

# MOSS Motoring

Fall 1991

## G.O.F West '91 T-Series Party, At Moss Goleta



The BBQ area proved just as popular as the First Timer's Car Show!

The 19th West Coast G.O.F. took place in Santa Barbara, California on July 22-26. With the festivities taking place practically in our backyard, we were delighted to hold a special marque day & luncheon while acting as the finish point for the Tuesday morning rally.

The fog was thick on the coast in the morning, and the T-series driving and navigation teams were bundled up to the neck, muttering darkly about the freezing, misty weather. However, by 11:00 or so, the first enthusiasts pulling into Moss were shedding layers as the sun started to peek out. Within an hour, over 80 pre-war and T-series cars filled our parking lot, including 3 Y types, an SA saloon, a VA Tickford, and dozens and dozens of TCs, TDs and TFs. What a treat for Moss employees! Everyone is now hoping for the announcement of another big local British car event...

## Don't Miss Out! Triumph & Austin-Healey Days Are Right Around the Corner



We always think of Moss Motors' Marque Days as special celebration days for your favorite British sports car! Although each Marque Day is a little different, there are some basic features they all share.

Marque days begin at 9 am and go on until 4 pm. Register for the People's Choice Car Show as you enter, and you just may take home a winner's trophy. There will be free spaces for you to sell and trade used parts, and best of all - you'll receive a special 10% discount on all over-the-counter parts! We'll have product demonstrations, video screenings, warehouse and department tours, as well as hundreds of bargain-priced items in our annual swap meet. As for fun, bring along a Pinewood derby British car, and challenge your fellow enthusiasts. Also, we'll be judging models, paintings and car-related crafts, so bring along your British car hobby work!

Don't worry about driving a non-British car just for the trunk space; free shipping is available on all but truck freight items. For additional information, or directions, call us toll-free at (800) 235-6954.

Aug 10 Triumph Day, Goleta  
Sept 15 Triumph & Healey Day, New Jersey  
Sept 21 Austin-Healey Day, Goleta



The First In A New Car Collection From Mattel? Our 1990 Grand Prize Photo Winner, Joseph Hook, hails from Beavercreek, Ohio. Apparently, his adventurous son Michael climbed to the top of their backyard gum tree for a bird's view of their 1953 MG TD. Joseph (along with Michael, of course) will receive a gift certificate for \$125.00. Those of you who have hesitated to send in your intriguing British sports car photographs in the past...take note!

## The Stuff Car Dreams Are Made Of How The Purchasing Department Keeps The Moss Warehouse Filled

When you place your parts order from Moss, don't you sometimes wonder just how we fill our warehouse with fabulous items no

longer available anywhere else? Even Moss employees, hardened as we are to shelves stacked with parts that our British sports cars silently cry out for, scan the posted boat lists from time to time for no other reason than to see

what spiffy new part is on its way into stock! Our Purchasing Department shoulders the heavy burden of creating the fine balance required to maintain a good supply of parts, while not overextending our financial resources. At the same time, it is the Purchasing Department, like bloodhounds searching for the smell of oil, chrome, leather and steel, who track down elusive British sports car parts (one of which might be the only thing needed to keep your favorite car on the road for another ten years!)

Our fully computerized purchasing system tracks our ordering requirements by analyzing past sales histories, coupled to future sales projections based on established seasonal trends. We also track the delivery performance of hundreds of ven-

dors. In some cases the lead time is set for a particular vendor, while in other cases, separate lead times are established for each item a particular vendor supplies. In

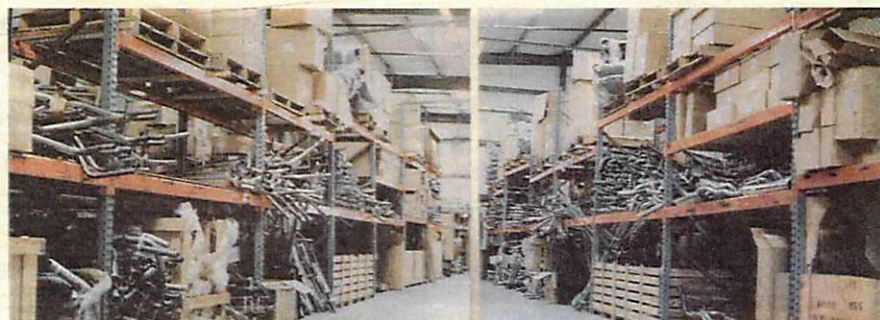
the case of most manufactured product lines, we track the total elapsed delivery time for each order and update our lead times on an ongoing basis.

99% of the time, new purchase orders are triggered, reviewed and created in time to insure that new stock arrives before current stocks are exhausted. We buy only genuine original factory components, as long as they remain reliably available through factory sources. In some cases, we offer both genuine factory parts as well as aftermarket reproductions. We strongly support the factory effort in keeping genuine factory originals in production, but offer reproductions of excellent quality which are a good buy for those of us on a tight budget. A good example of this are our MGB steel fenders and chrome bumpers.

As with most businesses, 80% of our sales are made with only 20% of our prod-

ucts. As much as we would like to inventory a two year supply of all the slower moving items, (such as Austin-Healey gearbox layshafts), the cost of carrying this extra inventory becomes prohibitively expensive, and would prevent us from having the finances to reinvest in new product tooling, or adding newly manufactured parts to our inventory. Generally, our standard policy is to always buy a minimum of one year's supply of the slower moving items. Here in the U.S., we currently inventory 1259 different items that have not sold in the past 12 months. In addition, we have 5584 other products that were sold in quantities of less than 10

Continued on page 6



A few glimpses inside the Moss Goleta warehouse. Wouldn't it be fantastic to have this selection at your local auto parts store?

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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 at the address below (right down the road from **Mass Motors**):

**Editor: Mass Motoring**  
400 Rutherford St., 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 **Mass Motoring** will receive **Mass Motors Gift Certificates** in the following amounts:

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

**\$20.00 GIFT CERTIFICATES**

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

**Prices**

Sale prices are valid from August 26 through October 5, 1991.

Highlight prices are valid through October 5, 1991.



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**Lucas Wiring: A Simplified Approach**

Lucas wiring systems as used on virtually all British cars since the 1930s are a source of frustration and bewilderment to a great many sports car enthusiasts. In fact, Lucas wiring is clearly engineered around a standardized color code and cable size formula. This system is used on all British sports cars and once understood, is very simple.

The following detailed explanation has been excerpted from a Lucas technical manual which dates from the mid-1950s. The professional mechanic or die-hard enthusiast may wish to clip out this article for future reference. After all, this information could be invaluable in sorting out the "Manumatic" gearbox wiring of your 1957 Borgward Isabella estate wagon!

With few exceptions, the electrical system of a motor vehicle can be considered as a series of simple circuits, each consisting of the component, its switch and three wires - feed, switch wire and return. On earth return systems, the return circuit is provided by the frame of the vehicle. Although in the case of components insulated from the chassis, an earthing lead is also necessary. Some variations are to be found, such as fuses, two-way switching and so, but the principle of feed wire, switch wire and return remains, and it is upon this principle that the Lucas color scheme is based. The insulation on feed wires carry a main color only, switch wires have the main color of feed with a colored tracer running the length of the wire, while return earthing leads are black.

Where components are switched or controlled in the earthed side, that is, with the switch wire on the return side of the unit instead of on the feed side, this is normally indicated by the use of a black tracer.

Main colors, of which there are seven, are allocated to the circuits as shown below. The practice of feeding certain of the accessories through the ignition switch and auxiliary lighting circuits through the side and tail lamp switch is recommended, so that the side and tail lamp switch and ignition switch wires become feeds to other circuits or, in effect, master switch wires.

**Cable Colors**

- BROWN** Battery circuit. From battery or starter switch to ammeter or control box and (with compensated voltage control) feeding lighting and ignition switches (and radio, when fitted) from control box terminal. Also, from starter switch to electric clock, inspection sockets and battery auxiliaries fuse (from which are fed electric horns, cigar lighter, interior lights, etc.).
- YELLOW** Generator circuit. From generator terminal to corresponding control box terminal and to ignition warning light.
- WHITE** Ignition circuit and all requirements essential when ignition is switched on but which do not require fusing, e.g., electric petrol pump, starter solenoid switch, etc.
- GREEN** Auxiliary circuits fed through ignition

**BLUE**

switch and protected by the ignition auxiliaries fuse, e.g., stop lamp, fuel gauge, direction indicators, windscreen wipers, etc.

Headlamp circuits. Fed through terminal on lighting switch.

**RED**

Side and tail lamp circuits. Fed from terminal on lighting switch. Included in these circuits are fog lamps, panel lights and other lamps required only when the side lamps are in use.

**BLACK**

Earth circuits. If a component is not internally earthed, a cable must be taken to a good earthing point on the chassis.

Hopefully, the above information, combined with a proper wiring diagram for your car, will help turn that multi-colored mass of spaghetti into an understandable wiring system. Don't get discouraged; Lucas really did make an effort to use logic in their wiring.



**Electrical Trouble-Shooting**

Two basic tools are essential for trouble shooting electrical problems - a wiring diagram, and a 12 volt test light. A test light is an inexpensive little tool that looks like a cross between an ice pick and an electric screwdriver. Simple to use, it is connected by its clip to a ground. The sharp probe is poked around the "hot" leads. If the lamp lights, there's power, at least to that part of the circuit. For example, clip the test light to a bumper bolt or other good ground and touch the probe to a bulb contact on the "hot" side - the bulb will light, (so long as the light is "on").

Most lamp problems are conveniently found in the lamp unit itself. The great majority are caused by bad bulb con-

tacts or corroded grounds. Don't assume that there are major problems until the non-functioning unit is completely inspected. Using the wiring diagram, work your way back through the circuit to the connectors, and from there to the source of power such as the fuse box or terminal connector. By this method, you should be able to determine whether an entire circuit or the individual unit is at fault. If the circuit is dead, track the problem from the fuse box or battery side of that particular circuit. Proceed through the circuit components one at a time, using the wiring diagram as a guide. Don't panic!

After reading both these articles, you should be well on your way to trouble-shooting Lucas electrics.

**Sports Car Gallery**

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



**Sports Car vs College Tuition? ▶**

Besides the obnoxious red "fun" fur covering a badly deteriorated dash board, no carpets, some not well done body patching and poor tires, the major problem seemed to be that the only electrical items that worked were the headlights and the stop lights. A previous owner had converted the electrical system to an alternator and screwed up everything. After determining that the alternator had been wired wrong, things started to fall into place. All of the wires had been cut (probably to find out why a miswired alternator wouldn't keep the battery charged) and after hours of carefully reattaching, soldering and tracing wires with a wiring diagram, finally everything whirred, clicked, lit or flashed as it was supposed to.

As of today, I probably have about \$2600 total investment in a beautiful car that is unique and thrilling to drive. Although the car is not "restored", it is a good example of "yes, you can have kids, put them through college, and still know the satisfaction of owning and driving a Triumph TR4. Frank Trebel Johnstown, PA



**◀ Fickle MGA Owner**

The hardest part of restoring the Twin Cam was not having anything to compare it to, especially when it came to getting the engine smoothed out. We have a factory shop manual, but it leaves a lot out. I called around to get an idea of what the engine is supposed to idle like (a little bit "lumpy" with a loud, staccato exhaust note) and things appear to be doing well now - good oil pressure and no smoking. And, now we've found that an MGA is cramped and tight and steers like a truck compared to any MGB.

Bob Mason  
Fairhope, AL

(We receive many wonderful stories from British car owners, often describing, in loving detail, just what their sports car means to them. Here's just a sample of the feelings that fellow enthusiasts have for these special cars.-Ed.)

## Installed! MGB Dynamic Suspension

Alan Patterson  
Somewhere in England

Moss Europe customer Alan Patterson, MGCC Norwester Competitor, reports on fitting the MGB Dynamic Suspension to his MGB. Originally a Moss Europe product, it's now available here in the U.S.

I am an out and out enthusiast of the MG marque in general, and of the MGB roadster in particular. As an enthusiast, I have no qualms about altering the standard set-up to one which will improve the overall performance of the vehicle. I currently own two "B" roadsters, one of which I use everyday, and another which I have actively campaigned in the MGCC Cocksfoot Race Championship for the past six years.

I have had an ambition (no doubt as many enthusiasts have) of building an MGB that reflected how the car may have been developed by Leyland, had they not taken that fateful decision in 1980. I have often mused with colleagues and friends exactly what changes would be appropriate. A redesign of the front suspension was always high on the list of priorities, and lo and behold, Moss Europe has come up with a package, probably as good as anything I had discussed in the past.

I heard a rumor that this package was under development and was quick to put my name on the list for early delivery. Seeing the suspension on the Moss stand at MG World only made me more impatient to get hold of a kit. That day dawned on the 7th of November, and I made plans to fit the kit on the 17th, my first free Saturday.

The kit is very comprehensive and even includes the two drills required to make a slight modification to the front crossmember. Let me say early on that this conversion is completely removable, unlike some current conversions available from other outlets. A good plus point in my view, especially if a later sale of the vehicle may be prejudiced by the modifications, is that you can always return it to the original specification.

Anyone who has already rebuilt the front suspension of an MGB will have no

difficulty in completing this conversion in 4-5 hours, and no doubt in some cases, much less time than that. The only extra tools required (other than those normally used to rebuild the standard suspension) are an electric drill and a half round rough file.

If you have not had your front suspension apart for a long while (over 18 months) I would recommend you start first thing in the morning. That way, if you encounter any dismantling problems, like seized bolts, (let's face it, who hasn't with MGB suspension!), not only will you have time to cope, but your local MG parts shop will still be open to supply any necessary replacements.

The conversion process itself is covered in comprehensive detail in the instructions supplied, and if followed to the letter, will present no problems. My conversion took a little longer than the time described above, but this I have to admit, was due to two self-inflicted problems. Firstly, I tried to be clever and only release the anti-roll bar link from the pan. Fine during dismantling, but the trap was sprung on reassembly, when unbeknown to me, I burred the thread over when reinserting the link. To cut a long story short, a new link was required to save the day, one and a half hours later! The moral of this story is to follow the instructions properly. Secondly, I did not at that time possess a good half round rough file, which would have saved the half an hour of filing per side caused by the small, almost smooth, excuse for a file I had. These points apart, the conversion went very well without any seized bolts to contend with.

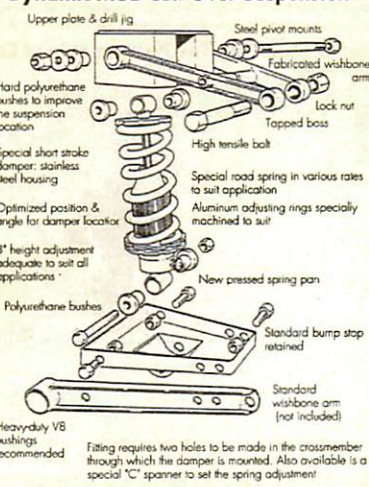
At the time I fitted my kit, there was very little information about spring settings (to adjust ride height) or damper settings, and I spent an enjoyable time finding the best settings to suit my taste. One thing that did drop right first time was the ride height. This is set by adjusting a ring on the damper unit, and I set mine up with three threads showing under the locking ring from the bottom of the unit. This gives a ride height of

approximately 1 inch lower than standard. Ride height and damper settings are of course, a matter of taste, as is spring rate.

My overwhelming first impression with the kit fitted was the "magic carpet ride" compared to the standard set-up. My car had been absolutely standard, apart from a 3/4" anti-roll bar and V8 wishbone bushes. I had made mental notes about the ride, prior to fitting the kit. It was clear the standard suspension did not really start to absorb today's road bumps until travelling at 40 - 50 mph. Then after 70 mph, things deteriorated once again. With the kit installed, all but the severest pot holes are absorbed with great ease from 10 mph upwards. Steering feel has been retained and improved by transmitting the sense of the suspension's working, but not so much of the physical bumping. The most telling improvement was on my first journey home on a wet night, approaching a well known roundabout, with a particularly bumpy entry. Normally these bumps caused one of the front tyres to lock up intermittently. However, with the new suspension, the wheels tracked the surface of the road more closely and gave better braking. Quite an eye opener!

In terms of handling, turn-in has been improved and the precision in response to steering wheel input enhanced, so that positioning the car, especially in bumpy corners, has become a science rather than a vague art. Finally the B's Achilles heel, of push-on understeer, has been lessened especially in the wet, though no doubt if I really pushed hard in the dry, the same improvement would be apparent. I have not yet found a safe, open, dry corner to test this.

### Dynamic MGB Coil-Over Suspension



Are there any drawbacks, I hear you ask? Well, if I was truly picky, steering effort at parking speeds has marginally increased, although in my opinion this has been compensated for by a better self-centering action. Out of interest, the difference in tracking before and after was just 1/32" less toe in, too marginal to affect things this much. However, I

have not been able to measure changes in caster, although in theory this should not have changed.

My general feelings are (if you have not already realized) very good indeed. For years I have advised all new B owners to invest in a good set of HR radials as the best instant fit to improve MGB handling; now I have found an equally effective measure to take the MGB the next state forward. If you are an enthusiast, treat yourself right now.

Dynamic Coil-Over Suspension Kit  
268-198 \$395.95

**With luck, you will be finished by lunchtime and be able to enjoy the car in the afternoon.**

**My overwhelming first impression with the kit fitted was the "magic carpet ride" compared to the standard set-up.**

**...now I have found an equally effective measure to take the MGB the next state forward. If you are an enthusiast, treat yourself right now.**



### Next Day Shipping

I contacted you Thursday morning about 11:00 a.m. regarding transmission parts for my daughter's Midget.

The parts arrived at my house at 9:45 the next morning. Less than 24 hours! This is the kind of service Moss Motors is famous for. Keep up the good work. The Midget is shifting into all 4 gears again and everyone is happy.

Mike Buckner  
Rio Rancho, NM

### Like a Great Cabernet

Please continue to keep sending me Moss Motoring. Although I have not ordered parts for some time now, the articles and classic-fied ads remind me of my 1959 MGA and 1967 MGB. My plan in life is a simple one - to sample as many sports cars as I can! Since obtaining my driver's licence 17 years ago, I have had the pleasure of owning a 1969 Chevy Camaro Z-28, 1977 Toyota Celica, 1973 Datsun 240-Z, 1981 Mazda RX-7, 1959 MGA, 1986 Porsche 944, and of course, the 1967 MGB.

I am currently driving a 1991 Mazda Miata, but just last week, I went for a 45

minute drive during the height of rush hour traffic to take a look at a very original and unrestored 1967 MGB GT Special Edition. The gray paint had faded and the leather seats were torn and cracked, but everything was intact, including the black crinkle finish dashboard, wood steering wheel and shift knob. Character as fine as a great cabernet!

Keep those newsletters coming, because I may need MG parts soon!

Masaru Kagami  
South San Francisco, CA

### Good Catch!

I really enjoy Moss Motoring and even the "free cars", although the MGB was nearly impossible to finish, particularly in the headlamp area. Also, I wanted to point out that the "future" sales staff members' car (Cover photo, Summer 1991) has a wide mouth grill and is therefore a TR3A and not a TR2.

Guy Staff  
Allston, MA  
(As we all know, putting together a British car requires great patience, skill and dexterity! Good eye on the Triumph identification...shame on us!Ed.)

### Hoosier MGB Club, Unlimited

In February 1990, the Bloomington MG club formed, with the goal of rallying as often as possible, while furthering MG spirit and camaraderie. As we moved to Indianapolis, and expanded the scope of our membership from south-central Indiana to the entire state, we decided to rename our club, the Hoosier MGB Club, Unlimited. We feel our new name is one every Indiana MGB owner can identify with. (We added "Unlimited" since we both have and welcome members with Ts, As and Cs.)

Hoosier MGB Club, Unlimited  
7421 N. Chester Avenue  
Indianapolis, IN 46240



Here's another entry in your personalized license plate series. This is pretty straightforward since it's on a 1954 AH 100, but I really get a kick out of how clever some people are in getting their message across in so few letters and numbers. I'm always on the lookout for clever combinations in parking lots and on the road.

"Judge" Penick  
La Jolla, CA

### Sebring Headlamp Cowls

**Brand New!**

These brand new American-made reproductions are far superior to the U.K.-produced repros periodically available, yet are much more economical. We have created a new, yet vintage-style method, of mounting these with snaps and studs so that the installation is clean and neat, and the covers are easily removable for cleaning. Works-type alloy fitting kits are available separately but are only recommended for the serious, originality-conscious vintage racer.

Sebring Headlamp Cowl Kit \* (one req.) 222-130 \$142.50  
Alloy Cowl Fitting Kit (one req.) 222-140 \$35.95

\*Not legal for street use in California. Other states may have similar requirements, check local laws.

# Under The Bonnet

Welcome to *Under The Bonnet*, our quarterly technical column dealing with the basic maintenance and repair of your British car. We'll be covering topics here that have been the cause of recurrent problems and questions by customers as well as our own staff members. While much of this information may be rudimentary to old-time mechanics, we'll be exploring various short-cuts as well as talking about tricks-of-the-trade not mentioned in manuals. If you'd like us to cover a particular topic, please write to: Under The Bonnet, 400 Rutherford St., Goleta, CA 93117.

## Cleaner Running...The Positive Side of Emission Control

Eric Wilhelm  
Research & Development

Emission control, once dirty words to many automobile enthusiasts, is now accepted as a necessary fact of life. Even those of us who drive pre-pollution control cars can do our part to minimize our cars' adverse effects on the air we breathe, and, at the same time, have our engines run better and last longer. It's not magic that is needed to accomplish this, but rather a thorough and accurate tune-up, followed by simple by-the-book maintenance. On cars equipped with emission controls, if everything is working properly, and is in proper condition, the car will pass an emissions test. If it does not pass, something on the car isn't functioning properly.

All cars work better and pollute less when brakes are not dragging, wheel bearings are properly adjusted and lubricated, and when driven sensibly. Even wheel alignment makes its contribution. The following outline should serve as a general guide to cleaner, better driving; you'll find complete instructions and details in the workshop manual appropriate for your particular car.

### Ignition:

- **Distributor**
  - in good mechanical condition. (rotates freely without shaft wobble, advance mechanism(s) working correctly)
  - adjusted correctly (points & timing)
  - in good electrical condition (cap, rotor,



- points, low tension lead, insulation)
- **Coil & Wires**
  - coil output (best checked with an oscilloscope)
  - wires of correct type and in good condition
  - good, solid electrical connections
  - correct coil polarity
- **Spark Plugs**
  - correct type: reach, heat range ("reach" is the length of the threaded shank, heat range refers to the spark plug's ability to transfer heat - Not how "hot" the spark is)
  - clean and correctly gapped
  - sealing washer in good condition

### Carburetion:

- good mechanical condition (clean; linkages free, but without excess looseness; throttle shafts unworn; fuel, vent, and overflow fittings and connections tight and

- unobstructed; no vacuum leaks)
- properly adjusted (mixture, float height, slow idle, fast idle, choke, synchronization of multiple carbs.)
- clean and unrestricted air filter (a dirty/clogged air filter will dramatically enrich your air/fuel mixture)
- correct amount and type of oil in SU and Zenith-Stromberg dashpots (generally, the heavier the oil, the richer the mixture on acceleration).

### Compression:

- An important factor is equal power output from each cylinder. This is largely governed by equal compression in all cylinders (assuming proper carburetion & ignition).
- Valves (clearance, seating, timing)
  - Piston rings
  - Head gasket
  - Valve guides (not worn)
  - Pushrods (not bent, correct length)
  - Rocker arms & shaft (not worn)

Venting of assemblies is vital to their proper operation. A plugged differential vent, for example, can cause oil to be flung out past the oil seals -

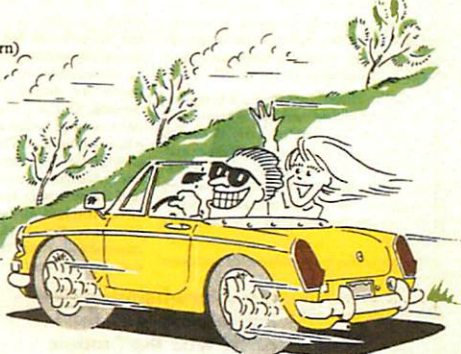
dangerous to the differential, a mess on your car, and polluting to the environment.

### Venting:

- Engine (crankcase breather)
- Carbs. (dashpots, overflow)
- Gearbox & Differential

Look for helpful tips and information on emission control systems, coming up in the winter issue of *Moss Motoring*. If you have any questions or comments concerning emission control, write in as soon as possible and we'll try to include your information, or at very least, answer your questions next issue.

Our address is: Under The Bonnet, 400 Rutherford Street, Goleta, CA 93117



# A Note On Asbestos

Tom Hughes  
Pasco, WA

Asbestos is nothing more than a rock. In its natural form it comes in fibers that can be woven into all kinds of useful materials. Rocks don't burn, so asbestos is used anywhere high heat is a problem, especially places like brake shoes. So, why all the concern?

The problem is the small size of the asbestos fibers. They can be less than 10 microns, way too small to be seen with the naked eye. These fibers can pass right through a regular dust mask and lodge deep inside your lungs.

Asbestos particles in your lungs have been linked to at least two diseases. First is a chronic disease called Asbestosis. This disease is scarring of the lung tissue caused by exposure for a long period of time.

The second disease is called

DANGER

Contains Asbestos Fibers  
Avoid Creating Dust  
Cancer and Lung Disease  
Hazard

Mesothelioma. This disease is a very rare form of cancer in the lining around the lungs or abdomen. It is almost always caused by asbestos exposure, the problem is, nobody is sure how much it takes.

Your chances of getting either of these diseases goes up with the amount of exposure you get.

Remember, the idea is to limit your exposure. The best way is to buy an asbestos-approved respirator and use disposable coveralls. This is impractical for one brake job a year. So instead of using compressed air to clean brake drums and backing plates, wash with clean brake solvent. Put the residue in plastic bags and dispose of them properly. The disposable coveralls are still a good idea. When you're done, take them off, put them in a plastic

bag, and get rid of them.

Most importantly, keep the kids away, and don't expose anyone else if you don't have to.

Asbestos is something we are going to have around for a long time; if we use common sense we can use it and protect ourselves at the same time.

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

## Asbestos & Moss

Here at Moss Motors, we've been attempting to eliminate asbestos products from our inventory for years now, and plan to completely switch over to alternative heat-resistant materials within the next two years. We've stopped carrying brake shoes with asbestos lining, and have attempted to seek out vendors that sell alternatively manufactured products. Some of the products that still contain asbestos are exhaust gaskets and head gaskets, in fact, any gasket associated with heat. At the present time, there are no alternative composition gaskets available for many of the gaskets we sell.

If you receive a gasket that we feel may have some asbestos content in it, we take great precautions to package it safely. Our packers wear asbestos-approved respirators, special coveralls and gloves and repackage all gaskets in 6 mil. thick plastic bags, working in a purification hood, so that no dust can escape. Every product thus packaged is labeled clearly (see above left) in black and yellow.

Obviously, one can't take these extreme precautions when installing a new exhaust system, but please, take note of the above and remember to be cautious.

# Soybeans Aren't Just For Tofu Anymore!

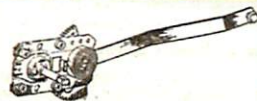
Continuing with our campaign to be environmentally responsible, we have switched to a Printing company that uses soya-based printing inks. These are inks made from soybeans, instead of the usual petroleum products.

Petroleum quickset inks give off high VOCs (volatile organic compounds) which are damaging to the environment. Soybean oil is not considered a source for VOCs, decomposes much faster than petroleum products, and is easily recyclable.

We encourage you to recycle your newsletter, as well as all other recyclable papers and products.



## Austin-Healey BJ7-8 Window Winders



This is part of our U.K. purchased window winder program, which now includes winders for nearly all of our cars that used them. Most of the tooling to produce these much needed items is factory original, thus ensuring superb quality and durability.

- Left Winder 021-910 \$124.50
- Right Winder 021-915 \$124.50

## Chromed Racing Mirrors

Super Accessory!

This is an excellent reproduction of the large dealer-installed racing mirror most often seen on the TR6 and Big Healey. Originally fitted with self-tapping screws, we include both these and machine screws, washers and nuts, in case your original holes have been enlarged. Traditionally, most cars sported just a left side mirror, but you'll find you really enjoy the increased visibility of dual mirrors. Our smaller chromed racing mirror, #222-350, looks best on the smaller sports cars of the 1960s.

Large Mirror	222-390	\$39.95
Small Mirror	222-350*	\$29.95
*Regular price \$34.95, on sale through Sept 29.		

## Classic-Fied Ads

We accept advertisements for British Cars only; no parts ads, replicas or exporters, please. One time insertion is \$35.00. Publication is quarterly, the deadline for the next issue is October 1, 1991. We suggest you place your ad well in advance, and please limit it to 50 words or less. Cars which are realistically priced have a better chance of being sold. Due to space availability, ads received near the deadline may be held for the next issue. Late ads will run in the next issue unless the advertiser specifies current issue only. Please send typewritten copy, include your name, address and phone. Payment must be sent with ad to: Classic-fied Ads, 400 Rutherford Street, Goleta, CA 93117.

**1958 MGA Coupe:** Partially restored. Rebuilt engine (less than 10,000 miles), all new original interior and wiring. \$3,500.00. Phone (916) 241-8204, ask for Pete.

**1964 TR4A:** Red, good mechanical condition, new top, needs some work. \$5,000 or best offer. Serious inquiries only. Call (205) 972-7281, 8 a.m. - 5 p.m. CST. Leave message on recorder if not available. Will return all calls.

**Lotus 18 Formula Jr:** Complete and original. This could be the British car of your dreams: minimal electrics and no smog equipment required. \$60,000, trades and/or offers considered. (209) 599-3095.

**1954 MG TF 1500:** Completely restored. Show quality. Red with beige leather interior. (619) 346-9500.

**Enthusiast seeks any and all 1956-1960 Berkeley sports cars, spares and literature.** Write or phone Jamie Pfeifer, 1425 Kenwood Road, Santa Barbara, CA 93109 (805) 966-0978.

**1979 MGB:** Vermillion Red, outstanding original condition, 9,000 miles. Driven only on sunny days and always garaged. Purchased new by owner. \$12,000. Jim (303) 262-0315 weekdays or (303) 796-7027 weekend evenings.

**1976 Triumph TR6:** Yellow, 65,000 original miles, 10,000 miles on new (not rebuilt) Moss Motors transmission and overdrive, some spare parts. A California car kept garaged. \$8,500. Call Paul (213) 598-9636.

**1974 MGB roadster:** Steel bumpers, nice condition, slightly faded, red/red interior. Always starts first time - every time. \$4,000. Call Alan, (707) 923-2875.

**1972 TR6:** Excellent mechanicals, interior, and red line tires. 72,000 original miles, some body work done from fender bender. Needs paint, ignition switch, and rear windows. \$4,500. Call Alan, (707) 923-2875.

## Licensed to Drive

Vanity Plates For True British Sports Car Enthusiasts

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



◀ Bob Findlay  
Puyallup, WA



▲ Jeff Locke  
Campton, NH



◀ Mark Sivek  
Naperville, IL

▼ Robert Frost, Jr.  
Knoxville, TN



▲ Anthony Carreia  
Las Vegas, NV

◀ Larry Miller  
Muscatine, IA

## MGB Custom-Moulded Battery Boxes

Demand has been high for our recently acquired custom-moulded, high impact, corrosion-resistant battery boxes for early MGBs fitted with two 6-volt batteries. (You can also fit a single group 21 or 26 12-volt battery to one side, using the alternate empty box for emergency spares or random storage.)

We've now added a similar battery box for later MGBs, which will support your battery even if your battery frame is rusted out! Protect your MGB from battery acid, and your battery from dirt and grime! Instructions included.

12v Battery Box (1975-80)	241-050	\$37.50
6v Battery Box (2 req.)	241-040*	\$26.95

\*Regular price, \$27.95, now on sale through Sept. 29.



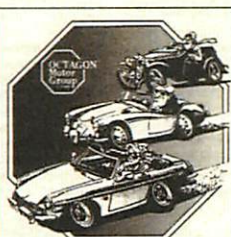
### Moss Distributing Advertising Space

As a service to Moss Distributors, limited space is available for advertising. Publication of advertising material submitted by Moss Distributors does not imply a recommendation by Moss Motors. All claims made in display advertisements are the sole responsibility of the advertiser. Due to current space limitations, we cannot accept other forms of advertising.



Genuine MG Sports Cars For Sale  
Parts • Service • Restoration

**Shadetree Motors, Ltd.**  
SKIP KELSEY, Esq.  
MG PARTS SERVICE  
Retail - Wholesale  
Authorized Moss Motors Parts Distributor  
(415) 846-1309  
3825 Mammoth Cave Court, Pleasanton, CA 94588



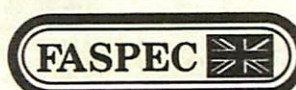
The MG Specialists in Canada  
Octagon Motor Group Limited

**Service, Repairs & Parts**  
150 West 2nd Avenue  
Vancouver, B.C. V5Y 1B8  
CANADA Phone: (604) 874-2246

**Parts, Warehouse & Mail Order Supply**  
7940 Winston Street  
Burnaby, B.C. V5A 2H5  
CANADA Phone: (604) 420-1242

FAST, FRIENDLY SERVICE  
"THE SOURCE"  
For All Your MG Needs  
M & G VINTAGE AUTO  
265 ROUTE 17  
P.O. BOX 226  
TUXEDO PARK, NY 10987  
Tel-Fax 800-431-8990  
In N.Y. 914-753-5900  
FAX 914-753-5613

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Authorized Moss Distributor  
FAST, FRIENDLY SERVICE



Jim Singmaster

MG • AUSTIN-HEALEY • TRIUMPH • SPRITE • MIDGET  
New & Used British Parts

1036 SE STARK STREET • PORTLAND, OR 97214  
503-232-1232 FAX 503-230-8838 WATS 800-547-8788



MG MATTERS

Restorations

703/586-0757

TIM HANDY

RT. 1  
GOODE, VA. 24556



Specialty, Parts & Services

1050 LAFAYETTE ROAD • MEDINA, OHIO 44256  
216/225-8026 216/725-2725

SPECIALIZING IN HIGH PERFORMANCE  
BRITISH and SPECIAL INTEREST PARTS & SERVICES  
GROUND-UP RESTORATIONS

Jody Faber

IN-HOUSE MACHINE SHOP  
Authorized Moss Motors Distributor

John Kuhar

### "AMCO" Rubber

**Floor Mat Sets**  
Protect your carpets from wear and sunlight with these custom fitted rubber floor mats. Heavily ribbed black rubber with the appropriate logo on each mat. Made exclusively for Moss Motors and sold as a pair.

<b>MGB 1968 thru '80</b>	241-850 Reg. \$20.95	Sale \$17.50
<b>MGA</b>		
241-810 Reg. \$20.95		Sale \$17.50
<b>MG Midget MkII thru 1500</b>		
241-860 Reg. \$20.95		Sale \$17.50
<b>Austin-Healey Sprite MkII &amp; MkIV</b>		
241-880 Reg. \$20.95		Sale \$17.50
<b>Triumph TR2-TR6</b>		
646-750 Reg. \$20.95		Sale \$17.50
<b>Triumph Spitfire &amp; GT6</b>		
646-770 Reg. \$20.95		Sale \$17.50

### 160° Thermostat

For hot climates or summer time driving. Fits MG TF, MGA, MGB, Sprite-Midget, Triumph TR2-TR6, Jaguar XK120-140-150 and Austin-Healey 100-4, 100-6 & 3000. 434-180 Reg. \$6.25 Sale \$5.25

### Allison Electronic Ignition Kits

This electronic ignition kit will give you a 35% increase in energy at the spark plugs! You retain your present distributor and coil and add the electronic module & sensor which replace your points and condenser. Complete and easy to install, this electronic conversion gives faster starting and cleaner running-better performance at all engine speeds! Works on cars with worn distributor bushings and wobbly breaker plates. Lifetime guarantee provided by the manufacturer, Allison, on this precision-crafted unit.

**4-Cylinder Kit**  
Fits MGA (except Twin Cam), MGB 1963 thru '74, Midget MkI-MkIII, Triumph TR2-TR4A, Spitfire 1962 thru '74, Austin-Healey 100-4 and Sprite.  
222-335 Reg. \$94.50 Sale \$89.95

**6-Cylinder Kit**  
Fits Triumph TR250, TR6, GT6 MkI-MkIII, Jaguar XK120-140-150 and Austin-Healey 100-6 & 3000.  
222-340 Reg. \$89.95 Sale \$84.95

**"AMCO" Accessory Luggage Racks**  
Fits MGA, MGB, Sprite-Midget and Triumph TR2-TR3B. Easily installed, these U.S. made racks are functional and well made! (Hole-spacing: 23 7/8" wide, 16 7/8" deep.)  
244-000 Reg. \$112.50 Sale \$104.95

**Detachable Luggage Rack**  
646-000 Reg. \$129.50 Sale \$119.95

**Battery Cut-Off Switch**  
This Lucas safety and anti-theft accessory is easily wired into your original battery cables, providing a master electrical power switch to covertly immobilize your car or eliminate the threat of fire in case of an inconvenient fuel leak.  
145-770 Reg. \$64.50 Sale \$57.50

**Chrome Headlamp Stone Guards**  
These chrome-plated stone guards are of heavy duty wire mesh construction and are easily installed. Protects your headlamps while adding a touch of class to the overall appearance of your car. Sold in pairs, complete with mounting hardware.  
222-100 Reg. \$14.95 Sale \$12.50

**Chrome Racing Mirrors**  
Made in the U.S. from precision castings, these 3 1/2" diameter racing mirrors have the true classic shape. These flat lens mirrors mount easily and securely to either fenders or doors. Sold individually.  
222-350 Reg. \$34.95 Sale \$29.95  
222-370 Reg. \$34.95 Sale \$32.95

**Connolly Hide Food**  
Monthly applications of this famous, easily applied cream keeps all leather clean, soft and supple.  
220-210 Reg. \$10.95 Sale \$9.95

# MOSS MOTORS, LTD.

## British Bargains!

PRICES VALID UNTIL OCTOBER 5, 1991

Sale Starts August 26, 1991

**Convertible Top Bar Chrome Retainer**  
Fits MGA, MGB, Sprite-Midget, Austin-Healey BN1, BN2, BN6 & BN7 and Jaguar XK120-140 roadsters.  
470-747 Reg. \$4.25 Sale \$3.85

**Copper Wire Wheel Knock-off Hammer**  
This traditional copper hammer removes even stubborn knock-offs with minimal risk of damage to the chrome. You'll find dozens of other uses for it around the shop as well!  
386-000 Reg. \$19.25 Sale \$17.25

**Dashboard Panel Light Switch & Rheostat**  
Fits MGA, MGB 1963-'67 and Triumph TR4-TR6. Supplied less knob.  
146-000 Reg. \$64.95 Sale \$59.95

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

**Fuel Tank Slushing Compound**  
This product puts a protective film on the entire surface of your gas tank to prevent rust from forming. Saves fuel line blockage and gas tank rust out. (Requires that your tank be removed for cleaning and slushing.)  
220-450 Reg. \$17.75 Sale \$16.50

**Headlamp Dust Seal**  
Mounts between chrome rim and light unit. Fits MGA, Bugeye Sprite, Triumph TR2 thru TR4 (b) 24600CT, and Austin-Healey 100-4 & 100-6. Sold individually.  
280-120 Reg. \$3.75 Sale \$3.25

**Lucas Battery Decal**  
This large 2" x 4" self-adhesive label features a gold metallic background with red Lucas logo.  
215-610 Reg. \$4.50 Sale \$3.75

**Lucas Convex Lens Fender Mirrors**  
Great reproductions of the ever popular teardrop base Lucas fender mirrors. Single stud mount, gasket and hardware included.  
165-300 Reg. \$9.95 Sale \$8.50  
165-210 Reg. \$9.95 Sale \$8.50

**MG Coffee Mug**  
Thick and sturdy to keep your coffee warm and resist breakage when dropped on the garage floor! Custom-designed handle works well with greasy hands.  
230-850 Reg. \$8.95 Sale \$7.95

**Moss Classic Color Spray Paints**  
Paintstakingly researched and specially formulated by us to provide you with the correct shades for the properly restored British sports car. (Surfaces must be properly primed to obtain correct colors/shades. Not designed to be applied to bare metal.) 12 oz. aerosol cans. These paints are "ozone-friendly".  
MG TC-TD-IF Dark Red Engine Paint 220-510 Reg. \$11.25 Sale \$9.25  
MGA & MGB Dark Red Engine Paint 220-540 Reg. \$11.25 Sale \$9.25  
Sprite-Midget Dark Olive Green Engine Paint 220-580 Reg. \$11.25 Sale \$9.25  
Austin-Healey Light Metallic Green Engine Paint 220-550 Reg. \$11.25 Sale \$9.25  
Disc/Wire Wheel Silver Paint 220-560 Reg. \$11.25 Sale \$9.25

**Multiple-Carburetor Synchronizer**  
Indispensable aid to proper balancing of multiple carburetors. Simple to use, it sure beats "listening to the hiss"!  
386-200 Reg. \$21.50 Sale \$19.95

**SlR/SFT Accessory Lamps**  
These Moss-made lamps are outstanding reproductions of the popular Lucas "576" lamps fitted to many British sports cars of the '50s and '60s. First class quality in all respects, these lamps are supplied complete with bulbs.  
162-700 Reg. \$75.95 Sale \$69.95  
162-800 Reg. \$75.95 Sale \$69.95

**Override Packing**  
Eight piece set, enough for all 4 overrides. Fits MG TD-TF, MGA, MGB, Sprite-Midget, Triumph TR4 thru TR250 and Austin-Healey 100-4 thru 3000.  
400-418 Reg. \$3.65 Sale \$3.25

**Spark Plug Clip**  
Fits MGA, MGB with side-entry distributor caps, and Sprite-Midget. Sold individually.  
171-620 Reg. \$5.95 Sale \$4.95

**Stainless Steel Exhaust Systems**  
The last exhaust system your car will need! Carefully constructed of heavy gauge stainless steel, these systems are designed to fit your car exactly as the original drawings specify. And yes, that good old British exhaust note is still there! Guaranteed for as long as you own your car.  
454-508 Reg. \$279.70 Sale \$259.95  
MG TD-TF 454-528 Reg. \$249.50 Sale \$234.95  
MGA 454-875 Reg. \$179.95 Sale \$169.95

**SU Carburetor Jet Wrench**  
Makes mixture adjustment simple on H and HS type SU carburetors. Keep one on your key ring or in your glove box!  
386-400 Reg. \$2.25 Sale \$1.75

**SU Carburetor Tool Kit**  
Specially manufactured for us, this handy little kit contains all the special tools that you will need to adjust and tune your dual or triple SU carburetors. You'll also find simplified instructions on mixture adjustment, float level, piston height and jet centering.  
386-300 Reg. \$14.95 Sale \$12.95

**Sun Visor**  
Fits MG TC-TD-TF, MGA, Triumph TR2 and TR3. Green tinted plexiglass with chrome fittings. This valuable accessory makes late afternoon driving much safer. Sold individually.  
240-300 Reg. \$19.95 Sale \$15.95

**Tail Lamp Lens Pad**  
Fits between lens and chrome base. For MGA 1500 & 1600, Bugeye Sprite, Triumph TR2 from TS1301 thru TR3B, and Jaguar XK140 & early XK150.  
159-100 Reg. \$2.65 Sale \$2.25

**The Ubiquitous U-Joint**  
This very common U-joint is used on the driveshaft of Triumph TR2 thru TR6, Jaguar XK120-140 and Austin-Healey 100-4, 100-6 & 3000.  
674-650 Reg. \$18.25 Sale \$16.95

**Tie Rod End Rubber Boot**  
Kits MG TD-TF, MGA, Sprite-Midget thru '69 and Austin-Healey 100-4, 100-6 & 3000.  
262-220 Reg. \$2.65 Sale \$2.25

**Upholstery Adhesive**  
An industrial grade upholstery adhesive perfect for installing Moss upholstery kits or fixing the family car. Available in quart cans to be brushed or sprayed.  
221-560 Reg. \$7.95 Sale \$7.25

**Vintage-type Seat Belts**  
Here's a great way to comply with the mandatory seat belt laws that many states are enacting. These quality belts have a vintage look, appropriate to earlier British sports cars not originally fitted with seat belts. Black belt with solid steel chrome-plated aircraft-style buckle. Sold individually.

**3-Point Seat Belt**  
222-205 Reg. \$34.95 Sale \$31.95  
**2-Point Seat Belt**  
222-235 Reg. \$17.50 Sale \$16.50

**Windshield Wiper Arm**  
Fits MGA and Austin-Healey 100-4 BN2 thru 3000 BT7. Sold individually.  
164-990 Reg. \$13.50 Sale \$11.25

**Windshield Wiper Blade**  
Fits MGA, Sprite-Midget thru '67, and Austin-Healey 100-4, 100-6 & 3000 except BJ7 & BJ8. Sold individually.  
164-980 Reg. \$10.75 Sale \$8.25

**Windshield Wiper Motor Assembly**  
Fits MG TF, Austin-Healey 100-4 BN1, Jaguar XK120 and Triumph TR2 & TR3 to TS12567. We have a limited supply of these original Lucas wiper motor units that easily bolt to your original motor gearbox.  
145-300 Reg. \$134.95 Sale \$124.95

**Wire Wheel Brush**  
With bristles shaped to get around spokes without damage to your knuckles, this heavy duty brush makes wire wheel cleaning easy.  
386-940 Reg. \$7.95 Sale \$6.75

**Zenith-Stromberg Carburetor Tool**  
An essential tool for mixture adjustment on late MGBs, Triumph TR6 & TR7, and Midget 1500s.  
386-310 Reg. \$9.95 Sale \$8.25

## AUSTIN-HEALEY Specials!

**Austin-Healey 100-4 Stellite Exhaust Valve**  
Constructed of stainless steel faced with hard wearing and highly burn resistant Stellite, these valves will considerably outlast stock ones. Sold individually.  
021-024 Reg. \$17.95 Sale \$14.50

**Austin-Healey 100-4 Trunk Liner Set**  
Tailored in our own upholstery shop of original type black hardura material.  
249-910 Reg. \$147.70 Sale \$132.50

**Austin-Healey 100-4 Water Pump**  
Supplied less pulley.  
021-065 Reg. \$136.95 Sale \$124.95

**Austin-Healey 100-4, 100-6 & 3000 Rear Fender Rust Repair Panels**  
These panels replace approximately the lower 10" of your rusted or damaged rear fender, between the wheel arch opening and door jamb.  
**Left Hand** 857-500 Reg. \$29.75 Sale \$24.50  
**Right Hand** 857-510 Reg. \$29.75 Sale \$24.50

**Austin-Healey 100-4, 100-6 & 3000 Steel Floorboard Panels**  
**Right Hand** 856-030 Reg. \$69.95 Sale \$63.95  
**Left Hand** 856-020 Reg. \$69.95 Sale \$63.95

**Austin-Healey 100-4, 100-6 & 3000 Steel Inner Sill Panel Assemblies**  
**Right Hand** 856-060 Reg. \$39.65 Sale \$34.50  
**Left Hand** 856-050 Reg. \$39.65 Sale \$34.50

**Austin-Healey 100-6 & 3000 Original Type Steering Wheels**  
Beautiful reproductions of the original banjo-style steering wheels! The adjustable wheel is supplied complete with adjusting nut & fits cars originally fitted with adjustable wheels only.  
**Adjustable Steering Wheel** 853-790 Reg. \$174.50 Sale \$149.95  
**Non-Adjustable Steering Wheel** 853-800 Reg. \$157.50 Sale \$129.95

**Austin-Healey 100-4, 100-6 & 3000**  
Steering Column Chrome Spring Cover  
For cars with adjustable steering columns only.  
260-130 Reg. \$13.90 **Sale \$11.25**



**Austin-Healey 100-4 Leather Seat Kits**  
In order to restore your Austin-Healey to original quality, design and workmanship, we manufacture these seat kits in our own upholstery shop. We use only the finest materials. Our leather is tanned and vat-dyed to the highest standards to insure durability. We're so confident of the quality of these kits that we guarantee 100% satisfaction or your money back upon return of the uninstalled kit!

**Black with Black Piping**  
246-670 Reg. \$519.95 **Sale \$479.95**  
**Black with Red Piping**  
246-690 Reg. \$519.95 **Sale \$479.95**  
**Black with White Piping**  
246-680 Reg. \$519.95 **Sale \$479.95**  
**Blue with Blue Piping**  
246-720 Reg. \$519.95 **Sale \$479.95**  
**Red with Red Piping**  
246-700 Reg. \$519.95 **Sale \$479.95**  
**Red with White Piping**  
246-710 Reg. \$519.95 **Sale \$479.95**  
**Tan with Tan Piping**  
246-730 Reg. \$519.95 **Sale \$479.95**

**Austin-Healey 100-4, 100-6 & 3000**  
Front Suspension Lower A-Arm Bushing  
Steel & rubber as original. Sold individually, 8 required per car.  
021-187 Reg. \$3.15 **Sale \$2.85**

**Austin-Healey 100-4, 100-6 & 3000**  
Front Engine Mount  
Sold individually, 2 required per car.  
021-341 Reg. \$18.95 **Sale \$16.50**

**Austin-Healey 100-4, 100-6 & 3000**  
Front Engine Rebound Mount  
Sold individually, 2 required per car.  
021-342 Reg. \$6.95 **Sale \$5.25**

**Austin-Healey 100-4, 100-6 & 3000**  
Rear Bumper Rubber Grommets  
**Right Hand**  
021-755 Reg. \$3.45 **Sale \$2.75**  
**Left Hand**  
021-756 Reg. \$3.45 **Sale \$2.75**

**Austin-Healey 100-4, 100-6 & 3000**  
Spin-On Oil Filter Adaptor  
Makes routine oil changing so much easier! This cleanly designed adaptor bolts directly to the cylinder block, eliminating the original filter head assembly completely. Allows you to use convenient spin-on oil filters instead of the original frustrating and messy canister type oil filters. Fits all 4-cyl. and 6-cyl. Big Healeys. Order spin-on filter #235-880 separately.  
635-840 Reg. \$26.95 **Sale \$23.95**

**Austin-Healey 100-6 & 3000**  
Anti-Sway Bar Link  
Supplied complete with hardware.  
661-810 Reg. \$12.95 **Sale \$10.75**

**Austin-Healey Anti-Sway Bar End Bush**  
Sold individually, 8 required per car.  
021-769 Reg. \$1.85 **Sale \$1.60**

**Austin-Healey 100-6 & 3000 Battery Tray**  
For cars with 12-volt battery.  
031-308 Reg. \$27.95 **Sale \$24.50**

**Austin-Healey 100-6 & 3000**  
Hood Air Intake Grille  
Fits 3000s up to (c)13750.  
870-120 Reg. \$68.85 **Sale \$62.50**

**Austin-Healey 100-6 & 3000**  
Radiator Grille Lower Surround  
Fits 100-6 thru 3000 (c)13750.  
870-100 Reg. \$35.45 **Sale \$29.95**

**Austin-Healey 3000**  
Radiator Grille Hood  
Fits 3000s from (c)13750 on.  
870-110 Reg. \$167.95 **Sale \$157.50**

**Austin-Healey 3000**  
Radiator Grille Surround  
Fits 3000s from (c)13750 on.  
031-361 Reg. \$324.95 **Sale \$304.95**

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

**Austin-Healey 100-6 & 3000**  
Upper Radiator Hose  
570-083 Reg. \$9.55 **Sale \$8.50**

**Austin-Healey 100-6 and 3000**  
Handbrake Cable  
021-389 Reg. \$33.95 **Sale \$29.95**

**Austin-Healey 100-6 & 3000**  
Heater Lever & Switch Assembly  
A great reproduction of the dash-mounted assembly that controls the water valve and blower motor.  
021-574 Reg. \$29.50 **Sale \$24.50**

**Austin-Healey 100-6 & 3000**  
Heater Control Panel  
021-575 Reg. \$13.95 **Sale \$11.25**

**Austin-Healey 100-4, 100-6 & 3000**  
Heater Control Cable  
Knob sold separately, order part #635-500.  
331-320 Reg. \$16.95 **Sale \$14.50**

**Austin-Healey 100-4, 100-6 & 3000**  
Cockpit Air Control Cable  
Supplied less knob.  
331-330 Reg. \$17.95 **Sale \$14.75**

**Austin-Healey 100-6/3000**  
Factory Workshop Manual  
The complete and comprehensive guide to your Austin-Healey. Incorporates all available factory information including in-depth coverage of all aspects of maintenance, repair and major overhaul.  
021-376 Reg. \$54.95 **Sale \$47.50**



**Austin-Healey 3000 BJ7 & BJ8**  
Black Vinyl Convertible Top  
Fits 3000 BJ7 from (b)59372 thru BJ8.  
021-533 Reg. \$245.00 **Sale \$234.95**

**Austin-Healey 3000 BJ8**  
Black Carpet Set  
Carefully patterned and cut in our own upholstery shop for proper fit and easy installation. This kit is constructed of superior 80/20% wool/synthetic short cut pile material manufactured in England exclusively for us. Supplied complete with the correct "Austin" rubber heelmat and all necessary snaps & studs.  
248-900 Reg. \$359.95 **Sale \$339.95**

**Austin-Healey 3000**  
Headlamp Rim  
164-080 Reg. \$27.50 **Sale \$24.50**

**Austin-Healey 3000**  
Headlamp Mounting Gasket  
Mounts between bucket assembly and fender.  
Fits 3000s from (c)18764 on.  
164-050 Reg. \$8.95 **Sale \$7.25**

**Austin-Healey 3000**  
Door Top to Window Seals  
Fits BJ7 and BJ8.  
**Right Hand**  
282-390 Reg. \$6.60 **Sale \$5.75**  
**Left Hand**  
282-380 Reg. \$6.60 **Sale \$5.75**

**Austin-Healey Vent Window Seals**  
Fits 3000 BJ7 and BJ8.  
**Left Hand**  
682-100 Reg. \$21.50 **Sale \$17.25**  
**Right Hand**  
682-090 Reg. \$21.50 **Sale \$17.25**

**Austin-Healey 3000 BJ7 & BJ8**  
Upholstery & Soft Trim  
Installation Video Tape  
Filmed in full color with conversational dialogue, this video is designed to make unfamiliar projects easy to understand. We'll take you through each and every step in detail. Tools and materials you will need are shown and you'll learn the tricks the pros use. With shop labor rates averaging \$50 an hour, this tape can quickly pay for itself. Follow a four hour installation of a trunk lining kit, carpet & panel kits, seat rebuilding and recovering, and convertible top.  
VHS 2-Tape Set  
211-025 Reg. \$99.95 **Sale \$89.95**

**Austin-Healey**  
Gearshift Lever Boots  
4-speed Side-shift Gearboxes Only.  
021-337 Reg. \$8.95 **Sale \$7.50**  
4-speed Centershift Gearboxes Only.  
021-338 Reg. \$9.45 **Sale \$8.25**

**Austin-Healey 3000 BJ7 & BJ8**  
Left Hand Door Glass  
021-860 Reg. \$179.30 **Sale \$164.50**

**Austin-Healey 3000 BJ8**  
Body Rubber Kit  
Fits from (c)26705 on. This complete kit includes virtually every rubber seal, grommet and strip found on your car's body.  
682-368 Reg. \$176.50 **Sale \$159.95**

**Austin-Healey Brake Hose**  
Fits front on 100-4 and 100-6. Fits rear on 100-4, 100-6 BN4 and 3000 BJ7 & BJ8.  
584-070 Reg. \$22.00 **Sale \$18.95**

**Austin-Healey**  
Chrome Trunk Handle  
Assembly  
Supplied complete with 2 keys.  
031-325 Reg. \$32.95 **Sale \$27.50**

**Austin-Healey**  
Cloth-Bound  
Wiring Harnesses  
Cloth outer binding over modern PVC insulated wires. Our harnesses are complete except for minor sub-harnesses such as steering column, overdrive and headlamp pigtails.  
**100-4 BN1 Wiring Harness**  
356-310 Reg. \$249.95 **Sale \$219.95**  
**3000 BN7, BT7 and BJ7 Wiring Harness**  
356-340 Reg. \$289.95 **Sale \$264.95**

**Austin-Healey Front Suspension**  
Upper Link Bushing  
Sold individually, 4 required  
282-310 Reg. \$1.60 **Sale \$1.40**

**JAGUAR**  
XK120-140-150  
Specials!

**Jaguar Factory**  
Service Manual  
Reprint of the original Jaguar XK120 shop manual, including all XK140 and XK150 supplements.  
011-753 Reg. \$99.50 **Sale \$94.50**

**Jaguar XK120-140 Roadster**  
Cockpit Rail End Plug  
Sold individually, 8 required per car.  
011-790 Reg. \$7.95 **Sale \$6.75**

**Jaguar XK120-140 Wiper Blade**  
Sold individually.  
011-289 Reg. \$11.95 **Sale \$9.25**

**Jaguar XK120**  
Cloth-Bound Wiring Harness  
Fits later cars with integral parking lamps. Cloth outer binding over modern PVC insulated wires. Our harnesses are complete except for minor sub-harnesses such as steering column, overdrive and headlamp pigtails.  
356-230 Reg. \$475.95 **Sale \$437.50**

**Jaguar XK120**  
Front Bumper Tapered Washer  
Sold individually, 4 required per car.  
011-739 Reg. \$8.95 **Sale \$7.50**

**Jaguar XK120**  
Hood Badge  
011-713 Reg. \$17.75 **Sale \$15.95**

**Jaguar XK140 Hood Badge**  
011-714 Reg. \$17.75 **Sale \$15.95**

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

**Jaguar XK120-140**  
Brake Master Cylinder  
For cars with standard system only.  
011-234 Reg. \$149.80 **Sale \$129.95**

**Jaguar XK120-140 Rear Wheel Cylinder**  
Fits cars with Salisbury axles only.  
011-243 Reg. \$124.50 **Sale \$113.95**

**Jaguar XK150-150S**  
Brake Servo Assembly  
011-247 Reg. \$733.25 **Sale \$689.95**

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

**Jaguar XK150 Exterior Door Handle**  
Supplied less lock assembly.  
011-711 Reg. \$49.95 **Sale \$43.50**

**Jaguar XK120-140-150**  
Front Suspension  
Lower Ball Pin  
011-922 Reg. \$103.35 **Sale \$92.75**

**Jaguar XK120-140-150**  
Lower A-Arm Bushing  
Sold individually, 8 required per car.  
011-934 Reg. \$5.75 **Sale \$4.50**

**Jaguar XK120-140-150**  
Upper A-Arm Bushing  
Sold individually, 8 required per car.  
011-916 Reg. \$4.95 **Sale \$3.75**

**Jaguar XK120-140-150**  
Upper Ball Joint Boot  
011-914 Reg. \$3.50 **Sale \$2.95**

**Jaguar**  
XK120-140-150  
Extruded Rubber  
Body Seals  
Each seal sold by the running foot.  
Type 1 is used as a door sill seal on all XK120s, 140s and 150s (6 feet required), as a door hinge pillar seal on XK120-140 roadsters & FHC (4 feet required) and as a front luggage compartment seal on XK120 roadsters and FHC (3 feet required).  
Type 2 is used as a door shut face pillar seal on XK140s except roadsters, and all XK150s (6 feet required), as a windshield to cowl seal on XK120 & 140 roadsters (4 feet required), and as a trunk lid seal on all XK150s (8 feet required).

**Type 1**  
011-733 Reg. \$1.65 **Sale \$1.35**  
**Type 2**  
011-746 Reg. \$1.65 **Sale \$1.30**

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

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

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

**Jaguar XK120-140-150**  
Hub Cap Medallion  
011-759 Reg. \$9.95 **Sale \$7.95**

**Jaguar XK120-140-150**  
Ignition Wire Carrier  
031-923 Reg. \$22.95 **Sale \$19.95**

**Jaguar XK120-140-150**  
Jack Hole Cover  
011-876 Reg. \$16.95 **Sale \$14.25**

**M G T C . T D . T F**  
Specials!

**MG TD-TF**  
Round Tail Lamp Chrome Rim  
Fits TDs from (c)21303 on.  
158-400 Reg. \$3.50 **Sale \$3.15**

**MG TD-TF**  
Steering Rack Seal  
Sold individually.  
280-560 Reg. \$8.25 **Sale \$6.25**

**MG TD-TF**  
Steering Wheel  
Beautiful reproduction of the original banjo-style steering wheel!  
454-230 Reg. \$169.50 **Sale \$147.50**

**MG TD-TD-TF**  
Steering Column Spring Cover  
260-130 Reg. \$13.90 **Sale \$11.25**

**MG TD-TF**  
Steering Column Spring Cover Cap  
262-240 Reg. \$2.95 **Sale \$2.50**

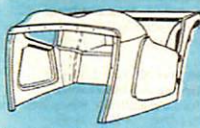
**MOSS**  
Moss Motors, Ltd.  
P.O. Box 847  
Goleta, California 93116  
805-968-1041

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

# MG TC-TD-TF

## Specials!

**Complete MG TD Body Tub**  
If you have been contemplating purchasing a new body tub for your TD, now is the time!



Manufactured in the U.K. to very exacting standards, these body tubs incorporate wooden body timbers made from select kiln-dried ash, and steel body panels that have been either pressed or hand-formed over permanent dies prior to being etched, primed and mounted to the framework. Doors are pre-hung and perfectly aligned. Shipped free from our Goleta, California warehouse! Call one of our sales advisors for further details today!  
459-510 Reg. \$8495.00 Sale \$7,895.00

**MG TC Red Leather Seat Kit**  
Our leather seat kits are perfect reproductions of the originals, with luxurious leather seating surfaces and vinyl non-wearing surfaces as original. Proper pleat placement and correct stitching make our's the best seat upholstery kits you can buy!  
245-000 Reg. \$424.95 Sale \$399.95

**MG TC Steering Gearbox Assembly**  
Complete and ready-to-install with Tompkins kit already fitted! These steering boxes incorporate needle roller bearings for the sector shaft and top column to minimize all unnecessary friction.  
453-128 Reg. \$745.00 Sale \$719.95

**MG TC-TD Chrome Hood Handle Set**  
Complete set of 2 left and 2 right hand handles.  
406-868 Reg. \$59.95 Sale \$44.95

**MG TC-Radiator Chrome Radiator Shell**  
Save now on this quality reproduction!  
454-757 Reg. \$479.95 Sale \$439.95

**MG TC-TD Chrome Seat Back Bracket**  
406-110 Reg. \$19.95 Sale \$16.95

**MG TC-TD Dash Bulb Socket**  
142-700 Reg. \$4.45 Sale \$3.95

**MG TC-TD Hood Buffer Plate & Pad Set**  
Complete set of four.  
406-828 Reg. \$23.95 Sale \$20.95

**MG TC-TD Horn Push/Dipper Switch**  
An exact reproduction, fits up to TD (c) 18882.  
140-700 Reg. \$39.95 Sale \$34.95

**MG TC-TD Ignition Warning Lamp**  
Red lens.  
142-200 Reg. \$27.50 Sale \$23.95

**MG TC-TD Windshield Wiper Idler Bearing**  
Later TD's used 2. Sold individually.  
160-600 Reg. \$6.95 Sale \$5.25

**MG TC-TD Wiper Motor Cover**  
Genuine NOS Lucas wiper motor cover with the proper black crackle finish. Chrome switch lever included.  
Supply limited to stock on hand.  
145-315 Reg. \$26.90 Sale \$23.50

**MG TC-TD-TF Camshaft Timing Sprocket**  
433-430 Reg. \$69.95 Sale \$62.95

**MG TC-TD-TF Chrome Side Curtain Socket**  
Fits in the door top. Sold individually.  
405-400 Reg. \$6.50 Sale \$5.25

**MG TC-TD-TF Engine Block Rear Upper Main Oil Thrower**  
433-410 Reg. \$26.75 Sale \$21.95

**MG TC-TD-TF Fender Lamp Socket Assembly**  
Double contact type for use with turn signals.  
157-600 Reg. \$20.80 Sale \$17.25

**MG TD-TF Clutch Rod Lever**  
Supplied complete with bushing.  
190-400 Reg. \$26.50 Sale \$18.50

**MG TC-TD-TF Side Curtain Fixing Chrome Nut**  
Sold individually, 4 required per car.  
405-100 Reg. \$4.95 Sale \$3.75

**MG TC-TD-TF Tachometer Reduction Gearbox Drive Coupling**  
360-040 Reg. \$17.50 Sale \$14.50



**MG TC Original Duck Convertible Top**  
This is the early style TC top with two small rear windows. The single-ply light khaki duck material was reproduced by us for those of you who wish to restore your car to true original condition. Carefully tailored in our own upholstery shop to match the original style and fit. Includes all necessary mounting hardware.  
241-900 Reg. \$287.95 Sale \$269.95

**MG TC-TD-TF Haartz Canvas Convertible Top Kits**  
Multi-ply Haartz canvas, tailored in our own upholstery shop to exacting standards. Includes all necessary mounting hardware.

**TC Tan Canvas Top**  
Early cars with split rear window.  
241-905 Reg. \$348.95 Sale \$329.95

**TC Tan Canvas Top**  
Later cars with single rear window.  
241-970 Reg. \$276.50 Sale \$259.95

**TD 2-Bow Tan Canvas Top**  
Cars with 2 free-standing metal top bows only.  
242-070 Reg. \$276.50 Sale \$259.95

**TD 2-Bow Black Canvas Top**  
Cars with 2 free-standing metal top bows only.  
242-050 Reg. \$276.50 Sale \$259.95

**TD 3-Bow Black Canvas Top**  
Cars with 3 free-standing metal top bows only.  
242-150 Reg. \$276.50 Sale \$259.95

**TD 3-Bow Tan Canvas Top**  
Cars with 3 free-standing metal top bows only.  
242-170 Reg. \$276.95 Sale \$259.95

**TF Tan Canvas Top**  
242-270 Reg. \$276.50 Sale \$259.95

**MG TC-TD-TF Tan Canvas Side Curtain Covering Kits**  
Our side curtain covering kits duplicate exactly the size and fit of the originals and, because they're crafted from the same multi-ply Haartz tan canvas material, will match our tan canvas top kits perfectly. The finishing strips supplied in all of our kits have "spoon" ends, correct for TD and TF.  
**TC Side Curtain Covering Kit**  
256-500 Reg. \$269.95 Sale \$249.95  
**TD 2-Bow Side Curtain Covering Kit**  
256-600 Reg. \$269.95 Sale \$249.95  
**TD 3-Bow Side Curtain Covering Kit**  
256-700 Reg. \$269.95 Sale \$249.95  
**TF Side Curtain Covering Kit**  
256-800 Reg. \$269.95 Sale \$249.95

**MG TD Tan Canvas 1/2 Tonneau Cover**  
Multi-ply tan Haartz canvas, tailored in our own upholstery shop for a beautiful fit. Includes all necessary mounting hardware.  
241-255 Reg. \$163.95 Sale \$149.95

**MG TD Original Duck Canvas Tonneau Cover**  
For the discriminating enthusiast who demands authenticity.  
241-260 Reg. \$217.95 Sale \$204.95

**MG TC Tan Canvas Tonneau Cover**  
Beautifully tailored in our own upholstery shop of Haartz multi-ply tan canvas.  
241-150 Reg. \$294.25 Sale \$269.50

**MG TD Black Canvas Tonneau Cover**  
Beautifully tailored in our own upholstery shop of Haartz multi-ply black canvas.  
241-240 Reg. \$293.50 Sale \$269.95

**MG TD-TF Tan Canvas Spare Tire Cover**  
Fits cars with disc wheels only. Beautifully tailored in the same Haartz multi-ply tan canvas as our tops and tonneau covers.  
241-740 Reg. \$98.95 Sale \$89.95

**MG TC-TD-TF Valve Cover Oil Filler Cap**  
For original valve covers only.  
433-490 Reg. \$13.95 Sale \$10.50

**MG TC-TD-TF Water Pump Pulley**  
434-060 Reg. \$43.50 Sale \$37.50

**MG TC-TD-TF Wind Wing Set**  
This ever popular traditional accessory really helps to eliminate annoying side drafts. Large clear plexiglass panels are mounted to fully adjustable chrome fixing brackets. Easily installed without drilling and compatible for use with side curtains. Sold as a pair.  
240-100 Reg. \$44.50 Sale \$39.95

**MG TD-TF First Gear**  
441-020 Reg. \$241.45 Sale \$224.95

**MG TD Seat Squab & Cushion Assembly**  
Even the best upholstery kit won't look right if the foundation isn't up to par. This great reproduction uncovered seat back and cushion assembly is made in England and comes complete with plywood bases, springs and foam padding as original.  
456-595 Reg. \$424.95 Sale \$385.95

**MG TD Walnut Veneer Dashboard**  
For later cars with dish-faced speedo & tach. from (c)10779 on. This fine quality finished walnut veneer dashboard adds a beautiful and distinctive touch to your TD.  
233-665 Reg. \$265.00 Sale \$249.95

**MG TD-TF Carpet Kit**  
(Fits LHD cars from (c)4237 on.) Our carpet sets are carefully tailored in our own upholstery shop using fine English wool-blend carpeting woven exclusively for us. Carpet sets include all snaps and rubber heel mats. are bound only where original, and include jute padding where originally fitted. Set includes a leather gear shift boot, rear decks were not originally carpeted.  
454-478 Reg. \$259.50 Sale \$244.50

**MG TD-TF Front Suspension Lower Wishbone Arm**  
Sold individually, 4 required.  
264-020 Reg. \$16.50 Sale \$14.50

**MG TD-TF Front Suspension Rebound Buffer Spacer**  
264-060 Reg. \$5.95 Sale \$5.25

**MG TC-TD-TF Complete Body Rubber Sets**  
These complete kits include virtually every rubber seal, grommet and strip found on your car's body!  
**TC Body Rubber Set**  
281-508 Reg. \$152.50 Sale \$134.50  
**TD Body Rubber Set**  
281-518 Reg. \$121.50 Sale \$109.95  
**TD Body Rubber Set**  
(late cars with round tail lamps)  
281-528 Reg. \$126.50 Sale \$109.95  
**TF Body Rubber Set**  
281-538 Reg. \$131.50 Sale \$114.95

**MG TD-TF Door Striker Plate & Wedge Assembly**  
Includes mounting screws.  
401-408 Reg. \$24.95 Sale \$19.95

**MG TD-TF Exterior Chrome Door Handle Set**  
Set includes 2 handles, 2 gaskets and 4 mounting screws.  
401-608 Reg. \$38.95 Sale \$32.50

**MG TD-TF Chrome Bumper Bars**  
Triple chrome plated for lasting beauty and durability. Brackets, overriders, etc., sold separately.  
**TD-TF Front Bumper Bar**  
453-010 Reg. \$72.50 Sale \$64.50  
**TF Rear Bumper Bar**  
453-030 Reg. \$72.50 Sale \$64.50

**MG TD-TF Bumper Overrider**  
Supplied complete with mounting bolt. Fits both front and rear bumper. Don't forget to order our overrider packing set #400-418, also on sale and listed in the multi-marque section.  
454-010 Reg. \$24.90 Sale \$21.50

**MG TD-TF Rear Bumper Bracket**  
Sold individually.  
454-030 Reg. \$18.50 Sale \$14.95

**MG TC Rear Gearbox Mount**  
410-040 Reg. \$37.35 Sale \$32.50

**MG TD-TF Front Engine Mount**  
411-010 Reg. \$12.40 Sale \$10.75

**MG TD-TF Original Type Brake/Fuel Line Clip**  
Sold individually, 10 required per car.  
326-326 Reg. \$2.95 Sale \$2.50

**MG TD-TF Ring & Pinion Interchanges Book**  
This detailed step-by-step manual by Carl Cederstrand of the Vintage MG Club of Southern California covers the somewhat involved process of converting TD-TF rear axles to accept MGA or MG ZA-ZB crown wheels and pinions. These later gear sets were produced in a variety of ratios which are better suited to today's highway driving.  
212-350 Reg. \$9.95 Sale \$8.50

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

**MG TC-TD-TF Interior Mirror**  
165-090 Reg. \$29.75 Sale \$24.50

# MGA Specials!

**MGA "1600" Chrome Medallion**  
Fitted to trunk lid and front cowl. Sold individually, 3 required.  
408-410 Reg. \$6.95 Sale \$5.75

**MGA 1500 Convertible Tops**  
These are our single-window, early 1500 style tops. Manufactured in our own upholstery shop to exacting standards from the finest materials!  
**Black Canvas**  
242-355 Reg. \$298.95 Sale \$274.50  
**Tan Canvas**  
242-350 Reg. \$298.95 Sale \$274.50  
**Black Vinyl**  
242-330 Reg. \$210.95 Sale \$199.95

**MGA 1500 Front Parking Lamp Lens**  
Supplied complete with rim.  
158-900 Reg. \$15.95 Sale \$12.50

**MGA 1500 Rear Lamp Assembly Plinth Pad**  
Fits between plinth and body, sold individually.  
280-960 Reg. \$7.95 Sale \$6.25

**MGA 1500-1600 Oil Pan**  
460-370 Reg. \$181.15 Sale \$169.95

**MGA 1600 & MkII Front Parking Lamp Lens**  
Sold individually. Complete with rim.  
164-200 Reg. \$16.95 Sale \$14.25

**MGA 1600 Front Disc Brake Pad Set**  
182-210 Reg. \$38.80 Sale \$34.95

**MGA 1600 Rear Lamp Assembly Plinth Pad**  
Fits between plinth and body, sold individually.  
280-970 Reg. \$9.45 Sale \$8.50

**MGA Air Congrol Cable Knob**  
Fits both air control and demist control cables. Sold individually.  
150-880 Reg. \$2.95 Sale \$2.60

**MGA Air Intake Chrome Vent Grille**  
Requires four speednuts, #325-510, available separately.  
471-010 Reg. \$9.95 Sale \$7.75

**MGA Aluminum Frame Cover Set**  
This four piece ribbed-aluminum set covers the exposed frame sections in your interior.  
240-500 Reg. \$29.12 Sale \$26.50

**MGA Black Canvas Tonneau Covers**  
Beautifully constructed of Haartz multi-ply black canvas. The "short" style tonneau cover mounts on the rear cockpit rail, while the "long" style mounts just behind the rear cockpit rail.  
**Short Style Tonneau Cover**  
241-560 Reg. \$145.60 Sale \$132.95  
**Long Style Tonneau Cover**  
241-570 Reg. \$145.60 Sale \$132.50

**MGA Fuel Line Banjo Fitting**  
Mounts to rear carburetor float bowl.  
370-140 Reg. \$7.75 Sale \$6.50

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

**MGA Fuel Tank Sending Unit**  
360-280 Reg. \$54.75 Sale \$44.95

**MGA Gas Cap**  
A really nice reproduction of the original "lift lever" cap.  
470-190 Reg. \$19.95 Sale \$16.50

**MGA Gearbox Gasket Set**  
296-440 Reg. \$8.95 Sale \$7.50

**MGA Green Turn Indicator Lamp Jewel**  
151-500 Reg. \$5.90 Sale \$4.75

**MGA Coupe Rear Window Set**  
Complete 3-piece set, engineered for a perfect fit.  
456-438 Reg. \$375.50 Sale \$349.50



**MGA Black Trunk Carpet Set**  
Dress up the trunk area of your MGA with our optional trunk carpet set. The 100% synthetic material matches exactly our standard grade interior carpet sets.  
242-815 Reg. \$81.95 Sale \$69.95

**MGA Black Spare Tire Cover**  
Use in conjunction with our optional trunk carpet set listed above and REALLY dress up your MGA's trunk area! The 100% synthetic material matches exactly our standard grade interior carpet sets and trunk carpet kit.  
242-465 Reg. \$86.95 Sale \$79.95

**MGA Body Mounting Packing Set**  
This item is a must if you are doing a body-off restoration! This complete 28 piece set contains every packing piece fitted between the frame and body on your MGA.  
281-778 Reg. \$53.95 Sale \$48.95

**MGA Body Rubber Kits**  
These complete kits include virtually every rubber pad, seal, buffer and grommet found on your car's body!  
**1500 Roadster**  
281-708 Reg. \$148.50 Sale \$129.95  
**MkII Roadster**  
281-748 Reg. \$144.95 Sale \$124.95

**MGA Breather Hose**  
Fits between valve cover and air filter.  
372-050 Reg. \$6.95 Sale \$5.25

**MGA Chrome Side Curtain Socket**  
470-570 Reg. \$3.95 Sale \$3.50

**MGA Cockpit Air Control Cable**  
Supplied less knob.  
331-330 Reg. \$17.95 Sale \$14.75

**MGA Convertible Top Rear Retainer Bar**  
244-200 Reg. \$15.95 Sale \$13.50

**MGA Crankshaft Pulley**  
460-450 Reg. \$89.90 Sale \$74.65

**MGA Door Buffer Pad**  
280-680 Reg. \$1.55 Sale \$1.35

**MGA First Gear & Hub Assembly**  
461-470 Reg. \$279.50 Sale \$249.95

**MGA Front Bumper Set**  
This is the 3 main sections. While not exactly Concours quality, these are attractive bumpers at an attractive price!  
454-880 Reg. \$67.90 Sale \$63.50

**MGA Front Disc Brake Rotor**  
Fits all except Twin Cam and MkII Deluxe.  
182-180 Reg. \$65.35 Sale \$59.95

**MGA Front Shock Absorber**  
Brand new, not rebuilt!  
Sold individually.  
264-800 Reg. \$156.95 Sale \$144.95

**MGA Front Suspension Lower Wishbone Arm**  
Sold individually, 4 required.  
264-020 Reg. \$16.50 Sale \$14.50

**MGA Front Suspension Rebound Buffer**  
264-290 Reg. \$11.95 Sale \$9.50

**MGA Front Suspension Swivel Knuckle Distance Tube**  
Sold individually, 4 required per car.  
264-070 Reg. \$4.75 Sale \$4.25

**MGA Grommet Set**  
Complete 52 piece set. Virtually every grommet found on your MGA!  
281-848 Reg. \$27.50 Sale \$24.95

**MGA Hand Brake Cable**  
Fits disc wheel cars only. Does not fit MkII Deluxe or Twin Cam.  
331-100 Reg. \$17.45 Sale \$15.95

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

**MGA Heater Control Valve**  
360-410 Reg. \$24.95 Sale \$21.95

**MGA Original Type Front Air Cleaner Assembly**  
372-120 Reg. \$24.95 Sale \$22.50

**MGA Rear Axle Bump Rubber**  
267-650 Reg. \$7.95 Sale \$7.25

**MGA Rear Leaf Spring**  
Sold individually but we highly recommend replacing road springs in pairs.  
454-840 Reg. \$68.95 Sale \$59.95

**MGA Distributor Vacuum Pipe Assembly**  
Complete assembly including pre-bent pipe, fittings, trap and clip.  
163-620 Reg. \$19.95 Sale \$17.25

**MGA Rear License Plate Mounting Bracket**  
451-290 Reg. \$19.95 Sale \$15.75

**MGA Roadster Door Hinge**  
Sold individually, 4 required per car.  
470-960 Reg. \$42.50 Sale \$37.50



**MGA Roadster Original Combination Upholstery Kits**  
These are our original combination upholstery kits, incorporating our famous leather seat kit with a deluxe panel and trim kit. Made from the best materials available, carefully cut and sewn in our own upholstery shop, these upholstery kits are designed to give professional results! If you have been planning to restore the interior of your MGA, now is the time!

**Black with Black Piping**  
246-008 Reg. \$611.95 Sale \$589.95  
**Black with Blue Piping**  
246-038 Reg. \$611.95 Sale \$589.95  
**Black with Red Piping**  
246-018 Reg. \$611.95 Sale \$589.95  
**Black with White Piping**  
246-028 Reg. \$611.95 Sale \$589.95  
**Tan with Tan Piping**  
246-058 Reg. \$611.95 Sale \$589.95  
**Red with Red Piping**  
246-048 Reg. \$611.95 Sale \$589.95  
**Grey with Grey Piping**  
246-068 Reg. \$611.95 Sale \$589.95  
**Blue with Blue Piping**  
246-078 Reg. \$611.95 Sale \$589.95

**MGA Roadster Windshield Glass**  
456-070 Reg. \$179.95 Sale \$169.95

**MGA Roadster Wood Door Top Rails**  
**Left Hand**  
453-255 Reg. \$14.95 Sale \$12.95  
**Right Hand**  
453-260 Reg. \$14.95 Sale \$12.95

**MGA Roadster Wood Top Header Rail**  
453-250 Reg. \$24.90 Sale \$20.95

**MGA Speedometer Cable**  
Left hand drive cars only.  
331-110 Reg. \$13.25 Sale \$11.95

**MGA Steering Column Chrome Spring Cover**  
260-130 Reg. \$13.90 Sale \$11.25

**MGA Steering Column Spring Cover Cap**  
262-240 Reg. \$2.95 Sale \$2.50

**MGA Threshold Plate Set**  
Made of polished ribbed aluminum, these attractive covers come complete with mounting screws. Covers & protects your sills from scuffs.  
240-600 Reg. \$15.90 Sale \$12.95

**MGA Wind Wing Set**  
This ever popular traditional accessory really helps to eliminate annoying side drafts. Large clear plexiglass panels are mounted to fully adjustable chrome fixing brackets. Easily installed without drilling and compatible for use with side curtains. Sold as a pair.  
240-200 Reg. \$43.50 Sale \$37.50

**MGA Windshield Frame Grab Handle Packing**  
472-090 Reg. \$1.25 Sale \$1.00

**MGA Windshield Post Grommet**  
280-740 Reg. \$3.90 Sale \$3.20

## M G B Specials!

**1980 MGB Distributor**  
Fits the 1980 model year except California spec. cars.  
142-980 Reg. \$169.50 Sale \$124.50

**MGB 1975-'80 Factory Workshop Manual**  
Published by Robert Bentley. This reprint of the official factory service manual is the most complete and authoritative available. Don't start turning wrenches on your car without one!  
215-325 Reg. \$35.00 Sale \$29.95

**MGB Battery Box**  
Fits 1963 thru 74 1/2 (cars originally fitted with two 6-volt batteries). These moulded, high-impact, corrosion resistant battery boxes will completely support the battery even if the bottom of the original battery box has rotted away! You can also fit a single group 21 or 26 12-volt battery to one side, using the alternate empty box for emergency spares or random storage.  
241-040 Reg. \$27.95 Sale \$26.95



**MGB Big Bore Stainless Steel Exhaust System**  
Fits 1963 thru 74. If you need a stainless exhaust system due to local weather conditions, but want the performance of a free-flow system, this system is for you! This large pipe diameter system eliminates the front silencer but incorporates a larger capacity free-flow rear silencer with a polished tip. Not legal for sale or use in California on pollution-controlled motor vehicles. Other states may have similar regulations, please check local laws before ordering.  
444-155 Reg. \$248.90 Sale \$239.95

**MGB Black Vinyl Convertible Top Cover**  
Fits 1971-'80; roadsters from (c)219001 on. Supplied complete with all necessary snaps and studs.  
241-485 Reg. \$199.95 Sale \$179.95



**MGB Black Vinyl Convertible Tops**  
These are top quality replacement tops that duplicate the originals in all respects. Supplied complete with all snaps & fasteners, but does not include the header rail or rear anchor bar.

**1971 to '76 with Fixed Rear Window**  
242-645 Reg. \$179.95 Sale \$169.95  
**1977 to '80 with Zip-out Rear Window**  
(Can be fitted to 1971 to '76 MGBs as well.)  
242-655 Reg. \$177.95 Sale \$169.95

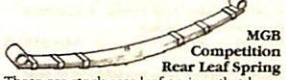
**MGB Black Vinyl Gear Shift Lever Boot**  
Incorporates rubber grommet. Originally fitted to 1973-'80 but looks great on 1968-'72 MGBs as well.  
282-880 Reg. \$14.95 Sale \$12.50



**MGB Body Side Moulding Set**  
Complete set of all 6 pieces. Order mounting hardware separately if needed.  
453-488 Reg. \$29.95 Sale \$25.95

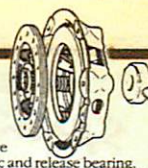
**MGB Brake Master Cylinder**  
Fits 1968 to '74 1/2 cars with dual-line, non-servo brake systems. Roadsters from (c)138401 to 360300/GTs from (c)139472 to 361000.  
180-765 Reg. \$164.95 Sale \$152.50

**MGB Chrome Tail Lamp Rim**  
Fits 1963 thru '69. Sold individually.  
164-790 Reg. \$23.75 Sale \$18.95



**MGB Competition Rear Leaf Spring**  
These are stock rear leaf springs that have been de-arched, thereby lowering the ride height of your car approximately 1 1/4", yet retaining the standard spring rate. Sold individually, but these springs must be fitted in pairs. Fits all 1963 thru '80.  
454-755 Reg. \$91.45 Sale \$81.95

**MGB Complete Clutch Kit**  
This complete kit includes a new original-type pressure plate, new clutch disc and release bearing.  
190-808 Reg. \$109.95 Sale \$99.95



**MGB Cowl Air Intake Grille**  
471-020 Reg. \$21.75 Sale \$20.50

**MGB Cylinder Head Gasket Set**  
Fits 1963 thru '74. This complete set includes virtually every engine gasket from the cylinder head gasket upwards.  
297-300 Reg. \$30.95 Sale \$27.95



**MGB Dash Panel Pad**  
At last you can replace the cracked and peeling dash pad on your 1968-'71 MGB with this beautiful and authentic reproduction. These pads are detailed exactly like the originals (even the pebble-grain is exactly the same!), and come with moulded foam backing for an exact fit and smooth installation. Comes with two pages of detailed and illustrated mounting instructions.  
453-720 Reg. \$139.95 Sale \$129.95

**MGB Dashboard Courtesy Light Lens & Bezel**  
Fits 1968-'76. Roadsters from (c)138401 to 41001/GTs from (c)139471 to 367803.  
158-925 Reg. \$14.95 Sale \$11.50

**MGB Dastop Repair Panel**  
Fits 1977-'80. Our fully molded black ABS vinyl dash top pad repair panel quickly and easily glues on the top of your existing dash, covering those unsightly cracks. Makes even badly sun-cracked dash tops look fresh again! Supplied complete with adhesive and installation instructions.  
453-905 Reg. \$50.55 Sale \$44.95



**MGB Deluxe Carpet Sets**  
Correct for 1977 thru '80 roadsters and GTs, but can be fitted to 1968 thru '76 cars as well, for those owners that wish to have areas originally fitted with rubber mats be fully carpeted. Carefully patterned and cut of fine-quality cut-pile material similar to the original. Kit includes a rubber heel mat and all necessary snaps and studs. Outstanding quality and value!

**Black Carpet Set**  
244-320 Reg. \$312.75 Sale \$289.95  
**Medium Brown Carpet Set**  
244-340 Reg. \$312.75 Sale \$289.95

**MGB Original-Style Black Carpet Set**  
Correct for 1968 thru '76. Includes carpeting for original factory carpeted areas only (front kick panels, transmission tunnel, rear shelf and rear wheel arches). As with our deluxe carpeting kits listed above, this kit is carefully patterned and cut of fine-quality cut-pile material similar to the original and includes all necessary snaps and studs.

**Black Carpet Set**  
244-350 Reg. \$312.50 Sale \$199.95

**MGB Distributor Advance Vacuum Pipe Assembly**  
Fits 1963-'67; all cars with 18G, GA and GB engines. Supplied complete with compression fitting, clip and flame trap as original.  
163-640 Reg. \$19.95 Sale \$17.50

**MGB Door Top to Window Seals**  
Fits both roadsters and GTs.  
**Right Hand**  
282-390 Reg. \$6.60 Sale \$5.75  
**Left Hand**  
282-380 Reg. \$6.60 Sale \$5.75

**MGB Headlamp Mounting Gasket**  
164-060 Reg. \$7.95 Sale \$6.50

**NOTICE!**  
**PRICES EXTENDED!**  
The prices in your current Price List/Update have been extended through October 5, 1991.

**MOSS**  
**Moss Motors, Ltd.**  
P.O. Box 847  
Goleta, California 93116  
805-968-1041  
800-235-6954 Toll-Free in U.S.A. & Canada  
805-968-6910 24 Hour Worldwide FAX

# MGB Specials!

## MGB Fender Covers

Specially tailored by Moss Motors to fit MGB fenders, with clearance slots to fit around the radiator core support. These attractive and practical fender covers are emblazoned with the MG octagon and "Safety Fast", provide a tailored tray to rest your tools while working on your MGB without marring your paint. Sold individually.

242-870 Reg. \$39.95 Sale \$32.50

**MGB Front Bumper Overrider**  
Fits 1963-'69 roadsters to (c)187210 and GTs to 187840. Sold individually.  
454-310 Reg. \$21.50 Sale \$19.95

**MGB Front Engine Mount**  
Fits roadsters from (c)360301/GTs from 361001 on.  
413-060 Reg. \$8.65 Sale \$7.75

**MGB Front Grille Badge**  
1970 thru '72  
Roadsters from (c)187211 to 294250/GTs from (c)187841 to 296000.  
201-060 Reg. \$6.95 Sale \$5.95

**MGB Front Grille Badge**  
1973 thru '74 1/2  
Roadsters from (c)294251 to 360300/GTs from (c)296001 to 361000.  
201-070 Reg. \$6.25 Sale \$5.65

**MGB Front Shock Absorber**  
Brand new, not rebuilt! Sold individually.  
264-360 Reg. \$179.95 Sale \$164.95

**MGB Front Side Lamp Lens**  
Clear lens, fits 1963 thru '69.  
164-810 Reg. \$8.95 Sale \$7.50

**MGB Front Suspension Fulcrum Pin Bushing**  
Sold individually, 4 required  
282-310 Reg. \$1.60 Sale \$1.40

**MGB Front Suspension Lower Wishbone Arm**  
Fits left and right hand rear. Sold individually.  
264-020 Reg. \$16.50 Sale \$14.50

**MGB Front Suspension Shortened Bump Stop**  
These special, shortened front suspension bump stops are required when your MGB has been lowered by means of our competition road springs, so that full suspension travel can still be obtained. Sold individually.  
266-590 Reg. \$34.95 Sale \$29.95

**MGB Fuel Tank Filler Neck Ferrule**  
Fits roadsters to (c)447000/all GTs.  
282-630 Reg. \$3.75 Sale \$3.25

**MGB Fuel Tank Sending Unit**  
Fits approximately 1965 to early '77. (Roadsters from (c)48766 thru 415000/all GTs.) Replaces stamped steel type units marked TF4001/500 & KP7118/00.  
360-660 Reg. \$24.75 Sale \$22.50

**MGB Grille Bar**  
This traditional "AMCO" style grille bar looks great and protects your grille from parking lot damage.  
244-110 Reg. \$57.40 Sale \$49.95

**MGB Hand Brake Cable**  
Fits disc wheel roadsters to (c)132922.  
331-100 Reg. \$17.45 Sale \$15.95

**MGB Heater Control Valve**  
360-410 Reg. \$24.95 Sale \$21.95

**MGB Interior Window Regulator Handle**  
Fits 1968-'80. (Roadsters from (c)138401; GTs from (c)1389472.)  
472-520 Reg. \$4.25 Sale \$3.75

**MGB Late Factory-Style Right Hand Door Mirror**  
Black finish. Originally fitted to rubber-bumpered cars, this factory mirror can easily be fitted to all year models.  
165-195 Reg. \$25.40 Sale \$21.50

**MGB License Plate Support Plate**  
Fits the front of all models and the rear of roadsters thru (c)339094 and GTs thru (c)339471.  
451-285 Reg. \$19.75 Sale \$17.50

# MOSS MOTORS, LTD.

## British Bargains!

PRICES VALID UNTIL OCTOBER 5, 1991

**MGB Major Front Suspension Kit**  
This kit includes every bushing, washer, spacer, seal (even king pins!) that you'll need to completely rebuild your front suspension.  
264-408 Reg. \$142.50 Sale \$132.50

**MGB MG-Crested Rostyle Wheel Lug Nuts**  
These are similar to the factory nuts, but are stamped with a decorative MG crest. Sold individually, 16 required.  
264-985 Reg. \$3.25 Sale \$2.75

**MGB Nylontron Suspension Bushings**  
Intended primarily for competition purposes, the nylon and molybdenum disulphide compound used in these bushings is designed to withstand high load conditions with low rotational movement, producing good lateral control while allowing more positive vertical suspension movement. Sold individually.

**A-Arm Bushing**  
8 required per car.  
280-475 Reg. \$1.95 Sale \$1.65

**Rear Spring Shackles Pin Bushing**  
8 required per car.  
267-545 Reg. \$2.25 Sale \$1.95

**MGB Original Style Steering Wheel**  
Fits 1963-'67; roadsters to (c)138400/GTs to (c)139283.  
454-340 Reg. \$148.50 Sale \$134.95

**MGB Steering Wheel**  
Fits 1968 to late '69. (Roadsters from (c)138401 to 187210; GTs from (c)139473 to 187840.)  
263-840 Reg. \$148.50 Sale \$124.50

**MGB Steering Wheel Motif**  
Fits 1968 to late '69. (Roadsters from (c)138401 to 187210; GTs from (c)139473 to 187840.)  
408-225 Reg. \$26.50 Sale \$22.95

**MGB Radiator Cooling Fan Motor**  
Fits 1977 to '80.  
542-430 Reg. \$87.50 Sale \$79.95

**MGB Radio Blanking Plate**  
Fits 1963 thru '76; roadsters to (c)410000/all GTs.  
472-030 Reg. \$6.95 Sale \$6.25

**MGB Radio Blanking Plate Badge**  
Fits 1963 thru '76; roadsters to (c)410000/all GTs.  
472-050 Reg. \$9.45 Sale \$8.50

**MGB Radio Blanking Plate Set**  
Fits all thru '76.  
472-078 Reg. \$19.95 Sale \$17.50

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

**MGB Rear Fender Dogging Rust Repair Panel**  
Replaces the lower 10" of your rear fender between the door opening and wheel arch.  
Right Hand 457-580 Reg. \$21.90 Sale \$18.95  
Left Hand 457-585 Reg. \$21.90 Sale \$18.95

**MGB Roadster Door Waist Rail Chrome Finisher Set**  
Complete 4 piece set.  
408-958 Reg. \$23.95 Sale \$21.50

**MGB Roadster Interior Mirror**  
Fits 1963 thru '69; roadsters to (c)187210.  
165-110 Reg. \$18.95 Sale \$15.95

**MGB Roadster Top Frame & Tonneau Bow Locating Socket**  
472-330 Reg. \$12.80 Sale \$10.25

**MGB Roadster Windshield Pillar Seal**  
Fits between pillar post and ventilator assembly.  
282-400 Reg. \$7.95 Sale \$6.75

**MGB Roadster Windshield Wiper Arm Bezel**  
Bright chrome finish.  
145-260 Reg. \$4.95 Sale \$4.25

**MGB Rostyle Wheel Hub Cap Motif**  
462-720 Reg. \$0.95 Sale \$0.75

**MGB Seat Cushion Diaphragm Kit**  
Fits 1963-'69. Each diaphragm kit supplied complete with 10 hooks. Two kits required per car.  
281-828 Reg. \$18.90 Sale \$17.25

**MGB Seat Cushion Webbing**  
Fits 1970-'80. Hooks (10 required per seat), #325-175 sold separately.  
641-990 Reg. \$15.95 Sale \$13.75

**MGB Side/Flasher Lamp Lens Seal**  
Fits 1974 1/2 on between lens and base. (Roadsters from (c)360301; GTs from 361001.)  
164-120 Reg. \$2.40 Sale \$2.15

**MGB Stainless Steel Exhaust Header**  
This high quality English-made header is patterned after the factory "special-tuning" competition design to insure the best possible performance for your MGB. The quality, corrosion resistance and performance improvements of this header makes it a wise investment for the sporting MGB owner!  
459-015 Reg. \$238.50 Sale \$219.95

**MGB Stainless Steel Threshold Plate Set**  
These highly polished and appropriately decorated stainless steel threshold plates are easy to install and will add a classy custom touch to any year MGB.  
240-630 Reg. \$24.20 Sale \$21.95

**MGB Temperature Gauge**  
Fits 1972-'76. Supply strictly limited to stock on hand.  
360-890 Reg. \$74.65 Sale \$44.95

**MGB Thermostatic Oil Cooler Kit**  
Fits 1963 thru '74 (chrome bumper cars). Use of a thermostatic oil cooler can be very beneficial to your engine, particularly during cold weather, or if you make frequent short trips. The thermostat fitted into the oil line allows engine oil to warm much more quickly, which aids in the evaporation of unburned gas, water and other harmful deposits from the oil. Supplied complete with thermostat and four braided stainless steel oil lines that connect to your existing oil cooler radiator.  
235-840 Reg. \$139.95 Sale \$124.95

**MGB Rear Deck Badge**  
Black and silver plastic.  
Fits roadsters from (c)187211 to 394007.  
470-665 Reg. \$14.90 Sale \$12.50

**MGB Rear Exhaust Pipe Hanger**  
Fits 1963 thru '69. (Roadsters/GTs to (c)167815.)  
412-050 Reg. \$5.95 Sale \$4.95

**MGB Turn Signal Switch**  
Fits 1963 thru '67.  
Re-engineered and produced by Moss to eliminate a number of design flaws that caused the originals to fail.  
141-770 Reg. \$99.75 Sale \$84.95

**MGB Wheel Arch Mud Flap Set**  
A popular Home Market B.L. accessory, these durable rubber mud flaps fit all MGBs and are very easy to install. Can be fitted to both front and rear arches for maximum protection from stone chips and such. Sold as a pair.  
222-610 Reg. \$13.65 Sale \$11.95

# SPRITE-MIDGET Specials!

## Bugeye Sprite

**Rear Chrome Overrider**  
Sold individually.  
400-210 Reg. \$39.95 Sale \$32.95

**MG "MIDGET" Chrome Letter Set**  
Fitted to the sills of all Midgets from 1970 on.  
470-605 Reg. \$13.95 Sale \$11.95

**Midget 1500 Factory Workshop Manual**  
Published by Robert Bentley. This reprint of the official factory service manual is the most complete and authoritative available!  
212-345 Reg. \$40.00 Sale \$37.50

**Midget Rear Deck Badge**  
Black and silver plastic. Fits 1275 Midgets only.  
470-665 Reg. \$14.90 Sale \$12.50

**Sprite-Midget Black Vinyl Convertible Top**  
6 Tenax studs. Fits from 1969 on, Sprite MkIV, Midget MkIII and 1500.  
242-200 Reg. \$184.00 Sale \$174.95

**Sprite-Midget Bumper Mounting Grommet**  
Fits front bumper of all except Bugeye and Midget 1500. Sold individually, 2 required per car.  
280-690 Reg. \$1.75 Sale \$1.45

**Sprite-Midget Carpet Sets**  
Carefully patterned and cut in our own upholstery shop for proper fit and easy installation. This kit is constructed of 100% synthetic short cut pile material manufactured in England. They are bound and padded where original. Supplied complete with rubber heel mat and all necessary snaps & studs.  
242-540 Reg. \$187.90 Sale \$169.95

**Red Carpet Set**  
Fits 1098 (Also fits 948 & Bugeye)  
242-540 Reg. \$187.90 Sale \$169.95

**Autumn Leaf Carpet Set**  
Fits 1275 & 1500 from 1970 on  
242-580 Reg. \$187.90 Sale \$169.95

**Sprite-Midget Dashboard Courtesy Light Lens & Bezel**  
Fits Sprite MkIII and Midget MkII on.  
158-925 Reg. \$14.95 Sale \$11.50

**Sprite-Midget Dashtop Repair Panels**  
Fits 1968 thru '80. Our fully molded black ABS vinyl dash pad repair panels quickly and easily glue on the top of your existing dash, covering those unsightly cracks. Makes even badly sun-cracked dash tops look fresh again! Supplied complete with adhesive and installation instructions.  
453-950 Reg. \$50.55 Sale \$44.95

**Sprite-Midget Front Lower Wishbone Bushing**  
Sold individually, 8 required  
282-310 Reg. \$1.60 Sale \$1.40

**Sprite-Midget Front Suspension Major Rebuild Kit**  
Fits 1098 thru 1500.  
This kit includes every bushing, washer, spacer, seal (even king pins!) that you'll need to completely rebuild your front suspension.  
264-088 Reg. \$192.50 Sale \$189.95

**Sprite-Midget Rubber Floor Mat Set**  
An improved version of the original type ribbed black rubber floor mats fitted to all side curtain cars. Complete 4 piece set. Use with our aluminum frame cover set # 240-510.  
241-870 Reg. \$20.95 Sale \$17.50

Call Toll-Free in U.S.A. or Canada

# 800-235-6954

# TRIUMPH TR2-TR3-TR4-TR250-TR6 Specials!

**Triumph TR3-TR6 Wire Wheel Hub Nut**  
Fits TR3 from TS13046. Used to attach splined hub extension to driving hub assembly. Sold individually, 16 required.  
675-070 Reg. \$1.45 **Sale \$1.25**

**Triumph TR2 Original Type Air Cleaner Assembly**  
For cars with original 1 1/2" H4 carburetors. Supplied complete with decal.  
371-500 Reg. \$21.25 **Sale \$18.95**

**Triumph TR2-TR3 Front Bumper Override**  
Fits small mouth cars only.  
802-750 Reg. \$23.95 **Sale \$22.95**

**Triumph TR2-TR3 Handcrank**  
(Small mouth cars.) Great reproduction of the factory handcrank, finished in gloss black. Handy for adjusting valves or starting your car when all else fails.  
389-030 Reg. \$28.95 **Sale \$24.95**

**Triumph TR2-TR3B Steering Idler Bracket**  
667-030 Reg. \$36.95 **Sale \$29.95**

**Triumph TR2-TR3-TR4 Speedometer Cable**  
Fits cars with standard gearboxes only.  
331-110 Reg. \$13.25 **Sale \$11.95**

**Triumph TR2-TR3B Door Latch Striker Plate**  
803-640 Reg. \$12.95 **Sale \$9.95**

**Triumph TR2-TR3B Gearshift Lever Boot**  
680-680 Reg. \$12.50 **Sale \$9.95**

**Triumph TR2-TR3B Heater Control Valve**  
635-120 Reg. \$24.50 **Sale \$21.50**

**Triumph TR2-TR3B Radiator Fan**  
834-030 Reg. \$69.95 **Sale \$63.95**

**Triumph TR2-TR3B Speedo & Tach. Bulb Socket**  
142-700 Reg. \$4.45 **Sale \$3.95**

**Triumph TR2-TR3B Steering Column Chrome Spring Cover**  
Cars with adjustable steering columns only.  
260-130 Reg. \$13.90 **Sale \$11.25**

**Triumph TR2-TR3B Wind Wing Set**  
This ever popular traditional accessory really helps to eliminate annoying side drafts. Large clear plexiglass panels are mounted to fully adjustable chrome fixing brackets. Easily installed without drilling and compatible for use with side curtains. Sold as a pair.  
647-000 Reg. \$39.95 **Sale \$33.95**

**Triumph TR2-TR3B Wiper Blade**  
Sold individually.  
554-070 Reg. \$7.95 **Sale \$6.50**

**Triumph TR2-TR4 Oil Filler Cap**  
This is a beautiful reproduction of the filler cap that was originally supplied with your Triumph when it was new, not the simpler design later supplied by the factory as a replacement. (Does not fit late TR4s with "eared" type filler cap.)  
834-750 Reg. \$15.95 **Sale \$14.25**

**Triumph TR2-TR4 Front Suspension Lower Wishbone Outer Bush**  
Must be reamed to fit after installation.  
330-260 Reg. \$6.45 **Sale \$5.50**

**Triumph TR2-TR4 Rear Leaf Spring Shackles Pin Bushing**  
Sold individually, 8 required per car.  
674-470 Reg. \$2.70 **Sale \$2.45**

**Triumph TR2-TR6 Front Suspension Upper Fulcrum Pin**  
661-000 Reg. \$69.75 **Sale \$54.95**

**Triumph TR2-TR6 Front Suspension Upper Wishbone Rubber Bushing**  
Sold individually, 8 required.  
680-130 Reg. \$1.30 **Sale \$1.10**

**Triumph TR6 Headlight/Flasher/Dimmer Switch**  
Fits 1973.  
635-660 Reg. \$58.75 **Sale \$52.50**

**Triumph TR2-TR4A Valve Lifter**  
Sold individually.  
838-250 Reg. \$9.50 **Sale \$7.25**

**Triumph TR2-TR6 Fuel Pump Repair Kit**  
Fits original pumps only. Includes diaphragm, spring, filter screen and gaskets.  
378-530 Reg. \$18.95 **Sale \$16.75**

**Triumph TR3-TR4 Air Cleaner Assembly**  
Fits TR4 to CT23593. Beautiful reproduction of the original, supplied complete with decal. Sold individually.  
371-520 Reg. \$19.95 **Sale \$17.95**

**Triumph TR3-TR4 Carburetor Jet Lever**  
Fits SU carbs. For both front and rear carbs.  
370-950 Reg. \$7.95 **Sale \$6.95**

**Triumph TR3-TR4 Carburetor Rebuild Kit**  
Fits cars with 1 3/4" H6 SU carburetors. This kit contains virtually every seal, gasket and washer you'll need to completely rebuild your carburetors. Complete with new jets, jet needles, and float needles & seats—one kit does both carbs.  
370-795 Reg. \$44.95 **Sale \$39.95**

**Triumph TR250-TR6 Carburetor Kit**  
This complete kit includes every seal, washer and gasket—even diaphragms and needle valves—you will need to completely rebuild both carburetors. Metering needles not included.  
365-955 Reg. \$32.95 **Sale \$29.50**

**Triumph TR3-TR4 Brake Hose**  
Fits the rear of TR3s from TS13046 and all TR4s. Fits the front of TR3Bs (TCF-series) and TR4s from CT4691 with wire wheels and from CT4388 with disc wheels.  
584-070 Reg. \$22.00 **Sale \$18.95**

**Triumph TR3A-TR3B Rear Trunk Panel "TRIUMPH" Nameplate**  
601-210 Reg. \$8.50 **Sale \$7.50**

**Triumph TR4 Front Bumper Bar**  
854-060 Reg. \$139.50 **Sale \$114.95**

**Triumph TR4-TR250 Front Bumper Bar**  
854-070 Reg. \$149.50 **Sale \$129.95**

**Triumph TR4 Hand Crank Chrome Guide Bracket**  
031-672 Reg. \$7.95 **Sale \$6.25**

**Triumph TR4 Interior Mirror**  
This is a black metal replacement type assembly appropriate for early TR4s.  
801-060 Reg. \$16.95 **Sale \$14.25**

**Triumph TR4-TR6 Hardtop/Surrey Top to Windshield Seal**  
681-020 Reg. \$26.95 **Sale \$23.50**

**Triumph TR4-TR6 Header Rail Rubber Seal**  
681-040 Reg. \$15.95 **Sale \$12.50**

**Triumph TR4-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 in the mounting of your steering rack. Fits TR4 from CT20064 on.  
667-288 Reg. \$35.50 **Sale \$29.95**

**Triumph TR4-TR6 Windshield Glazing Rubber "Chrome" Finisher Strip**  
Correct for TR4 from CT24517 on. This one piece finisher can be used on earlier TR4s with two piece finishers by simply cutting in half. Don't forget to order finisher clip #801-040, available separately.  
801-030 Reg. \$7.75 **Sale \$6.95**

**Triumph TR4-TR250 Front Fender Beading**  
Sold individually.  
854-120 Reg. \$12.95 **Sale \$11.25**

**Triumph TR4-TR250 Tail Lamp Lens**  
This is the all red version.  
560-290 Reg. \$13.95 **Sale \$11.95**

**Triumph TR4A-TR250 Hood Safety Catch**  
802-275 Reg. \$31.50 **Sale \$26.95**

**Triumph TR4A-TR250-TR6 Nylonon Suspension Bushing Kit**  
Intended primarily for competition purposes, the nylon and molybdenum disulfide compound used in these bushings is designed to withstand high load conditions with low rotational movement, producing good lateral control while allowing more positive vertical suspension movement. This complete Triumph nylonon front and rear suspension bushing kit also includes the steel tubes and sealing rings required to the job right.  
681-228 Reg. \$198.50 **Sale \$179.95**

**Triumph TR4-TR6 Upper Ball Joint Set**  
Sold as a pair, complete with nuts. Fits TR4s from CT6344 with wire wheels and from CT6391 with disc wheels.  
661-080 Reg. \$54.95 **Sale \$49.95**

**Triumph TR6 Grille Assembly**  
870-150 Reg. \$159.75 **Sale \$139.95**

**Triumph TR6 Interior Courtesy Light Lens & Bezel**  
Fits early cars with interior light on the transmission tunnel.  
158-925 Reg. \$14.95 **Sale \$11.50**

**Triumph TR6 Luggage Rack**  
This brightly chromed luggage rack is a faithful reproduction of the optional rack fitted by dealers to many new TR6s. Easy to install, durable and attractive.  
646-100 Reg. \$139.50 **Sale \$124.95**

**Triumph TR6 Radiator Shroud**  
855-135 Reg. \$22.95 **Sale \$20.55**

**Triumph TR6 Replacement Black Vinyl Top**  
Carefully cut and assembled to original factory specifications from the finest crush-grained vinyl, bonded to heavyweight mildew-proof fabric. Windows are of a specially selected material to ensure long service life without cracking or clouding. The rear window zips out as original. Can also be used on TR250. (No reflective strips.)  
640-120 Reg. \$179.95 **Sale \$169.95**

**Triumph TR6 Valance Top Finisher**  
Fits below grille. 854-205  
Reg. \$37.50 **Sale \$32.50**

**Triumph TR7 Brake Master Cylinder Assembly**  
071-500 Reg. \$205.95 **Sale \$149.95**

**Triumph TR7 Fuel Pump**  
Fits carbureted engines from 1977 1/2 on.  
071-121 Reg. \$59.95 **Sale \$44.25**

**Triumph TR7 Hood Panel**  
Fits 1975 thru 78.  
071-970 Reg. \$298.50 **Sale \$174.95**

**Triumph TR7 Rear Bumper Rubber Cover**  
Fits both coupe and roadster.  
071-887 Reg. \$194.50 **Sale \$139.95**

**Triumph TR7 Rebuilt Alternator**  
Fits cars without air conditioning only. Price includes a core charge of \$30 which is refundable upon our receipt of a complete rebuildable core from you, making your net cost just \$59.95!  
071-786 Reg. \$157.00 **Sale \$89.95**

**Triumph TR7 Water Pump**  
Fits 1975-76.  
071-216 Reg. \$109.95 **Sale \$99.95**

**Triumph TR250 Owner's Handbook**  
Reprint of the original factory publication supplied with your car when new. Find out how all the switches are supposed to operate, how to properly stow your soft top, correct service intervals, etc.  
210-730 Reg. \$9.75 **Sale \$7.95**

**Triumph TR250-TR6 Heater Control Cable**  
Supplied less knob.  
331-330 Reg. \$17.95 **Sale \$14.75**

**Triumph TR4-TR6 Hood Locating Pin**  
Fits TR4 from (b)37689CT.  
802-390 Reg. \$3.95 **Sale \$3.25**

**Triumph TR4-TR6 Seat Cushion Diaphragm Kit**  
Each diaphragm kit supplied complete with 10 hooks. Two kits required per car. Fits TR4 from (b)20877CT.  
281-838 Reg. \$15.90 **Sale \$14.75**

**Triumph TR250-TR6-GT6 Spin-On Oil Filter Adaptor**  
Makes routine oil changing so much easier! Eliminates the original frustrating and messy canister type oil filter, allowing you to use convenient spin-on oil filters instead. Order spin-on filter #235-895 separately.  
635-820 Reg. \$48.50 **Sale \$42.95**



**Sale Prices Valid  
August 26 thru  
October 5, 1991**

## Notes On Ordering...

Orders must be received in our Goleta, California office by October 5, 1991 (not just postmarked by) to qualify for these special prices, so be sure to order early!

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

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

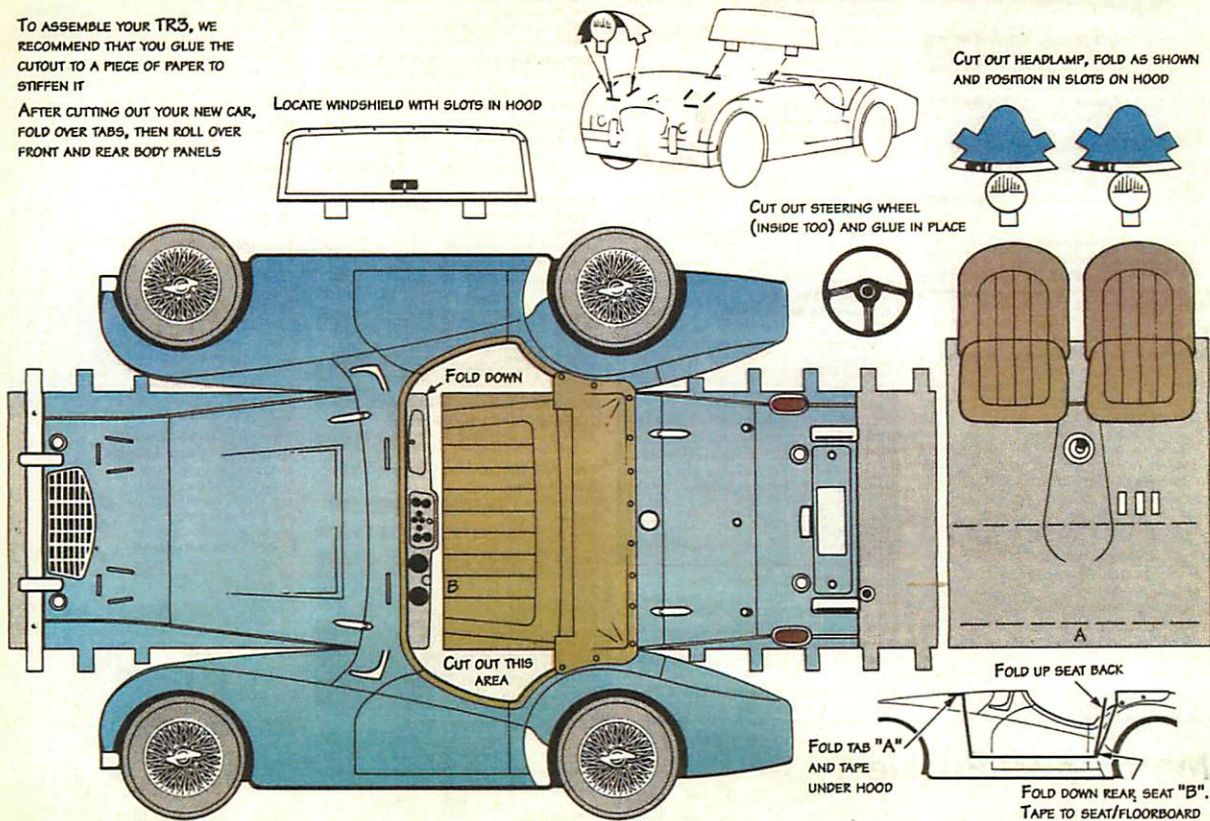
**Moss Motors, Ltd.**  
P.O. Box 847  
Goleta, California 93116  
805-968-1041

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

# Free TR3! No. 3 in the Moss British Sports Car Collection

TO ASSEMBLE YOUR TR3, WE RECOMMEND THAT YOU GLUE THE CUTOUT TO A PIECE OF PAPER TO STIFFEN IT

AFTER CUTTING OUT YOUR NEW CAR, FOLD OVER TABS, THEN ROLL OVER FRONT AND REAR BODY PANELS



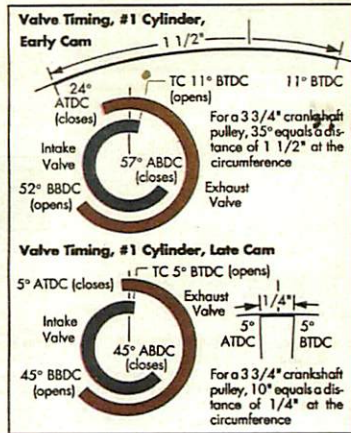
## T-Series Camshaft Identification

Chris Nowlan  
Research & Development

Two different yet interchangeable stock specification camshafts were fitted to the MG TC - TD and TF engines when new. In addition, the factory offered 3/4 and full race cams, not to mention a variety of special aftermarket "racing" cams. All of these cams called for different valve clearance settings, which can cause no end of confusion when trying to adjust tappets with a camshaft of unknown origin. T-series valve covers were originally fitted with a brass I.D. plate indicating the correct valve clearances. In some cases, the plates have been changed or altered, and they may or may not correctly relate to the cam currently fitted.

TCs and TDs to XPAG 24115, were fitted with .019" cams, while later TDs and all TFs were fitted with .012" cams. The early cams were superseded by the .012" cams in the early 1960s, so the original .019" cams have frequently been replaced, and have rarely ever been seen in late TD or TF engines. Matters do get a bit more confusing when other grinds are taken into consideration. The factory 3/4 race cams should be set to .015", while the full race cams should be set to .012" on the intake side, but .019" on the exhaust side. Needless to say this has been the subject of frequent calls to our technical staff

We have received some interesting insight into this problem from William Bremer of Cape Elizabeth, Maine. William has come up with a fairly easy means of identifying cams which should work 90% of the time. Since the timing on the early stock cam is considerably different from the later .012" cam, it's possible to plot the actual distance along the circumference of the crank pulley between when the number one exhaust valve closes and the intake valve opens. This distance works out to 1 1/2" on the .019" cam versus only a 1/4" on the .012" cam. The only serious flaw in this easy method of checking is that the somewhat rare factory 3/4 race cam has the exact same number of degrees between when the exhaust valve opens and the intake valve closes.



Cam rotation shown is counter-clockwise.

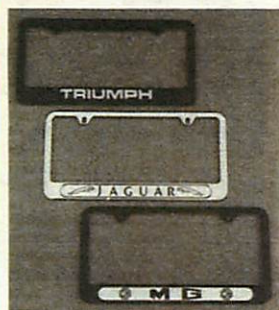
Mike Goodman's method, based on over 30 years of experience, is to attach a vacuum gauge to the engine, set the valves to .019" and record the vacuum reading and idling RPM. Now reset the valves to .012" and compare the figures. If the vacuum, and RPMs drop, you don't have a .019" cam. This test can be repeated to see if you have a 3/4 or full race cam. Incidentally, a vacuum gauge adaptor can be made by drilling out a spare carb. to intake manifold bolt, and soldering a tube of suitable diameter for attachment to the vacuum gauge. Then fit the modified bolt in place of one of the upper carb. to manifold bolts. The upper tapped holes extend directly into the intake port of the manifold!

If the engine is dismantled, the ever popular .012" cam

can be quite easily identified by its very sharply peaked lobes, whereas virtually all other cam grinds have a significantly more gently rounded cam lobe. For the serious engineering types, the only certain method is to fit a degree wheel to the front of your crank pulley and plot out your valve timing. Reference to the chart below should produce a conclusive valve adjustment setting. Inexpensive timing degree wheels are available from Moss under our part #384-910.

Camshaft	Intake		Exhaust		Setting
	Opens	Closes	Opens	Closes	
TC-TD to (e) 24115	11°	57°	52°	24	.019"
TD-TF from (e) 24116	5°	45°	45°	5°	.012"
3/4 Race	13°	59°	50°	22°	.015"
Full Race	32°	58°	60°	30°	.012" I .019" E

### Custom License Plate Frames



Brand New!

Due to your many requests, we have added a range of custom license plate frames to our inventory. After having inspected literally dozens of samples across a wide price range, we decided to offer the very best in both an economical and a premium range of frames. Produced from ABS plastic, our budget frames are black with silver lettering. The premium quality frames are the very best that money can buy, produced by the same manufacturer who supplies frames to most luxury European motor manufacturers. Either premium or budget, these frames are an excellent value. Plates sold individually. \*Hardware included.

	Budget ABS Plastic	Premium Chromed-Steel	Premium Black-Steel
Austin-Healey	222-710	222-765	222-815
Jaguar	222-715	222-770	222-820
MG	222-720	222-775	222-825
MGA	222-740	n/a	n/a
MGB	222-750	n/a	n/a
Triumph	222-760	222-810	222-860
	<b>\$4.95</b>	<b>\$28.95</b>	<b>\$22.50</b>



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

**TECH TIPS 39**

**Overheating...**

Overheating may be caused by improper point gap, incorrect timing, a bad radiator cap, sludge in the cooling system, dragging brakes, loose fan belt, defective thermostat (or no thermostat), or no water in the system. Check these first if you have an overheating problem.

**TECH TIPS 40**

**BMC "Confidential Service Memorandum" 16 June 1961.**

**Oil Filter**

Overtightening the filter center fixing bolt can cause the cause rubber seal (joint ring) to split with consequent oil leakage.

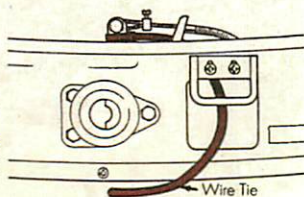
When replacing an element, the center bolt should be tightened to a maximum torque figure of 15 lbs. ft. (2.08 kg. m.).

**TECH TIPS 41**

**MGB Hood Release Cable**

Bob Young  
Easton, PA

The hood release cable on my '75 MGB has always been a source of lurking mistrust, ever since I purchased the car several years ago. If the cable should break at



the release mechanism or become otherwise disabled (i.e., my kind of luck), it would be necessary to cut the grille screen or other adjacent panel, to gain access to the release lever actuated by the cable.

An easy solution to this potential nightmare dilemma is provided by a common plastic "wire-tie". Install a heavy duty 14" length wire-tie as follows (see diagram): Form the loop end around the under-hood release lever tip as shown. Route the remaining wire-tie length over top of the cable sheath and through the panel hole used for hood safety catch. (Route must provide smooth pull-action for "tie".)

Tuck the tail of the tie in position along the grille screen, so that it can be easily accessed by reaching through the cut-out in the rubber bumper (right hand side, facing car). Your emergency hood release cable is ready if needed.

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

**TECH TIPS 42**

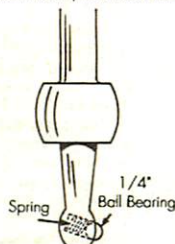
**TR-2 Shift Lever Rattle Repair**

Peter Gillespie  
Solvang, CA

If your shift lever rattles, or you are assembling a car, the lack of available parts to correctly install this shifter need no longer put you off, as with about 3 dollars, rattle-free driving is within reach.

The original Triumph shop floor modification (see sketch) called for a .250" diagonal hole at the bottom of the lever, into which a short spring and hardened steel plunger were placed to keep the lever from vibrating. While neither of those are available, .250" (1/4") steel ball bearings (#329-510) and a 5/8" long x 1/4" diameter steel spring from a hardware store or machine shop accomplishes the same purpose, and the ball bearings are harder than the 1/4" drill rod originally used!

To remove the shift lever, with the transmission in neutral, extract the bolt (use 2 7/16" wrenches) that secures the shift lever cap. (If this bolt shows undue wear, replace with Moss #848-190.) Gently and evenly pry



the cap (use 2 large screw drivers) upwards. (Before replacement, remove (sanding) the corrosion from the aluminum housing so that the cap fits snugly). Carefully remove the shift lever so that the existing (if still present) plunger can be recovered. If such is the case, clean the caked grease from the hole, replace the spring with one 3/4" long x 1/4" diameter and reinstall. If the plunger is gone (1) replace the spring with the 1/4" steel ball bearing and a new spring. Buy at least 2 ball bearings, as they are easily launched during replacement!

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

**TECH TIPS 43**

**Speedo Troubles?**

Failures of the right angle speedometer drive adaptors are often caused by the required washer (Moss #324-720) not being installed. This causes excessive end load and premature failure of the angle drive's pinion.

**TECH TIPS 44**

**Time For Bodywork?**

When finishing body repairs, try to keep the grinding, filing, and sanding strokes horizontal rather than vertical, especially on large relatively flat areas. This helps to provide light reflections which minimize any ripples or waves in the panel. Vertical strokes can make a straight panel look wavy, even when it's not!

**Motorsport Puzzle**

Sue Salsburg May's Landing, NJ

We spotted this great crossword in the April '91 *MG Vintage Racers* newsletter and knew it would be perfect for dedicated British car / Moss Motors enthusiasts! Author Sue Salsburg started crewing for a local BMC dealership's racing team while in high school and moved upward from there. She's been heavily involved with SCCA for 14 years (Member of the Year in '78), and editor of several vintage car newsletters. Sue bought her first MGA 14 years ago, raced it for a while, and still drives it on the street. She also owns a 1957 MGA coupe (her winter car) and a 1956 MGA race car (an ex-dealership race car) that has raced continuously since late 1956. With that history, you know this is a puzzle you'll remember!

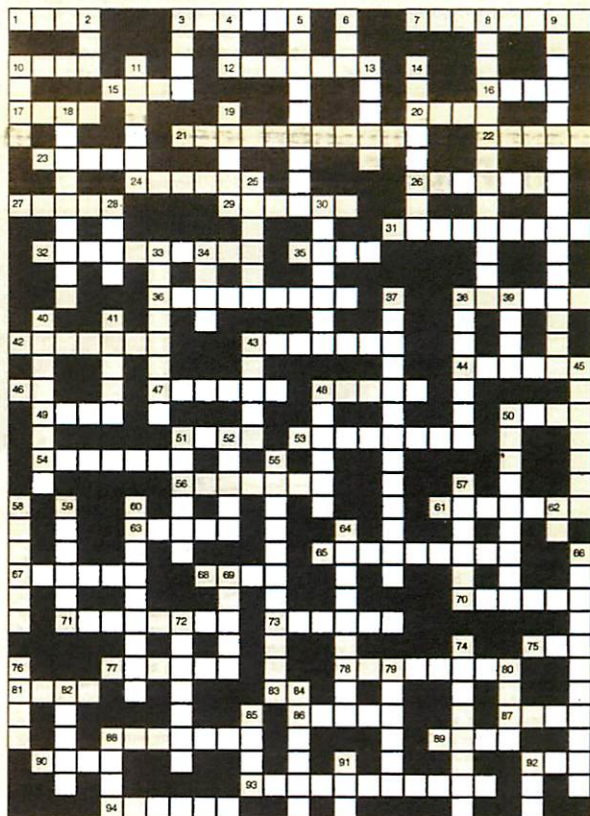
**DOWN**

2. \_\_\_\_\_ tank.
3. Go "one-on-one" with another race car.
4. Nickname for special alloy wheel.
5. Voltage \_\_\_\_\_.
6. \_\_\_\_\_ rod end.
8. Hydraulically controls the clutch.
9. Race/rally team - traditional early MG colors.
10. Most exported MGs were \_\_\_\_\_ hand drive.
11. Home of MG before '53 A, still appears on manuals.
13. Whether made of rubber, felt or cork, these always leak on MGs.
14. Another car made by BMC, same vintage as MG.
18. British for king pin.
19. Famous BMC acronym-stamped on many parts.
21. Generator.
25. British for gasoline.
28. Honorary/secondary title - with 71A.
30. British for wrist-pin.
33. Sedan version of MGA, also K3 \_\_\_\_\_.
34. Gas \_\_\_\_\_.
37. What MG stands for.
38. For proper charging, it is important to keep the right \_\_\_\_\_ on the fan belt.
39. What it says on old knock-offs.
40. British oil/grease recommended by MG.
41. In the last laps, you often sneak a look at your water temperature \_\_\_\_\_.
43. British for seat back.
45. The perfect cologne for an MG fan, \_\_\_\_\_ Leather.
48. A lot of gaskets, hoses and seals are made of \_\_\_\_\_.
50. Special British thread and bolt system.
51. British for hood.
52. In Europe, gas is sold by the \_\_\_\_\_.
55. 1,000 mile race thru Italy.
57. If you rev too high you'll float your \_\_\_\_\_.
58. Useless optional accessory on MGAs that never worked at speed - windshield \_\_\_\_\_.
59. Famous test driver for MG - won 59 D in a K-3.
60. Famous race circuit of the early MGs - on a British island in the Irish Sea.
62. Acronym for the dreaded British dual carbs.
64. MG brakes and clutch are controlled by \_\_\_\_\_ pressure.
66. Famous UK racetrack, still used for Formula 1.
69. Another useless option on an MG, could never hear it for all the wind & road noise.
72. The Mother Country.
74. If you're going to drive an MG, you'd better be a good "weekend \_\_\_\_\_".
76. When racing, the point at which you want to "cltp" the corner is called the \_\_\_\_\_.

79. An important angle to check when you are setting up a suspension.
80. MGs are sure to keep you deep in \_\_\_\_\_.
82. If you want to win, keep the gas \_\_\_\_\_ down.
84. When it gets worn or oily, this may slip.
85. On an MG this is only good for traffic lights and pulling stumps - first \_\_\_\_\_.
88. Limited \_\_\_\_\_ differential.
91. \_\_\_\_\_ Miles, another famous MG driver.
92. "Heel and \_\_\_\_\_" - hard to do with MG pedal arrangement.

**ACROSS**

1. 5:13 \_\_\_\_\_ & pinion.
3. Shock absorber.
7. Use this to check your oil.
10. Tail light \_\_\_\_\_.
12. Old time drivers wore these instead of full-face helmets.
15. Rear \_\_\_\_\_ ratios.
16. After-market parts supplier.
17. "Safety \_\_\_\_\_".
20. Part of a cam you can "wipe".
21. MGAs didn't have any of these.
22. No matter how simple you keep it, racing is never \_\_\_\_\_.
23. Morris \_\_\_\_\_.
24. Tires of choice for MG.
26. Successor to BMC, British \_\_\_\_\_.
27. MG sponsor, major gas/oil company.
29. First name of 59 D.
31. Most Vintage groups now require dual master \_\_\_\_\_.
32. If you're going to road Atlanta, you should bring a complete \_\_\_\_\_ (2 words).
35. Set the timing on a street MG at \_\_\_\_\_ speed, about 500 - 600 rpm.
36. "\_\_\_\_\_ start your engines".
38. It's been said that MGs handle like \_\_\_\_\_.
42. There isn't much room for any of this in an MG.
43. British for wrench.
44. If you're going to race an MG, you need an understanding \_\_\_\_\_.
46. Another term for Great Britain, abbr.
47. To tighten your lug nuts properly, you need a \_\_\_\_\_ wrench.
48. Close \_\_\_\_\_ gearbox.
49. When installing new rings, you need to \_\_\_\_\_ the cylinders.
50. British for fender.
51. Tail light \_\_\_\_\_.
53. Home of MG.
54. Racing ignition.
56. Chemically toughen a crankshaft.



61. When you visit one of these, remember your "hood".
63. When the back-end comes around, it's called "over \_\_\_\_\_".
65. Chief designer of the MGA - full name.
67. MG mechanic, author of the "The Insomnia Crew" - last name and first initial.
68. MG Ts had four-wheel \_\_\_\_\_ brakes.
71. Early head of MG, goes with 28 D.
73. Lithium \_\_\_\_\_.
75. Clean up threads on head studs with the proper \_\_\_\_\_.
77. Famous world-Champion who raced against MG.
78. Brake manufacturer.
81. Many fittings on MGs are Standard \_\_\_\_\_ Thread.
83. One option you don't need with a roadster - abbr.
86. The prince of Darkness.
87. Always use a Grade 8 \_\_\_\_\_ for your suspension.
88. Front half-shaft, get it crack-checked.
89. MG tested at the Bonneville \_\_\_\_\_ Flats.
90. Ratchet part of the hand brake.
92. Number of bolts that hold in an MGA pumpkin.
93. You need to know this spec to figure valve lift from cam spec - it's 1.426:1 on MGA.
94. Rack and \_\_\_\_\_ steering.

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

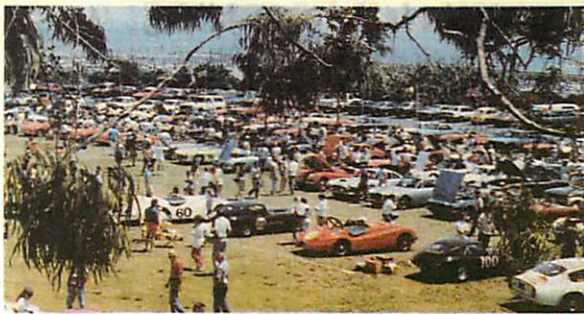
Answers next issue!

# 1991 British Sports Car Events Calendar

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

Note: Events and dates are submitted by club members. Moss Motors, Ltd. can not be held responsible for accuracy. (So please confirm all events by telephone before travelling.)

- Aug 10 **Moss Motors Triumph Marquee Day**, Goleta, CA - (800) 235-6954
- Aug 10 **Summer Invitational Freebie Picnic**, Amsterdam, NY - Kim Graff (518) 842-8611
- Aug 11 **Mad Dogs & Englishmen Autocross IV**, Charleston, IL - Greg (217) 948-5624
- Aug 15-18 **Austin-Healey Sports & Touring Club "Encounter '91"**, Malvern, PA - John Morrison (215) 538-3813
- Aug 16-18 **Monterey Historic Races at Laguna Seca**, Monterey, CA - (408) 648-5100
- Aug 16-18 **AMGCR**, Park City, UT - Tom Boscarino (704) 274-2269
- Aug 16-18 **8th Annual British Motorcars Festival**, Gloucester, RI - Dan Berman (401) 295-0357
- Aug 17 **All British Autocross**, Amsterdam, NY - Kim Graff (518) 842-8611
- Aug 18 **10th Annual British Day on the Green**, Ann Arbor, MI - Larry Moss (313) 540-3733
- Aug 22-25 **VTR Nat'l. Convention/Nor. Am Triumph Challenge XVI**, Fort Mitchell, KY - Bruce Clough (513) 294-3792
- Aug 24-25 **Heartland British Autofest**, Bettendorf, IA - Frank Ege (309) 797-2043
- Aug 23-25 **15th Annual MG Summer Party**, Grand Rapids, MI - John Twist (616) 245-2141
- Aug 25 **6th Annual British On the Green**, Granby, CT - Gary Barr (413) 567-0628
- Aug 31-Sept 1 **10th Annual All British Car & Cycle Meet**, Kansas City, KS - Steve Yoakum (913) 888-0530
- Sept 1 **Autumn Sports Classic**, Como Lake Park, Lancaster, NY - write: 134 Hyland Ave., West Seneca, NY 14224
- Sept 2 **All British Car Day**, Portland, OR - Gary Jackson (503) 343-0117
- Sept 8 **13th Annual All British Meet**, El Camino Park, Palo Alto, CA - Rick Feibusch (213) 392-6605
- Sept 8 **11th Annual British Motorcar Gathering & Picnic**, Wickham Park, Manchester, CT -
- Sept 8 **2nd Annual Taste of Britain**, Lancaster, PA - Raymond Emery (717) 872-7528, eves
- Sept 13-15 **British Car Day**, St. Louis, MO - (314) 428-1120
- Sept 15 **Moss Motors Triumph/Austin-Healey Marquee Day**, Dover, NJ - (201) 361-9358
- Sept 20-22 **2nd Annual Septemberfest**, Indianapolis, IN - Jim Porter (317) 861-6603



A beautiful day for many beautiful classics at the 8th Annual Santa Barbara Sports & Racing Car Show, held this year on May 18!

- Sept 21 **Moss Motors Austin-Healey Marquee Day**, Goleta, CA - (800) 235-6954
- Sept 21 **J.A.G. All British Autumn Meet Rally & Show**, Gladstone, NJ - Bob Herfurth (908) 369-3300
- Sept 22 **2nd Annual British MADDness**, Bethlehem Fairgrounds, CT - (203) 350-MADD
- Sept 22 **Idaho Triumph Owners & Drivers' Wheels of Yesteryear Car Show**, Boise, ID - Pete Rolfe (208) 344-4144
- Sept 22 **Fall Follage Tour**, Albany, NY - Kim Graff (518) 842-8611
- Sept 28 **MGs on the Rocks**, Rocks State Park, Harford County, MD - Bill Stran (301) 676-5844
- Sept 28 **MGs On the Green**, Charlotte, NC - Tom Cotter (704) 547-9038 (noon till 4:00)
- Sept 29 **12th Annual British Car Day**, Del Mar Race Track, CA - John Souders (619) 460-1128
- Oct 4-5 **British Car Day**, Fairhope, AL - Bob Mason (205) 928-5366
- Oct 5 **10th Annual British Car Festival**, Waynesboro, VA - George Mays (703) 885-2649
- Oct 11-12 **8th Annual Memphis British Car Fest**, Memphis, TN - Jim Hofer (800) 344-9683
- Oct 13 **9th Annual All British Meet**, Woodley Park, Los Angeles, CA - Rick Feibusch (213) 392-6605
- Oct 18-20 **British Car Gathering**, Wyndham Gardens Hotel, Charlotte, NC - Alice Poole (704) 872-8550
- Oct 19 **Halloween Gimmick/Costume Rallye**, Amsterdam, NY - Kim Graff (518) 842-8611
- Oct 27 **British Car Autojumble**, Mississauga, Ontario, Canada - write MG Car Club of Toronto, P.O. Box #64, Station R, Toronto, Ont., Canada M4G 3Z3
- Nov 1-3 **Triumphfest**, Lake Havasu City, AZ - Digger Davitt (602) 966-9712

We're happy to list your British sports car event in our newsletter, providing you with several hundred thousand potential participants! Please let us know about your 1992 show ASAP. Drop a note to: Calendar, 400 Rutherford St. Goleta, CA 93117

## Front Page Story, continued from page 1



The faces behind the parts you buy for your British sports car. The Purchasing team from left to right: Denise Schultz, Maggie Chambers and Wally Harraman, Jean Royer, Bill Curtis and Peter Arakelian.

each. These product lines may not be profitable, but they have kept hundreds of British sports cars in operating condition. If you've ever experienced needing an essential item to get your car on the road that is just not available, then you know the incredible frustration it produces. Fortunately, with a company full of enthusiasts owning Triumphs, MGs, and Healeys, there are a lot of people demanding that new parts be sought out or retooled! (Admittedly a very selfish attitude, but one that affects your part's supply quite positively!) Sometimes it's hard to imagine that a warehouse that is stocked with over two and a half million parts is missing some key ones!

While backorders do occur, our fill rate on orders is over 90%. Our biggest backorder problems stem from suppliers that advise us 4 or 5 months after orders are placed, that the part has gone NLS (the heartrending abbreviation for "No Longer Supplied"). At that point, we may have very low, or perhaps no stock at all. If you've ever been backordered on a new product or sale item, and you are understandably annoyed at the time, think of the Moss purchasing team's reaction, which resembles a hospital's "code blue". We will make every effort to resource the

product and frequently succeed in getting an NLS item back on line in 2-3 months. If an item is expected to be out of stock for a lengthier period (due to a manufacturer setback or to time needed to retool and reproduce) we will make the item NYA (not yet available), and if it's a very important item, we'll make it NWA (notify when available). When you call and order a part that becomes NWA, we fill out a card with your name and address, along with the part number. When it arrives back in stock, we send out that card to you so that you may call and reorder if you're still interested.)

Not only are we the world's largest retailer of British sports car parts (a claim that seems to be bandied about by those who are not), we are also the largest wholesaler, selling frequently to our competitors. Where we get into trouble once in a while, is when a wholesaler buys a quantity of items which may completely wipe out the number on hand which our computer calculated to be a three year's supply. That's when we really have to scramble, and of course, that's when you may wonder why such a part is available everywhere but Moss. This is sometimes the reason!

We have always actively bought bulk quantities of "obsolete" factory stocks, including the entire north American British Leyland inventory from both their east and west coast warehouses. This amounted to eight 40-foot containers, packed tightly with difficult-to-find parts for Triumph, MG, and Austin-Healey. (We added thousands of part numbers to our inventory!) We still have large quantities of some items that fearless founder Al Moss bought 15 to 20 years ago, such as TC steering arms and 100-4 BNI synchro hubs.

Moss Motors, both here and in England, inventories over 30,000 different products. Of these, over 5000 are reproduced exclusively on our behalf. Our reproduction items are produced in one of three Moss-owned manufacturing facilities, or through independent manufacturers working on our behalf around the world. We do actively purchase and manufacture parts in England, Belgium, Germany, Italy, Portugal, Taiwan, Australia, Hong Kong, New Zealand, India, Argentina, Canada, and of course, the good old U.S.A. Like the enthusiasts for our sports cars, you can say our parts are truly international!

We have over 40,000 square feet be-

tween 2 warehouse in Goleta, CA plus 8,000 square feet in New Jersey. Our biggest warehouse in the U.K. is over 20,000 square feet and is only one of 6 different locations. We do receive air freight shipments from our U.K. facilities twice a month, plus at least one full ocean-shipped container each month.

Our operating philosophy has always been to look at obsolete parts to see which ones need to be reproduced in order to keep our cars on the road, rather than simply selling that small percentage of parts that generate the most sales. While we are certainly the largest British sports car parts specialist in the business, we really need your support to justify the expense of reproducing obscure parts. In many cases, even a small production run can be a many year supply. As an example, we are responsible for the world's only supply of MG TC rear axle ring & pinion gears. Even on a worldwide basis, we only produce these every 5-7 years. Without this commitment, a lot of TCs (the car which started it all!) would be non-drivable.

Although it's easy to become frustrated when a part you desperately desire is not available, take a second to think on the bright side. If not for companies like Moss, run by fellow British sports car enthusiasts, it's possible that even the very basic parts, from point sets through throw-out bearings, could be now obsolete. The 5000 plus parts that we have reproduced from scratch will be just a drop in the bucket in another few years. Remember, it's your support as both a lover of British sports cars and as a Moss customer that allows us to search for, to stock, and to manufacture those items that fill our warehouse shelves. So, the next time you pick up your phone, your oily fingers dialing our 800 number in desperation, you'll know just how that UPS red label emergency part got to you.

## THROUGH THE WINDSCREEN CLUB NEWS AND EVENTS

### The Club Scene

Ken Smith  
Club & Events Coordinator

#### DATELINE: ALBANY NEW YORK

Salutations from the Moss Club & Event RV - the "Mossmobile"! Once again on the road to British car meetings across the USA, we have hauled the RV some 3500 miles, through the deserts of the southwest, across the great plains of Oklahoma and Kansas (witnessing some of the havoc left by the recent tornadoes) and into the lush greenery of the eastern United States, which is quite a pleasant change to someone used to the "drought" brown of southern California.

Our first event on this trip was the TR Register of America's National event, in Frederick, Maryland, organized by the Mason-Dixon Triumph Club. A great turnout of TR2s and TR3s celebrated TRA '91. Brief impressions of this meet were the tremendously high standard of the Concours judging (the rules for which take a whole manual) and the vigor and enthusiasm of the participants in the Triumph Olympics held at this event! If you've never had to put the top up on a TR3 against the clock while being heavily rained upon by a garden sprinkler which resembled a fire hose, and being shot at by kids who had been issued water pistols, then you should

#### the Stelman's have attended each of the 52 meetings in the same 1953 MG TD, which they purchased new!

TRA for your warm welcome. We hope to attend another of your excellent meetings some day soon.

Onto the British Car Day at Bowie just outside Washington D. C.. The taste of original British weather (for it poured with rain all day until late afternoon) did nothing to dampen the spirits of the owners of the 700 or so beautiful British cars that braved the elements to fill Allen Pond Park, and the awning on the Mossmobile provided some welcome relief for the visitors to our display. We had heard a lot about Bowie and it lived up to every expectation we had - row upon row of classic machinery - and an unexpected bonus for us in the shape of an MGB Roadster rebuilt using a Heritage body shell supplied by Moss New Jersey in January 1991. Owned by Larry and Mary Pratt, and assisted by Jim Hull,

this Aqua 1970 MGB showed just what can be done, and why it shouldn't be necessary to ever lose another MGB to the junk yard!

Heading northeast now to the MG T-type Gathering of the Faithful meeting in Nashua, New Hampshire, for the 52nd time these stalwarts have met together since the T Register was founded! One couple has attended every one of these gatherings over the last 26 years (since the first GOF in 1965) and were there again this time... congratulations to Bernie and Mary Stelman of Connecticut. Incidentally, the Stelmans have attended each of the 52 meetings in the same 1953 MG TD, which they



Larry & Mary Pratt's "Aqua B". From body shell to this in just six months!

purchased new. A remarkable achievement!

Apart from a splendid display of pre-1955 MGs, including two M types and a P type built for Le Mans, we were particularly impressed by a feature we first observed some two years ago at this same meet. This is the "Safety Fast" check, where participants cars are inspected by qualified personnel in the areas most vital to ensure safe and fast running of these road warriors (the youngest of which is now 35 years old!). The inspection is free and covers such items as steering, brakes, shocks, suspension and many other items, and while by no means wholly complete, is an invaluable guide as to the condition of the car at the time of inspection. We at Moss heartily endorse this feature and recommend it to other clubs as a means of making attendance at any event worthwhile. Owners of cars that pass the rigorous inspection are rewarded with a unique "Safety Fast" pin, and the owner receives a record of the inspector's sheet, so that corrective action can be taken where required.

As usual, the host club, the New England "T Party", put a great deal of effort and enthusiasm into making sure all went smoothly, and they were rewarded by a large, appreciative attendance.

A few thoughts and anecdotes through the windshield of the Moss RV: How is it that the people in the midwest are so considerate and courteous on the road? In rural Kansas, cars moved over onto the shoulder of the two lane road when they saw us appear in their mirror, to give us a little more room to pass in a 40 mph crosswind.

Thanks to all the people who waved at us and flashed their lights, especially the white MGB in rush hour traffic in Albuquerque, New Mexico.

How about the Radio Shack 18-wheeler



G.O.F. III, in Nashua, NH brings out the finest T-Series MGs on the eastern coast. Bottom: the "Safety Fast" inspection, a great idea for every car show!

whose driver apologized for the poor quality of his transmission? We wonder what he had in there?

West Virginia, and the lady checking us in at the RV campground asked what type of RV we had. Our reply was a "Sportscoach"... but it says Jaguar on the side of it" said she (it also says that Moss Motors caters for MG, Triumph and Austin-Healey!) She insisted on entering the coach in her records as a Jaguar RV! (We need a 12 cylinder, Howard!)

And finally, thanks to everyone who has made us so welcome - the clubs, the individuals, and complete strangers ...

And finally, thanks to everyone who has made us so welcome - the clubs, the individuals, and complete strangers who make the Moss Road Show worth doing. It's been our pleasure!

We now turn the Mossmobile even further east to Boston, and then head west to Chicago... By the time you read this we hope to have met many more of you - our loyal customers old and new - during our summer tour, which this year extends all the way through November, to Triumphfest '91 at Lake Havasu in Arizona. See you!

## A Unique Approach To Restoration

### John Warfield's Restored TR3A

Ken Smith

On our travels in the Moss RV, we see many really superb examples of British sports car machinery, where owners have spent thousands of hours, and countless dollars (hopefully with Moss!) on bringing back an old wreck of a Triumph or Austin-Healey, or a clapped out MG to original condition.

However, the story I am about to relate is really an example to us all, in terms of courage, determination and sheer stubbornness. July 28, 1983 and John Warfield of Annapolis, Maryland is happily driving his Triumph Spitfire on a warm summer evening. The road is four lane, narrowing into two through construction, and John slows down as he enters the two lane portion. The driver of the 18-wheeler, however, doesn't slow down - he can't - because his vehicle has no brakes and is overloaded by some 16,000 lbs. plus 30 other faults found afterward. After what, you ask? The truck crosses over and side-swipes the Spitfire, and only the sturdy passenger compartment of the little Triumph saves John from being killed. John swears the car saved his life!

Five long and painful weeks in hospital and three months rehab. followed. John even bought a TR6 from his hospital bed as

his next car, little knowing that he would never drive a British sports car again as he was a paraplegic from the waist down, and would be confined to a wheelchair. As the impact of his confinement settled in on John, there were moments of dark despair, which he alleviated by detailing the TR6 over the next four years, to such a degree that it won numerous awards at car shows, shown by a relative.

In June of 1986, having graduated from law school, John heard of a TR3A which might be for sale. An old lady had had it for 10 or 15 years, and John went up to her house to find the saddest looking

1958 TR3A anyone had ever seen! Everything required restoration but John convinced her that it could be done and she told him to take it away...her gift to him!

Over the next four years, John painstakingly rebuilt the Triumph from his wheelchair, assisted by his friend Ron Nader. Obviously there were some things John couldn't do, but not much! As he says, "If I can reach it, I can work on it", and "If I can lift it, it's mine to do!" And do it he did, over 2500 hours of work on the Triumph, resulting in a supreme, original in every detail vehicle, which can be held as an example for all future restorers. Words



and even pictures cannot do justice to John's car, and the long often painful hours spent working from the wheel chair finally paid off at the Triumph National meet in Maryland this year. The car won everything in sight, including "Best in Show"!

To witness John prepare his TR3 for show was a great privilege, for he has never driven the car, and he never will,

unless it is adapted for hand controls, which would destroy the authenticity.

A successful businessman in Annapolis nowadays, John still undertakes detailing work for his fellow Mason Dixon Triumph Club members to an extremely high standard. His story and experiences are an example to us all, and the character he displays should inspire us to do an even better job with our beloved British sports cars, no matter what the odds. A final anecdote, when I interviewed John for his story, I mentioned that it might make some other people get off their butt and restore their classic. John replied with a smile, "You don't have to get off your butt to do it, look at me!"

## Our Catalogs!

Moss Motors offers you a full line of complete and comprehensive catalogs. Beautifully detailed illustrations of each car make finding the parts you need easy. Helpful tech tips and hard-to-find accessories also aid you in the restoration, maintenance and enjoyment of your British classic. Call us toll-free, or 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 the catalog you need by checking the appropriate box.)



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TR7	<input type="checkbox"/> TRZ-01	
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100-4, 100-6, 3000

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

## String Back Driving Gloves



British sports car drivers in the '30s, '40s and '50s drove proper cars and wore proper gloves. We searched all over the world for these wonderful string back driving gloves, to take the place of the modern black universal driving gloves that are so readily available these days.

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## Counter Locations:

If you're visiting Southern California or New Jersey this year, why don't you drop in for a visit? We're open from 8 am to 5 pm weekdays, 9 am to 4 pm on Saturday.

In California, we're on the coast 100 miles north of Los Angeles, near Santa Barbara—it's a beautiful vacation area between the mountains and Pacific ocean! If you'd like a tour of our Goleta facility, give us a call at least a day before and we'll make every effort to schedule one for you or your club! Free Tourist Info. Packet available.

Our centrally located New Jersey showroom is 25 miles from New York City. In a wooded lake area of outstanding natural beauty.

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# MOSS Motoring



FALL 1991 brings us the changing colors of eastern foliage, the last blooms of summer grass on the west. No matter where you take your British sports car for a spin, you'll be sure to revel in the experience. Framed by picture-perfect southern California day, Dale LaPlante, of Santa Barbara enjoys a beautiful drive in his exquisite Austin-Healey BJ7.  
Photo by Mike Egan

## MGB Body Shell

### This May Be Your Last Chance to Order One!

We still have a limited number of body shells available in our Goleta, CA warehouse. If you are planning to rebuild an MGB soon, you won't want to miss out on a brand new Heritage body shell. We are down to our last few, so call your sales advisor now!

**MGB Body Shell**  
459-540 \$3995.00  
(Crating Charge \$220.00)

## Inside This Issue Spied!

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We recently spotted our illustrious leader, Howard Goldman, driving his E-type Jaguar on the local freeway. Well, as they say, man does not live by Bugeye alone.