

MOSS Motoring

Winter 1991

Marque Gift Wrap Paper

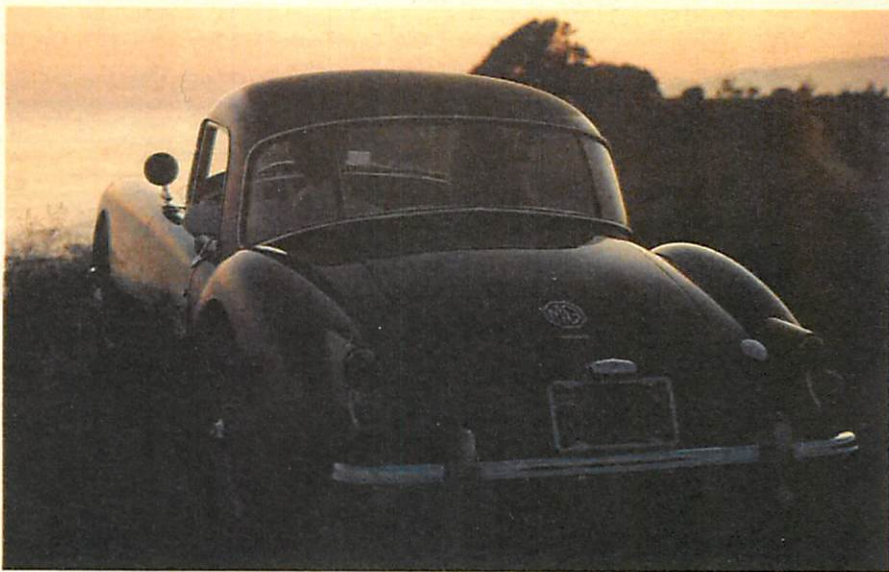
An extra holiday bonus from Moss!

If you place an order over \$50.00, we'll be happy to include one package of our very cheery marque wrapping paper. Perfect for holidays and birthdays, our bright blue and white theme paper will brighten any package for the sports car enthusiast in your life. Each pack includes three 20" x 30" sheets.

Here's how to get your free paper! When ordering by phone, simply tell your sales advisor that you'd like the free wrapping paper gift with your over \$50.00 order. Specify which marque you prefer by part number. If ordering by mail, indicate on your order form your request by part number, and add "at no charge" in the pricing column.

If your order is less than \$50.00, you can still order wrapping paper for a small charge of \$2.50 per package of three sheets. Limited to stock on hand.

Triumph Wrap Paper 221-895
 MG Wrap Paper 221-885
 Austin-Healey Wrap Paper 221-880
 Jaguar Wrap Paper 221-890



When all is said and done, most of us drive our British sports cars for the feeling of the absolute pleasure they provide, which cannot be equalled by any other type of vehicle we're able to purchase new today. Sure, some maintenance is required, a little extra thought is needed before a long road trip, but what better type of car to have for viewing a winter sunset?

Ted Huntington, with companion Patty Jacobsen, ends a long day with the right attitude. Ted has owned his 1961 MGA 1600 Coupe, one of only ten exported to the U.S.A., for twenty three years. Photo by Mike Egan.



Now's your chance to save money on nearly every single part that you've been waiting to buy for your British sports car if you do some clever planning of future purchases! (We're sorry, but we've already slashed prices as low as we can on the wire wheel sets listed on page 4H, and on the back page of your Update. So, while we can't give you any further discount, we'll give you a hint (you'll save by buying individual wire wheels!) Whether you're able to spend \$75.00, \$200.00, \$2000.00 or anything in between, you'll save at least 10% on your order, and you'll save up to 15% on items over \$300.00. (Not to be used in conjunction with any other promotion.)

How Does This Sale work?

Well, it's easy. The more you spend, the more you save. The possibilities are endless! All you have to do is to combine your usual odds and ends ordering into one single order, or, even simpler, treat yourself (or a deserving friend) to a larger dollar item. The chart below shows exactly how much you can save, depending on how much you're able to budget this winter.

Throughout this issue, you'll see spe-

To calculate your savings, simply add up your parts' total (less tax and shipping charges) and refer to the following:

If your order is greater than \$75.00 you'll save 10% overall
 If your order is greater than \$150.00 you'll save 12% overall
 If your order is greater than \$300.00 you'll save 15% overall

So, let your imagination run wild at Moss Motors. We guarantee that a special sale like this isn't going to come around too often. Take advantage of our holiday celebration to celebrate your British sports car. After all, if you don't, who will?

(While our inventory is literally bursting at the seams, we regret that we can't always fully anticipate product demand for this type of promotion. If an item is out of stock, we will gladly backorder at the special discounted price and ship it upon arrival at no further charge.)

cially highlighted items, and of course, pages 4B through 4H list hundreds of great parts and accessories we stock. But don't be limited by what you see in this newsletter, since the Build Your Own Sale prices apply to everything (except wire wheel sets!) So pick and choose, combine and build from every single part under our warehouse roof!

Still Under \$75.00?

Don't be depressed. If you're not able to take advantage of our sale at this time, you can still save 15% off any part purchased next year by ordering our discount Gift Certificates between now and 12/31/91. (Not usable with any other promotion.)

Yes, 15% Off Gift Certificates!

If you want to buy a friend (or yourself) a gift and can't decide what to get, or if the kids want to buy mom or dad a gift for their British sports car, this may be ideal for you. Just give us a call and purchase Gift Certificates in increments of \$25.00, for 15% off the certificate price, and your special gift recipient can redeem them through December 31st of next year! See page two for complete details.

MG R-1, The Racing Car That Ken Miles Designed to Win

Laura Eltherington

After watching Moss Motors' founder, E. Alan Moss, successfully compete in the MG-based R-1 at the 1991 Monterey Historic Races, I found myself wondering about the history of this car. Since Al was the driver, he seemed a likely source for information, and I asked him to tell me how the Ken Miles MG Special came into existence. You can imagine my surprise when he started to speak about his "old friend Ken Miles" and how these events took place, since he was right there when work on R-1 began.

In 1952, Ken Miles, then service manager for Gough Industries (the west coast MG importer and distributor) came to the realization that no stock MG was going to be able to challenge the leading Barlow-built Simcas with any authority. To take on these high horsepower, light chassis defenders, he would have to build a car that would surpass the Simca in every way. Even with an unlimited budget and time frame, the results would not necessarily be in his favor. However, the task was made more difficult by the shoestring budget that he would have to adhere to, and the fact that this new race car would have to be built with readily available and stocked MG and Morris Minor components.

That car would shortly become R-1, an abbreviation which many have discussed with interest, but in reality stands for the very non-complex name of Racer-One.

In great secrecy, Ken, along with two Swedish craftsmen, started construction with a basic tubular chassis. The front suspension was designed using Morris Minor torsion bars and MG TD uprights and series Y spindles. The rear suspension used the MG TC axle mounted on quarter elliptic leaf springs. It's interesting to note that the front track was wider than the rear because of this. As a good friend of Ken's, Al was one of the few people who saw the car in its initial stages of construction.

Although they had planned to run an MG TD engine equipped with a Laystall (short stroke) crankshaft, block bored out to .060" over and a Shorrock supercharger, the factory located an otherwise stock TD MkII engine with a special cylinder block and bore of 72 mm which would give R-1 an entire 1466cc displacement instead of the initially planned 998cc. With the increased engine capacity negating the use of a blower, they also had the advantage of greatly decreased running weight!

Continued on page 2

► Founder, Al Moss, driving the Ken Miles MG R-1 Special, chases a 1951 Jowett Jupiter in turn four of Monterey's Laguna Seca Raceway.



Moss Motoring is published by Moss Motors, Ltd.

Editor: Laura Eltherington

Contributing Editor: Ken Smith

Contributing Writers: Chris Nowlan, Eric Wilhelm and David Eichelbaum.

Although we make every effort to insure the correctness of technical articles, Moss Motors, Ltd. assumes no liability for the accuracy, safety, or legality of these contributions. All technical material should be weighed against commonly accepted practice. Any opinions expressed in this newsletter are those of the authors and do not necessarily reflect the opinions or policies of Moss Motors.

Moss Motoring is © 1991-'92 Moss Motors, Ltd. All rights reserved. Moss Motoring Offices: 400 Rutherford St., Goleta, CA 93117 (805) 967-6401

Contributions Invited

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

Editor: Moss Motoring
400 Rutherford St., Goleta, CA 93117

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

Contributors whose material is selected for publication in *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

The Moss "Build Your Own Sale" is in effect from 11-6-91 through 12-31-91. Please refer to page 1 or page 4E for details on discounts.

Our Friendly Sales
Advisors will help you
find just the part
you're looking for

Seasons Greetings!



Take 15% Off Every Car Part You Buy In 1992!

It Sounds Too Good To Be True, But It's An Absolute Fact.

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

Moss Motors Gift Certificates Let You Save 15% On Your Car Parts During 1992

Whether your car budget is \$25 or \$25,000, you can get a 15% discount on everything you buy at Moss this coming year! For those of you still shopping for a holiday gift for your British sports car owner (and don't forget yourself!), here's your opportunity. Moss gift certificates are available in \$25.00 denominations and are on sale until December 31st at 15% off. Good on any retail order from January 1, 1992 through December 31, 1992, certificates must be mailed in or presented at either of our counter locations. If you are ordering for yourself, we'll send the certificates to your mailing address. If you wish them to go directly to the sports car enthusiast on your gift list, we'll be happy to send the certificates along with a card with your name on it.

Certificates can be ordered by mail or telephone. Our toll-free lines are open for your convenience. In the U.S.A. and Canada, call (800) 235-6954. Please order and pay for certificates separately from other transactions, or send separate checks. Also, using a charge card will let us ship immediately, while using a personal check may cause a delay. Gift Certificates are good for retail purchases only, and must be used during 1992 - they will not be accepted after December 31, 1992. (Not usable with any other promotions.)

Compare the Savings...

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



MG R-1, *continued from page 1*



With 81 bhp at 6300 rpm, R-1 was destined to be a winner.

Other specifications included a stock TD gearbox, MGTC rear brakes and series Y front brakes (modified to two leading shoes), and knock-off wire wheels for greater brake drum cooling ability. They estimated the performance of maximum speeds in gears at 6800 rpm to be 112, 82.5, 54 and 32 miles per hour, with 81 bhp at 6300 rpm.

The body proved the biggest challenge due to the budget allowed. The nose piece was built by noted race car constructor Emil Deidt and the rest of the body created simply from flat sheet aluminum bent over forms. Ken claimed that the entire body construction (which added up to less than \$60.00), cost less than the nose piece. Interestingly enough, with no time left to prepare the car before its first race (and still no radiator grill), they actually cut a section of the wire mesh surrounding the parts department and used it! Following that race, a chromed Morris Minor grill, cut in half and turned on its side, was a nice finishing touch.

With the first race planned for April 1953, time was tight to get the car prepared on time. Although R-1 had never before run, Ken Miles took first place at Pebble Beach, surprising most likely even himself. A month later, Roger Barlow, of Barlow-Simca fame, showed great foresight when he said, "I firmly believe that on a twisty course, the Ken Miles MG is going to be exceedingly difficult to beat with any driver in any other-1500cc car now in west coast competition". Ken and R-1 went on to win every single under-1500cc race he entered in the next year. And in fact, in those days, the top three placed cars in the under-1500cc class went on to compete in the over-1500cc class. Ken finished high in every large displacement race, often ending up as high as second place!

It turned out that one of Ken's crew was

none other than Al Moss, who did his timing, signaling and strategy for nine of the twelve months Ken campaigned R-1 in 1953. Ken's style of driving differed from many other top drivers at the time. "He drove absolutely by pit signals, trusting his crew to have information he didn't have." At a Chino, California race, Ken, having won the under-1500cc race, had worked up to 4th position in the over-1500cc "Main Event" and began pointing to the front of R-1 every time he passed the pits. This caused great concern amongst Al and the rest of the pit crew, who thought there was some unseemly mechanical problem. Although there was a powerful Jaguar right in front of him, they then decided that he must want to pass it. Upon being given the "go fast" signal by the crew, he promptly motored right by the Jaguar to a second overall finish, behind the Bill Stroppe Mercury-Kurtis.

One by one, they entered the track on the pace lap. The green flag dropped, and history was relived for MG enthusiasts and MG R-1.

Al remembered Ken's four-year-old son Peter occasionally coming to watch his father race R-1 in all its glory. At the August 1953 Santa Barbara Road Race, Ken pulled into the pits after yet another win, with Peter running up to congratulate him. Al grabbed his signaling chalkboard and tried to block the side of the car from the quick moving child, but Peter eluded him and suffered a nasty burn from the exhaust pipe. Al didn't see Peter again until 1982, when the car was shown at the 1982 GoF in Santa Barbara. Upon reminiscing about Ken, Peter found out from Al the long-forgotten reason for the scar on his leg!

The next year Ken built R-2, better known descriptively as "The Flying Shingle" and sold R-1 to Cy Yedor. Cy had started racing in a stock TC until he bought the Al Koppel TC Special. This he raced quite successfully, although never beating R-1. After enjoying R-1's competitive traits for a while, he then sold it to "Dusty" Miller, who had been racing a 1500cc Maserati.

He modified R-1-put in a Maserati engine-raced it for a while, then parked it. Noticing it rotting away years later, his son Nels took it out and lovingly restored it back to its original specifications. Unseen for many years, R-1, with driver Nels Miller, raced at the Monterey Historic Races in 1979. He won his race and was asked if he would display it at the Pebble Beach Concours D'Elegance where it won Best Race Car. R-1 was back in business again, over 26 years after its first winning race.

Nels sold R-1 to Ken Maytag (of washing machine fame), who then sold it to its present owner, noted MG enthusiast Pat Hart of Santa Barbara, California, in 1983. In an outstanding collection, along with many other examples of historical significance, including an SA Charlesworth Tourer, an Al Moss-built MG TC van and Le Mans Healey, and an MG TC race car, R-1 has been pampered and polished until this year's race at Monterey. Pat, realizing the car for its war-horse heritage, decided to return it to its original environment, and who better to drive it than Ken Miles' old racing buddy and crew member, Al Moss.

Considering his past relationship with the car, and sadly enough, being one of the few surviving members of the original crew, Al was honored and elated by the chance to race it at Laguna Seca. He told me that driving his first practice lap in R-1 brought back a flood of memories and more than a touch of emotion. Here he was in R-1, 38 years after its first winning race, completely restored to the original specifications and racing against many of the cars it had in its debut season. Included in this select group was the Von Neumann MGTD Special (which Al had restored to original condition in 1985, and raced for several years), the Panhard-powered Aardvark Special, J.P. Kunstle's Panhard Special, and John Von Neumann's second race car, a highly modified 356 Porsche.

Saturday morning brought the call to assemble of the under-1500cc sports racing cars from 1950 to 1960. R-1 roared slowly from the paddock to the pre-grid. All the old warriors and adversaries lined up. One by one, they entered the track on the pace lap. The green flag dropped, and history was relived for MG enthusiasts and MG R-1.

(Many thanks to Al Moss for his invaluable information and as always, his incredible store of truly fascinating racing stories. By the way, R-1 was also invited to the Concours D'Elegance once again, but was unable to attend-Ed.)

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.

Emission Control- Crankcase Breathing and Evaporative Loss

Eric Wilhelm
Research & Development

Identifying the separate emission control systems within the seemingly hopeless tangle of vacuum lines, hoses, pipes, and mysterious boxes and cans in your engine compartment is the key to understanding how these systems operate. These systems fall into three groups: crankcase emission control, fuel evaporation emission control, and exhaust emission control. This article will give a brief explanation of crankcase and fuel evaporation emission controls as found specifically on your MGB and TR6, although the basics also apply to most other cars which have these systems.

In most internal combustion engines, there is a certain amount of combustion gasses which force its way past the pistons and into the crankcase. Unless the crankcase is vented, this blow-by builds up pressure in the crankcase, and would blow oil out of every possible place in the engine, as well as forming acids within the engine. Until the early 1960s, crankcase blow-by was simply vented into the atmosphere. TR2s and TR3s, for example, have a draft tube which vents the crankcase into the airstream under the engine. Due to the angle cut on the end of the pipe, a slight vacuum is created in the crankcase when the car is in motion. This vacuum pulls fresh air into the engine through a wire mesh oil filler cap, and sucks out the blow-by gasses and vapors through the draft tube.

This atmospheric venting of blow-by produces about 20% of a vehicle's total hydrocarbon emissions. The easiest way to keep these gasses out of the atmosphere is to route them to the engine's intake system to be burned within the cylinders. To do this, Positive Crankcase Ventilation (P.C.V.) systems were developed. Since merely running a hose from the crankcase into the intake manifold would create a massive vacuum leak in the intake system, P.C.V. systems use either a calibrated restriction in the line, or, more commonly, a P.C.V. valve to control the air flow in proportion to the breathing re-

quirements of the engine and the ventilation requirements of the crankcase. The valve is calibrated so that it permits maximum air flow under high speed and heavy load conditions, when blow-by is normally at its worst, and when this "extra" air will have a minimal effect on the running of the engine. During low speed and idle operations, when blow-by is usually light, the valve opens to allow only restricted air flow, to avoid a too-lean air-fuel mixture. The valve will also open whenever there is a condition of positive crankcase pressure.

In 1970, MG and Triumph introduced evaporative loss control systems, the most notable feature of which is the large black plastic vapor adsorption canister and its associated hoses. These evaporative loss control systems are the most physically complex and difficult to understand of the various emission control systems. Their

function is to collect, store, and recycle fuel vapors which would otherwise get into the atmosphere. These vapors account for approximately 18% of a vehicle's hydrocarbon emissions. Since this system also incorporates the crankcase breathing system, it handles almost forty percent of a car's total hydrocarbon pollution output. (See illustration below.)

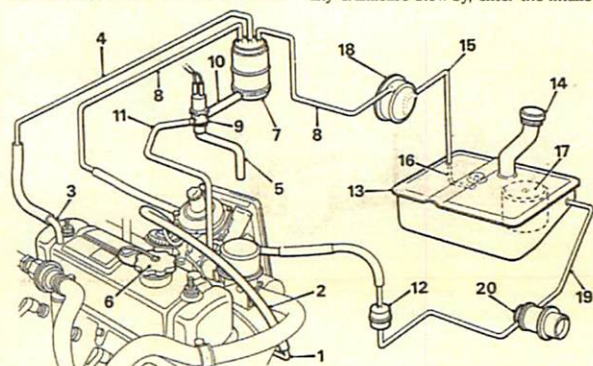
Fuel vapors are collected from the fuel tank and carburetor float chambers, along with any fuel overflow from the carburetors. These vapors, along with any small amounts of raw fuel, are adsorbed and stored in a thick bed of charcoal granules within the vapor canister. When the engine is started, the vacuum in the crankcase breather system draws fresh air into the canister through the air vent pipe (#5) and the running-on control valve (#9, when fitted). Accumulated vapors in the vapor canister are picked up by this air flow, and are pulled into the breather system. They then join any crankcase blow-by, enter the intake



system, and are burned in the engine's cylinders as part of the normal combustion process. P.C.V. valves are not used, and the crankcase vent line is run into the constant depression chamber of the carburetor(s), between the air valve (piston) and the butterfly valve, instead of being connected directly to the intake manifold. All of this requires a non-vented oil filler cap. Use of a vented filler cap will prevent this system from working. Proper functioning of this system depends on tight, leak-free connections, and properly sized hoses, connectors, fittings, and calibrated orifices to properly handle and control a careful balance of pressures within the system.

Later MGs and TRs have an anti-run on valve connected between the vapor canister and the intake manifold. Controlled by the ignition switch and the oil pressure switch on the engine, the anti-run on valve operates in the brief time between when the ignition is switched off and the oil pressure in the engine drops. During this time, the valve shuts off its normal air intake, and opens to allow manifold vacuum to act on what is normally the air intake of the vapor canister. This prevents (or at least minimizes) running-on (dieseling) by putting manifold vacuum to the air space in the carburetor float chamber(s), preventing any further flow of fuel into the intake system.

Also found on some later cars are fuel cut-off valves and capacity limiting fuel tanks. The fuel cut-off valves shut off fuel supply to the carburetor in the event of sudden impact or roll-over. The capacity limiting fuel tanks contain a chamber into which no fuel may be put, which prevents fuel overflow due to thermal expansion. (The next in this series of articles will deal with exhaust emission control systems.)



1. Oil separator/ flame trap
2. Breather pipe
3. Restrictor connection
4. Purge line
5. Air vent pipe
6. Sealed oil filler cap
7. Charcoal adsorption canister
8. Vapor lines
9. Running-on control valve
10. Running-on control hose
11. Running-on control pipe
12. Fuel line filter
13. Fuel tank
14. Sealed fuel filler cap
15. Vapor line
16. Vapor tube
17. Capacity limiting tank
18. Separation tank
19. Fuel pipe
20. Fuel pump



Trust Production Record Traces

An Update From British Motor Industry Heritage

The Production Record Trace Service is available for the following makes and models of Rover Group products:

Austin (cars and commercial vehicles), most models from	1945 to 1969
Austin-Healey (Longbridge and Abingdon built; not Warwick built, not 100 "S")	1953 to 1971
Land Rover (Series I, II, IIA, IIB and IIC)	1948 to 1979
Metropolitan (Nash, Hudson, Austin)	1953 to 1961
Mini (Austin, Morris, Mini-Cooper, ect.)	1959 to 1969
MG (from the start of TF Midget and ZA Magnette, but not of TC, TD, YA/YT/YB models)	1953 to 1981
Morris (cars and some light commercials; not of Morris-Commercial) most models	1928 to 1971
Rover	1945 to 1981
Standard (cars and light commercials)	1945 to 1963
Triumph	1946 to 1981

This list is correct as of September 1991 but may be subject to revisions. To obtain a certificate for one of these cars, please write, quoting make, model, and chassis number (car number) to:

The British Motor Industry Heritage Trust Archive Department
Castle Road, Studley, Warwickshire B80 7AJ
The fee is \$40.00 U.S. per vehicle; please make checks payable to the B.M.I.H.T.
(Thanks to James Coldwell, of Marina, CA for passing along this information to us.)

Aluminum Cut-Out Cars

A couple of months ago, I purchased a 1976 Midget that demanded a lot of attention, to say the least. I enjoy working on the car and naturally, I enjoy driving it even more. I was very happy when I came across Moss Motors as I was starting to feel that I was the only one obsessed with MGs and other British cars.

Your seasonal newsletter is excellent with a lot of good tech tips and advice. I plan to send in before and after pictures when I am completely done restoring my

Midget. I work in Aerospace and have enlarged the two cut-out models and double-back taped them onto soft aluminum and formed them (at break time naturally) and they look quite good.

Michael Smith
East Northport, NY

Warehouses
on both coasts allow us
to ship your order
quickly!

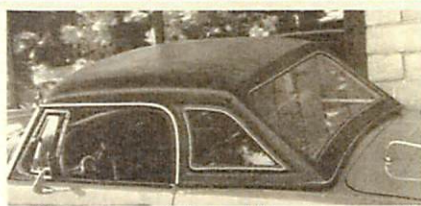
The Perfect Combo... Winter Warmth & Summer Sun

MGB Optional Hard Top

Fashioned after the factory style hard top, this is one option that will make a large difference in the comfort of your MGB, especially if you drive your car in nasty weather.

Made by Snugtop, this hard top has an embossed hand-laminated fiberglass exterior, off-white inner shell, sturdy neoprene rubber seals and tempered safety glass. All these features combine to insure complete weather and sound protection.

Note: Due to the size, top must be paid for in advance and shipped truck freight collect.



Hard Top 456-065 Regular Price \$659.95

Converting Your Triumph TR2-TR6 to Wire Wheels

There is something about wire wheels which says "this is a British sports car!" Years ago, when I was the proud owner of a disc-wheeled Triumph, I discovered how easy it was to convert any TR2, 3, 4, 4A, 250 or 6 to wire wheels. It's also a relatively inexpensive task and, as wire-wheeled cars usually sell for more than their disc-wheeled counterparts, the conversion is a good investment. To make the conversion, you will need:

1. A jack and jack stands.
2. A lug wrench and an 11/16" socket.
3. A hacksaw with high quality blades.
4. A file to clean up after the hacksaw.
5. Four splined hub adaptors, two left (Moss #661-420), two right (Moss #661-410).
6. Four knock-offs, two left (Moss #674-680), two right (Moss #674-670).
7. Five wire wheels.
8. Sixteen special Moss #675-070 nuts to secure the adaptors to your hubs.
9. If you choose not to cut your original hub studs, you can delete #5 and #6 (above) and substitute new short studs, front #661-400 and rear, #674-400 (solid axle) or #674-980 (I.R.S.).

Oh, and one other little thing...you'll need a couple of spare hours one weekend or evening to put these pieces to use! Forge ahead with the following:

Jack up the car, set the jack stands in place, then remove your disc wheels. Be sure to save the lug nuts with the disc wheels. (You can't use them to secure the wire wheel adaptors, and, if you ever have to re-install the disc wheels, you can't use the adaptor nuts for this purpose). Switch your tires to your new wire wheels (unless you have new tires for them) and give the sidewalls a good coating of Armorrall. Clean, black tires will definitely set your wire wheels off nicely!

Fit the chrome knock-offs to the splined adaptors so you can easily see which adaptors go on which side of the car. This is important! If the hubs are installed on the wrong sides, the wheels will fall off with alarming regularity. If your knock-offs do

not happen to say "left" and "right", remember that the left side knock-off tightens clockwise, and the right, counter-clockwise. (Left is left as you sit in the car facing forward.) Install the adaptors over the wheel studs, tightening the special nuts to 65 lb. ft. with your torque wrench.

The original studs will protrude approximately 5/16" through the new nuts. This must be cut off to avoid contact with the wire wheel. Use a hacksaw to trim the studs flush with the nuts, and the file to clean off the resultant burr. This may sound like a crude way to do the job, but the 1959 Service Instruction Manual Supplement includes a photo of a mechanic busily sawing away at a hub stud with a hacksaw.

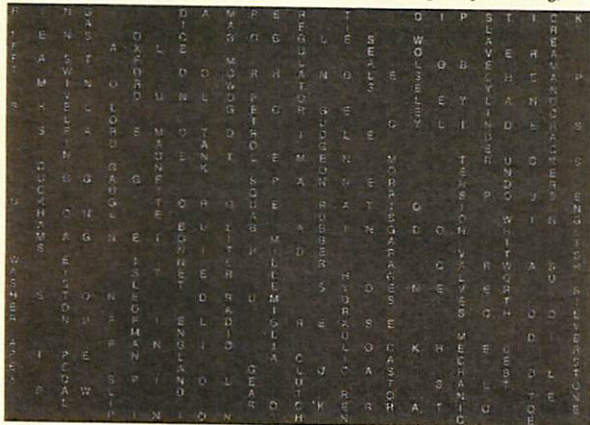
In essence, that's all there is to the conversion! All that remains is to grease the hub splines, install the wheels, tighten the knock-offs and set the car back on its wheels. A couple of hints worth remembering: if you put silicone sealer around the heads of the spokes inside the wheel and allow it to dry before installation, you'll prevent the spline grease from finding its way onto the spokes. Check spoke tension on new wheels after the first 500 miles or so to make sure none have "settled in" and become loose. Tapped with a pencil or screwdriver, the row of spokes should sound more or less the same. A much lower note indicates tightening is needed.

(Take advantage of our winter Build Your Own Sale, by taking up to 15% off all the parts you need to convert to wire wheels (except the wire wheel sets listed on page 4H and on the back cover of our Update. Note: at press time most parts were in stock - all are normal stock items and should be available on a regular basis-Ed.)

Dial Our
24 Hour Worldwide Fax
(805) 968-6910

Puzzle Answer

Sue Salsburg May's Landing, NJ



Let Them Know You're Committed to British with our Marque Parking Signs



Just in time for the holidays, these high quality silk-screened aluminum signs are what every enthusiast needs to proclaim his or her favorite past time!

Sturdy 9" x 12" signs are styled just like the original signs the Department of Transportation installs, allowing you the right to every convenient parking location. Each sign is \$19.95.

MG Parking Sign	215-760
Triumph Parking Sign	215-770
Austin-Healey Parking Sign	215-780
Jaguar Parking Sign	215-790



Does this photograph remind you of anything? This was sent out as a Christmas card back in the 1950s when Moss Motors was located on Venice Boulevard, in Los Angeles, California.

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 February 1, 1992. 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.

1966 MG Midget MkII: Second owner since '73. Always maintained. 5000 mi. on professionally rebuilt engine, trans, and front end. Tartan red (repaint in '84). Mechanics, rubber parts, uphl., top, etc. all correctly replaced as needed. New Michelins/wheels tuned. This is a really good one. \$4950.00, incl. parts. (408) 688-2761.

1952 MG TD: Show quality, red with black seats and top, completely restored frame up, all original parts, motor, transmission and rear end. (713) 996-1934.

1978 Midget: This car has excellent body, nice red paint, new tires, and several extras. Starts and runs well, and passes Colorado emissions' test, but needs engine repairs. Car has been in storage for two years. \$1,500 or best reasonable offer. Eric Hall, 1320 Edinboro, Boulder, CO 80303. (303) 499-8760.

1979 MGB: British Racing Green, like new original condition (not restored). Garaged; 8,500 actual miles, wire wheels, air, 5 new tires, new hoses under hood, rained on one (1) time. \$9,000.00. Call Vernon, (205) 350-4747.

1978 MGB: Brown/Tan interior and vinyl top. California Smog Certificate good till 1993. Excellent mechanics. All accessories and work orders. Kept garaged. \$7,000. Call Valerie, (510) 562-5951.

1974 MGB GT: Engine, drive train, suspension - disassembled and professionally rebuilt. All parts either new or reconditioned. Body rust free; primed and repainted to original color, Aspen Gold. Good looking and top performing car. Some spare parts. \$6,500. Call (303) 986-0183 or write P.O. Box 202, Georgetown, CO 80444.

1966 TR4A: Dark blue, kept in garage. Good paint and body. Original interior. Original engine, 75,000 miles. Good tires, no rust. N.C. car. \$3500 OBO. Joyce Raiford (704) 693-7059.

1960 Red MGA: Has been treated with TLC. No modifications. Good body, fairly new upholstery and radial tires. New top. Runs ok but engine needs work. Photo on request. Make an offer. Walter Higgins, 5481 Round Meadow Rd., Hidden Hills, CA 91302 (LA area).

1967 MGB GT: Rebuilt engine and partially restored interior. My old friend needs a good home. Phone (805) 482-4110. John Stellman, 5475 Butterfield Street, Camarillo, CA 93012.

1979 MGB convertible: Recent catalyst, alt, rebuilt carburetor, electric fans, tires, battery, brake pads. Always properly maintained. Not Concours, but very nice overall condition. Just smog certified. Rust free, California car. Bargain at \$2500 firm - no offers. (805) 682-6785. (Santa Barbara) Call preferably after 7 pm.

1959 Austin-Healey Bugeye Sprite: Original 948cc engine. Cream exterior/black interior. Good driver or good example for complete restoration. New wiring and electrical components. \$5500 - firm. Call Keith (805) 566-8226.

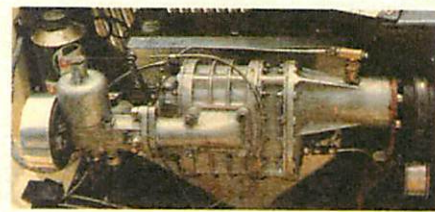
1966 MGB with Buick 231 V-6: automatic. Chrome knock-offs, new Michelins. Many new or rechromed parts, new window glass and rubber. Body excellent, too much to list. Needs to be assembled and painted. Over \$6000 in receipts. \$2900 OBO. (818) 335-9883

1980 MGB: 4700 miles, green, never in salt or snow, stored winters, always indoors. No modifications, all original. Original owner. \$9900.00 (319) 224-3489

Our No Fuss
(800) 235-6954!
One Toll-Free Number
For Your Needs

Get Performance You've Only Dreamed of with our MG TC-TD Marshall Nordec Supercharger

This great performance option for your T-series was a rare period accessory. We have a limited number of these excellent quality reproductions. A group of Argentinian MG enthusiasts had one supercharger, and access

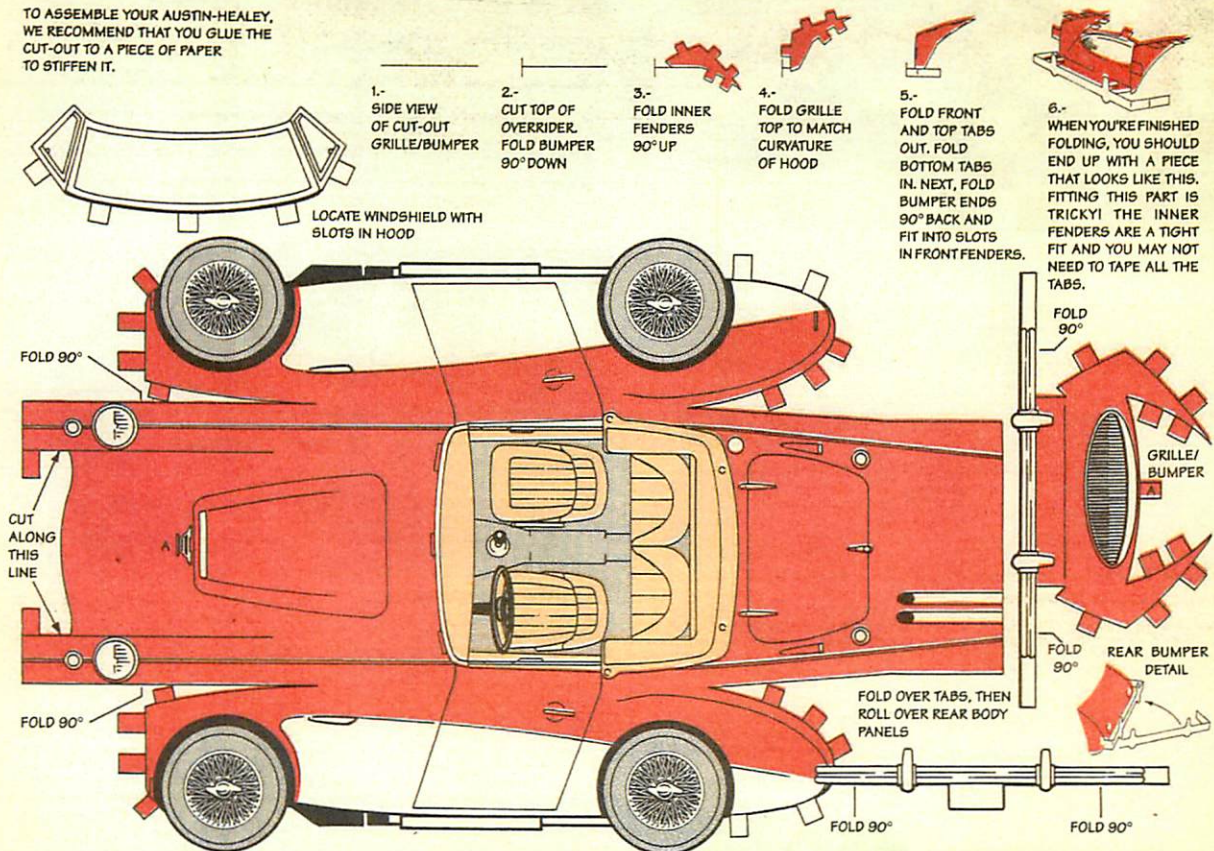


to a foundry and machine shop. Since it's so difficult to track down original blowers, they decided to pool their resources and produce a limited number of copies for their group. Product Development manager Chris Nowlan got wind of the enterprise and was fortunate enough to be able to purchase several for Moss Motors. They are built to original specifications in every way. The units are complete, less a 1 1/2" SU carburetor. Chris has driven Marshall-powered TCs for over 20 years and would be pleased to answer your questions concerning performance expectations and installation.

Supercharger 222-580 Regular Price \$3750.00

Austin-Healey 3000! 4th in our British Sports Car Collection

TO ASSEMBLE YOUR AUSTIN-HEALEY, WE RECOMMEND THAT YOU GLUE THE CUT-OUT TO A PIECE OF PAPER TO STIFFEN IT.



My Insatiable Fascination For British Cars (Brought Me Here to Moss)

David Eichelbaum
Research & Development Department

Writing your own introduction in *Moss Motoring* can be a rather tricky thing to do, so on my way into work this morning I was trying to come up with a clever intro. When I flicked on the radio at my desk, it occurred to me that is the very same twelve dollar AM/FM radio that had forever been on my workbench back home in Virginia. Like an old friend, it serves to remind me that it is my insatiable fascination for British cars that brought me here to Moss. I think every enthusiast shares the same relentless drive to develop a relationship with a mere mechanical contrivance—our beloved British sports car! We can't really expect our wives, husbands, and bosses to understand this (well, my boss does), so you and I have to stick together, don't we?

To me, there is no feeling quite like the one I get on a weekend morning, blasting down my favorite stretch of tarmac in a vintage British sports car. There's nothing like the smell of leather, paint, and hot oil, or the musical sounds of tappets and gearbox whining as you run through the gears. There is an aura about these cars which just can't be put into words. Let's forget about having to go home and fix the oil leaks. If it didn't leak, it wouldn't be a British sports car, would it? The cars have soul. Now that you know I'm a rambling sentimentalist, I'll get on with how I came to be writing this article in the first place.

Before I was even a "twinkle in my mother's eye", my father bought a brand spanking new 1962 Triumph TR4, complete with all the tasteful options like Surrey top and overdrive. Of course, having children pushed him towards practicality, and he unfortunately had to sell the car for something more spacious. But his reminiscences lingered in my mind weekends spent tuning the car in the parking lot of his apartment with a fellow named Bob Tullius; who went on to become some-



thing of a racing sport. When the time came for me to buy a car of my own, the romantic images of British cars were just too powerful to ignore. So I found a clapped-out TR4A, in an effort to carry on the tradition. My Triumph and I were going to relive this 1960's British sports car thing single-handedly, and I've been hooked ever since.

As time progressed, college came and went, but I knew in the back of my mind I'd always love these cars. With a Marketing degree in hand, job offers came from IBM and others, but none of it ever felt right. I then spent the next couple of years selling new cars (Jaguars, by coincidence), while I tried to sort it all out. As a shift of direction, I then held a position with a television company as something of a local TV personality. But it was all unfulfilling to me—something was missing.

On one cold and particularly frustrating November evening last year, I came home from work and found the latest *Moss Motoring* in my mailbox. That very evening I placed a call to Chris Nowlan, Manager of Product Development, to chat about sports cars and inquire about opportunities with Moss Motors. Persistence paid off, and after nearly a year of phone calls, interviews, and a four-day visit from the east coast, I've arrived at Moss to join forces with veteran Eric Wilhelm in the Research

and Development department. The clapped-out TR4A I bought over ten years ago came along with me too. It's now in the final stages of a three and a half year Concours restoration. You will likely be seeing a lot of me and my car at

west coast events this next year. I intend to be as visible as time allows, to meet customers, answer your questions, and get ideas of how we at Moss can even better fill the needs of our customers.

It's going to be an exciting time to be at

We're Proud
To Have the Best Returns
Policy in
the Business

Moss, especially in Research and Development. Some of my duties will involve actual product development and working with manufacturers all over the world in an ongoing effort to provide the spares for your British sports car. I'll also be involved in quality control, catalog development, and product sourcing. Above and beyond that, I'll be contributing ideas, articles and tech tips, to *Moss Motoring*.

Sometimes it's incredible how the entire direction of your life can hinge on what seems like an insignificant event—like buying a clapped-out old sports car. I'm proud of my association with Moss Motors, and every day it's a true pleasure to come to work. I'm right where I wanted to be, and loving every minute of it!

Keep those spokes turning.

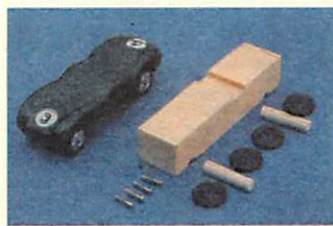
Pinewood Derby Model Kits

Fired up by the annual Austin-Healey west coast Pinewood Derby Races, we built our own Derby track for Marquee days and to take on the road to British car events.

What former-boy scout (or jealous sister) doesn't remember the first Pinewood Derby model they ever received? That rectangular block of creamy unlaunched wood, ready to take on the shape of the quickest racer ever built, or the next Road & Track cover test car...the possibilities were endless.

Now those possibilities are here again, and you (and, if you need an excuse, your kids), can revel in the thrill of experimental design, or simply recreate your favorite British sports car. Not only can you compete with friends, family and fellow club members, you can be ready to win prizes at the Moss Pinewood Derby track at many of the big 1992 car shows.

Kits come with detailed instructions, block of wood and pair of axes with wheels.



Pinewood Derby Kit

231-290

\$3.00

Build Your Own Sale!

SAVE on EVERY ITEM* we sell NOW until December 31, 1991!

Here's How It Works...

- Buy at least \$75.⁰⁰ worth of spares - **SAVE 10%!**
- Buy at least \$150.⁰⁰ worth of spares - **SAVE 12%!**
- Buy at least \$300.⁰⁰ worth of spares - **SAVE 15%!**

*Because of the already phenomenally reduced prices on our Complete Wire Wheel Sets, they are excluded from this special offering. May not be used in conjunction with any other Moss discount program.



Workshop Manuals

Jaguar XK Factory Service Manual

A Moss Motors exclusive! High quality hardbound reprint of the factory manual, incorporating all of the XK140 & XK150 factory supplements, as well as the difficult to find wiring harness diagrams for all models.

011-753 \$99.50

MG TD-TF Factory Workshop Manual

High quality hardbound reprint covering the TD and TF in great detail. Excellent information for TC owners as well. This factory-issued manual is highly recommended and is certainly the most comprehensive TD-TF manual ever published. A must for any enthusiast, novice or expert, undertaking any serious rebuild work.

210-400 \$45.00

MG Workshop Manual

By W.E. Blower

This manual, while not as comprehensive as the factory manual listed above, is excellent for TC owners and indispensable for all pre-war MG owners. Incorporates information, illustrations, etc. compiled from factory sources. Includes extensive information on speed tuning and supercharging for T-series owners, and a complete chapter on rebuilding Wilson pre-selector transmissions for K3 owners! 600 pages, over 400 illustrations.

210-100 \$44.50

Austin-Healey Factory Workshop Manuals

The complete and comprehensive guide to your Austin-Healey. These incorporate all available factory information including in-depth coverage of all aspects of maintenance, repair and major overhaul. Hardbound.

100-4 Manual 021-379 \$52.30

100-6/3000 Manual 021-376 \$54.95

MGA Factory Workshop Manual

High quality hardbound reprint covering the MGA 1500, 1600 & 1600 MkII in great detail. This reprint of the factory-issued manual is highly recommended and is certainly the most comprehensive MGA manual ever published. Absolutely essential for any enthusiast, novice or expert, undertaking any serious rebuild work.

210-410 \$41.95

MGA Twin Cam Factory Workshop Manual

This reprint of the comprehensive factory-issued manual includes detailed illustrations and instructions unique to the twin cam powered MGA. Soft bound, 200 pages.

210-420 \$36.95

Tuning BL's A-Series Engine

By David Vizard

Here's how to get 115 bhp out of your Sprite or Midget! 464 pages of reliable tuning and performance information. Product tests carried out in the authors' own research facility thoroughly sort out what modifications are the most effective. Hardbound with 430 photos and 300 drawings.

212-325 \$43.95

SU Carburetor Manual

By Haynes

A very valuable book which fully details the theory and construction of SU H, HD, HS and HIF carburetors. Comprehensive chapters on maintenance, servicing, tuning and overhaul with excellent step-by-step photographic illustrations. Includes Applications Lists and Needle Charts invaluable for special tuning work. Softbound, 88 pages.

211-340 \$12.75

The Complete Official Sprite-Midget Workshop Manuals

Published by Robert Bentley

These reprints of the official factory service manuals are the most complete and authoritative workshop manuals available for your car. Comprehensive in-depth coverage of all aspects of maintenance, repair and major overhaul.

948 & 1088cc Sprite-Midget 262 pages, 274 illustrations. 212-330 \$40.00

1275cc Sprite-Midget 384 pages, 398 illustrations. 212-340 \$40.00

Triumph Factory Workshop Manuals

These exact reprints incorporate all available factory information and include in-depth coverage of all aspects of maintenance, repair and major overhaul. Don't open your toolbox without one nearby!

Triumph TR2-TR3 212-710 \$48.95

Triumph TR4-TR4A 212-700 \$48.95

The Complete Official Triumph TR250-TR6 Workshop Manual

Published by Robert Bentley

This reprint of the official factory service manual is the most complete and authoritative workshop manual available for your Triumph. Comprehensive in-depth coverage of all aspects of maintenance, repair and major overhaul. Softbound, 598 pages.

212-780 \$40.00

The Complete Official Austin-Healey 100-6/3000 Workshop Manual

Published by Robert Bentley

You'll never find a better manual for your 100-6 or 3000. This complete reprint of the official factory service manual contains additional information which makes it the most complete manual available. Softbound, 400 pages.

212-820 \$40.00

MGC Workshop Manual

This high quality soft cover reprint tells you everything you've ever wanted to know about your MGC. All available factory information, plus many photos, illustrations and exploded-view diagrams make this book essential to every MGC owner.

212-360 \$39.95

MGA Special Tuning Booklet

A reprint of the original factory publication covering factory developed and proven competition modifications.

211-000 \$4.95

Leisure Reading

The Magic of the Marque

By Mike Allison

This is the sequel to Mike Allison's excellent book, *The Magic of MG*, which is regrettably now out-of-print. His latest literary triumph is superbly written and extremely well-illustrated. This will be a standard reference volume to MG enthusiasts for years to come. There are hundreds of factory photos, as well as previously unpublished period and contemporary photos for you to pore over for hours and hours.

Hardbound, 327 pages. 211-375 \$57.95

The Original Austin-Healey, MG T-Series and Jaguar XK

These fascinating books in "The Restorer's Guide" series are published in England by Bay View Books. The information needed to determine how a restored car should look and what parts it should contain can be difficult to track down, but now help is at hand for all owners, restorers and enthusiasts of these British sports cars. Trying to find out what color an engine block, interior piping, or carpet was originally, might have been a problem in the past, but is no longer. Drawing from factory records, parts lists and catalogues, as well as the accumulated knowledge of a panel of experts, these books provide what constitutes an "original" car. Each is hardbound, with over 150 high quality color photographs, on thick, glossy paper.

The Original Austin-Healey 211-395 \$29.95

The Original MG T-Series 211-390 \$29.95

By Anders Clausager

The Original Jaguar XK 213-150 \$32.95

By Philip Porter

Flywheel, Memories of the Open Road

By Tom Swallow, Arthur Pill and the members of the Muhlberg Motor Club, Salzg. IVB, Germany, 1944-1945.

This collector's item is a facsimile reproduction of the automobile magazine produced by World War II prisoners of war to sustain their enthusiasm for automobiles while maintaining their sanity. A total of 10 issues were laboriously produced before the prisoners were freed by advancing allied forces in 1945. The last six issues are reprinted here in color from the original yellowed, stained and smeared paper.

212-140 \$47.95

Sporting Attire

Hooded Sweatshirts

A great way to beat cold drafts whistling about your neck & ears on those crisp morning or evening drives! These warm, durable sweatshirts are comfortable and practical, with zippered front opening and drawstring hood. In navy blue with white logo on the left front.

MG Logo Sweatshirts

Small 219-100 \$31.50

Medium 219-110 \$31.50

Large 219-120 \$31.50

X-Large 219-130 \$31.50

Triumph Logo Sweatshirts

Small 219-380 \$31.50

Medium 219-390 \$31.50

Large 219-400 \$31.50

X-Large 219-410 \$31.50

The BMC/BL Competitions Department: 25 Years in Motorsport.

The Cars, The People, The Events

By Bill Price

For 25 years, Britain's leading automobile manufacturers achieved enormous success in motor racing. Thousands of their cars are still privately raced throughout the U.S.A. This exciting history of BMC's internationally famous racing program will entice owners, racing enthusiasts and fans, as will the 430 photos, 80 of them in color. Hardbound, 8 1/2 x 11", 392 pages.

212-150 \$76.95

Vintage Racing Book

By Terry Jackson

Foreword by Stirling Moss

Author Terry Jackson has interviewed racers, tuners and race organizers to create one of the most comprehensive and authoritative guides to vintage racing available. His book takes you through many exciting—and still relatively affordable—British sports cars. The book is richly illustrated with 225 photographs, including fascinating historical shots of designers like Jaguar's Sir William Lyons and Colin Chapman of Lotus, factory race teams, and cars competing in events that range from the 24 hours of Le Mans, to club races. This is the essential book for all vintage racers and British car enthusiasts, as well as those who want to increase the performance of their road-going sports cars. Softcover, 8 1/2" x 11", 205 pages.

212-420 \$24.95

The Immortal T-Series

By Christopher Harvey

This publication represents a mountain of research packed into a beautiful book for the enthusiast. Its contents include history, biography, anecdotes and technical chapters. Advice on interchangeability of parts and maintenance. Highly recommended aid for the purist.

211-470 \$33.95

The MGA MGB and MGC: A Collector's Guide

By Graham Robson

Detailed model-by-model histories, competition achievements, technical and restoration information make up this excellent book. Invaluable production tables, dates, listings of technical changes by chassis number, and other useful data are a feast for restorer and historian alike. Hardbound, 128 pages.

211-360 \$28.95

MGB Guide to Purchase & D.I.Y. Restoration

By Lindsay Porter

Perhaps the best book ever written for MG enthusiasts who want to tackle restoration by themselves. Almost every phase of restoration and repair is covered. Even the hard stuff, like rust repair, dash panel overhaul, etc., as well as the ever-pertinent mechanical and electrical advice, are covered in great detail. Practically nothing relating to MGBs is left out! Softbound, 200 pages.

211-365 \$29.95

The Big Healeys

By Graham Robson

A reference book for the serious enthusiast. Extensively illustrated and packed with well-researched text, this book offers valuable model-by-model descriptions. Also includes numerous selections of technical and restoration information, as well as performance and racing specifications.

213-000 \$27.95



Leisure Reading *Continued*

Triumph TR2-3A Super Profile

By Bill Figgott

This informative profile is a must for any vintage Triumph enthusiast. Sections cover history, specifications, changes, clubs, current events and more! 56 pages. 212-805 \$ 13.95

The Triumph TRs: A Collector's Guide

By Graham Robson

Detailed model-by-model histories of the TR2 through TR8, competition achievements, technical and restoration information make up this excellent book. Invaluable production tables, dates, listings of technical changes by chassis number, and other useful data are a must for anyone interested in vintage Triumphs. Hardbound, 128 pages. 212-720 \$ 29.95

MGA History & Restoration Guide

By Bob Vitriks

A complete history of the MGA and its development. Filled with tips on buying, servicing and rebuilding the MGA. A superb guide for the restorer, one of the best MGA books ever written. 240 pages. 212-960 \$ 29.95

Austin-Healey Buyer's Guide

By Richard Newton

An expert view of this coveted British sports car—from the spartan 100-4 to the later, more refined 3000 MkIII. Includes all Bugeyes, Sprites, Jensen Healeys, even the rare models like the triple carb-powered units. Special info on price guidelines, serial numbers and production figures, plus parts and information sources. 212-375 \$ 18.95

Illustrated MG Buyers Guide

By Dick Knudson

This complete guide to post-war MGs covers their history, development, successes and problems. A wealth of valuable reference data for the MG shopper, the guide includes current and projected values. The MGB section was written by Moss Motors' own Chris Nowlan, and we think he did rather well! Softbound, 160 pages. 213-070 \$ 18.95

Embroidered Patches

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



Car Cover Storage Bag

This green cotton drill stuff bag with drawstring is great for keeping your cover neat and clean when not in use. 643-850 \$ 5.95



Car Cover Cable Lock

Loops through the eyelets on your car cover & allows you to maintain possession of your car cover even in the worst neighborhoods. Comes complete with lock and 2 keys. 643-855 \$ 8.25

MG TC-TD-TF Nylon Car Cover

Our durable yet lightweight 100% nylon car cover comes complete with its own MG crested stuff bag. Excellent for use as a travel car cover or an economical dust cover for garage use. Tailored for a perfect fit, medium blue in color. 236-015 \$ 37.50

Jaguar Coventry (round)	011-461	\$ 2.15
Austin-Healey (round)	021-415	\$ 1.95
Austin-Healey (wings)	229-420	\$ 1.95
Austin-Healey Sprite (round)		
	229-430	\$ 1.95
Triumph/British Leyland	229-440	\$ 1.45
MG Octagon (2 3/4")	229-500	\$ 1.45
MG Octagon (5")	229-505	\$ 3.95
British Union Jack	229-510	\$ 1.95
British Leyland	229-560	\$ 1.95
BMC Rosette	229-570	\$ 3.65
Triumph TR Logo	621-250	\$ 1.95



Owner's Handbooks

Austin-Healey Owner's Handbooks

Reprint of the factory publication included with every new Healey, these hardbound handbooks contain all the general data you need to understand and maintain your car properly. Handy for learning what all the knobs and switches are supposed to do as well.

100-4 Handbook	212-650	\$ 12.95
100-6 Handbook	212-660	\$ 16.95
3000 MkI & II Handbook	212-670	\$ 18.25
3000 MkIII Handbook	212-680	\$ 18.25

Austin-Healey Sprite MkI Owner's Handbook

Reprint of the original factory publication included with every Bugeye when new. Helpful and interesting information on care and maintenance, break-in procedures, even the proper method for folding the top. 212-690 \$ 11.45

MG TF Owner's Manual

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

MGA Driver's Handbooks

Exact reprints of the original factory publications supplied with your car when new. Detailed coverage of operational and maintenance procedures. 1500 Handbook 210-800 \$ 9.95
1600 Handbook 210-830 \$ 11.50
Twin Cam Handbook 210-425 \$ 14.90

MG TC Owner's Instruction Manual

This is a reprint of the original 100-page factory publication, the only official manual ever issued for the TC! 210-500 \$ 31.50

Triumph Owner's Handbooks

Exact reprint of the original factory publications supplied with your car when new. Detailed coverage of everything from locating the hazard switch and putting up the soft top, through routine maintenance and adjustments.

TR2-TR3 Handbook	210-710	\$ 11.25
TR4 Handbook	210-715	\$ 12.95
TR4A Handbook	210-720	\$ 9.95
TR250 Handbook	210-730	\$ 9.75
TR6 Handbook ('69-'71)	210-740	\$ 11.80
TR6 Handbook (1973)	210-760	\$ 10.50
TR6 Handbook (1974)	210-770	\$ 10.50
TR6 Handbook (1975)	210-780	\$ 10.50
TR6 Handbook (1976)	210-790	\$ 10.50

MGB Driver's Handbooks

Exact reprints of the original factory publications supplied with your car when new. Detailed coverage of operational and maintenance procedures. Handy for learning what all the knobs and switches are supposed to do as well as what lubricants and tire pressures the factory recommended.

1963-'67 Handbook	210-840	\$ 11.50
1968-'69 Handbook	210-910	\$ 11.50
1970-'72 Handbook	210-920	\$ 11.50
1973-'74 Handbook	210-930	\$ 11.50
1975-'76 Handbook	210-940	\$ 11.50
1980 Handbook	210-965	\$ 11.50
1970-'74 Handbook (UK edition)	210-970	\$ 11.50



Car Covers

Every car cover we supply is made to precisely fit your specific car. We don't sell generic covers—the measurements on different cars occasionally match up. In fact, we don't know of any other British-only parts supplier offering a greater selection of differently patterned car covers. Each of the three types of car covers we sell, all of breathable fabrics, feature double-stitched seams throughout. Neoprene elastic is sewn into the front and rear hems and scratch-proof grommets are reinforced so that you may tie the cover down with the included nylon tie-down rope. We offer three choices to cover your different needs:

1.) Technalon™

The most rain-resistant breathable car cover available, this is a triple-layered polypropylene fabric which remains soft and pliable in all weather conditions. It's guaranteed to never rot, mildew or smell. The inner and outer layers are made of long fibers which make these layers tough, soft and long-wearing, yet non-abrasive. The middle layer is made of short fibers which catch water, yet allow air to pass through. Light gold color.

2.) Tan Flannel

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

3.) Poly-Cotton

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

	Technalon™	Tan Flannel	Poly-Cotton
	Part No.	Part No.	Part No.
	Price	Price	Price
Austin-Healey 2-seaters	236-035	236-080	236-030
Austin-Healey 4-seaters	236-125	236-120	021-418
Austin-Healey Sprite	236-245	236-260	236-240
Jaguar XK120-140-150	236-115	236-110	011-465
MG TC-TD-TF	236-075	236-070	236-010
MGA	236-035	236-080	236-030
MGB Roadster 1962-'74	236-095	236-090	236-050
MGB Roadster 1975-'80	236-165	236-170	236-160
MGB GT	236-135	236-150	236-130
MGB Midget (except 1500)	236-245	236-260	236-240
MGB Midget 1500	236-255	236-270	236-250
Triumph TR2-3B	236-035	236-080	236-030
Triumph TR4-6 (thru '73)	236-095	236-090	236-050
Triumph TR6 (1974-'76)	236-085	236-05	236-100
Triumph TR7-8 Rdst.	071-961	071-957	071-955
Triumph TR7-8 Coupe	071-962	071-956	071-954



Original Style Steering Wheels

A familiar characteristic of the traditional British sports car is the banjo-style steering wheel. All wheels listed below have been beautifully reproduced to original factory specifications. Centerpieces are not included but are available separately (except Austin-Healey).

MG TD-TF Steering Wheel	454-230	\$ 169.50
MGA Steering Wheel	263-250	\$ 139.50
MGB Steering Wheel		
Fits 1963-'67; roadsters to (c)138400/GTs to (c)139283.	454-340	\$ 148.50
MGB Steering Wheel		
Fits 1968 to late '69. (Roadsters from (c)138401 to 187210; GTs from (c)139473 to 187840.)	263-840	\$ 148.50
Austin-Healey Adjustable Steering Wheel		
Fits 100-6 & 3000s originally fitted with adjustable steering wheels only.	853-790	\$ 174.50
Austin-Healey Non-Adjustable Steering Wheel		
Fits 100-6 & 3000.	853-800	\$ 157.50



Wind Wing Sets

These ever popular traditional accessories help to eliminate annoying side drafts. Large clear plexiglass panels are mounted to fully adjustable chrome fixing brackets. Easily installed without drilling and compatible for use with side curtains. Sold as a pair.

MG TC-TD-TF Wind Wing Set	240-100	\$ 49.75
MGA Wind Wing Set	240-200	\$ 43.50
Triumph TR2-TR3B Wind Wing Set	647-000	\$ 39.95
Austin-Healey Wind Wing Set		
Fits all 100-6s and 3000s with side curtains. (Same specifications as above but requires drilling four holes)	240-150	\$ 43.50

Sun Visors

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

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

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



Tools & Tuning Aids

Flag Tire Gauge

While more expensive than the common "pencil" type tire gauges on the market, this top quality dial gauge is an excellent unit and is a very worthwhile investment. This rugged tool features a large, easy-to-read dial calibrated from 0-55 psi, and is extremely accurate. Prolong tire life and ensure the proper handling of your sports car! 225-700 \$ 35.95

Whitworth 6 Piece Open Wrench Set

Manufactured to take apart captured Spitfires? We have purchased a limited quantity of war surplus Whitworth wrench sets that were made in Germany (not stamped *autor west Germany!*) prior to 1945. The price is excellent, and the quality of the wrenches is high, but due to the age (hey, these wrenches are at least 45 years old), some are shop-soiled and some show signs of slight surface rust. These will go quickly, so if you own a pre-war, T-series, 100-4 (or you're a history buff), buy a set today. Sizes include 1/16" & 3/32", 1/8" & 3/16", 1/4" & 5/16", 3/8" & 7/16", 1/2" & 9/16", and 7/8" & 1" W. 383-100 \$ 19.95

Whitworth Combination Wrench Set

Professional quality 7 piece chrome-vanadium wrench set. Sizes include 1/8", 3/16", 1/4", 5/16", 3/8", 7/16", and 1/2" W. 383-108 \$ 49.95

Wire Wheel Spoke Wrench

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

Wire Wheel Knock-Off Hammers

Weights and sizes for every possible application!

Lead Wheel Hammer 386-020 \$ 17.95

2 lb. Copper/Rawhide Wheel Hammer 386-000 \$ 19.95

2 lb. Copper Wheel Hammer 386-110 \$ 26.95

1 lb. Copper Wheel Hammer 386-850 \$ 27.20

Octagon Wire Wheel Knockoff Wrench

An essential item for removing the octagon shaped "safety" wire wheel nuts from post 1968 sports cars. 386-030 \$ 7.95

Multiple-Carburetor Synchronizer

Indispensable aid to proper balancing of multiple carburetors. Simple to use, it sure beats "listening to the hiss"! 386-200 \$ 22.50

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 the damage of running too lean! 386-210 \$ 39.95

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 \$ 14.95

Zenith Stromberg Carburetor Tool

An essential tool for mixture adjustment on late MGBs, Triumph TR6 & TR7, and Midget 1300s. 386-310 \$ 9.95

Ezibleed Kit

Ezibleed 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 TR250-6; for use on these cars, obtain a used cap locally and drill a small hole for the hose.) 386-860 \$ 38.95

Wire Wheel Brush

With bristles shaped to get around spokes without damage to your knuckles, this heavy duty brush makes wire wheel cleaning easy. 386-940 \$ 8.95

Lexol Leather Preservative

One pint of this renowned liquid leather preservative helps revive dried-out, cracked leather and keeps new leather soft and supple. 220-200 \$ 7.95

Connolly Hide Food

Monthly applications of this easily applied cream keeps all leather clean, soft and supple. 220-210 \$ 10.95

ReLead Fuel Additive

Developed to replace the lead your engine was designed to use. You can rely on ReLead to protect against excessive valve seat recession and burned valves. Each 8 oz. can treats 80 gallons of unleaded gasoline. 220-390 \$ 6.45

Rain-X Windshield Treatment

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

Tool Rolls

The neat practical way to carry a basic supply of tools to cope with minor roadside mechanical problems. Patterned directly from known originals and carefully constructed of original style materials. Tools themselves are not included. (While we are quite aware that there were slightly different variations in the patterns for each bag throughout each car's production run, we feel these bags represent the ones most commonly originally fitted.)

MGA Tool Roll 385-920 \$ 24.50

Jaguar XK140-150 Tool Roll 031-866 \$ 42.95

Triumph TR2-TR3 Tool Roll 647-100 \$ 22.50

Austin-Healey Toll Roll 221-220 \$ 85.25

MGB Tool Roll 385-910 \$ 45.65

Hand Cranks

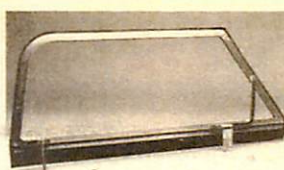
A faithful reproduction of the starting handle originally fitted to your car when new. Handy for adjusting valves or starting your car when all else fails.

MGA Hand Crank 386-100 \$ 24.50

MG TC-TD-TF Hand Crank 386-150 \$ 37.50

Triumph TR2-TR3 Handcrank 389-030 \$ 28.95

Triumph TR4 Handcrank 389-010 \$ 28.95



MGA Side Curtain Set

These side curtains are extremely well made and nearly identical in construction to the optional side curtains used with factory hardtops; fits cars with soft tops beautifully! 259-648 \$ 212.50



Battery & Battery Liners

12 Volt Vintage-Type Tar Top Battery

These U.K.-produced batteries are virtually identical to the Lucas originals fitted during the 1950s and early '60s. These fit MG TC-TD-TF, TR2-3 and the 4-seater 100-6 and 5000. Truly a necessary addition for your Concours TD-TF and TR2-3 since the battery is so prominently displayed on the firewall. 459-400 \$ 159.50

Battery Liners

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!

Triumph TR4 thru TR6, Sprite-Midget 948 & 1098 and MG TC-TD-TF 241-020 \$ 23.95

Triumph TR2 thru TR3B 241-010 \$ 23.95

MGB Battery Boxes

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

We've now added a similar battery box for later MGBs, which will support your battery even if the battery frame is nested out! Protect your MGB from battery acid, and your battery from dirt and grime! Instructions included. 12v boxes will accept most popular size replacement batteries except for group 24.

6-volt Box (2 req.) 241-040 \$ 29.50

12-volt Box (1975-'80) 241-050 \$ 37.50

Lucas Battery Decal

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



Shift Knobs & Key Fobs

Customize your cockpit to fit your style with one of our attractive and functional accessory gear-shift knobs and colorful classic leather key fobs!

Accessory Shift Knobs

Black Vinyl with Triumph Crest (Fits TR3B thru TR6) 620-020 \$ 11.50

Polished Walnut with Triumph Crest (Fits TR3B thru TR6) 620-030 \$ 11.50

Polished Walnut with Austin-Healey Crest (Fits 100-4 only) 021-402 \$ 11.50

Polished Walnut with Austin-Healey Crest (Fits 100-6 and 3000) 021-403 \$ 11.50

Black Vinyl with Austin-Healey Crest (Fits 100-6 and 3000) 021-409 \$ 11.50

Black Vinyl with MG Octagon (Fits MGBs thru '67) 228-270 \$ 11.50

Black Vinyl with MG Octagon (Fits MGBs '68 thru '76) 228-300 \$ 11.50

Black Vinyl with MG Octagon (Fits non-overdrive MGBs '77 thru '80) 228-330 \$ 11.50

Polished Walnut with MG Octagon (Fits MGBs thru '67) 228-260 \$ 11.50

Polished Walnut with MG Octagon (Fits MGBs '68 thru '76) 228-310 \$ 11.50

Polished Walnut with MG Octagon (Fits non-overdrive MGBs '77 thru '80) 228-340 \$ 11.50

Leather Key Fobs

Moss & Austin-Healey Fob

Tan leather fob with Healey crest and "Moss Motors Maintaining The Breed" in a surrounding silver circle. 021-414 \$ 5.05

MG Key Fob

Handsome black enamelled MG logo on a chrome tag with black leather fob. 229-800 \$ 5.65

Austin-Healey Fob

Quality black leather fob with enamelled Austin-Healey crest. 915-315 \$ 5.65

Amco Rubber Floor Mat Sets

Protect your carpets from wear and sunlight with these custom fit rubber floor mats. Heavily ribbed black rubber with appropriate crest on each mat. A handy and economical way to hide worn out carpet sets! Made exclusively for Moss Motors. Sets include both left and right mats.

MGA Floor Mat Set 241-810 \$ 20.95

MGB Floor Mat Set 241-840 \$ 20.95

Fits 1963 thru '67

MGB Floor Mat Set 241-850 \$ 20.95

Fits 1968 thru '80

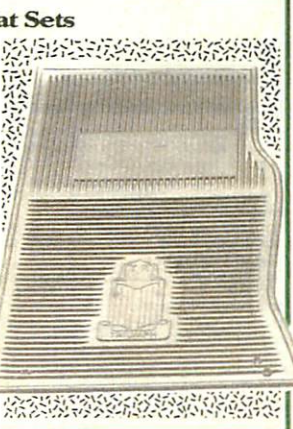
MG Midget MkII thru 1500 Floor Mat Set 241-860 \$ 20.95

Austin-Healey Sprite MkII & MkIV Mat Set 241-880 \$ 20.95

Triumph TR2-TR6 Floor Mat Set 646-750 \$ 20.95

Triumph TR7 Mat Set 646-760 \$ 20.95

Triumph Spitfire-GT6 Floor Mat Set 646-770 \$ 20.95





Great Gift Ideas

For Obsessive Sports Car Enthusiasts

MG Zippo Lighter

Much more attractive than the modern disposable lighters, the MG Zippo lighter adds the finishing touch to your ensemble!

299-600 \$ 19.95

MG "Safety Fast" Wall Clock

In the traditional colors of brown and cream, this clock sports an octagonal face with the legend "Safety Fast", and MG logos at quarterly hour positions. Made of durable plastic, this battery-operated quartz movement clock should be a standard fixture in every MG enthusiast's garage.

299-620 \$42.50

British Sports Car Coffee Mugs

From England, a wide selection of mugs with marquee illustrations and logos. Dishwasher safe mugs are white with black artwork.

MGB Roadster Mug	230-855	\$5.95
MGB GT Mug	230-860	\$5.95
MG Midget 1500 Mug	230-865	\$5.95
Austin-Healey Sprite Mug	230-870	\$5.95
Triumph TR3A Mug	230-885	\$5.95
Triumph TR4 Mug	230-880	\$5.95
Triumph TR6 Mug	230-875	\$5.95
Triumph TR7 Mug	230-895	\$5.95
Triumph Spitfire Mug	230-905	\$5.95

Highlands Motor Robe

In the good old days, every British sports car carried a warm woolen blanket to keep the passenger free from evening drafts and add a touch of comfort to roadside picnics. These 52" x 70" fringed blankets are woven by Pendleton Mills in a traditional red plaid, from 100% virgin wool. Comes complete with carrying case.

231-400 \$ 49.95

MG Umbrella

Large "golf" umbrella, beautifully silk-screened with large MG crest in brown & cream. A top quality umbrella with wooden handle.

231-420 \$ 54.00

Magnetic Union Jack

This 3" x 6" full color flexible rubber British flag can be stuck to your tool box, refrigerator... almost anywhere!

215-330 \$ 5.25

British Flag Licence Plate

Install a regulation size Union Jack to the front of your sports car! Made of durable plastic it won't rust or fade. Legal only in those states not requiring front licence plates.

229-730 \$ 5.95

String Back Driving Gloves

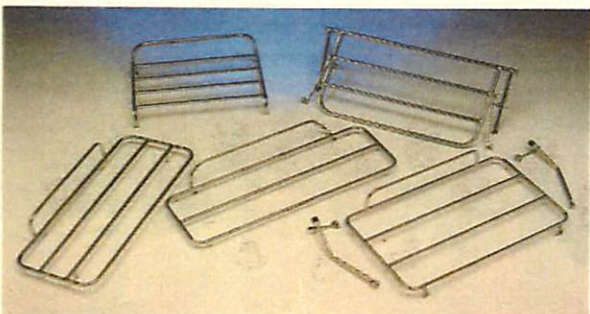
British sports car drivers in the '30s, '40s and '50s drove proper cars and wore proper gloves. We searched all over the world for these wonderful string back driving gloves, to provide a vintage alternative to the modern black universal driving gloves that are so readily available these days.

Small (size 8)	228-800	\$27.95 pair
Medium (size 8 1/2)	228-810	\$27.95 pair
Large (size 9)	228-820	\$27.95 pair
X-Large (size 9 1/2)	228-830	\$27.95 pair

Celebrate British Sports Cars with A Great Patio Umbrella

You've seen it on the Moss road show and at Marquee day events...now you can have your very own. Keep cool with our festively colored patio umbrella that lets everyone know that you're a British sports car enthusiast! Alternating bright blue and white panels show off the logos of your favorite cars (and your favorite parts supplier, too). Austin-Healey, Triumph and MG factory logos alternate with the Moss block on this sturdy and large (66" diameter) weather resistant umbrella with standard size pole.

231-390 \$79.50



Luggage Racks

Amco Style Luggage Racks

These clever fold-down luggage racks hold plenty of luggage without obstructing your rear-view vision. Well-engineered and made to last!

MG TC-TD Amco Rack	243-700	\$ 297.50
MG TF Amco Rack	243-800	\$ 297.50

Amco Style Detachable Luggage Rack

Beautiful reproduction of a very popular period accessory! Functional and well made. Can easily be fitted to Triumph TR2-TR3B, MGB, MGA and all Sprites and Midgets.

244-000 \$ 112.50

MGA Original Style Luggage Rack

High quality British reproduction of the luggage rack available as a factory option in England- seldom seen here in the states. All hardware included for an easy bolt-on installation.

244-700 \$ 197.50

MG TC-TD-TF Original Style Luggage Racks

Reproduced by the original manufacturers of the factory optional 'high mount' luggage racks. All hardware included for an easy bolt-on installation.

MG TC Original Style	244-400	\$ 172.50
MG TD Original Style	244-500	\$ 169.50
MG TF Original Style	244-600	\$ 189.95

Austin-Healey & Triumph Original Style Luggage Racks

These original factory optional racks add a distinctive vintage look to your Healey while allowing you to travel with considerably more luggage than you would ever be able to fit otherwise!

Austin-Healey 100-6 and 3000 Rack 644-730 \$ 215.95

Triumph TR4 Rack (Strictly limited supply on this one, we only have 10 of them!)	644-720	\$ 88.95
Triumph TR6 Rack	646-100	\$ 124.50

Build Your Own Sale!

SAVE on EVERY ITEM* we sell NOW until December 31, 1991!

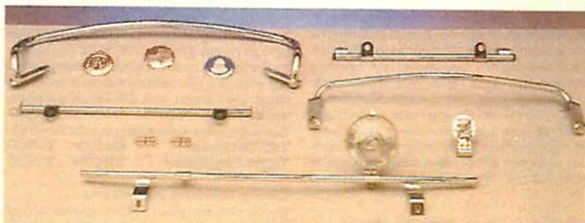
Here's How It Works...

- Buy at least \$75.00 worth of spares - SAVE 10%!
- Buy at least \$150.00 worth of spares - SAVE 12%!
- Buy at least \$300.00 worth of spares - SAVE 15%!

Remember... You're not limited just to the items you see highlighted here!

...now could be the time to get that upholstery or carpet set you've been eyeing all summer!

*Because of the already phenomenally reduced prices on our Complete Wire Wheel Sets, they are excluded from this special offering. May not be used in conjunction with any other Moss discount program.



Badges & Badge Bars

There is nothing like a badge or two to draw attention to your car (and your loyalties)! Our imported badges have a solid baked enamel finish on a chrome plated back. For mounting to badge bars listed below, order mounting clip #408-567 and backing plate #408-577 separately.

Austin-Healey Badge	408-457	\$ 17.95
Jaguar Badge	408-467	\$ 17.95
MG Badge	408-487	\$ 16.95
British Union Jack Badge	408-507	\$ 15.95
US Flag Badge	408-527	\$ 17.95
Royal Auto Club Badge	408-547	\$ 15.95
Triumph Badge	408-587	\$ 17.95
Vintage Healey Badge		

(Beautiful reproduction of the distinctive badge carried on many Healeys before the Austin connection.)

408-460 \$ 34.45

Show off your badges in the traditional manner with one of our beautifully reproduced chrome badge bars. Each incorporates two sturdy lamp mounting brackets.

MG TD-TF Badge Bar	451-060	\$ 36.95
MGA Badge Bar	453-400	\$ 54.35
Triumph TR2-TR3 Badge Bar	646-200	\$ 93.50

Triumph TR3A-TR3B Badge Bar 646-210 \$ 64.95

Austin-Healey 100-4 Badge Bar 870-125 \$ 75.25

Austin-Healey 100-6 & 3000 Badge Bar 870-130 \$ 79.30

MGB Grille Bar/Badge Bar

Fits chrome bumpered cars only. This traditional 'AMCO' style grille bar was designed primarily for grill protection, but comes in handy for displaying badges as well! (No lamp mounting points on this one, folks.)

244-110 \$ 57.40

Enamelled Flag Badges

Designed to mount to flat surfaces, these attractive badges measure 2 1/4" x 1 3/8". Sold in pairs with chrome mounting screws included.

Union Jack Badge Set	229-308	\$ 19.95
American Flag Badge Set	229-318	\$ 19.95

Accessory Driving Lamps

Moss SLR/SFT Accessory Lamps These Moss-made lamps are super reproductions of the Lucas unit fitted as factory optional equipment on many British sports cars in the '50s and early '60s. First class quality in all respects. Bulbs are included.

Driving Lamp (clear lens)		
Fog Lamp (fluted lens)	162-700	\$75.95 ea.
	162-800	\$75.95 ea.



Mirrors

Lucas Fender Mirrors

Great reproductions of the ever popular teardrop base Lucas fender mirrors. Single stud mount, gasket and hardware included.

Right Hand Convex Lens	165-210	\$ 10.75
Left Hand Convex Lens	165-300	\$ 10.75
Right Hand Flat Lens	165-400	\$ 10.75
Left Hand Flat Lens	165-500	\$ 10.75

Tex Viewmaster Accessory Mirror

Quality reproduction of the popular mid '50s-early '60s period accessory fender/door mirror.

165-270 \$ 22.95

Lucas Fender Mirror

Terrific reproduction of the late '60s-early '70s style Lucas fender mirrors. Mounts with two self-tapping screws through the base.

228-310 \$ 19.95

Chromed Racing Mirror

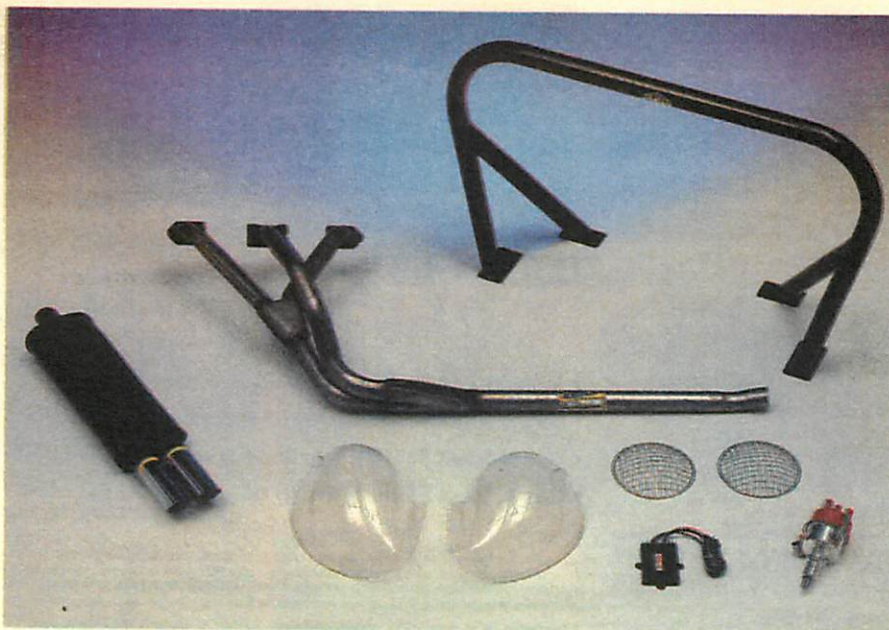
This is an excellent reproduction of the larger dealer-installed racing mirror most often seen on the TR6 and Big Healey. Originally fitted with self-tapping screws, we include both these and machine screws, washers and nuts, in case your original holes have been enlarged. Our smaller chromed racing mirror, #222-350, looks best on the smaller sports cars of the 1960s.

Large Chromed Mirror	222-390	\$39.95
Small Chromed Mirror	222-350	\$34.95

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



Triumph TR6 Wheel Components

Triumph TR6 Wheel Hub Centerpieces
Super-quality parts recently manufactured by Moss Motors. The black finished centerpieces are correct for early TR6s from (c)CC50001 to (c)85787 (1970 to '72). The grey finished ones are correct from 1973 on. Sold individually. Seating springs (#601-315) and nameplate & decal (#601-310) available separately.

Black Wheel Centerpiece 674-735 \$ 14.95
Grey Wheel Centerpiece 674-725 \$ 12.25

Triumph TR6 Wheel Trim Ring
Beautifully polished, these trim rings really dress up your TR6 steel disc wheels! Sold individually.
674-715 \$ 19.95

Performance Items

MGB Dynamic Coil-Over Front Suspension Kit
Imagine your MGB suspension being comparable to that of a brand new Jaguar! A totally new and revolutionary MGB front suspension system transforms the ride quality and handling characteristics of all MGBs into a thoroughly modern feeling suspension system. This conversion totally removes the original front shock and replaces it with a custom coil-over unit. Please call a sales advisor or write for more information, including the detailed installation article in the Fall 1991 *Moss Motoring*.

268-198 \$595.95

MGA Performance Free-Flow Muffler
Give your MGA an even more sporty look, as well as the deep mellow exhaust note characteristic of high performance sporting vehicles! This is a highly refined muffler designed to give you an increase in both horsepower and gas mileage by reducing exhaust gas back-pressure. Constructed of heavy gauge steel, and finished in black with chrome-tipped ends. Mounts to existing front pipe.

454-590 \$54.95

Roll Bars
This is one accessory item we hope you'll never have to use! These bolt-on bars are engineered to give maximum protection with minimal restriction of cockpit space. Each fits inside your convertible top and is easily installed. Gloss black finish.

MGB 1963 thru '70
(Fits cars with stow-away top frames only.)
459-025 \$ 199.95

MGB 1963 thru '70
(Fits cars with folding top frames only.)
459-005 \$ 209.50

MGB 1971 thru '80 459-025 \$ 199.95
Triumph TR2 thru TR3B 856-085 \$ 199.95
Triumph TR4 thru TR6 856-090 \$ 199.95

Kenlowe Electric Fan
These original British performance electric fan kits allow efficient cooling and quicker warm-up of the engine. Each kit is supplied complete with manual override, thermostatic control and instructions. 12" fan fits TR4-6, TR7, MGB and Austin-Healey 3000. 10" fan fits Triumph TR2-3 and Sprite-Midget.
10" Fan 231-665 \$189.95
12" Fan 231-660 \$199.95

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-'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 CA on post-1968 pollution controlled motor vehicles.
143-180 \$ 165.95

MGB Stainless Steel Exhaust Headers
This high quality English-made header is patterned after the factory "special tuning" competition design to insure the best possible performance for your MGB. The quality and the corrosion resistance of this header puts it miles ahead of any other on the market!
459-015 \$ 227.95

Triumph Exhaust Headers
Many championship racers fit this tubular TR2-4 header in conjunction with a modified engine and upgraded induction system. The TR250-6 header is designed to be used with the dual pipe exhaust system fitted from 1973-'76. This header can be fitted to earlier 6 cylinder Triumphs, but you must fit a twin exhaust system or adapt the single pipe system with the use of a Y-piece, available under #860-030. As with all competition parts, some hand-fitting may be required.

TR2-TR4 Header 865-018 \$ 179.95
TR250-TR6 Header 865-035 \$ 192.50

Chrome Headlamp Stone Guards
These chrome plated stone guards are of heavy duty wire mesh construction and are easily installed. Protect your headlamps while adding a touch of class to the overall appearance of your car. Sold in pairs, complete with mounting hardware.
222-100 \$ 13.95

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

Sebring Headlamp Cowl Kit (one req.) 222-130 \$ 89.95
Alloy Cowl Fitting Kit (one req.) 222-140 \$ 35.95

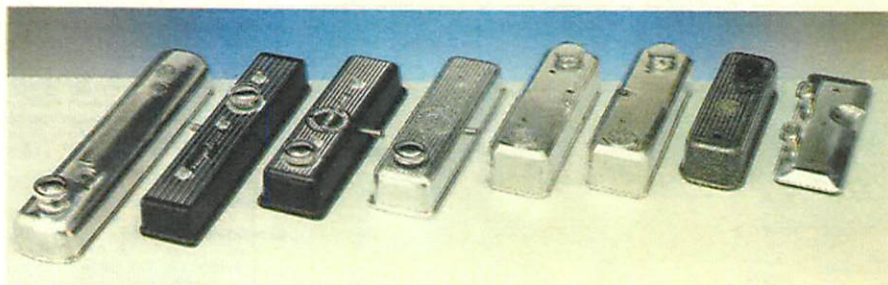
Allison Ignition Kits
Check our low prices on Allison Electronic Ignition Kits! Now there's no longer any reason to put off replacing your standard ignition! Unfortunately, the chances are that if you own a British sports car, you've had ignition problems in the past or will be likely to in the future. Converting to an electronic ignition system now will save you money and frustration caused by faulty ignition parts, plus give your ignition system a big boost. In fact, you'll see a 35% increase in energy at the spark plugs! You retain your present distributor & coil and add the electronic module and sensor which replaces your points and condenser. Complete and easy to install, this electronic conversion gives faster starting and cleaner running—better performance at all engine speeds. Fully guaranteed by the manufacturer to never wear out! (Will not fit cars originally fitted with Delco distributors.) Works on cars with worn distributor shaft bushings and wobbly breaker plates.

MGB 1975-'80, Midget 1500, Spitfire 1975-'81 and TR7 1975-'80
222-325 \$94.50

MG TC-TD, MGA (except Twin Cam), MGB 1962-'74, MGB (with point-type distributors), Midget I-III, Triumph TR2-4A, Spitfire 1962-'74, Austin-Healey 100-4 and Sprite
222-335 \$94.50

Triumph TR250, TR6, GT6 MKI-III, Jaguar XK120-140-150 and Austin-Healey 100-6 & 3000
222-340 \$94.50

*Items in this section marked with an asterisk are not legal for street use in California. Other states may have similar requirements, check local laws.



Alloy Valve Covers

Triumph TR250-TR6 Alloy Valve Cover
This traditional accessory gives a classic no-nonsense look to your engine compartment, while helping to muffle valve train noise. A nicely finished screw cap is included with this black enamelled heavy cast alloy cover.
223-250 \$ 144.50

Austin-Healey Alloy Valve Covers
These attractive accessories brighten your engine compartment and muffle valve noise. The Austin-Healey script is cast into the top in red on the 100-4 version and a provision for mounting the original ID plate on the 6-cylinder version. Each includes a handsome quick-release hinged chrome filler cap.
100-4 Alloy Valve Cover 852-095 \$ 169.95
100-6 & 3000 Alloy Valve Cover 852-100 \$ 199.00

MG TC-TD 'Coffin Style' Alloy Valve Cover & Tappet Cover Plates

Great reproductions of the exceptionally attractive and desirable classic American covers originally sold by S.H. Arnold of Chicago. These unfilled aluminum castings are highly polished and incorporate MG crests and provisions for breather fittings to enable use of stock air cleaners. The octagonal motif is carried throughout the covers, right down to the finely threaded octagonal aluminum filler cap!
TC Valve Cover 224-225 \$ 59.75
TD Valve Cover 224-220 \$ 59.75
MG TC-TD Tappet Cover 224-240 \$ 49.75

MGA & MGB Finned Alloy Valve Covers
This traditional highly polished, finned accessory cast aluminum valve cover brightens your engine compartment while it muffles



Fender Covers

These very practical black vinyl fender covers are specially tailored to fit each particular model. Protect that expensive paint finish from wayward wrenches and greasy hands. Both left and right covers supplied as a set for T-series cars, MGA and MGB covers sold separately.

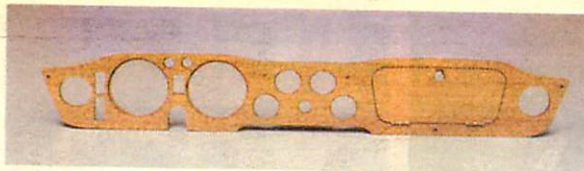
MG TC Fender Cover Set 236-210 \$99.95
MG TD Fender Cover Set 236-220 \$99.95
MG TF Fender Cover Set 236-230 \$99.95
MGA Fender Cover (each) 242-900 \$39.95
MGB Fender Cover (each) 242-870 \$39.95



valve noise. Includes chrome filler cap, bushings and washers.
224-508 \$ 69.95

Triumph TR2-TR4A Alloy Valve Covers
Available in either black or polished finish! Choos from black epoxy finished with the top surface machined to expose the ribs or fully polished alloy. Chromed filler cap, chromed dome nuts and special mounting studs included.
Polished Alloy Cover 852-115 \$ 143.90
Black Painted Alloy Cover 852-125 \$ 143.90

MGB Black Textured-Finish Alloy Valve Cover
The acid-etched textured black finish on this heavy alloy valve cover is extremely durable and easy to keep clean. The modern styling looks particularly attractive with the late black-painted engine blocks. Includes black plastic vented filler cap.
224-490 \$ 58.95



Triumph Teak Dashboards

These beautifully crafted solid teak dashboards are the perfect solution to a faded & cracked original. Installation is very straightforward and the results are spectacular! Supplied complete with teak oil to preserve its satin finish for years to come.

TR-4 Teak Dashboard	855-025	\$ 205.00
TR-4A Teak Dashboard	855-035	\$ 205.00
TR250-TR6 Teak Dashboard		
(Fits TR6 thru 1971.)	855-045	\$ 205.00
TR6 Teak Dashboard		
(Fits 1972 only.)	855-055	\$ 205.00
TR6 Teak Dashboard		
(Fits 1973-'76.)	855-065	\$ 205.00



Interior Odds & Ends

MGB Leather Shift Boot
This nicely tailored black leather boot fits over your original boot to provide maximum sound deadening while adding a touch of style to your interior!

Fits 1968 to '80	228-360	\$ 19.95
Fits 1963 to '67	228-370	\$ 23.75

Flexible Map Light

Easily installed on your dashboard, this flexible map light has a switch in its base. Great for rallying or late night reading!

	229-590	\$ 21.50
--	---------	----------

Triumph Accessory Threshold Plates

Fits TR4 thru TR6. These highly ribbed satin finish aluminum threshold plates are easy to install and add a distinctive touch to your Triumph.

	648-510	\$ 12.95
--	---------	----------

MGB Stainless Steel Threshold Plates

These highly polished and appropriately decorated stainless steel threshold plates are easy to install and definitely add a classy touch to your MGB.

	240-630	\$ 24.20
--	---------	----------

MGB Electric Window Lift Kit

Manufactured in England by Smiths, these electric window lift kits give a factory-original appearance. The drive mechanism is easily installed inside of your door with a small, neat plate fitting where the window winder handle used to be. The switches can be mounted to either center console or dash. Toll-way users in particular will appreciate these power windows!

	386-950	\$ 199.95
--	---------	-----------

MGB Accessory Trunk Carpet Kits

These accessory trunk carpet kits not only dress up an otherwise drab trunk, but also protect 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.

Black	242-850	\$ 89.95
Brown	242-875	\$ 89.95

MGB & Midget Seat Savers

Save your seats with a set of our MGB seat savers. Washable heavy-duty poly/cotton blend, these slip on and off in seconds! Covers have storage pockets in the rear of the backrest. Sold in pairs.

Black Set, 1970-'76 MGB	237-330	\$ 79.95
Tan Set, 1970-'76 MGB	237-340	\$ 79.95
Black Set, 1970-'79 Midget,		
1977-'80 MGB	237-350	\$ 84.95
Tan Set, 1970-'79 Midget,		
1977-'80 MGB	237-360	\$ 84.95

Leather Steering Wheel Cover

We're pleased to have obtained the finest steering wheel cover we've ever seen! Unlike adjustable size covers, this premium grade leather cover is custom tailored to fit the 16 1/2" rims original on the MG TD-TF, MGA, 1962-'69 MGB, all big Healeys and Triumph TR2-3. Simple installation results in a quality factory-fitted appearance appropriate for the most discriminating enthusiast. The look and feel of fine leather under your hands may not improve the performance of your car, but it will sure make driving a pleasure!

	222-315	\$ 22.95
--	---------	----------

Halon Fire Extinguishers

If you own a classic car, be sure to keep one of these on hand at all times. Our Halon Fire Extinguishers are premium quality throughout and include permanent mount brackets. Suitable for all class B and C fires (liquids including grease, fuel, and electrical fires). The 20 oz. capacity should be more than adequate to cope with any under hood or cockpit fire. Best of all, they can be easily recharged for years of safe motoring.

Red Extinguisher and Bracket

	220-468	\$ 39.95
--	---------	----------

Chrome Extinguisher and Bracket

	220-488	\$ 65.55
--	---------	----------

Seatbelts

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

3-Point Vintage Belt	222-205	\$ 34.95
2-Point Vintage Belt	222-235	\$ 17.95

Competition Seat Belt

A 3" wide lap belt, with SCCA approved quick-release buckle. Strong and comfortable, it holds you securely in place during hard cornering and other exciting maneuvers. Approved for racing where lap-only belts are required. Expensive, but your safety may depend on it. Sold individually with all necessary hardware.

	222-210	\$ 86.50
--	---------	----------

MG & Triumph

Carpeted Logo Floor Mat Sets
Just added to our floor mat line! These high quality black carpeted floor mats give you an alternative to protecting your carpets with standard American-style rubber floor mats. Beautifully designed with either the MGOctagon or the Triumph laurel wreath, these are surge-bound with non-slip backing and absolutely exceptional in both grade and appearance. Set includes both right hand and left hand floor mats.

MG TC	240-210	\$ 64.95
MG TD-TF	240-220	\$ 64.95
MGB '62-'67	240-240	\$ 64.95
MGB '68-on	240-250	\$ 64.95
MGA	240-230	\$ 64.95
TR4-6	240-260	\$ 64.95



SU Carburetor Instructional Video Tape

This video gives you 2 hours and 40 minutes of valuable instruction on how to maintain, rebuild and tune your SU H, HS, HD and HIF carburetors. You will actually see how to adjust the mixture correctly, and even hear the change in the exhaust note... No workshop manual can do that!

	211-035	\$ 49.50
--	---------	----------



91 SALE

Exterior Odds & Ends

Custom License Plate Frames

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

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

Vintage Stamped English License Plates

Now back in stock! These regulation British plates are identical to those used on British cars in the '40s, '50s and '60s. We supply these plates (with semi-sheared raised letters and border) pressed with up to 7 letters or numbers of your choice. Delivered unpainted, we pre-mask the plate so you can paint the background the color of your choice. Instructions are included.

	307-073	\$ 22.95
--	---------	----------

MGB Wheel Arch Mud Flaps

A popular Home Market BL accessory, these durable rubber mud flaps fit all MGBs and are very easy to install. Can be fitted to front and rear wheel arches for maximum protection from stone chips and road debris.

	222-610	\$ 15.95
--	---------	----------

Aero Racing Screen

This vintage racing screen incorporates a polished cast-aluminum frame, chrome-plated brass fittings and safety glass.

	224-100	\$ 139.95
--	---------	-----------

Electric Antenna

This compact antenna mounts easily to your front fender, wires into your radio for fully automatic operation. Just the thing if you park where vandals like to break antennas for fun or if you use a car cover regularly.

	386-960	\$ 83.35
--	---------	----------

Flush-Fit Antenna

Offering the benefits of our electric antenna without the expense. Pull it up when you need it, push it down when fitting a car cover.

	386-970	\$ 11.95
--	---------	----------

Protective Front Bras

These durable bras help protect your paintwork from stone-chips, bugs and flying road debris. Supplied in black vinyl, complete with padded straps for easy attachment. Very attractive and practical!

MGB 1963 thru '74 (Chrome bumper cars.)	242-880	\$ 96.50
MGB 1975 thru '80 (Rubber bumper cars.)	242-890	\$ 79.95
Triumph TR7	071-952	\$ 79.95

'GB' International Driving Sticker

All European cars traveling outside of their home country must display an international country of registration insignia. Our insignias are regulation size and self-adhesive for easy installation.

	230-110	\$ 2.25
--	---------	---------

MGA Disc Wheel Hub Cap

Sold individually.

	200-230	\$ 21.75
--	---------	----------

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	\$ 94.95
--	---------	----------

Leaping Jaguar Mascot Optional on XK150s.	011-706	\$ 64.95
--	---------	----------

Triumph TR6 Front Spoiler
Originally fitted by the factory to TR6s from 1973 on. Great looking as well as functional, they are appropriate and easy to install on any year TR6.

	855-095	\$ 29.95
--	---------	----------

MGB Wheel Trim Ring

This trim ring really perks up the looks of your disc wheels, particularly the Rostyle wheels! Sold individually.

	455-370	\$ 14.95
--	---------	----------

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	\$ 59.95
--	---------	----------

Grille Assemblies

Triumph TR5A-TR3B

Complete Grille Assembly	870-030	\$ 69.95
--------------------------	---------	----------

Triumph TR6 Complete Grille Assembly

Complete with top & bottom surrounds and center finisher.	870-150	\$ 149.95
---	---------	-----------

MGA 1500-1600 Grille Assembly

Complete assembly including shell, grille, nose and badge.

	470-060	\$ 119.95
--	---------	-----------

MGB Complete Grille Assembly

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

	454-140	\$ 124.95
--	---------	-----------

Order Discounts Effective November 6 thru December 31, 1991

Notes On Ordering...

Orders must be received in our Goleta, California office by December 31, 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 pre-payment with your order, please see our current Product Update/Price list for shipping rates to your area.

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

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

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

Wire Wheels!

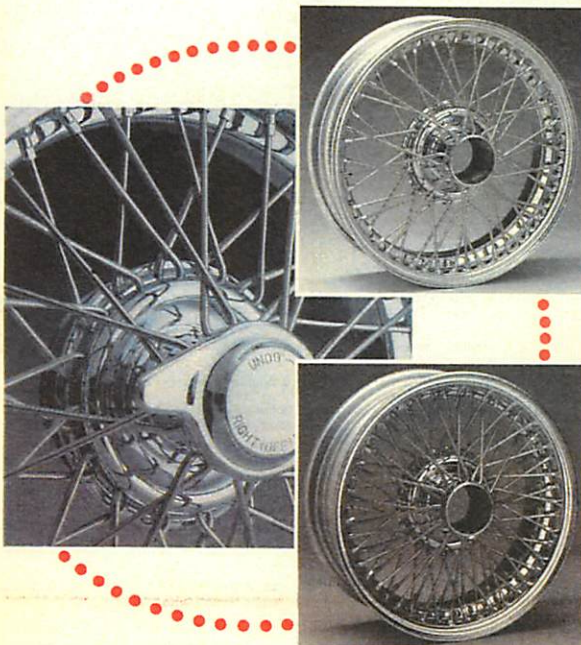
We realize that purchasing wire wheels usually requires a big budget or a very special occasion, but now during our "Build Your Own" sale, you can fit your sports car with beautiful new wire wheels and save a substantial amount of money!

We offer a complete line of Dunlop wire wheels for your favorite British sports car. We have chosen our current suppliers after a rigid quality assurance program and continually monitor wheel quality to insure a standard of excellence equal to or better than original manufacturer's specifications.

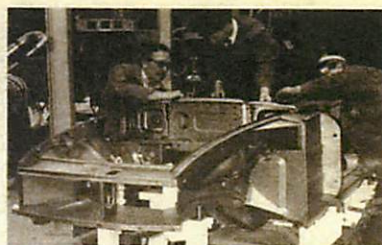
To order, simply find your car listed on the application line, choose between chrome and painted finishes, and then decide if you want just one or a full set of 4 or 5 wheels.

Please refer to page 1 for all the details on how to "Build Your Own Sale"!

Remember, orders over \$600.00 receive FREE shipping!



Wheel Size	No. Spokes	Finish	Part No.	Price
Original for MG TC.				
19 x 2 1/2" rim	48 spokes	Chrome Plated	454-795	\$469.95 each
19 x 2 1/2" rim	48 spokes	Silver Painted	454-600	\$309.95 each
For Austin-Healey Sprite & MG Midget.				
13 x 4" rim	60 spokes	Chrome Plated	454-685	\$249.95 each
13 x 4" rim	60 spokes	Silver Painted	454-675	\$139.95 each
For MGB and MGB GT.				
14 x 4 1/2" rim	60 spokes	Chrome Plated	454-635	\$234.95 each
14 x 4 1/2" rim	60 spokes	Silver Painted	454-625	\$137.95 each
Original for Austin-Healey 100-4, 100-6, & 3000 thru BJ7 (c) 24366, MG TF, MGA and Triumph TR2 and TR3.				
15 x 4" rim	48 spokes	Chrome Plated	454-615	\$249.95 each
15 x 4" rim	48 spokes	Silver Painted	454-610	\$139.95 each
Original for Austin-Healey 3000 BJ7 from (c) 24367 thru BJ8 Triumph TR4, 4A & TR250. Can be used for heavy-duty or competition purposes on MG T-Series, MGA, TR2 & TR3, and Austin-Healeys fitted with front disc brakes.				
15 x 4 1/2" rim	60 spokes	Chrome Plated	454-630	\$249.95 each
15 x 4 1/2" rim	60 spokes	Silver Painted	454-620	\$139.95 each
Original for Triumph TR6. Can also be fitted to Austin-Healeys with front disc brakes.				
15 x 5 1/2" rim	72 spokes	Chrome Plated	454-730	\$294.95 each
15 x 5 1/2" rim	72 spokes	Silver Painted	454-720	\$154.95 each
Original for late Jaguar XK150.				
16 x 5" rim	60 spokes	Chrome Plated	854-360	\$399.95 each
16 x 5" rim	60 spokes	Silver Painted	854-350	\$269.95 each



MGB Body Shell

If you have been considering the purchase of a new Heritage MGB body shell... Now is the time!

Now until December 31, 1991, you can save almost \$600.00 on a brand new MGB body shell!

As a British Motor Heritage distributor in the U.S., we are pleased to be a supplier of brand new MGB body shells built to original factory 1968-'74 specifications in England.

Identical to the body used in Abingdon during this period, the Heritage shell places the restoration of an MGB to its former beauty, within every enthusiast's grasp. Each body shell is supplied complete with fenders, doors, hood and trunk lid. Don't waste time and money welding and repairing a rust-ridden and battered MGB when, with just a basic tool kit, you can do the work in your own garage! You'll receive your body shell electrophoretically primed and sealed.

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

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

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

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

Note: Although we normally pay the freight on all orders over \$600.00 shipped in the continental U.S.A., the body shells are an exception. Their tremendous size and weight (930 lbs) make this necessary. Due to the high freight cost (*between \$240-\$600, depending on your location), we suggest that you make arrangements to pick up the body shell at our facility. *For a more precise quote, please ask your salesperson.

Drive a new MGB... it's now possible!

459-540

\$3995.00

(Add \$220.00 for crating charge.)

British Sports Car Calendar

We are pleased to offer this beautiful, full color calendar featuring your favorite British sports cars—MG, Triumph, Austin-Healey, Jaguar, and more! Printed on high quality glossy stock with a different British sports car featured for each month in 1992. Perfect for your den or workshop, or as a gift for the British sports car enthusiasts in your life.



214-110 \$11.95

Coming Soon, An Interview With Triumph's Tony Lee

As part of our continuing commitment to Triumph enthusiasts (of which we number quite a few ourselves), we are very pleased to have brought over from England, Triumph expert A. J. (Tony) Lee as guest speaker at the 1991 Triumphfest in Arizona on November 1-3. Look forward to an in-depth interview with Mr. Lee in the next issue of *Moss Motoring*.

Tony's work was mainly in the design and development area of the engineering

department at Triumph. He also worked on various vehicles which were developed and tested in the experimental department, where he was appointed manager in 1959.

By 1988, Tony was to be found in the Special Vehicles Department of Austin/Rover, where specialist body enhancement kits were developed. He retired from the Rover Group in February 1989, after serving a total of 43 years with the company!

Make Heads Turn With a Set of Alloy Performance Wheels



"What awesome wheels, where did you get them...?" Those are just two of a hundred compliments and questions you're guaranteed to hear after installing these superb quality replicas of the factory racing Mini-Lite wheels on your sports car. Strong and light, these alloy wheels improve the handling of every sports car fortunate enough to be fitted with a set. We now stock these for the TR6 (15" x 6"), Sprite/Midget (13" x 5") and MGB (14" x 5 1/2"). Wheels are sold individually.

TR6 Wheel	854-750	\$239.00
Sprite/Midget Wheel	453-065	\$139.95
MGB Wheel	455-365	\$135.00

In addition to our regular bolt-on alloy wheels, we also offer several alloy knock-off versions. We have them in a 14" x 5.5" size for MGBs and in a 15" x 5.5" size to fit TR2-TR6, Healey 100-4, 100-6 & 3000, MGC and many other wire wheel applications.

15" Knock-off Wheel	455-385	\$298.50 each
14" Knock-off Wheel	455-360	\$239.95 each

Save 15% on a set of wheels through December 31, 1991!

Sports Car Gallery

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

I just received for the first time, my copy of your newsletter. Your articles are very interesting, plus very helpful! At the present time, I don't need any parts, but intend to keep it close for further reference. Your prices are terrific compared to some others I've checked into!

I'm enclosing a photograph of myself and my 1979 MG Midget. Your photograph (cover, Fall '91) of Dale LaPlante was really great! We're still enjoying beautiful weather down here in "sweet home" Alabama, and also, in our MGs! Keep up the good work and best of luck!

Martha Daugherty Gadsden, Alabama



British Fiat?

As true British car devotees, you'll probably find it an appalling sacrilege, but I cannot tell a lie, I put MGB wire wheels on my Fiat Spyder.

Now you may scream in horror as I tell how I machined the bearings sur-



faces out of the "B" splined hubs to make them bolt-ons, but after trying all varieties of Triumph hubs, what else could I do?

You should feel some satisfaction in knowing that I meticulously prepped and painted hundreds of spokes only to hear several heart-breaking "klunks" when first trying the brakes. (I'd forgotten to sacrifice a first-born child to the spline god.)

Seriously, I owe a great deal of thanks to the entire British sports car community whose dedication to their cars has enabled me to find just-the-trick parts.

Chris Baier, Oshkosh, WI



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.

Leaking Oil Seals

If your differential/rear axle oil seals are leaking, the seals themselves may not be at fault. A plugged breather may be causing pressure build-up within the differential, forcing oil past the seals. Locate the breather, clean around it, and remove it from the differential case. Clean the breather thoroughly, ensuring that it is not plugged, and re-install it.

Wire Wheel Hub Grease Cap Removal

Meredith Sutton
Anchorage, AK

Several issues ago, you carried a tech tip which detailed how to make a tool for extracting the grease hub from a wire wheel. While the method explained was alright, there is a much easier way.

Obtain a 5/16" fine thread extra long nut and bolt. Screw the nut half way onto the bolt, and screw the collar to the screw fitting on the end of the grease hub. Then use any pry method on the head of the bolt and the hub will pop out.

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

Audible Directional Flasher

Frank Lindauer
Atlanta, GA

Here's a tech tip for those of us whose hearing is not what it used to be when we were younger, or those of us who are younger and just can't hear the directional flasher or see the flasher indicator light, especially with a top down in daylight. Since the time delay, even when set at max, does not give a long flashing interval, it is useful to know when it has stopped, in order to make turning intentions more obvious.

I purchased a Radio Shack catalog 12-volt mini buzzer (no. 273-055), for just under \$3.00. Just mount it anywhere it is convenient under the dash and on the driver's side. This is most easily done with double-backed foam mounting tape (3-M). Then run the black wire through the firewall and connect it to the center flasher terminal. Ground the red wire under the dash. This buzzer emits a sound that is not the most pleasant, so take one turn of black vinyl electrical tape around it to cover the sound louvers and mute the buzz.

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

Cylinder Head Studs

The four-cylinder engines found in TR2-4s seem to fall into two categories: those that motor on endlessly despite being thoroughly worn out, and those that can't seem to shake persistent problems with head gaskets and overheating. With the increasing age of our engines, I think a quick refresher on cylinder head studs and nuts could help solve a lot of mysterious gasket failures and overheating problems.

First, the cylinder head studs. These are of grade-eight spec, and fully capable of handling the 105 ft/lbs. of torque exerted on them when new. By design, every time you torque them, they are being stretched a bit. All metals have a "memory" to return to original shape, to a point. But by the time your engine is thirty years old, the studs, nuts, and washers can be hopelessly tired and replacements should be made. Stretched studs have an hourglass profile when carefully inspected against a straight edge. Stretched studs simply don't have the tensile strength to hold the head down and as a result mysterious head gasket problems can develop. If you suspect that any of your studs are stretched, then all of them should be replaced.

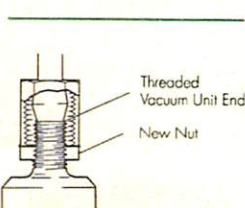
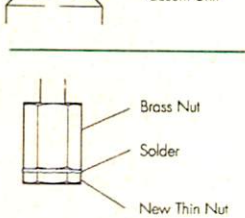
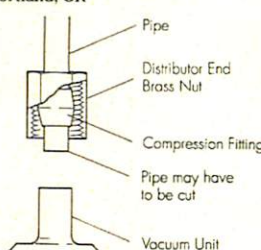
Equally important are the nuts. Factory supplied nuts were approximately 1/2" tall and when new, prove themselves entirely up to the task. With the nuts, you should

use only the proper grade-eight flat washers. I've seen everything from spring-washers to nothing at all being used here. Don't assume that what you have on your engine is up to spec., replace them as a matter of course, particularly if there is any indication that there is distortion.

It's often the most obscure things that causes big problems, so I hope this recap can save some of you a headache or two.

Vacuum Advance Pipe Trick

Michelle Dicus
Portland, OR



In my effort to restore my 1960 MGA to stock, I acquired one of the original vacuum pipe assemblies, Moss #163-620, that goes from the vacuum unit to the rear carburetor. I intended to use this to replace the rubber tube/pipe set-up that was on my

car. Of course, my vacuum unit is the newer type with a slip-on connection and the old style nut and compression fitting will not work with the new unit.

My goal was to install the original vacuum pipe so it looked as stock as possible. Here's what I did:

1. Remove the rear spark plug wire and the heater hose on the heater valve to clear access to the vacuum unit.

2. Use a die to put threads on the connecting end of the vacuum unit. I used a 10-32 die. Angle it carefully so it is perpendicular to the vacuum connection. To get a good grip on the die, I wrapped a fat rubber band around it (works for opening pickle jars too) and used a pair of heavy pliers to turn it. Thread the connecting end at least three-quarters of the way down its length.

3. At the distributor end of the pipe assembly is a brass nut that is held onto the pipe with a compression fitting. The pipe slides freely through the nut, stopped by the ferrule. The interior diameter of this nut is too large for the connecting end of the new vacuum unit.

Find another thin nut to match the hex size of the large brass nut (3/8"), and tap it to 10-32 to match the threads on the vacuum unit end.

4. Hold the new tapped nut onto the end of the large brass nut on the pipe. Make sure the pipe still has room to move up and down inside the nut. You will need to screw the new nut all the way down onto the end of the vacuum unit in order to get a good seal, so the pipe may have to be cut to make space for the vacuum end, as it threads up into the nut. I used a jeweler's saw to cut the pipe without crimping it.

5. Now solder the new nut onto the end of the brass nut on the pipe. I used silver solder and a small propane torch. Use only enough solder to mate the nut and fitting or you may ruin the threads in the new nut.

6. Polish the new nut assembly and screw in place until the pipe does not move freely.

As an alternative to all this work, buy the rubber adaptor, Moss #371-805. You'll spend about four hours less than I did on this project!

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

A Hundred And Five Days Around the USA in the Moss R.V. (And More British Cars Than You Could Imagine!)



Moss Motors' chairman Howard Goldman (with events' leader Ken Smith in the background) presents an award at one of our Goleta Marque Days.



An MG feast for the eyes! AMGBA Annual Convention in Chicago Illinois, July 18-21.



Many enthusiastic Moss staff members make an annual trek to the Monterey Historic Races. Moss Distributing's Jack Brady snapped the Art department's Jamie Pfeifer in his 1959 Berkeley B95 on the famous Laguna Seca corkscrew.



The Moss Motors R.A. (recreational ark) stranded in nearly two feet of water at the Austin-Healey Conclave in Starbridge, Massachusetts, July 24-28.



Austin-Healey Conclave again...hundreds of Healeys on display in and out of the rain.



British cars of every type and shape on July 14 at British Car Day, in Boston, Massachusetts.



August 23-25 saw over 700 MGs at John Twist's 15th Annual Summer Party in Michigan.



It looks like Concour's British sports car owners have the same troubles that those of us with everyday drivers have...



August 25, following John Twist's Summer Party in Michigan, was the annual parade lap at Gratten Raceway.



Two trailered show cars escort the Moss R.V. into Pennsylvania!

1992 British Sports Car Events Calendar

In the interest of British sports car owners throughout the country, we publish major British car events in our quarterly events calendar. If you would like to list an event in the *Moss Motoring*, please send a short description, including date and telephone number. We will list as many events as possible in our available space. Send your entries, attention: Moss Motoring Events Calendar, 400 Rutherford Street, Goleta, CA 93117. Our next deadline closes February 1, 1992.

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.)

Still to Come in 1991

- Nov 1-3 **Triumphest**, Lake Havasu City, AZ - Digger Davitt (602) 966-9712
- Nov 24 **18th Annual MG Swap Meet**, Pasadena, CA - (818) 249-9031
- Dec 21 **Christmas Tour of Lights**, Sacramento, CA - Stephanie Carroll, U.B.S.C.C., 1948 Blossom Rock Place, Gold River, CA 95670-3021

What to Expect in 1992

- April 24-26 **GOF South**, St. Augustine, FL - Jim Hall (904) 282-1658
- May 1-3 **MG Motoring Guild Historic New York Rally**, Rochester, NY - (607) 988-7956
- May 2 **5th Annual British Car Gathering**, Maryville, TN - Carolyn Henriksen (615) 984-8711
- June 6 **Moss Motors MG Marque Day**, Goleta, CA - Ask a sales advisor for details, (800) 235-6954
- July 1-6 **GOF Mk 54**, Harrisburg, PA - write Drawer 220, Oneonta, NY 13820
- July 8-11 **MG '92**, Scarborough, Toronto, Canada (416) 889-4028
- July 22-26 **Vintage Triumph Register Convention**, Savannah, GA

- July 23-26 **NAMGAR GT 17**, Kansas City, Kansas - (913) 541-1485
- Aug 8 **Moss Motors Triumph Marque Day**, Goleta, CA - Ask a sales advisor for details, (800) 235-6954
- Aug 17-22 **International Healey Meet**, Beaver Run Resort, Breckinridge, CO
- Aug 31-Sept 4 **GOF West**, Jackson Lake Lodge, WY
- Sept 23-27 **GOF Mk55**, Cape May, NJ - write Drawer 220, Oneonta, NY 13820
- Oct 9-11 **Triumphest '92**, Buelton, CA - (805) 933-3684

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

No Matter What You Read Elsewhere, We are the Oldest & Largest Parts Supplier in the biz.

A Dash You Might Find in a Bentley or Rolls... MG TD Walnut Veneered Dashboard

Suitable for the most discriminating enthusiast, this popular vintage accessory replaces your vinyl covered dash with premium quality burl walnut, veneered to Baltic Birch multi-ply plywood. The selected burl walnut is bookmatched through the dash center line to maintain perfect wood grain symmetry. Polished polyester finish gives a deep luster and is resistant to the effects of the sun. Glove box doors are cut to accept original type trim.

TD to (c) 10778 (flat-faced chromometric tach and speedo) 233-645 \$265.00
TD from (c) 10799 (magnetic instruments) 233-665 \$265.00

THROUGH THE WINDSCREEN CLUB NEWS AND EVENTS

The Club Scene

Ken Smith
Club & Events Coordinator

Safely back home in California, now seems a good time to reflect upon our travelling Moss Road Show this past summer. Over 18,000 miles saw us attending 19 different

British car oriented events, bearing the Moss message that we really care about keeping your classic going strong because that's all we do!

As we last left you, we were heading to Chicago for the MGB Convention, a very well-attended meeting, superbly organized by the Chicagoland MGB Club (which counts over 200 members in their ranks). A high-

light of this event was the funkhana based on the theme of the "Blues Brothers" in general and Chicago-type activities in particular. For instance, to start the event, you had to hot-wire a car (do they really steal cars in the Windy City?). Then, dressed in dark glasses and fedoras a la Jake & Elwood, you had to shoot a few baskets from the car in the style of Michael Jordan, before driving the rear wheel over an electrical con-

tact to make a tiny helicopter circulate around a six foot tall Sears Tower! All this, plus a Chicago-style Friday feast, added to a great weekend. A word of caution here to those of you who trailer your car to an event. The winner of the late model MGB class, Doug Brown, has trailered classic cars for over 15 years, but still made an elementary mistake...he tried to move his trailer with the MGB not fastened down! Make sure whenever you move your trailer everything is secured. Despite his mishap, Doug recovered to take first place with his super 1980 Snapdragon MGB.

Then, back east 900 miles to the Austin-Healey Conclave in Old Sturbridge Village, Massachusetts. The organization of this meeting was without parallel, and the North East Austin-Healey Club went out of their way to ensure that everyone had a great time. The sight of big Healeys tearing around the parking lot flat out in the driving tests will stay with us for a long time. This is what it's all about! Even Moss chairman, Howard Goldman, was persuaded to enter this event in a borrowed Sprite! And, after a recount, was declared winner of his class! All this has led to the installation of a bigger engine in the Moss Bugeye to show the way home at Conclave '92 in Breckenridge, Colorado. The Saturday evening award's banquet was held in a huge hall, where diners were surrounded by Healeys of unusual or historical interest, a real touch of class!



Summer across the United States brings an intriguing (and sometimes distressing) variety of weather!



July 7 Day of Triumph at the Lars Anderson Motor Museum in Brookline, Massachusetts.

In between the major meetings, we were also able to visit a few one day events such as the Day of Triumph at the Lars Anderson Motor Museum in Brookline (a suburb of Boston). A picnic-like atmosphere made this a most enjoyable day, with Bob Totten and his crew from the New England Triumphs deserving every credit. The same location also saw a great British Car Day the following weekend. We then called in at our east coast facility in New Jersey, to pick up the Moss Triumph TR3, which had been in the showroom. We then towed it all the way back to California! Just over 10,000 miles in nine weeks-coast to coast! And I still get asked, "Where can I get a job like yours?"



The St. Louis, Missouri, British Car Day was a great way to spend a September 13-15 weekend.



Our New Jersey facility manager, Darrin McLaughlin, sadly gives up the Moss TR3 to Ken for its trip to California.



At the June 23 Bowie, Maryland, British Day, the swap meet proved very, very popular.

After our brief return to California (four entire days!), we headed out to Grand Rapids, Michigan, where John Twist held his 15th Annual MG Summer Party. This time over 550 MGs were present for three days of fun and competition. This culminated in a parade of over 400 cars on the track at Grattan Raceway before everyone headed home, secure in the knowledge that this is now the biggest MG event on the North American Continent! Our time out on the road finished with three great British Car events in Chicago, Kansas City and St. Louis. We extend our thanks and congratulations to all those who worked so hard to make these meetings so memorable.

As you might imagine, the Moss Club & Event R.V. attracted quite a bit of attention as we traveled across nineteen different states, with some of it in an unusual way! For instance, there was a car of German origin which suddenly cut across in front of us in upper New York state. After I had uttered a few choice Anglo-Saxon phrases, he then proceeded to fall behind us, only to come past us again with the passenger holding up a cap bearing the MG logo! As we approached a rest area a few miles later, he again slowed down in front of us and indicated that we should follow him into the rest area. We did, and after ascertaining that he was



indeed a Moss customer (Bill Bremer, of Cape Elizabeth, Maine), had a very pleasant conversation about T-type light bulbs in the rain!

The CB radio crackled into life, "Hey, Moss, do you have parts for Austin-Healeys?" from a pickup truck which had just overtaken us! We replied in the affirmative, and with my navigator writing furiously, consulted the catalog for big Healeys and gave the numbers of the parts required for this aficionado from New Mexico! Thanks for the business!

Our Mossmobile is often accompanied as we drive to or from meets, by some of those "funny little furrin cars" as the truckers describe them. Two Healey 3000s from Chicago drove with us for miles through Ohio, and two trailered MGB show cars saw us into Pennsylvania before heading for home. British cars often attach themselves just in front, or right behind the R.V., and if they have a CB radio, it makes the journey all the more pleasant as we talk about our favorite method of transport, be it Austin-Healey, Triumph, MG or Jaguar!

Another year is nearly over, and we must have met and talked with a zillion British car enthusiasts, assuring them that Moss will be around for a long time to come, supplying those hard to find parts for their precious British iron! It was a pleasure and privilege to meet each and every one of you, and we look forward to being down your way in 1992.

1991 Moss Motors Club & Event Awards

•Best Organized•

The Austin-Healey Conclave in Sturbridge, Ma. Even a torrential downpour did not faze the organizers of this meet. Friday evening before the car show, the Moss R.V. looked like the ark, stranded in nearly two feet of water! However, such was the pre-planning and the teamwork of the NEA-H Center, that the car show was superb. If ever an event was nearly over-organized, this was it!

•Best Registration Packet•

The Chicagoland MGB Convention-I don't know how they did it, but there were enough "goodies" and literature in the packet we were handed upon arriving, that it took nearly a day to plough through it! This event also claims the Moss award for the most innovative funkhana.

•The "We're All in This Together" Award•

To the British Car Day at Brookline, where all the oldies (pre-1970) were placed in one field and the post '70s were placed in a separate area, (along with the vendors!) where no one could find them. Sign writing time guys!

•The "We Get Wetter" Award•

To the Triumph Register of America meet at Frederick, where contestants had to erect the top of a TR3 while being sprayed by a garden hose! Runner up for the Wet of the Year award goes to the Original British Car Day in Bowie, Maryland, where they must have imported original British rain; it poured down from start to finish, and stopped as soon as people started to leave! That's British!

Our Catalogs!

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



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

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

Limited Supply Vintage NOS Seat Belts



These particular belts were produced for British Motor Car Distributors, Ltd., the official west coast importer of Austin-Healey, Jaguar, MG and Triumph.

Incorporating a gold foil BMC medallion on a polished, plated buckle, the red or black

nylon webbing pattern is unique to the 1960s. These are the exact seat belts that were available from 1960-'67, so the cad-plated end fittings are slightly tarnished and webbing may be slightly soiled. Belts are sold individually.

Red Webbing 222-195 \$39.50 Black Webbing 222-190 \$39.50

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

Dated Material-Please Rush

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

To Order:

Toll-Free U.S.A. & Canada
Orders & Customer Service:

800-235-6954

24 Hour Worldwide FAX:

805-968-6910

Overseas Customers

805-968-1041

By Mail:

Moss Motors, Ltd.
P.O. Box 847, Goleta, CA 93116

For rapid and accurate service, please use our own postpaid mail order forms, which are available on request. Be sure to include all pertinent information: car type, model, car and engine numbers, color, size and quantity.

Payment:

We accept VISA/Master Card, or we can ship COD. (CODs over \$400.00 require cash or Certified Check.) Mail orders can be accompanied by check or money order, although personal check may delay shipment. Information about ordering, pricing, shipping and other procedures is contained in our free Product & Price Update.

Counter Locations:

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

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

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

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

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

MOSS Motoring



Loads of Cheer from the Moss Crew

It's hard to believe, but another year is already at its end. 1991 has been good year for us at Moss Motors in spite of these difficult economic times. We've accomplished many of the goals that we set out to at the end of last year, and are hard at work on those we haven't yet fulfilled.

In some ways, it has also been a year of uncertainty. With the economy as tight as it has been, many of us have put our cars on the back burner for more immediate needs. However, recent British car events have shown a marked increase in both exhibitor and viewer numbers, with attendance figures of between 500 and 1000 at nearly all the major events. We see a strong indication of real enthusiasm growing in every day British car drivers and restorers, as well as an increase in club memberships. We're certainly excited to see what 1992 will bring!

During this last year, we added hundreds of new parts to our inventory for your MG, Triumph, Austin-Healey and Jaguar. As you know,

we invest a large amount of our resources into the retooling of some very obscure parts, not just the supply of the best selling lines! We need your support on these critical programs.

Another positive note in our achievements of '91 is the success of our recycling program. Not only have we recycled tons of paper and aluminum, we've sent the thousands of dollars saved to the United Way, and had many an employee party on some of the proceeds. We plan to do even better next year!

We are all very proud of how our Club & Event Support Program has now grown into a major force in the British sports car world. Ken Smith covered over 18,000 miles this season. The photos, the videos and the great people he met in dozens of states (and came back and shared with all of us here) makes what we do at Moss to keep our British sports cars on the road all worth while.

On the "we're not quite finished, but soon

category", we will be seeing several new catalogs going to press in the next year. Look forward to news in a future Moss Motoring.

The biggest news coming up in the future? A major improvement that we've been working on for quite a while looks to be approaching early this next year. Our state of the art direct entry computer system will not only make ordering even simpler for you...it will make it a lot simpler for us! More on this at a later date.

The most important thing that's happened in the last year is easy to identify. That's you and your support, enthusiasm and comments. We can't state it often enough. Without you, we would not be doing one of the things that we like best in the world, working to keep these very special and wonderful cars on the road for years and years to come.

Happy Motoring to Every One of You!

The Moss Crew