

# MOSS Motoring

Fall 1989

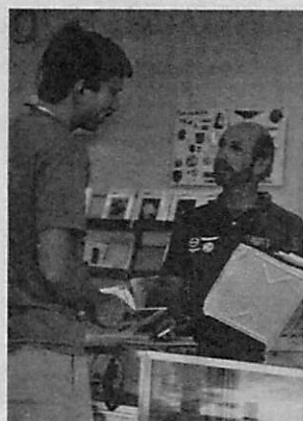
## Presenting... The MGB Body Shell At Moss

Moss Motors is pleased to announce the official American launch of brand new MGB Body Shells.

British Motor Heritage is planning a grand unveiling during a two week multi-event cross country tour. They will be air-freighting a complete brand new body shell and a totally rebuilt and rebodied 1973 MGB roadster to New York. With body shell in tow behind a Winnebago the "new" MGB will be driven to a number of events, cumulating with an open house and MG Marque Day at our Goleta facility. Traveling with the British Motor Heritage support team will be Peter Mitchell, Managing Director, and David Bishop, who spearheaded this project from the start. Representatives of major motoring

(Continued on page 4G.)

## 1989-Year Of The Customer



## 5th Annual Photo Contest

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 December 31, 1989. Please send all entries to:

Moss Motors Photo Contest  
400 Rutherford Street  
Goleta, CA 93117

1. All entries must be received no later than midnight December 31, 1989. 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 Each entry must be the original unpublished work of the entrant.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

Continued on page 7.

We're proud to name 1989 as The Year of the Customer. In the last twelve months we've found a number of new ways to make your contact with Moss Motors more enjoyable and efficient. The results of our Fall 1988 newsletter survey outlined your perceptions of our strong points as well as pinpointed minor problem areas. This has given us the ability to correct the procedures that you found troublesome or ineffective, and even improve on the areas you've praised.

Although we have grown into a fairly large business, we're very proud of the fact that we offer a personalized level of service such as you might find in a small company. Instead of a vast, faceless and impersonal sales and customer service staff, we really push to give you individual service. We take pride in following the restoration of your British sports car—if you have a problem with a part, we will go all out to solve it for you.

As you may have noticed in our last newsletter—we've added a toll-free customer service line for your convenience. Now, if you have a question about a backorder, an order you have placed, or an order you've already received, you can call us on our dollar! We've also extended our customer service hours; call anytime between 7:00 am and 5:00 pm, Monday through Friday, P.S.T.

After receiving several comments from customers who had occasionally reached a busy signal when calling on our toll-free order lines, we decided that it was time to get a separate receptionist for the sales department alone! Now, your toll-free sales calls are directly routed to the sales desk, while your toll-free customer service calls, as well as local calls, go into a completely separate switchboard. In order to more efficiently handle your calls, we've remodeled our sales offices and doubled the floor space. We've also added six more sales telephone lines, and are in the process of training additional staff. Those of you with no time for the phone will be glad to know that in addition to fast mail order processing, we take fax orders 24 hours a day (although they're entered the next morning). Hopefully, these changes will greatly facilitate your parts orders! We know they'll certainly help to alleviate any frustration you may have experienced during peak order hours.

Our move towards direct order entry is progressing quite well as we go to press. As you may remember from our Summer 1989 Moss Motoring, our sales staff was just beginning the transition between manual entry to computer entry. If you've ordered by telephone recently, you may have been able to give your customer service number and have your salesperson know your name and mailing address. Or, perhaps you've called to check stock on a part you needed desperately and were able to find out its status immediately. If you order often, chances are that you'll experience both manual and direct order entry by your sales person, depending upon the time of day or person you reach when you call. We are moving very steadily and carefully towards 100% direct entry. Our goal during this transference period is to get your parts to you as quickly and efficiently as possible. We're still ironing out small problems and training our staff, as well as tailoring our computer program to operate at the most efficient level.

When we started our Guaranteed Next Day Delivery Program last year, we never dreamed it would become so popular. There's probably a British sports car joke somewhere here, but we're seeing dozens of customers per day order by Next Day, desperate to receive their parts immediately! Fortunately, it's not just those who break down on the road that want this service—we've found that there are some repair calls, but also a great deal of last minute parts orders "I forgot the seal for my windshield and it's getting installed tomorrow" and last minute Concours or show car additions (right up to the day of the event).

Our survey pointed out to us that more than a third of our customers are active in British sports car clubs. In that light, we've expanded and improved our club support program. You may have noticed our new Moss Motoring club section (see page 6), where we list and highlight club events all over the country. In this issue we've added a brand new column by our club and event coordinator, Ken Smith, where he will keep you up to date on club happenings from coast to coast! You will also see Moss club support staff at more British car days and special events than ever before. They'll be

looking for Moss decals on your car (and awarding prizes to some of you) as well as handing out various promotional items and letting you know about special discounts.

All in all, we've made many important and necessary changes to our operation in order to offer you the best possible service available from any British car parts company in the business. We are still striving to improve on our service in every part of our company, so you are sure to see more positive changes in the future. Keeping our British sports cars on the road is just one part of Moss Motors. We want our name to be synonymous with excellent service, a caring, interested staff and high quality spares. Please let us know how we are doing.

## MOJA Update

In our last edition we announced the "MOJA's" in which we wished to recognize the efforts put in by the editorial and production staffs of the many club publications we know are out there. The response has been most encouraging, with applications from virtually coast to coast, from clubs large and small. Please remember that you must submit your entries together with the form, which are available from the club support department at Moss Motors. We plan to close the competition on December 31, 1989, after which our panel of judges will announce the winning entries in the next issue of your favorite British sports car newsletter! So if you haven't already done so, send for a Moss Journalism Awards entry blank today!

## In This Issue

Letters .....	2
Heritage Car I.D. Information .....	3
Tech Tips & Torque Specs .....	4
Fall Sale .....	4B-4H
Club Events .....	6
New! The Club Scene .....	6
Classifieds .....	8

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**Contributions Invited**

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

**Moss Motoring, 400 Rutherford Street, Goleta, CA 93117.**

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

Contributors whose material is selected for publication in *Moss Motoring* will receive Moss Motors Gift Certificates in the following amounts:

**\$75.00 GIFT CERTIFICATES**

Technical Articles, Marque Reviews, Histories (cars, race teams, etc.) and Personality Profiles

**\$40.00 GIFT CERTIFICATES**

Book Reviews, Club Article Reprints (humorous or general interest)

**\$20.00 GIFT CERTIFICATES**

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

**Prices**

Sale prices are valid from 9/15/89 thru 10/21/89.

Highlight prices are valid through 12/31/89.

**Stick On A Moss Decal For \$\$\$\$**

In your last issue of Moss Motoring you should have received a neat little blue and silver decal in the shape of a wire wheel knock-off, with the Moss logo in the center. If you didn't receive one, ask for one when you place your next order!

Put this on your windshield and keep an eye out for our event staff at your next event—they will select one or two random winners from those enthusiasts sporting our decal on their British sports cars.

**To Err is Human...**

*(Although we attempt perfection, sometimes, even with the best of intentions, mistakes happen. Fortunately, we're able to remedy our errors, as well as learn from our mistakes. In this case, a human error, compounded with a computer error, made life hell for a very good-natured customer-Ed.)*

Allow me to acquaint you with my tale of woe and failure. Back in the dim reaches of my memory I ordered several parts from your fine establishment. I received all but one. The missing part, the cause of my heartache, my nemesis, my Moriarty, is:

223-310 Lucas Fender Mirror

Then, last month, I received a postcard informing me that this innocent hunk of metal and glass was, fanfare please, finally available! Overjoyed, I phoned in a new order for

223-310 Lucas Fender Mirror.

Ignorance is bliss, so they say, and in my ignorance I continued to live my average life, awaiting the arrival at my door step of

223-310 Lucas Fender Mirror.

And then, somehow, this part acquired a life of its own. Skulking through hallways, staying low, moving only at night, this ... thing, began its infinitely evil campaign to torment me into a hideous, babbling blob, my brain turned to tofu. The first sign of its activities was another postcard, postmarked 29 September, informing me that

223-310 Lucas Fender Mirror

was finally available. Wow, déjà vu. Warning klaxons went off in my subconscious, but I foolishly ignored them. The very next day, I received a small envelope postmarked 29 September. I opened it with some small amount of trepidation. As I opened it that word jumped out at me and tried to strangle me: REGRET. Larger than life it was, and it could mean only one thing:

223-310 Lucas Fender Mirror

was "temporarily out of stock". The obvious answer to all this confusion is that the part, this hyper-intelligent, mutant mirroring device, had broken into your

computer and deliberately sabotaged my order. My brain was reeling from the implications when I was transferred back to Sales. Speaking in disjointed sentences I reordered 223-310 Lucas Fender Mirror.

And then, on a bleak October day, with the wind blowing the leaves down the street and into evil looking piles in the gutter, it came. Another small envelope. ARGHHH! My wife had to restrain me. I almost kicked the cat. That word again: REGRET. This couldn't be happening. After several days of heavy medication I was able to think clearly enough to phone your office again.

He transferred me to Customer Service while he checked with the warehouse to ensure the existence of the suspect part. Ring. Ring. Whirr, buzz click. Busy signal. Click buzz. Whirr. Hummm. I could almost swear I heard, very low, a cackling, insane laughter, as if from very far away. Cold sweat beaded from my brow. I couldn't take it! I hung up.

Grant Sigsworth, San Diego, CA  
*(Sales Manager Michael Grant, when faced with this truly awful spate of errors, had two immediate responses. Fortunately, we can publish this one!-Ed.)*

Dear Mr. Sigsworth,  
Enclosed you will find one of the rarest items on this planet: the 223-310 Lucas Fender Mirror!

We have managed to pry this from the claws of a strange, stunted, greenish creature that evidently died after ingesting 399 of these mirrors. We've sent the carcass on to UCLA medical school and we are sending the last mirror to you.



Sincerely,  
Michael Grant, Sales Manager  
*(Mr. Sigsworth will receive a gift certificate for his contribution.)*

**Note to Contributors**

We've been receiving a great deal of reader contributions, including personal/humorous stories, technical tips, photos and puzzles. Unfortunately, due to obvious space limitations, we can't print everything we receive. However, those of you whose contributions do not appear in the newsletter immediately—have hope! Since we produce our quarterly editions some months before you actually receive them in the mail, contributions sent might (and often do) appear in later issues of the *Moss Motoring*. Which articles we decide to use in each issue depends on what we have in our files, and the balance between technical and feature articles, photos and the particular theme of that newsletter. This *Moss Motoring* includes a story, with photos, from Bob Conover of San Diego, which he mailed to us in January; that's nine months of waiting in our files! After all, better late than never...-Ed.

**LETTERS**

**Triumphant Effort!**

I would like to express my appreciation for the expedient and courteous response to my recent order. My father-in-law's long-time friend, Ken Richardson, told me last year that Triumphs were built to be driven, not merely restored and shown. In that light, the (almost) last part I needed to drive my 1967 solid axle TR4A, after 20 months of complete restoration, was a pinion oil seal. The caring and concern shown by Woody and Deanna was exemplary and, just as promised, the part arrived the next day. As a matter of fact, just as I was briefing two Southern California Triumph Assoc. members on how I would be receiving the promised part, the Federal Express truck pulled up. (I should add that they were impressed!)

Once again, Moss Motors should be grateful and indebted to staff personnel such as these:  
Mordy Dunst  
Duarte, CA

**Here Comes The Bride?**

My husband is the proud owner of a 1963 TR4, which I've justly classified as the other woman. When I first met my husband he was a dream, but his classic little sports car was a nightmare. Different shades of primer, missing bumpers...the kind of car you hope your friends never see you in. But in spite of

its outward appearance, we shared many good times in that rattletrap; our first kiss, and a proposal while driving in the moonlight down Mulholland Drive.

After the honeymoon was over it didn't take much to convince my husband to fix up the car. For each Moss package he received in the mail, he spent a weekend in the garage. A small spark of jealousy grew towards the once junker, now Candy Apple Red baby that my husband insisted was so sexy. But tops had to be when we returned to California for our five-year anniversary...

In a rental car, we cruised Mulholland Drive. The moon was bright and it reminded me so much of the night I cherished. Reaching over and squeezing my husband's hand, I said, "Do you remember five years ago, when we drove this road in the Triumph?"

He smiled that special smile and for once I thought he was all mine. Yet his reply said it all. "Yeah, it's a great car, isn't it."

Thanks Moss Motors-I'd say you played a part in this!

Christie Craig  
Houston, Texas

**We'll Take a Bow**

I am writing this letter to commend you and your staff at both of your [California and New Jersey] locations. I first started to do business with your company in 1985, when I purchased my 1978 MGB. From the very first

time I ordered from your store in California, I have been given service second to none. It does not matter whether I purchase a small gasket or a very large item. The sales staff is very efficient and extremely courteous at all times. I order over the phone and know that it is easy to make an error. However, in four years not one mistake has been made. You are also to be praised for the organization of your mail order department; things never fail to go smoothly. Thank you very much for making the restoration of my car so easy and trouble-free.

Wayne Lariviere  
Ontario, Canada

**Survey Maps British Car Patterns**

I am the original owner and daily driver of (probably) one of the most used TR4s in the world. It is a 1963 and has just topped 400,000.

I just received my Moss Motoring Summer 1989 edition and I just want to thank you for publishing the results of your recent survey. Sharing that information was really a nice gesture. The isometric map of the United States (page 7) was an excellent idea and I send my sincere appreciation to the individual responsible for that clever idea. It sure helps one visualize the numbers in perspective. Thanks!

R. Koval  
Westmont, NJ

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

## Restoring TR3B TCF2585L

By Bob Conover  
San Diego, CA

It was almost four years ago, back in my younger, college days when a friend of mine with a love affair for cars got me interested in a joint venture. It turned out there was this forlorn, old sports car that could be had cheap and together, he said, we could probably get it going. All the pieces were there; it was just a matter of tinkering with it, pumping oil through the



engine and replacing a few parts, and soon we'd hear that lovely note of a car brought to life.

I had only faintly heard of a Triumph before that day we paid a visit to the car resting comfortably in a fenced-in lot in Lubbock, TX, with a blanket of dirt blown around the wheels and inside the interior. It had been sitting, unmoved, in that spot for 15 years with the top down collecting dirt, rain, snow, or whatever else happened to come down. It was a faded red with rattled black interior and looked to me something like a race car with a frog-like face.

The owner sold it to us for what he paid for it - \$200. He said it had been in a wreck and the previous owner had only half-way fixed the damage; half-way meaning, taking a cutting torch to the part damaged and leaving it in that state forever. He hadn't had time to fix it him-



self until eventually the car deteriorated into its present condition, complete with grass growing on the floorboards.

He took a forklift and, crunch, scrape, lifted the whole car out of its home of dirt and onto the concrete where we filled up its tires with air, hooked it to a tow hitch, and pulled it to my house. That was February 25, 1985. Since that day it's been Chitty Chitty Bang Bang in the garage, hammering, welding, and WD-40'ing everything, trying to make a dream come true. Having no knowledge of how to fix up a car, I quite innocently threw out the old side-curtains, rusted jack, rusty tools, seats and anything else that seemed junky. I soon learned lesson number one in restoration: Don't throw anything away!

My partner soon left for a job in Tennessee, and in another half-year I too left for a job in California which paid to move my car. Although a lot of improvements had been made on the car, it still looked as if nothing had been done and a lot of people without that romantic interest for

cars shook their heads and quietly agreed that it would never be finished.

I'd work on the beast off and on, getting help from my car-loving friends when I was stumped, and plodded on. I quit my job, went back to school, and in 1988 found myself with two months of free time in the middle of summer in San Diego (Paradise). Between basking at the beach and sending off resumes, I worked on the car.

Another Triumph enthusiast stopped by one day and said to let him know when I was ready to paint. After I finally ran my gallon can of Bondo dry, the car was ready for prime and paint. I drove my car to his house one Saturday morning and we put on the gray primer. The car looked so great that I could hardly wait to put on the paint. At that time I was still unsure about what color to

paint it. I had always envisioned driving around in a red Triumph TR3 after having seen "The Flamingo Kid" and spotting a beautiful red TR3. But one of my first purchases was a red leather interior from Moss Motors and I was beginning to have my doubts whether red on red would look good. The day I went into the paint store, I finally made up my mind - white. We painted the car white in two weekends, and though we both were concerned about some of our amateurish mistakes, I can hardly find any now.

Now, all of a sudden, the car looked almost done. I worked hard and was able to finish the rest in a little over a month's time, just in time to take some Christmas pictures fulfilling a New Year's resolution I had kept to myself.

The car looks incredible now - beautiful leather interior, red carpet, new chrome, new tires, new paint. In fact, though most people ask me what year it is, one person actually asked me if it was new! I take great pride in saying that it is a 1963 TR3 that I have only recently finished restoring.

Right now it is sitting very happily in my garage waiting for the new top and side curtains that I have on order. Then I'll take it in for a front-end alignment and rebuild (I don't want to do it myself) and on to the open road for its first real road test.

So if you see a happy, successful-looking person driving around in a beautiful white TR3, you'll know it took four long years, a lot of skinned knuckles, mistakes, and WD-40 to get it out of the pasture and onto the open road where it belongs.

*(The TR3B is one of the rarer of the Triumph TR3 series.)*

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

## Tracing Your Car's Roots

Recently we had a letter from Anders Clausager, the archivist of the British Motor Industry Heritage Trust, based in the heart of Shakespeare country in England. Apart from expressing his love of vintage BMW motorcycles, Anders gave us some good news and some bad news! As many of you know, it is possible to trace the production record of certain British cars as they left the factory, providing that you can come up with basic identification numbers (chassis number, body number, etc.). Information is then provided by Anders regarding dates built, original color, information about extras fitted to the car at the time of manufacture, in fact, as much information as is still available on the factory records. Fascinating info. to enthusiasts who would like to get to the bottom of their classics.

The bad news is that the cost of providing the information has unfortunately been increased to \$20.00. The good news is that you will now receive (as a result of your inquiry to Heritage), the details of your vehicle on a specially designed BMHIT certificate which is suitable for framing. (Previously your car details came in letter form.)

As a trust, Heritage has a duty to be self-financing and the original fee charged was

proving to be uneconomical. However, they also decided as they were raising the search fee to improve presentation of the records and supply you with a certificate which is both well designed and informative.

The Production Trace Service is available for the following cars:

Austin - most models from 1945 to 1968

Austin-Healey - 1953 to 1971

MG - 1953 to 1979

Morris - most models from 1928 to 1971

Mini - 1959 to 1968

Metropolitan - all models

Riley - 1953 to 1969 (1953 to 1955, Pathfinder only)

Rover - 1945 to 1979 (Cars only - not Land-Rover or Range-Rover)

Standard - 1945 to 1963

Triumph - 1945 to 1977

Vanden Plas Princess - 1959 to 1974

Wolsley - 1901 to 1930 and 1949 to 1975

Send your request and \$20.00 to the following location (not to Moss Motors):

Anders D. Clausager

Production Trace Service

B.M.I. Heritage Trust

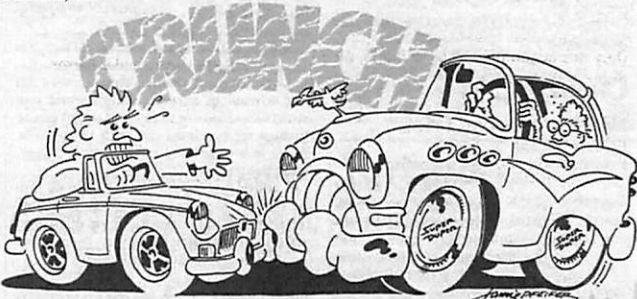
Castle Road

Studley, Warwickshire B80 7AJ, England

MOSS

## Protect Your Chrome-Bumpered MGB

Dan Roberts  
Folsom, CA



Your lower rear body panel, between the boot lid and the bumper, has probably been dented in the past. Even now you may be sporting the marks that result when a careless parallel parker gently nudges your overriders forward into the body of the car. Let's face it, the guys in pickups aren't fastening MG bumpers to the backs of their rigs for better protection! The chrome bumpers we so lovingly polish are perhaps longer on style than strength. Well, I don't have a cure, but here's some help!

By obtaining an extra pair of spring brackets-the mounting brackets that fasten the bumper to the car-and doubling them up two

layers thick, you accomplish two things: One, you significantly increase the rigidity of your rear bumper; two, the extra thickness moves your bumper about 1/4" farther from the rear of the car, affording just a bit more room before the overriders touch the paint. This worked beautifully on my 1969 MGB. I didn't even have to enlarge or elongate any of the mounting holes. It was a simple bolt-on modification, easily reversed, and invisible to all but the most practiced and knowledgeable eye. Unfortunately, the job might not be as easy on the split rear bumper fitted to the 1970 model cars, or likewise the late 1974 model with its one piece bracket, but if you're handy with tools, it will be worth investigating.

For a clearer idea of what's involved, look at page 46 of your Moss catalog, and reference item 28, 39, 46 or 53 as appropriate. Just imagine another identical bracket sandwiched together to the one you're looking at...as a matter of fact, taping them together makes assembly easier. Just bolt everything back together the way it came apart, treating the doubled bracket as if it were the single one you took out. The whole job takes only a few minutes, and the cost is well worth the few dollars that you'll add to your next Moss order! I'll see you on the road!

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

### Triumph TR2-6 Bulkhead Sealer Plates & Seals

You can minimize the chances of rusting fender bottoms by insuring that the baffle plates and seals are in good condition. There is only adequate drainage at best between the fender and the rocker panel, so any dirt will quickly block this drainage, acting like a sponge and promoting the rusting of the fender bottoms and eventually even the rocker panel.



#### TR2-3B

Sealer Plate	802-650	\$9.95
Seal, side (2 req.)	680-410	\$2.95
Seal, upper (2 req.)	680-550	\$2.75

#### TR4-6

Sealer Plate, R/H	802-000	\$7.35
Sealer Plate, L/H	802-010	\$7.35
Seal (2 req.)	680-410	\$2.95

**TECH TIPS**

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

**TECH TIPS 12**

**Stretched Head Studs?**

Barney Jackson  
Northridge, Ca

During an engine rebuild, be sure and check the condition of the head studs. They should be straight, with the threads clean and tight in the block. They should not have damaged threads or be "stretched"—this occurs after being torqued and re-torqued, used and re-used (a common event in a 30 year old engine). This stretching results in false torque readings, loose and/or unevenly torqued head, failed head gasket, over-heating and eventual failure (broken stud).

Checking for stretched studs is very simple. Thoroughly clean then lightly oil (WD40) the threads. Take a head-stud nut (also clean and oiled). "Start" it on the stud and "run" it down all the way. It should easily "spin" on for the complete distance. A stretched stud will bind the nut about 2/3 of the way down. This binding is caused by the distortion of the thread in the stretched area. During my last engine rebuild, I discovered that eight out of ten studs were stretched. Don't take a chance—new studs are much cheaper than another tear-down.

(Be sure to clean WD40 off studs before torquing-Ed.)

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

**TECH TIPS 13**

**Hidden Gasket Trick**

By Larry Dussack  
Friendswood, TX



This is the one that you have to experience for yourself. Everyone knows that most oil filters come with a rubber gasket. How many have you ever checked to see if there was an extra gasket on the pump body? I drove my TD faithfully for five years, faithfully changing the gasket each time I changed the oil filter. One day, it spilled oil all over the road. Fortunately I noticed the drop in oil pressure immediately and turned off the ignition. It didn't take long to find the culprit. An oil filter gasket that had been in the car for who knows how many years had finally cracked. I have seen many people put in a new gasket, forget to remove the old, and end up with the same problem. This is a potential catastrophe for your car which takes seconds to avoid.

(This tip applies to all cars with cannister-type oil filters-Ed.)

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

**TECH TIPS 14**

**Priming the MG Engine Oil Pump**

By D.P. Houser  
Medina, OH

Let's say that you've just put that rebuilt engine in the car, finished the wiring, and are ready to crank it over. All of the normal

checks were done and all that remains is to fire the engine and set the carburetors, and the final adjustment with the clutch. Now if this were a domestic V-8 you could prime the oil system with an electric drill and an extension thru the distributor, but you've got a British Leyland motor (MGA, MGB, or Midget) which doesn't allow such priming action. With the ignition off, pull out the starter knob and allow the engine to crank until you see normal oil pressure (normally five to ten seconds). But what happens if the oil pump has lost it's prime? The pump resides above normal oil level and once it is really dry it may not draw the oil upward. Now what? DON'T PANIC! Try this trick that a B/L mechanic and ex-Midget racer suggested:

1. Remove the rearmost external engine oil connection on the right side of the engine. This will be the external oil line or oil cooler line.

2. Remove the spark plugs.

3. Place the gearbox in a forward gear and release the parking brake.

4. Jack up and support the rear of the car so the rear wheels can turn and block the front wheels (for safety's sake).



(Location of step one.)

5. Now with a helper feeding oil into the engine oil train through the rear oil hole in the block that you exposed in step 1, rotate the rear wheels in reverse. Your helper can squirt oil in the hole with an oil squirt can or through an overhead can with tubing. The object is to reprime the oil pump by backfilling the gallery.

6. After feeding at least a pint of oil into the engine, reconnect the external oil line and to crank the engine (ignition off). If you still do not get any oil pressure, disconnect the oil line and again backfill the gallery.

If, after several times of backfilling the pump, you still do not get any oil pressure, good luck. You may have to drop the engine pan and remove the pump.

This trick of backfilling the oil pump worked for me after checking only one pint.

Also, be sure to check the oil level after you get the engine operating. You may need to drain some oil to reach the proper level depending on how much oil you added in the backfilling process.

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

**Triumph TR4-4A-250 Rear License Plate Lamp**



We are pleased to once again offer these original type lamps. Lamp is complete less the #031-674 plinth used on TR4s to CT6402. Sold individually, 2 required.

Lamp 544-090 \$31.95

**Under The Bonnet**

While not all of us were born with a wrench in our hand, we all can learn to work on our cars and be able to have confidence in the quality of the work. But such skill does not come easily nor quickly; it comes only through study and experience. Factory workshop manuals are written for experienced and knowledgeable mechanics, and therefore explain what to do, but not always how to do it. Even many after-market do-it-yourself manuals do not explain all the details, the tricks-of-the-trade, in great enough detail to give beginners the confidence to tackle what is to them major work. It is this information gap which prompted this column. While much of what will be written here is old hat to many, the topics addressed are those which have been the cause of recurrent questions or problems, not only with our customers, but also within Moss Motors. Topics being considered include dealing with pressed-in bushes, measuring and instruments used for measuring, rebuilding hydraulic cylinders, stock versus competition parts, changing brake pads, and the whys and wherefores of ballast resistors. If there is a topic you would like to see discussed here, please send your suggestions to: Under the Bonnet, c/o Moss Motor-

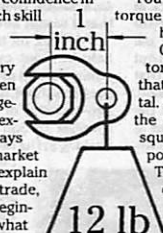
ing, 400 Rutherford St., Goleta, CA 93117. We are breaking the ice with some thoughts on torquing fasteners. Tightening by feel almost always results in over-tightening; while specified torque values often feel wimpy, believe in them! On the other hand, too little torque can be as bad as too much. If you are dealing with an older British workshop manual which gives torque specifications in "lb. in.", otherwise known as inch-pounds, simply divide by 12 to arrive at the figure in foot-pounds. (Inch-pounds are normally now used only for light requirements for which foot-pounds is too coarse a measure.)

OK, so what is a "foot-pound" anyway? It is a physical measurement of torsion, or the force required to cause or resist rotation. As far as we are concerned here, a foot-pound may be thought of as simply the torque of a one pound weight at a distance of one foot. It can also be twelve pounds at a distance of one inch, one-half pound at a distance of two

feet, or any similar ratio of weight versus distance.

You may check the calibration of your torque wrench in your shop or garage if you have a well-secured bench vice.

Clamp the square drive end of the torque wrench in the jaws of a vice so that the handle of the wrench is horizontal. Use a tape measure to find a spot on the handle 12" from the center of the square drive. Suspend a weight from this point-20 to 50 pounds will do nicely. The reading of the wrench should correspond to the weight suspended from the handle.

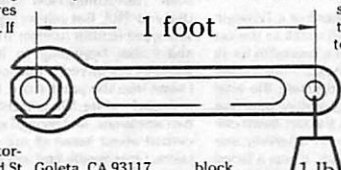


Torque specifications are established by the engineers who designed the particular component, based on material strength, clamping force requirements, and other factors. It is not at all uncommon to find bolts of the same size on a car which have quite different torque specifications. In the first place, it is essential to understand how a bolt and nut work to hold something together. When you tighten a cylinder head nut, you're not just drawing it up tight against the surface of the cylinder head. As the nut is tightened, the stud

stretches. The natural tendency of the stud is to try to return to its original length, and this is the pull that produces the clamping action that holds the cylinder head tightly to the

block. Torque specifications are based on the material and the size of the stud or bolt. Normally, a bolt will be torqued to approximately 75% of the calculated yield strength of the bolt. This gives you the most "clamping action" for a given bolt, with a safety margin. For example: a bolt 3/8" in diameter (24 threads per inch) SAE grade 5 has a material tensile strength of 120,000 lbs per square inch. The cross sectional area of this bolt is 0.0878 square inches, so the tensile strength of this bolt is 0.0878 x 120,000 lbs. per square inch = 10,563 lbs. Normal torque specs for this bolt would be 34 foot-pounds, which put a load of about 7900 pounds on the bolt, which is about 75% of the load the bolt should be able to carry without breaking. For more on torque specs, see tech tip number 12 to left.

(All illustrations represent 1 foot pound.)  
(Thanks to Eric Wilhelm of our Research Department and Sales Manager, Michael Grant for information on torque specs.)



**Some Thoughts on Torque Wrenching**

By Michael "Woody" Woodill, Moss Sales Department

It's not a bad idea to review some of the basics every once in a while and the use of a torque wrench is one area of great importance to all of us. Connecting rods and wheel studs, for example, have been known to resign their positions without formal notice at the worst of times due to improper torque applications.

Torque wrenches, whether they are old deflecting beam models or the very latest "clicker" type of micrometer wrench, are precision tools which need to be given some care and calibration from time to time to preserve their accuracy. When was the last time you checked yours against a new one?

Have you dropped it? Does it live in its own drawer or does it room with the Godzillized crescent wrenches in the bottom of the box?

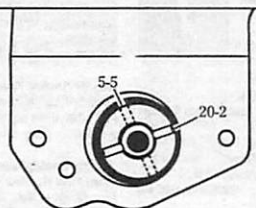
Every fastener has a designed-in set of specifications. Ignore them at your own peril. Don't leave out washers, change lengths or go to other materials or combinations unless you know what you're doing.

Every fastener also has a service life. (Ever hear of the 400 year old axe? The head was replaced twice and the handle restored four times...) Using the original 1947 con rod bolts in an MG TC is taking originality too far! Continued on page 4A.

## Austin-Healey BJ8 Distributor Timing Tip

Ron Phillips, Healey Motor News

Many of you have heard one of my favorite expressions "Timing... timing is everything!" Well, this month that's just what I want to talk about. And, maybe a few things more. How many of you BJ8 owners have rebuilt your engine? A few probably. When you put the distributor back in after the rebuild, did you have problem with the vacuum advance unit interfering with the oil filter? I'll bet you did if you followed the shop manual and had your number one spark plug wire in the "three o'clock position" where the rotor points to the locator notch and where the hold-down clamp attaches. To the best of my knowledge (and I could be wrong on this), all 6 cylinder cars originally had



(Pick your favorite "time" and you will have no trouble with clearance.)

their distributor caps wired with number one in the position I've described above. But for more clarity, I call 12 o'clock the orientation of the cap such that the spark plug wires point directly to the imaginary 12 on the clock as you are looking down on the cap (caps don't get no respect anyway!) And in case this still doesn't convey my meaning, see the pictures below.

First, however, some notes about the pictures. There are two different types of distributor caps, one for the DM6A distributor and one for the 25D6 type in the BJ8s (and some late model BJ7s from engine number 29F3563). I've enclosed a picture of both. However, in looking up this info, I found a misprint in the shop manual describing the 25D6 wherein it describes in one part the 25D6 as having a "pre-titled" contact breaker unit and in another part describes the "titled" angle of the breaker plate. "Titled" or "titled". You choose which ever suits you.

The shop manual, written long before the BJ8 engine and distributor came along, tells you to install the driving spindle (the slotted, geared thing you stuff into the distributor hole that the distributor then mates to) in the "twenty-to-two" position. This kind of tribal mating ritual works just fine for all 6 cylinder cars with a mechanical tach where the tach drive mechanism placed between

the driving spindle and the distributor. For, you see, it places the distributor well above the oil filter with adequate clearance for the vacuum advance unit. Ah, not so BJ8s with their electronic tach, and a different distributor that mates to the engine much further down into the "dark pit". If you use the "twenty-to-two" technique, you will have problems timing the engine unless you, 1.) alter the wires coming from the distributor or, 2.) re-install the driving spindle in a different position. "What position is that?" you ask? I, too, asked that question. Here's what I got for an answer!

Having placed the drive spindle in the appropriate position in the engine (and car)

I'm reassembling, such that the distributor's vacuum advance unit would nestle neatly between the engine block and the oil filter, leaving enough room to accurately time the thing, I asked several (two, actually) innocent bystanders (I had to go get them) to describe what they saw in looking down into the drive spindle hole. Having gotten several

off-the-wall comments, I told them to just describe the slot in the drive spindle in terms of the hands of a clock. Here's the results! My son said it was "four fifty-five or eleven twenty-five". My wife said it was "twenty-five-after-eleven". Well, I guess opposites attract as I said it looked like "five-to-five" to me! Isn't diversity of opinion wonderful?

Here's the picture of the drive spindle. Pick your favorite "time" from the observations above for your BJ8 and install the drive spindle as I have marked and you will have no problem with clearance (unless you are one tooth off) I've about run out of time for this subject, so follow your shop manual for the rest of it. It won't lead you too far astray. But remember the "twenty-to-two" rule for mechanical tach drive style distributor mounts and "five-to-five" rule for BJ8s. Hope this has been a timely tip!

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

## Sports Car Gallery

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



(Yes, it's true... That's an MG TD packed tightly with MGB sheet metal!)

There are lots of things you can do in an MG, some of which we are not prepared to discuss in a family publication such as Moss Motoring. However, can you imagine carrying an MG in an MG?

The following story came to us from Barry Stafford, Managing Director of our Manchester, England MG facility. "Saturday morning, usually our busiest time of the week, with a shop full of customers eager to purchase their spares for the weekend's tasks. Suddenly onto our forecourt came a nice 1952 MG TD, not Concours you understand, but quite tidy. The driver was not a young person, but then again you never grow old driving an MG!

Several of our customers waiting then went outside to look at the TD, and the owner told them he had owned the car since new, and used it virtually everyday."

We proceeded to tell the gentleman that reluctantly we didn't stock many parts for the T-series cars and he would be better off giving his business to Naylor Bros. MG Parts, our sister company, who stock a tremendous range of spares for the "T" cars.

"Oh, I don't want parts for this car the driver replied, I want some parts for my MGB". He then proceeded to order and take

delivery of a complete set of pieces of panel work for his MGB! We asked him again if he'd like the parts delivered and he replied, "Oh no! I'll get them all in the TD!" This we had to see, as with the best will in the world the "T" cars are not the greatest load carriers of this or any other day-there's hardly room to store your left foot when you are driving one.

However, with rope and straps, pushing and shoving he got all his parts in and on the TD. With a cheery wave he drove off to continue his restoration. It truly is amazing what you can do - and what you can get in an MG! If you don't believe us, then take a closer look at these photos.

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## Torque, continued from 4

If you have any doubts about a fastener, bolt, or nut, replace it. It's a good idea to destroy "bad" fasteners, that way they won't migrate back to your workbench.

As a general rule, all torque specifications are given for clean and dry fasteners. Use of any lubricant or anti-seize compound will mean that you will over-torque that connecting rod bolt, ect. If you take it to the written specs. Get new specifications if you're assembling something with oil or anti-seize. Lubrication can make a difference of up to 40% in the torque requirement. Unless your manual says to lube before torquing, torque clean and dry.

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## Triumph TR2-4 Lighting Problems

By Ian Cornish

Most of us have followed a car and observed that every time the driver braked one or both rear lamps were extinguished and the result in either case was puzzling and rather dangerous. The cause is almost always that rust has eaten away any possible earth return from a lampholder with a double filament bulb. Triumph rear lamp holders are mounted in an area where rusting proceeds at a very high rate and can produce the following symptoms:

(a) TR2/3/3A Front: The side lamp works but when the flasher is used the appropriate (left or right) side lamp is extinguished and the flasher filament is not energized.

(b) TR2 Rear: Ditto



(c) TR3/3A/4 Rear: The side lamp works, but when the brakes are applied the side lamps (or perhaps one only) are extinguished and the brake lamp filament is not energized.

Bearing in mind that double filament bulbs for brake/side or flasher/side lamp duty have filaments rated respectively at 18 and 6 watts, it follows that the resistance of the brake or flasher filament will be much less than that of the side lamp filament (in inverse proportion of the power ratings, in fact). You can then see that if we were to connect both filaments of the bulb in series and place them across our battery (nominally 12 volts), about 3/4ths of the voltage available (say 9 volts) would be

dropped across the side lamp filament and only 1/4th (3 volts) across the brake/flasher filament. Now 9 volts is enough to make a filament light, not as bright as it should be of course, but 3 volts will scarcely make it even glow red. Returning now to the troublesome lights on the car itself, let's imagine that rust has eaten away the earth return of the rear right (RR) lamp holder on a TR2. With the side lamps only on, the current flowing to the RR side lamp filament cannot return via earth, and so passes through the RR flasher filament and finds itself then at the common connection with the front right (FR) flasher filament, through which it then passes to get to the earth return. Now, despite the fact that the current has passed through one side lamp filament and 2 flasher filaments on its journey we still find 60% of the available voltage appearing across the side lamp filament (it will in fact be a greater proportion because as the filament heats up its resistance drops).

Continued on page 7.

## Jaguar XK120-140-150 Factory Workshop Manual



Another Moss Motors exclusive! High quality hard-bound reprint of the factory workshop manual is now available from your XK connection! Our manual incorporates all of the XK140 and 150 factory supplements, including the difficult-to-find wiring harness diagrams for all models. This price reflects the soft-back price (and will be more expensive in the future), so buy now and save!

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**Austin-Healey 100-4 Windshield Spring Clip Assembly**  
This is the assembly that helps to hold the windshield in the folded down position. 2 required per car.  
805-150 Reg. \$7.95 **Sale Price \$6.25**

**Austin-Healey 100-4 Chrome Side Curtain Socket**  
805-170 Reg. \$4.65 **Sale Price \$3.65**

**Austin-Healey Wood Top Bow**  
Fits 100-6 thru 3000 B77.  
806-080 Reg. \$62.80 **Sale Price \$53.80**

**Austin-Healey Wood Top Bow**  
Fits 3000 BJ7 and BJ8.  
806-090 Reg. \$62.80 **Sale Price \$49.95**

**Austin-Healey Non-Adjustable Steering Wheel**  
Fits all 100-4 thru 3000.  
A beautiful reproduction of the standard factory banjo style steering wheel. Will not fit adjustable steering columns.  
853-800 Reg. \$136.25 **Sale Price \$114.95**



**Austin-Healey Rockershaft Oil Feed Pipe Assembly**  
839-080 Reg. \$19.95 **Sale Price \$17.50**

**Austin-Healey Steel Trunk Floor Rust Repair Panel**  
Fits 100-6 and 3000.  
856-150 Reg. \$76.95 **Sale Price \$69.95**

## Sprite-Midget

**Bugeye Sprite Chrome Rear Deck "Sprite" Arrow**  
031-580 Reg. \$16.50 **Sale Price \$14.85**

**Sprite-Midget Timing Chain Cover Oil Seal**  
This is the rubber type seal fitted from 948cc (e)9C-H37647 on.  
120-000 Reg. \$3.05 **Sale Price \$2.75**

**Sprite-Midget Rear Axle Pinion Oil Seal**  
Fits all 948 thru 1500cc cars.  
120-800 Reg. \$2.50 **Sale Price \$2.15**

**Sprite-Midget Rear Axle Hub Bearing O-Ring Seal**  
Fits all 948 thru 1500cc cars.  
121-410 Reg. \$2.10 **Sale Price \$1.75**

**Sprite-Midget Windshield Wiper Wheelbox Spline Nut**  
Fits all 948 thru 1500cc cars.  
145-205 Reg. \$2.95 **Sale Price \$2.35**

**Sprite-Midget Windshield Wiper Wheelbox Spline Chrome Finisher**  
Fits all 948 thru 1500cc cars.  
145-280 Reg. \$4.95 **Sale Price \$4.25**

**Midget 1500 Electronic Ignition Type Distributor Cap**  
151-870 Reg. \$4.45 **Sale Price \$3.95**



**Bugeye Sprite Tail Lamp Base Rubber Pad**  
Fits between chrome base and body.  
159-400 Reg. \$2.50 **Sale Price \$2.25**

**Sprite-Midget Reverse Lamp Bulb**  
Fits 1275 and 1500cc cars.  
170-140 Reg. \$1.40 **Sale Price \$1.20**

**Sprite-Midget Clutch Master Cylinder**  
Fits 1275 and 1500cc cars.  
180-625 Reg. \$57.50 **Sale Price \$49.95**



**Midget 1500 Clutch Disc**  
Brand new, not rebuilt!  
Fits 1500cc cars only.  
190-900 Reg. \$41.95 **Sale Price \$36.50**



**Bugeye Sprite Rebuilt Rear Brake Shoe Set**  
Price includes a core charge of \$10.00, refundable upon receipt of your old shoes.  
Your net cost after refund is just \$9.95!  
182-140 Reg. \$25.75 **Sale Price \$19.95**

**Midget Radiator Grille Blade**  
Fits 1970 thru '74.  
201-060 Reg. \$6.75 **Sale Price \$5.95**

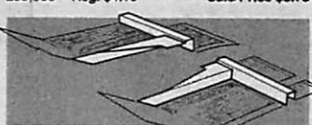
**Midget Gas Cap**  
Fits 1970 thru '80 except California. 1500cc cars.  
202-755 Reg. \$6.50 **Sale Price \$5.65**

**MG Key Fob**  
One of our best-selling and best-looking key fobs! The MG logo is surrounded by the words "Moss Motors Maintaining The Breed" on a silver tag on a tan leather fob.  
229-900 Reg. \$4.75 **Sale Price \$2.95**

**Sprite-Midget Sun Visors**  
Fits 1098 thru 1500cc cars.  
**Right Hand**  
233-340 Reg. \$14.75 **Sale Price \$12.25**  
**Left Hand**  
233-350 Reg. \$14.75 **Sale Price \$12.25**



**Sprite-Midget Spin-On Oil Filter**  
Only for cars fitted with our accessory spin-on oil filter conversion kit.  
Stock up now and save!  
235-950 Reg. \$4.10 **Sale Price \$3.75**



**Sprite-Midget Aluminum Frame Cover Set**  
This quality reproduction is used to cover the frame rails of side-curtain cars with original type rubber floor mats, #241-870.  
240-510 Reg. \$33.50 **Sale Price \$29.95**

**Sprite-Midget Rubber Floor Mat Set**  
For all side-curtain cars. An improved version of the original equipment type ribbed black rubber floor mats. Use with aluminum frame cover set above.  
241-870 Reg. \$19.95 **Sale Price \$15.95**

**Sprite Rubber Floor Mat Set**  
For cars with roll-up windows. Reproduction of the "Amco" heavy-duty black ribbed rubber floor mats incorporating the "Sprite" logo.  
241-880 Reg. \$19.95 **Sale Price \$15.95**

**Sprite-Midget Rear Suspension Shackles Pin Bush**  
Fits Midget MkII and Sprite MkIII on. Sold individually, 8 required per car.  
280-905 Reg. \$0.75 **Sale Price \$0.60**

**Sprite-Midget Hand Brake Cable Assembly**  
Fits 948 thru 1500cc cars with disc wheels from (c)182001 on.  
331-670 Reg. \$16.95 **Sale Price \$14.25**

**Sprite-Midget Chrome Side Curtain Fixing Screw**  
4 required per car, sold individually.  
401-690 Reg. \$5.20 **Sale Price \$4.25**

**Sprite-Midget Door Latch Assemblies**  
Fits Sprite MkI-MkII & Midget MkI.  
**Right Hand**  
402-640 Reg. \$16.95 **Sale Price \$14.25**  
**Left Hand**  
402-650 Reg. \$16.95 **Sale Price \$14.25**

**Sprite Valve Cover "Austin" Nameplate**  
408-900 Reg. \$7.95 **Sale Price \$6.50**

**Sprite-Midget Silicon-Bronze Valve Guide**  
Fits 1275cc engines only. The low friction and high strength characteristics of these guides mean extremely reduced valve stem wear. For both intake and exhaust valves. Sold individually.  
423-295 Reg. \$3.95 **Sale Price \$3.25**

**Sprite-Midget Bottom Radiator Hose**  
Fits 948 and 1098cc cars.  
470-380 Reg. \$8.75 **Sale Price \$6.75**

**Sprite-Midget Door Striker Plate**  
Fits Sprite MkI & MkII and Midget MkI only.  
470-540 Reg. \$7.95 **Sale Price \$6.75 ea.**

**Sprite-Midget Interior Door Pull Assembly**  
Fits 1275cc cars thru '71.  
472-240 Reg. \$5.40 **Sale Price \$4.50 ea.**

**Midget Cylinder Head Gasket**  
Fits 1500cc cars only.  
694-110 Reg. \$10.50 **Sale Price \$9.25**

**Midget Front Engine Mount**  
Fits 1500cc cars from (c)GAN6-166304 on only.  
810-120 Reg. \$11.95 **Sale Price \$9.25 ea.**

## MG TC-TD-TF

**MG TC Fog Lamp Bulb**  
170-500 Reg. \$3.45 **Sale Price \$2.85**

**MG TD-TF Rear Axle Brake Pipe Strap**  
181-900 Reg. \$2.45 **Sale Price \$1.85 ea.**

## MG TC-TD-TF

**MG TD-TF Rear Axle Pinion Oil Seal**  
120-800 Reg. \$2.50 **Sale Price \$2.15**

**MG TD 7" Headlamp Bucket Assembly**  
Ready for painting, this assembly includes the chrome rim and screw, wire and shell clips and mounting bracket nut. Light unit, bulb and adaptor sold separately. Genuine Lucas late type assy., without medallion.  
143-300 Reg. \$244.50 **Sale Price \$219.95**



**MG TC Starter Switch**  
Genuine Lucas British military surplus!  
145-700 Reg. \$39.95 **Sale Price \$34.50**

**MG TD Panel Light Rheostat Knob**  
Fits TD from (c)10701 on. For replacement switches requiring push-on knobs only.  
145-907 Reg. \$7.35 **Sale Price \$6.25**

**MG TF Complete 6-Place Dash Knob Set**  
150-908 Reg. \$15.95 **Sale Price \$12.50**

**MG TF Dash Warning Lamp Lenses**  
**Red Lenses**  
151-400 Reg. \$2.40 **Sale Price \$1.95**  
**Blue Lenses**  
151-600 Reg. \$2.40 **Sale Price \$1.95**

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

**MG TC-TD-TF Tall Lamp Retaining Screw**  
Fits TD to (c)21302 with rectangular lenses.  
157-800 Reg. \$2.00 **Sale Price \$1.35**

**MG TD Tail Lamp Assembly**  
Fits TDs to (c)21302. This complete assembly includes glass lens, chrome rim, socket & bulb, lens pad and rubber mounting body.  
157-908 Reg. \$29.50 **Sale Price \$24.50**



**MG TD Tail Lamp Socket and Plate Assembly**  
Fits TDs to (c)21302.  
158-310 Reg. \$10.65 **Sale Price \$8.95**

**MG TF Wiper Motor Control Knob**  
160-520 Reg. \$8.75 **Sale Price \$7.50**

**MG TC-TD Wiper Idler Bearing**  
Late TD uses 2, sold individually.  
160-600 Reg. \$6.50 **Sale Price \$4.75**

**MG TD-TF Starter Switch Terminal Dust Boot**  
161-900 Reg. \$1.20 **Sale Price \$0.95**

**MG TD-TF Dash Mirror**  
Also correct for 49-EXU TCs.  
165-090 Reg. \$24.95 **Sale Price \$19.50**



**MG TD-TF Clutch Link Rod**  
190-420 Reg. \$14.95 **Sale Price \$11.65**

**MG TD-TF Clutch Rod Adjusting Nut**  
190-430 Reg. \$5.25 **Sale Price \$4.25**

**MG TF Spare Wheel Knockoff Medallion**  
Listed separately below.  
200-260 Reg. \$44.50 **Sale Price \$36.75**

**MG TF "MG" Medallion**  
This is the black and white medallion for both the spare wheel knockoff above and the radiator shell.  
201-030 Reg. \$10.95 **Sale Price \$9.25**



**MG TC-TD Chrome Radiator Cap**  
202-010 Reg. \$24.25 **Sale Price \$19.50**

**MG TD-TF Chrome Hub Cap**  
For those of you who prefer a simpler look, we have the original type chrome hub cap un-drilled without the center medallion. Sold individually.  
200-230 Reg. \$18.25 **Sale Price \$14.95**

**800-999-4992**  
Toll-Free Customer Service Phone

**800-322-6985**  
Toll-Free California Order Phone

**800-235-6954**  
Toll-Free Continental US except CA  
**Moss Motors Page 4 C**

# MG TC-TD-TF

**MG TF Chrome "Dummy" Radiator Cap**  
202-040 Reg. \$12.95 **Sale Price \$9.95**

**MG TC Owner's Manual**  
Reprint of the 100-page factory manual supplied with all new TCs. 210-500 Reg. \$18.95 **Sale Price \$14.50**



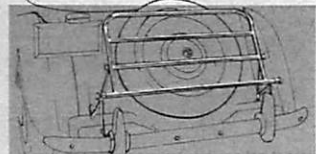
**MG TD-TF Ring & Pinion Conversion Manual**  
Want higher cruising speeds and reduced engine wear and tear for your TD or TF? This very well documented and illustrated manual, written by Carl Cederstrand of the Vintage MG Club of Southern California, gives detailed step-by-step instructions on installing high-speed ring & pinion gears in the TD-TF rear axle housing. 212-350 Reg. \$9.95 **Sale Price \$9.25**

**MG TC-TD Instrument Decal Set**  
A complete set of 5 decals to fit the TC and early TD flat-faced chronometric instruments. Excellent results when installed carefully. 215-100 Reg. \$4.95 **Sale Price \$4.50**

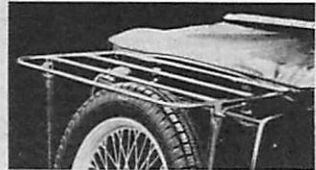
**MG TD Headlamp Stone Guards**  
These chrome-plated stone guards are made of heavy-duty wire mesh and are easily installed. Protects your expensive headlamps while adding a touch of class to the overall appearance of your car. Sold in pairs complete with mounting hardware. 222-150 Reg. \$19.95 **Sale Price \$15.95**



**MG TD "Coffin Style" Alloy Valve Cover**  
Great reproduction of the exceptionally attractive and desirable classic American covers originally sold by S.H. Arnolt of Chicago. These unfinished aluminum castings are highly polished and incorporate an MG crest, provision for breather fitting and threaded octagonal filler cap. 224-220 Reg. \$54.90 **Sale Price \$47.50**



**MG TF "Amco" Luggage Rack**  
The classic fold-down design allows you to carry plenty of luggage without obstructing rear-view vision. Simple bolt-on installation. 243-800 Reg. \$184.75 **Sale Price \$159.95**



**MG TC-TD Original Type High Mount Luggage Racks**  
Beautifully made on our behalf to traditional standards of excellence. All hardware is included for easy bolt-on installation.

**TC Rack**  
244-400 Reg. \$148.75 **Sale Price \$129.95**  
**TD Rack**  
244-500 Reg. \$148.75 **Sale Price \$129.95**

**MG TC Steering Box Sector Shaft Peg**  
260-080 Reg. \$17.95 **Sale Price \$14.95**

**MG TC Front Axle Beam Locating Bolt**  
Sold individually, 8 required per car. 261-160 Reg. \$8.95 **Sale Price \$7.50**

**MG TD-TF Steering Column Spring Cover Chrome Cap**  
262-240 Reg. \$2.40 **Sale Price \$1.95**

**MG TD-TF Front Suspension Link Seal Support**  
Sold individually, 8 required per car. 264-010 Reg. \$0.70 **Sale Price \$0.60**

**MG TD-TF Front Suspension Link Distance Tube**  
Four required per car. 264-070 Reg. \$3.65 **Sale Price \$2.95**

**MG TD-TF Rear Axle Check Strap**  
266-430 Reg. \$11.95 **Sale Price \$8.95 ea.**

**MG TD-TF Rear Suspension Spring Center Plate**  
Four required per car. 266-450 Reg. \$7.30 **Sale Price \$5.95**

**MG TD-TF Rear Suspension Rebound Rubber**  
266-500 Reg. \$9.95 **Sale Price \$8.65**

**MG TC-TD-TF Cowl To Hood Rubber Strip**  
280-250 Reg. \$9.25 **Sale Price \$8.25**



**MG TD-TF Rubber Footwell**  
With "MG" crest. Fits LHD driver's floorboard from TD (c)4237 on. 280-400 Reg. \$12.95 **Sale Price \$10.50**

**MG TC Body Rubber Set**  
This complete kit contains just about every rubber item found on the TC body. Buy the set and save! 281-508 Reg. \$134.50 **Sale Price \$119.95**

**MG TD-TF Gearshift Remote Control Rubber Snug**  
282-680 Reg. \$19.95 **Sale Price \$14.95**



**MG TC-TD-TF Cylinder Head Gasket**  
Fits 1250cc engines from (e)22735 on (round water passage holes). 290-100 Reg. \$24.95 **Sale Price \$21.50**

**MG TF Cylinder Head Gasket**  
Fits 1500cc engines only. 290-200 Reg. \$27.25 **Sale Price \$23.50**

**MG TC-TD-TF Exhaust Pipe to Manifold Gasket**  
290-500 Reg. \$4.50 **Sale Price \$3.75**

**MG TC-TD-TF Chrome Acorn Nut**  
For gas tank strap bolts. Sold individually. 311-160 Reg. \$3.25 **Sale Price \$2.75 ea.**

**MG TD-TF Steering Column to Flange Bolt**  
320-850 Reg. \$4.50 **Sale Price \$3.70**

**MG TC-TD-TF Rocker Arm Bushing**  
TC-TD to (e)9007 with 14" rocker arm shaft uses 4 (long). TD from (e)9008 and all TFs use 8 per car. Sold individually. 330-090 Reg. \$4.25 **Sale Price \$3.75**

**MG TD Cloth Bound Wiring Harness**  
Fits TD from (c)18883 on with turn signals and dash mounted dimmer switch. Our complete harness kits are color coded to original specifications with original type cloth braided binding over modern PVC-insulated wires. Wiring diagram and all necessary connectors included. 356-140 Reg. \$139.95 **Sale Price \$129.95**

**MG TD-TF Front Carburetor Jet Lever**  
370-425 Reg. \$9.95 **Sale Price \$7.95**

**MG TC-TD-TF Fuel Pump Elbow Set**  
3 piece set including brass elbow, nut and olive. 375-038 Reg. \$8.95 **Sale Price \$7.25**

**MG TC-TD Carburetor Throttle Shaft**  
Standard diameter, for 1 1/4" carburetors. 376-010 Reg. \$8.95 **Sale Price \$7.75**

**MG TC-TD-TF Left Hand Door Lock Cover**  
401-150 Reg. \$13.95 **Sale Price \$9.95**

**MG TD MkII and TF Carburetor Throttle Shaft**  
Standard diameter, for 1 1/2" carburetors. 376-030 Reg. \$8.95 **Sale Price \$7.75**

**MG TC-TD Braided Fuel Line**  
This is the 14" carb. to carb. line. Braided stainless steel covering with teflon lining—guaranteed for life! 376-080 Reg. \$25.85 **Sale Price \$17.95**

**MG TC Complete Door Lock and Handle Kit**  
Includes 2 interior locks, 2 strikers, 2 exterior handles and all necessary mounting hardware. 402-168 Reg. \$139.50 **Sale Price \$122.50**

**MG TC Chrome Side Curtain Fixing Plate**  
405-200 Reg. \$4.65 **Sale Price \$3.75**

**MG TC Seat Adjusting Chrome Wing Bolt**  
406-100 Reg. \$5.45 **Sale Price \$4.50**

**MG TC-TD Hood Latch Assemblies**  
Truly fine reproductions, cadmium plated for durability. Fender mounted brackets & handles not included. Right Hand 406-855 Reg. \$13.60 **Sale Price \$11.50**  
Left Hand 406-860 Reg. \$13.60 **Sale Price \$11.50**

**MG TC-TD-TF Windshield Lock Nut Chrome "D" Washer**  
408-650 Reg. \$2.50 **Sale Price \$1.95**

**MG TC-TD-TF Windshield Top Corner Chrome Brackets**  
Left Hand 408-600 Reg. \$9.45 **Sale Price \$8.25**  
Right Hand 408-610 Reg. \$9.45 **Sale Price \$8.25**

**MG TC Front Engine Mount Rebound Rubber**  
410-020 Reg. \$6.95 **Sale Price \$5.25**

**MG TD-TF Front Exhaust Pipe to Bracket Clamp**  
412-070 Reg. \$3.95 **Sale Price \$3.25**

**MG TC-TD Intake Valve**  
1 5/16" diameter face, 423-010 Reg. \$9.95 **Sale Price \$7.95**

**MG TC-TD-TF Oil Filler Cap**  
Fits original valve covers only. 433-490 Reg. \$11.95 **Sale Price \$9.50**

**MG TC-TD-TF Valve Cover Thumb Nut**  
Original type black bakelite thumbnut with brass insert. Sold individually. 433-560 Reg. \$4.95 **Sale Price \$4.25 ea.**

**MG TD-TF Crested Dipstick**  
A beautiful reproduction of the original chrome-plated dipstick with MG crested knob. 433-820 Reg. \$15.95 **Sale Price \$12.95**

**MG TC-TD-TF Engine Block Water Drain Tap**  
434-240 Reg. \$10.95 **Sale Price \$8.50**

**MG TC-TD Accessory Oil Filter Assembly**  
An attractive cast aluminum assembly that directly replaces the original TC and early TD throw-away type filter. The clever design accepts inexpensive cartridges that make the entire package quite economical overall. 435-380 Reg. \$89.95 **Sale Price \$72.50**

**MG TF Long Chrome Running Board Strip**  
451-010 Reg. \$13.50 **Sale Price \$11.25 ea.**

**MG TF Short Chrome Running Board Strip**  
451-020 Reg. \$10.95 **Sale Price \$9.50 ea.**

**MG TD-TF Clutch Rod**  
Fits TD from (c)22251 on and all TFs. 451-220 Reg. \$16.95 **Sale Price \$13.95**

**MG TF Rear License Plate Mounting Bracket Assembly**  
451-290 Reg. \$19.95 **Sale Price \$15.25**

**MG TD Blanket Bar**  
This is the bar attached to the top of the seat back. 451-730 Reg. \$21.50 **Sale Price \$18.75**

**MG TD-TF Front Bumper Bracket**  
Sold individually, 2 required per car. 454-020 Reg. \$16.95 **Sale Price \$13.50**



**MG TC Stainless Steel Exhaust System**  
Constructed of heavy-duty stainless steel and designed to fit correctly, this quality system even retains that good old British exhaust note. Clamps not included. 454-508 Reg. \$239.50 **Sale Price \$219.95**

## MGA

**MGA Timing Cover Oil Seal**  
Fits 1622cc engines from (e)GC8263 on. 120-000 Reg. \$3.05 **Sale Price \$2.75**

**MGA Gearbox Input Shaft Bearing**  
127-200 Reg. \$22.25 **Sale Price \$19.95**

**MGA Gearbox Rear Mainshaft Bearing**  
Fits flanged type mainshafts only. 127-800 Reg. \$19.65 **Sale Price \$17.25**

**MGA Map Light Switch Knob**  
150-800 Reg. \$2.50 **Sale Price \$2.15**

**MGA Tail Lamp Base Rubber Pad**  
Fits all except MkII. 159-400 Reg. \$2.50 **Sale Price \$2.25**

**MGA Rear Brake Shoe Return Springs**  
An essential little item often overlooked during routine brake jobs. 2 of each required per car, sold individually. Fits wheel cylinder end. 181-450 Reg. \$4.75 **Sale Price \$4.25**  
Fits abutment end. 181-460 Reg. \$2.65 **Sale Price \$2.25**

**MGA Rear Axle Brake Pipe Strap**  
181-900 Reg. \$2.45 **Sale Price \$1.85 ea.**

**MGA Front Disc Brake Rotor**  
Fits 1600 and 1600 MkII. 182-180 Reg. \$59.95 **Sale Price \$49.95**

**MGA Chrome Hub Cap**  
200-230 Reg. \$18.25 **Sale Price \$14.95**

**MGA Radio Speaker Screen**  
233-750 Reg. \$5.95 **Sale Price \$4.25**

**MGA Owners Manuals**  
Included by the factory with all new MGAs, these handy books cover the operational and maintenance procedures for your sports car.  
**1500 Owners Manual** 210-800 Reg. \$9.95 **Sale Price \$7.95**  
**1600 Owners Manual** 210-830 Reg. \$9.95 **Sale Price \$7.95**

**MGA Trunk Lock**  
Extra security for possessions stowed in your trunk. This lock set installs easily and comes complete with mounting hardware and two keys. Disconnect the original pull mechanism and your trunk can only be opened with the key. 222-500 Reg. \$12.95 **Sale Price \$10.50**

**MGA Spin-On Oil Filter**  
Only for cars fitted with our accessory spin-on oil filter conversion kit. Stock up now and save! 235-950 Reg. \$4.10 **Sale Price \$3.75**



**MGA** *Continued*

**MGA Aluminum Threshold Plate Set**

These good-looking ribbed aluminum accessory plates cover and protect your sills from scuffs. Easy to install.  
240-600 Reg. \$13.95 **Sale Price \$12.50**

**MGA Black Door Seal**

Combination velour and rubber door seal. Sold per yard; roadsters require 4 yards per car, coupes require 7 yards.  
249-607 Reg. \$8.25 **Sale Price \$6.95**

**MGA Fender Piping Set**

Complete set of the original type silver vinyl piping for mounting all four fenders.  
249-738 Reg. \$11.95 **Sale Price \$9.95**

**MGA Steering Wheel Centerpiece**

263-110 Reg. \$16.75 **Sale Price \$12.50**

**MGA Front Suspension Link Seal Support**

Sold individually, 8 required per car.  
264-010 Reg. \$0.70 **Sale Price \$0.60**

**MGA Front Suspension Link Distance Tube**

4 required per car.  
264-070 Reg. \$3.65 **Sale Price \$2.95**

**MGA Brake Drum Tab Washer**

Fits rear drums on all cars (4 required), front drums on 1500s with disc wheels (4 required). Sold individually.  
267-460 Reg. \$1.05 **Sale Price \$0.85**

**MGA Clutch & Brake Rubber Pedal Pads**

Sold individually.  
280-770 Reg. \$1.50 **Sale Price \$1.25**

**MGA Fender Splash Plate Seals**

**Left Front**  
280-800 Reg. \$9.95 **Sale Price \$6.95**  
**Right Front**  
280-810 Reg. \$9.95 **Sale Price \$6.95**  
**Right Rear**  
280-820 Reg. \$9.95 **Sale Price \$6.95**  
**Left Rear**  
280-830 Reg. \$9.95 **Sale Price \$6.95**

**MGA Tail Lamp Plinth Pad Set**

Fits 1600 only. Contains both plinth to body pads, in the original silver-grey color.  
281-668 Reg. \$13.75 **Sale Price \$11.95**

**MGA Rear Axle U-Bolt**

267-550 Reg. \$7.65 **Sale Price \$6.95**

**MGA Oil Pan Gasket**

296-330 Reg. \$3.25 **Sale Price \$2.65**

**MGA Air Duct Clip**

Original type, fits the large 4" air duct hoses. Sold individually, 4 required per car.  
326-360 Reg. \$2.25 **Sale Price \$1.75**



**MGA Vinyl Wiring Harness**

Fits 1600 and MkII. Our complete vinyl tape bound harnesses not only include the main harness, but all 4 sub-harnesses as well! Headlamp pigtails #171-400 sold separately.  
355-050 Reg. \$124.95 **Sale Price \$109.95**

**MGA Heater Lever and Switch Assembly**

A terrific reproduction of the combination blower motor and water valve switch.  
360-455 Reg. \$24.50 **Sale Price \$19.95**



**MGA Air Filter Felt Pad Set**

372-045 Reg. \$8.95 **Sale Price \$7.50**

**MGA Fuel Pump Elbow Set**

3 piece set including brass elbow, nut and olive. Two sets required per car.  
375-038 Reg. \$8.95 **Sale Price \$7.25**

**MGA Chrome "1600" Medallion**

Fitted to trunk lid and front cowl. Sold individually, 3 required per car.  
408-410 Reg. \$6.40 **Sale Price \$4.95**



**MGA Crankcase Breather Pipe**

Fits from (e)GB35809 on. Includes mounting clip.  
451-050 Reg. \$15.70 **Sale Price \$12.95**

**MGA Rear License Plate Mounting Bracket Assembly**

451-290 Reg. \$19.95 **Sale Price \$15.25**

**MGA Rear Leaf Spring**

454-840 Reg. \$68.95 **Sale Price \$59.95**

**MGA Rear Bumper Bracket**

454-950 Reg. \$8.75 **Sale Price \$6.95 ea.**

**MGA Steel Rocker Panels**

**Left Hand**  
456-70 Reg. \$26.50 **Sale Price \$22.50**  
**Right Hand**  
456-730 Reg. \$26.50 **Sale Price \$22.50**

**MGA Front Fender Rust Repair Panels**

These panels replace the lower 10" of the front fender between the door jamb and wheel arch.

**Right Hand**  
457-760 Reg. \$25.95 **Sale Price \$19.95**  
**Left Hand**  
457-770 Reg. \$25.95 **Sale Price \$19.95**

**MGA Clutch Lever Rubber Boot**

461-010 Reg. \$5.75 **Sale Price \$4.95**



**MGA Second Gear**

This is our improved type second gear and must be used with steel synchro ring #461-495 only.  
461-480 Reg. \$64.95 **Sale Price \$49.95**



**MGA Gearbox Layshaft**

461-560 Reg. \$27.50 **Sale Price \$23.95**

**MGA Reverse Gear**

461-660 Reg. \$47.50 **Sale Price \$38.50**

**MGA Radiator Grille Piping**

Original silver colored vinyl.  
470-120 Reg. \$3.45 **Sale Price \$2.85**

**MGA Gas Cap Assembly**

470-190 Reg. \$17.75 **Sale Price \$14.50**



**MGA Door Striker Plate**

470-540 Reg. \$7.95 **Sale Price \$6.75 ea.**

**MGA Chrome Defroster Slot Finisher**

472-000 Reg. \$8.35 **Sale Price \$6.95 ea.**

**MGA Radio Blanking Plate**

472-030 Reg. \$6.95 **Sale Price \$5.50**

**MGA Battery Hold-Down Bracket**

2 required per car.  
473-180 Reg. \$3.95 **Sale Price \$3.25**



**MGB Timing Cover Oil Seal**

120-000 Reg. \$3.05 **Sale Price \$2.75**

**MGB Front Hub Oil Seal**

120-610 Reg. \$2.75 **Sale Price \$2.35**



**MGB Rear Axle Pinion Oil Seal**

Fits roadsters thru '67 with early banjo type rear axle.  
120-800 Reg. \$2.50 **Sale Price \$2.15**

**MGB Overdrive Rear Mainshaft Oil Seal**

Fits late "LH" type overdrive, 1968 thru '80.  
121-125 Reg. \$5.75 **Sale Price \$4.50**

**MGB Gearbox Input Shaft Bearing**

Fits 1963 thru '67; Roadsters to (c)138400/GT to (c)139471.  
127-200 Reg. \$22.25 **Sale Price \$19.95**

**MGB Gearbox Rear Mainshaft Bearing**

Fits 1963 thru '67; Roadsters to (c)138400/GT to (c)139471. For non-overdrive gearboxes only.  
127-800 Reg. \$19.65 **Sale Price \$17.25**

**MGB Center Mainshaft Bearing**

Fits 1968 thru '80; roadsters from (c)138401/GTs from (c)139472. For non-overdrive gearboxes only.  
127-840 Reg. \$19.25 **Sale Price \$16.95**

**MGB Hazard Warning Flasher Unit**

Fits 1972 thru '80; roadsters/GTs from (c)258001 on.  
141-650 Reg. \$5.95 **Sale Price \$4.85**

**MGB Headlamp and Heater Switch Chrome Bezel**

Fits 1968 thru '71; roadsters from (c)138401 to (c)258000/GT from (c)139471 to (c)258000.  
142-130 Reg. \$4.50 **Sale Price \$3.95**

**MGB Amplifier for Electronic Ignition**

Fits 1980 non-California spec MGBs with distributor #41851.  
142-975 Reg. \$119.95 **Sale Price \$99.50**



**MGB Front Flasher Lamp**

Complete assembly with clear/amber lens as original. Fits thru 1969; roadsters thru (c)187213/GTs thru (c)187741.  
143-960 Reg. \$76.90 **Sale Price \$62.50**

**MGB Windshield Wiper Wheelbox Nut**

Fits from (c)6917 on.  
145-205 Reg. \$2.95 **Sale Price \$2.35**

**MGB Windshield Wiper Wheelbox Finisher**

Fits roadsters only, bright chrome finish.  
145-280 Reg. \$4.95 **Sale Price \$4.25**

**MGB Map Light Switch Knob**

Fits 1963 thru '67; roadsters thru 138400/GTs thru 139470.  
150-800 Reg. \$2.50 **Sale Price \$2.15**

**MGB Electronic Ignition Distributor Cap**

Fits 1975 thru '79; distributor numbers 41643, 41693 and 41695.  
151-870 Reg. \$4.45 **Sale Price \$3.95**



**MGB Starter Switch Terminal Rubber Boot**

Fits 1963 thru '67; roadsters thru (c)138401/GTs thru (c)139471.  
161-900 Reg. \$1.20 **Sale Price \$0.95**

**MGB Vacuum Advance Pipe Assembly**

Fits 1963 thru '67; all 18G, GA and GB engines.  
163-640 Reg. \$18.45 **Sale Price \$14.75**



**MGB Front Side/Flasher Lamp Chrome Rim**

Fits 1963 thru '74 1/2; roadsters thru (c)360300/GTs thru (c)361000.  
164-780 Reg. \$17.25 **Sale Price \$14.25**

**MGB Left Rear Sidelamp Assembly**

Fits 1970 on; roadsters from (c)187211/GTs from 187841.  
164-865 Reg. \$67.50 **Sale Price \$49.95**



**MGB Reverse Lamp Bulb**

Fits 1967 thru '80; roadsters from (b)100016/GTs from (b)16928.  
170-140 Reg. \$1.40 **Sale Price \$1.20**

**MGB Rear Axle Brake Pipe Strap**

181-800 Reg. \$2.45 **Sale Price \$1.85**

**MGB Radiator Grille Badge**

Fits 1970 thru '72. For all cars with recessed grilles.  
201-060 Reg. \$6.75 **Sale Price \$5.95**

**MGB Gas Cap**

Fits 1970 thru '80 except 1975 cars with single carb. and no catalytic converter.  
202-755 Reg. \$6.50 **Sale Price \$5.65**



**MGB Silver Body Side-Stripe Kit**

Applied by many dealers to new cars in the early 70s. Runs just above the beltline, giving a distinctive look to your MGB; particularly attractive on chrome-bumpered cars. On sale in silver only, easy to install.  
215-355 Reg. \$31.50 **Sale Price \$27.50**



**MGB Body Side-Stripe Kit**

Supplied by many dealers in the late '70s, these optional side-stripes fit along the lower part of your MGB. Especially suited to rubber-bumpered cars. On sale in silver or gold, easy to install.

**Silver Body Side-Stripe Kit**

215-375 Reg. \$38.50 **Sale Price \$32.50**

**Gold Body Side-Stripe Kit**

215-380 Reg. \$38.50 **Sale Price \$32.50**

**MGB "Negative Earth" Sticker**

1" x 4" silver sticker with black lettering.  
215-650 Reg. \$2.90 **Sale Price \$2.50**

**MGB Seat Slide Packing Strip**

This is the wood packing strip that fits between the seat slide rails and floorboards. 4 required per car, sold individually.  
228-170 Reg. \$4.45 **Sale Price \$3.85**



**MGB K&N Filter & Plate Kit**

This hot looking kit fits all twin SU carburetor MGBs. The black and silver ribbed aluminum end plate is embossed with the MGB logo and includes two high flow pre-oiled K&N air filters. Uses your original stock air cleaner assembly backplate.  
222-910 Reg. \$89.95 **Sale Price \$79.95**

**MGB Heater Control Knob**

Fits 1963 thru '67; roadsters to (c)138400/GTs to (c)139471.  
233-890 Reg. \$7.45 **Sale Price \$6.25**

**MGB Sun Visor Pivot Bracket**

Fits roadsters 1977 thru '80; (c)410001 on.  
233-925 Reg. \$8.75 **Sale Price \$7.25**

**MGB Sun Visor Anchor Bracket**

Fits roadsters 1970 thru '80; (c)184497 on.  
233-930 Reg. \$4.95 **Sale Price \$4.15**

**MGB Spin-On Oil Filter**

Fits 1970 thru '80 cars with hanging type filter head. Stock up now and save!  
235-950 Reg. \$4.10 **Sale Price \$3.75**



**MGB "Amco" Style Chrome Grille Bar**

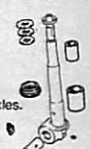
This traditional style chrome grille bar protects your car from damage by careless parallel parkers. Fits all chrome-bumpered MGBs.  
244-110 Reg. \$49.95 **Sale Price \$44.50**

**MGB Front Suspension King Pin Lower Seal Support**

Sold individually, 4 required per car.  
264-010 Reg. \$0.70 **Sale Price \$0.60**

**MGB King Pin Set**

One kit includes everything you need to replace both king pins. Bushes must be reamed to fit king pins after installation in the swivel axles.  
264-418 Reg. \$72.50 **Sale Price \$59.95**



**MGB Front Suspension King Pin Lower Distance Tube**

264-070 Reg. \$3.65 **Sale Price \$2.95**

**MGB Gearbox Mounting Pin Bush**

Fits roadsters from (c)138401 on and all GTs.  
280-055 Reg. \$1.85 **Sale Price \$1.50**

**MGB Clutch and Brake Pedal Pad**

Sold individually.  
280-770 Reg. \$1.50 **Sale Price \$1.25**

**MGB Sway Bar End Bush**

Sold individually, 2 required per car.  
280-910 Reg. \$4.25 **Sale Price \$3.75**

**800-999-4992**  
Toll-Free Customer Service Phone

**800-322-6985**  
Toll-Free California Order Phone

**800-235-6954**  
Toll-Free Continental US except CA

Moss Motoring Page 4E

**MGB Pedal Box Cover Rubber Seal**

Fits all cars with non-servo brake systems.  
281-850 Reg. \$3.25 **Sale Price \$2.75**

**MGB Hood Prop Rod Rubber Catch**

Fits 1963 thru '70; roadster/GT thru (c)219000.  
282-350 Reg. \$2.50 **Sale Price \$2.25**

**MGB Battery Access Panel Rubber Seal**

282-500 Reg. \$5.25 **Sale Price \$4.50**

**MGB Black Rubber Sill Cover Set**

Fits 1963 thru '76.  
282-738 Reg. \$49.95 **Sale Price \$44.95**

**MGB Radiator to Support Rubber Seal**

Fits 1968 thru '76; roadsters to (c)410000/all GTs.  
282-905 Reg. \$7.50 **Sale Price \$6.25**

**MGB Oil Pan Gasket**

Fits 3 main bearing engines only.  
296-330 Reg. \$3.25 **Sale Price \$2.65**

**MGB Body Side Moulding Plate & Stud Assembly**

Sold individually, 6 required per car.  
326-075 Reg. \$9.95 **Sale Price \$0.75**

**MGB Accelerator Cable**

Fits 1963 thru '77; roadsters from (c)367901 to (c)428510.  
331-465 Reg. \$6.95 **Sale Price \$5.25**

**MGB Hand Brake Cable Assembly**

Fits roadsters with wire wheels from (c)415001 on.  
331-550 Reg. \$17.50 **Sale Price \$15.75**

**MGB Air Filter Brackets**

Fits 1963 thru '71; cars with SU HS-4 carburetors.  
372-330 Reg. \$6.25 **Sale Price \$5.50**

**MGB Rear Filter Bracket**

372-330 Reg. \$6.25 **Sale Price \$5.50**

**MGB Front Filter Bracket**

372-340 Reg. \$8.35 **Sale Price \$7.25**

**MGB Standard Carburetor Throttle Shaft**

Fits 1963 thru '71; cars with HS-4 carburetors only.  
372-540 Reg. \$9.80 **Sale Price \$8.50**

**MGB Fuel Pump Elbow Set**

Fits early roadsters thru (c)44438. 3 piece set including brass elbow, nut and olive.  
375-038 Reg. \$9.95 **Sale Price \$7.25**

**MGB Electric Window-Lift Conversion Kit**

Manufactured in England by Smiths. The electric window-lift drive unit installs easily inside your door with a small, neat plate to cover where the window crank used to be. Switches can be conveniently mounted on your center console, dash or door panel. Comes complete with an emergency hand crank for use in case of a power failure, and installation instructions. Fits 1968 thru '80.  
386-950 Reg. \$199.95 **Sale Price \$149.95**



**MGB Clutch Alignment Tool**

For 5 main bearing engines. Allows you to perfectly center your clutch disc, making engine re-installation a breeze.  
387-235 Reg. \$5.75 **Sale Price \$4.25**

**MGB Carburetor Heat Shield**

Fits 1972 thru '74 cars with HIF carbs. This excellent reproduction is cadmium plated and includes riveted insulating pads as original.  
451-015 Reg. \$36.50 **Sale Price \$27.50**

**MGB Rod & Main Bearing Sets**

Fits 5 main bearing engines.  
Standard Main Bearing Set  
425-060 Reg. \$24.55 **Sale Price \$21.50**

**MGB .010" Oversize Main Bearing Set**

425-070 Reg. \$24.55 **Sale Price \$21.50**

**MGB .020" Oversize Main Bearing Set**

425-080 Reg. \$24.55 **Sale Price \$21.50**

**MGB .030" Oversize Main Bearing Set**

425-090 Reg. \$24.55 **Sale Price \$21.50**

**MGB Standard Rod Bearing Set**

425-760 Reg. \$23.75 **Sale Price \$20.95**

**MGB .010" Oversize Rod Bearing Set**

425-770 Reg. \$22.95 **Sale Price \$19.95**



**MGB Limited Edition Wheel "MG" Medallion**  
406-280 Reg. \$2.25 **Sale Price \$1.95**

**MGB Crankcase Breather Pipe**

Fits 18G engines only; includes mounting clip.  
451-050 Reg. \$15.70 **Sale Price \$12.95**

**MGB Chrome Overrider with Rubber Insert**

Correct for the front of 1970 to mid-'74 cars; fitted on the rear of 1970 cars only.  
454-315 Reg. \$19.95 **Sale Price \$16.50**



**MGB Hood Prop Rod**

Fits 1963 thru '70; roadsters and GTs to (c)219000.  
457-470 Reg. \$10.95 **Sale Price \$8.95**

**MGB Dog Leg Rust Repair Panels**

These panels replace the lower 10" of the rear fender between the door jamb and wheel arch.  
Right Hand Panel  
457-580 Reg. \$19.95 **Sale Price \$15.95**  
Left Hand Panel  
457-585 Reg. \$19.95 **Sale Price \$15.95**

**MGB Valve Cover Cap Nut**

Fits 1968 thru '76. 2 required per car, sold individually.  
460-112 Reg. \$3.85 **Sale Price \$3.25 ea.**

**MGB Rubber Clutch Lever Boot**

Fits cars with oval shaped hole in bellhousing.  
461-010 Reg. \$5.75 **Sale Price \$4.95**



**MGB Second Gear**

Fits 1963 thru '67; roadsters to (c)138400/GTs to (c)139471. This is our improved type second gear and must be used with steel synchro ring #461-495 only.  
461-480 Reg. \$64.95 **Sale Price \$49.95**

**MGB Gearbox Layshaft**

Fits 1963 thru '66 (approx.); cars with standard gearboxes thru (e)GB74719 and cars with overdrive gearboxes thru (e)GB74528.  
461-560 Reg. \$27.50 **Sale Price \$23.95**

**MGB Reverse Gear**

Fits 1963 thru '67.  
461-660 Reg. \$47.50 **Sale Price \$38.50**

**MGB Gearbox Layshaft**

Fits 1968 thru '80; roadsters from (c)138401 on/GTs from (c)139472 on.  
462-050 Reg. \$47.50 **Sale Price \$37.50**

**MGB Gearshift Knob Cap**

Fits 1977 thru '80; roadsters from (c)410001 on. Non-overdrive cars only.  
462-530 Reg. \$3.35 **Sale Price \$2.75**

**MGB Rostyle Wheel Hub Cap**

Includes "MG" medallion.  
462-710 Reg. \$4.75 **Sale Price \$3.85 ea.**

**MGB Door Striker Plate**

Fits 1963 to '64; roadsters thru (b)57985.  
470-540 Reg. \$7.95 **Sale Price \$6.75**

**MGB Radio Blanking Plate**

Fits 1963 thru '76; roadsters thru (c)410000/GTs thru (c)367803. Medallion and bezel sold separately.  
472-030 Reg. \$6.95 **Sale Price \$5.50**

**MGB Interior Door Pull Assembly**

Fits 1963 thru '71; roadsters/GTs thru (c)258000.  
472-240 Reg. \$5.40 **Sale Price \$4.50**

**MGB Chrome Door Seal Finishers**

Fits all roadsters.  
Right Hand Rear  
472-290 Reg. \$4.25 **Sale Price \$3.75**  
Left Hand Rear  
472-300 Reg. \$4.25 **Sale Price \$3.75**

**MGB Convertible Top Fastener Socket**

472-310 Reg. \$2.85 **Sale Price \$2.25**

**MGB Convertible Top Fastener Backplate**

472-320 Reg. \$1.95 **Sale Price \$1.65**

**MGB Top Frame and Tonneau Bow Chrome Socket**

472-330 Reg. \$12.80 **Sale Price \$9.95**

**MGB Window Regulator Handle Fiber Washer**

Fits 1968 thru '80.  
472-525 Reg. \$0.80 **Sale Price \$0.60**

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

**Triumph TR2-TR3 Brake Shoe Return Spring**

Fits TR2-TR3 front brakes to (c)CT13045(4 required) and both Lockheed and Girling rear 10" brakes (wheel cylinder end, 2 required). Does not fit 9" brakes. Sold individually.  
181-450 Reg. \$4.75 **Sale Price \$4.25**

**Triumph TR2-TR3B Battery Tray**

Our heavy-duty ABS plastic liners are tough, easy to remove for cleaning and will keep battery acid away from your vulnerable sheet metal.  
241-010 Reg. \$23.95 **Sale Price \$19.95**



**Triumph TR4-4A Black Door Seal**

Replacement type combination velour and rubber door seal. Sold per yard, 5 yards required per car. (Cars with sunroof top require 7 yards.)  
249-607 Reg. \$9.25 **Sale Price \$6.95**

**Triumph TR2-TR3B Black FurFlex Door Seal**

The original type door jamb draft excluder. Sold per yard, 4 yards required per car.  
249-760 Reg. \$7.25 **Sale Price \$6.25**

**Triumph TR2-TR3B Steering Assembly Sector Shaft Peg**

260-080 Reg. \$17.95 **Sale Price \$14.95**

**Triumph TR2-TR4 Front Suspension Bottom Trunnion Thrust Washer**

Sold individually, 8 required per car.  
324-900 Reg. \$1.60 **Sale Price \$1.30**

**Triumph TR2-TR4 Lower Wishbone Nylon Washer**

Sold individually, 8 required per car.  
324-930 Reg. \$0.75 **Sale Price \$0.60**

**Triumph TR4A Bottom Trunnion to Wishbone Washer**

324-940 Reg. \$0.95 **Sale Price \$0.80**

**Triumph TR2-TR4 Brake Pipe to Rear Axle Clip**

326-350 Reg. \$1.95 **Sale Price \$1.65**

**Triumph TR2 Rear Carburetor Jet Lever**

Fits early 2-bolt mount SU H4 carburetors only.  
370-425 Reg. \$9.95 **Sale Price \$7.95**

**Triumph TR3-TR4 SU Carburetor Jet Levers**

Fits both front or rear SU H6 carbs.  
370-950 Reg. \$11.50 **Sale Price \$9.95**

**Triumph TR2-TR4A Timing Cover Oil Seal**

520-000 Reg. \$6.75 **Sale Price \$5.95**

**Triumph TR3-TR4 Oversize Carburetor Throttle Shaft**

An easy way to compensate for slightly worn throttle bodies. Fits cars with SU H-6 carburetors only.  
372-510 Reg. \$9.95 **Sale Price \$8.50**

**Triumph TR4A Standard Carburetor Throttle Shaft**

Fits cars with SU HS-6 carburetors only.  
372-520 Reg. \$9.80 **Sale Price \$8.50**



**Triumph Starting Handles/Hand Cranks**

These excellent reproductions of the factory hand cranks are more than just a device for starting your car when all else fails, they also make adjusting your valves a breeze!

**TR4 Hand Crank**

389-010 Reg. \$27.95 **Sale Price \$24.50**

**TR2-TR3 Hand Crank (Small mouth grille.)**

389-030 Reg. \$27.95 **Sale Price \$23.95**

**TR3A-TR3B Hand Crank (Wide mouth grille.)**

389-040 Reg. \$27.95 **Sale Price \$24.50**

**Triumph TR4-TR4A Panel Lamp Switch Knob**

560-000 Reg. \$3.75 **Sale Price \$2.95**

**Triumph TR4 Headlamp Switch Knob**

Can be used for TR4A as well.  
560-010 Reg. \$3.75 **Sale Price \$2.95**

**Triumph TR4A Differential Carrier Bearing**

Fits cars with IRS rear axle only. 2 required per car.  
525-070 Reg. \$24.80 **Sale Price \$18.95**

**Triumph TR4A Outer Rear Wheel Bearing**

Fits cars with IRS rear axle only.  
525-120 Reg. \$12.50 **Sale Price \$9.95**

**Triumph TR2-TR4A Generator Pulley**

539-010 Reg. \$16.95 **Sale Price \$13.50**

**Triumph TR4-TR4A Headlamp Assembly**

Fits TR4 from (b)24601CT on and all TR4As. This complete assembly includes bucket, inner and outer rims, adjusting screw set, sealed beam light unit, wiring pigtail and mounting gasket. Two assemblies required per car.  
544-010 Reg. \$129.50 **Sale Price \$99.50**

**Triumph TR4-TR4A Wiper Switch Knob**

560-020 Reg. \$3.75 **Sale Price \$2.95**

**Triumph TR2-TR3B Tail Lamp Base Rubber Pad**

Fits TR2 from TS1301 thru TR3B.  
159-400 Reg. \$2.50 **Sale Price \$2.25**

**Triumph TR2-TR3 Brake & License Lamp Lens**

Fits TR2 thru TR3 TS18912.  
552-090 Reg. \$17.95 **Sale Price \$15.25**

**Triumph TR4A Side-Marker Lamp Lens**

560-220 Reg. \$6.95 **Sale Price \$5.25**

**Triumph TR4-TR4A Tail Lamp Lens**

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

**Triumph TR4-TR4A Windshield Washer Pump Knob**

565-100 Reg. \$3.75 **Sale Price \$2.95**

**Triumph TR4-TR4A Handbrake Grip**

582-640 Reg. \$2.85 **Sale Price \$2.25**

**Triumph TR4 Handbrake Lever Sealing Rubber**

582-750 Reg. \$12.95 **Sale Price \$11.25**

**Triumph TR3A Rear Brake Shoe Steady Post Felt Bush**

Fits TR3A with 9" brakes from TS15332 thru TS66376, 4 required per car.  
582-870 Reg. \$0.75 **Sale Price \$0.60**

**Triumph TR4-TR4A Clutch Master Cylinder Repair Kit**

583-780 Reg. \$9.95 **Sale Price \$8.95**

**Triumph TR3B-TR4A Disc Brake Pad Set**

Fits TR3B (TCF series). TR4 with wire wheels from CT4690 on, TR4 with disc wheels from CT4300 on and all TR4A.  
585-520 Reg. \$12.25 **Sale Price \$9.95**

**Triumph TR2-TR4A Clutch Operating Fork**

596-030 Reg. \$59.95 **Sale Price \$49.95**

**Triumph TR3 Front Cowi Medallion**

Fits TR3 to (c)TS22013. Red and black cloisonne' on chrome.  
601-135 Reg. \$21.95 **Sale Price \$18.95**

**Triumph TR4-TR4A Choke Cable Knob**

633-510 Reg. \$3.75 **Sale Price \$2.95**

**Triumph TR2-TR3B Interior Rear View Mirror**

633-520 Reg. \$19.75 **Sale Price \$17.25**

**Triumph TR2-TR3B Vent Control Knob**

Fits TR2 from TS6157 thru TR3B.  
633-600 Reg. \$2.75 **Sale Price \$2.25**

**Triumph TR2-TR3B Vent Control Escutcheon**

Fits TR2 from TS6157 thru TR3B.  
633-640 Reg. \$3.50 **Sale Price \$2.75**



**Moss Motors, Ltd.**  
P.O. Box MG, Goleta, California 93116

**805-968-1041**  
Customer Service & Foreign Orders

Triumph TR4-TR4A Glove Box  
633-110 Reg. \$32.50 Sale Price \$27.50

Triumph TR2-TR3 Heater Valve Extension Pipe  
635-110 Reg. \$6.20 Sale Price \$4.95

Triumph TR2-TR3B Heater Control Valve  
635-120 Reg. \$19.80 Sale Price \$17.95

Triumph TR4-TR4A Fan Switch Knob  
635-370 Reg. \$3.75 Sale Price \$2.95

Triumph TR4-TR4A Heater Control Valve Knob  
635-390 Reg. \$3.75 Sale Price \$2.95

Triumph TR4-TR4A Air Control Cable Knob  
635-410 Reg. \$3.75 Sale Price \$2.95

Triumph TR4  
Seat Spring Assembly  
Fits TR4 to (b)20876CT.  
642-990 Reg. \$79.50 Sale Price \$72.50

Triumph TR4A Front Suspension  
Left Hand Vertical Link  
661-120 Reg. \$94.50 Sale Price \$74.50

Triumph TR2-TR4 Front Suspension  
Lower Wishbone Arm Inner Steel Bush  
661-570 Reg. \$3.60 Sale Price \$3.25

Triumph TR4-TR4A Hood Rubber Side Buffer  
680-400 Reg. \$0.90 Sale Price \$0.75 ea.

Triumph TR4A Front Suspension Coil Spring  
This is the long type spring with an approximate 10 1/4" free length. For cars now fitted with short springs, these long springs may be used in pairs only, with the original spacers replaced with spacer #661-675.  
661-650 Reg. \$32.50 Sale Price \$27.95

Triumph TR4A Front Suspension  
Bottom Trunnion Nylon Bearing  
Sold individually, 8 required per car.  
661-740 Reg. \$0.95 Sale Price \$0.75

Triumph TR4A Front Suspension  
Bottom Trunnion Water Shield  
Sold individually, 8 required per car.  
661-760 Reg. \$0.80 Sale Price \$0.65

Triumph TR4-TR4A Steering Rack  
Solid-Mount Conversion Kit  
Fits late TR4 from CT20064 on and all TR4As. This modification contains wide lower spacers and upper clamps machined from high strength alloy to eliminate all play between steering rack and chassis.  
667-288 Reg. \$36.95 Sale Price \$27.50

Triumph TR4A Rear Suspension Rubber Buffer  
Fits solid axle cars above the differential housing (1 required) and IRS cars below shock arms (2 req.).  
674-610 Reg. \$6.25 Sale Price \$4.85

Triumph TR2-TR4A Chrome Hub Cap  
Medallion #674-710 (cloisonne enamel) sold separately.  
674-690 Reg. \$19.95 Sale Price \$16.95

Triumph TR4A Rear Wheel Stud  
Fits cars with independent rear suspension and disc wheels only.  
674-960 Reg. \$2.65 Sale Price \$2.25

Triumph TR2-TR4A  
Brake & Clutch Pedal Pad  
This is the familiar pedal pad that features a large "T". Sold individually.  
680-230 Reg. \$1.30 Sale Price \$0.95

Triumph TR2-TR3A Rubber Trunk Seal  
Fits TR2 thru TR3A TS60000.  
680-500 Reg. \$14.95 Sale Price \$11.50

Triumph TR2-TR3A Gearbox CounterShaft  
848-420 Reg. \$62.50 Sale Price \$54.25

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

Triumph TR4A  
Lower Rubber Gearshift Boot  
680-730 Reg. \$16.95 Sale Price \$12.75

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

Triumph TR4-TR4A  
Steering Column Rubber Grommet  
680-860 Reg. \$4.95 Sale Price \$4.25

Triumph TR4-TR4A Cylinder Head Gasket Set  
Fits cars with 86 and 87mm engines.  
690-020 Reg. \$74.95 Sale Price \$59.95

Triumph TR2-TR4A Gearbox Gasket Set  
Fits all cars with standard gearboxes only.  
693-010 Reg. \$3.95 Sale Price \$3.45

Triumph TR4-TR4A Trunk Lid Stay  
Fits TR4 from (b)5643CT thru TR4A.  
802-190 Reg. \$11.95 Sale Price \$9.50

Triumph TR2-3 Front Bumper Chrome Overrider  
Will not fit TR3A or TR3B. Sold individually.  
802-750 Reg. \$24.20 Sale Price \$19.95

Triumph TR2-TR3B  
Chrome Rear Overrider  
Sold individually.  
802-800 Reg. \$23.50 Sale Price \$19.95

Triumph TR2-TR3B  
Spare Tire and Tool Roll Strap Set  
802-845 Reg. \$24.95 Sale Price \$18.50

Triumph TR4 Front Bumper Chrome Overrider  
Sold individually.  
804-170 Reg. \$21.90 Sale Price \$17.50

Triumph TR2-TR4A  
Standard Size Main Bearing Set  
822-000 Reg. \$24.95 Sale Price \$22.50

Triumph TR2-TR4 Valve Spring Set  
Fits TR2 thru TR4 CT21470E.  
At last, we have the correct triple valve spring sets for your TR!  
831-000 Reg. \$34.95 Sale Price \$29.95

Triumph TR2-TR4A Timing Chain  
832-000 Reg. \$13.55 Sale Price \$9.95

Triumph TR2-3B Radiator Fan  
834-030 Reg. \$69.95 Sale Price \$49.95

Triumph TR2-TR4A Crankshaft Fan Belt Pulley  
Rear Pulley Half  
837-500 Reg. \$8.60 Sale Price \$6.50  
Front Pulley Half  
837-510 Reg. \$11.95 Sale Price \$8.25

Triumph TR2-TR3B Fan Hub Extension  
837-520 Reg. \$24.50 Sale Price \$19.95

Triumph TR2-TR3B  
Adjustable Steering Wheel  
This is a perfect reproduction of the factory optional adjustable wheel, yet made of superior materials to really last. Will only fit cars originally fitted with adjustable wheels.  
853-730 Reg. \$167.95 Sale Price \$139.95

Triumph TR4 Front Fender Bead  
Sold individually, 2 required per car.  
854-120 Reg. \$12.95 Sale Price \$9.95

Triumph TR2-TR3B Long Rear Fender Bead  
854-220 Reg. \$12.95 Sale Price \$9.95

Triumph TR2-TR4  
Stainless Steel Exhaust Systems  
The last exhaust system your car will ever need. Constructed of heavy-duty stainless steel and designed to fit correctly, this quality system even retains that good old British exhaust note. Hangers and clamps not included.  
TR2 thru TR4  
860-100 Reg. \$217.75 Sale Price \$199.95  
TR4A, single muffler system for later cars.  
860-120 Reg. \$298.50 Sale Price \$249.95

Triumph TR2-TR4 Aluminum Tail Pipe Extension  
As originally fitted at the factory. Retaining clamp #326-450 available separately.  
863-010 Reg. \$9.95 Sale Price \$7.95

### Triumph TR250-TR6

Triumph TR6 Overdrive Rear Oil Seal  
Fits late J-type overdrive, 1973 (c)CF1 thru '76.  
121-125 Reg. \$5.75 Sale Price \$4.50

Triumph TR6  
Hazard Warning Flasher Unit  
Fits from (c)CC75001 on, two terminal type.  
141-650 Reg. \$5.95 Sale Price \$4.85

Triumph TR250-TR6 Black Door Seal  
Similar to original used thru 1973, but may be used on all. Combination velour and rubber door seal. Sold per yard, 5 yards required per car.  
249-607 Reg. \$8.25 Sale Price \$6.95

Triumph TR250-TR6  
Clutch Alignment Tool  
Allows you to perfectly center your clutch disc, making engine re-installation a breeze.  
387-220 Reg. \$6.95 Sale Price \$4.75

Triumph TR250-TR6 Differential Carrier Bearing  
525-070 Reg. \$24.80 Sale Price \$18.95

Triumph TR250-TR6 Outer Rear Wheel Bearing  
525-120 Reg. \$12.50 Sale Price \$9.95

Triumph TR250-TR6  
Rear Wheel Bearing Kit  
One kit does both sides. Includes inner and outer grease seals, inner and outer bearings and collapsible spacers.  
525-230 Reg. \$27.95 Sale Price \$23.95

Lucas Screenjet Assembly  
A great replacement for the obsolete TR250-TR6 windshield washer assembly. Will also fit most other British sports cars with a minimum of 8" vertical clearance. Use with a momentary contact switch.  
546-135 Reg. \$42.75 Sale Price \$36.95

Triumph  
TR250-TR6  
Headlamp Bucket Assembly  
This complete assembly includes bucket, inner and outer rims, adjusting screw set, sealed beam light unit, wiring pigtail and mounting gasket. Two assemblies required per car.  
544-010 Reg. \$129.50 Sale Price \$99.50

Triumph TR250-TR6  
Distributor Cap  
560-125 Reg. \$10.25 Sale Price \$8.95

Triumph TR250-TR6 Chrome Wiper Blade  
Fits TR250 and early TR6 to (c)CC50000.  
560-610 Reg. \$10.35 Sale Price \$8.75

Triumph TR250 Glove Box  
633-110 Reg. \$32.50 Sale Price \$27.50

Triumph TR6 Hazard Warning Switch  
Fits TR6 from (c)CC75001 to (c)CC85737.  
635-610 Reg. \$39.95 Sale Price \$34.50

Triumph TR6  
Original Style  
Black Vinyl Convertible Top  
Beautifully tailored in England for us by the original manufacturer, these heavy-duty black vinyl tops incorporate the original type reflective strips and a zip-out rear window.  
640-150 Reg. \$269.95 Sale Price \$239.95

Triumph TR6 Radio Surround Panel  
Right side only, with pre-punched speaker hole.  
647-045 Reg. \$24.50 Sale Price \$19.95

Triumph TR250-TR6  
Front Suspension Left Hand Vertical Link  
661-120 Reg. \$94.50 Sale Price \$74.50



Triumph TR250-TR6  
Front Suspension Coil Spring  
661-650 Reg. \$32.50 Sale Price \$27.95

Triumph TR250-TR6  
Steering Rack Solid-Mount  
Conversion Kit  
This modification contains wide lower spacers and upper clamps machined from high strength alloy to eliminate all play between your steering rack and chassis.  
667-288 Reg. \$36.95 Sale Price \$27.50

Triumph TR6  
Anti-Sway Bar Link Assembly  
This complete assembly includes the link, rubber mounts, washers, distance piece and locknut. Two required per car.  
667-720 Reg. \$27.95 Sale Price \$24.95

Triumph TR250-TR6  
Brake & Clutch Pedal Pad  
680-230 Reg. \$1.30 Sale \$0.95 ea.

Triumph TR250-TR6 Hood Rubber Side Buffer  
680-400 Reg. \$0.90 Sale Price \$0.75

Triumph TR250 Windshield Pillar Rubber Seal  
680-475 Reg. \$14.35 Sale Price \$11.95 ea.

Triumph TR250-TR6 Gearbox Gasket Set  
Fits all cars with standard gearboxes only.  
693-010 Reg. \$3.95 Sale Price \$3.45

Triumph TR6 Cylinder Head Gasket Set  
Fits from 1972 on.  
694-560 Reg. \$48.95 Sale Price \$39.95

Triumph TR6 Cylinder Head Gasket  
Fits from 1972 on.  
694-640 Reg. \$19.65 Sale Price \$17.95

Triumph TR250-TR6 Top Radiator Hose  
Fits all TR250s and TR6 thru 1971.  
834-600 Reg. \$7.95 Sale Price \$6.95

Triumph TR6 Top Radiator Hose  
Fits 1975 and '76.  
834-605 Reg. \$11.95 Sale Price \$9.95

Triumph TR250-TR6  
Water Pump  
Supplied complete with pulley. Fits all TR250s and early TR6s thru (e)CC80027E (mid 1972).  
835-030 Reg. \$53.10 Sale Price \$46.50

Triumph TR6 Water Pump  
Supplied complete with 1/2" groove pulley. Fits TR6 from (e)CC800278E (mid 1972) thru 1975.  
835-040 Reg. \$46.50 Sale Price \$39.95

Triumph TR6 Crankshaft  
Fits TR6 from 1970 on. Genuine N.O.S. factory-original crankshafts. A super buy at our regular price, now at a price so low you can buy one as a spare... just in case!  
837-205 Reg. \$149.50 Sale Price \$139.95

Triumph TR250-TR6 Camshaft Timing Gear  
Fits late TR250s and all TR6s with double row chain.  
838-200 Reg. \$86.65 Sale Price \$62.50

Triumph TR250 Front Fender Bead  
Sold individually, 2 required per car.  
854-120 Reg. \$12.95 Sale Price \$9.95

Triumph TR250-TR6  
Stainless Steel Exhaust Systems  
The last exhaust system your car will ever need. Constructed of heavy-duty stainless steel and designed to fit correctly, this quality system even retains that good old British exhaust note. Hangers and clamps not included.  
TR250 and early TR6. Fits 1968 thru '72 cars with single head pipe.  
860-200 Reg. \$329.30 Sale Price \$279.95  
Late TR6. Fits 1973 thru '76 cars with dual head pipe.  
860-210 Reg. \$329.50 Sale Price \$319.95

## Triumph TR7

**Triumph TR7 Clutch Disc**  
Fits 1977 thru '81 cars with 5-speed transmissions.  
071-304 Reg. \$86.90 **Sale Price \$74.50**

**Triumph TR7 Complete Clutch Kit**  
Fits cars with 4-speed gearbox. Includes clutch disc, pressure plate and release bearing.  
071-340 Reg. \$125.95 **Sale Price \$99.50**

**Triumph TR7 Camshaft Timing Gear**  
071-034 Reg. \$37.50 **Sale Price \$29.95**

**Triumph TR7 Front Bumper Rubber Cover**  
071-802 Reg. \$245.95 **Sale Price \$219.95**

**Triumph TR7 Front Strut Upper Rubber Gaiter**  
071-420 Reg. \$23.25 **Sale Price \$19.95**

**Triumph TR7 Front Strut Shock Absorber Cartridge**  
071-400 Reg. \$42.50 **Sale Price \$32.50**

**Triumph TR7 Turn Signal Switch**  
This is the multi-purpose steering column mounted switch that activates the turn signals, horn, and headlamp dimmer.  
071-766 Reg. \$89.95 **Sale Price \$66.75**

**Triumph TR7 Hood Panel**  
Original for 1979 thru '81, but will fit all years.  
071-830 Reg. \$481.05 **Sale Price \$399.95**

**Triumph TR7 Hazard Warning Flasher Unit**  
Fits 1975 thru '78.  
141-650 Reg. \$5.95 **Sale Price \$4.85**

**Triumph TR7 Electronic Ignition Distributor Cap**  
For Lucas distributors only.  
151-870 Reg. \$4.45 **Sale Price \$3.95**

**Triumph TR7 Rubber Floor Mat Set**  
Our custom moulded rubber mats protect new carpets from sunlight and soil, and are perfect for covering holes if you haven't got around to new carpets yet. Made of heavily ribbed black rubber with Triumph logo.  
646-760 Reg. \$19.95 **Sale Price \$15.95**

## Spitfire/GT6

**Triumph Spitfire & GT6 Rubber Floor Mat Set**  
Our custom moulded rubber mats protect new carpets from sunlight and soil, and are perfect for covering holes if you haven't got around to new carpets yet. Made of heavily ribbed black rubber with Triumph logo.  
646-770 Reg. \$19.95 **Sale Price \$15.95**

## Jaguar XK

**Jaguar XK120-140-150 Engine Piston**  
Fits all 3.4 liter engines with 8:1 compression ratio. Supplied complete with rings and wrist pin. Sold individually.  
020" Oversize Piston  
011-112 Reg. \$74.85 **Sale Price \$59.95**

**Jaguar XK120-140-150 Cam Cover Chrome Dome Nuts**  
Sold individually. 22 required per car.  
011-148 Reg. \$2.25 **Sale Price \$1.85**

**Jaguar XK120-140-150 Cylinder Head Nut "D" Washer**  
Sold individually. 14 required per car.  
011-150 Reg. \$2.50 **Sale Price \$2.15**

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

**Jaguar XK120 Radiator Bypass Hose**  
011-181 Reg. \$9.45 **Sale Price \$7.95**

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

**Jaguar XK140-150 Speedometer Cable**  
Fits cars with overdrive transmissions only, 57" long.  
011-208 Reg. \$15.95 **Sale Price \$13.95**

**Jaguar XK140-150 Steering Column Flex Coupling**  
011-230 Reg. \$42.95 **Sale Price \$36.50**

**Jaguar XK120-140 Brake Master Cylinder**  
Not for tandem system XK120s.  
011-234 Reg. \$109.50 **Sale Price \$89.95**

**Jaguar XK150 Front Brake Hose**  
011-249 Reg. \$19.60 **Sale Price \$17.95**

**Jaguar XK120-140-150 Clutch Slave Cylinder Hose**  
011-252 Reg. \$18.95 **Sale Price \$14.50**

**Jaguar XK120-140 Windshield Wiper Blade**  
011-289 Reg. \$9.95 **Sale Price \$8.25**

**Jaguar XK120-140 Hood Release Cable**  
011-600 Reg. \$28.75 **Sale Price \$24.75**

**Jaguar XK120 Roadster Side Curtain Clamp Bolt Chrome Washer**  
011-708 Reg. \$3.90 **Sale Price \$3.50**

**Jaguar XK120 Roadster Chrome Side Curtain Knurled Fixing Bolt**  
011-720 Reg. \$11.75 **Sale Price \$8.75**

**Jaguar XK150 Chrome Exterior Door Handle**  
Fits both left and right sides. Supplied without lock assembly.  
011-711 Reg. \$49.95 **Sale Price \$44.50**

**Jaguar XK140 Trunk Lid Badge**  
A nice reproduction of the red cloisonne badge proclaiming Jaguar "Winner LeMans 1951-'53"  
011-712 Reg. \$29.75 **Sale Price \$24.95**

**Jaguar XK150 Fixed Head Coupe Rear Window Rubber Seal**  
011-736 Reg. \$47.50 **Sale Price \$38.75**

**Jaguar XK120 Rear Bumper Chrome Spacer**  
Sold individually, 2 required per car.  
011-737 Reg. \$12.50 **Sale Price \$9.45**

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

**Jaguar XK120-140 Roadster Windshield to Cowl Rubber Seal**  
Sold by the foot, 4 feet required per car.  
011-746 Reg. \$1.25 **Sale Price \$0.95**

**Jaguar XK140-150 Door Shut Face Rubber Seal**  
Not for XK140 roadster. Sold by the foot, 6 feet required per car.  
011-746 Reg. \$1.25 **Sale Price \$0.95**

**Jaguar XK150 Rubber Trunk Lid Seal**  
Sold by the foot, 8 feet required per car.  
011-746 Reg. \$1.25 **Sale Price \$0.95**

**Jaguar XK150 Roadster Door Top To Window Rubber Seal**  
011-747 Reg. \$7.25 **Sale Price \$6.50 ea.**

**Jaguar XK150 Clutch and Brake Pedal Pad**  
011-750 Reg. \$6.95 **Sale Price \$5.95 ea.**

**Jaguar XK120-140 Roadster Wood Top Bow**  
Supplied as a pair.  
011-752 Reg. \$34.50 **Sale Price \$27.50**

**Jaguar XK140 License Plate Lamp Bracket**  
011-754 Reg. \$64.65 **Sale Price \$57.50**

**Jaguar XK140 Rear Bumper Inner Rubber Grommet**  
011-826 Reg. \$4.75 **Sale Price \$4.25**

**Jaguar XK150 Chrome Rear Deck Trim**  
011-877 Reg. \$61.00 **Sale Price \$54.95**

**Jaguar XK140 Chrome Rear Deck Trim**  
011-879 Reg. \$39.50 **Sale Price \$32.50**

**Jaguar XK120-140-150 Tappet**  
Sold individually, 12 required.  
011-940 Reg. \$12.30 **Sale Price \$9.50**

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

**Jaguar XK140-150 Overdrive Switch**  
Original Trico switch with large clear illuminated toggle.  
031-980 Reg. \$28.95 **Sale Price \$24.95**

**Jaguar XK120 Cloth Wiring Harness**  
Fits early XK120s with chrome parking lamps. Our complete harness kits are color coded to original LHD specifications, include virtually all minor sub-harnesses, and come with original type braided cloth binding over modern PVC-insulated wires.  
356-220 Reg. \$315.50 **Sale Price \$299.95**

**Jaguar XK120-140-150 Oversize Carburetor Throttle Shaft**  
An easy way to remedy slightly worn throttle bodies.  
372-510 Reg. \$9.95 **Sale Price \$8.50**

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

**Jaguar XK120 Front Engine Mount**  
This is the early rectangular engine mount. Sold individually, 2 required per car.  
810-040 Reg. \$26.25 **Sale Price \$22.50**

**Jaguar XK120 Stainless Steel Exhaust System**  
This system is the 120M type with twin tailpipes, single muffler and twin tailpipes designed to be fitted under the chassis. Constructed of heavy-duty stainless steel and designed to fit correctly, this quality system even retains that good old British exhaust note. Hangers and clamps not included.  
860-170 Reg. \$439.50 **Sale Price \$419.95**

**Jaguar XK140-150 Stainless Steel Exhaust System**  
The last exhaust system your car will ever need! Hangers and clamps not included.  
860-190 Reg. \$569.50 **Sale Price \$459.95**

**Jaguar XK120-140-150 Gas Cap Door Seal**  
011-816 Reg. \$2.75 **Sale Price \$2.25**

**Jaguar "Break-In" Windshield Decal**  
This decal was applied to the windshield of your Jaguar when it was first sold. Jaguar logo on the front side with running-in instructions on the inside.  
011-719 Reg. \$6.75 **Sale Price \$5.95**

**Jaguar XK120 Rear Bumper Small Chrome Dome Nut**  
Sold individually, 4 required per car.  
011-738 Reg. \$3.90 **Sale Price \$2.85**

**Jaguar XK120 Front Bumper Chrome Taper Washer**  
011-739 Reg. \$6.95 **Sale Price \$5.65 ea.**

## Shell, continued from 1

publications, as well as news and TV crews will be on hand at a number of these cross country events. Jeremy Coulter, deputy editor of the premier English sports car magazine *Thoroughbred & Classic Cars*, has signed on with the Heritage crew and will be covering the entire event.

The motoring press has taken a real interest in this body shell project. It seems that for the first time in automotive history, a totally obsolete body shell has been put back into production by the original producers, utilizing the original tooling. Together with a wide range of critical components re-introduced by British Motor Heritage and independent Heritage-approved distributors such as Moss Motors, it is truly possible for the enthusiast to recreate a virtually brand new MGB! Is it only a matter of time before enterprising concerns are rebodding MGBs on mass production bases and offering them from stock in choice of color? (Watch out Miata—the Brits haven't even begun to fight!)

The Goleta event is scheduled from 9 a.m. to 4 p.m. on October 14th and will follow the usual Marque Day format including car display, new and used parts swap meet and a 10% discount on all counter sales. The Heritage team will be available to answer questions and will be showing a detailed video of the complete body shell manufacturing process, as well as detailed coverage of the actual rebuild/rebody project. Our own 1980 MGB LE, with only 80 miles on the clock will also be on display and should make for an interesting comparison.

While we hope to have our first shipment of body shells on hand for this event, availability is going to be limited for many months as we already have accumulated a considerable list of interested enthusiasts. We will be notifying customers in the order in which the original inquiry was received. We urge anyone seriously interested in purchasing a body to get their name on our list as soon as possible.

All bodies for the American market will be supplied complete with fenders, doors, hood and rear deck lid. All hinges are included and all bolt-on panels will be aligned and bolted into position. This insures proper factory alignment of bolt-on panels and guarantees that all rebodied American MGBs will contain 100% new sheet metal.

The price for the complete body shell is \$3,995.00 F.O.B. Goleta, California, or Dover, New Jersey, plus a crating fee which is yet to be established. Sales tax, if applicable, is additional.

This Goleta Marque Day event is bound to be memorable. Plan now to attend and show your support for the important work of British Motor Heritage.

## Special Notes About Ordering Sale Items:

Orders must be received by Saturday, October 21, 1989 to qualify for these special prices, so be sure to order early! Sale begins September 15, 1989.

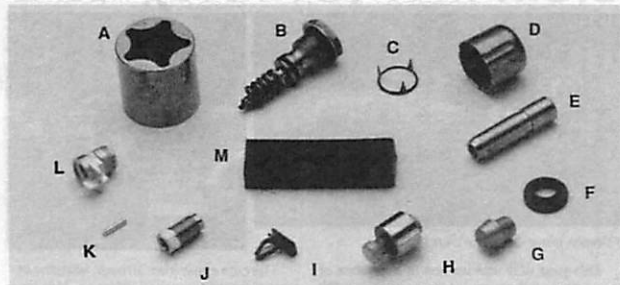
1. All items listed in this newsletter and sale section do not include shipping and handling charges or sales tax (California and New Jersey only). If you mail payment with your order, please see page 31 of our current Price Update for shipping rates to your area.

2. We always try to have adequate supplies of sale items, 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 sell out of our initial stocks. Because of the nature of our business, obsolete British auto parts, our supply of some items is limited and we are unable to replenish them when depleted. With the exception of these items, we can restock temporarily exhausted supplies within a reasonably short time.

Our minimum order is \$10.00 please.

**Sale Prices valid September 15 thru October 21, 1989**

## Part I.D. Contest Results



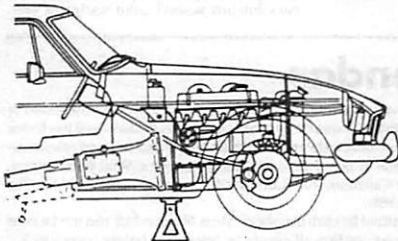
Well, we knew it was difficult but...barely a handful of entries? Next time we'll make our contest easier! The answers that you've been dying for are listed below with their appropriate Moss part number. The first ten correct entrants received a \$10.00 gift certificate.

- |  |  |
|--|--|
| A. Oil pump rotor                            | H. Wheel cyl. piston (#031-743)              |
| B. Lever arm shock valve (#267-975)          | I. Panel clip (#803-420)                     |
| C. Carpet ring (#228-137)                    | J. Brake line end fitting (#181-010)         |
| D. Starter armature end cover (#149-800)     | K. Door/window winder handle pin (#803-230)  |
| E. Valve guide (#071-015)                    | L. Windshield wiper motor ferrule (#164-970) |
| F. Float bowl grommet (SU H-type, #370-020)  | M. Exhaust hanger strap (#812-060)           |
| G. Sector shaft peg-MG TC, TR2-3B (#268-080) |  |

## Before You Pull That MGB Engine...Read On

Dr. Bud Laird  
Goleta, CA

If you own a late model MGB, it's likely that you can pull the gearbox, replace the clutch, check the rear main bearing for oil leakage, and/or replace the rear main seal with much less effort than you might be led to believe. These are all those wonderful jobs that start with that dreaded phrase: "First remove engine from car". Not necessarily true. I have worked out the following procedure on my daughter's '79 MGB, and it should work on most later model "B"s without overdrive. Since pulling the engine is a time consuming, knuckle-bruising adventure that can be difficult on both yourself



(Note rotation of gearbox.)

and the car, take the opportunity of checking this procedure out. Almost all of the following steps are required in the old "remove engine" sequence anyway, so you won't be out much time if your set-up doesn't accommodate the new idea. If you have an overdrive gearbox, all bets are off. The rationale behind this procedure is: get the gearbox clear of the body of the car, without bending anything or moving the engine. The major problem is that the height of the bell housing runs smack into the firewall when you try to scoot the gearbox back, so you can't get the shaft clear of the clutch assembly. Or can you? Here's the way around the problem, in a step-by-step sequence.

1. Clean the entire region that you will be working in, especially the area of the gearbox and housing. Try to get as much dirt, grease and grit out from the area between

the gearbox and the car itself. Then clean it again. Disconnect battery. Disconnect gear shift lever. Put a clean, lint-free rag in top of gearbox remote control unit (what you just took the control lever out of). Put the car up on jack stands, firmly supported all around, with enough clearance underneath to lie on your creeper/back and work comfortable under the gearbox. Give yourself some room here.

2. Remove clutch slave cylinder. Remove starter motor, tucking wires up out of the way. (I always use a wire tie for this—it's cheap, fast and works super.) Remove exhaust system attachment to gearbox. Some cars may require removal of the exhaust system from the rear of the catalytic converter on back. Remove gearbox to engine mounting bolts. Drain gearbox. Remove drive shaft. Disconnect speedo cable (another wire tie here). Disconnect 4th gear vacuum advance wiring (that makes three wire ties, but who's counting?). Remove gearbox mounting. Disconnect backup light switch wiring (that's four).

So far, all of the steps are covered in the gearbox removal section of most workbooks, and in greater detail. Now, we get on to the new lifestyle.

3. Pull gearbox back a half inch or so from the engine, so that it rotates around the shaft freely.

4. Rotate gearbox so that the remote control is turned toward the right hand (passenger) side of the drive tunnel.

5. Support the underside of the gearbox with an appropriate jack (to take the weight off the shaft).

6. Carefully, noting which bolt comes from where (different lengths!) remove the six bolts holding the remote control assembly cover from the gearbox housing. To do this you have to work by sense of touch, since the bolts are up on top, between the gearbox and the car body. I have small fin-

(Continued on page 7.)

## U.K. Profile: Graham Paddy

One of the three original partners of C.B.S.S. (see front page story Summer 1989 Moss Motoring), Graham Paddy is now the Retail Parts Director of Moss Europe, Ltd., out of Richmond, Surrey, England. He brings to us a great deal of British sports car technical knowledge, emphasizing the Austin-Healey Sprite and MG Midget. Mr. Paddy will be a major contributor to future editions of our Sprite-Midget catalog in both research and new parts sourcing. As founder of the original Sprite & Midget Center in England, with a wealth of positive hands-on experience behind him, Graham Paddy is one of the key figures to emerge from the closer association between Moss in the U.S.A. and the Moss operation now being developed in Europe.

Graham has been in sports cars literally all his life. His family ran a BMC (British Motor Corporation) dealership, and his background has been Leyland-orientated throughout his career. After graduation, Graham obtained a City & Guilds certificate in motor vehicle technology, (similar to our N.I.A.S.E., the National Institute of Automotive Service Excellence). He then joined the renowned tuning company of Downton Engineering. Downton was the leading promoter of tuning Leyland competition cars in the sixties, offering such items as performance cylinder heads and valves.

His formal training and development in sports car and race tuning attracted the attention of the large Wadham Stringer Group, one of British Leyland's largest distributors, where Graham accepted the post of Service & Body Shop Manager.

In 1968, Graham left to found the original Sprite & Midget Center operating out of a small village in Surrey, known as Beare Green. However, by 1979, the premises were needed and the move to Richmond, close to South London, was an inevitable step.

Here, former British Leyland dealer premises were turned into a large retail shop which, with Triumph specialists' Cox & Buckles as neighbors, soon became the place to go or to call for MG, Sprite and

Midget parts and advice. Eventually the range was expanded to cover the MGB, MGC and the MGB GT V8.

Graham has always been a strong supporter of the club scene and was an active member of the Austin-Healey club, where he drove a very quick stage 3, Downton-tuned Sprite MKIII in racing and sprint events!

He still owns two Sprites to this day, one a 1959 Sprite MKI with just 16,000 miles on the clock. It was formerly owned by Sir Jack Brabham, the former Formula One world driver. Graham's second car is a pristine 1967 MKIII Midget which has been featured many times in articles extolling the virtues of these most popular little cars. Both cars can be seen regularly at classic car shows in the U.K.

A lifetime of dealing in and sourcing Brit-



(Graham Paddy's pristine Midget MK III.)

ish Leyland parts has left Graham a walking "part's numbers" book! He is able to quote thousands of original part numbers, even those which have been superceded countless times, from memory. His approachability and personal view that technical knowledge should be freely given out, saw him gain the premier MG dealership award in the U.K. seven years running, until the program ended in 1984. His dedication and enthusiasm is always available to fellow enthusiasts and this was recognized by Graham's operation becoming founding members of the British Motor Heritage Association. BMHA, as you know, is the commercial historic preservation arm for British sports cars including MG and Triumph.

## Why You Need To Carry A Fire Extinguisher



### Tips For Reducing Fire Danger

- Make sure float bowls and fuel fittings are tight and flex lines are not cracked or rotted.
- Visually check engine compartment to make sure nothing is chafing against the wiring harness.
- Make sure that ground strap is in good condition.
- Use electrician's tape to repair insulation that has cracked and rotted away.

• Keep extinguisher available at all times (in cockpit).

There are not many things more depressing than seeing a once beautifully restored car arrive at a British car day, damaged beyond recognition by an engine fire. Unfortunately, that's what we saw at the July 29th Moss Triumph marque day. Most of us don't carry fire extinguishers, blindly relying on our own luck to save us from any electrical or leaking fuel trouble. However, after seeing the blackened mess of the once perfect TR3 that burned only two blocks from the Moss parking lot (after a 3 hour trip), I'll bet that many have reconsidered—I know I have.

Our Halon Fire Extinguishers are premium quality throughout and include permanent mount brackets. They are suitable for all class B and C fires (liquids including grease, fuel and electrical fires). The 20 oz. capacity should be more than adequate to cope with any under-hood or cockpit fire. Best of all, they can be recharged for years of safe motoring.

Red Extinguisher & Bracket	220-468	\$34.95
Chrome Extinguisher & Bracket	220-488	\$47.95

## THROUGH THE

CLUB NEWS

## WINDSCREEN

AND EVENTS

## The Club Scene

By Ken Smith  
Club & Events Coordinator

We all like to show off our fine British sports cars, and it's amazing just how many times I've been sitting at the stop light in my 10 year old MG and have had people pull up alongside me and comment "nice car"! It gives you a warm glow and I'm sure this must have happened to you at sometime or other. Invariably the comments come from a driver whose vehicle probably cost three times as much as yours, and is full of kids, dogs, luggage, wife and mother-in-law to boot. There's just something about our Triumphs, Jaguars, MGs and Healeys that bring out the envy in others.

The car shows that we have attended this year have been truly spectacular and the standard of entries and preparation are increasing all the time. More and more we are delighted to see cars that once would have been destined for the wrecking yard that are lovingly, correctly\* (and sometimes painfully) restored!

Apart from having your own personal pleasure machine under your right foot, it now makes more sense than ever to look after your classic British sports car and the main reason (apart from the fact that there won't be any more manufactured) is that the price asked for such vehicles has taken off into the blue. Whether it's the collectability of the car, whether potential investors see them as a good risk for the future, or whether as they are such good fun to drive, the fact remains that prices of restored cars, properly restored cars, are at an all-time high and climbing. Some of the ones we've recently seen offered for sale have undergone extensive rebuilds by highly specialized restora-

tion shops, and the asking prices reflect the amount of time and money which have been put into the renovation. For the amateur restorer, the proposition is rather different, for while everyone counts the dollars spent for parts, not many do-it-yourselfers count the hours of work put into it! It really does become a labor of love. However, when the car is complete and taken out on the road, there is a feeling of achievement, pride and tremendous satisfaction!

Recent examples have been noted of MGBs fetching over \$10,000, Austin-Healeys commanding well into the mid-tens of thousands, and our favorite Triumphs becoming sought-after cars with good examples fetching premium prices. Maybe we sell our cars short in the U.S.A! Otherwise, why would sensible Europeans be coming over and buying the good cars to re-export back home?

Provided financing is possible, there has never been a better time to get that classic restored, even if then you only sit at the lights to attract the admiration of the guy cooped up in his Eurobox, or sweating in his oriental look-a-like. Remember with the tremendous range of parts we stock here at Moss Motors and the wealth of experience we can offer, there is virtually no limit to what can be achieved. You'll feel much better for it—and it will be better than money in the bank, as a safeguard for the future! Of course, another benefit is that when your car is finished you just might join a club, and meet some super people, and have a great time. That's something money can't buy!

MOSS

## Marque Day Mania '89

This has been a festive year for Marque Day Events at our Goleta, California location. We've seen more enthusiasts, given more facility tours, sold more swap meet parts and had more fun than any other year yet!



(MGAs show off for the huge crowds.)

June 10 saw the arrival of hundreds of MGs, some from as far away as Arizona, which led to the creation of an overflow parking lot for the visiting enthusiasts! The annual MG swap meet raged on while event participants sold spares to each other with great delight! The popular vote car show came up with some wonderful examples of the craft of Abingdon. Particularly outstanding was Reid Miles' MG TC and Neil Graffey's MGA.

July 29th dawned fogless and clear for Triumph owners to show their support for their breed of car. Large numbers of enthusiasts viewed Triumphs from TR2 through TR8, with the odd Stag and even a TVR present. The Central Coast Triumphs club as-

sisted greatly in the large number of cars that arrived to fill our parking lot, and swap meet items were hotly bargained for.



(Triumphs as far as the eye can see.)

We finished up our 1989 Marque Day season with the arrival of a beautiful crop of Austin-Healeys on August 5th. From Concours quality through "drivers", a super selection of 100s, 100-6s and 3000s filled the lot!

We plan a similar set of Marque Day events again in 1990, including the annual Best of Britain Day held at our Dover, New



Jersey facility. If you've never taken the time to attend—make sure to *marque* your calendar next year!

MOSS

## G.O.F. West-Sun Valley, Idaho



(T-types grace beautiful Sun Valley.)



This year GOF was unique in a number of respects, and the people who went (over 100 registered) will be talking about the setting

for quite awhile. The choice of Sun Valley, Idaho meant that most people had a fair distance to drive, which generated some interesting "on the road" adventures.

The area of Sun Valley is a combination of steep grass-covered hills, mountain slopes densely for-

ested in pines, and river valleys dotted with vacation homes and farms. The towns of Ketchum and Sun Valley are small and rustic on the one hand, yet catering to a year round flow of visitors and tourists. The combination of beautiful scenery and unbelievable weather made it perfect for top-down touring. The rallye to Redfish Lake was challenging—keeping your mind on the rallye meant taking your eyes off the view... Of course there were the usual events—first timer's car show, the main car show (held on a field of grass large enough for THREE football games), and the fund raising auction for next year's GOF in Bend, Oregon. There were a few new events, too—at the first timer's car show there were easels set up with T-shirts, each with the simple outline of a T-type grill in the middle. Everyone had a chance to paint their own design around the grill, with wonderful results. The auction, which featured donations from all over the world, was conducted after a fine western style barbecue in a natural amphitheater.

The cars came from all over, with the distance award going to Werner Jacobsen from New York. There were 13 TCs 34 TDs

and 10 TFs. In addition, there were a number of MGAs, MGBs, and an MGC, along with a '37 TA, and a Y Tourer. One of the more memorable cars was an immaculate black TC that was spotted—after 900 miles of driving no less, it took highest honors among

the TCs. The car show attracted quite a few people, including a resident of the area who owned an MG but was totally unaware that over 70 of his favorite cars were going to show up in his back yard. Nobody asked about the "Undo's", but one passerby asked if the Moss TD pickup was an old Dodge that had been "spruced up a bit". After explaining to him about MGs and GOF, he wanted to know if that Morris fellow, the guy with the garage, had built any other cars. This being the first time a GOF had been held in the area, it is not surprising that there was some confusion, even among the resort staff. They had known we were coming for months, and there had been a good deal of discussion on how they should act around this Ultra-Conservative fundamentalist religious group... after all, what else could a "Gathering of the Faithful" be?

All in all, a good time was had by everyone, and we look forward to seeing everybody in Bend in 1990, especially those with cars that just weren't quite ready this year.

## Events Calendar

In the interest of British sports car owners throughout the country, we are interested in publishing major British car events in our quarterly events calendar. If you would like to list an event in the *Moss Motoring*, please send a short description, including date and telephone number. We will list as many events as possible in our available space. Send your entries, attention: Moss Motoring Events Calendar, 400 Rutherford Street, Goleta, CA 93117. Our next deadline closes October 2, 1989.

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.)

## September

- 2-3..... All British Car Day, Kansas City, MO (816) 361-9032
- 2-4..... All British Field Meet, Portland, OR (503) 244-2580
- 8-10..... 15th Annual Cape Cod Austin-Healey Meet (413) 625-6568
- 10..... The British Meet, Palo Alto, CA (415) 566-6103
- 10..... 3rd Annual British Car Festival, Des Plaines, IL (312) 885-7789
- 10..... 5th Annual British Car Day, Richmond, VA (804) 272-6836
- 15-17..... 4th Annual NW Austin-Healey Meet, Alderbrook Union, WA (206) 876-8236
- 15-17..... Hoosier Auto Show, Indianapolis Speedway, IN (317) 635-7530
- 16..... 7th Annual British Car Day, Jackson, MS (601) 469-3279
- 17..... British Car Day, Hartwood Acres, PA (412) 859-6873
- 21-24..... New England MGT Register GOF Mk XLIX Saratoga, NY (413) 737-8611

## October

- 1..... British Car Day, Del Mar Race Track, San Diego, CA (619) 460-1128
- 7..... 8th All British Festival, Shenandoah Valley, VA (703) 943-1236
- 8..... The British Meet, Woodley Park, Van Nuys, CA (415) 566-6103
- 8..... British Car Show, Westminster, VT (802) 722-3708
- 8..... 9th "Out of the Woodwork" Meet, Lebanon, NJ (301) 986-8679
- 12-15..... TRSC Triumphant '89, Lake Arrowhead, CA (818) 998-5753
- 13-15..... 6th Annual British Sports Car Fest, Memphis, TN (901) 362-5434
- 14..... MGB Body Shell Launch, Moss Motors, Goleta, CA (805) 968-1041

## Car Clubs And Charities

Wouldn't it be nice if you could get out in the country with your car, enjoy the fresh air and help those others less fortunate than ourselves at the same time?

Here at Moss we have noticed an increasing number of events taking place which enable people to do just that; where a British car club has taken it on themselves to organize and participate in an event to benefit one or more charities.

For instance, the Southeastern British Motorcar Owners Club in South Carolina organized a Braille rally. Here the sighted

driver is navigated by a blind youngster from a route that is Braille-printed on a card. The youngsters enjoy a trip in a sports car, in which they get a real buzz from the sound and the feel of something so completely different. In return the driver has to trust the navigator to get things straight and not get either of them lost!

So what happened? The children were ecstatic; the drivers had a great time and the end result was that \$7,800 was raised for the Foundation for the Multihandicapped Blind and Deaf of South Carolina.

A similar rally with a like result was held in Kansas City by the M.G. Club there. In the same city, The Heart of America Jaguar Club raised over \$3,000 for the Brass Ring Society for terminally ill children, during the 15th annual Jaguar concours.

We are sure there are many clubs out there performing similar good deeds, so why not write and tell us here at Moss all about it? Let us put these lovely cars of ours to good use!

## Photo, continued from 1

content, photographic skill and appropriateness.

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. Do not write on either the back paper or the front emulsion side of the print. 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 must accompany your entry. If securing a release is impossible, a letter explaining why a consenting signature could not be obtained must accompany the entry.

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

## Discovering Your T-Series' Compression Ratio

By Carroll Dorschel  
San Diego, CA

A very simple way to determine the compression ratio of your T-type engine is to measure how thick the cylinder head is. The measurement you want is the distance between the bottom machined surface and the upper machined surface that mates with the valve cover gasket. No, you don't have to remove the head to take this measurement, just follow these simple steps.

A. Raise the left side of the hood.

B. Remove the valve cover.

C. Carefully lift the back half of the valve cover gasket from the head. The machined surfaces you need are now exposed; the top surface was covered by the valve cover gasket. The bottom surface is just below the lower left hand corner of the metal plate covering the water jacket at the rear of the cylinder head.

D. Scrape both surfaces to remove paint, cork, etc.

E. Using the proper micrometer\*, carefully measure the distance between the two surfaces.

F. Refer to the tables above and you can determine your compression ratio. If the thickness of your cylinder head is a little less than the figures in the tables it indicates that the head was machined slightly to remove any warp or other irregularities.

\* If you can't get hold of a micrometer, an outside caliper and a high grade metal scale may be used. Transferring the caliper measurement to the metal scale to obtain the correct reading is straightforward.

(Carroll's tips and the these specs provide an easy way to determine the compression ratio of your T-series engine. The primary reason for checking your engine's compression ratio pertains to how well you can expect your engine to run on today's lower octane fuels. While raising the compression ratio has been a standard means of increasing power output, it also raises cylinder head operating temperatures and increases the likelihood of ignition "pinging", detonation and running-on problems, all of which can cause serious engine damage (usually in the form of a hoted piston).

With today's lower octane fuels, T-type engines are much happier with the compression ratio below 8.5 or 9.1. To reduce the compression ratio, a second head gasket can carefully be fitted, which will restore approximately .045" of head thickness. Simply use Copper Kote® head gasket cement and torque the head very carefully prior to starting and 2-3

times more during the first few hundred miles. For cylinder heads that have been extensively machined, it may be necessary to make up a "compression plate". This is a solid machined gasket which is then sandwiched between two stock head gaskets. Also, keep in mind that oversize cylinder bores raise the compression ratio slightly. A .100" overbored block, when fitted to a standard thickness head produces a compression ratio of 7.74:1. -Ed.)

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

XPAG Engine 1250 cc MG TC, TD, TD MK II, TF		
Head Thickness	Compression Ratio	Stage of Tune
3.022 (Std.)	7.25:1	Standard TC-TD
2.959 (-1/16")	8.0:1	Standard TD MK II; TF: Stage I TC-TD
2.928 (-3/32")	8.6:1	Stage II, TC-TD, TD MK II, TF
2.897 (-1/8")	9.3:1	Stage III, TC-TD, TD MK II, TF

XPEG Engine 1500 cc -MG TF		
Head Thickness	Compression Ratio	Stage of Tune
3.022 (Std.)	8.33:1	Standard
2.959 (-1/16")	9.0:1	Stage II
2.928 (-3/32")	9.9:1	Stage III
2.898 (-1/8")	10.7:1	Stage IV

## Engine, continued from 5

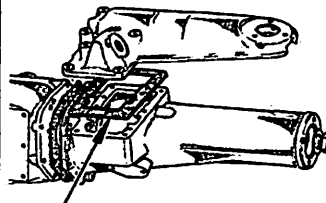
gers, so I can get my socket wrench up in there without damaging my knuckles. If you have big hands you may have to fashion a special short depth socket by cutting about a third off, leaving just a half an inch or so of socket to grab the bolt. Sockets are cheap, compared to engine repairs.

7. Wiggle the remote control cover loose; or lightly tap and pry at appropriate, safe points. Use care here, since there is a paper gasket between the cover which can often be saved with tenderness. Remove the cover. Stuff another lint-free, clean rag into the opening.

8. Now, remove the jack supporting the weight of the gearbox; rotate the gearbox so that it is approximately upside down (watch for some gear lube coming your way - extra rags are handy), and reposition the gearbox jack back under the gearbox again. Slide gearbox (with jack supporting) back away from the engine. You will find a range of several inches backwards travel before coming to the firewall. If there is not enough room, keep rotating the gearbox until you have enough clearance.

9. When the shaft end clears the clutch housing (possible sudden drop of front end of gearbox - care needed here), you can lower the gearbox free of the car. Congratulations! You now have a clear shot at all those good things that the manuals say you can't reach without removing the engine!

10. Assembly is the proverbial reverse of the foregoing, with a cautionary note regarding the paper gasket between the remote control unit and the gearbox (namely, don't forget it or you may get a leak), and of course, to fill the gearbox with the appropriate fluid.



(Don't forget to replace the gasket.)

I have used this procedure on three different occasions - one clutch replacement, one rear main seal job, and one replacement of the gasket between the engine and the rear mounting plate (a source of oil leakage sometimes confused with rear main bearing wear). I have never pulled the engine out or even loosened the engine mounts, and have accomplished the job, start to finish, in three and one half hours.

(Mike Goodman's MG Service in Los Angeles and John Twist of University Motors in Grand Rapids, Michigan have confirmed the practicality of Dr. Laird's technique and use it regularly when undertaking clutch jobs on 1968-80 non-overdrive MGBs. This procedure will not work on 1963-67 MGBs or on later model overdrive gearboxes due to insufficient room in the transmission tunnel area. It is extremely important that the back of the engine is properly and safely supported. John Twist has constructed a special crossbeam which rests in the fender mounting bolt area and secures to the rear of the cylinder head. Mike Goodman uses a telescoping jack and a full car lift to enable the mechanic to walk under the car. A number of variations are possible, just be certain that the engine is well supported and that you have room to safely maneuver under the car. -Ed.)

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

## Lighting, continued from 4A

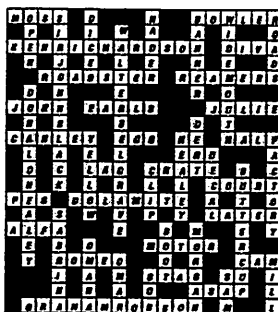
tance increases) and it will light.

Now, what happens when we decide to turn right and operate the flasher switch? We apply our 12 volt supply to the right flasher filaments and the front one will be energized. At the rear we have now no potential difference between the side lamp supply and the flasher supply and no earth, and without the potential difference the current will not flow; the side lamp therefore goes out as the front flasher operates and comes back on between front flashes.

The solution is, of course, to run an earth return from the offending lamp holder (the rear assemblies have a scroll type connector that will receive a snap connector "bullet") to some part of the bodywork that has escaped the ravages of rust. If you have fitted fiberglass body panels you must of course run earth returns for all lamps mounted thereon, otherwise they'll never work. Don't forget that the headlamps take a hefty current and use a correspondingly heavy gauge of wire for the earth returns here.

## Triumph Puzzle Solution

By George Boley  
Lake Ridge, VA



## Classic-fied Ads

We accept advertisements for British Cars only; no parts ads please. One time insertion is \$35.00. Publication is quarterly, the deadline for the next issue is October 2, 1989. We suggest you place your ad well in advance, and please limit it to 50 words or less. Cars which are realistically priced have a better chance of being sold. Due to space availability, ads received near the deadline may be held for the next issue. Late ads will run in the next issue unless the advertiser specifies current issue only. Please send typewritten copy, include your name, address and phone. Payment must be sent with ad to: Moss Motoring Classic-fied Ads, 400 Rutherford Street, Goleta, CA 93117.

**1967 MGB GT:** Moss Motors' catalog cover car and Chris Nowlan's daily driver past 12 years. 2 liter overbored engine, factory O.D. No longer a show car but still a straight, rust-free & reliable runner. \$5000.00. (805) 569-0934.

**1953 MG TD:** Older frame-up restoration. 2000 miles on rebuilt engine. Solid rust-free body. Needs some new canvas and some trim items. \$10,500. Timothy J. Murty, 1633 Periwinkle Way, Sanibel, FL 33957. Phone (813) 472-8467.

**1946 MG TC:** Been in fire. Cowl, dashboard, and seats are gone. Rest is pretty good. A challenge for one who knows how. I don't. \$5,000.00. Tom Dunnam, 2400 Providence, Houston, TX 77020, (713) 224-4004 or (713) 464-9888.

**1954 TF:** Very original, complete, rough. Good restoration or vintage racer project. \$5,000. **1952 TD:** Wire wheel, Volvo B18D 1700 C.C. conversion, quick, dependable, solid body, etc., burgundy & tan. Early ground up restoration. \$6,500. **Jaguar MK IV:** 3 1/2 liter saloon, 48. L.H. drive, very sound, original & complete. Gray with red. Needs T.L.C. Restoration. \$8,000. John Gaslenica, 1941 N. Burling St., Chicago, IL 60614, (312) 877-5853.

**1956 MGA Roadster:** Concours. AACA National Junior, Senior and Preservation awards. Original owner, glacier blue, wire wheels, white top and tonneau, black leather, original tools and import papers, continuous maintenance log, 1985 professional total remanufacture at 52,636, always garaged. Car #HDL-43/20341. \$11,500. A.B. Thomas, 433 East Yvon Dr., Tucson, AZ 85704. (602) 888-3815.

**1971 MGB GT:** Bronze-yellow, wire wheels. Private party. One of the finest GTs on the west coast. \$5300.00. (619) 724-1452.

**MGB GT's, 1969 and 1974:** Completely rebuilt engines in both. 0 miles on '69 and less than 10,000 on '74. New clutches in both. Excellent mechanicals, lousy (for Lucas) electricals. Both are drivable. Spare grille, bumper, carbs, etc. \$1,500 each or \$2,500 both. Call Burt Barrows (302) 366-3509.

**1967 MGB GT:** 12,500 total miles on this two-owner Southern California car. Original pale-primrose paint and leather, chromed wire wheels, and new Dunlop radials. Looks, runs and drives beautifully! An irreplaceable, collectible and "smog-free" MGB GT. \$7,500.00 FIRM. Call John Dormer, (619) 455-0383.

**Wanted TR4 or TR250:** Prefer excellent/restored condition, as I love to look at and drive British cars, but am weary of working on them. Will travel to inspect, but prefer within 500 miles of Richmond. Bob Buerlein, 4430 Menokin Road, Richmond, VA 23225. Please send letter with photos, if available.

**Private Collector** requires Jaguar XK and XKE, any models. Also Austin-Healeys, any models. Above cars, any condition whatsoever considered. Mint to basket case. Disassembled and parts, cars o.k. Finder's fee gladly paid. Travel anywhere U.S.A. Robert Chadwick, 4879 Natures Hollow Way N., Jacksonville, FL 32217. (904) 737-2229.

**1960 A-H Sprite:** SCCA HP 1972 - '87, currently retired. Full cage, 5-point harness; adjustable camber, panhard, front discs, new slicks on mags and old rains on steel. Competitive regional engine, side exhaust, ribcage box, welded 4.22 & 4.88 differentials, spare everything, street gear included & stock nose. \$4,500. Bill Haggan, (617) 876-9436.

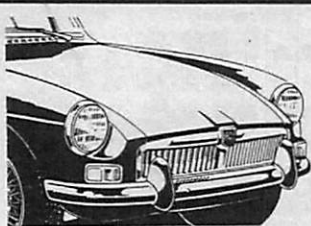


BRITISH MOTOR  
HERITAGE APPROVED

Moss Motors, Ltd. is one of the few U.S. charter members of the British Motor Heritage Trust, a non-profit organization dedicated to the historical preservation of material relating to all types of British-manufactured motor vehicles. The B.M.H.T. maintains a large archive of historical information, including over two million drawings dating from the birth of the British motor industry.

### MGB "Factory Original" Chrome Bumpers

We are very pleased with the factory decision to reintroduce MGB chrome bumpers. Produced on original tooling to original specifications, these bumpers are of excellent quality. We're continuing to offer the economical repro. bumpers which have been the only bumpers available in recent years, but the fit and finish of the new factory-produced bumpers is certainly superior. We strongly support the factory effort to reintroduce previously obsolete products and hope that you will too.



1962-74 MGB Factory Original Front Bumper	453-075	\$99.50
1962-74 MGB Factory Original Rear Bumper	453-085	\$109.50
1962-74 MGB Reproduction Front Bumper	453-090	\$67.95
1962-74 MGB Reproduction Rear Bumper	453-100	\$74.50

## 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  MGT-20  
MGA  MGA-11  
MGB  MGB-03  
TR2-4A  TRI-03  
TR250-6  TRS-01  
Austin-Healey  AHY-05  
100-4, 100-6, 3000

- Jaguar  JAG-07  
XK120-140-150  TRZ-01  
TR7  TRZ-01  
Sprite-Midget  SPM-01  
Current Price List  \*

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

## How To Order

By Toll Free Phone:

**800-235-6954**  
USA except California

**800-322-6985**  
California Only

By Mail:

P.O. Box 847,  
Goleta, CA 93116

**805-968-6910** **658473**  
FAX# **TELEX#**

For Customer Service:

**800-999-4992**  
Customer Service

**805-968-1041**

Foreign Orders & Customer Service

You'll find us in:

**Goleta, California**

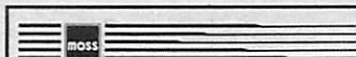
Moss Motors, Ltd.  
P.O. Box 847, 7200 Hollister Avenue  
Goleta, CA 93116 (805) 968-1041  
General Office, Mail & Phone Order Processing,  
Showroom, Main Warehouse & Distribution Center

**Dover, New Jersey**

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Franklin Road  
Dover, NJ 07801  
(201) 361-3358  
East Coast Warehouse & Distribution Center,  
Showroom and Sales Counter

**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.



Moss Motors, Ltd. PO Box 847,  
7200 Hollister Ave., Goleta, Ca. 93117

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