

MOSS Motoring

Spring 1991

If You're Rebuilding An MGB Body Shell, We'd Like to Hear How It's Going!



We've sold dozens of brand new MGB body tubs over the last year, to diehard MG enthusiasts! We'd like to see what you've done with your restoration, and we're interested in showing off your comments and photographs in a future edition of *Moss Motoring*. As a bit of incentive to urge you into taking the time to send in some information on your work-in-progress, we have to point out that in the U.K., articles and photos abound concerning many individual restorations using this body shell! Surely, you won't let your fellow British enthusiasts shame you with a lack of U.S. input? Even if your body shell is not yet a roller, we're interested in seeing how you're putting it all together. Your rebuilding experiences, however limited, may be inspirational to fellow British sports car owners (not just MGB owners)! Keep in mind, too, that we do offer generous gift certificates for material published in our quarterly newsletter—what better way to support your restoration habit! Write and send pictures to: Editor, Moss Motoring, 400 Rutherford St. Goleta, CA 93117



What better way to spend a day than to venture out for an early afternoon picnic? Top down, the warm wind blowing through the cockpit, a scenic view...and best of all, of course, your British sports car gleaming in the sun.

Visit The Moss Parts Counter Much More Than Just Picking Up Your Parts



If you're planning a trip to the west coast this year, make a stop at Moss a part of your visit, and we'll make sure you have a good time!

Our Goleta Warehouse & Parts Counter is located next to one of the most beautiful places in the country, Santa Barbara, California. It's a well-known area for top-down sports car driving, over long sweeping mountain and beachside roads, with the wine country a stunning backdrop to the ocean. There are many local beaches with camping facilities, hundreds of places to stay in town and things to please every member of your family. We're located 90 miles north of Los Angeles and about 300 miles south of San Francisco, with a temperate mediterranean climate 95% of the year.

Our friendly, knowledgeable sales people love British sports cars as much (if that's possible) as you love your own, and will be pleased to advise you on the parts you need for your car! There's free coffee available while you place your order, and we'll provide you with a unique "Visitor Information Packet," full of ideas on what to see, what to do and where to go in the area, as well as necessary maps. Did we mention the beach was about a mile from our showroom?

If you would like a tour of our facility, give us a call at least a day before, and we'll make every effort to schedule one for you. Car clubs passing through, take note! (Tours are available Mon. through Fri.) Call, write or FAX in advance with your order and we'll be happy to have it waiting for you...but don't worry, you can do your last minute "shopping" when you arrive.

Come visit Moss Motors this summer and we guarantee that our welcome will be as warm as the sunshine—which we also guarantee (fingers crossed, of course). If you're interested in taking a tour, call us toll-free, at 800-235-6954, ask for Carlos or Marcie in sales, and let us know when you'll be in town. *If you'd like this information in advance of your trip, please let Marcie or Carlos know.

Moss Sales Staff... Sports Car Experts And Enthusiasts, Too!

Calling Moss Motors means different things to different people. There are those enthusiasts with perfectly running cars, in Concours condition (no junker in the garage to restore either), who actually only call once or twice a year for a tune-up part. Amazing! Then there are those of us who (a category which includes a high number of Moss employees!) have an everyday British sports car that doesn't always want to run every day 2.) have a car in various states of disrepair, that really should run someday 3.) have a bizarre fixation with spending hard-earned money on fixing up beater British cars, selling them for another, fixing them up, and so on, in an endless circle...

No matter which category you fit in, if you're going to be looking for parts help and advice during the time you own your favorite British sports car, you'll enjoy finding out a little more about the people on the other end of your phone line! Dialing (800) 235-6954 brings you into our phone system (narrated by sales manager Michael Chaput), where you can choose to place an order, have a free catalog sent to you, speak with customer service or, if you don't have a touch-tone phone, tell our operator whom you need to be speaking with. For those of you who call often (don't worry, we won't be the ones to tell your spouse!), you can usually go immediately to your favorite sales advisor's extension.

Sales manager Michael Chaput (ext. 3216), along with assistant managers Carlos Gonzalez (ext. 3219) and Marcie Webb (ext. 3211) are the driving (no pun intended) forces behind the sales team. Mike concentrates on long-term goals for the sales department; he is helping to streamline the new computer system, in order to provide the most efficient tools possible for the sales staff. Maintaining an up-to-date phone system is also a priority. At this point in time, he can instantly punch up the number of calls received in any given period, and check average call time and flow of calls to pinpoint the number of staff needed to best serve your needs. Mike enjoys being able to provide good product at competitive prices, but most of all "taking care of Moss customer needs and keeping the passionate love/hate relationship of the British sports car alive and kicking!"

Having two assistant sales managers (with 18 years of combined experience between them) gives the sales staff a keen edge in customer service orientation. With both of them there to assist with calls, counter help and problems that may come up day to day, the sales people have more time to spend helping you place your orders, as well as to give you special services such as pulling a part to visually check a spec you may have a question about.

Carlos used to work at the ex-Moss Jaguar

Who Answers The Phone When You Need Spares For Your Car?

dealership, and his intense background with Jaguar parts gave him a head start in knowledge of the other British cars we sell parts for. Although he terms himself best at supervising mechanical work, he's had plenty of experience on his own cars, and in particular, his '87 Emrick Express Go-Kart. Another important asset to Moss is Carlos's ability to speak Spanish, which comes in handy when desperate South American sports car owners have trouble placing their orders in English (few others know the correct Spanish term for cluster gear!).

Marcie recently sold her much-loved MGB roadster, and still misses other MG drivers waving in passing. She is keeping an eye out for another (chrome-bumpered, this time) so let her know if any pop up! Marcie excels in problem-solving and keeping a busy sales department running smoothly.

MG aficionado Jonathan Lane (ext. 3188) drives a '71 BGT and also has a 1966 RHD roadster which he vintage races. His interest in British cars centers around "the classic style, extreme personality and incomprehensible lack of practicality..." Off to vacation in England for a couple weeks, he'll also spend a week working at one of our British locations, as well as possibly getting a chance to race an MGB at Silverstone. Ross Barrett (ext. 3194) has had a 1964 TR4, but is just as familiar with MGs. He likes the sporty handling of British cars, as well as the fact that they're simple to work on and are convertibles. He's also willing to accept donations of any British car you might care to get rid of. (Dream on, Ross.)

With 20 years in the automotive business, Frank Butcher (ext. 3189) has had Big Healeys, MGs, a '59 Vauxhall Victor and

Continued on page 5



From left to right: Sales Manager Michael Chaput, and Assistant Sales Managers Marcie Webb and Carlos Gonzalez.

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

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Contributions Invited

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

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

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

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

\$75.00 GIFT CERTIFICATES

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

\$40.00 GIFT CERTIFICATES

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

\$20.00 GIFT CERTIFICATES

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

Prices

Sale prices are valid from April 1 through May 18, 1991.

Highlight prices are valid thru October 29, 1991

OOPS!

Please note this correction to page 33 of our newest Product Update/Price List



Period Accessory Mirrors

- We offer a unique selection of accessory mirrors for your British sports car. Early factory options for some cars, these mirrors were very popular dealer options in the fifties and sixties.
- (a.) Tex Viewmaster Style Mirror 165-270 \$22.95
 - (b.) Late 1960s' Style Mirror 165-260 NYA
 - (c.) Late 1960s', early '70s 223-310 \$14.75
 - (d.) Flat, R/H 165-400 \$9.95
 - Flat, L/H 165-500 \$9.95
 - (d.) Convex, R/H 165-210 \$9.95
 - Convex, L/H 165-300 \$9.95

Here It Is, Your Free British Sports Car!

(Some Assembly Required...)

▷ TO ASSEMBLE YOUR BUKEYE SPRITE WE RECOMMEND YOU GLUE THE CUT-OUT TO A PIECE OF HEAVY PAPER TO STIFFEN IT.

▷ AFTER CUTTING OUT CAR, FOLD OVER TABS, THEN ROLL OVER FRONT AND REAR BODY PANELS, TAPING TABS INSIDE TO HOLD BODY CURVATURE.

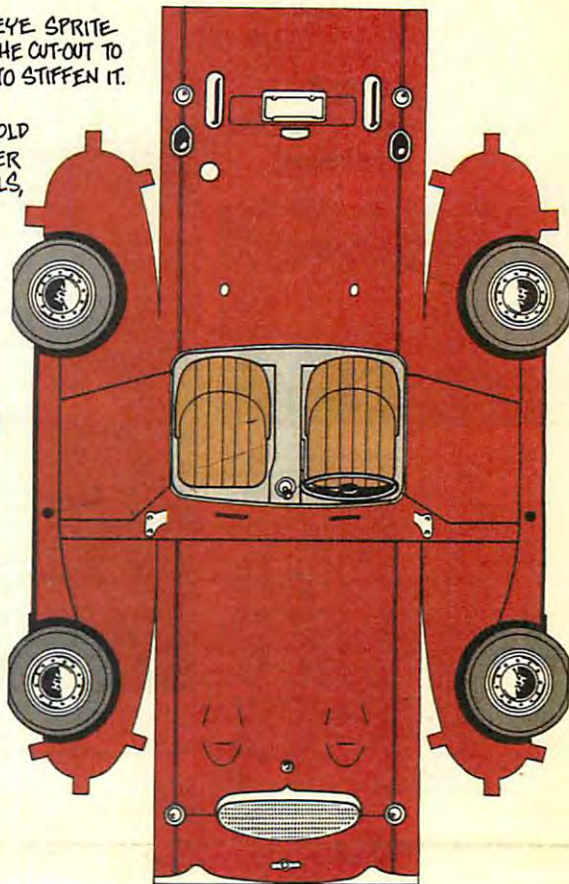
▷ CUT OUT WINDSCREEN AND



LOCATE WITH SLOTS ON BODY, GIVING IT A SLIGHT CURVATURE TO MAKE IT STAND UP.



▷ CUT OUT HEADLAMPS AND FOLD AS SHOWN AND POSITION IN SLOTS ON BONNET.



◁ OPTIONAL OIL SPOT

GOLETA Spring 1991 CALIF. LETTERS

\$10,000 Donation Helps



I am enclosing a small token in appreciation for Moss Motor's donation of the interior kit for our MGB. We were able to donate \$10,000 this year to the Variety Club Children's Hospitals. We cannot tell you how much we appreciated your help! Jim Hofer, President British Sports Car Club of Memphis Memphis, TN

Moss Tabloid Format Causes Difficulties At Times

As an owner of a '51 MG TD, I am always trying to gather technical material about early MGs and British cars in general, to help me better understand (and therefore maintain) my old "T". The Under the Bonnet, Tech Tips, and other tech columns in Moss Motoring are always interesting and generally valuable. I find, however, that my earlier copies of

Moss Motoring are beginning to yellow and crack and that it is hard to preserve the technical articles by photocopying them onto bond paper because the layout is designed for an 11" x 17" format. My request to you sounds simple, but probably is not.

Could you consider laying out the technical articles so that they can be easily photocopied in an 8" x 11" format...for people's own use? I understand that some of the articles may be extractions from other books, manuals or monographs, but it is valuable and worth saving.

It certainly is sad that the discoveries and contributions of each enthusiast, duly printed in your paper, become lost after a year or two. As a relatively new MG "nut", I find myself poring over all sorts of material just to understand what Cecil Kimber's crew "hath wrought".

William Bremer Cape Elizabeth, ME (Mr. Bremer raises an interesting question. Do any other readers have trouble preserving tech articles they value? Please drop me a line if you have any comments or suggestions regarding the Moss Motoring format-Ed.)

Moss Motors, As Long-As I Own A British Car!

I would like to thank you for the service you have given me. I own a 1974 MGB which I am trying to restore. This task has been made much easier by the help of Moss Motors. It is much easier to order new parts than to comb the countryside

for used parts to rebuild.

I know others with British cars who now use your parts also. Those who don't use Moss, I recommend it. Even if one is not trying to restore, a car can be kept running by a few new or rebuilt parts.

I will continue to order from Moss as long as I own a British car! Jeff Marcum Waco, KY

Instant Diagnosis, An "A" Plus

This note is to commend Woody in your Tech. Services Department.

My MGA ('57) developed a problem in the braking system. It was a ground-up restoration that I had done myself. The problem was mysterious, so I called Moss. Woody identified my problem as a gasket in the master cylinder. A problem that could conceivably cost me days to analyze was recognized immediately. Within the hour, my "A" was 100% again.

You are to be congratulated for having someone so courteous and knowledgeable on your staff. My thanks to Woody and Moss!

Stan Shannon Lake Park, GA

(Send in your letters and comments and let us know what we're doing right or what we can do to make things easier for you when you call us! We really want to know what you think!)

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.

Unleaded Gasoline? Not a Problem!

We regularly receive questions relating to the demise of leaded gasoline and the effects of no-lead fuels on British sports car engines. Some years ago we addressed most aspects of this issue but since full solutions weren't available at that time, (but are now) it's appropriate to take a fresh look at a serious problem that affects us all.

Before we get into the problems and the possible solutions, we should take a look at "leaded"

gasoline and see just what the "lead" was supposed to do. In the first place, the "lead" is actually tetraethyllead, an organo-metallic additive that has long been used in gasoline for two main reasons. First of all, the "lead" increased the octane rating of the fuel. Secondly, the lead oxides formed during combustion helped lubricate the valves and prevented excessive valve seat wear, especially at the exhaust valve seats. Octane is something we are all familiar with; high octane is hard to ignite, readily. Higher octane fuels, therefore, will not usually "detonate" from the heat of compression before the spark plugs fire (commonly called "knocking"). The idea of valve lubrication and valve seat recession is a bit harder to visualize. It is easy enough to see that a film of lead oxides deposited on the stem will aid in lubrication but valve seat recession seems more mysterious.

The process actually occurs when iron oxides form on the edge of the valve face. When the valve is open, these imperfect lumps become superheated, and when the valve closes, they fuse to the valve seat in the cylinder head. The valve opens again - and a small fragment of the valve seat remains fused to the valve. Repeat this over and over thousands of times a minute and you can visualize the valve slowly burrowing into the head...which is what happens! It can't go forever because, as the seat is eroded, compression is lost, the valves no longer open and close properly because of adjustment changes, and so on. Eventually, the engine will be running so poorly that even the laziest enthusiast will give in and have the head rebuilt, or replaced. And, unless something is done to change the fuel or the head, the same thing will happen all over again.

The severity of valve seat recession and the rate at which it occurs increases proportionally with engine speed and load. Since British sports cars typically run at a much higher r.p.m. than most modern cars, they are much more likely to suffer from using unleaded gasoline. How long does it take for a valve seat to burn? Dynamometer tests of a V-six with non-hardened

seats running at full load and high r.p.m.s showed .075" (over a sixteenth of an inch) recession in 48 hours. Around town, therefore, your engine will suffer slowly but if you go on long trips with sustained high cruising r.p.m., your valve seats are in jeopardy!

Doubtless, your next question will be, "But can't I just add something to my gas to replace the lead?" "What about all the 'anti-knock' products in the parts store?" Most of these octane boosters do something to reduce knocking, but most of them are alcohol-based and therefore can do nothing for the silent problem of valve stem wear and valve seat recession. Since the obvious solutions involve tearing open an engine and replacing the affected parts and having some custom machine work done as well, any product that we could offer would have to address the real problem faced by the owner of a vintage British sports car. You need an additive that would in fact replace the lead that has been legislated out of our gasoline (not without good reason, mind you). After looking at a lot of products, we settled on one offered by a company called Marine Development and Research. The additive called, appropriately enough, Relead, does exactly what it says it does: it forms a coating like the lead oxide, and this coating will keep valve recession within the same limits of our leaded fuel (1.1 grams per gallon) that was available until July 1, 1985. (Current levels are restricted to 0.1 per gallon, too low to really be an effective recession preventative.) Relead is relatively inexpensive and a little bit goes a long way - 8 ounces will treat 80 gallons of gasoline. Figure it this way: it adds about nine cents to the cost of a gallon of gas, which, considering the alternatives, is not bad at all! We highly recommend Relead as a short term solution, particularly when long sustained freeway speeds are encountered. Relead

...new seats will solve 50% of the problem but exhaust valves and guides should also be replaced for a 100% conversion to lead-free fuel.

is an excellent stop gap or interim method of staving off disaster until your time or finances allow for a permanent solution.

The permanent solution is now possible on all British sports cars. This entails undertaking a valve job. The valve seats must be replaced by special chrome-nickel alloy valve seat inserts. We don't stock these but they are readily available from

virtually all reputable automotive machine shops, as inserts are stocked by size not by specific application. The inserts you need for your Healey 100-4 may be the same as for a Diesel Buick! The reason we do not stock these inserts is that many cylinder heads have already been fitted with valve seat inserts (which may or may not be the chrome/nickel type) and fitting dimensions vary greatly as do a number of other factors. Valve seat inserts can fall out if not installed properly so it is best for your machinist to install his/her favorite brand of inserts for best results. A possible alternative to having valve seat inserts fitted is to have a heat-treating specialist induction-harden your original cast iron seats. This was the solution undertaken by some of the motor manufacturers, but finding a specialist to handle this type of work may be difficult, if not impossible.

The new seats will solve 50% of the problem but exhaust valves and guides should also be replaced for a 100% conversion to lead-free fuel.

We stock a full range of Stellite-faced stainless steel valves which are far more burn resistant than original equipment valves. When used in conjunction with

Relead

Not just a fuel additive, but a lead substitute.



Developed to replace the lead your engine was designed to use. Not to be confused with products that simply boost the octane rating of unleaded gas, this lead-free product forms a protective coating on valves and valve seats, as lead in gasoline did. Protects against valve wear and valve seat recession. Each 8oz. can with convenient flip-top cap treats 80 gallons of unleaded gasoline.

220-390

\$6.45

The Moss Road Show 1991

Look For Us On the Road This Spring and Summer

Once again we are preparing to bring a little bit of Moss out to you during the coming summer, in the form of our Moss Club & Event RV, and its intrepid crew! Plans are well in hand to visit some of the larger events, and although the itinerary is not fully finalized, we do hope you will come up and say 'hello' when you see us at an event, and receive one of our famous and often copied 10% Off/Free Shipping Discount Coupons, which we give away on the road. We will have some new features on the Road Show this year, but you will have to wait and see what they are.

When we speak of the larger events we will be attending, this is not intended to

belittle those events of a smaller nature, which in their own way serve the owners of British cars as well as the more heavily attended ones do. However, in the real

world of economics, we have to go where we can get to the maximum number of people, and invariably this means that one area or another of this vast country is going to miss out. However, to the people in Arizona, Maryland, Utah, Illinois, Massachusetts, Ohio, Michigan, Missouri, Kansas, and of course California and the West Coast, watch out! We are coming your way! If you see the Mossmobile on the road give us a wave, a flash of your lights, or call us on CB channel 19!



Snapped "on the road in Idaho" by Joseph DeStefano, of Bellmore, NY.

nickel/chrome valve seats, recession is all but eliminated.

Stellite intake valves and chrome/nickel valve seats are not required as the incoming fuel insures safe operating temperatures for these components.

The final aspect concerns both intake and exhaust valve guides.

Exhaust guides in particular, originally received most of their lubrication from the tetraethyl lead. Without the lead, stock cast iron guides wear rapidly and eventually cause valve seat & face problems simply because of the excess wear in the stem area. Keep in mind that intake guides have a tendency to suck oil down

the guide which sometimes results in excessive oil consumption particularly if the valve stem seals are installed incorrectly or have disintegrated. Exhaust valves, on the other hand, are never well lubricated as hot exhaust gases tend to blow up the valve stem. We stock a full range of silicon bronze guides which have better "self lubricating" properties than cast iron. Most are listed in our recent update but an expanded range is now available (see below). Silicon guides should be run a bit on the loose side as this material has a greater

expansion rate than cast iron. These guides can seize if not reamed to provide adequate clearance, particularly on the exhaust side.

Many enthusiasts have experimented with fitting Teflon "umbrella type" valve stem oil seals as a way of completely eliminating intake valve guide oil consumption. This was an effective modification when full strength leaded fuel was available. However, with the currently available fuels, only stock type valve stem seals should be fitted.

With the above 3-step conversion completed, your vintage sports car is now fully up to modern standards and can safely be run on ordinary unleaded fuel without the addition of Relead or other lead substitutes.

Why not plan to upgrade your trusty sports car before the spring and summer driving season really gets underway? A leisurely weekend to remove, followed a week or two later by a re-installation session and you can forget about what damage is being done by running an unconverted engine on unleaded fuel.

(Our thanks to Research & Development Manager, Chris Noulton, for additional research and information.)

Stellite Exhaust Valves

Constructed of stainless steel, then faced with Stellite (a hard-wearing, highly burn-resistant alloy), these valves considerably outlast stock ones. For exceptional long life, valve seats should be induction-hardened or replaced with nickel-chrome inserts by your machine shop. Sold individually.

MG TCTD	423-025	\$17.25
TD MKJTF	423-045	\$18.95
MGA 1500-1600		
	423-115	\$13.50
MGA 1600 MKII, MGB thru '67	423-155	\$15.95
MGB 1968 on	423-165	\$15.95
Sprite/Midget 948 and 1098cc	423-315	\$12.95
Austin-Healey 100-4	021-024	\$17.95
Austin-Healey BN4 thru BJB (6 port head only)	537-175	\$15.95
Triumph TR2-4 to TS21470E	821-015	\$15.95
Triumph TR4-4A (5/16" stem dia.)	821-025	\$15.25
TR250/TR6 to [E] CF1UE	821-115	\$15.95
TR6 from [E] CF1UE	821-125	\$15.95
Jaguar XK150-150S, XKE (1 5/8" head dia.)	537-095	\$17.95
Jaguar XK120-140 (1 7/16" head dia.)	537-035	\$17.95

Silicon-Bronze Valve Guides

Install your new stellite exhaust valves with our Silicon-Bronze valve guides and frequent (and expensive) valve jobs are a thing of the past. The low friction and high strength characteristics of these guides mean extremely reduced valve stem wear. Sold individually.

TCTD-TF Intake Guide	423-215	\$3.95
TCTD-TF Exhaust Guide	423-225	\$3.95
MGA & MGB Intake Guide	423-245	\$3.95
MGA & MGB Exhaust Guide	423-255	\$3.95
Triumph TR2-4A Intake Guide	830-015	\$3.95
Triumph TR2-4 Exhaust Guide (3/8" stem dia.)	830-025	\$3.95
Triumph TR4-4A Exhaust Guide (5/16" stem dia.)	830-015	\$3.95
Triumph TR250/TR6 Intake Guide	830-015	\$3.95
Triumph TR250/TR6 Exhaust Guide	830-035	\$3.95

Resurrection Or Restoration?

Everett D. McCoy
Rolla, MO



I have owned many cars in my life, but none have captured my interest more than convertibles. Having recently parted company with my beloved 1963 Dodge Dart convertible, I looked for any opportunity to justify and acquire another rag top.

A man needs two cars, doesn't he? After all, it's the only way one can be assured of having one that runs, isn't it?

Shopping for groceries, I saw a handwritten sale notice for three cars, one MGB, one MGA and of all things, a Saab. I could go look at them. MGs are supposed to be sporty. I can live with that.

I deftly, and craftily, removed the notice from the bulletin board. Friday comes, I climb into my van, and off I go on a 40 mile trip.

I arrive at a farm in the middle of nowhere. The owner is home and offers to show me the cars. (The Saab is, of course, the best of the three and because of it, all of them must be sold as a package to assure the disposition of the MGs.)

The Saab is junk. I ask about the others, MGs did you say? (Ignorance is a wonderful thing.)

Behind the house, under the hill, across the fence and in this big grove of weeds are the cars: Are they MGs? There they set. Poking their noses out of the weeds, a chrome-bumpered MGB and a "toothless" MGA.

Now comes the "story"....."Well, they've been here for years. I bought them with the sole intention of taking the "B" apart and rebuilding the "A". The building they

were in rotted down around them two years ago. The horse ate the top off of the "B" and I've got some more parts for the "A" in the shed beside the house. You'll have to take them as a package."

The translation follows...The "B" looks like someone stepped on the front of it with a giant tennis shoe. Rats are living in the interior and feeding the wiring to their young. (The horse did eat the top off.) The car is mired in mud up to the rockers and a roof beam is keeping it from floating away.

The "A" has a tree growing up through the middle of it. It has no interior, no windshield or frame, no chrome, only three wheels and the engine block is in the back-forty of a farm fifty miles away. It's toast.

Suddenly, the mind snaps. The common sense even geese possess leaves my body in a hasty retreat. The cars are mine! Now, what do I do with them?

A solid day's work is invested in just removing the camouflage. The rotted building timbers are lifted and cut away. An assessment of the cars is made.

With a portable air pump, five gallons of gas, a can of ether and a bottle of brake fluid, a miracle occurs. One squirt of ether, and the "B" starts!

This is too good to be true! It was, but with a new fuel pump, we're on our way. With the front tires toed out like pigeon's feet, we travel forty miles, we whet off two tires and we trash a wheel bearing. But, we make it home. There it sits. A real sports car.

Suddenly, the mind snaps. The common sense even geese possess leaves my body in a hasty retreat. The cars are mine! Now, what do I do with them?

British sports car enthusiasts are a different breed. I know. I am one.

After three more weeks and many trips, the rest of the parts are gathered in. Now the fun begins.

The front fenders are ripped off and replaced with a pair needing extensive work, but salvageable. The interior is thrown away and usable replacements are made. The missing four feet of wiring that connects the front of the car to the back is replaced. The Weber two barrel is overhauled. The windshield is replaced and the car is ready for inspection.

Much more work is being done to the car. The front cross-member was bent and has been replaced and the front end rebuilt completely. The brakes have been rebuilt and a blown head gasket replaced.

The rear end is about to be swapped out so as to acquire wire wheels. The rusted outer body panels have been replaced and the car looks to be in a state, being five different colors.

I'm pressing my luck, but I'm still using the belt, hoses, water pump and points that were on the car when it roared (crawled) from its grave. I am impressed.

This can, by no stretch of the imagination, be called a restoration. This is a resurrection.

The problem is, MGs are a disease. The desire wells up inside and before you know

it, the cars have multiplied. I now have a 1958 MGA wire-wheeled coupe. Unfortunately, the MGA parts car went the way of the wind three years ago. (Who would ever have thought I would have needed it?)

Eventually, I would like to restore the MGA coupe and find a 1958 MGA roadster as well. These are lofty dreams. I am a graduate student and, contrary to what some people may think, it ain't cheap, folks.

For now, I will dream of cars I cannot have, envision what I hope will be the future of the cars I do have and look to life outside academia.

British sports car enthusiasts are a different breed. I know. I am one.

I go to swap meets and car shows wearing a t-shirt with the MG octagon. Invariably someone will ask what cars I like and what parts I have. Do I know anyone with a right hand drive ZB, or a TF parts car? Where do I get my parts?

Now that gas prices are again on the rise, 29 mpg from my 1973 MGB is not bad. It cruises at 3500 RPM and keeps up with traffic. And it does it with style.

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



My wife, daughter and I recently spent several days at Disney World's RV Resort, Fort Wilderness. When we checked in, we were given a booklet produced by Fleetwood Enterprises which promoted Fleetwood RVs and their role at Fort Wilderness. The above picture was used to illustrate Fleetwood's years of experience in the RV business. However, from my point of view, it also illustrates the versatility of our beloved MG's! Lyman Harris, Russellville, AR

New MGB Factory Body Shells

As a British Motor Heritage distributor in the U.S., we are pleased to be a supplier of brand new MGB body shells built to original factory 1968-'74 specifications in England. Identical to the body used in Abingdon during this period, the Heritage shell places the restoration of an MGB to its former



beauty, within every enthusiast's grasp. Each body shell is supplied complete with fenders, doors, hood and trunk lid. Don't waste time and money welding and repairing a rust-ridden and battered MGB when, with just a basic tool kit, you can do the work in your own garage!

You'll receive your body shell electro-phoretically primed and sealed.

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

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

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

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

freight on all orders over \$600.00 shipped in the continental U.S.A., the body shells are an exception. Their tremendous size and weight (930 lbs) make this necessary. The cost of the freight ranges from between *\$240.00 to \$600.00, depending on your location. Having warehouses on both coasts allows us to save on freight charges by shipping from the warehouse nearest you. If at all possible, we suggest that you make arrangements to pick up the body shell at our facility. *For a more precise quote, please ask your sales advisor.

MGB Body Shell
459-540 Regularly \$3995.00

Sale Price \$3495.00*

(Crating Charge \$220.00)
Please note: No other discounts may be used with this special offer.

SPECIAL SALE PRICE
ORDER A BODY SHELL THRU MAY 18TH
AND SAVE \$500.00!
NOW, ONLY \$3495.00

Moss Motorsport Introduces Racing Sponsorships

In recent years, Moss Motors has offered limited sponsorship to racers of British sports cars in this country. In Europe, where our sports cars are much more actively campaigned, Moss Motorsport has backed several successful drivers in the fields of historic rallying, club racing and time trials. In North America, our involvement has been of the grassroots nature, supporting to a lesser extent, individuals with MGs, Triumphs and Austin-Healeys who have approached us over the past few years.

We are now looking for a few more good men & women to carry the Moss banner

into the fray of competitive motorsport. Due to the potential number of suitably prepared vehicles, sponsorships may be of a limited nature, but at the same time might help to defray the ever-increasing cost of competing in amateur motor sport. If you feel that you would be a suitable candidate to be considered by our panel, please write to: Moss Motorsport, 400 Rutherford Street, Goleta, CA 93117

Only written inquiries will be considered. We'd also like a snapshot of your car in current racing trim and a brief outline of your recent motorsport involvement and success.

Semi-Metallic Brake Pad Sets

MGB	182-225
TR3B (TCF series)	\$34.65
TR4 from CT4690 (wire whls)	} 585-520
TR4 from CT4388 (disc whls)	
TR4A	} \$14.25
TR250	
TR6 to CC29929	} 585-535
Austin-Healey BJ8 from lcl26705	
TR6 from CC29930	\$34.65
Sprite 1098-1275	} 071-537
Midget 1098 thru 1500	
TR7	\$34.65

These special brake pads provide excellent overall braking and give you smooth, straight stops from even the highest of speeds. Guaranteed not to dust, squeal or fade, these pads typically last three to five times longer than stock pads.

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 May 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.

1947 Triumph 1800: 94% new restoration. Health does not permit completion. New paint, fully interior, etc. Runs great. Needs new top and dash work. 3/4 trade on '53 TD MKII, MG TF, or XKE Jag. Conv. No junkers please. Car in California. Mr. Jack H. Hansard, 14013 Jackfish Dr., Padre Island, TX 78418. (512) 949-9494.

1958 MGA: Completely restored interior & exterior. Less than 3,000 miles since motor rebuilt with rebore, new bearings throughout. Mechanically excellent. Transmission perfect. Wire wheels, new tires. Roll bar, tonneau, and rag top. \$7,500. Contact Bill, 130 E. Virginia Terrace, Santa Paula, CA, 93060. (805) 525-3831.

1949 MGY Tourer: Rebuilt chassis and drivetrain. In storage since 1965. Ready to assemble. It's all there. No rust. Only 817 made. Serious inquiries only. \$10,500. Mike Railsback, (916) 885-0866 or 823-1672. Auburn, California.

Private Individual wants 1965 - '67 MGB for his own use. The only firm requirements are mechanically excellent and absolutely no rust ever, although I'd prefer overdrive. A full description (pictures, if available, appreciated) to: John Flanagan, 404 Cottage Avenue, Vermillion, SD 57069. Travel for a good one is no problem.

1968 MGB GT: California car, license MGB GT 68, original bill of sale, records. New Moss chrome wire wheels, new Moss leather seats, Wilton wool carpet. Garaged and covered, 49,000 miles, pale primrose/black. Mechanically excellent, spotless, very original. \$7,500. Jack Dalton, 309 Vista Suerte, Newport Beach, CA 92660, (714) 644-7538.

1959 Austin-Healey 3000 BT7 2+2: Complete restoration. Bright red exterior, red interior, black top. Never exposed to salt or sand. \$25,000. (215) 967-1242.

1963 TR3B: Black and white, wire wheels, new interior, side curtains, OD and transmission overhauled, ready for street or parade, could be made Concours, a beauty. \$15,000. Photo upon request. (213) 721-8595.

1948 MG TC - R.H.D.: Lovingly maintained and in outstanding overall condition. British racing green; new paint, biscuit upholstery and top. Good running condition, new tonneau cover and windows. Excellent chrome. I just don't use the car anymore. \$27,500 or reasonable offer. Horacio Salgado, Pasadena, CA. (818) 793-3338.

XJ6C, 2 Door: Rarest of XJ6s. Just had head job, recent trans, very original southern California car. Delivered new in Riverside. Original leather, sheep skins, original 8 track w/ adaptor, old english white w/ beige interior. 72K miles. Dr. Gerard, (213) 498-2798. \$10,250 OBO.

1954 MG TF: No time and out of patience. Partially restored, primed, completed rolling chassis, engine completely gone through. No rust, new tires, complete. \$2,340 of new Moss parts. \$10,000 invested. Ken, Reno, NV. (702) 689-7280.

1977 MGB: New custom exhaust, trunk rack, no rust, new paint - burgundy with silver decal set, 4 speed, dead engine, hard top, soft top, tonneau, stereo, new upholstery, plus other accessories. \$2,300. Call or write Marty, (805) 438-4169, Box 1600, San Luis Obispo, CA 93406.

1973 MGB GT: Last of the chrome bumpered, twin carb, cars. Red with blue interior. A very good condition California car that is used daily. \$3,000. **1965 3.8 S Type Jaguar:** In primrose yellow, saddle interior, C.W.W. Auto, good body and mechanical condition, could use some leather. \$7,000. Both cars in Los Angeles. Call Mike (213) 772-2585 days, or (213) 733-1246 evenings.

1957 Jaguar XK150 DHC 3.4L: 4 spd OD, BRG/green incl. custom sheep skins. Custom painted wires/stainless spokes. Pirellis, Konis, AM/FM cassette, 4 spkrs. Beautiful ride, great drive. \$35,000. Days (213) 256-4581, eves (818) 952-1698.

1951 Jaguar MKV DHC: Hard parts orig. complete. Wood exc. Soft trim very good, not orig. Black silver/black. Runs. Spare engine, trans, rad, rad shell, etc. Elegant. \$12,000. Days (213) 256-4581, eves (818) 952-1698.

Original Factory Video Tapes

In conjunction with the British Motor Industry Heritage Trust, we're very pleased to announce the availability of rare original factory advertising and promotional films. Perfect for club meetings, or "showing off the old car" to uninitiated friends, we're offering many exciting films to choose from among MG, Triumph, Austin-Healey, Jaguar and vintage racing challenges. In VHS format only.

Le Mans 1955

211-085 \$29.95:

20 minute color film of the colossal struggle between Britain and Germany. Jaguar and Mercedes Benz, and the tragic crash that almost ended the future of racing. Among the 207 cars was the team of three Triumph TR2s, who placed 14th, 15th and 19th.

Again Triumph in the Alps 1956

211-115 \$29.95:

32 minute color film covering the 2,600 mile grueling event through "the worst roads in Europe". Highlights include Triumph TR3s, MGAs and other sports cars.

Rally Des Alpes 1954

211-075 \$29.95:

27 minute color film is the story of Triumph's success-the Team prize and a Coupe des Alpes. Includes the punishing Stelvio Pass; that climb 9,000 feet in eight miles through fifty hairpin turns.

Monte Carlo Rally 1956

211-095 \$29.95:

27 minute color film in a winter motoring adventure through Europe to Monte Carlo.

7th Tulip Rally 1955

211-065 \$29.95:

27 minute color film of high action footage through mountain roads in France and Germany.

MG Film Library (1) 211-045 \$44.95:

Three color & one B&W factory film totaling 56 minutes of pre and post war MG footage. A tour of Abingdon in the '30s, TDs in action in the '50s and the EX135 record breaker.

MG Film Library (2) 211-055 \$44.95:

Four color factory films totaling 50 minutes of 1956-1962 MG competition footage. Features MGAs, Moss in the EX181 and the launch of the MG 1100.

Licensed to Drive

Vanity Plates For True British Sports Car Enthusiasts

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

Robert Simon
Downer's Grove, IL
Neal Grubb
Swartmore, PA



▲ The Rankins, Carson City, NV



▲ Pat Thompson, Springfield, VA



▲ Tony Thurston, Lyme, CT

Ralph Williams, Vienna, VA ▶

▼ G. Ronald Payne, Issaquah, WA



▲ Don Cops

Kauai, HI



▲ Jim Melvin, Mission Viejo, CA

▼ Al & Trudy Merrill, Graniteville, VT (MG nute in the heating & fuel oil business!)



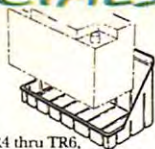
MG TD Unfinished Walnut Dashboards



These precision crafted walnut-veneered dashboards (with matching glovebox doors) are made to last with a hardwood baltic birch plywood base. These excellent quality dashboards are supplied ready-to-finish with your own choice of clear coat varnish. Glove box doors on both early and late style TD dashes are cut so that the chrome dash bead around the glove box opening can be eliminated. If you wish to fit the original trim, you can do so, but the edge of the glove box door will need to be sanded down.

Walnut Dash, TD to (c)10778 (dish-faced inst.)	233-655	\$169.00
Walnut Dash, TD from (c)10778 (flat-faced inst.)	233-675	\$169.00

ALL MARQUE SPECIALS



Battery Tray Liner

Fits Triumph TR4 thru TR6, Sprite-Midget 948 & 1098 and MG TD-TF. Add extra protection to your car's battery box with this acid-proof liner. Ribbed for extra strength, these trays not only protect against corrosion, but make cleaning around the battery a cinch!

241-020 Reg. \$23.95 Sale Price \$21.50

Badge Backing Plate

408-577 Reg. \$3.45
Sale Price \$2.75



Badge Bar Mounting Clip

408-567 Reg. \$3.75 Sale Price \$2.75



Black Plastic/Rubber Door Seal

The perfect economical alternative to our original fabric/rubber door seal. Original for 1973-'80 MGB and Midget roadsters, it also fits many types of British sports cars, such as MGA, Triumph TR1 thru TR6 and all six-cylinder Austin-Healeys. Really keeps the wind, water and cold out of your cockpit.

Sold by the foot.
259-907 Reg. \$2.95 Sale Price \$2.50



British Brake Fluid

This genuine British brake fluid is compatible with all British hydraulic systems. 500ml. bottle, approximately one pint.

220-400 Reg. \$6.50
Sale Price \$5.75



Colortune 500

Colortune 500 is a test spark plug with a glass top that takes all the guesswork out of carburetor tuning. Different fuel/air mixtures burn with different colors; with Colortune you can see the effects of the adjustments you are making and get a perfect mixture setting every time. Save fuel and save your engine from damage from running too lean!

386-210 Reg. \$39.95 Sale Price \$36.95

Distributor Terminal Bush & Lead

With spade-type connection. Fits Triumph TR3A from about 1960 thru TR6, MGB thru '74 and Sprite-Midget 1098 & 1275.

153-610 Reg. \$3.30 Sale Price \$2.75



SPRING SALE!

MG Heavy-Duty A-Arm Bushing Set

Fits MG TD-TF, MGA and MGB. Originally fitted by the factory to MGB GT V-8s, these steel/rubber combination bushes locate your front suspensions lower A-arms positively. This set of four bushes replaces the eight rubber ones that deteriorate so quickly.

280-498 Reg. \$17.95 Sale Price \$14.50



Eezibleed Kit

Eezibleed takes the fuss and mess out of bleeding hydraulic systems; makes it a one person job! Each kit consists of a special pressure vessel to hold the new fluid, a pipe with a cap* to fit your reservoir and an airpipe to connect to a tire. When both pipes are connected, all you do is operate each bleeder nipple until clean airless fluid appears. You use less than a pound of pressure from your tire and the entire job can be done quickly and easily. *(Caps supplied with kit do not fit MG TC-TD-TF or Triumph TR250/TR6; for use on these cars obtain a used cap locally and drill a small hole for the hose.)

386-860 Reg. \$35.95 Sale Price \$31.95

Groze Jets

A most effective way to prevent float-bowl flooding in carburetors with traditional needle-and-seat float valves. Engineered for positive fuel cut-off, these will not stick open. Sold individually.

For cars with SU H & HS-type carburetors
386-330 Reg. \$4.95 Sale Price \$4.25

For cars with SU HIF-type carburetors
386-340 Reg. \$4.95 Sale Price \$4.25

For cars with Zenith-Stromberg carburetors
386-350 Reg. \$4.95 Sale Price \$4.25



Mallory Dual Point Distributor

Mallory's dual point design provides a hotter spark than standard distributors. The mechanical advance-only design is fully adjustable to provide 16-28 degrees of total advance, making these performance units equally suited to both stock and race-prepared engines. Fits most 4-cylinder British sports cars from 1945 to '80 where sufficient room exists. Will not fit TR7. MG T-series cars require our aluminum tappet cover #224-240 and a slightly longer fan belt. Not legal in California on post-1968 pollution controlled motor vehicles.

143-180 Reg. \$154.95 Sale Price \$147.50



Silicone Brake Fluid

This revolutionary product will not absorb water from the atmosphere like ordinary brake fluids can. As a result, your brake cylinders and hoses will last much longer. The dry boiling point of this fluid exceeds 500° F and will not harm painted surfaces. Compatible with all British natural rubber brake components. One quart is enough to completely change the fluid in one car—maybe two if you're careful.

220-410 Reg. \$22.50 Sale Price \$19.95



Multiple-Carburetor Synchronizer

Indispensable aid to proper balancing of multiple carburetors. Simple to use, it sure beats "listening to the hiss!"

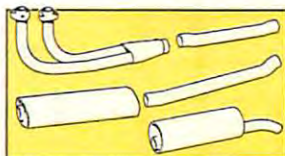
386-200 Reg. \$21.50
Sale Price \$19.95



Shock Absorber Fluid

Our shock fluid is custom-blended specifically for British Girling and Armstrong lever action shock absorbers. Durable plastic bottle has convenient flip-open pouring spout for on-the-road shock refills. 16 fluid ounces.

220-304 Reg. \$4.95
Sale Price \$4.25



Stainless Steel Exhaust Systems

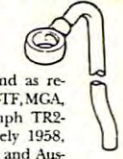
The last exhaust system your car will ever need, guaranteed for life! Constructed of heavy-gauge stainless and designed to fit perfectly, these quality systems retain that all-important sporting British exhaust note!

Jaguar XK120
This is the twin head pipe, single muffler and twin tail pipe system as fitted to the XK120M, but is suitable for all XK120s.
860-170 Reg. \$519.90 Sale Price \$479.95
MGB 1974 to '80
Eliminates catalytic converter.
454-570 Reg. \$249.95 Sale Price \$239.95
MGB 1974 to '80
For use with catalytic converter.
454-745 Reg. \$209.95 Sale Price \$194.95

SU Carburetor Overflow Pipe

Supplied straight; bend as required. Fits MG TC-TD-TF, MGA, Bugeye Sprite, Triumph TR2-TR3A to approximately 1958, Jaguar XK120-140-150 and Austin-Healeys with HD6 & HD8 carburetors.

451-250 Reg. \$9.95 Sale Price \$7.85



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 Price \$12.50



Tail Lamp Lens

Genuine Lucas lens. Fits MGA 1500 & 1600, Bugeye Sprite, Triumph TR2 from TS1301 thru TR3B, and Jaguar XK140 & early XK150.

159-200 Reg. \$11.35 Sale Price \$9.95



Tail Lamp Base Pad

Fits between chrome base and body. For MGA 1500 & 1600, Bugeye Sprite and Triumph TR2 from TS1301 thru TR3B.

159-400 Reg. \$2.95 Sale Price \$2.50

Dashboard Illumination Bulb

This is the small screw type bulb used extensively on most British sports cars. Sold individually.

171-000 Reg. \$0.75 Sale Price \$0.60



Top-Tonneau-Carpet Stud & Nut

This is the stud for use with "Lift-The-Dot" fasteners. Sold individually.

226-708 Reg. \$0.90 Sale Price \$0.70



Vintage-Type 3-Point Seatbelts

Black belt with solid steel chrome-plated aircraft style buckle. Sold individually.

222-205 Reg. \$34.95
Sale Price \$29.50



Wire Wheel Knock-offs

Coarse-threaded "cared" chrome knock-offs, sold individually. Fits Triumph TR2 thru TR4A, Austin-Healey 3000 BJ8 from (c)26705 on, MGB from 1964 thru '80, Austin-Healey Sprite MkIII and Midget MkII.

Right Hand 674-670 Reg. \$31.95 Sale Price \$29.95

Left Hand 674-680 Reg. \$31.95 Sale Price \$29.95



AUSTIN-HEALEY SPECIALS

Austin-Healey 100-4 "100" Grille Badge

021-737 Reg. \$23.20 Sale Price \$21.50



Austin-Healey 100-4 Alloy Valve Cover

This attractive accessory brightens your engine compartment and muffles valve noise, with Austin-Healey script cast into the top in red. Includes handsome hinged chrome filler cap.

852-095 Reg. \$174.85 Sale Price \$159.95

Austin-Healey 100-4 Exhaust Valve Guide

Sold individually.
021-025 Reg. \$4.70 Sale Price \$4.25

Austin-Healey 100-4 Rear Engine Mount

Fits BN1 only.
011-146 Reg. \$14.95 Sale Price \$12.95

Austin-Healey 100-4 Water Pump

Supplied less pulley.
021-065 Reg. \$136.95 Sale Price \$124.95

Austin-Healey 100-4, 100-6 & 3000 Clutch & Brake Pedal Pad

Sold individually.
021-412 Reg. \$2.40 Sale Price \$1.95

Austin-Healey 100-4, 100-6 & 3000 Flexible Oil Line

021-711 Reg. \$17.95 Sale Price \$14.95

Austin-Healey 100-4, 100-6 & 3000 Gearbox Rear Oil Seal

Fits all "Big Healey" 4-speed gearboxes.
120-800 Reg. \$2.95 Sale Price \$2.50

Austin-Healey 100-4, 100-6 & 3000 Heater Blower Control Knob

021-576 Reg. \$3.75 Sale Price \$3.20



Austin-Healey 100-4, 100-6 & 3000 Rear Wheel Bearing

Fits 100-4 from (c/c)221536 on.
021-174 Reg. \$59.15 Sale Price \$52.50

Austin-Healey 100-4, 100-6 & 3000 Rear Wheel Hub Stud

Fits cars with wire wheels only from 100-4 (c/e)221536 on.
031-293 Reg. \$4.60 Sale Price \$4.20

Austin-Healey 100-6 & 3000 Air Duct

This is the original type 4" diameter hose fitted between the grille and blower.
456-120 Reg. \$19.80 Sale Price \$15.95

Austin-Healey 100-6 & 3000 Clutch Fork Boot

031-370 Reg. \$10.50 Sale Price \$9.25

Austin-Healey 100-6 & 3000 Flexible Fuel Line

Fits between pipe and carburetor. For BN4 from (c/e)58727 to 3000(c)13750. Just like the originals, with braided stainless steel exterior.
021-713 Reg. \$11.60 Sale Price \$9.95

Austin-Healey 100-6 & 3000 Front Bumper Brackets

Right Hand
031-354 Reg. \$24.95 Sale Price \$21.50

Left Hand
031-358 Reg. \$24.95 Sale Price \$21.50

Austin-Healey 100-6 & 3000 Interior Door Latch Handle

Fits up thru BT7.
803-900 Reg. \$11.90 Sale Price \$9.50

Austin-Healey 100-6 & 3000 Original Type Steering Wheel

Beautiful reproduction! Supplied complete with adjusting nut. Fits cars originally fitted with adjustable steering wheels only.
853-790
Reg. \$174.50 Sale Price \$149.95

**Austin-Healey 100-6 & 3000 Top/Tonneau Bow Socket**

Aluminum Finisher
Fits BN6, BN7 and BT7.
021-786 Reg. \$16.95 Sale Price \$11.50

Austin-Healey 100-6 and 3000 Chromed Rear Bumper Bar

031-356 Reg. \$114.95 Sale Price \$104.95

Austin-Healey 100-6 thru 3000 BT7 Door Latches

Left Hand
803-815 Reg. \$28.75 Sale Price \$24.50

Right Hand
803-825 Reg. \$28.50 Sale Price \$24.50

Austin-Healey 3000 BJ7 & BJ8 Door & Top Seal Rubber End Cap

Sold individually, 4 of each required per car.
Right Hand
021-778 Reg. \$2.25 Sale Price \$1.95

Left Hand
021-779 Reg. \$2.25 Sale Price \$1.95

Austin-Healey 3000 BJ8 Brake Servo Assembly

Lockheed replacement type.
021-172 Reg. \$408.65 Sale Price \$369.95

Austin-Healey 3000 BJ7 & BJ8 Window Winder Handle

031-318 Reg. \$14.90 Sale Price \$12.50

Austin-Healey 3000 BJ7 & BJ8 Windshield Glass

021-850 Reg. \$280.50 Sale Price \$249.95

Austin-Healey 3000 BJ7 and BJ8 Trunk Lining Kit

Constructed of the original type jute-backed black lining material.
249-930 Reg. \$136.80 Sale Price \$119.95

Austin-Healey 3000 BJ7 & BJ8 Nylon Window Guide

Sold individually, 6 required per car.
021-780 Reg. \$1.95 Sale Price \$1.60

Austin-Healey 3000 Cluster Gear

This newly introduced item is a quality reproduction of factory #AEC3649 and fits BN7 & BT7 sideshift gearboxes from (e)29D10897 (overdrive), (e)29D11342 (non-overdrive), and all BN7, BT7 and BJ7 center-shift gearboxes. This part replaces cluster gears #AEC3649, AEC3616 and AEC3741. As many gearboxes have been replaced over the years, please be sure that your original cluster gear is stamped with one of these numbers.
021-251 Reg. \$389.00 Sale Price \$369.95

Austin-Healey 3000 MkII Front Cowl Winged Medallion

601-280 Reg. \$34.95 Sale Price \$29.95

Austin-Healey 3000 Valve Cover Plate

This is the metal plate affixed to your valve cover, reads "Set rockers to .012" valve clearance when cold".
408-940 Reg. \$10.35 Sale Price \$8.95

**Austin-Healey Carpet Sets**

Carefully patterned and cut in our own upholstery shop for proper fit and easy installation. These kits are 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.
100-6 BN4 and 3000 BT7 "Side-Shift" Black Carpet Set
248-780 Reg. \$382.50 Sale \$344.95
3000 BT7, BJ7 and BJ8 "Center-Shift" Red Carpet Set
Fits BJ8s up to (c)26704.
248-880 Reg. \$376.95 Sale \$344.95
3000 BT7, BJ7 and BJ8 "Center-Shift" Black Carpet Set
Fits BJ8s up to (c)26704.
248-870 Reg. \$376.95 Sale \$344.95
3000 BJ8 Red Carpet Set
Fits BJ8s from (c)26705 on.
248-910 Reg. \$359.95 Sale \$329.95
3000 BJ8 Black Carpet Set
Fits BJ8s from (c)26705 on.
248-870 Reg. \$359.95 Sale \$329.95

Austin-Healey Door Striker Plate Assembly

Fits 100-4 from (b)2236 thru 3000 BT7. Sold individually.
803-790 Reg. \$22.50 Sale Price \$18.95

Austin-Healey Original Style 4-Speed Gearshift Knob

021-399 Reg. \$9.45 Sale Price \$7.25

**JAGUAR SPECIALS****Jaguar "C-Type" Cam Cover Badge**

011-795 Reg. \$44.95 Sale Price \$39.95

Jaguar "Running-In" Windshield Decal

Affixed to the windshield of your Jaguar when new, this decal displays the classic Jaguar crest to the outside, with instructions for the correct "running-in" procedure on the inside.
011-719 Reg. \$7.25 Sale Price \$6.50

Jaguar XK120 DHC Wood Tack Rail Set

Rear 3 pieces.
011-335 Reg. \$131.25 Sale Price \$121.50

Jaguar XK120 DHC Wood Tack Rail Set

Rear 3 pieces.
011-335 Reg. \$131.25 Sale Price \$121.50

Jaguar XK150 Wiper Blade

874-615 Reg. \$11.95 Sale Price \$8.25

Jaguar XK120 Front Engine Mount

This is the rectangular mount for early cars.
810-040 Reg. \$26.25 Sale Price \$19.95

Jaguar XK120 Chromed Rear Bumper Spacer

011-737 Reg. \$14.75 Sale Price \$12.50

Jaguar XK120 Roadster Trunk Seal

Fits roadsters only from (c)674941 on. Sold by the foot, 9 feet required per car.
011-741 Reg. \$1.65 Sale Price \$1.35

Jaguar XK120 Tandem Brake Master Cylinder Assembly

Precision crafted, superb quality reproduction!
011-235 Reg. \$720.00 Sale \$695.00

Jaguar XK120-140 Hood Release Cable

We highly recommend replacing fatigued hood release cables before they break!
011-600 Reg. \$34.50 Sale Price \$29.95

Jaguar XK120-140-150 Chrome Cylinder Head Dome Nut

011-149 Reg. \$3.65 Sale Price \$2.95

Jaguar XK120-140-150 Fender Vent Seal

011-829 Reg. \$2.95 Sale Price \$2.45

Jaguar XK120-140-150 Front & Rear Engine Mount

This is the round type that fits all late XK120s thru 150.
011-146 Reg. \$14.95 Sale Price \$12.95

Jaguar XK120-140-150 Rear Door Glass Frame Seal

Fits fixed head coupes only.
011-742 Reg. \$4.95 Sale Price \$4.50

Jaguar XK120-early XK140 Timing Chain Tensioner Blade

011-241 Reg. \$19.95 Sale Price \$16.50

Jaguar XK140-150 Bottom Radiator Hose

011-178 Reg. \$13.95 Sale Price \$11.50

Jaguar XK150 Brake Master Cylinder Assembly

011-236 Reg. \$158.55 Sale Price \$144.50

Jaguar XK150 Clutch & Brake Pedal Pad

Sold individually.
011-750 Reg. \$8.95 Sale Price \$7.75

Jaguar XK150 Clutch Slave Cylinder

011-200 Reg. \$124.95 Sale Price \$114.95

Jaguar XK150 Windshield Glass

011-905 Reg. \$229.95 Sale Price \$209.95

JAGUAR SPECIALS**Midget 1500 Gearbox Synchro Ring**

071-330 Reg. \$9.95 Sale Price \$8.75

Midget 1500 Turn Signal/Horn/Dimmer Switch

Fits 1977 thru '79.
141-850 Reg. \$67.95 Sale Price \$62.50

Midget Front & Rear Bumper Overriders

Fits 1275 Midgets from (c)74886 to 143354. Sold individually.
400-310 Reg. \$24.95 Sale Price \$19.95

Midget License Lamp Assembly

Fits 1970 thru '74; all cars with split rear bumper.
144-210 Reg. \$61.55 Sale Price \$53.95

Midget Original SU Fuel Pump

Negative ground. Fits 1275 cars from 1972 to '74.
377-165 Reg. \$89.95 Sale Price \$69.95

Sprite MkII and MkIII Radiator Grille Assembly

459-780 Reg. \$97.15 Sale Price \$89.95

Sprite-Midget Battery Retaining Bar

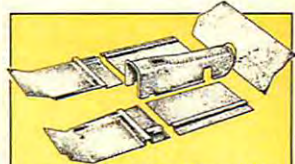
Fits 948 and 1098 cars only.
031-769 Reg. \$5.95 Sale Price \$5.25

Sprite-Midget Battery Retaining Bolt & Nut Set

Fits 1275 and 1500 cars only. 2 required per car.
031-771 Reg. \$4.25 Sale Price \$3.95

Sprite-Midget Black Carpet Sets

Carefully patterned and cut in our own upholstery shop for proper fit and easy installation. These kits are constructed of 100% synthetic short cut pile material manufactured in England. They are bound where originally fitted. Supplied complete with rubber heelmat and all necessary snaps & studs.
1098 (Also fits 948 & Bugeye)
242-530 Reg. \$187.90 Sale \$167.50
1275 and 1500 from 1970 on
242-560 Reg. \$187.90 Sale \$167.50

**Sprite-Midget Door Latch Striker Plate**

Fits Sprite MkI & MkII and Midget MkI.
470-540 Reg. \$ 7.85 Sale Price \$ 6.95

Sprite-Midget Door Latches

Right Hand
402-640 Reg. \$19.95 Sale Price \$15.95

Left Hand
402-650 Reg. \$19.95 Sale Price \$15.95

Sprite-Midget Front Brake Wheel Cylinders

Fits 948 cars only. 2 of each required per car.
Right Hand
180-640 Reg. \$32.95 Sale Price \$27.50

Sprite-Midget Front Brake Wheel Cylinders

Left Hand
180-650 Reg. \$32.95 Sale Price \$27.50

Sprite-Midget Front Suspension Wishbone/Spring Pan

264-065 Reg. \$137.95 Sale Price \$129.95

Sprite-Midget 948-1098-1275 Front Crankshaft Oil Seal

Fits 948cc cars from (c)9C-H37647 on.
120-000 Reg. \$3.85 Sale Price \$3.25

Sprite-Midget 948-1098-1275 Front Crankshaft Oil Seal

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120-000 Reg. \$3.85 Sale Price \$3.25

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

MOSS MOTORING, PAGE 4C

SPRING SALE!

Sprite-Midget Gearbox
Yes, this is a complete, rebuilt ribcase gearbox for your 948, 1098 or 1275 Sprite or Midget! (Can be used to replace the early smooth-case gearbox if you use the later clutch release lever.) Sold outright, no core charge.
427-520 Reg. \$794.50 Sale \$774.50

Sprite-Midget Gearbox Layshaft
Fits all except 1500.
461-940 Reg. \$22.70 Sale Price \$19.95

Sprite-Midget Interior Mirror
Fits Sprite MkIII on and Midget MkII thru '69.
165-110 Reg. \$18.95 Sale Price \$15.75

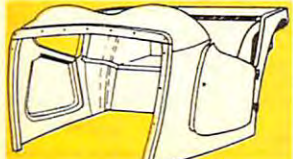
Sprite-Midget Rear Axle Check Strap
Fits all but 1500.
267-610 Reg. \$8.65 Sale Price \$6.95

Sprite-Midget Rear Axle Hub Bearing
125-120 Reg. \$10.50 Sale Price \$9.75

Sprite-Midget Rear Axle Pinion Oil Seal
120-800 Reg. \$2.95 Sale Price \$2.50

Sprite-Midget Tail Lamp Seating Pad
Fits 1961 thru '69. Sold individually.
164-870 Reg. \$ 2.80 Sale Price \$2.45

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, CA warehouse! Call our sales department for details.
459-510 Reg. \$8495.00 Sale Price \$8250.00

MG TC-TD-TF Windshield Frame Bottom Corner Bracket
Sold individually.
408-620 Reg. \$3.45 Sale Price \$2.95

MG TC-TD-TF Windshield Frame Top Corner Brackets
Left Hand
408-600 Reg. \$9.95 Sale Price \$8.50
Right Hand
408-610 Reg. \$9.95 Sale Price \$8.50

MG TD Rear Bumper Chrome Face Bar
453-020 Reg. \$72.50 Sale Price \$59.95



MG TC Carpet Set
Carefully patterned and cut in our own upholstery shop for proper fit and easy installation. These kits are constructed of superior 80/20% wool/synthetic short cut pile material manufactured in England exclusively for us. They include leather handbrake boot and jute padding where originally fitted, and are supplied complete with the correct rubber heelmat and necessary snaps & studs.
454-448 Reg. \$191.50 Sale \$179.95

MG TC Door Hinge Set
Complete set including 4 hinges and mounting hardware.
401-858 Reg. \$119.95 Sale Price \$104.95

MG TC-TD Cylinder Head Gasket
This is the early type with elongated (banana shaped) water passage holes. Fits 1250cc engines up to (c)22734.
290-000 Reg. \$39.50 Sale Price \$34.95

MG TC-TD Oil Filter Assembly
Fits TC and TD thru (c)14223.
Original "throw-away" type.
435-360 Reg. \$33.50 Sale Price \$29.50

MG TC-TD-TF Valve Cover Gasket
290-300 Reg. \$ 5.95 Sale Price \$ 4.75

MG TC-TD Thermostat & Housing Assembly
Original outward appearance with a removable sleeve inside for easy thermostat replacement.
434-168 Reg. \$48.50 Sale Price \$43.50

MG TC-TD-TF Clutch/Brake Pedal Fume Excluder Steel Retaining Plate
406-700 Reg. \$4.95 Sale Price \$4.50



MG TC-TD-TF Complete Leather/Vinyl Interior Kits

Now on sale! Our famous, complete interior kits incorporate a leather seat kit with vinyl panel & trim kit, the combination originally fitted to your car. All components are pre-cut and pre-sewn by our own upholstery shop with extraordinary results. All of our leather and vinyl materials have been carefully selected for texture and are production-dyed to recreate the original colors. We are so confident in the quality, fit and finish of these kits, we offer them with a full unconditional guarantee!

MG TC Complete Leather/Vinyl Interior Kits
Reg. \$625.95 Sale Price \$574.95
Red 245-508 Green 245-518
Biscuit 245-528 Black 245-538
Tan 245-868

MG TD Complete Leather/Vinyl Interior Kits
Reg. \$625.95 Sale Price \$574.95
Red 245-548 Green 245-558
Biscuit 245-568 Black 245-578
Tan 245-878

MG TF Complete Leather/Vinyl Interior Kits
Reg. \$725.95 Sale Price \$664.95
Red 245-588 Green 245-598
Biscuit 245-608 Black 245-618
Tan 245-888

MG TF 1500 Cylinder Head Gasket
Fits all XPEG engines.
290-200 Reg. \$39.50 Sale Price \$33.50

MG TC-TD-TF Flexible Oil Line
Braided stainless-steel exterior, non-aging teflon interior. Guaranteed for life!
376-060 Reg. \$22.95 Sale Price \$18.95



MG TC-TD-TF "Original" Duck Canvas 1/2 Tonneau Covers
Correct for TC and TD, this single-ply light khaki duck canvas material was reproduced by us for those wishing to restore their cars to true original condition. Carefully tailored in our own upholstery shop to match the original style and fit. Includes all necessary mounting hardware.
MG TC 1/2 Tonneau Cover
241-360 Reg. \$137.75 Sale Price \$124.95
MG TD 1/2 Tonneau Cover
241-370 Reg. \$137.75 Sale Price \$124.95
MG TF 1/2 Tonneau Cover
241-380 Reg. \$137.75 Sale Price \$124.95

MG TD-TF Tan Canvas Full Tonneau Covers
Multi-ply tan Haartz canvas, tailored in our own upholstery shop for a beautiful fit. Includes all necessary mounting hardware.
MG TD Full Tonneau Cover
241-250 Reg. \$293.50 Sale Price \$274.50
MG TF Full Tonneau Cover
241-350 Reg. \$293.50 Sale Price \$254.95

MG TC-TD-TF Parking Lamp Medallion
Red plastic "King of the Road" reproduction.
154-900 Reg. \$ 3.90 Sale Price \$ 3.25

MG TC-TD-TF Wire Wheel Knock-offs
If your knock-offs have been hammered into formless masses, now is the time to replace them and save. With MG crest as original, sold individually.
Right Hand
200-210 Reg. \$32.95 Sale \$29.95
Left Hand
200-220 Reg. \$32.95 Sale \$29.95

MG TC-TD Seat Back Hinge
(Joins seat back to seat base.)
406-080 Reg. \$9.95 Sale Price \$7.75

MG TD Wheel Arch Chromed Bracket
406-140 Reg. \$15.95 Sale Price \$12.50

MG TD-TF FAMCO Luggage Rack
These clever fold-down luggage racks hold plenty of luggage without obstructing your rear-view vision. Well-engineered and made to last!
MG TD Luggage Rack
243-700 Reg. \$297.50 Sale \$269.95
MG TF Luggage Rack
243-800 Reg. \$297.50 Sale \$269.95

MG TD-TF Battery Hold-Down Bracket
407-700 Reg. \$6.95 Sale Price \$5.50

MG TD-TF Clutch Link
(Double-ended clevis rod.)
190-420 Reg. \$17.95 Sale Price \$14.25

MG TD-TF Door Hinge Set
Solid brass as original. Complete set including 4 hinges and mounting hardware.
402-018 Reg. \$88.50 Sale Price \$74.95

MG TF Chromed Radiator Grille Slat
Sold individually, 12 required per car.
451-030 Reg. \$ 9.95 Sale Price \$7.50

MG TD-TF Front Bumper Bracket
454-020 Reg. \$18.50 Sale Price \$14.95

MG TD-TF Front Suspension Rebound Buffer
Requires spacer #264-060 for use on very early TDs.
264-290 Reg. \$11.95 Sale Price \$9.95

MG TD-TF Gearbox Rear Mount Support Bracket
411-020 Reg. \$26.75 Sale Price \$22.25

MG TD-TF Rear Axle U-Bolt
266-420 Reg. \$ 4.85 Sale Price \$4.25

MG TD-TF Rear Axle U-Bolt Buffer Plate
Optional part, recommended to prevent chafing.
267-550 Reg. \$ 7.65 Sale Price \$6.25

MG TD-TF Tail Lamp to Fender Chromed Adaptor
For cars with round tail lamps only.
406-900 Reg. \$19.75 Sale Price \$15.75

MG TD Tan Canvas Convertible Top Kit
Fits TDs with 2 free-standing metal top bows only. Multi-ply tan Haartz canvas, tailored in our own upholstery shop to exacting standards.
242-070 Reg. \$276.50 Sale \$249.95

MG TF Rear Reflector
Originally fitted only to later cars.
144-600 Reg. \$10.95 Sale Price \$8.50

MG TC-TD-TF Braided Stainless Steel Fuel Lines
Braided stainless steel exterior with brass fittings, non-aging teflon interior. Original in appearance and guaranteed for life!
MG TC-TD Carb-to-Carb (14")
376-080 Reg. \$26.95 Sale Price \$21.95
MG TF Carb-to-Carb (16")
376-070 Reg. \$26.95 Sale Price \$22.50
MG TC-TD MkII Pump-to-Carb (18")
376-090 Reg. \$25.85 Sale Price \$22.25
MG TD-TF Pump-to-Carb. (16")
(TD MkII uses 3)
376-050 Reg. \$23.75 Sale Price \$20.75

MGA SPECIALS

MGA 1500 Front Brake Wheel Cylinders
For cars with front drum brakes, 2 of each required per car.
Right Hand
180-640 Reg. \$32.95 Sale Price \$27.50
Left Hand
180-650 Reg. \$32.95 Sale Price \$27.50

MGA 1600 Roadster Body Rubber Kit
This complete kit includes virtually every rubber pad, seal, buffer and grommet found on your 1600 roadster body.
281-728 Reg. \$148.50 Sale \$124.95

MGA Front Suspension Rebound Buffer
264-290 Reg. \$11.95 Sale Price \$9.95

MGA 1500-1600 Radiator Grille Assembly
Complete assembly including shell, grille, false nose and badge.
470-060 Reg. \$108.50 Sale Price \$104.95

MGA Badge Bar
Our beautiful chrome factory-optional badge bar will hold your favorite badges properly while protecting your grille at the same time.
453-400 Reg. \$54.35 Sale Price \$47.95



MGA Braided Stainless Steel Fuel Lines

Braided stainless-steel exterior with brass fittings and non-aging teflon interior. Guaranteed for life!

Pipe-to-Carb.

376-350 Reg. \$21.95 Sale Price \$18.25

Carb.-to-Carb.

376-070 Reg. \$26.95 Sale Price \$22.50

MGA Black Velour/Rubber Door Seal

Sold by the yard. 4 yards required for roadsters, 7 yards required for coupes. 249-607 Reg. \$9.50 Sale \$8.25

MGA Clutch/Brake Pedal Fume Excluder

Fits all but twin-cam and MkII Deluxe.

280-710 Reg. \$9.95 Sale Price \$7.50



MGA Convertible Tops

These are the 3-window, late 1500-1600 style tops. Manufactured in our own upholstery shop to exacting standards from the finest materials!

Black Vinyl Top

242-310 Reg. \$239.95 Sale Price \$219.95

Black Canvas Top

242-365 Reg. \$315.95 Sale Price \$299.95

Tan Canvas Top

242-360 Reg. \$315.95 Sale Price \$299.95

MGA Coupe Black Sunvisor

Superb reproduction of the factory optional sunvisors. Sold individually.

233-895 Reg. \$49.95 Sale Price \$44.95

MGA Coupe

Interior Door Latch Handle

This is an excellent replacement handle of proper size and shape.

803-900 Reg. \$11.90 Sale Price \$9.50

MGA Cylinder Head Water Outlet Elbow

460-940 Reg. \$16.95 Sale Price \$14.25

MGA Defroster Slot Chrome Finisher

472-000 Reg. \$ 9.95 Sale Price \$ 7.50

MGA Disc Wheel Hub Cap

Sold individually. 200-230 Reg. \$21.75 Sale Price \$19.50

MGA Roadster Door Latch Striker Plate

470-540 Reg. \$ 7.85 Sale Price \$ 6.95

MGA Exhaust Pipe Hanger

This is the one in the middle of the system.

412-080 Reg. \$5.95 Sale Price \$5.25

MGA Rear Tail Pipe Hanger

470-150 Reg. \$ 5.95 Sale Price \$5.25

MGA Finned Cast Aluminum Valve Cover

This traditional accessory brightens your engine compartment and muffles valve noise. Fits all pushrod engines. Includes chrome filler cap, bushings and washers. 224-508 Reg. \$69.95 Sale Price \$59.95



MGA Front Fender Rust Repair Panels

Replaces approximately the lower 10" of the front fender between the wheel arch and door.

Right Hand

457-760 Reg. \$27.50 Sale \$23.50

Left Hand

457-770 Reg. \$27.50 Sale \$23.50

MGA Gearbox 3rd & 4th Gear Sliding Hub & Dog Assembly

461-550 Reg. \$98.50 Sale Price \$74.95

MGA Sill Finishing Strip Set

As original, our strip set leaves the foremost fender bolts exposed.

453-098 Reg. \$15.95 Sale Price \$12.50

MGA Head Gasket Set

Includes cylinder head, manifold, carb./heat shield, air filter, valve cover, heater outlet, water outlet & thermostat gaskets and valve stem seals.

296-420 Reg. \$43.85 Sale Price \$39.95

MGA Heater Blower Control Knob

With letter "B" as original.

150-810 Reg. \$ 2.95 Sale Price \$2.35

MGA Heater Control Panel

360-450 Reg. \$13.95 Sale Price \$11.50

MGA "Long-Style" Tonneau Covers

Long style tonneau covers mount just behind the rear cockpit rail.

Black Vinyl

241-520 Reg. \$110.95 Sale \$104.95

Tan Canvas

241-550 Reg. \$145.60 Sale \$129.95

MGA "Short-Style" Tonneau Covers

Short style tonneau covers mount to the rear cockpit rail.

Black Vinyl

241-420 Reg. \$117.95 Sale \$104.95

Tan Canvas

241-540 Reg. \$145.60 Sale \$129.50

MGA 1500

Complete Floorboard Set

Complete 7-piece set for early cars to (c)61503. (No starter drive cut-out.)

456-945 Reg. \$149.50 Sale Price \$139.50

MGA 1500-1600

Complete Floorboard Set

Complete 7-piece set for late 1500s from (c)61504 thru 1600 MkII. (With starter drive cut-out.)

456-955 Reg. \$149.50 Sale Price \$139.95

MGA Main Floorboard Set

4 piece set. Does not include rear ramp board or front toeboards.

456-960 Reg. \$109.50 Sale Price \$99.95

MGA MkII

Front Crankshaft Oil Seal

Fits 1622cc engines from (c)CG6263 on.

120-000 Reg. \$3.85 Sale Price \$3.25

MGA Original-Type Engine Control Cables

Each supplied complete with the correct lettered knob.

Starter Cable

331-340 Reg. \$19.75 Sale Price \$15.95

Choke Cable

331-350 Reg. \$19.75 Sale Price \$15.95

MGA Rear Axle Check Strap

267-610 Reg. \$8.65 Sale Price \$6.95



MGA Roadster Leather Seat Kits

Our leather seat kits are perfect reproductions of the originals, with luxurious leather seating surfaces and vinyl non-wearing surfaces. Proper pleat placement and correct stitching make these the best seat upholstery kits you can buy.

Black with Black Piping

246-010 Reg. \$421.95 Sale Price \$399.95

Black with Red Piping

246-020 Reg. \$421.95 Sale Price \$399.95

Black with White Piping

246-030 Reg. \$421.95 Sale Price \$399.95

Black with Blue Piping

246-040 Reg. \$421.95 Sale Price \$399.95

Red with Red Piping

246-050 Reg. \$421.95 Sale Price \$399.95

Blue with Blue Piping

246-055 Reg. \$421.95 Sale Price \$399.95

Tan with Tan Piping

246-060 Reg. \$421.95 Sale Price \$399.95

Grey with Grey Piping

246-065 Reg. \$421.95 Sale Price \$395.95

MGA Front & Rear Bumper Overriders

Overriders sold individually. Don't forget to order the overrider packing set, #400-418 as well.

454-940 Reg. \$21.50 Sale Price \$18.25

MGA "Standard Grade" Black Carpet Set

Fits both coupe and roadster. This is our "main" carpet set, covering the seating and footwell areas.

Economical 100% synthetic cut-pile material, carefully patterned and cut in our own upholstery shop for proper fit and easy installation. Kit includes original type heelmat, and all necessary snaps & studs.

242-705 Reg. \$149.90 Sale \$134.95

MGA Rear Axle Pinion Oil Seal

120-800 Reg. \$2.95 Sale Price \$2.50

MGA Side Curtain Retaining Nut

Correct for 1600 and MkII.

405-150 Reg. \$4.95 Sale Price \$3.95

MGA Trunk Seal

280-714 Reg. \$10.95 Sale Price \$9.25

MGA Turn Signal Switch Handle

This is the black, original type handle.

233-780 Reg. \$ 3.95 Sale Price \$3.25

MGA Windshield Post Grommet

280-740 Reg. \$3.90 Sale Price \$2.95

MGA

Wire Wheel Knock-offs

If your knock-offs have been hammered into formless masses, now is the time to replace them and save! With MG crest as original, sold individually.

Right Hand

200-210 Reg. \$32.95 Sale Price \$29.95

Left Hand

200-220 Reg. \$32.95 Sale Price \$29.95

MGB SPECIALS

MGB License Lamp Assembly

Black finish. Originally fitted to roadsters & GTs from (c)409140 on, but can be fitted to all MGBs from 1973 on.

144-230 Reg. \$16.75 Sale Price \$12.50

MGB

3-Branch Tubular Exhaust Header

Replace that heavy and restrictive cast-iron manifold with this neatly engineered performance header. Use with any Weber or SK carburetor conversion or early MGB intake manifold with twin SUs to improve the performance of later single-carb. cars. Legal in California only for racing vehicles which may never be used upon a highway.

459-010 Reg. \$119.95 Sale Price \$109.95

MGB Catalytic Converter Bypass Pipe

Constructed of stainless steel, this pipe replaces the catalytic converter on 1975 thru '80 cars. Legal in California only for racing cars which may never be used upon a highway.

444-160 Reg. \$54.95 Sale Price \$49.95

MGB K&N Air Filter Assembly

This great looking kit will replace the stock air cleaner assembly on all MGBs with twin 1 1/2" SU carburetors. Includes a black and silver ribbed aluminum end plate emblazoned with "MGB" and two high flow pre-oiled K&N air filters. (Uses the back plate from your original air filters.)

222-910 Reg. \$95.35 Sale \$87.50



MGB "BL Limited Edition" Front Spoiler

As fitted by the factory to all "LE" models, this spoiler improves the looks of all rubber-bumpered cars. Can also be fitted to chrome-bumpered cars for a sporty look.

475-180 Reg. \$99.95 Sale Price \$89.95

MGB Black Accessory Trunk Carpet Kit

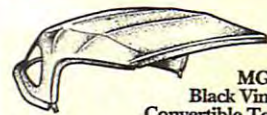
This accessory trunk carpet kit not only dresses up an otherwise drab trunk, but also protects the trunk and its contents from banging each other up. Material matches that used in our carpet kit and the kit includes a tailored spare tire cover.

242-850 Reg. \$107.50 Sale Price \$94.50

MGB Black Carpet Set

Original for 1977 thru '80, but can be fitted to 1968 thru '76 cars as well. Fits both roadsters and GTs. Carefully patterned and cut of fine-quality cut-pile material similar to the original. Kit includes a rubber heelmat and all necessary snaps and studs. (When fitted to '68 to '76 cars, this kit provides carpeting for all areas originally carpeted, as well as carpeting for areas originally covered by rubber mats. Supplementary set #242-750 required for GTs.)

244-320 Reg. \$312.75 Sale \$299.95



MGB Black Vinyl Convertible Top

With zip-out rear window. Correct for 1977 to '80, but can be fitted to 1971 to '76 MGBs as well. This is a quality replacement top which duplicates the original in all respects. Supplied complete with all snaps & fasteners, but does not include the header rail or rear anchor bar.

242-655 Reg. \$177.95 Sale Price \$169.95

MGB Rear Axle Check Strap

Fits all chrome-bumpered cars; roadsters to (c)360300/GTs to 361000.

267-565 Reg. \$ 8.85 Sale Price \$7.25

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 Price \$149.95

MGB Bumper Overrider

Fits the front bumper of 1970 to '74 MGBs; roadsters from (c)187211 to 339094/GTs from 187841 to 339471. Fits the rear of 1970 MGBs with split rear bumpers; roadsters from (c)187211 to 219000/GTs from 187841 to 219000. Sold individually.

454-315 Reg. \$21.50 Sale Price \$19.95



MGB Complete Grille Assembly

Fits 1963 thru '70; roadsters to (c)187210/GTs to 187840. Supplied complete with badge and housing.

454-140 Reg. \$109.95 Sale Price \$99.95

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

800-235-6954 Toll-Free in U.S.A. & Canada

805-968-6910 24 Hour Worldwide FAX

MGB SPECIALS CONTINUED

SPRING SALE!



SAVE! SAVE! SAVE!

1970-'80 MGB Custom Deluxe Leather Front Seat Kits

Since we have recently changed the design of our MGB Custom Deluxe Seat kits, remaining stock of our "old" style kits are now available at tremendously reduced prices. (These "old" kits are of top quality throughout, they were simply too labor-intensive to manufacture and a bit difficult to install.) We last listed these between \$739.95 and \$752.50, but are now offering the remaining few sets at only \$380.00!

These kits are styled in the tradition of the great English coach trimmers, and emulate the luxurious seats of such marques as Rolls-Royce, Bentley and Jaguar. Buy now and save while upgrading your car's seating at the same time! These kits are strictly limited to stock on hand.

What we have available at press time:

1970 thru '72

Black/Black Piping; Black/White Piping; Red/Red Piping

1973 thru '76

Black/Red Piping; Red/Red Piping

1977 thru '80

Black/Black Piping; Black/White Piping

Order part #999-777...Now Just \$380.00!

(Please be sure to specify year and color!)



1963-'68 MGB Original BMC Style Leather Front Seat Kits

Exact reproduction upholstery kits, painstakingly produced in our own upholstery shop to the highest standards. All leather is tanned & vat-dyed to our specifications to ensure consistency, originality and long-wearing durability. The finest value-for-the-money seat kits that you will ever find. 100% satisfaction guaranteed!

Black with Black Piping

641-170 Reg. \$390.95 Sale Price \$369.95

Black with Blue Piping

641-200 Reg. \$390.95 Sale Price \$369.95

Black with Red Piping

641-180 Reg. \$390.95 Sale Price \$369.95

Black with White Piping

641-190 Reg. \$390.95 Sale Price \$369.95

Red with Black Piping

641-210 Reg. \$390.95 Sale Price \$369.95

Red with Red Piping

641-230 Reg. \$390.95 Sale Price \$369.95

Red with White Piping

641-220 Reg. \$390.95 Sale Price \$369.95

Tan with Tan Piping

641-235 Reg. \$390.95 Sale Price \$369.95



MGB Combination Intake/Exhaust Manifold
Fits later cars with single Zenith-Stromberg carburetor.
373-840 Reg. \$239.95 Sale Price \$229.95



MGB Front Muffler
Fits 1968 thru '74.
444-035 Reg. \$51.50 Sale Price \$46.50

MGB Exhaust Pipe Hanger

This is the one in the middle of the system.
412-080 Reg. \$5.95 Sale Price \$5.25

MGB Cylinder Head Water Outlet Elbow

Fits 1963 thru '67; all 18G, GA and GB engines.
460-940 Reg. \$16.95 Sale Price \$14.25

MGB Dash Top Repair Covers

Our fully molded black ABS vinyl dash pad repair panel quickly and easily glues on top of your existing dash. Makes even badly deteriorated dashes look great again. Supplied complete with adhesive and installation instructions.
1968 thru '71

453-890 Reg. \$50.55 Sale Price \$44.50

1972 thru '76

453-895 Reg. \$50.55 Sale Price \$44.50

MGB Door Mirrors

Fits 1974 thru '77; roadsters/GTs from (c) 328101 to 447000.

Left Hand

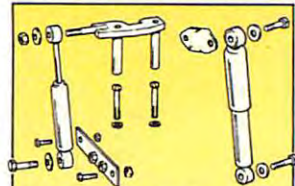
165-135 Reg. \$32.95 Sale Price \$29.95

Right Hand

165-170 Reg. \$32.95 Sale Price \$29.95

MGB Finned Cast Aluminum Valve Cover

This traditional accessory brightens your engine compartment and muffles valve noise. Fits all MGB engines but has no provision for attaching a crankcase breather. Includes chrome filler cap, bushings and washers.
224-508 Reg. \$69.95 Sale Price \$59.95



MGB Front & Rear Suspension Tube Shock Conversion Kit

This carefully engineered bolt-on conversion is easy to install and does not require any holes to be drilled. Modern tube shocks offer multiple-stage compression and rebound valving that results in comfortable yet highly controlled spring damping under a wide variety of road and driving conditions.
268-128 Reg. \$199.95 Sale Price \$179.95

MGB Front Apron

Fits 1963 thru '73.
457-115 Reg. \$41.50 Sale Price \$38.50

MGB Front Crankshaft Oil Seal

120-000 Reg. \$3.85 Sale Price \$3.25

MGB Front Hub Grease Seal

120-610 Reg. \$2.75 Sale Price \$2.25

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

Fits 1963 thru '67.
461-550 Reg. \$98.50 Sale Price \$74.95

MGB Glovebox Lock Assembly

Fits 1972 to '76. Complete with key.
163-560 Reg. \$19.95 Sale Price \$16.95

MGB Glovebox Lock Assembly

Fits 1977 to '80. Complete with key.
163-570 Reg. \$19.95 Sale Price \$17.25

MGB GT Front Suspension Coil Spring

Fits 1973-'74; GTs to (c) 361000. Sold individually, but we highly recommend replacing road springs in pairs.
264-390 Reg. \$32.95 Sale Price \$26.95

MGB GT Windshield Glazing Rubber

282-430 Reg. \$49.75 Sale Price \$44.50

MGB Leather Shift Boot

Fits 1968 to '80. This nicely tailored black leather boot fits over your original boot to provide maximum sound deadening while adding a touch of class to your interior!
228-360 Reg. \$22.95 Sale Price \$19.95

MGB License Lamp Assembly

Fits 1963 thru '69.
144-210 Reg. \$61.55 Sale Price \$53.95

MGB Matched Door Lock Set

Both left and right hand door locks, keyed alike!
402-198 Reg. \$21.95 Sale Price \$17.50

MGB Original Style Steering Wheel

Fits 1963-'67; roadsters to (c) 138400/GTs to (c) 139283.
454-340 Reg. \$148.50 Sale Price \$129.95

MGB Steering Wheel Horn Push & Centerpiece

Fits original steering wheels from 1963 thru '67.
408-220 Reg. \$31.95 Sale Price \$26.95

MGB Original Style Gearshift Knob

Correct for 1968 to '72, but can be used thru '76 as well.
021-399 Reg. \$9.45 Sale Price \$7.25

MGB Original SU Fuel Pump

Negative ground. Fits 1968 on.
377-165 Reg. \$89.95 Sale Price \$69.95



MGB Hood Insulating Pad Set

409-008 Reg. \$31.50 Sale Price \$27.50

MGB Rear Leaf Spring

This is the 6-leaf spring, fits roadsters only, to 1974 1/2.

Sold individually, but we highly recommend replacing them in pairs.
454-760 Reg. \$78.50 Sale Price \$69.95

MGB Reproduction Front Bumper

Fits 1963 thru '74.
453-090 Reg. \$74.50 Sale Price \$69.95

MGB Roadster Interior Mirror

Fits 1963 thru '69; roadsters to (c) 187210.
165-110 Reg. \$18.95 Sale Price \$15.75

MGB Roadster Vent Window Frame Seal

Fits between frame and door top.
Right Hand
282-770 Reg. \$5.90 Sale Price \$4.50
Left Hand
282-780 Reg. \$5.90 Sale Price \$4.50

MGB Roadster Wiper Arms

Sold individually.
1970 thru '72
Fits from (c) 164064 to 294250.
164-640 Reg. \$15.85 Sale Price \$12.50
1973 thru '80
Fits roadsters from (c) 294251 on.
164-650 Reg. \$19.95 Sale Price \$15.95

MGB Wiper Blades

1970 thru '72
Fits roadsters from (c) 164064 to 294250.
165-015 Reg. \$11.95 Sale Price \$10.25
1973 thru '76
Fits from (c) 294251 to (c) 410000.
165-060 Reg. \$14.95 Sale Price \$13.50

MGB Rostyle Wheel Hub Cap

Includes MG motif.
462-710 Reg. \$5.40 Sale Price \$4.95

MGB Steering Column Draft Excluder

Fits 1963 thru '67.
280-880 Reg. \$5.25 Sale Price \$4.50

MGB Tail Lamp Seating Pad

Fits 1963 thru '69; roadsters to (c) 187210/GTs to 187840.
164-870 Reg. \$2.80 Sale Price \$2.45

MGB Temperature Gauge Sending Unit

Fits 1975 thru '80; from (c) 367901 on.
131-565 Reg. \$6.95 Sale Price \$6.25

MGB Turn Signal/Horn/Dimmer Switch

Fits 1977 thru '80; roadsters from (c) 410001 on.
141-850 Reg. \$67.95 Sale Price \$62.50



MGB Weber Down-Draft Carburetor Conversion Kits

These complete kits include a 32/36 DGEV or DGAV Weber carburetor, intake manifold, air filter and linkage specifically tailored for your MGB. An ideal road-use conversion, this set-up gives improved full-throttle performance without sacrificing fuel economy or driveability at low speeds. Simple to install; no modifications are required to your existing linkage. (Later cars with integral intake/exhaust manifold will need a separate exhaust manifold or header.)
1963-'74 1/2 with Manual Choke
222-260 Reg. \$369.95 Sale Price \$345.95
1975-'80 with Automatic Choke
222-265 Reg. \$389.95 Sale Price \$364.95

1963-'74 1/2 with Manual Choke

222-260 Reg. \$369.95 Sale Price \$345.95

1975-'80 with Automatic Choke

222-265 Reg. \$389.95 Sale Price \$364.95

MGB Rear Axle Pinion Oil Seal

Fits early banjo-type rear axles only.
120-800 Reg. \$2.95 Sale Price \$2.50

TRIUMPH SPECIALS

Triumph TR2-TR3 Front Brake Wheel Cylinders
Fits TR3 to TS13045. 2 of each required per car.
Right Hand
180-640 Reg. \$32.95 Sale Price \$27.50
Left Hand
180-650 Reg. \$32.95 Sale Price \$27.50

Triumph TR2-TR4A Chrome Hub Cap
Sold individually, less medallion.
674-690 Reg. \$20.75 Sale Price \$17.50

Triumph TR2-TR3 Hub Cap Medallion
This is the early enamelled version. Sold individually.
674-710 Reg. \$9.50 Sale Price \$8.50

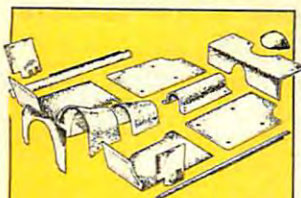
Triumph TR2-TR3A Trunk Lid Seal
Fits TR3A up to TS60000.
680-500 Reg. \$17.50 Sale Price \$14.95

Triumph TR2-TR3B Heater Valve Extension Pipe
635-110 Reg. \$9.45 Sale Price \$7.95

Triumph TR2-TR3B Rear Overrider
802-800 Reg. \$24.50 Sale Price \$22.50

Triumph TR2-TR3B Seat Slide Assemblies
High quality reproductions!
Right Hand
801-400 Reg. \$29.95 Sale Price \$24.95
Left Hand
801-405 Reg. \$29.95 Sale Price \$24.95

Triumph TR2-TR4A Crankshaft Rear Oil Seal Assembly
837-000 Reg. \$44.75 Sale Price \$39.95



Triumph TR2-TR6 Standard Grade Black Cut-Pile Carpet Kits
Carefully patterned and cut in our own upholstery shop for proper fit and easy installation. These kits are constructed of 100% synthetic fiber short cut pile material and come complete with the correct rubber heelmat and all necessary snaps & studs.
TR2-TR3A to TS60000
639-040 Reg. \$306.95 Sale \$249.95
TR3A from TS60001-TR3B
639-060 Reg. \$282.95 Sale \$249.95
TR4
639-005 Reg. \$325.75 Sale \$269.95
TR4A-TR250-TR6
639-085 Reg. \$289.95 Sale \$244.50

Triumph Accessory Black Trunk Carpet Kits
This accessory trunk carpet kit not only dresses up an otherwise drab trunk, but also protect the trunk and contents from banging each other up. Material matches that used in our "Standard Grade" carpet kits listed above.
TR2-TR3B
639-300 Reg. \$89.95 Sale Price \$74.50
TR4-TR4A
639-470 Reg. \$55.95 Sale Price \$47.50

Triumph TR2-TR6 Battery Retaining Bar
Fits all up to TR6 (c)CC50000.
031-769 Reg. \$5.95 Sale Price \$5.25

Triumph TR4-TR4A Parking Lamp Lens & Rim
560-250 Reg. \$11.95 Sale Price \$9.95



Triumph TR2-TR6 Fiberglass Gearbox Cover
These gearbox covers are almost the only fiberglass products we sell—they are well made, durable, fit perfectly and have the shift lever hole cut out (unlike some other fiberglass gearbox covers). Be sure to order the rubber sealing set, #680-428, as well.
857-120 Reg. \$54.75 Sale Price \$49.95

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 Price \$17.50

Triumph TR3-TR6 Clutch/Brake Pedal Pad
Sold individually. Correct for TR3 from TS13046 on, but will fit earlier cars, as well.
680-230 Reg. \$2.35 Sale Price \$1.95

Triumph TR3A-4A Gas Cap Assembly
Fits TR3A from TS60001 on.
834-840 Reg. \$34.95 Sale Price \$29.95

Triumph TR4 Front Bumper Overrider
804-170 Reg. \$23.50 Sale Price \$19.95

Triumph TR4 Hood Medallion
601-070 Reg. \$29.95 Sale Price \$24.95

Triumph TR4-TR4A-TR250-TR6 Replacement Type Black Velour/Rubber Door Seal
Sold by the yard. Fits TR6 up to 1973.
249-607 Reg. \$9.50 Sale Price \$8.25

Triumph TR4-TR6 Battery Retaining Bolt & Nut Set
2 required per car.
031-771 Reg. \$4.25 Sale Price \$3.95

Triumph TR4-TR6 Cowl Vent Lever Control Knob
Replacement type. Fits TR6 up to (c)CC85737.
150-810 Reg. \$2.95 Sale Price \$2.35

Triumph TR4-TR6 Heater Control Valve
635-270 Reg. \$29.75 Sale Price \$25.50

Triumph TR4A-TR250 Front Amber Side Marker Lens
560-220 Reg. \$8.65 Sale Price \$7.25

Triumph TR4A-TR250-TR6 B-Post Finishers
Right Hand
802-330 Reg. \$7.95 Sale Price \$6.25
Left Hand
802-340 Reg. \$7.95 Sale Price \$6.25



Triumph TR6 Black Vinyl Convertible Top
With zip-out rear window. Precisely cut and assembled in the U.S. to original factory specs from the finest crush-grain vinyl bonded to heavy mildew-proof fabric. (No reflective strips.) Can be fitted to TR250s as well.
640-120 Reg. \$179.95 Sale Price \$169.95

Triumph TR6 Rear Bumper Joint Plate Rubber Washer
681-100 Reg. \$3.75 Sale Price \$3.25

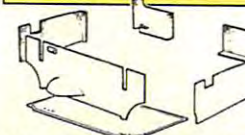
Triumph TR250 Tail Lamp Lens
Red with amber flasher.
560-295 Reg. \$13.95 Sale Price \$12.50

Triumph TR6 Rear Fender "Union Jack" Decal
For later cars from (c)CF1 on.
Left Hand
601-340 Reg. \$6.50 Sale Price \$4.50
Right Hand
601-350 Reg. \$6.50 Sale Price \$4.50



Triumph TR6 Steel Front Fenders
Fits all to 1974 (up to body (b)27000CF). Because of the size of these items, they must be paid for in advance and shipped truck freight collect.
Left Hand
855-305 Reg. \$274.95 Sale \$259.95
Right Hand
855-315 Reg. \$274.95 Sale \$259.95

Triumph TR6 Steel Rear Fenders
Because of the size and weight, these fenders must be paid for in advance and shipped truck freight collect.
Left Hand
855-325 Reg. \$274.95 Sale \$259.95
Right Hand
855-335 Reg. \$274.95 Sale \$259.95



Triumph TR6 Trunk Liner Kit
Available in black only, these kits contain 5 die cut pebble-grained fiber-board panels and a black cut-pile trunk floor carpet with bound edges.
639-100 Reg. \$59.95 Sale Price \$54.95

Triumph TR7 Electronic Control Unit
Also known as the "black box" or "brain". Fits 1979 thru VIN#402027.
071-928 Reg. \$395.00 Sale Price \$349.95

Triumph TR7 Gearbox Synchro Ring
Fits 4-speed gearboxes only.
071-330 Reg. \$9.95 Sale Price \$8.75

Triumph TR7 Trunk Lid
071-873 Reg. \$199.50 Sale Price \$179.95

Triumph TR250-TR6 Ashtray
639-395 Reg. \$12.95 Sale Price \$10.95

Triumph TR250-TR6 Dash Top Pad
854-990 Reg. \$57.45 Sale Price \$49.95

Triumph TR250-TR6 Hood Sealing Rubber
This is the rear seal fitted to the cowlings.
680-370 Reg. \$13.95 Sale Price \$11.50

Triumph TR250-TR6 Tappet
838-300 Reg. \$6.60 Sale Price \$4.95

Triumph TR250-TR6 Window Regulator Assemblies
Left Hand
803-325 Reg. \$69.95 Sale Price \$59.95
Right Hand
803-335 Reg. \$69.95 Sale Price \$59.95

WANTED



TECHNICAL WIZARD

Our Product Development/Quality Control department has an immediate opening for a highly-motivated individual with strong technical and problem-solving skills. Excellent knowledge and enthusiasm for British sports cars is a must! Engineering, manufacturing, restoration and auto parts experience most helpful. Excellent opportunity for right individual. Mail resume to:

Moss Motors
Attn. Chris Nowlan
P.O. Box 847
Goleta, CA 93117



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HERITAGE APPROVED

Sale Prices Valid April thru May 18, 1991

Notes On Ordering...

Orders must be received in our Goleta, California office by May 18, 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.

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Sports Car Gallery

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

(We receive many wonderful stories from British car owners, often describing, in loving detail, just what their sports car means to them. Unfortunately, we don't always have the space to print these articles in their entirety, so we're going to try to give you a sample of the feelings that fellow enthusiasts have for these special cars. -Ed.)

What Makes the British Sports Car Owner So Unique? Words of Wisdom from a Few of the Obsessed

If it sounds too good, it might not be or then, it might. I got a call telling me that there was an MG for sale, but since the owner didn't have a title, he wasn't too sure what year it was. It was a convertible and it did have wire wheels.

When he said a hundred fifty bucks to my question, "how much?", I was on my way. The car was sitting in the woods, tattered top blowing in the wind, windshield shattered and all four wire wheels sitting on ground level. The transmission was on the driver's seat, or what was left of it and the engine block on the passenger seat. The rest of the interior was filled with leaves, cans and about anything else imaginable. The trunk latch was busted and there was no way to tell about the rest. When I tried to inflate the tires, I discovered they were not flat and the 1974 license plate meant it had been slowly settling in the North Dakota soil for over fifteen years. We winched it out and towed it home...

Roger Goettsch - Moorhead, MN



What you see pictured is a 1960 Austin-Healey Sprite and a 1971 California Girl, both in excellent running condition, however, both requiring frequent attention from dad to keep them that way. I bought this car because my daughter Monika and the Sprite have matching smiles. Yes, I know I could have bought a 1949 Buick Road Master, with its enormous chrome grille, but because I have owned a few, I wanted her to experience the joys and other emotions associated with driving and caring for a British sports car.

Monty Montiel, Ontario, CA



Maybe I would never be able to buy a Cobra, maybe MGs and TRs would be my limit. So what, at least my license plate lamp and turn signals were original. My little MG was looking better by the mile.

David Williams, Newbury Park, CA

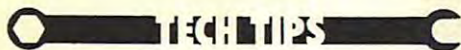


I love to drive my Bugeye Sprite to Seattle's Alki Beach; mainly because it perplexes people. They recognize it's a car, but that's about it. Confusion reigns if I scrunch down in the seat with only my head showing. They probably can't believe a car that small could haul a head that big.

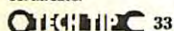
J. Dawson Gieger - Seattle, WA

The other night, I was watching a wonderful movie called "Flight of the Phoenix" with Jimmy Stewart. It's a great yarn about a plane that crash-lands in barren desert in the Middle East somewhere. The survivors build a new plane by cannibalizing parts from the wrecked plane. A perfect film for MG owners. Anyway, I'm listening to the pilot, played by Stewart, reminiscing about the old wood, wire, and canvas days when he brought up something that really says it all. Well, at least for me it does. "Ya know", Stewart's famous drawl went into top gear. "Ya know, thar was time when ya took pride in just gettin' thar".

Kevin Cogley - Seattle, WA

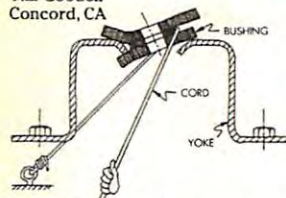


Heard any interesting tech tips lately? We're interested in publishing new and exciting hints and tips if applicable. Send your tech tip contributions to: Editor, Moss Motoring, 400 Rutherford Street, Goleta, CA 93117. If we can use them, you'll receive a \$20.00 gift certificate.



MGB Trans. Mount Bushings

T.L. Goodell
Concord, CA



The following is my recommended procedure for installing the two rubber bushings (Moss # 280-055) on the 1968-on MGB transmission rear mount.

The smaller of the bushings two flanges is 1 1/4" in diameter and about 1/4" thick. The hole through which it must pass is only about 3/4" in diameter. None of my usual brute force and ignorant approaches (i.e. screw driver poking) were of any help when attempting to install these bushings. In fact, more time was spent chasing them across the garage floor, than in concluding any constructive work.

It dawned on me that the problem was similar to installing the windshield rubber on a Triumph 2000. So I developed a procedure along that line.

First, secure the yoke in a vise, oriented as shown. Tie off one end of a thin cord, in the direction of one end of the yoke (I used the vise base for this). Loop the cord and pull it up through the yoke hole. Pass the loop about the bushing as shown, and place the edge of the bushing flange into the yoke hole. It helps to oblongate the bushing as you do this, with your free hand.

Initially, you should pull the cords almost parallel to the bushing groove. But, as more of the flange begins to enter the hole, you should change your direction of pull downward, until eventually you're pulling straight down. In this manner, you will gradually peel the flange circumference through the hole.

A lubricant, like Armour-All, will make things easier and protect the rubber from chafing. Tying off the cord leaves one hand free to manipulate the bushing, and also to change the pull angle of the cords. Obviously, the wiser you are at choosing your tie-down point, the better this procedure will work.

That's it, you're done then! With more time for the important things, like popping open a can of Tennent's 80-Shilling Ale and toasting the Empire.

(T.L. will receive a gift certificate for his tech tip.)



Battery Removal Tip

Eugene Kotyk
Grand Portage, MN

After skinning my knuckles and bruising the back of my hand in a struggle to remove the two batteries in my pre-'75 MGB I needed some help! Being reluctant to use a terminal gripping strap, as this can seriously damage the battery, (particularly since it takes quite a force to pull out the wedged-in battery). I thought there had to be a better way. Indeed there is!

I took a piece of nylon strapping (about 1 inch wide, less than 1/16 of an inch thick and 33 inches long), wrapped it around the battery so that the ends of the strap are to the top of the battery and the strap sits in the car parallel to the car's length, and lowered the battery into its compartment.

The ends of the strap can be tied together with string or sewn together, and the loop slipped over the bushing. This strap, of course, stays in the car and serves as an excellent handle to make removing the battery infinitely easier without risk of damage.

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

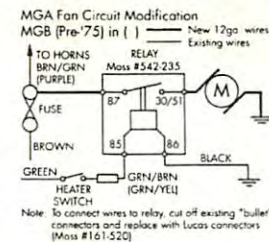


Increase Your MGA, MGB Blower Motor Power

John Roberts
Collierville, TN

On many cold winter days, I have wished that the blower motor on my MG would run at a higher speed to keep up with the air being sucked out through the many cracks and crevices in the cockpit.

While replacing the fan, I noticed that the motor ran much faster being connected directly to the brown circuit at the fusebox. I decided to do some voltage and current measurements on the factory wiring harness and found that the original wires are



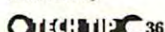
of insufficient size to carry the necessary current to the fan motor. With the motor in operation, voltage fell from 12 volts to 9.7 volts and current was only 2.6 amps. Hooking the motor directly to the brown circuit at the fusebox and bypassing the smaller gauge wires resulted in a voltage drop of only one volt and a higher current supply to the motor of 3.5 amps.

To remedy the problem of the slow

running fan motor, I installed a relay (Moss #542-235) in the fan motor circuit, and tapped voltage from the purple (fused) side of the fusebox. On the MGA, I used the same method, but tapped fan motor voltage from the brown/green (horn) side of the fusebox.

The relay, along with 12 gauge wire, supplies the motor with the current it needs, without the large voltage drop associated with the smaller wires, and greatly increases the amount of air delivered by the heater.

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



TR250 Frozen Piston Repair

Speed Hallman
Boone, NC

After parking the TR250 that got me through four years of college, I never intended to wait nine years to put it on the road again. Besides, I was ignorant, so I didn't drain any fluids or do any of the preventative things I should have done. The car sat on the ground under a shelter enclosed on four sides (including the roof, which only leaked a little). So, things rusted and generally deteriorated.

This winter, ready to get going on the car, I decided to tackle the clutch hydraulics first, while someone smarter (and now richer) than I rebuilt the engine and gearbox. The clutch master cylinder dust boot had ceased to exist, and the piston was rusted into place. I hit it with a hammer. I swore. I despaired. Then I called my mechanically-minded father-in-law who loves nothing more than nursing a problem like this. He suggested hot water.

I put the master cylinder in a saucepan, covered it with water and put it on medium high for about an hour and a half. I never let it boil, but it was close to boiling, with small bubbles forming and rising to the top. When I removed the master cylinder the piston was free!

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

One-Off Triumph TR6

Rick Feibusch - San Francisco, CA



The TR6 is not a car that one would generally think of as a base for a custom-bodied special. TVR, in England, did use TR6 mechanical components in some of their coupe models in the early '70s and Hathaway, a California-based kit car company did a handsome pre-war Fraser-Nash-like body to fit to the powerful underpinnings, but these are also few and far between. Today the TR6 is valuable enough in stock form to discourage any future fiddling as well.

This awesome flying saucer of a roadster was concocted in Southern California in the late '60s by Peter Brock. Yes, this is the same Pete Brock that started as a designer with GM in the late '50s, and worked with Shelby American in the early '60s developing logos and advertising materials. He eventually penned the muscular looking Cobra Daytona coupe, and is best known for his own firm BRE (Brock Racing Enterprises) that dominated a number of SCCA classes in the '70s with Datsun 2000 roadster, 510 Sedan and 240Z racers.

Developed in conjunction with the U.S. Triumph racing team director, Kas Kastner, just prior to Brock's Datsun days, this car was to be a test bed for design ideas and a centerpiece for the Triumph racing effort. Mechanically, the car was similar to the stock-bodied racers Kastner was running and featured a hot cam, custom headers, Weber carburetion and significantly uprated suspension.

It's hard to believe that this aerodynamic body was built in the final days of the '60s. There were styling elements that would appear on Corvettes, Triumphs and even Porsches over a decade later. The light weight alloy-bodied car featured plastic-covered rectangular headlamps and a "pop-up" spoiler just ahead of the rear panel that would raise into position at speed. From the front, with its sloping, rounded windscreen and gaping mouth grille the car looks like a cross between the latest Celicas and one of "Big Daddy" Ed Roth's '60s show rods.

The car only raced once in a twelve hour endurance at Sebring. While starting out

well, Brock was forced to retire it from the race because of minor mechanical problems combined with a lack of sufficient crew and spares. Triumph factory people felt that there was little chance that anything resembling the Brock car would ever be manufactured and its unusual body had little product identity value, so support for the project was withdrawn.

The Brock roadster eventually was sold off to the public. It was owned, for awhile, by an Los Angeles businessman who tamed the car a bit and used the topless beauty for occasional high speed jaunts on the back roads. Later, passing from owner to owner on the auction circuit, the unusual racer ended up in a private collection in Burlingame, just south of San Francisco. Though the car won't be seen on the street, one might someday get a glimpse of it at some future vintage racing event.

Pete Brock left the automotive arena over a decade ago to concentrate on other projects in the hang gliding and sports-wear fields but it is said that he might be returning any day now. If he does, it will be interesting to see what he comes up with now that the rest of the world has caught up with him.

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

Ozone-Friendly Custom Spray Paints

We invested a lot of time and effort to come up with the correct shades for the properly restored British sports car. Our paints, particularly the lighter shades, will produce the correct colors/shades only when applied to properly primed surfaces; they should not be applied to bare metal. In 12oz. aerosol cans, these paints are "ozone-friendly".



\$11.25 per can

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MG T-Series 220-530
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MGA & MGB to '74 1/2 220-540
- Metallic Light Green Engine Paint**
Austin-Healey 220-550
- Dark Olive Green Engine Paint**
Sprite/Midget 220-580
- Silver Disc/Wire Wheel Paint**
For all British wheels originally painted silver gray, MG T-Series valve covers, TR6 valve covers and air cleaner cases. 220-560

Sales, continued from 1

a '67 Sprite and currently drives a '66 Sprite. Dealing with other enthusiasts and the variety of problem-solving fascinates him, but what he likes most of all is that long-term customers often become friends. **R.B. Hart** (ext. 3185), tire collector extraordinaire, is senior member of the sales department with all the knowledge that entails. Although he professes admiration for only the Volvo and his 1953 Riley RM, he (secretly, he thinks) has a '66 Sprite.

Tom Lang (ext. 3193) has a 1967 MGB he knows inside and out. Although he's done more work on American cars, he is fast becoming an enthusiast on all the British marques. He enjoys the atmosphere of the sales room, where he finds so many people working together with the same common interest a constant "pick-me-up". **Chris Forester** (ext. 3217) collects eclectic vehicles. He has a Porsche 356-B, AutoBiachi Bianchina and Ducati 750 cycle, and has had a '59 MGA and '62 Sprite. Although he says his best mechanical work involves vice-grips, tape and/or balling wire, he performs routine surgery on his cars.

Bob Cote (ext. 3191) drives his pristine '71 MGB to work everyday - the long way. He's done just about everything on his B with a little help...it's been kind of a rolling restoration. After receiving phone calls from all over the world, he's come to the conclusion that no matter where the customer is located, they share that unique desire to drive a bit of English motoring history. **Rein Gabrielson** (ext. 3209) has had Triumphs of every type, and refers to his love for "all the troubled Triumphs" with no roofs and that burning oil smell! He's the driver of a Stag, and is best at working on motors, transmissions, electrics, and finger-bashing.

Alan Schneider (ext. 3184) doesn't presently have a British car, but like all of us, is always looking around. He has performed just about every aspect of mechanical work, from rebuilding heads to complete engines. And, unlike many people, he is most confident with electrics. **Woody Woodfill** (ext. 3186) drives "whatever runs that day..." and has had two MG TDs in the past.

Paul Viacrusis (ext. 3190) likes sales and cars and found the perfect job with Moss. His interest in British cars stems from "the excellent road feel". He loves the tight handling and the basic instrumentation...nothing fancy. **Terrance Riedeman** (ext. 3221) has a '70 and

a '73 MGB, although he drives his 240Z every day. Ranking high in his opinion is the ragtop, gas mileage and easy parking you get when you drive a British sports car.

When the phones start ringing off the hook, you might be lucky enough to talk to two more Triumph owners, Pete Arakelian and Eric Wilhelm. Pete's primary job at Moss is in purchasing, where he makes sure the parts you need are on the shells. (At home, he is getting ready to change the color of his every day driven TR6 from white to brown, to please his wife!) Eric, our research ace, has a TR4 (working), ZB Magnette (not) and TR2 (basketcase). It's research and technical expertise like his that gives us our edge!

I asked some of the staff members about interesting calls or experiences they've had while working in sales at Moss. One of Jonathan's favorite customers has a driver MGA that he also shows. When it came time to restore it, he went back to school to learn bodywork so he could do it all himself. Rein had a customer call to cancel an order shortly after he'd placed it. The reason? His TR6 had just caught fire and burned. Bob has met some interesting people on the phone and counter...Sandy Koufax and Robert Mitchum are just two more "MG guys". Christopher had a call from an island in Japan...it's only 12 miles long with just 2 MGBs on it and only his runs. (It cost him the price of the order again to cover air-freight shipping!) Frank helped Bill Devin (Devin Sports Cars) over the counter, getting parts for some of the cars he built based on the MGA. One of Moss's most interesting customers - a man visiting from Germany bought a TR6 in Los Angeles, then had it towed up so they could go over the car from front to back. He ordered almost the whole catalog (all except body panels!) One of the most rewarding calls Paul has ever had came from a customer desperate for parts. It



had taken him two months and hundreds of calls to find Moss and we had all the parts he needed and a "wonderful catalog". Terrance has a customer in Canada who orders both parts he needs and parts he might need, every other day. He says he'll personally return the pieces he hasn't used when the car is done. Terrance thinks he might be retired before that happens.

The Moss sales room is quite an interesting place to see. With twelve or so people talking British sports cars all day, six days a week, there's always something exciting happening.

If it's not an odd request from a customer, "what parts do you have in stock to fit my Humber Super Snipe suspension?", or a counter customer showing off an aluminum-bodied MG race car, an unusual letter is bound to show up. We don't guarantee that we'll be able to answer your every technical question over the phone, but with adequate time, we can research almost any request, and provide you with the best customer service in the business! Also, just as importantly, we guarantee that the people you speak to on the phone enjoy British sports cars as much as you do!



(The 8th annual British car day at Woodley Park, near Los Angeles, Ca brought over 500 cars, and thousands of spectators together on October 7th (pictured above). Meet organizer Rick Fiebusch also had a superb turnout at his 12th annual Palo Alto, Ca show - 850 British cars including large numbers of MG, Triumph, Lotus, Land Rover, Austin-Healey, and as surprise hit of the day, a 1961 Daimler Ferrett Urban Assault vehicle (inset right).)

1990-'91 British Sports Car Events Calendar

In the interest of British sports car owners throughout the country, we publish a 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 May 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.)

1991

- Apr 6 7th Annual All British Car Day & Rally, Winter Park, FL - Curtis Koon (407) 831-1410
- Apr 14 Moss Motors Best of Britain, Dover, NJ - Jerry Keller (201) 625-0640
- Apr 19-21 11th Texas Healey Roundup, Fredericksburg, TX - Bruce Brown (713) 367-9249
- Apr 20 British Car Day, New Orleans, LA - Roger Gibson (504) 887-2725
- Apr 20 British Swap Meet, Tustin, CA - Dick Strevor (714) 972-2334
- Apr 20 4th Annual British Car Gathering, Maryville, TN - Carolyn Henriksen (615) 984-8711
- Apr 21 Ancaster British Car Show & Flea Market, Ancaster, Ontario, Canada - Carol Ouellette (416) 664-4067
- Apr 26-28 25th G.O.F. South, Mt. Dora, FL - Will Bowden (407) 876-2475
- May 3-5 MG "Fling In" Spring, Lake of the Ozarks, MO - (314) 428-1120
- May 3-5 Triumph SW Regional Meet, Irving, TX - Don Kauffman (214) 328-7918
- May 4 British Car "Show & Tell" Day, Freeport, IL - Valerie Stabenow, 4843 U.S. 20 West, Freeport, IL 61032
- May 4 Classic Jaguar Assoc. Spring Meet, Ventura, CA - Bob Gillette (213) 434-4712
- May 4 All British Vintage Gathering, Tuxedo, NY - Mark Block (212) 662-2748
- May 10-12 9th Annual Kentucky Scottish Weekend, Carrollton, KY - Tim Sisson (513) 922-2104
- May 11 British Car Show, Cincinnati, OH - Tim Sisson (513) 922-2104
- May 11 All British Braille Rally, Spartanburg, SC - Kathy Brown (803) 585-5858
- May 10-12 Texas MGT Register Spring GOF, Salado, TX - Gwen Simpson (214) 931-8213
- May 18-19 All British Field Meet, Vancouver, B.C., Canada - Steve Diggins (604) 291-7074
- May 17-19 Emerald Necklace MG Register 11th Annual Spring Warm-Up, Cleveland, OH - Craig Peck (216) 226-7024
- May 19 British Motor Car Day, Braselton, GA - Art Mackenzie (404) 945-6425
- May 19 British Car Day, Ventura, CA - Bob Klope (805) 653-7233
- May 24-27 California Healey Week, Palm Springs, CA - Karen Goldsworth (714) 968-5416
- May 25-26 Mad Dogs & Englishmen British Car Gemot, Hickory Corners, MI - Richard Bowman (616) 344-6118
- May 31-June 2 Heartland MG Regional, Topeka, KS - Bill Forbes (816) 353-2554
- June 1 BSOC All British Bash, Louisville, KY - Bob Hitchcock (502) 893-8800
- June 2 Antioch Picnic, Peoria, IL - John Parks (309) 688-3943
- June 8 Moss Motors MG Marquee Day, Goleta, CA - Ken Smith (805) 967-4546
- June 9 British Car Days South, Winston Salem, NC - Bill Longyard (919) 768-5996 (Tel/FAX)
- June 9 All British Car & Bike Charity Show, Springfield, IL - Mark (217) 359-6792, am, Bill 529-2293, eves.
- June 8-9 39th Annual MG Car Club Rally & Dinner, Glenwood Springs, CO - Steve Stockham (303) 278-4016
- June 9 MG Day, Museum of Transportation, Brookline, MA - Gene Gilmore (508) 668-7140, eves.
- June 15-16 MG Car Club of Toronto Weekend, Kingston, Ontario, Canada - Keith Holdsworth (416) 889-4028
- June 16 All British Car Meet, Chico, CA - Tony Rodrigues (916) 342-1821
- June 19-23 Austin-Healey Club of America West Coast Meet, South Shore, Lake Tahoe, AZ - Art Dhallin (209) 667-1744
- June 20-23 Triumph Register of America Nat'l Meeting, Frederick, MD - Joel Rosen (301) 775-7937
- June 21-23 AMGBA, Chicago, IL - Frank Ochal (312) 878-5055
- June 23 Palo Alto Concours D'Elegance at Stanford, Palo Alto, CA - Erv Austin (415) 948-1027
- June 26-29 GOF 52, Nashua, NH - write Drawer 220, Oneonta, NY 13800
- June 30 5th Annual British Car & Motorcycle Show, Cincinnati, OH - Scott Brown (513) 232-8595
- July 5-7 13th Annual VARAC Vintage Racing Festival, Shannonville Motorsport Park, Belleville, Ontario, Canada
- July 18-21 AMGBA National Convention, Oakbrook, IL - Frank Ochal (312) 878-5055
- July 19-21 NAMGAR GT 16, Huntsville, AL - Joyce Hart (805) 566-1467
- July 20 11th Annual British Car Day, Pittsburg, PA - Roy Miller (412) 441-6483
- July 22-25 G.O.F. West, Santa Barbara, CA - Dave & Janice Bradley (714) 521-7253
- July 24-28 Austin-Healey Club of America Conclave, Sturbridge Village, MA - Don Payne (413) 625-6568
- July 26-28 All Triumph Drive-In, Warrenton, OR - Ian Bounley (503) 642-1681
- July 27-28 British Car Show, Hughesville, PA - Bill Bussler (717) 546-8146
- July 28-Aug 4 New England Healey Tour - Rudy Streng (203) 938-9467
- Aug 3 Dayton British Car Day, Carrillon Park, Dayton, OH - Jim Quillen (513) 253-1948
- Aug 10 Moss Motors Triumph Marquee Day, Goleta, CA - Ken Smith (805) 967-4546
- Aug 11 Mad Dogs & Englishmen Autocross IV, Charleston, IL - Greg (217) 948-5624
- 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 22-25 VTR Nat'l Convention/Nor. Am Triumph Challenge XVI, Cincinnati, OH - Bruce Clough (513) 294-3792
- Aug 23-25 15th Annual MG Summer Party, Grand Rapids, MI - John Twist (616) 245-2141
- 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 Felbusch (213) 392-6605
- Sept 13-15 All British Car Day, St. Louis, MO - (314) 428-1120
- Sept 14 Moss Motors Triumph/Austin-Healey Marquee Day, Dover, NJ - (201) 361-9358
- Sept 21 Moss Motors Austin-Healey Marquee Day, Goleta, CA - Ken Smith (805) 967-4546
- Oct 6 9th Annual All British Meet, Woodley Park, Los Angeles, CA - Rick Felbusch (213) 392-6605
- Oct 18-20 British Car Gathering, Wyndham Gardens, Charlotte, NC - Alice Poole (704) 872-8550
- Nov 1-3 Triumphfest, Lake Havasu City, AZ - Digger Davitt (602) 966-9712

THROUGH THE WINDSCREEN CLUB NEWS AND EVENTS

The Club Scene

Ken Smith
Club & Events Coordinator

By the time many of you read this, Spring will have 'sprung' and the new British car season will be upon us. Speculation at this point on the state of the economy or even what's happening in the world at large, need not deter us from getting out there and enjoying ourselves - if fact, sometimes in periods of apprehension and uncertainty, working on, or driving your car can be the best therapy of all!

Certainly, we here at Moss Motors intend to fully support you in your ongoing efforts to keep your cars on the road, and we look forward to meeting many of you at one meeting or the other during 1991, as we take the Moss Road Show around the USA. On the club scene, our listing grows daily, (nearly five hundred British car clubs in our database at the last count!) and the number of events planned for the coming year already shows an increase on previous years. We ask you to please support any of the events listed on our calendar. Many people put lots of effort and time into organizing various meetings, specifically for you people out there who actually have the British cars we all are devoted to. If there are no cars on the field on the day, then that is a disappointment to the organizers and the attending public, who even though they may not own one of 'our' cars, are keenly interested in seeing classics at close quarters.

An increasing trend we noted last year was the growing number of British car days being staged around the country. Some of these attracted huge numbers of cars, (approaching a thousand vehicles in a couple of cases!) and obviously this combination of resources and efforts by differing marque clubs, is good for the classic car movement as a whole, and the effort expended in organizing such meets is rewarded by increased attendances. While it is true that the MG, Triumph and Austin-Healeys can put on single marque shows to a high degree of satisfactions, we urge you not to neglect the purely British car day if there happens to be one in your area. While we at Moss Motors do not really cater for cars such as the Morgans, Morris Minors, and the Jowetts, etc., we do appreciate their owners bringing them to the meetings and letting us see such fine examples of British sporting machinery.

Now to something completely different! I mentioned earlier that our club information is growing daily, and I would ask officers of the clubs to let me have details of your membership, secretaries, and the club address, if you feel that you are not already in the Moss Club system. We continue to receive letters asking us to locate British car clubs in different areas (over 500 this

Continued top left of next page

The Club MG de Mexico



New this issue - an occasional series in which we hope to present a club of outstanding interest. This month we're pleased to feature the Club MG de Mexico!

We recently received a very professional presentation giving us information on the above club, located far south of the border. Formed in 1985, the club covers a wide range of MGs from the T-type through the MGB, but the majority of members own one or more MGAs, including a couple of the scarce Twin Cam models (only 2111 were manufactured). The preponderance of MGAs is not surprising when you learn that the club was founded by two gentlemen who used to have MG dealerships in Mexico, in the "good old days"!

The T-series cars are mainly TDs and TFs, while modern Midgets also appear in

the club's roster of vehicles, as do several Austin-Healeys.

The Club MG De Mexico forms part of the ten-strong vintage auto scene, under the Comision Nacional De Automoviles Deportivos De Coleccion, which is affiliated to the International FIA register authorizing competition at Federal, State, and local levels. The club holds regular meetings and technical sessions, and we urge any of our readers in Mexico to contact the Secretary of the club, Jose A. Lozano, and strengthen the Club MG de Mexico. The address is as follows:

Fuente Del Mirador 4
Tecamacalco
C.O. 53950 Edo De Mexico
Telephone: 580-45-08

Club, Continued

past year) but if we don't know you are there, we cannot give out the information. So please, Secretaries, let us have your up-to-date club information, so we can help direct new members to your club. Also, if there have been any changes in the officers of your club which could affect how we direct potential members to you, again, please let us know.

We continue to assist clubs when requested, with our club donation scheme, and I would remind you that we would like at least six weeks notice of the event or meet when requesting assistance. During the summer, we are at our peak at both our east & west coast locations, and I, myself, spend a major portion of my time away from the office with the Moss Road Show. Longer informational lead times let us plan our donation to you in a far more specific manner than if we are asked 24 hours before the event is to take place!

Don't forget to put your Moss decal on your windshield if you are taking your car to an event this summer! Our representa-



At the last G.O.F. in Nashua, New Hampshire, T-series prep for Concours. This year's is held June 26-29.

tives will be out on the field and in the parking areas 'spotting' Moss decals, which could win you valuable gift certificates or prizes if your car is chosen. Now, some of you are going to tell me that you haven't got a decal! Drop me a line and we will send you one (or two if you have a couple of British cars!) by return mail. Address your request to Moss Motors Decals, 400 Rutherford Street, Goleta, CA 93117.

There are several major announcements on the club scene this issue and in keeping with our policy of bringing you

information as up-to-date as possible, please make a note of the following if the information is of interest to you:

American MGC Register: Secretary, Tom Boscarino has a new address: 34 Park Avenue, Asheville, NC 28803-2056. Telephone (704) 274-2269.

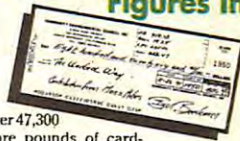
The "Z" Magnette Registry: For all MG Magnettes, ZA/ZB and Varitones (similar mechanics to the MGA, and a very civilized form of transportation!) Contact: Jeff Powell, 910 Hirsch, Melrose Park, IL 60160.

The above clubs publish newsletters/magazines on a regular basis. We love to read the many club publications that come into Moss. Do we get your club publication? If not, why not put us on your mailing list? Let us see what you're doing, and how you let your members know what you are doing. The club publications are the lifeblood of many organizations, and form a useful link in general between British marque clubs.

Here we'd like to direct a few remarks at club magazine editors and compilers. You can reproduce anything from current or past issues of *Moss Motoring* - articles, illustrations, or whatever you think might be of interest to your members. However, we do ask that credit is given as to the source of the article, illustration or whatever. Just a simple "reproduced by permission of Moss Motors, Ltd." will do. Also, if you would like Moss Motors to buy

advertising space in your publication, then send us a sample copy, tell us what the rates are, and we will see if we can't fit it into our already overcrowded advertising budget! We might be able to help you defray the cost of getting your club publication out to the members, in a small way.

Latest Recycling Figures In



Over 47,300 more pounds of cardboard, newsprint and computer paper have been recycled at our Moss Goleta facility and the check sent on to United Way. What began as just a few recycled aluminum cans, is now a company-wide activity!

TR2-6 Heavy-Duty Clutch Fork Pin



If you're replacing your clutch, or undertaking any engine or transmission work, plan on installing this heavy-duty pin. The stock fork pin tends to shear. Don't take unnecessary chances!

Pin 596-055 \$8.25

For those of you interested in joining NAMGAR, updated information follows:

Bill Galllugh
Registration
2455 Glenhill Drive
Indianapolis, IN 46240
(317) 580-9158

North American MGB Register:

A NEW organization catering for the MGB (and also for Midgets and MG 1300s). The Chairman is John Twist, who needs no introduction to MG fans, and you can obtain details of this MGB Register by calling toll-free, (800) NAMGBR-1.

Holding a Treasure Hunt Rally

Lawrie Alexander
Santa Barbara, CA

There are many varieties of rallies which provide enjoyable motoring competition for club members, from the simple Poker Rally (follow a prescribed route to five locations, pick up a playing card in a sealed envelope at each location, the best hand wins) to the fast-paced, demanding TSD (Time-Speed-Distance) rally which requires sophisticated navigating and timing equipment. One of the more enjoyable varieties is the "treasure hunt". We'll outline here, how to put on one of these fun events, which can be run for 10 to 100 cars with virtually the same preparation.

The basic concept is that the competitors solve a clue to take them to their next location, where they learn their next clue, and so on, to the finish. The winner is the person who completes the route closest to the organizer's prescribed "bogy" time, by solving all the clues and not opening any of the answer envelopes (which are also provided). A scenic route, some clever clues, careful planning and an enjoyable finish location (a nice restaurant, BBQ or party at someone's house) can make a treasure hunt rally very enjoyable indeed. Let's follow a typical competitor through such an event...

Arriving at the start - the parking lot of a local shopping center that's not too crowded - you'll find the start marshal with a registration list. Paying your \$5.00 entry fee (to cover awards and operating expenses), you sign up, listing your navigator's name and your car type (there may be classes by type of car). You are given a large envelope to which is taped a sheet of instructions, one of which is your start time. Reading the instructions, you learn you have to open the

packet at your start time, (cars will leave at two minute intervals, on official rally time, by the rallymaster's prominently displayed clock). Inside the packet are seven large envelopes each marked with a letter, and seven small envelopes similarly marked. The instructions tell you the

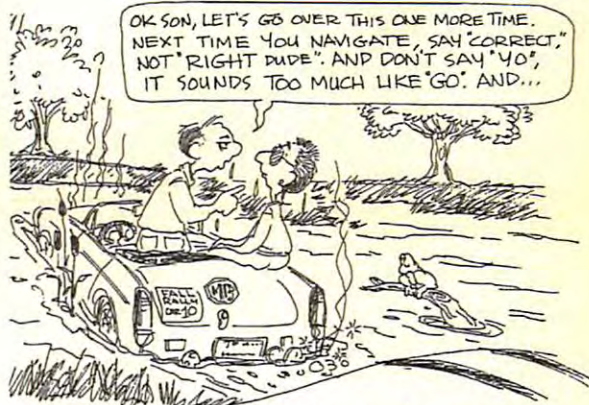
large envelopes contain clues, the small ones the answers to the corresponding clue. Perhaps you will find seven clues before the finish, perhaps not (the instructions say this to stop you opening all of them at once to learn where the finish is. There's a 30-point penalty for incorrectly opening your envelope.) Another instruction tells you you will be charged one point for each minute between your start time and your arrival at the finish, but that the "bogy" is 90 minutes, so the first 90 points won't count. If you finish in less than 90 minutes, there's no penalty, as long as you haven't opened any wrong envelopes or any answers. Around the course you're told you will find 3" x

5" cards pinned to trees, fences, etc., at the location determined by solving the previous clue. These cards will tell you which large envelope to open next. The locations can be found by using the local map provided in the packet; all you have to do is solve the clues and correctly decide where the answer takes you.

At your start time, you will show your unopened packet to the starter, who will tell you the first letter. Opening your packet, you remove and open envelope "B". Inside you find a sheet of paper which is headed "BEFORE", beneath which are several groups of numbers. Having puzzled for a few moments, and after driving a brief distance, your navigator suddenly says "B FOUR", and writes B - 4, so the number groups are quickly converted to letters by

writing out the alphabet, making B = 4, and all the other letters equal to corresponding numbers between 1 and 26. Translating the number groups to words gives you "GO FIRST WHERE OAKS MEET THE SEA".

Being in Kansas City, you decide not to drive to California, but rather consult your map. Sure enough, Oaks Drive intersects with Ocean Way. A ten minute drive finds you and your trusty navigator at the intersection, where you spot a card lettered "N". You open large envelope N and find a sheet with ten unfin-



We spotted this great (and absolutely appropriate) cartoon in the January 1991 edition of the Houston MG Car Club's newsletter, The Roars. Our thanks to artist and editor Gary Renner for permission to reprint it here.

ished sentences, numbered 1 - 10, and a group of hash marks below the sentences, numbered as follows: 1 - 5, 3 - 6, 4 - 2, 5 - 1, and so on. After completing the sentences (No. 1 is "Popeye's girl was OLIVE OYL"), you realize the first letter down below will be "E" (1st sentence, fifth letter they wrote in) and thus to complete your clue. This takes you on to the next clue location, again using your map to find out exactly where to go. The next clue, "S" has you both completely stumped! Trying for fifteen minutes, you realize you simply have no

idea what it means. You decide the 30-point penalty for opening the answer will cost you less than sitting and puzzling for who knows how long? You open the answer envelope to "S" and it tells you exactly where the next clue location is.

This goes on for six envelopes, and the sixth location turns out to be the finish. Your time in route was 106 minutes plus a 30-point penalty for opening the answer to "S", so your score was 46. (Good enough for third place!)

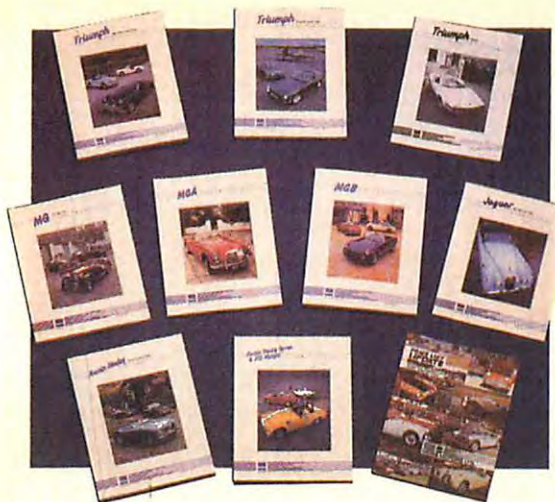
That's a fairly typical treasure hunt. The clues could be based on anagrams, number puzzles, trivia questions, nursery rhymes, TV shows, almost anything... If you, as an organizer, want to be sure your entrants follow the prescribed route, ask questions at the bottom of each clue sheet for entrants to answer from things they

see in route. Award bonus points for getting them right. On a 90-minute bogy rally, you'll find three or four people manage to come close, another dozen or so will be in the 2-2 1/2 hour range, while there's always someone who manages to stay out for hours! The best way to avoid this is to add an instruction "If you're not at the finish by 4:30, when the rally ends, call this number to find out where to go." A good treasure hunt organizer asks an intelligent friend or relative to "proof" the rally before finalizing it. You may have decided "Oaks

at Ocean" was a good location for a clue and been so intent on it that you didn't realize there was also a cross street called Pacific on Oaks Blvd! Nothing ruins a rally faster than two logical solutions to one clue.

Hopefully, this will give some of you an idea for a fun local event. Here in Santa Barbara, the local MG Club has now run nineteen annual treasure hunts, each more popular than the one before! If you're not perfectly clear on any of the organizational details, write in with your questions to: Editor, *Moss Motoring*, 400 Rutherford St., Goleta, CA 93117 and we'll get back to you right away!

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



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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!

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See Page 2

Spring 1991



A Bit Extreme? Not at All...

While other company's execs drive more luxurious cars, Moss owner Howard Goldman drives his 1959 Bugeye 60 miles round trip over a long, winding 2600 ft. mountain pass to work, with the tach gauge pegged! His enthusiasm is infectious, which is one of the reasons that Moss employees are British car enthusiasts through and

through. And that's why Moss will always be here to provide you with everything from basic tune-up parts through the remanufacture of long, obsolete parts for your favorite car. Like many of us (and you), he's a tad obsessed by these intriguing cars. But, as obsession goes, he is just one of many. Turn to page 4H for a special feature on some of the true die-hard fans around!

Overnight Delivery

Get Your Parts When You Desperately Need Them

If you must have that needed part tomorrow, or life won't be the same...you don't have to order it yesterday! While our ultimate goal is same-day shipping, we've a few more hurdles to clear. That's why our Guaranteed Overnight Delivery option is a lifesaver for 20-25 people each day. Although our British sports cars are fun and wonderful and as great to drive as to admire, once and a while something does, well, um...break. And, more unfortunately, it always seems to be before a big event, trip, or if it's your everyday car, at all!

If you call us between 6:00 am and 9:00 am PST, we guarantee that your parts will arrive by Red Label UPS the next day in the 48 states. You need to prepay with a charge card (no CODs), and limit your order to 15-20 items. Items that must normally be shipped by truck freight, or weigh over 70 lbs. cannot be shipped next day. Orders placed on Friday can be delivered Saturday for an extra \$10.00 fee.

The choice is yours. Regular UPS ground, UPS Air, or Next Day Delivery, if, just this once, you're desperate!



Moss 1991 Photo Contest
The Winners Will Be Published In Our Summer Moss Motoring

Marque Day Madness '91

In their travels around the country to British car events last year, Club Coordinators Ken and Barby Smith noticed an increasing number of "side-shows", in addition to the usual viewing and voting on of fabulous numbers of sports cars. What impressed them most were the exhibitions of models, photographs, paintings and crafts, that in many cases were works of art themselves. Realizing the amount of hidden talent out there, and in support of this aspect of our "hobby", we've decided to honor these crafts and display your entries at our Goleta Marque Days this coming year. So, if you've created models, dioramas, paintings and car-related crafts, (like they saw in one case, a valve cover skateboard) please plan on bringing them along to Marque Day! Given enough interest, there will be a popular vote contest in the following categories: Models (car, that is!), Photographs and General Artwork. Entries must be related to the cars featured at each marque day. Show your work to an appreciative audience, and encourage fellow British car enthusiasts to contribute in the future! For Marque day details, call our sales department at (800) 235-6954.



MG Day
June 8th, Goleta

Triumph Day
August 10th, Goleta

Austin-Healey Day
September 21st, Goleta

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