curb.

Inquisitive about who we were and what we did, Mrs. Archer interrogated Patty because I was incommunicado. I hovered 'round the car, salivating. Watching me, Mrs. Archer must have known she was about to unload it. Patty knew Mrs. Archer was about to unload it. But I was convinced that I hadn't yet shown my cards. I could hear fate's distant drone getting louder and louder all right, but as most males have to admit, I was the last to get the message. I busied myself with the courting ritual.



I was being the consummate aficionado of fine wrecks. I labored with the bonnet a while and got it open. The meaning of foreign hit home hard right here. I wasn't giving it away, or so I thought, but geez, this was the weirdest assemblage of mechanical parts I'd ever seen. I knew the very basics, but only about American engines. This was very foreign. And there seemed to be so little of it!

Patty sensed my confusion and yelled the dead giveaway across the yard "Well, how's it look?" This telegraphed my absolute incompetence to Mrs. Archer and must have made her feel very happy that I wasn't the repairman come to fix her washer. "Needs some work", I replied. A stock comment, true, but one thrown out by mechanics the world over. You couldn't read through it as easily. I turned my attention back to the car. Touché, Mrs. Archer!

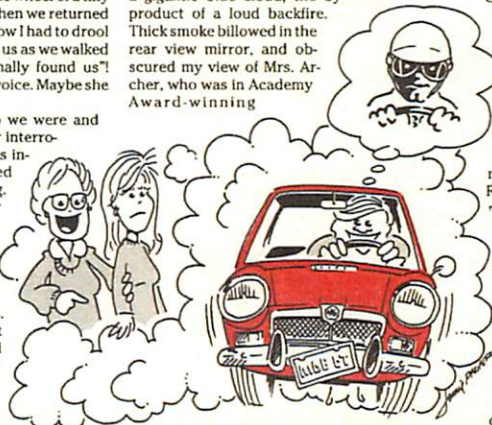
Nervous and inattentive, I didn't hear anything she said. All I knew was that my foot was on the clutch, I could turn the steering wheel and that I wanted her out of the window so I could go and play Stirling Moss! Writing this is somewhat embarrassing of course, but this is what I was thinking. Remember, I was not myself but a helpless subject, slave to Patty's occult machinations.

Satisfied she'd straightened me out, Mrs. Archer pulled herself out of the window. But before I could back up I heard a loud tapping. My heart started to pound. "Please don't let there be anything seriously wrong with this car, God!" The prayer over, Patty appeared before me a little at a time. She was lowering the bonnet that I'd

All I knew was that my foot was on the clutch, I could turn the steering wheel, and that I wanted her out of the window, so I could go and play Stirling Moss!

left open in haste. Tapping on the fender to get my attention, she yelled to me through a smile. She had to yell to be heard over the whining engine. "I forgot, you had x-ray vision!"

Just as I'd daydreamed, I was halfway up the block, only this time it was for real. It was almost as if I'd never driven before. The car chugged a couple of times so I fooled with the choke, and it continued to chug. I looked for something else to fool with, came up dry, then just floored it! The vehicle jumped forward, slightly ahead of a gigantic blue cloud, the by-product of a loud backfire. Thick smoke billowed in the rear view mirror, and obscured my view of Mrs. Archer, who was in Academy Award-winning



form, parrying Patty's startled look with, "They all do that when they haven't been driven for a while!" Despite the thin bluish haze that was still visible at the other end of the block, I was in driver's heaven. I turned around on the hill and coasted down. She coasted real good!

Once back in front of Mrs. Archer's, I signaled for Patty to join me and off we went. The ecstatic sounds coming from the passenger side of the car were clear in

This was the weirdest assemblage of mechanical parts I'd ever seen. I knew the very basics, but only about American engines. This was very foreign. And there seemed to be so little of it!

meaning. "I want this!" Notice how quickly selflessness was thrown to the wind. "This is us!" This one was meant to hook me, as if I needed hooking. "Listen to it!" This I shared, and down the avenue and up the avenue and down... we went. It must have amused Mrs. Archer greatly because when we returned from our test drive, she could do little else but giggle. She could probably read the words I was broadcasting with my eyes. "Take my money, take my money!"

Neither the backfire, nor the fact that it ran on and on long after I'd turned the ignition off could sway me from this appointed road. Destiny was now my closest friend. And like a good close friend it was doing me a kindness. Nothing about this car rubbed me the wrong way. That I was in a deep trance was obvious. After returning from our test drive, in lieu of the fact that the car was in dire need of help (or junking), all that I could manage to utter was "Boy, is that British!"

We spent a bit more time with Mrs. Archer. Then bade her farewell. She in turn waved good-bye, which to her was code for "A bientot, and bring the correct amount when you return you future sports car owners, you!"

The line wasn't busy. And even though I knew it was Mrs. Archer who answered, I asked stupidly, "May I speak to Mrs. Archer?" Having only met me once, but obviously feeling a stronger bond, she replied "Ron!" It worked, and I relaxed. All my theories on how to bargain for a better price went right out the window and the next thing I knew I was back inside the car with Patty. "We just bought you a car." I placed as much emphasis as I could on you. It was too much. And that little comment set the tone for the drive back to the city.

As per Patty's diary entry of March 8th, the day we picked up the car: "We picked up the car today. I think we were both over-excited and got a bit picky on the bus. But the car was worth the trip—it's a beauty. It's a little rusty and the engine needs some TLC, but it's ours! And Ronnie can fix it all up good as new. We sure had fun tonight zipping around north Jersey".

The first of many hurdles were the inspections. Pluralized because it took a couple to clear up all of the infractions. One in particular involved the back up lights. Unbeknownst to us, they'd been sticking on for sometime. They caused me to become the afternoon's entertainment at the ole' inspection station. As I pulled up to the next in line position, I

watched the inspector scrutinize the car in front of me all too carefully. My hopes of his not being quite with it and rapidly OK-ing Baby were dashed. "This guy's being much too thorough" was the general sentiment there, amid the ranks of the

So I yelled in desperation, to be heard over the weller of discordant engine sounds. "This is the way they do it in England!" ...The inspector held firm to his final decision...he chortled "It is, huh?"

uninspected. He waved Baby and I in. She looked adolescent compared to all the other adult-sized automobiles that surrounded her. There were then still quite a few "Big Bombs" on the road, and these were the cars that mostly filled the inspection ranks that day. All went well until the inspector asked me to get out of the car.

He was quite a tall man, and found cramming himself into the driver's seat to be quite a task. He checked out the parking brake and lights. Then surprisingly, he floored it, shot forward a few yards and jammed on the brakes. I closed my eyes hoping he'd be satisfied with its stopping ability. MGs are not known for their keen brakes. When I opened my eyes, the tail lamps were on, but so were the back up lights. He was standing beside the car, shaking his head in disapproval. I joined him, and with a lump in my throat asked if the car had passed. He continued to shake his head. "Why?" I asked dumbly. "Look...," he pointed overhead and to the rear of the car. Looking up, I thought I might find God himself ruling over the entire proceeding, and signaling thumbs down. There was no deity. Just a large saucer-shaped mirror. A stool pigeon in a mirror suit! In a last ditch effort to right things I jumped into the car and moved it forward, then back, then forward again, hoping to jounce the lights off. Then I jumped back out, totally disoriented, and shot to the front of the car where there were no back up lights, to point and plead, and maybe rip a little compassion out of the resolute inspector. I wanted very much to be inspected and out of there. So I yelled in desperation, to be heard over the weller of discordant engine sounds. "This is the way they do it in England!" And the yelling was amplified within the metal carport which formed the mass-inspection station. All eyes and ears were now on me. The inspector held firm to his final decision. And with resolve and holding back a huge laugh bubble which threatened to burst in his throat, he chortled "It is, huh?" That was the end of that. Totally dejected, I got into Baby and sped down the highway, tail between my back up lights!

Sports cars have a built-in thrill. A kind of nimbus. Probably sprayed on at the factory!

We now knew the unadulterated meaning of sports car. And we were ever loyal. We were also calloused from the innuendos. "So you own a sports car, huh? That means you carry a tool box around with ya all the time, doesn't it?" "Pass anything on the road but a mechanic!" Counter persons also amused themselves. Behind glaring eyes, they'd say, "Must be foreign, we only carry domestic. You won't find metric here!" At first, I shared in the humor. But eventually it wore thin. Especially when you consider my euphoric frame of mind at that time. Most sports car owners I knew would anxiously await their day off, in anticipation of a visit to the foreign auto parts store, so they could sift through some vast selection of auto-related stuff. They, like myself, would bounce around the store and effervesce all over the place. But when's the last time you witnessed anyone bouncing into a domestic parts place to joyously ask for something? Therein must lie the answer. Sports cars have a built-in thrill. A kind of nimbus. Probably sprayed on at the factory!

(Patty and Ron will receive a gift certificate for their contribution. Look for the continuation of their sports car adventure in *The Third Fourth Part II*, in the next issue of the Moss Motoring!)

The Club Scene, *continued from 5.*



filled with over 800 British cars, in bright sunny weather for the 14th Annual British Day organized by the Jaguar Club of Oregon. Visible were row after row of Triumphs, Healeys, MGs and Jaguars, plus many other notable examples of British craftsmanship too numerous to mention individually. The featured marque was Triumph and they almost filled a field, as did the MGs. It was great to meet and greet many of our friends from the British car clubs with whom we have only spoken to on the phone or corresponded with. This is one of the joys of taking the Moss RV to events. For, apart from taking a little bit of Moss California to the meets, we are also able to speak one-to-one with our enthusiastic customers, old and new, hear compliments (many), complaints (not so many), and take the flavor of the meets back to Moss and our staff via means of the video tape we shoot at every meeting. Our catalogs and support materials are eagerly sought and we welcome the suggestions and input from the people who come to the coach. In some instances, the organizing club has availed themselves of the facilities provided by the Moss RV and have used it as the meet rallying point, utilizing the built-in public address system and other facilities we have on board. However, as we told a gentleman in Palo Alto, we do not yet have a fax machine installed on the RV and neither do we sell burgers and fries (yet!), but for vote counting, committee meetings and as a mobile headquarters, the Moss RV fills the bill in every respect. After all, it is a Club & Event support vehicle provided by Moss as part of our commitment to the British car movement in the United States.

Thanks to everyone in the Portland area for making us so welcome.

I spoke of Palo Alto a few moments ago where we arrived after a hectic Austin-Healey Marque day at our Goleta facility, making an overnight sprint of some 300 miles up the west coast to be met by over 900 British cars at the 12th Annual British Car meet in El Camino Park. Again, an almost overwhelming array of cars filled the north and south fields in wonderful sunny weather, marshalled by Rick Feibusch, who put the whole thing together. English bangers (no, not cars - sausages!) and pasties were consumed in copious quantities. The newly featured technical sessions for popular English cars, conducted by renowned experts in their fields, were held under the Moss tent, which we carry to all meetings for any clubs to use.

As we write in late September, there are still many shows taking place. Several British Days are scheduled almost to the end of November. We urge you to get out and support these meetings (which take a lot of time and effort by unpaid volunteers) and at which you will see some of the finest examples of classic British sports cars still running in this great country of yours! Take your British car along - it doesn't matter whether it's Concours or just an everyday example, come on out and get the feeling!

What about our travels in-between meets I hear you ask? How is it to drive the "Moss MotherShip" the length and breadth of the USA? I would encapsulate it as days of wonder, hours of boredom, punctuated by moments of sheer terror!

The wonders are the meets we go to - the awesome scenery possessed by certain states, and the wonderful feeling of camaraderie apparent at every event we

have attended. The boredom comes with interminable stretches of Interstate which seem to go on forever in certain areas. The terror? How about fuel vaporization while climbing the Rockies at 9,000 feet, which

resulted in the RV coming to a halt on a 6% uphill grade on a blind right bend (with the trailer loaded with a car in tow)! Solution, wait for everything to cool down, then head for home and fit twin electric fans and a continuous fuel return line. More terror, the 18 wheeler in the single lane construction zone had been weaving about in front of us for a couple of miles and we had been most circumspect in following him! Note, the single lane is 12 feet wide and the Moss RV is 8 feet at its widest. When the trucker eventually hit the large barrels in the construction zone and sent them soaring through the air there was no place for us to go. Two barrels just missed the RV, and the third one hit us just behind the front wheel with only minor damage to the rail of our built-in awning! And if the wind is blowing stronger than 25 mph, be prepared for the RV to dart around like my old TC used to do, with little margin for error!

However, we wouldn't have missed taking Moss out on the road for the world! It was fantastic meeting you all; your hospitality and kindness were more than we ever ex-



Top of page: MG Fest '90 in Niagara Falls, New York. Above, from top to bottom: Three scenes from John Tuwist's Summer Party in Grand Rapids, Michigan.



More British club events, 1990. Above: Triumphs line up at the Portland, Oregon British Car Day. Left: Racing MG TD and TF round the turn at the Gratten Raceway Vintage Races, Michigan.



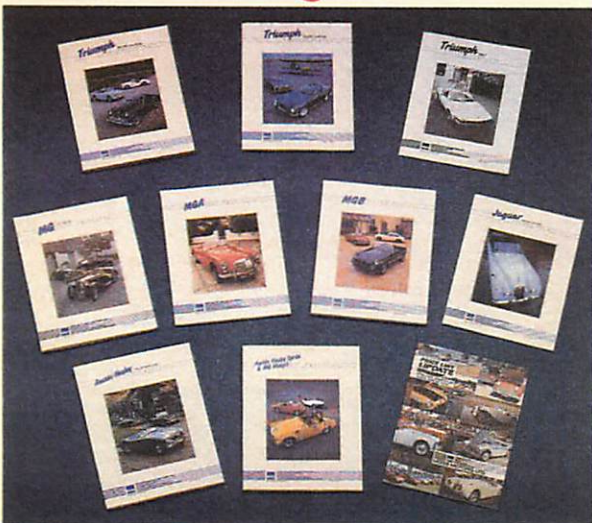
Austin-Healey Adjustable Control Head Assembly

Due to the many requests for this obsolete yet necessary item, we've invested a lot of time and expense in retooling it to original specifications. The tooling is completed, but the product is now undergoing testing, and we expect to see our first shipment in early spring. If you are interested in being put on our "Notify When Available" list, please cut out this coupon, put it in an envelope and mail it to the address on the flip side. Your customer label [also on flip side] will give us all the information we need to reach you.



Control Head Assembly 853-810

Need a Catalog?



Moss offers you a full line of complete and comprehensive catalogs. Beautifully detailed illustrations of each car make finding the parts you need easy. Tech tips and accessories also aid you in the restoration, maintenance and enjoyment of your British classic. Clip out this coupon, check the box for your car type, and send it to Moss Motors, Ltd., P.O. Box 847, Goleta, CA 93116 for a free Moss catalog.
(Don't forget to specify a catalog by checking the appropriate box.)

| | | | | |
|--------------------|--------------------------|--------|--------------------|---------------------------------|
| MG TC-TD-TF | <input type="checkbox"/> | MGT-20 | Jaguar | |
| MGA | <input type="checkbox"/> | MGA-11 | XK120-140-150 | <input type="checkbox"/> JAG-07 |
| MGB | <input type="checkbox"/> | MGB-03 | TR7 | <input type="checkbox"/> TRZ-01 |
| TR2-4A | <input type="checkbox"/> | TRI-03 | Sprite-Midget | <input type="checkbox"/> SPM-02 |
| TR250-6 | <input type="checkbox"/> | TRS-01 | Current Price List | <input type="checkbox"/> * |
| Austin-Healey | | | | |
| 100-4, 100-6, 3000 | <input type="checkbox"/> | AHY-05 | | |

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

To Order:

Toll-Free U.S.A. & Canada
Orders & Customer Service:
800-235-6954
24 Hour Worldwide FAX:
805-968-6910
Overseas Customers
805-968-1041

By Mail:

P.O. Box 847, Goleta, CA 93116
For rapid and accurate service, please use our own postpaid mail order forms, which are available on request. Be sure to include all pertinent information: car type, model, car and engine numbers, color, size and quantity.
TELEX# **658473**

Payment: We accept VISA/Master Card, or we can ship COD. (CODs over \$400.00 require cash or Certified Check.) Mail orders can be accompanied by check or money order, although personal check may delay shipment. Complete information about ordering, pricing, shipping and other procedures is contained in our Price Update, available at no charge by calling us Toll-Free.

Counter Locations:

If you're visiting Southern California or New Jersey this year, why don't you drop in for a visit? We're open from 8 am to 5 pm weekdays, 9 am to 4 pm on Saturday.
In California, we're on the coast 100 miles north of Los Angeles, near Santa Barbara—it's a beautiful vacation area between the mountains and Pacific ocean!
Our centrally located New Jersey showroom is 25 miles from New York City, in a wooded lake area of outstanding natural beauty.

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

Dover, New Jersey
Hamilton Business Park, Unit 4A
Franklin Road
Dover, NJ 07801 (201) 361-9358
East Coast Warehouse & Distribution Center, Showroom and Sales Counter

MOSS MOTORS, LTD.
P.O. Box 847,
7200 Hollister Avenue, Goleta, CA 93117

Dated Material-Please Rush

Bulk Rate
U.S. Postage
PAID
Permit #775
Huntington Beach, CA

1990-'91 British Sports Car Events Calendar



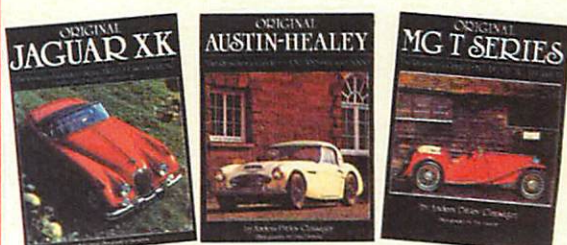
Gleaming Austin-Healeys line up at showtime. Photo by Joanne LaMonte of Los Angeles, California.

In the interest of British sports car owners throughout the country, we publish major British car events in our quarterly events calendar. If you would like to list an event in the *Moss Motoring*, please send a short description, including date and telephone number. We will list as many events as possible in our available space. Send your entries, attention: Moss Motoring Events Calendar, 400 Rutherford Street, Goleta, CA 93117. Our next deadline closes February 1, 1991.

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.)

- 1990**
- Oct 26-28 **British Vintages-Jaguar Meet & Formula Car Exhibit**, San Luis Obispo, CA—(805) 541-5986
- Nov 18 **British Car Autojumble**, Toronto, Ontario, Canada—Ed Moody (705) 425-4878
- 1991**
- Apr 20 **Louisiana Centre MG Car Club, British Car Day**, New Orleans, LA—Roger Gibson (504) 887-2725
- June 21-23 **AMBGA**, Chicago, IL—Gene Cooper (312) 425-0841
- June 23 **Palo Alto Concours D'Elegance**, Palo Alto, CA—(415) 948-1027
- June 26-29 **GOF 52**, Nashua, NH—write Drawer 220, Oneonta, NY 13830
- July 19-21 **NAMGAR GT 16**, Huntsville, AL—Joyce Hart (805) 566-1467
- Aug 16-18 **AMGCR**, Park City, UT—Tom Boscarino (516) 751-8107
- 1992**
- Aug 17-22 **Austin-Healey International Meet**, Breckinridge, CO
- The response to our offer to provide details of local British car clubs has been terrific. We've been able to direct over 500 non-club people to the nearest appropriate car club to them. Please allow us to continue to offer this service by sending us details of your established club, including the membership secretary's phone number and address, as well as any changes in club officers. We are happy to highlight some of the newer clubs formed in the *Moss Motoring* when space is available.
- Bloomington MGB Club, Ltd.**
7421 N. Chester Avenue
Indianapolis, IN 46240 (317) 845-9211
- South Alabama British Car Club**
5 Leslie Court
Fairhope, AL 36532 (205) 982-5366
- Panhandle British Car Association**
3525 Dumfries Road
Pensacola, FL 32503
- Bulletin Board**
- The Museum of Transportation**, in Brookline, MA, seeks donations of automobiles or related artifacts for its Donated Assets Program. We are a non-profit, cultural institution dedicated to preserving auto history. Contact Shari West (617) 522-6547.
- Looking for an MG T Series Club in Southern California?** The California MG T Register invites interested enthusiasts to contact the membership chairman for more information:
Dick Riddle
4911 Winnetka Avenue
Woodland Hills, CA 91364
(818) 883-9681

Holiday Book Ideas



Another super gift idea for the sports car lover in your life!

Each one of these incredible books are part of "The Restorer's Guide" series, published by Bay View Books. The information needed to determine how a restored car should look and what parts it should contain can be hard to find, but now help is at hand for all owners, restorers and enthusiasts of these British sports cars. Trying to find out what color an engine block, interior piping, or carpet was originally might have been a problem in the past, but is no longer. Drawing from factory records, parts lists and catalogues, as well as the accumulated knowledge of a panel of experts, these books provide what constitutes an "original" car.

Each book is hardbound, with over 150 high quality color photographs, on thick, glossy paper.

| | | |
|-----------------------------|---------|---------|
| Original Austin-Healey Book | 211-395 | \$29.95 |
| Original Jaguar XK Book | 213-150 | \$32.95 |
| Original MG T Series Book | 211-390 | \$29.95 |