

# MOSS Motoring

Fall 1992



If you're like most people, when you need parts for your British sports car, you either need them right now, or sometime last week. As part of our commitment to make Moss Motors the only place you want to call when you need parts, we thought long and hard about what we could do to make life easier for our customers. The overwhelming answer is that we've decided to stay open for a few more hours each day, as well as all day Sunday. Now we're here to take your call or fax, pack your order and ship it out the door, seven full days a week.

The next time you need a part for your favorite little sports car, even if you've left ordering until the last possible second, give us a call. There's over a 90% chance of getting your order out the door that same day, if it's a weekday.

Our toll-free lines are now staffed weekdays from 6:00 am until 7:00 pm Pacific time, and Saturday and Sunday from 7:00 am until 4:00 pm.

Our customer service representatives, will tell you when your order is due to arrive, and check on your backorder, among dozens of other helpful things from 7 am to 5 pm (PST), weekdays.

Our counter hours in California are Monday-Friday, from 8 am-5 pm, and Saturday from 9 am to 4 pm, Pacific. In New Jersey, counter hours are Monday-Friday, from 9 am-6 pm, and Saturday from 9 am to 4 pm, Eastern. (If you are planning a visit to our Dover, New Jersey store, you may want to phone us ahead at 201-361-9358 to see if the items you want are in stock.)

## Austin-Healey Marquee Day

All British Cars are Invited to This Special Event



You'll see a wide variety of Austin-Healeys while receiving 10% off all parts, Oct. 3!

If you've had an opportunity to visit Moss during one of our famous Marquee Days, you'll be pleased to know that we've added even more activities for you to take part in this 1992 season!

The last Marquee Day of the year is generally reserved for Austin-Healeys, but with the recent landscaping of our Goleta location, we have decided to open the fun to everyone, and invite all other British car marques to join in! As the honored marquee, Austin-Healeys will receive special parking and exhibition space in the prime part of our lot.

Like all Marquee Days, we'll begin at 9 am and go on until 4 pm. Register for the Austin-Healey People's Choice Car Show as you enter, and you just may take home a winner's trophy. There will be free spaces for you to sell and trade used parts, and best of all, you'll receive a special 10% discount on all parts you purchase at our counter!

Continued on page 2.



MG Marquee Day, on June 6, 1992, was the biggest Marquee Day in the history of Moss Motors! The usual California coast summer morning dawned cool and foggy, only to lift to a fabulous sunny day, where as far as the eye could see were MGs, MG people, MG bargains, food, festivities and more. Let's see if our '92 Triumph and Austin-Healey Marquee Days can match this excitement!

## Moss Motors' Upholstery Facility Covering Your British Car Needs for 12 Years

Jill Lee Jones, Art & Advertising

As a recent addition to the Moss Art Department, I gladly accepted the assignment to go to the Upholstery Facility to do a photo session and find out just how our upholstery kits are made. It was a perfect day for driving with the top down, motoring through one of the most beautiful portions of Highway 1 on the California coast. Lompoc, which is situated about 40 miles north of our Moss Facility in Goleta, is a town of 28,000, situated in a fertile valley of the Santa Ynez River. As I topped the hill which separates the vast farmland from the city proper, it dawned on me how although Lompoc is a fairly large town, it still retains much of its small town flavor. Our Upholstery Facility reflects this aspect, in that the people are friendly, take their work very seriously, and are long-time Moss employees.

Because there was such a high demand, Moss decided to begin manufacturing upholstery kits in our own plant in 1980. The primary goals were complete originality of design and quality. Pleat for pleat, seam for seam, we wanted our kits to duplicate factory originals as closely as possible. Where seats were originally a combination of leather for the 'wear' areas with vinyl backs and sides, that's how we made them. As fast as we could find cars with genuine, original interiors to pattern from, we increased the range of kits we carried, to the point that, now, we are the largest supplier of reproduction upholstery for British cars.

Because many cars after 1970 used seats and panels covered with vinyl that was patterned and sealed by dielectric (heat) process, these kits cannot be duplicated on a sewing machine, no matter how talented the operator. To serve the needs of customers who want to restore these later cars to original condition, we have kits that are manufactured in England using correct materials and manufacturing techniques.

For customers who want to upgrade their upholstery and are not so stringent about originality, we offer Moss Custom Deluxe Kits which are styled in the tradition of the great British coachbuilders. These kits offer the rich look and feel of the interiors found in coach-trimmed cars such as Jaguar, Rolls Royce, Bentley and Aston Martin. These kits feature carefully stitched, thick, padded leather or vinyl covers with matching or contrasting piping. Exact fit and contour are easily achieved and the kits closely follow the

traditional popular British colors. Each kit is supplied completely assembled, ready to install with no stitching of the fabric is required.

All these details were still reeling in my mind as I clutched my cameras and entered the Moss Upholstery Facility. I was greeted by manager Fran Buse, a man who cares a great deal for his work and his employees. "Many people don't realize how much work goes into a set of seat covers or door panels. It's labor intensive and difficult work." After a brief orientation, I was taken back into the shop, where the Moss employees were doing what they do best!

The Upholstery Facility is divided into five separate areas: a cutting area, two assembly areas, a shipping area and an office. Everywhere racks are loaded with stacks of complete kits ready for sewing, rolls of vinyl, leather, canvas, padding, and carpet. Spools of thread and piping fill the walls of one of the assembly

rooms and large bins hold all types of snaps, grommets, and fasteners. Boxes of zippers fill a shelf. The sheer amount of raw material boggles the mind. In the office, a huge rack is filled with original upholstery kits that are used to check the manufactured kits for accuracy. Several large cabinets hold plexiglass templates marked with all kinds of directions and marks—stretch this way, make 2, pleat starts here, etc. I get the feeling that these folks could fabricate any-

Continued on page 10.



Holy cow! At least that's what we all thought when we saw this mammoth hide that Eliceo is holding out (with all of his strength, probably)! They must grow mutant cows somewhere nearby. Let's just say...we could cover your whole car in leather!



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**Contributions Invited**

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

**Prices**

**Our Moss "Save 2 Ways Sale" pricing is valid from 8/19/92 through 10/9/92.**

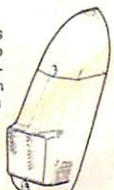
**MG Midget & MGB Tail Lamp Lens**

Fits 1970-1980.

We support Lucas in their efforts to keep genuine products in production and encourage you to do the same!

However, those of us on a budget will appreciate our excellent quality Italian-made tail lamp lenses, which are virtually identical to the Lucas originals, but at a fraction of the cost.

Replacement Tail Lamp Lens 164-735 \$13.95  
Lucas Tail Lamp Lens 164-835 \$28.95



**GOLETA Fall 1992 CALIF. LETTERS**

**in Less Than 24 Hours!**

Approximately 4:00 p.m., April 15 (yesterday), I placed a phone order with you for a few MGB parts. When I got home at 1:15 p.m. today, April 16, that order was sitting on my door step! How did you do that? Did you make poor old Woody drive all the way to Redlands to deliver these parts?

Seriously, I must compliment you on such prompt service and while I am at it, I'd like to comment on the courteous service offered by Woody. Since my MGB has a rebuilt distributor on it with a number of 41370, which is not listed in your catalog, Woody had to spend some extra time in finding me the proper distributor cap and rotor. He did this cheerfully and efficiently, as those parts are already installed as of 2:30 p.m. today and the car runs great! All this and in less than 24 hours!

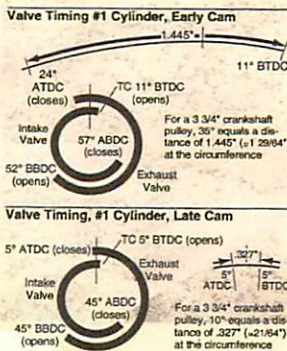
Would you please pass on my gratitude to Woody, and thanks again to Moss Motors.

P. Herrle, Redlands, CA

**More on T-Series Cams**

I have been a customer of Moss Motors since I restored my first 'B which was completed in 1987. In fact, I met Howard Goldman at the AMGBA Convention in Saratoga Springs where my first attempt at MG restoration won a third place. I have enjoyed the *Moss Motoring* since then, and have gotten many technical tips from it.

I have recently completed the restoration of a MG TD (I do all of the work myself) but was never able to get the engine performing to my standards. After reading the article in your Fall 1991 issue, I decided to check the camshaft based on your article on T-Series camshaft identification. I have a machinist background, and the precision measuring tools, so I was able to do a thorough job. I mounted a dial indicator on a rocker cover stud, and using vernier calipers, I was able to verify the valve position with a high degree of accuracy. By measuring the opening of the intake valve and the closing of the exhaust valve individually, the method you described will even determine the installation of racing



cams, which you cannot measure as a total distance on the crankshaft pulley. However, one caution must be observed, and that is that the measurements must be made at the closing or opening of the corresponding valve, and not when the lobe on the camshaft reaches bottom.

The real issue I have is that there is an arithmetic error in the article. The diagram states that a crankshaft rotation of 10 degrees equals 1/4" of displacement on the crankshaft pulley. It also states that a rotation of 35 degrees equals 1 1/2" of displacement on the pulley. Since 35 is 3.5 times the 10 degrees, if the 1/4" is correct (sorry, we goofed, it is not. See revised figures above-Ed.), the displacement for 35 degrees would only be 3.5 times 1/4", or 7/8". This is critical for the correct identification of the shaft. The actual displacements are 0.360" (about 1 1/8") for the 11 degrees BTDC for the intake valve opening and 0.785" (about 5/16") for the 24 degrees ATDC to the exhaust valve closure. This is a total distance of 1.145" (about 1 1/8") between intake valve opening and exhaust valve closing which results in a total crankshaft rotation of 35 degrees.

Keep up the good work with your articles and tech tips. They are of tremendous value to those of us who love these cars, and want to keep them in first class operating condition.

H. Mahaffey III, Lincoln University, PA

**A Little Extra Effort Goes a Very Long Way**

I had a problem with an order last week. I sent it by fax on Monday and clearly specified UPS Red Label shipping. Whoever entered my order missed the shipping instructions and sent the order by UPS ground. I received it about three hours short of seven days from when I sent the FAX.

When I called last week to find out why the order wasn't here, I was told what had happened and was apologized to but was pretty unhappy; I was on a tight schedule and was counting on the parts being here before the weekend.

I got a call back later in the day with more apologies and an offer to ship a duplicate order by next day UPS at no charge. I could then return the first order when it arrived.

This was a very nice gesture, but just taking the time to call me back was more important. I declined the duplicate order offer, thanked her and went on with my business.

The parts arrived yesterday and although they were late, your extra attention made me feel a lot better. In fact, over the weekend, as I was continuing to assemble the car, I found a few more small items that I needed and was ready to fax Moss the order this morning. Although it was a very small order this time, I didn't even consider another vendor.

Before I could get the order sent, Marcie called to follow up on the missing shipment again and offered me a gift certificate for my inconvenience. Instead she took my small parts order and is shipping it at no charge.

I'm taking the time to write you, first to commend Marcie for her extra effort and second, to let you know that this kind of investment in good customer relations pays off.

I'm in the parts business too, on a similar scale. I want the people who work for me to do as good a job as Marcie did. No matter how hard we try, things go wrong, but Marcie took a negative situation and turned it into a positive one. You can't do any better than that!

Greg Page  
Vancouver, WA

**Marque Day,** *continued from page 1.*



How quickly can you transfer a wire wheel from one side of the axle to the other?

Both events will be very safe, with prizes for the fastest time, both lady and gent. Don't bring your own torque wrench or copper hammer; we will provide all the necessities. All this, in addition to the Pinewood Derby (bring your best car!). Who knows, next year we may even have Wellie-wanging in the parking lot!

**Exciting Moss Events Still to Come in 1992**

**September 12** Triumph/Austin-Healey  
Marque Day, Dover, New Jersey  
201-361-9358

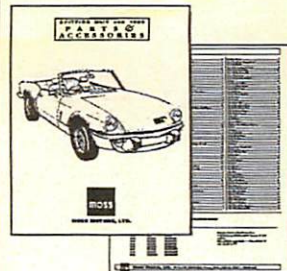
**October 3** Austin-Healey Marque  
Day, Goleta, California  
800-235-6954

**MGA, MGB Heater Control Valve**

Lost control of your heater? If your heater valve is frozen open (or shut), your cockpit temperature probably leaves a bit to be desired...now you can be the master of your fate with one of these genuine factory original valves! Your guess is as good as ours as to when Pover, PLC. will discontinue this popular item.

Valve 360-410 \$23.90

**Spitfire & TR6 Catalogs!**



Those of you who have been pushing strongly for a Moss Spitfire catalog in the last few years will be very pleased to know that we are hard at work producing our very first version. Edition SPT 1.0 is packed with hundreds of detailed illustrations, parts and accessories for your 1971-1980 Spitfire. Call now and we'll put you on our waiting list to receive our catalog this fall.

TR250-6 fans take note! Our Moss Europe Triumph research staff has teamed up with our U.S. Triumph experts to produce a brand new expanded TR5-250-6 international catalog with technical depth that will astound and amaze you. We've added dozens of pages, including a complete petrol injection section! Look for follow-up information in our winter *Moss Motoring*.



## New TR6 Body Shells, *continued from front cover*



The cover of Heritage's "A Triumph Again" TR6 rebirth campaign brochure.

If you are interested in the possible purchase of a new TR6 body shell, please call one of our sales advisors, at 800-235-6954, and your name will be put on a list to be notified when the shells arrive.

### What Do You Get?

All body shells are manufactured to the same specification originally offered by Triumph. This means that the body comes complete with hood, trunk lid, doors, front valance, all four fenders, rear valance, floors, and more.

### Moss TR6 New Body Shell Rebuild Discount Program

We realize that the purchase of a TR6 body shell is a big decision due to the large expense involved. If you purchase one of the Moss shells, we would like to offer you

some assistance during your rebuild. You'll receive all related parts at a special discount for one year after your purchase. We'll also give you a free TR6 Restoration Package, which includes detailed listings of necessary rebuild components.

Please contact sales manager Mike Chapat for discount details.

### Moss Motors Contributes to the Body Shell

We were pleased and proud to follow the Moss Europe contributions to the progress of the TR6 body shell which British Motor Heritage's David Bishop has built. Just a few of the Moss parts specially commissioned for the TR6 that were used on the body shell were the hood and trunk hinges, which in the case of the trunk hinges, had not been available from Rover

for over 5 years. There were several raised eyebrows in the sales department when Peter Buckles (Managing Director of Moss Europe and co-founder of the premier Triumph parts specialists, Cox & Buckles, now a division of Moss Europe) and Peter Wigglesworth (Moss Europe's leading Triumph authority) "pushed through" the decision to tool hood and trunk hinges, for which there was no apparent customer demand.

Of course, both Petes were aware of the body shell project and had committed to David Bishop to produce these parts as further contribution to the shell development. One of the items that was "rescued" many years ago was the door hinges. All four hinges are the same, both upper and lower, left and right, on the TR6 doors, and when they were discontinued, Tim Knott of British Motor Heritage put Peter Buckles in contact with the OE manufacturer. Unfortunately, the OE manufacturer was busy making 50 to 100,000 hinges a week for the likes of Volvo, Ford and Saab, and was considerably underwhelmed at the prospect of an order for 500 hinges for TR6s. Steps were immediately taken to move the tooling from the production company to a lower volume producer in the same group, and after a couple of thousand pounds had been spent on refurbishing the tooling, the hinges were again made available to the TR6-owning public. They are of course now fitted to the new TR6 body shell.

Moss Europe's Cox & Buckles also laid down press tooling several years ago to produce both halves of the TR6 "B" post. For some time now these have been "free issued" to British Motor Heritage, who managed to obtain the original assembly jigs. The individual pressings are now assembled by British Motor Heritage for Cox & Buckles. Of course, they are completely

confident in the quality of this product, as they are responsible for the assembly of it, and are using the Moss Motors "B" posts on the new shell.

There are several other items in the new shell supplied by Moss Europe, including a couple that had to be completely retooled, because the tooling that had been laid down to produce them was based on an original rather low level of demand, which is required by the spare market. For example, the spare wheel pan is not a very fast moving item. However, when you have a committed customer who wants to buy at least 150 of an item, it is worth reexamining the tooling that has been laid down, improving it, and increasing the size of the run, which of course, has beneficial effect on the price obtained.

It's not worth boring you with the details of every tiny contribution made on the project, but it is sufficient to say that we at Moss Motors are proud and privileged to have been able to help David Bishop and his team achieve this major contribution to the classic car market place.

MOSS



**Moss Motors, Ltd.**  
is proud to be appointed  
**British Motor Heritage**  
**Approved Manufacturer**  
**& Supplier**  
for Austin-Healey, Jaguar,  
MG and Triumph spares.

## Moss TR Team Runs (a Good Part of) the Gold Coast Rallye

David Eichelbaum, Research & Development

As you may have read in the last edition of *Moss Motoring*, we were busy readying the Moss TR3 for the upcoming Gold Coast Rallye in San Luis Obispo, California, a beautiful two hour drive north of our California headquarters. As a major sponsor of this three day event, which included a vintage car auction, 175 mile rallye, and a Concours d'Elegance, we were certainly looking forward to a great long weekend!

Peter Arakelian and I (the Moss Triumph team) made our way leisurely up the coast on a Friday afternoon toward the convention hotel in San Luis, and once there, settled in for a quiet evening of trying to find out if anyone else there knew exactly what "Monte Carlo" style rallying meant!

Actually, we enjoyed the welcome party and browsed around admiring the various cars on display, including Jaguar E-types, racing Ferraris, and impressive numbers of MGs and Triumphs. We took in part of the auction, and enjoyed seeing some wonderful friends we'd met while in Lake Havasu last year.

Rallye day dawned cool and overcast, which had no affect whatsoever on the buzz created by people still trying to figure out what "Monte Carlo" style rallying meant. We attended the rallye-master meeting and set our clocks to correct rallye time, and then went about trying to find a calculator so we could figure out how long it was supposed to take us to get from checkpoint to checkpoint, at exactly 47 mph or whatever - in a Triumph - right!

Peter asked if I'd had the speedometer calibrated; I told him we were lucky it worked. He said "Cool!" You've got to like a guy like Pete!

The big red, vintage-type number plate we were given for our car proclaimed the number 22, which also served as our departure order. One last check of supplies was performed; air in the spare, driving gloves, maps, gas, and the all-important time clock. I told Pete, "I drive, you say

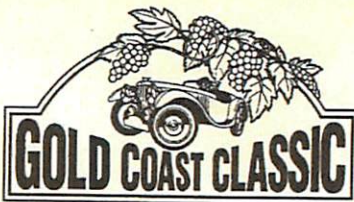
where." "Cool," he says.

The cars departed at two minute intervals, and soon we were out the gate and on our way. "Down the street and to the left, up to the spotlight and take a right. Now down this road until you see a crossroad and take a left just after the state park sign. After the park sign, that'll put us in the park." "Read that part to me again", I said. Now Pete and I are yelling at each other. He says, "After the park sign, man". "O.K.", but those guys in front of us aren't slowing down". I cranked the wheel hard and we turned into the park - all by ourselves. Up the hill, and boy, it isn't looking good. We turn around and go back, passing cars going the way we just came from. "Damn!", I said "I'm going back. I don't care where those guys in front of us went."

Onto the dirt shoulder we went, and I performed a "no-point" turnaround (handbrake on, 180 degree Virginia dirt-track style turn). Back up through the park and around the trees we saw the checkpoint. Darn & shucks! (The original commentary here has been superseded to the above to protect the guilty.)

O.K., so the first stage was a learning experience! On we went to the second and third stages without too much drama. We weren't putting too many people in danger of losing the rallye, but we were really enjoying some of the most beautiful driving roads you've ever seen. Twisty little up and down mountain roads, covered by overhanging California Oaks. Peter informed me that if we crashed, his wife, Leslie, would kill me. I couldn't really hear him over the screaming tires.

So, we're into the groove and approaching the midway lunch checkpoint. Three miles to go, right on time, all systems go,



A great event to make it to in 1993. Pictured at bottom left: David and Peter in the TR3, racing through the rallye course with no fear of random breakage, water pump shaft or otherwise. At bottom right, the T-series cars line up near one of the shaded Moss picnic tables.

lunch stop, and the sweep vehicle gave us a tow back to the hotel.

The reason I mention all of this is because, not for one minute, did any of it dampen our spirits one iota. The Gold Coast Rallye weekend was one of the most enjoyable, best run, best organized events I've ever been to. The people were great, the cars were great and we had a great time. The Concours held on Sunday was beautiful, and we made a lot of new friends. The whole weekend was summed up when, as we pulled out of the grounds in the Moss motorhome, one of the show winners shouted out to us, "Yeah for Moss Motors, thank you!" I guess it goes without saying that we will be seeing you all there next year!

(Although David and Pete eventually found out just exactly what a Monte Carlo style rallye was (at least until the great water pump fiasco), if you're not familiar with the specifics, read on. In simple terms, this style rallye involves a set of instructions to the effect of: two miles left turn, go five miles right turn, etc. There are numerous checkpoints which you have an allotted amount of time to reach; arriving early or late incurs a penalty. -Ed.)



# Under The Bonnet

**W**elcome 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.

## Back to the Basics - Your Ignition System

Eric Wilhelm  
Research & Development

**I**n the last issue, we discussed the basics of ignition timing. Since quite a few readers commented on this article, I would like to address some of their comments here, for all to share. I make no apology for trying to make this *Under the Bonnet* column as simple and as basic as possible. It is purposely designed (and hopefully written) to be such. The idea behind this is to provide the basic information which workshop manuals often assume the professional mechanic to know; information for the beginner rather than for those who could write their own workshop manuals.

The most common comment from readers was to point out that many workshop manuals do not specify dwell angles, but only point gaps. I do apologize for overlooking this fact. If the point gap is accurately set, the dwell angle will automatically be within acceptable operational limits, if the distributor is in good mechanical condition.

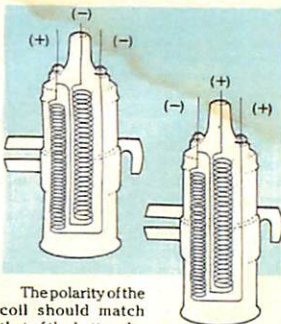
Generally, for point type distributors with no published dwell angle, look for a dwell angle of 60 degrees (plus or minus 3) on four cylinder engines, and 35 degrees (plus or minus 3) on six cylinder engines.

In this issue, we are reprinting two short articles which have appeared previously in *Moss Motoring*, which provide more interesting information related to ignition systems.

### Coil Polarity

I was converting my older British car over from positive to negative ground when I came across the question of coil polarity. I discovered coil polarity is very much misunderstood. In researching it, I was very confused until I found out there are two definitions of coil polarity. I talked to three or four knowledgeable people on the subject and read several technical books and articles. Everything made sense in itself, but didn't jive together until I found out they were talking apples and oranges.

### Definition #1 Coil Polarity (in relation to battery)



The polarity of the coil should match that of the battery by connecting it so (+) goes to (+) and (-) connects to (-). But don't worry about which way you install the battery (positive or negative ground) or which way you install the coil (regardless of coil markings) it will automatically adjust itself. The coil will work efficiently and put out the same voltage either way it is hooked up, but, the spark plugs are more sensitive when it comes to polarity, hence our second and more important definition.

### Definition #2 Coil Polarity (in relation to spark plugs)

Coil polarity should be such so as to provide negative polarity to the spark plug's center electrode.

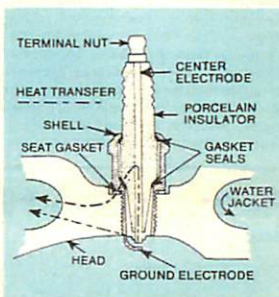
It has been found that it takes approximately 15% less voltage to form an arc at the plugs if the hotter center electrode is negative and the cooler (by comparison) ground electrode is positive. The center electrode is hotter, since heat transfer from the tip must make its way through the porcelain insulator, past the sealing gaskets, to the shell, block, and then to the water jackets. The ground electrode heat

just has to get from the shell, to the block, then water jackets.

If your center electrode is positive, your car will probably still run fine until (with its 15% handicap), it exceeds the coil output. If you live where temperatures dip down to 0° you may not get your car started. Driving with a full load and accelerating hard up a hill may cause an ignition miss. If your ignition system is well worn to where you have a lot of various voltage losses, you could get a miss. Correct coil polarity won't eliminate these problems, just put them off by 15%.

If your coil has (-) and (+) markings by the primary terminals you will be pretty safe by hooking it up by those marks, but test it for correct polarity anyway, using one of the tests listed further on. If your coil has CB and SW, or BAT and DIST markings, there is no way of telling if the coil was marked in relation for a positive or negative ground car, and the only sure way to tell if the coil is installed right is to test it out.

You test for correct polarity by hooking up a voltmeter with the negative lead to the plug terminal, which should be of negative polarity, and the positive lead to the block, which should be of positive polarity. Set the meter on the highest volt range. These connections remain the same whether you have a positive ground or negative ground electrical system. The secondary winding's polarity, which we are testing, is determined by the combined hookup of the battery and primary windings so it may or may not match the battery's ground.

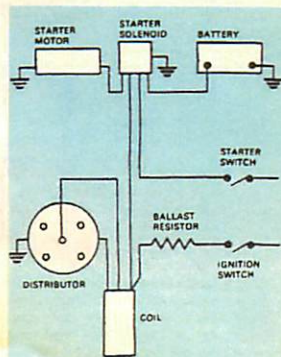


Cranking the engine over (you don't have to start it) should show an upward swing of the voltmeter needle (don't be concerned with taking a reading). If the needle swings down off the scale, your coil is hooked up wrong. To correct, reverse

coil primary leads. Do not worry about the coil markings (refer to definition #1).

If you don't have a voltmeter, test by removing a plug wire from a plug and hold a plain lead pencil point in the path of the arc. A flair (hard to see) towards the plug shows correct polarity, while a flair towards the coil shows reversed polarity.

(Our thanks to David Edgar of La Mesa, California for his 1984 contribution to Moss Motoring.-Ed.)



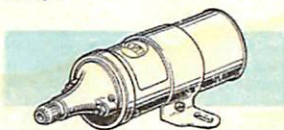
Ballast Resistor System Circuit

### Ballast Resistor Ignition Systems

Conventional ignition coils suffer the disadvantage of being designed to operate best at about 12 volts. Unfortunately, a 12 volt battery often produces as little as 7 volts when "run down" because of excess starter operation, especially in extreme cold. To produce optimum coil performance (and hence nice fat sparks at the spark plugs) under such adverse conditions, the "ballast resistor" or "ballasted coil" system was developed.

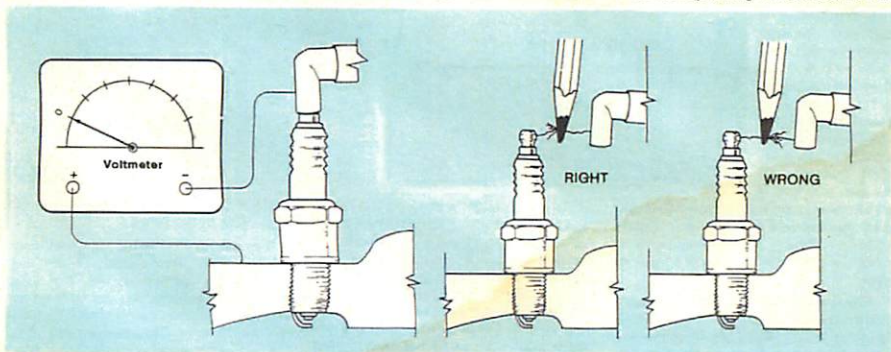
This system uses a coil which is designed to be most efficient at about 8 volts. For starting, full battery voltage is supplied! This makes this system as efficient at low battery voltage as a "conventional" coil is with the battery supplying a full 12 volts. (For any battery voltage above the coil's design voltage, it's even better - an "overboost" condition.)

However, an eight volt coil cannot be run continuously at 12 volts without overheating and failing. As soon as the starter switch is released, the coil no longer receives full battery voltage. It is then powered through the ballast resistor which reduces the 12 volts (the generating system is now working) to the coil's design voltage.



### Ignition Coils

Standard Coil	143-220
Lucas Sports Coil	143-200
Coil for Ballasted Systems	143-230
- MGB 1975-'80	
- TR6 1973-'76	
- Midget 1500	
- TR7	



**Dress Up Your MGB's Front End with our MG Display License Plates**

**Brand New!**

These newly reproduced license plates look as great on your car as they do displayed on your shop or den wall! Limited Edition plate is an exact copy of the dealer plate used on the 1980 MGB. The MG Crested plate matches those used by many dealers when your car was new. Fully stamped with raised lettering, and silkscreen printed on aluminum for long-lasting durability.

MG Crested Plate	229-735	\$7.50
Limited Edition Plate	229-740	\$7.50

**String Back Driving Gloves (The Proper Attitude is Everything)**

**Back In Stock!**

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 (8)	228-800
Medium (8 1/2)	228-810
Large (9)	228-820
X-Large (9 1/2)	228-830

**String Back Driving Gloves \$27.95**



# A Dozen Reasons Why You Should Order From Moss Motors

## Buy From the Best - And Get the Best Buys!

Here at Moss, we put our 44 years of selling British sports car parts to work for you! Supplying parts for your sports car since the MGTC was brand new has given us the experience we need to keep us at the top! Here's how we do it!

## Open 7 Days A Week / Expanded Hours

Let's face it, you want to order when you need parts for your British beauty, and that's not always between 8 am and 5 pm, weekdays. That's why we recently expanded our hours, offering you toll-free assistance and advice from 6 am to 7 pm PST, Monday through Friday, as well as 7 am until 4 pm on both Saturday and Sunday. Our counter hours in California are Monday-Friday, from 8 am-5 pm, and Saturday from 9 am to 4 pm, Pacific. In New Jersey, counter hours are Monday-Friday, from 9 am-6 pm, and Saturday from 9 am to 4 pm, Eastern. We understand that when you want to drive your favorite car, you don't want to wait for a second!

## Competitive Pricing

While it looks like our economy might be picking up slowly, most of us are still feeling a decided pinch in our pocketbooks. In order to help you through these taxing times, we recently went through all sixteen thousand of our individual part numbers and checked to see where we might be able to cut existing prices. We found over six thousand that we were able to drop, many by as much as 15% to 20% by reordering in larger supplies or renegotiating pricing with our vendors.

## Fastest Shipping in the Biz

We feel pretty confident about our improved processing time! In fact, barring any unforeseen circumstances (no matter how hard we try, earthquakes, floods, hurricanes and fires might slow us down!), if you place your order by 2 pm, Monday through Friday, it should be processed, packed and out the door the same day, for either UPS Ground or Air Shipping to an address in the continental U.S.A.

## UPS Next Day Delivery

Need your parts immediately? If you call your order in on a weekday by 2:00, we guarantee UPS Next Day Service (for an extra charge)! And to back this up, if you don't receive it the next day, we'll fully refund your shipping costs! Although we promise "Two or Before, Right Out the Door", if you're desperate and it's after 2:00 pm, give us a call. We'll try our best to get your order out the door the same day, (and we usually do). Remember, UPS Next Day Delivery is available in the continental U.S.A. on pre-paid charge card orders. Please add \$10.00 for Friday orders (Saturday delivery).

## Warehouses on Both Coasts

If you've ever wondered how your toll-free phone call to California brought a UPS Ground parcel of desperately-needed British car parts to your Delaware office only a day or two later, here's a great Moss benefit. We maintain well-stocked warehouses in both California and New Jersey which allow us to ship your parts from the location closest to you. This keeps your shipping costs down as well as providing us with backup stock if what you need is temporarily not available in the warehouse nearest you.

## Service and Commitment

I'm sure that like us, you've noticed that service in the nineties is not exactly what it was thirty years ago. Sometimes it seems as though our world is moving so fast, patience is a lost art. Here at Moss we feel that your time is more important than our time, and we'll do everything in our power to make you feel that way. After all, we're here solely because of your love for your British car. We are 100% committed to giving you the utmost in service. We hope you notice the difference. Tell us what you think!

## Ability to Buy in Quantity

As the largest supplier of British car spares in the world, we're bound to get a good price when buying a hundred crankshafts instead of five, or a thousand wire wheels instead of a hundred. And we're proud to pass that savings on to you (after all, we buy these parts for our own cars, too)!

## The English Connection

Working with the same Heritage-approved vendors for decades makes for strong and valuable relationships, allowing us to provide you with the highest quality of spares available. Our business of keeping your car on the road ensures that our manufacturers remain doing what they do best - supplying original parts, reproducing parts to original specifications or even offering better than original reproductions.

## Unequaled Expertise

Between Moss U.S.A. and our partners "across the pond", no other company in this business can boast of so much expertise. One of the many benefits this gives us is our ability (and overriding interest) in reinvesting profit into the retooling of obsolete parts. Not only do we all get to keep driving our favorite cars, but once again, the quantities of scale we remanufacture (in fact, even our competitors buy our original spec. reproductions!) keeps our pricing low and affordable.

## Club & Event Support

We're definitely proud of our participation in the British car club movement in the United States. We feel that in many ways, it is the clubs that have made British car enthusiasm what it is today. Just five years ago, you'd rarely see over a hundred British cars together at a car show. In this last year, we've seen dozens of British car events with 500 to 1000 cars in full exhibition glory. That's why we will continue to devote a great deal of our time and money to travelling the U.S., attending events and supporting clubs through advertising, donations, technical input and sheer enthusiasm!

## We're in it for the Long Haul

We've been here for you since MG TCs were rolling off the factory line, and we'll be here until the end of time if we have our way. Our commitment to British sports cars is not to "make a fast buck and move on", but, in fact, the opposite. We will continue to invest in the reproduction of obsolete spares to ensure the complete and correct restoration of your classic MG, Triumph, Austin-Healey and Jaguar to the very maximum of our resources. Don't ever forget that we're here because we're enthusiasts, too!

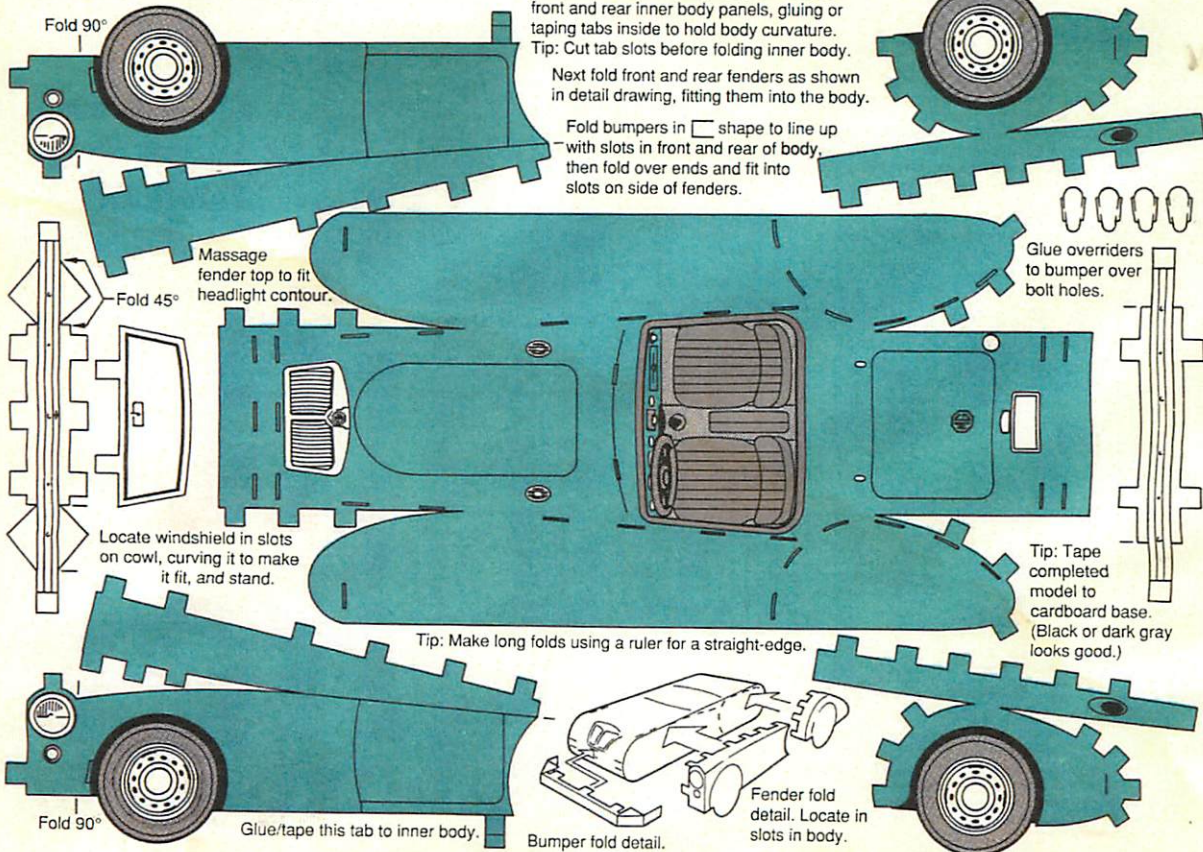
# MGA! Number 7 in the Moss British Sports Car Collection

Before cutting out car, we recommend that you spray glue the model to a piece of paper to stiffen it.

Carefully cut out the car with an X-Acto knife or scissors. Fold down tabs, then fold over front and rear inner body panels, gluing or taping tabs inside to hold body curvature. Tip: Cut tab slots before folding inner body.

Next fold front and rear fenders as shown in detail drawing, fitting them into the body.

Fold bumpers in  shape to line up with slots in front and rear of body, then fold over ends and fit into slots on side of fenders.



Fold 90°

Fold 45°

Fold 90°

Massage fender top to fit headlight contour.

Locate windshield in slots on cowl, curving it to make it fit, and stand.

Tip: Make long folds using a ruler for a straight-edge.

Glue overriders to bumper over bolt holes.

Tip: Tape completed model to cardboard base. (Black or dark gray looks good.)

Glue/tape this tab to inner body.

Bumper fold detail.

Fender fold detail. Locate in slots in body.



## Behind the Scenes at Moss Motors

Following Your Order From Your Phone Call to Your Doorstep!

Mike Chaput, Sales Manager

**O**K, here is the scenario. You're cruising merrily along in your favorite classic, enjoying a drive to your favorite burger joint for lunch. Suddenly, smoke begins to rise from under the hood and the smell of 30 weight oil fills your nostrils. Upon further inspection, you find that your valve cover gasket has sprung a leak and is in dire need of replacement. When you arrive back at work you realize, it's Monday at 1:45 pm, and Moss

search and Development and customer comments on fit, originality, installation hints and more. This means our sales crew can assess your needs, and help you quickly with any questions you may have.

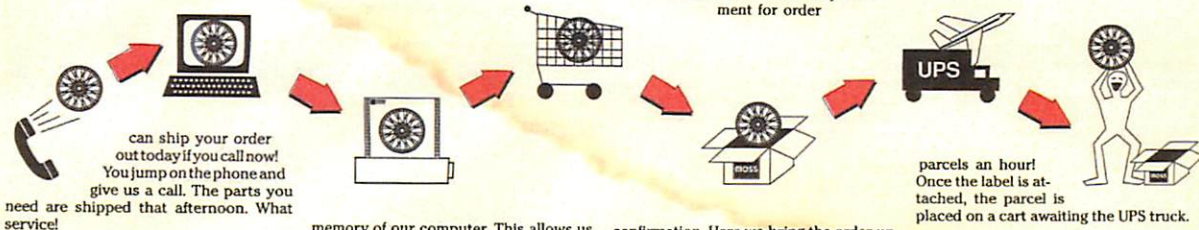
Now let's assume you have completed your call to Moss. For a period of approximately thirty minutes (plus or minus fifteen minutes depending on how busy we are that day) your order is held in the

### Timing is everything!

Every hour our warehouse has a cut-off where all parcels and paperwork are separated from the next period. This ensures us complete control of hundreds of packages and pages of paperwork and allows us to make sure that any order placed before 2:00 pm is indeed shipped. At this point, the second pages of the "pickings" in that time period are brought to our customer service department for order

(again!) to the shipper.

The shipper inputs various information into our shipping computer, which produces a label with the weight, cost, etc. of your package. This label is placed on our copy of the invoice, so we can track the final details of your order after it leaves our warehouse. Earlier this year we purchased a state-of-the-art shipping system that allows us to ship an average of eighty



By now I'm sure most of you have read our last *Moss Motoring* where one of the front page articles expounded on our new super fast shipping policy. Since we began our new program, we have been deluged with letters, customer comment cards, and phone calls from you telling us how impressively the new procedures are working. Many of you have asked how we do it. Well, in this article we are going to go through a step by step (and I'm not kidding around here) examination of exactly how your order makes the metamorphosis from a phone call to a package of British sports car parts delivered to your doorstep.

### The phone call.

When you call our toll-free number, you're put right through to one of our enthusiastic sales advisors. In keeping with the Moss tradition of excellence, our sales team is constantly involved in technical and sales training. Every single day finds our computer system digesting new and updated information including both Re-

memory of our computer. This allows us to make changes to your order with ease. However, if you try to add to an order after this time period has elapsed, it is incredibly difficult for us to do so. The moral of this short story is: make sure you order everything you need the first time (or, enjoy receiving lots and lots of packages from Moss!)

### More than you've ever wanted to know about your order...

Once your order is transformed from memory into a "picking" document, it is then reviewed by the warehouse manager or an assistant. At this time, all red and blue label orders are prioritized and pulled immediately. The regular orders are then placed into a hopper and handled in time sequence. The parts puller then pulls your parts and sends them down the rollers to quality control. Here your order is checked for accuracy, then packaged. Hurrah, the package is now placed in a holding area awaiting the invoice.

confirmation. Here we bring the order up on the computer and tell the computer exactly what was shipped. Once order confirmation is completed, we create the invoice copy that comes with your package. That invoice is then checked against the original picking document to make sure that no errors were made in the confirmation process. After this has been completed, we then process the invoice for payment (charge cards are called in, C.O.D. tags are typed, etc.).

Once all the invoices have been processed in a given cut-off they go back into the warehouse to the matching desk. Here the matcher separates the C.O.D. invoices from the charge card invoices and begins "matching" the invoices to the parcels. The cart that has the packages in that cut-off is then wheeled over to the matching desk. The matcher removes a box from the cart, sees the name and order# on the label and finds the corresponding invoice. The white copy of the invoice is what you receive with your parts; the other copy is taped to the box and sent down the rollers

### Finally, right out the door to you.

Then, right around 4:00 pm UPS arrives at our loading dock, and, in a short time the UPS van (bulging with British car parts) departs on its way to deliver its cargo to destinations around America and abroad. And, if your order didn't make our first daily cut-off, you'll be pleased to know that every evening we take a final truckload to UPS so we can ship even more packages same day!

I hope you've enjoyed your literary sojourn through the warehouse, and I would like to point out that there is a moral (or two) to this story. We at Moss Motors are totally and completely committed to providing the fastest, most efficient service available anywhere. We just want to remind you to please make sure that when you do place your order, include everything that you need, because if you wait too long to call back, chances are your parcel is already on the truck!

## Our British Sports Cars

**W**e've been printing your British sports car photos and comments over the last few years and have decided (by popular employee demand) that we want to get in on the press, too! Starting with this issue, we will be featuring your fellow British car enthusiasts at Moss in all processes of owning these lovable and sometime hair-tearing little automobiles. So, if you're driving a pristine and restored Concours car, or taking infrequent and guilty glances at that basket case in the back barn, watch for our equally cheering and frustrating tales of (movie intro music here) keeping our British sports cars on the road!

### Dave Polarek, Art & Advertising 1980 TR7



The British car bug has bitten again, and at \$300.00, this TR7 was just too good a deal to pass up! (Although, I need another project like I need another hole in the head.) The young man that I bought this TR7 from had paid \$1500 for it just 5 months earlier.

While attempting to repair a leaking head gasket, he discovered that the head had become permanently fused to the studs. After many attempts to persuade the head from the block

(with all manner of crude tools not particularly appropriate for the job), he lost interest after thoroughly destroying the head, and sold it to me.

Lucky me! I am now the proud owner of a white, fuel-injected, low mileage, 1980 Anniversary Edition TR7 convertible with a unique one-piece block and head power plant. The engine and gearbox are now out of the car now and later this week I plan to finish what the previous owner started. At least for now, my new TR7 is in good company, sitting patiently between a Lotus Turbo Esprit, the BL Heritage MGB, and the Moss TD pick-up. All I have to do now is pin our local metal fabrication expert down on a date, and help him torch the head off!

MOSS MOTORING, PAGE 6



### Bob Cote, Sales Department 1974 MG Midget

One evening this summer, while wrenching on the cooling system of my MG Midget, with the "HELP" of Jonathan Lane (and I do mean, "help?"), we were joined by Colin Kennedy of Moss Distributing. As we worked, we made jokes about Colin's TF, had some laughs and drank a few cold ones... As Colin buffed out his car, we said "Wouldn't it be cool if our customers could see us now! We do have British sports cars, we do work on them (sometimes collectively), and we do use the parts we sell!"

The amount of knowledge and British car know-how at Moss is astonishing. People like R.B Hart, Woody, Jim, Carlos, Terrance and the rest of the Moss crew have so much to offer to our customers. Oh! I almost forgot Frank Butcher! When I first got my Midget, he was so happy for me. When I needed help, he was there more times than I can remember. When someone asks about Frank, I tell them he came from heaven.

### Colin Kennedy, Moss Distributing 1954 MG TF

My interest in British sports cars luckily landed me here at Moss Motors. When I started working here almost ten years ago, I was driving a 1971 TVR. Through more good fortune and being here, the opportunity to acquire one of my favorite MGs, the TF, came my way. With the TVR off the road for now, the TF is my daily driver until, if ever, full restoration can begin.

But, with the joys of top-down motoring came the responsibilities of maintenance. Having friends with auto shops makes it that much easier to get those tedious jobs done with the use of modern equipment and of course, a lift! Once the brakes are adjusted, wheels are trued, engine in time, and oil is topped up, it's time for me and my daily driver to be back "on the road again".





## TECH TIPS

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

### MG T-Series Bonnet

#### Hinge Pin Removal

Hold on to your hat, because I'm going to tell you about the easiest way you've ever seen to remove the hinge pins from your T-Series bonnet, without marking it up or otherwise making it impossible to reinstall.

Soak the hinge pins overnight with a penetrating lubricant. Using a suitably sized punch or drift, knock the pin out either end about two inches. Chuck the end of the pin in a hand held drill (unplugged) and tighten. You can then use the drill's grip to slowly tighten, then slowly rotate the pin, as you withdraw it from the bonnet. The same procedure can be used for replacement.

### Lucas, Prince of Darkness, A Bad Rap?

Tom K'Burg  
Salem, NJ

I have driven my 1960 Bugeye Sprite since 1961, when I bought it new. I'm not totally convinced that Lucas should be blamed for wet-starting problems. My Sprite will start and run when even a relatively new piece of Detroit or Japanese iron won't.

If your car runs fine once it starts, but won't start in the rain or fog, chances are you have a very easily solved problem.

## Tie Rod End Replacement

Ray Glabach, Fort Collins, CO

From time to time in the maintenance and restoration of our British cars, we all must face the need to remove one or both of the tie-rod ends from the steering arms. The occasion may be that the ball joint portions have become severely worn and must be replaced to cure sloppy steering and/or loss of proper wheel alignment. At other times, we may simply need to remove them as a step toward accomplishing some other goal, such as correcting the toe-in, replacing the rubber steering rack boots, or doing other repair to the front suspension or steering.

The tie-rod ends consist of a ball joint screwed onto an extension of the rack-and-pinion steering unit, and a tapered fitting that mates with a tapered hole in the steering arm. A nut and cotter pin or self lock nut assure the tapered pieces will stay together. The simplicity of design and ease of access to these units do not foretell the difficulty that may be experienced in their removal by the weekend mechanic.

Before you begin the removal process, be sure to clearly mark the position of each tie-rod end on its steering unit extension, so that it can be replaced in exactly the same position. If this is not done, you will have to adjust the wheel toe-in at the time of reassembly. Of course, if the tie-rod ends or other steering/suspension components are being replaced, you will be wise to check the toe-in in any case.

The first step in removal is deceptively obvious. Simply remove the cotter pin and back off the nut from the bottom of the unit. If you expect something to happen at this point (like the tie-rod end coming free) you will probably be very disappointed. In fact, if it does come off easily, you probably have a very worn hole in the steering arm and it will have to be replaced along with a new tie-rod end assembly. When the tie-rod end is installed, the tapered fitting is drawn very tightly into the tapered hole in the steering arm by the act of tightening the nut that you just removed. It is actually a force fit. This is necessary to ensure that the steering movement occurs

Most likely you have bad high voltage ignition wires. Replace them. If they are relatively new, take off your distributor cap with wires and run them through your dishwasher. For your own safety, I would suggest you do this sometime when your spouse is at the mall or somewhere else. (A wipe-down won't do as well, since the wires will still have a film of oil which will attract and hold moisture leading to a short.)

After the wash, rinse and dry cycles, make sure the carbon brush is still in the cap. Now remove the wires from the cap, clean the distributor and fire it up. If you have done it well, and you have no other problems like a defective coil, bad points, or cracked cap, etc., your engine will now start and run regardless of the weather.

I wash my wires every year or so and my Sprite and Triumph will fire right up, even after a long winter's nap, regardless of the weather.

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

### Fuel Pump Problems

Daniel Gomez  
Oak View, CA

This tip may save some time and effort for other British sport car owners whose cars have fuel pump trouble.

Last summer, my '65 Midget developed a particular ailment. Both float bowls would seriously overflow, flooding the engine and the ground with gasoline. This was, to the

best of my knowledge, due to dirt in the needle and seat. Off came the float bowl covers and a thorough cleaning, re-assembly and starting the motor. Flooding again. I checked the float level on both carbs - 3/4 inch, per specs! I then traveled to Moss in Goleta and explained this situation to R.B. (sales advisor R.B. Hart).

I left feeling satisfied with my purchase of Grose-Jets, the sure cure for original style needle and seat difficulties. After installation of the Grose-Jets-same dilemma.

To make a long story short, after several inquiries to mechanics familiar with S.U. carbs, (all said the same thing, dirt in carbs) I happened to ask if the fuel pump could possibly develop too much fuel pressure. This wise mechanic confirmed my hunch and informed me that 3-4 lbs. fuel pressure was the max the pump should develop.

I hurried home, dug out the pressure tester and my worries were over. 12 1/2 lbs. of pressure were coming out of old faithful.

A trip to the local parts store and the purchase of a pressure regulator had me back on the road again. I will replace the fuel pump and keep the pressure regulator in place, knowing that should the fuel come flowing from the float bowls again, it is dirt!

(Daniel will receive a gift certificate for his contribution. However, we'd like to point out that there's no imaginable way that an S.U. pump could put out 12 1/2 lbs. of pressure. Our guess is that Daniel bought his Midget with an inappropriate aftermarket pump installed-Ed.)

### TR2-6 Clutch Cross Shaft Pin Placement

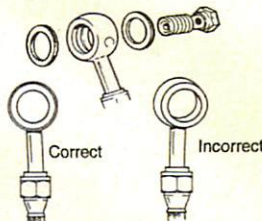
There are three holes in the clutch cross shaft arm on all 4 cylinder Triumphs. The slave cylinder's push rod fork should always be connected to the middle hole, the

other two holes being present for use on different Triumph models. However, the top hole, if used, would increase clutch travel relative to pedal movement, but with quite an increase in pressure at the pedal.

Don't forget to re-adjust the push rod after replacing the gearbox or working on the clutch itself, as felt between the push rod (1/16" clearance) between the push rod the slave piston).

(Thanks to Moss Europe for above.)

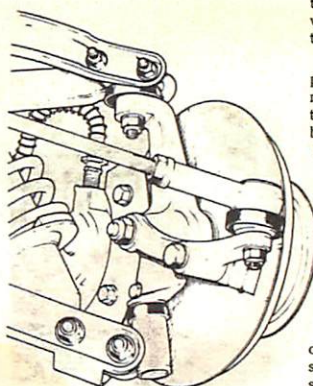
### Triumph Rocker Assembly Feed Pipe Installation



Triumphs suffer from inadequate oiling at the rocker assembly, particularly the six cylinder models. As a result, we offer auxiliary feed pipes to help this problem. However, care should be taken when installing them to align the copper washers so that they do not leave a gap, allowing oil to pass through the edge of the banjo bolt. Simply making sure the washers line up with the edge of the banjo union should eliminate leaks. Don't over-tighten these either, 12-15 ft. lbs. is fine.

#### Rocker Assembly Oil Feed Pipes

TR2-4A	821-350	\$37.50
TR250-TR6	821-360	\$37.50



in the greased ball joint where it belongs and not at the tapered fitting which would cause rapid wear.

There are several methods that you can try in order to extract the tapered fitting from the steering arm. Most are aided by a good dose of patience and a cheerful attitude (at least at the start):

1. Many shop manuals instruct you to remove the unit using a "proper ball joint extractor tool". Most of these resemble a very large fork with two tapered prongs that you are to wedge in between the joint and the arm. In order to pry the unit out of the tapered hole. The trouble is that most of the "proper" tools available at your local auto parts store are probably too wide for the small tie-rod ends on your MG TD or other British vehicle. If you're lucky enough to have a proper tool of the proper size, by all means use it.

2. Another technique that is sometimes recommended is the two-hammer method. One hammer is placed against one side of the steering arm at the hole and the opposite side is sharply rapped with the second hammer. The theory is that this temporarily distorts the hole, popping the unit out. Although this apparently works at

times, or for some people, most of us mortals have a higher probability of winning the state lottery and using part of the winnings to buy a car that doesn't need the tie-rod ends removed.

3. If the fit isn't too tight, it may be possible to simply tap it out by backing the nut off to the end of the threads (to protect the male threads) and striking the nut from below with a hammer. Normally this isn't too productive and you are risking damage to the tie-rod end unit and possibly bending the steering arm. Application of heat from a torch to the steering arm at the hole may help, but you will probably destroy the rubber seal in the process, possibly set the grease on fire, and will most certainly burn your fingers when you forget that the whole area is now very hot.

4. If you have access to a small wheel or gear puller such as would be used for steering wheel removal, this may be your salvation. Most of us normally think of a puller as "pulling" with the outer arms. But by the laws of physics, in order to pull with the arms, it must also push with the screw at the center with the same force and this force just might push the tapered fitting out of the steering arm.

Here's a technique that worked well for me recently on my MG TD when I had given up all hope, short of purchasing a special tool made to fit my car. Back off the nut at

the bottom of the tie-rod end, just far enough that about half the thickness of the nut has come off the threaded male part of the tie-rod fitting. Place the center part of the puller into the hole in the nut and against the threaded portion of the fitting. The nut forms a receptacle that will keep the center of the puller from slipping off the male threaded piece when force is applied by tightening the screw. Insert the arms of the puller between the tie-rod end and the top of the steering arm on opposite sides of the hole and begin screwing in the center part of the puller. As you tighten, the tapered joint becomes more and more stressed and at some point after sufficient force has been applied, the unit should suddenly break free with a pop. The nut that you left half way on will stop the unit from coming all the way out of the hole when it hits the bottom of the steering arm. All that remains is to simply remove the nut the rest of the way and lift out the tie-rod end.

Now that you have the pesky tie-rod end removed from the steering arm, it would be a good time to do all the maintenance and restoration work needed in the general area so that it will be a long, long time before you have to face that tapered fitting again.

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

## Now In Stock! Concourse Quality Original Style Austin-Healey Turn Signal Assembly

Fits Austin-Healey 100-6, 3000 with adjustable steering columns.

This much needed turn signal assembly has been unavailable to Austin-Healey enthusiasts for decades. We produced the tooling from an original unit and remanufactured it to the highest of specifications. We also went to great pains to reproduce the original style fabric-bound wiring sub-harness as well.

In other words, you asked for it, we reproduced it for you!



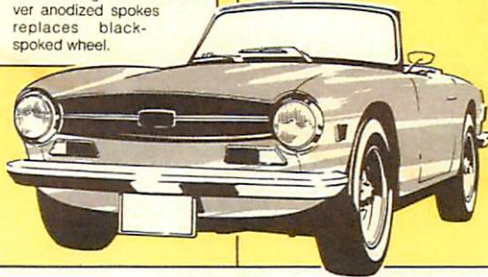
Turn Signal Assembly

853-810

\$249.95





1968	1969	1970	1971
<h1>TR6 HISTORY</h1>			
 <ul style="list-style-type: none"> <li>9/19/68, first prototype TR6, CP25001.</li> <li>Kammann restyles body, using main substructure of the TR4/250 in an amazing 14 months.</li> <li>5 1/2" wheel replaces 5" version of TR4A.</li> <li>Provision made for front anti-roll bar.</li> <li>Twin carburetors in U.S.A., Lucas fuel injection in U.K.</li> <li>CP25003, first carbureted TR6 on record, built 9/19/68.</li> <li>Rostyle wheel covers standard.</li> </ul>	<ul style="list-style-type: none"> <li>First year of production.</li> <li>TR4 type 16P brake caliper replaced with 16B type.</li> <li>Black-spoked steering wheel with pierced holes.</li> <li>Chromed valve cover.</li> <li>Windshield surround in body color.</li> <li>Laycock de Normanville A-type overdrive carried over with TR250 gearbox.</li> <li>Rostyle wheel covers standard to CC50000.</li> <li>Seats feature "breathing material".</li> </ul>	<ul style="list-style-type: none"> <li>New disc wheel with 15 hole pattern.</li> <li>Painted valve cover replaces chromed version.</li> <li>New inlet manifold on carbureted cars.</li> <li>Steering lock introduced on export cars.</li> <li>Ignition switch moved from dash to under column.</li> <li>Windshield surround now black regardless of body color.</li> <li>72 spoke wire wheels still offered although they receive little mention.</li> <li>New steering wheel with silver anodized spokes replaces black-spoked wheel.</li> </ul>	 <ul style="list-style-type: none"> <li>Stag type gearbox parts used.</li> <li>Seven blade fan substituted for 8 blade at CP52420.</li> <li>Square reflectors under tail lamps. (1971 U.S.A. cars only.)</li> </ul>
			<ul style="list-style-type: none"> <li>Compr 8.5:1 t/s suffers</li> <li>New exhaust borette</li> <li>Gas ta to 10.2</li> <li>Rear sp brace</li> <li>Grease delete</li> <li>Brake again, ric thr</li> </ul>



**▲ Two Bears Racing: News from Mid-Ohio Raceway**

The United Telephone Vintage Grand Prix at Mid-Ohio the last weekend in June could have gone either way for the Two Bears Racing MGA coupe. Concern over changes made to the car included the freshly rebuilt engine, the new close-ratio transmission, the recently acquired limited slip differential, and the new wheels had us wondering how the whole package would perform. And, if we missed anything...

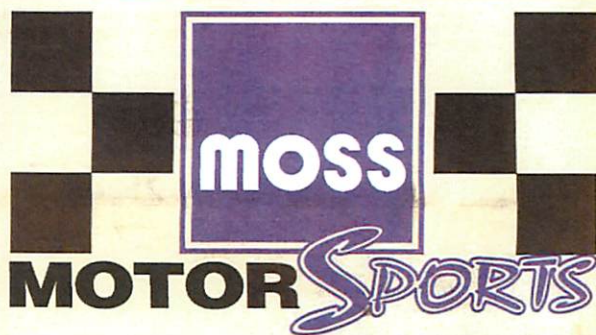
The long Ohio winter had also left some rust on the driver. How long would it take to get up to speed?

The weather was also of some concern; 50 degrees and wet is definitely not normal for Ohio in June.

Thursday saw the first hard running of the engine - it was strong and more willing than ever, and the new gears were great. Friday morning, the track was damp and we were the fastest MGA out there. Friday afternoon saw us match our best times ever at Mid-Ohio. Things were looking good.

Saturday's qualifying saw us another 3 seconds faster, and grid positions had us third in class. Hold off the Healeys behind us, and a trophy was in the bag. Sunday's feature race saw us yet another second faster, and some bad luck for the fastest car in our class gave us a class second place. Not a bad start for the season. The best part was that this all happened under the watchful eyes of Ken Smith, who was in with the Moss motorhome for the giant Triumph celebration. Ken got much of the weekend on videotape for the folks back at Moss. Hope it makes a good impression, because it's nice to have the largest British parts supplier backing you. Also, a big thanks to local Moss Distributor, Dave Mack, for all his help (again) in getting the car ready for this year.

Gary Harrison, Brecksville, OH



**▲ Good News and Bad News**

Race 2 of the 1992 Vintage Racing Season, a VARA event, was April 4-5 in Las Vegas. This was a good news/bad news weekend. First, the good news. Out of the three races over the weekend, I got 3 third place finishes, competing against stiff competition.

Now, the bad news! On the third lap of practice on Saturday morning, a TR4 went off the track on my left. This occurred while I was passing him on the inside, in the only high speed corner of the track. He was just ahead of me and when he came back, he hit me in the driver's door. Going about 90 miles an hour, I went off into the desert to the right. As for me, I was OK! The car took a hard lick (see above). The damage was little more than skin deep, thanks to the roll bar and side protection. After some evaluating and serious bailing wire work, I raced the weekend away.

I will be up to see you for some body parts and new Moss decal!

Bill Haislett, Pasadena, CA

**◀ Pre-War and MG-Ts Invade Road America**

May 28-31, 1992 - Twelve beautiful pre-war and MG T-series cars registered and raced at the SVRA event at the Road America facility, Elkhart Lake, WI. The participants and their cars (front row):

Richard Hansen in his 1939 SS100 Jaguar, Dale Powers in his 1933 Bentley 4 1/4 liter, Augie Pabst with a 1928 Bentley, John Kleen and his 1927 Type 37 Grand Prix Bugatti, Bob Wilson with his 1937 Morgan Plus 4, Marv Primack with his rare 1948 Lister MG, and Joe Buchmiller in his 1955 MG TF.

Back row: Scott Hansen with his 1955 MG TD, Rey Navarro and his 1948 MG TC, Tom Moore in a 1948 MG TC, Don Boehme in his 1949 MG TC and Jeff Powell with his 1947 MG TC.



72

1973

1974

1975

1976



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- Major U.S.A. restyle.
- Black plastic air dam introduced.
- J-type overdrive introduced; overdrive on 3rd and 4th gears only.
- New steering wheel and instruments including "inverted" small gauges.
- Union Jack decal replaces TR6 logo on rear fender.
- Air intake flap on cowl replaced with plastic grill.
- Voltmeter replaces ammeter.
- Commission plate moved to left hand doorpost.
- Wire wheel option ends in May.
- Flat black wiper arms replace chromed versions.

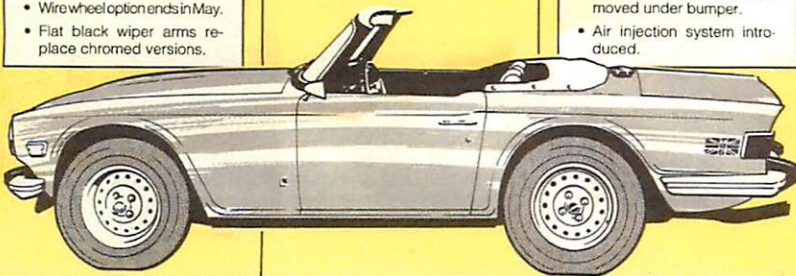
Note: Certain specified changes occurred at chassis points only, and have been placed into the appropriate year. Factory records are not always clear; we have been as accurate as possible in this limited space

- New interior trim includes center door pull.
- Chestnut and Beige trim offered in fire-resistant material.
- Full tonneau cover now standard.



- Rubber bumper overriders introduced to U.S.A. market to meet federal regulations. (Late 1974.)
- Front bumper raised.
- Amber/white indicator lamps moved under bumper.
- Air injection system introduced.

- Triumph styled hardtop continues to sell well until end of production.
- Last P.I. TR6 built on 2/7/75.
- Front indicator lenses amber.
- Last TR6 built on 7/15/76, CF58328.
- Some 1976 TR6s were sold in 1977 and may be registered as such.



**▲ I'm Proud of You, Just Don't Ever Do it Again**

Ever since I was a kid, I have loved MGs and racing. I was so excited when I finally got my MGB GT, and even though I was having a great time blasting through the canyons of Colorado, I still wanted more. I wanted to go racing.

Everyone told me I was crazy and that there was no way I could do it, until I met John Kelsey. John ran a small shop from his garage working on British vintage racers. When I told him my dream, his reaction was different than most. Instead of laughing, he offered me a job. He had a '63 MGB in his driveway, and the deal was, he supplied the parts and I built it. We spent that winter working on the 'B, as well as other projects. I worked on Sprites, various Loti, as well as Minis and a Morgan (never again). To say it was educational would be an understatement. I learned more about my own car, as well as how to modify a car for performance (not to mention getting around rules).

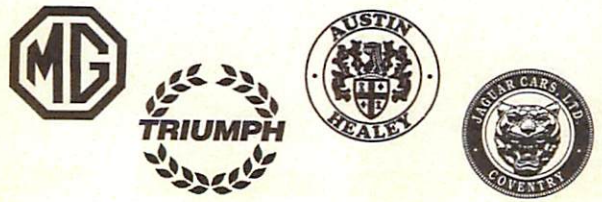
He also taught me to drive. Four wheel drifts in a '77 Ford van around Second Creek raceway teaches you a lot. After one season, I was ready for my own car. I slowly built an MGB for the last race of the season. With still more help from John, I got a job here at Moss Motors, and made the long drive to California in my MGB GT, leaving the race car in Colorado and going back periodically for the occasional race.

The last time was last month when I raced at La Junta in southern Colorado. I met John at the track on Friday for a test session. On the track John was in his Mini and I in my 'B and we were both chasing down a full-race Midget. Going up the front straight I pulled out and passed John going into Turn One. As I passed, we looked at each other and then back at the track. After the test session, John approached me, smiled and said "you b\*\*\*\*, you passed me, I'm proud of you, just don't ever do it again". That was the best race weekend I ever had; the car ran flawlessly, and I finished 3rd in class.

That was the last time I ever saw John. He was racing in Copper Mountain, Colorado over the 4th of July weekend and was killed when he flipped the Midget he was driving.

I will always remember the fun we had at the track and how much he loved to race. He never had money, but he could always get race gas and entry fees. He taught me most of what I know, and without that I would not be what I am today, and my dream of racing cars would still be just a dream. As loud, obnoxious, and stubborn as he was, he was a great friend and I will miss him at the race track in my life.

Jonathan Lane, Moss Sales Team



**TR2-3 Dash Grab Handle**

Not only does this dash handle add a nice touch of chrome to your cockpit, it reassures a passenger not totally comfortable with low slung TR doors! This chrome-plated handle is a reproduction of the most popular style handle fitted to the TR2-3. Some early handles were black and of a slightly different shape, but this most common handle looks great and fits all cars.



Dash Handle 633-045 \$28.50

**Wanted:**  
New Triumph Enthusiast for Our Team

Interested in becoming an expert in the British sports car industry? We are currently looking for technically-oriented applicants for a Sales position which offers an opportunity for career growth. We are specifically interested in someone who is very strong in the Triumph sports car range. Please send your resume (absolutely no phone calls, please), salary requirements and references to:

**Moss Motors, Ltd.**  
7200 Hollister Avenue  
Goleta, CA 93117  
Attention: Sales Manager

**Now Available in Both Black and Chrome Style TR6 AMCO Luggage Racks**



AMCO luggage racks were a popular dealer-installed option when your TR6 was new. Although the factory may have forgotten most people like to travel with your luggage, your local British car dealer remembered!

Now you can choose between our highly polished chrome or our high gloss black satin rack, depending on your preference. Once you mount one of these quickly installed luggage racks, you will wonder how you ever drove anywhere (comfortably!) without one.

AMCO Chrome Luggage Rack	646-100	\$124.95
AMCO Black Luggage Rack	646-110	\$124.50



## Moss Upholstery, continued from page 1.

thing if you gave them the time.

### Wall to Wall Carpet

In the cutting area, I watched Michael cutting out a black Austin-Healey carpet set. First the thick, wool carpet is rolled out smooth, face-down on a 12 by 6 foot table, then plexiglass pattern templates are laid down and traced with a china marker. This patterned carpet is placed on top of a stack of carpet several layers thick and clamped together with metal spring clamps. Mike then takes up his power cutter, a motorized type of sabre saw with a scalpel-sharp blade and begins to cut out the pieces of the kit. I noticed that Mike wears a steel mesh glove (the same sort as used on scuba diver Valerie Taylor's shark proof suit) on his left hand to protect his hand from the blade as he guides the saw through the complex curves of carpet that cover the firewall behind the Austin-Healey's pedals. I couldn't help but ask whether the glove ever comes in handy. "You bet! It saved me from some bad cuts."

### Cover Your Seat

Also working in the cutting area, Eliceo was getting ready to cut a Moss leather seat kit for an MGA. I was amazed when, from a rack of dozens of long boxes, he selected one and drew out a long roll of the most beautiful, glove soft, red leather. All Moss leather upholstery kits are made from domestic, vat-dyed leather that is carefully matched for surface quality, grain and feel. With vat-dyeing, the color penetrates through the leather so completely that scratches hardly show, and also, vat-dyeing improves breathability and wear of the leather. The smell of the red leather was overwhelming as he spread the hide across one of the large tables. It was unquestionably the biggest hide I had ever seen, 55 square feet! Obviously from some very well-fed, mutant cow! Eliceo then took up a china marker and explained that the first job was to mark the flaws in the leather so they would not show



Much of the upholstery detail work is done painstakingly by hand.

up in the finished kit. After all the tiny holes and blemishes in the leather were circled, he began placing the plexiglass templates onto the leather, jigsaw puzzle fashion, avoiding the circles. Just like Mike's carpet, the templates are traced with a china marker to show not only the cut lines, but where pleats and fasteners should be attached, then the tedious task of cutting out the pieces by hand with scissors begins. After all the leather pieces are cut, the process begins all over again as Eliceo cuts out matching

pieces of 1/2 inch foam for padding the seat covers.

From the cutting area, the seat covers and padding travel to the assembly area where the sewing and attachment of hardware is done. Jenny, Virginia, Betty and Gina are four of the seamstresses working in this area and in charge of "my seat covers". These very talented ladies not only sew, but cut top and seat kits and assemble panels. First the seat bottom and back cushions are pleated by folding each pleat along a penciled line and then stitching through the foam backing. All the thread used in Moss upholstery kits is high quality Dacron thread. Dacron, the best thread you can buy, is used in favor of nylon because it withstands sun and weathering much better than nylon. After pleating, the covers are trimmed to shape, readying them for the piping and side panels to be added along the edges. To finish the job, the seat back panel is sewn to the completed front panel. All loose strings, excess leather and padding are trimmed to ensure that the covers fit smoothly



Each piece of exterior or interior requires the use of several detailed templates.

when fitted. Then the cover is turned right side out. The center armrest cover is pleated, piping added and assembled. The entire kit is laid out on a table, checked for completeness, placed into a heavy duty bag, labeled and packed into a box, ready for shipment to any eager MGA owner.

### Knocking Out Door Panels

Another example of the work done at our Upholstery Facility—the most labor intensive of all—are the upholstered door panels. Watching Gina and Sergio fabricate dozens of early MGB door panels was an education in itself! Each panel starts in the cutting area, utilizing high quality bison grain vinyl and 1/4 inch foam in the same process as with seat covers, templates, tracing and cutting. The foam is used for a backing material to give the panels padding and bulk. All the bits travel to the assembly area where the seamstresses piece the vinyl together along with contrasting piping to fabricate the outer cover for the door panel. Then the completed outer covers are stitched to the padding. This completed cover goes to another area where it meets up with a rot-resistant mahogany backing that is die-cut to shape, with all necessary holes for window winders and attachment hardware. The cover edges are trimmed to a more exact shape, matching the door panel's wood backing. Then the edges are folded over to the back and stapled into place. Each small tab of vinyl must be folded over and stapled into the mahogany backing along all sides of the panel. Upon closer examination, I discovered that one rear quarter side panel contained over 250 individual staples! Once completely stretched and stapled, the excess material is trimmed off. Then the pieces are sorted into sets, each set placed into a box and labeled.

### Of Tops and Tonneaus

Another process that seemed almost magical to me, was the manufacture of an MG TD top and half tonneau. After Jenny had assembled the major part of the top, she then began to install the rear window. It starts out as a sheet of flexible plastic sewn to a matching piece of canvas to protect it from scratching during the assembly. This piece is then sewn over the traced outline of the window in the back of the top so the plastic is sandwiched between two pieces of canvas. The outline of the window is cut into the top on the outside, leaving enough fabric to form a smooth seam around the window. Then the edges are folded under and stitched down. After the outside is finished, the interior piece of canvas is cut away, the edges trimmed and—voila, a finished rear window! I was amazed at the precision with

which Jenny produced the top. She obviously knew exactly what she was doing, as many times she worked entirely by eye, producing some of the most beautiful, perfect seams I have ever seen, (and if you don't know how hard this really is, try sewing two pieces of fabric together with an arrow-straight seam and perfectly sized stitches!) Virginia produced a half tonneau in a similar manner but added elastic tie-down strips with leather heads. She then installed hardware into the leather heads using a small hammer, punch, and anvil.

Some of the recurring themes at the Moss Upholstery Facility are the use of quality materials, concern for originality and the care and hand work that go into each piece of these kits. After my behind-the-scenes look, seeing how much work goes into these kits, it's hard for me to believe that Moss can sell them for the low



Virginia assembles TR4 tan vinyl seat covers.

prices that we do! Hopping into my worn, saggy MGB seats to make the trip home, I began mentally making out my shopping list—I had the new upholstery bug in a bad way!

As a final note, if all this talk of new upholstery has got you hankering to replace your old, worn out interior, (as it did me), be sure to take advantage of our "Save Two Ways Sale", and save from 8%-15% on every upholstery order! While picking out your new kit, we suggest you renew the foam cushions and diaphragms of the seats also. The finished look and wearability of your new seat kit is greatly dependent on the foundation beneath the covers. Check your catalog for availability of these items, and if by chance they are not available, a reputable upholstery shop should be able to renew your existing seat cushions and diaphragms to a "like-new" condition. Then you'll be ready to get out and enjoy your British classic in high-style this summer!

MOSS

## 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 September 21, 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. Send payment with ad to: Classic-fied Ads, 400 Rutherford Street, Goleta, CA 93117.

**1967 Austin-Healey BJ8:** No rust, 53,000 miles, \$21,500. Phone 209-599-3095.

**1968 Austin Healey Sprite:** New generator, regulator, battery, brakes, tires, and exhaust. Rebuilt trans, spare head, air pump, distributor and more. \$2,500, O.B.O. 916-332-0815.

**1971 MGB GT:** 75% restored and left to sit 4 years ago. Weber carb. tow-bar, extra doors, hatch, new hood, Mag wheels, and originals. Headers and Monza exhaust. Pleasetow out of my driveway. #1,200. Lou, 305-754-4123.

**1979 MG Midget:** 21,000 original miles, brown/saddle interior. Showroom condition. Absolutely like new. One of the nicest midgets in Arizona. Will send pictures. \$5,200. Call Greg, 602-296-5075, AZ.

**1972 MGB GT:** 92,000 miles, white/black interior. Steel wheels. Very original car, minor trim replacement only (seat covers, some carpet, dash cap), original radio. One repaint - presentable condition. Very good mechanically,

carbs. rebuilt, new exhaust, tires. Floors solid (no perforation), no visible rust or body damage. \$2,300. Now daily driver after years of inside storage. Les Neidell, Tulsa, OK. 918-631-2943 days, 918-481-0227 nights.

**1960 MGA 1600 Roadster:** Disc wheels, recent engine and gearbox overhaul. Hydraulic system restored. Excellent body, rust free California car. Many spare parts. Needs paint and interior. Drives, with current registration. \$8,500. Call Skip, 818-966-8073 or Ed, 503-247-4441.

**1966 MGB:** With Buick 231 V-6 auto. Engine and drive train on, needs some assembly and paint. Chrome knockoffs, new Michelins, many new parts or re-chromed parts. New window glass and rubber. Body excellent. Too much to list! Over \$6,000 in receipts. \$2,900 O.B.O. Phone 818-335-9883.

**1960 MGA 1600 Roadster:** Full ground up restoration. Engine balanced, Stellite valves

and silicone bronze guides. Old English white, full "Moss superior" red carpeting. Red leather seats, new top and tonneau, disc wheels. Show winner. Photos available. \$12,500. Jim Flankey, 407-886-3347, P.O. Box 437, Clarcona, FL 32710.

**1950 Riley 2 1/2 Litre Saloon:** Full ground up restoration to 1953 mechanical specifications. Full tan leather interior. Autumn red and beige. Have all original running gear and many extras. 5 shows, 4 "Best of Show". Refer to Rileyfax Vol. 12#2 (1984) and Vol. 3/4 (1986). Photos available. \$22,500. Jim Flankey, 407-886-3347, P.O. Box 437, Clarcona, FL 32710.

**1956 100-4 BN2:** Good running, sharp looking, not restored. \$15,000. Offers considered. Photos available. Contact Don, 808-879-7508, evenings.

**1961 MGA Roadster:** Red with wire wheels. Mechanical condition, body, top and paint, all very good. No rust. Photographs available on request. Ralph Jacobs, P.O. Box 972, Mendocino, CA 95460. Phone 707-937-1801.

**A rare find! 1955 MG TF 1500:** 22k original miles, wire wheels, luggage rack, new top. Excellent mechanical condition, always garaged, no rust. Beautiful green. Serious callers only 209-533-0567.

**1966 MGB GT:** Restored rust free Southern California black plate estate car. 76,000 original miles. Bare metal repaint to original Old English white. New chrome, seals and trim. Correct new interior. \$12,500 in receipts. Best offer: 619-236-1722.

**1980 Triumph Spitfire:** Sound mechanical condition, original tan interior, chocolate exterior. Rebuilt engine with 600 miles on it, 28,000 miles total on car. Needs minor paint and body work touch up. New convertible top (has hard top too). It has had tender loving care. \$5,500. 217-793-3088.

**1963 Triumph TR3B:** ID#TFCF1736. White with black interior. New engine, new transmission, new electric overdrive, new interior. Recent brakes, starter, battery and generator. Garaged within one minute of San Jose International Airport. \$10,500 or best offer. 408-436-1260 days only, ask for Dave. Trades considered.

**1963 MGB:** easy restoration or everyday automobile, side-draft Weber, synchro transmission, 12V negative ground, many extra parts, large and small included: original non-synchro transmission, SU carbs, 2 British Mini-lite (magnesium) wheels, 4 Special Edition wheels. Off to grad school, no time to do restoration. First \$2500 takes all 415-882-3136, Logan.

**1980 TR8 Roadster:** Probably the finest example in existence. Immaculate condition, meticulously maintained, many high quality upgrades and improvements. Less than 25k miles, call for details. Asking 14k. 714-969-9014.

**1967 MGB GT Special Edition:** Super straight rust-free body, factory overdrive, mostly original BRG paint, alloy hood, chromed wheels. Good running condition, great restoration potential. \$3500. Chris Nowlan, Moss Motors, 805-968-1041.



## Sports Car Gallery

Sports Car Gallery features your British sports car photos 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.



▲ My newly restored 1968 Sprite is my first attempt at a project of this type. With one under my belt, I would next like to tackle a BJ8. Thanks to your staff for all of their great help. Scott Churchill, Winter Park, FL.



▲ This photo of a beautiful 1962 MGA 1600 Mark II was taken in May of 1991 after the completion of a 100% frame-off/body-off restoration.

The car was a used one I purchased in 1967 for my son Craig, who was then a student in college. It was driven regularly until 1971 when it developed clutch problems. It became a "basket" case for the next 20 years.

To junk it or restore it became the question. I contacted Larry Knabe of Red Horse Restorations of Braham, Minnesota and Shawn Mattaini, of Cottage Grove, Minnesota for his analysis of the engine and drive train components. It was decided that to go for a #1 condition was the only way, although probably the most expensive. The availability of parts from Moss Motors in California and the recommendation of Chris at Moss made it feasible.

Craig, now living in Boulder, Colorado, was presented with the finished product on his 44th birthday. It was a complete and tearful surprise. Although it is a "100 point" car, it will be driven during the summer months for the "fun of it".

The coordination of everyone made this a fun experience. The car is proof of it and will hold its value for years to come.

Girard Minea, Mendota Heights, MN

### What a Gift!



### ◀ Winning TR6!

It was a 2 1/2 year full restoration project - ground up, frame off, engine, front and rear suspension, etc. This 1976 TR6 has overdrive and a factory hardtop, and took a first place award in the foreign sport category at the Houston Autorama (Nov. 1991) and an award at the Houston All-British

Motor Vehicle Expo (June 1992). I just wanted to say many thanks for all the parts, technical help and support from the Moss crew over the years!

Brian Zuchowski, Webster, TX



▲ I attended my first MG marque day this past weekend, had a great time and met many interesting people. The car I brought was my father's 1955 MG TF 1500. It won the People's Choice award for best T-series at the event. I bought the car a year ago. At the time, I was looking for a Corvette to restore, and came across this basket case TF in the same garage. Since my first car 20 years ago was a '53 TD, I immediately fell in love with the homely looking TF. I started restoration the next day. From the beginning, I decided to make the car as close to the way it came from the factory in 1955. It had been 20 years since I helped my father restore three TDs. My first call was to Moss Motors to see if they were still around and if so, what parts I could get for the TF. By the end of the week, I had a fresh catalog in hand and was busy making out my first order.

From the very beginning, my father and I got hooked up with one of your qualified salesmen, Stu Bowman. We explained to Stu that we were trying to restore the TF to original specs. He was extremely helpful with our ordering, and in some cases, on very visible items, went to the warehouse to hand-pick parts for us. I sold the car to my father upon completion so that I could purchase two unrestored T-series cars. I would like to thank Moss for still being there making the many needed parts to keep our cars on the road, and all of its fine staff for the helpful and caring attitude over the past year. As a final note, the day after the Moss MG marque day, we attended the Gold Coast Classic in San Luis Obispo and won Best of Show.

Eric Hendrickson, Thousand Oaks, CA

## My 1992 MG Marque Day

Linda Yockey, Torrance, CA

June 6 was marked on my calendar as "MG Marque Day/Moss Motors!" Early Saturday morning, after loading a few swap meet odds and ends that my TF was no longer in need of, off I went on the 405 to the 101, past Santa Barbara, to Moss Goletta. At 10:30, I was later than I had planned on, and was surprised to see what seemed like hundreds of incredible examples of MG history lined up as far as my prescription-sunglasses eyes could see.

The Moss parking crew had room for my MGB GT and I at the rear of the building. I was reassured to see that we were in good company, surrounded by dozens of beautiful MGs in every colour and design imaginable, sharing an obvious common trait - they were all in beautiful condition. I immediately made the same mental note that I had made at the 1991 marque day - to get back to work on my car, and get it into shape for next year's MG marque day!

Up on "swap meet hill", the bargains were flowing! Within a short half hour, I

had sold my bits and pieces and my pockets were heavy with profit! It was now time to immerse myself in the Moss swap area and see how fast I could get rid of it! Fortunately (or not, depending how you look at it), I found a deluxe leather upholstery set for my 'B in light tan for only \$200.00 (it has a tiny, barely noticeable scratch on the back of a wheel arch panel). What a deal, more than half-off regular price!

Everywhere I looked, there were MG fanatics talking, laughing, showing off their cars and trading restoration secrets. The local MG club had a great BBQ area set up, so I grabbed a cheap burger and soda and went off to take photos to taunt myself with later!

MG beauties were everywhere. I wandered by a superb 1958 Arnolt MG, a Cooper race car, and a very nasty race-prepped MGA! I even wandered by a hard to find MG 1100!

Something new this year that caught my eye was a contest area in front of the

Moss R.V. where I watched a woman do a spark plug change in what seemed to be record time, and a guy I recognized from my Los Angeles MG club do a zippy wire wheel swap. Deciding not to subject myself to sure humiliation, I went off to the counter to pick up a few tune-up parts at the 10% event discount!



The Moss MG Marque Day showroom counter seems to be great place to meet fellow MG enthusiasts. October 3rd is our Austin-Healey Marque Day, with all British cars invited!

What a surprise! The entire showroom had been remodeled and all sorts of mouth-watering parts and accessories I wanted but didn't need gleamed on the walls. Sitting down at a handy table with a pen and catalog, I found myself across from one of my fellow neighborhood MG buddies, debating the pros and cons of stock vs spin-on oil filters. I went with the spin-on; I like to make sure I change my oil every year or so! While waiting in line, I checked out a great-looking display engine. Yes, indeed, someday I know that I, too, will have an engine that you can eat a meal off without out dying of dirt and oil poisoning. Actually, I did buy a set of the Bumblebee

ignition wires since they looked so good!

After another hour or so of chatting with fellow MGers, I was ready to call it a day. Clutching my new upholstery kit, I could practically feel the smooth leather upholstery lining my cockpit, the scent of new leather permeating the air... Thinking about next year's MG day, I pictured myself receiving a standing ovation from the crowd, over the perfection of my 100 point restoration. Oh well, at least I can shoot for a tune-up and (perhaps) my new upholstery kit installed by next year!

(Linda will receive gift certificate for her contribution.)

### Triumph TR6 License Plate Lamp Assembly



your license plate, as required by law in every state.) Now might be the last time you are able to replace your tired original lamp. Due to the complexity of the design, we are unlikely to reproduce these in the future.

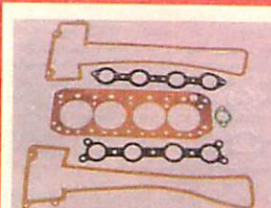
License Lamp Assembly

544-220

\$172.25

We have found possibly the last batch of these genuine (and obsolete) Lucas lamps. (This lamp mounts on the top face of the rear early chromed bumper and illuminates

### MGA Twin Cam Head & Conversion Gasket Sets



Rebuilding is easy with our complete gasket sets for your Twin Cam!

Unavailable for many years, these sets have been reproduced on behalf of our Moss Europe MGA specialists at Moss Darlington. (Conversion gasket not pictured.)

Head Set	296-460	\$91.50
Conversion Set	296-465	\$47.50



## The Glory of the Open Road

Chris Nowlan, Product Development Manager

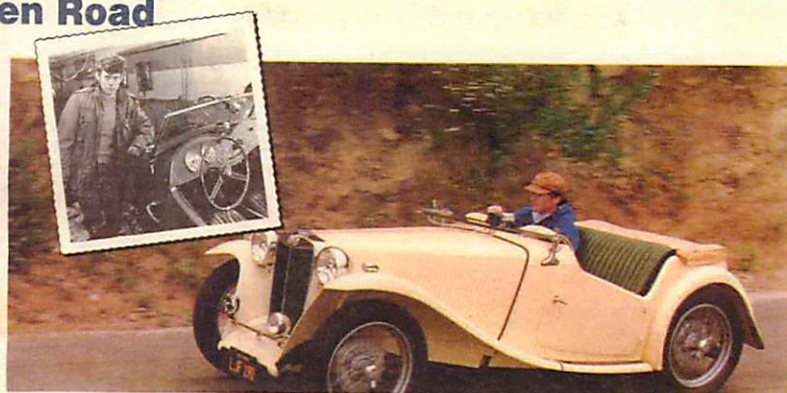
I consider myself most fortunate, as my second story office at Moss Motors overlooks the new landscaping and our British sports car display area. This does have its drawbacks, as it can be difficult to keep my mind trained on the heap of paperwork beneath my nose rather than on the cars below me and memories of past glories on the open road.

The cars are an impressive sight from this vantage point. Bob Cote's blue 1275 Midget was recently purchased as a bargain-priced driver, but true to form, Bob has managed to transform it into a sparkling clean example on a shoestring budget. Rein Gabrielson's black '65 B roadster is a clean, unrestored example with loads of authentic patina and a particularly sharp original red tonneau cover. David Eichelbaum's TR250 still sports its original Signal Red paint and silver racing stripe. The TR250 has the most incredibly wonderful exhaust note; it invariably catches my undivided attention every time David fires it up.

It's my own cream TC, however, that gets my vote as the most beautiful of the bunch! The view from my window is above and behind the car. I can take in the long angular bonnet and narrow cockpit sandwiched between the most beautifully curvilinear set of fenders ever put on a British sports car. But it's the dashboard that really speaks to me. Set into the mellowed black walnut fascia is an array of green-faced Jaeger gauges only slightly less impressive than those on a Handley-Paige bomber. Above and beyond all the regular stuff, I've got oil and water temperature plus vacuum/pressure and a fully operational 0-14000 ft. altimeter! It's the dash that beckons me to come on over and take a drive down memory lane.

I bought my first TD in 1968 and can vividly remember that original test drive off the used car dealer's lot. \$600 bought a whole lot more back then, but to say that this car only needed a little work was a gross understatement that only a used car salesman could say with a truly straight face. None the less, it was a thoroughbred sports car to me. Every shift was an adventure and every new mechanical noise a mystery to be pondered. By early spring of my senior year in high school, I had the TD back on the road after an intensive winter rebuild.

There is perhaps no place more beautiful than springtime in Massachusetts, and no better way to experience it than from behind the wheel of an open sports car. With cheap gas and plenty of time, I spent glorious hours exploring the back roads of rural New England. The miles would click on by as I passed through one town after another, perhaps stopping along the way to check out an interesting old car sitting in a field or stuck behind some old rundown gas station. In those days, old interesting cars were usually left to do whatever it was that cars were supposed to do in their old age. As often as not, these nearly abandoned relics could be bought cheap if the owner could be tracked down, which was usually the hard part. While I did eventually buy a few neat cars as a result



of these drives, my meager finances relegated most encounters into the wishful thinking category.

By 1972, I had completed a frame-up restoration on my first supercharged TC. While the practical side of me kept saying "don't drive it, keep it for the Concours circuit," the other side said "what's the good of it if you can't drive it?" Fortunately, the driver in me won out and drive it I did. With supercharger wailing, I drove that trusty TC for thousands of miles, many of them permanently etched in my mind. From heart-stopping hill climb runs at the GOF at Waterville Valley, N.H., to roadside picnics with my wife-to-be on a glorious springtime day, my memories remain clear, as though it was just yesterday.

Since moving to California in 1975, much of my serious TC motoring has been club-oriented, and particularly revolves around the adventures of getting to and from the major west coast MG T-series meets (GOFs in the parlance of the initiated). These trips are true adventures. The longer the drive, the more difficult the misfortunes, the more memorable the event! It's really that simple. I've done valve jobs by the side of the road in Utah, climbed Pikes Peak at 7:00 am and froze my buns off along the Oregon coast.

On a particularly memorable drive from GOF East in Hershey, PA to GOF West in Lake Tahoe, CA, Chris Kepler (Moss Motors' General Manager) and I found ourselves crossing the salt flats in Utah. The sight of mile upon mile of perfectly flat virgin white salt conjured up all of the stories of MG's glorious record breaking days with EX135, EX179 and EX181 and heroes of the MG history books, the likes of Goldie Gardner, George Eyston, Ken Miles and Phil Hill. As I shared these stories with Chris, I began to focus in on sharp clear tire tracks criss-crossing the salt, immediately adjacent to the slightly raised asphalt highway we were on. While there wasn't a car in sight, that salt was beckoning me to share in the glory of my MG Heroes. The

thought of actually driving on the salt with a supercharged TC was just too irresistible. So with Chris Kepler mumbling something about "bad idea", I slowed down to make my grand entrance and grand it was, at least for the first 25 feet or so until the TC proceeded to sink up to its running boards in Morton's precious inventory! So there we were, 2:00 pm, 105 degrees, not a blade of grass for 40 miles, basking in the glory of the world's shortest flying record run! With Chris mumbling something like "I told you so," I carefully pondered my next move!

This particular episode had a happy ending as the very first vehicle to come along pulled us out and we were on our way—via the paved stretch—in no time at all. Obviously the thousands of miles of smooth sailing are therapeutic at the time, but it's the misadventures along the way that become the basis for my fondest memories.

So there my TC sits, beckoning me to embark on yet another adventure. This year's drive will take my old friend and frequent co-pilot, Paul Johnson, and I to Grand Teton, Wyoming for GOF West during the first week in September. It's still over two months till we depart and I've already started my intensive annual inspection. In 3,000 miles we are bound to have a few exciting moments, but nothing we can't handle...I'll always have room for a few more memories.

Why not plan your own adventure? Our cars are meant to be driven. Sure, you may need to check your car over prior to departure, and it's always a good idea to carry a good selection of tools and a few carefully chosen spare parts. Reasonable preparation will not only minimize your problems on the open road, but will give you renewed confidence to embark on a Saturday morning drive once you return.

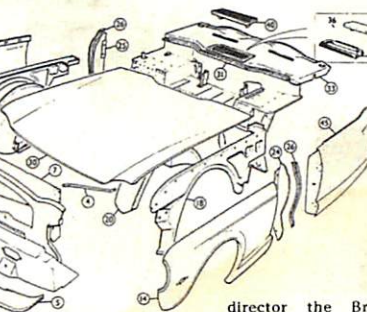
Traveling with a group can be very reassuring and add to the fun. So why not build your own memories of the open road? After all, isn't that really what it's all about?

## British Motor Heritage to the Rescue Again!

MGB, Midget and TR6 Body Shell Releases Make Body and Related Parts Available Again

The best possible news for Triumph sports car enthusiasts has been the recent launch of the TR6 body shell by British Motor Heritage! Moss MG customers are most likely familiar with the vast quantity of MG parts now available, due to the 1990 manufacture of the MG body shell. Heritage has strongly supported the concept of total restoration around the body shell, making it a priority to remanufacture as many related parts as possible. Although in the past, British Motor Heritage has concentrated mainly on MG products (with the MGB roadster, MGB GT and Midget body shell releases), this new launch proves Heritage's commitment to Triumph enthusiasts, as well.

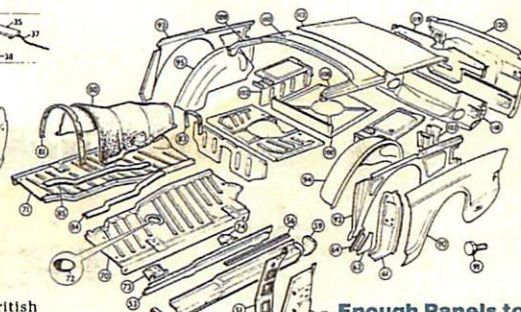
Manufacture of the new shell has not been an easy task. It was discovered that while 60% of the necessary parts were still available, the remaining 40% had vanished, along with the original body assembly jigs. Peter Buckles and Peter Wiggleworth of Moss Europe's Cox & Buckles division have played an important role in supplying many of the original parts and panels required to complete the rebuild. Over the years, the two Petes had managed to "squirrel" away almost a whole car in new original 1970s-produced factory manufactured panels, and these samples proved to be invaluable when David Bishop, manufacturing



director of BMH, needed to produce new panels for the body shell.

The expense of the TR6 body shell, due to the complexity of the production, is certainly going to scare off many of us here in the U.S., who know that, even on the east coast, a mildly rusting and running TR6 can be found for about the same price. Where we will really benefit here is with the influx of all sorts of previously unavailable restoration parts to the market! Heritage's intention is to offer all panels that are available on the body shell individually, so you can replace damaged or missing panels on your every day driver TR6, without having to forego your children's college fund!

Let's keep one the last great affordable British sports cars on the road! During the '60s and '70s, the TR6 was the epitome of



the British muscle car, but it did suffer, along with many other cars of the period, from rust and the 91,850 built between September 1968 and July 1976 has steadily declined until it is now on the "endangered list". In fact, it is estimated that no more than 30,000 exist worldwide, the majority being here in the U.S.

We've been just thrown a life preserver from the people who know Triumph better than anyone. Here at Moss, we believe that supporting the Heritage body shell and rebuilding program is a giant step toward being able to have British sports cars in our families for generations to come! Join in with us to make it all happen.

### Enough Panels to Build Your Own New Body Shell!

- Front Apron • Front Fenders • Complete Doors • Door Hinges • Door Skins • Rear Fenders • Rear Deck Panel • Rear Deck Side Panels • Rear Apron • Trunk Lid • Trunk Hinges • Hood • Hood Hinges • A-Posts • Sill Assemblies • B Posts • Rear Quarter Panels • Rear Wheel Arch Assemblies • Main Floor • Front Sill Mount • Rear Sill Mount • Rear Side Floor Assembly • Spare Wheel Pan • Upper Closing Panel • Lower Closing Panel • Upper Main Apron • Front Wheel Arch Panel • Front Wheel Arch Assembly • Bulkhead Assembly • Vent Lid Assembly.

Your TR6 catalog shows you all the application data for your particular year car. Or, call your sales advisor for details!



## Two-Week U.K. British Sports Car Odyssey

Ken Smith, Club & Event Coordinator

In our last issue, we gave you some idea of what to try and see should you be able to travel to England this past spring, and we received many inquiries for further information on visiting the U.K. However, there's nothing like actually being there, and I was fortunate enough to experience British hospitality first hand during the last two weeks in May.

First, let me give an unashamed plug to Virgin Atlantic Airways, which is the only way to cross the pond in my opinion! First rate service, individual TV in the seat-back in front of you, and you can keep everything they hand you, including the headphones, the socks for walking around the 747, the toothbrush, etc.—they're all free!

Virgin deposited us at Heathrow, where we emerged all wrapped up against the expected typical English weather (You know...fog, rain, snow in the middle of May, eternal darkness even in summer!) to find ourselves sweltering in 75 degree weather!

Our first port of call was to Moss Europe H.Q. in Richmond, Surrey, where we acquired a rather different kind of MG from what has been seen here in the U.S. Our MG Maestro 2.0 liter EFI saloon was extremely quick and comfortable, as well as being a gas miser, which was no bad thing with petrol at \$4.25 per gallon! Then on just round the corner to the British Motor Heritage Museum at Syon Park where a whole range of classic British cars are housed. Old No. 1. and the last MGB were on display, but many of the cars had been moved, for in 1993, the Heritage Collection will move to its new custom-built home at Gaydon in Warwickshire, which is currently under construction.

After a day spent sightseeing in London, it was time to change vehicles and through the courtesy of Adam Blackaby, Marketing Manager for Moss Europe, we took possession of a rather cute 1974 MG Midget with all the bells and whistles on it! Minilite wheels made a particularly fine addition to this car, which had been entered for us to drive in the 8th Annual MG Regency Run from the historic site of Brooklands, down to the Sussex coast, to the Edwardian Regency resort of Brighton.

More and more club events are being staged at or from Brooklands and this

MG K3s and various MG Specials are just a few of the historical cars running in the MG Car Club Festival at the Silverstone Grand Prix Circuit.

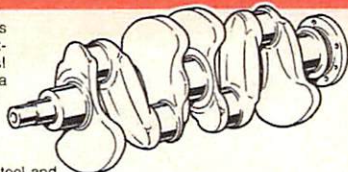


### MG TB-TC-TD-TF Crankshaft

Our Moss Motors world-famous chromemoly forged steel crankshaft is once again in the works! While this crank represents a major financial commitment, we are pleased to be able to do our part in "Maintaining The Breed".

Forged in 4340 chromemoly steel and then both heat-treated and nitrided, these fully balanced units are more than twice as strong as stock cranks, and many times more crack and wear resistant due to vastly increased surface hardness. Your engine will run noticeably smoother, because the stiffer crank prevents your block from flexing.

Plan your summer/winter rebuild now by purchasing one of these quality crankshafts!



Crankshaft 451-490 \$1575.00

activity is assisting the Brooklands Society in preserving the site for the benefit of all sports car enthusiasts. On the Sunday morning when we started the run, there were no less than 320 MGs taking part in what was basically a fun run to the seaside! A beautiful day spent alongside some exotic machinery, snaking through the delightful Surrey and Sussex countryside, to a final parking place overlooking the English Channel—what more could one ask?



The next week was spent visiting various Moss locations throughout the British Isles. Back at Richmond, we had our first look at the MG and Triumph diagnostic complex,

which undertakes anything from a tune-up to a complete rebuild, under the direction of Graham Paddy and Alan Sinclair. And, talking of rebuilds, we wondered what the rather tatty pale blue TR6 was doing in the corner of the workshop, but more on this later! As usual, the Triumph and MG counters were doing a roaring trade—in England, most enthusiasts visit the shop personally, with mail order a vital but secondary part of the business. Most of the work is face-to-face with the customer—yep!



Left to right: an MG 14/40 and MG 18/80 MkII.

Up in Yorkshire, at Naylor Bros, we almost fell over dozens of Heritage MGB body shells which are still big business in Europe—over 1800 have been produced, as well as many Midget shells, in addition to a new masterpiece (but more on that later)! Here again, the counter was a hive of mid-week activity, and even the Managing Director had to lend a hand to stem the flow of customers (but Phil Richmond, "Mr. T. Type", is well used to that).



Clockwise from upper left of four photo inserts: That famous sign, the Moss Europe tent and MGB at Silverstone, the tatty TR6 below new body shells, tatty no longer, the TR6 is reborn.

We headed the Maestro over the Pennines in the beautiful May sunshine, through Heriot and Bronte Country and down into Lancashire to visit with the MG Parts Center, headed by Shirley Stafford. Here we saw the latest developments in the Moss Special Tuning program, which is under the direction of Rick Hockney (no mean racer himself). We can promise there are some exciting things for you Triumph and MG competition people in the Moss pipeline!

Met with Rick again the following weekend at the giant MG Car Club Festival at Silverstone Grand Prix Circuit, where he was on the pit crew for Mark Ashworth, racing one of the Moss MGs, in a round of the Moss Europe B. C. V8 Championship. Moss sponsors each round of these races, and to see some 40MGs on the grid, some 16 times through the year, is a sight worth traveling a long way for. As for the rest of the festival, it was estimated that there were over 5,000 MGs attending! For under \$10.00, you got 11 all-MG races on the Saturday, including entry to the pits, a full blown Concours on the Sunday, the California Cup driving tests, and the finish of the Norwich Union Classic Rally with over 2,000 classic sports cars taking part. What a bargain!

Tired but happy, we made our way to Birmingham for the Classic & Sports Car Show at the National Exhibition Center, and met up with our old friend, the pale blue tatty TR6. Over the weekend, the guys from Moss Europe had completely transformed the car by giving it a new TR6 body shell! Yes, Heritage under David Bishop has done it again! The car was completed in time for the end of the show, and started at a turn of the key, despite a bit of trouble with the wiring and fitting of the front grille!

Moss Europe, under the direction of Peter Buckles, took delivery of the very first TR6 shell, which was only fitting, as Pete, with his extensive Triumph knowledge, had made tremendous input to the eventual production of the body shells. The rebuild was so successful that the Moss Team was awarded a beautiful tro-

phy for the most interesting exhibit at the show. This was no mean feat, considering Hitler's Mercedes was also on display! The rest of the show was a superb collection of classic cars including wonderful Austin-Healeys, and of course, the perpetual MGs.

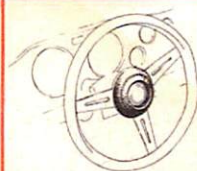
So there you have it! 14 days in England where the sun shone every day, the temperature was a steady 72 degrees the whole time, and precipitation was nil! We flew back home convinced that the future of our classics is in very good hands while enthusiasts and specialists have the best interests of the movement at heart, for we both need each other. Without the owners, the specialist suppliers would have no market, without specialists such as Moss, the cars would wither and die for ever.

I haven't had time to mention the food (superb!) the pubs (beer and vitals as good as they ever were, if not better!) the dozens of British sports cars we saw being driven in everyday use, but hey! Why not call Virgin and go and see for yourself next year?

(If you are considering going to the U.K. next year and feel we here at Moss can be of any help with information you only have to drop us a line.—Ed.)

MOSS

### Triumph TR6, GT6 & Spitfire Steering Wheel Center Pad



Excellent reproduction of the original pads which are usually cracked or otherwise

deteriorated. This particular pad was fitted from 1972 on, but fits and looks good on 1969-'71 cars.

Pad 853-725 \$16.95



# THROUGH THE WINDSCREEN

CLUB NEWS AND EVENTS

## The Club Scene

Ken Smith, Club & Events Coordinator



From far left: MG fans crowd the park at MG '92 in Peterborough, Ontario; the 4th of July is celebrated at GOF Mk 54 in Harrisburg, PA; the MG Club of St. Louis poses in front of the Moss R.V. in Lake Carlyle, Illinois.

**G**o east, young man! Once again, we've hauled the Mossmobile away from the California sunshine and over the Rockies to yet another season of British Car events back east. However, before we started out we had an exciting weekend on the west coast with a tremendously successful MG Marquee Day and the conclusion of the Moss-sponsored Gold Coast Classic Rallye in San Luis Obispo. Having entered the Moss TR3 in the rallye, we were hoping for great things from our intrepid team but, as luck would have it, a one in a thousand shearing of the water pump shaft slowed our team down considerably. Even the Triumph experts had to agree that this was a rare failure...but the pump was 33 years old!

After a day spent loading the Moss R.V. with the thousand and one things we need to carry to join you at events, we turned our tail to the blue Pacific, and for a couple days, enjoyed the desert and the mountains as we trekked through the western

states. However, day three out of Goleta saw something which all the people who express a desire to drive the Mossmobile would not wish to see at all! West of Amarillo in dear ol' Texas, the signal that we are all so familiar with - the Emergency Broadcast System - broke into the radio program. And, this time it was not "only a test"! For the first time in my life I actually heard a tornado warning advising people to get off the road, lie in a ditch, cover their heads, anything, but get to a safe place!

The skies darkened, the rain pelted down, the Mossmobile was all over the road, so at the next convenient exit we left the interstate. As we did, tornados were touching down in the flat fields on each side of us, and the rain became even heavier. Throughout the night it was as though all hell had broken loose, with over 5 inches of rain falling in one particular hour! Downtown Amarillo was flooded, power lines were down, but we received a warm welcome and a very good meal in

the local family restaurant in Wildorado.

Next day dawned bright and sunny and we made our way through Oklahoma, Missouri and into Illinois where the weekend saw us the guests of a joint picnic organised by the St. Louis and Southern Illinois MG Clubs. This was held at lovely Lake Carlyle and what a super day it turned out to be! Lots of nice cars and friendly enthusiasts barbecued, played horsehoes, lawn darts and a very competitive and strenuous game of inter-club badminton! No car show, no voting, just a good old fashioned day out with the families. You who write and tell me you don't know what to do for a club event could well take a leaf out of this book!

Leaving Illinois and into Indiana, where the most difficult task was guiding the R.V. past an 18 x 12 ft long swimming pool being

carried on the back of a pickup, in a lane and a half of the interstate!

Over into Ohio to the National Meet of the Triumph Register of America at Salt Fork State Park, surely one of the nicest locations ever chosen for any kind of meet. The TRA, in case you didn't know, caters to TR2-TR3 Triumphs, and a superb collection was displayed in front of the park lodge. I've mentioned before the exacting standards set by the TRA for judging, and this year was no exception - four cars attained the coveted 90 point mark, and bear this in mind, if the car doesn't score 90 points, then no first place award is made! There was also a popular vote show and the usual TRA off-beat activities, such as a hotel walking rally, parking lot gymkhana, the 'Idlethreat' and much more, all culminating in a superb prize-giving banquet. In addition, demonstrations on welding, engine rebuilding, and a hilarious auction added to the fun of this excellent three day event.

### Ask and the R.V. Shall Provide...

- Yes, we do carry Allen keys and Whitworth wrenches!
- No, we do not have a fax/cellular phone/laser printer on board!
- Yes, we do have a first aid kit (used mainly for cuts after wrestling with British sports car mechanicals)!
- Yes, we do have a ruler to measure distances after replacing tie rod ends on a TR!
- Yes, you can borrow the motorhome jack to hold up your TR while you polish underneath for the Concours!
- And...no, we do not carry parts! Consider it, what would you bring to meetings from the over 28,000 parts stocked at Moss Motors, and not just for one marque, but for Triumph, MG, Austin-Healey and Jaguar?
- After all (and we sometimes forget) this is our Club & Event Support vehicle, not a mobile parts store! Maybe that will come next year!

## Mid-Ohio Raceway Celebrates 40 Years of Triumph

**L**ate June saw the Mossmobile wending its way to Mid-Ohio raceway where a celebration of 40 years of Triumph sports cars took place during the United Telephone Vintage Grand Prix weekend. Over 450 competitors and their classics registered to take part in a full vintage race program, who were then joined by what seemed to be every Triumph sports car for a thousand miles around. For four glorious summer days it was Triumph heaven!

Mid-Ohio Raceway is a really superb driver's track, just over two miles in length, the owner having said he wanted to build a race track that looked like a golf course! He certainly succeeded, it's never really flat, with undulations and climbs, hairpin bends and loops!

Moss Motors was invited by the organizer of the Mid-Ohio Triumph Club display, Tom Householder, to sponsor the Popular Vote Concours, and we were delighted to be able to help out. Saturday morning saw a mass migration of Triumphs to the infield of the track, where the Concours was held around the Moss R.V. This was once we had got across the track between MGs, Morgans, Lotus, and Jaguars tearing around the circuit, as the R.V. was too heavy to take over the bridge to the infield, where the concours was being held! Within a few hours, over 400 Triumphs were arrayed on display, ranging from a beautiful Triumph Renown through to the last of the line, the TR8s - a truly magnificent display!

While the judging was in progress, race practice continued, and those who could "go" circulated around those here for "show"! A special mention here to Don Elliott from Ontario, Canada who drove his lovely TR3 out here some 900 miles and was rewarded with a second place in his class!

Every Triumph in the display was al-



At left: A TR3 tow car...not something you see at every car show! Right: Just a few of the many Triumphs on display!

lowed out onto the track for a parade lap, and drivers and passengers waved at the crowds in the stands and on the bankings, who were only too eager to wave back in a celebration of the Triumph marque! Car after car - a superb spectacle - and a tribute to the hardworking organizers of this 40th Anniversary celebration.

Visitors were also able to see a full display of vintage Triumphs and an all-Triumph race on the Sunday afternoon, in addition to having access to the paddock to witness the preparation, the frustration and the exhilaration (for the victors!) of owning and driving a vintage race car. Bob Tullius of the famous Group 44 team was on hand as guest of honor for the weekend, and gave an amusing after-dinner talk on Saturday. Following this were the Moss Concours awards, consisting of beautiful smoked glass plaques presented to the winners of the Triumph car show.

Sadly, and all too soon, our first visit to Mid-Ohio came to an end, closing a weekend we shall remember for a long time to come. Moss Motors would like to thank those who made our visit all the more memorable with their hospitality and help especially, Jeannine Zimmer and Cheryl Morrow of Mid-Ohio, Tom and Susie Householder, and Sue Harsh, for organizing the Concours. Of course, we mustn't forget the many Moss customers new and old, who came by the Mossmobile to say hello and even collect a free cut-out car! Thanks again, Ohio!

(Triumph fans stop reading here for a moment! Gary Harrison in his Moss Sponsored 1959 MGA finished 2nd in his class, beaten for first place by Mark Brandon in his 1960 MGA which carried Moss Distributing decals! Mark also bettered the existing track record!)

### 1st Places in the Moss Motors Concours, Mid-Ohio

- TR2 Class: Bruce Lapierre, 1954 TR2, Hudson, OH
- TR3 Class: Tom & Diana Mahoney, 1957 TR3, Galena, OH
- TR4 Class: Patrick Lobdell, 1963 TR4, Hobart, IN

- TR250 Class: Bev & Darrell Floyd, 1968 TR250, Akron, OH
- TR6 Class: Dolly Larock, 1972 TR6, Armagh, PA
- TR7 Class: Michael Goodfleisch, 1981 TR7, Cols, OH
- TR8 Class: Ivan Love, 1981 TR8, Holt, MI
- Spitfire Class: Lane Pursex, 1966 Spitfire, Germantown, IN
- GT6 Class: Jack Randolph, 1969 GT6, Macedonia, OH
- Triumph Classics: Robert Link, 1949 Triumph 2000 Roadster, Darien, IL

## Wanted:

### Austin-Healey Enthusiast for Our Team

Interested in becoming an expert in the British sports car industry? We are currently looking for technically-oriented applicants for a Sales position which offers an opportunity for career growth. We are specifically interested in someone who is very strong in the Austin-Healey sports car range. Please send your resume (absolutely no phone calls, please), salary requirements and references to:

**Moss Motors, Ltd.**  
7200 Hollister Avenue  
Goleta, CA 93117  
Attention: Sales Manager





Once you've seen this view of the Mid-Ohio Raceway, you certainly won't want to miss next year's super event!

## 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 September 21, 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.)

- |  |  |
|--|--|
| Aug 14-16 9th Annual British Motorcar Festival, Scituate, RI - Daniel Berman 401-295-0357                | Sept 4-6 16th Annual All British Field Meet, Portland International Raceway - Hal Burt 503-620-6913                    |
| Aug 15 8th Annual British Car Day, Dayton, OH - Dave McKinney 513-890-0573                               | Sept 6 Autumn Sports Classic, Como Lake Park, Lancaster, NY - 716-674-6073   |
| Aug 16 11th Annual British Day on the Green, Ann Arbor, MI - Larry Moss 313-646-8135                     | Sept 10-13 8th Annual Vintage Grand Prix, Watkins Glen, NY - Frank Rupp 803-723-7872                                   |
| Aug 17-21 Healey '92 International, Beaver Run Resort, Breckenridge, CO - Roger Moment 303-499-8232      | Sept 12 Moss Motors' ECF Triumph & Austin-Healey Marque Day, Dover, NJ - 201-361-9358                                  |
| Aug 21-23 Monterey Historic Races at Laguna Seca, Monterey, CA - 408-648-5100                            | Sept 13 15th Annual AMGBA Nat'l Convention, Palo Alto, CA - Rick Feibusch 310-392-6605                                 |
| Aug 21-23 16th Annual Summer MG Party, Grand Rapids, MI - John Twist 616-245-2141                        | Sept 13 12th Annual British Motorcar Gathering and Picnic, Manchester, CT - Clem Brown 203-442-0493                    |
| Aug 30 7th Annual British on the Green, Salmon Brook Park, Granby, CT - Joe Bardino 203-653-2585         | Sept 13 Battle of the Brits Car & Motorcycle Show, Freedom Hill Park, Sterling Heights, MI - David Fabian 313-427-7811 |
| Aug 30 3rd Annual "A Taste of Britain" Car Show & Polo Match, Lancaster, PA - Raymond Emery 717-872-7528 | Sept 13 6th Annual British Car Festival, Des Plaines, IL - P.O. Box 9328, Downers Grove, IL 60515                      |
| Aug 31-Sept 4 GOF West, Jackson Lake Lodge, WY - Warren Wendt 714-676-5532                               | Sept 18-20 Austin-Healey Club of Washington Northwest Meet, Alderbrook Inn Resort,                                     |

Seattle area on the Hood Canal, WA - Joyce Toms 206-876-8236

Sept 18-20 Central Indiana Austin-Healey Club of America 3rd Annual Septemberfest, Cloverdale, IN - Walt or Audrey Nelson 317-522-6269

Sept 18-20 The British Invasion, Stowe, VT - Michael Gaetano 617-237-4950

Sept 19 (rain, Sept 26) 15th Annual Jaguar Auto Group Autumn Meet, Gladstone, NJ - Bob Herfurth 908-369-3300

Sept 19-20 Quadfest IV, Winona, MN - Jim Malinski 612-758-4250

Sept 20 British Car Day 1992, at Historic Berkeley Plantation, Rt 5 Midway between Richmond & Williamsburg - Dave Harrison 804-748-4601

Sept 24-27 GOF Mk55, Cape May, NJ - write Drawer 220, Oneonta, NY 13820

Sept 24-27 SE Regional MG Festival, Dillard, GA - Dick Wohlwend 404-447-4753

Sept 26 13th Annual MGs on the Rocks, Rocks State Park, Bel Air, MD - Kurt Nagl 410-557-7107

Sept 27 Meeting of the Marques, Boiling Springs, PA - George or Nicolette Wagman 717-774-0219

Sept 27 2nd Annual All British Swap Meet, Cal State College, Hayward, CA - day 510-689-4005, evenings 510-370-1956

Sept 27 3rd Annual "British MADDness" All British Car and Motorcycle Show,

Bethlehem Fairgrounds, Bethlehem, CT Connecticut MG Club - 203-354-9501

Oct 3 Moss Motors' Healey Marque Day, Goleta, CA - All British cars invited. Ask a sales advisor for details, 800-235-6954

Oct 3 2nd Annual British Car Day, Fairhope, AL - Bob Mason 205-928-5366

Oct 3 MGs on the Green, Davidson College, Charlotte, NC - Tom Cotter 704-547-9038

Oct 3 11th Annual British Car Festival, Ridgeview Park, Waynesboro, VA - George Mays 703-885-2649

Oct 4 San Diego British Car Meet, Del Mar Race Track, Del Mar, CA - 619-449-0599

Oct 4 Honolulu's 1st Annual British Car Day, Richardson Rec- Center, Honolulu, HI (Across from Aloha Stadium) - John deHaan 808-941-9817 or Jeff Engel 808-599-4221

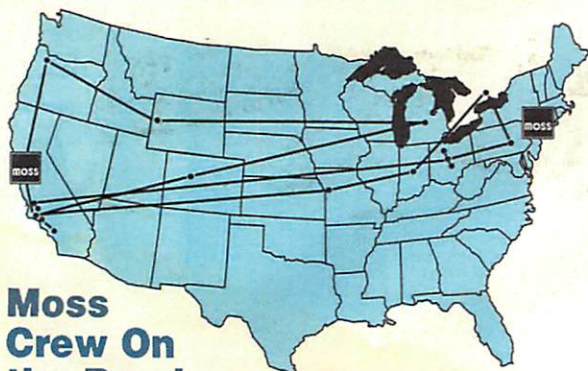
Oct 8-11 Triumphest '92, Buellton, CA - Tom Culbertson 805-933-3684

Oct 9 9th Annual Memphis British Car & Motorcycle Fest, Memphis, TN - Jim Hofer 800-344-9683 or Kitty Hadskey 901-754-7458

Oct 9-12 9th Annual New England Fraternity Tour, Westminster, VT - Roger Jusseume 508-679-8252

Oct 16-18 British Car Gathering, Wyndham Garden Hotel, Charlotte, NC - Trent or Alice Poole 704-872-8550

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: Event Calendar, 400 Rutherford St-Goleta, CA 93117.



## Moss Crew On the Road

Aug 17-21 Healey '92 International, Beaver Run Resort, Breckenridge, CO - Roger Moment 303-499-8232

Aug 31-Sept 4 GOF West, Jackson Lake Lodge, WY - Warren Wendt 714-676-5532



You'll find the Moss R.V. parked in a great variety of places throughout the U.S. this summer. Keep your eyes open around British sports cars!

Sept 4-6 16th Annual All British Field Meet, Portland, OR - Hal Burt 503-620-6913

Sept 13 15th Annual AMGBA Nat'l Convention, Palo Alto, CA - Rick Feibusch 213-392-6605

Oct 3 Moss Motors' All British Marque Day featuring the Austin-Healey, Goleta, CA - Ask a sales advisor for details, 800-235-6954

Oct 8-11 Triumphest '92, Buellton, CA - Tom Culbertson 805-933-3684

Oct 11 British Car Day, Woodley Park, Los Angeles, CA - Rick Feibusch 213-392-6605

## Photo Contest Reminder

It's been nearly two years since we last asked you to send in your best snaps of British cars and related activities. We'd like to see what's new with you and your British sports car!

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

Here's your chance to make some of that photography really pay off. The Moss Motoring Photo Contest is open to ama-

teur photographers who may submit up to three entries each. Contest winners will receive generous gift certificates, and everyone who enters will receive a \$5.00 gift certificate (one per entrant).

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

Please send all entries to:

Moss Motors Photo Contest  
400 Rutherford Street  
Goleta, CA 93117

All entries must be received no later than September 21, 1992.

## Send Us Your Wish List

Well, it might be a little too early for us to be playing Santa Claus, but this is not a chance you should pass up! As you most likely know, we invest a considerable amount of time and funds into the retooling of obsolete parts for your British sports car. Obviously, your input helps us greatly in deciding what parts we go to the expense of reproducing.

How do we choose which parts to manufacture? We use three main criteria: the necessity of the part to keep a car on the road in original condition, the amount of customer interest in the part, and the economic feasibility of production.

Rack your brain for a few minutes, then mail or fax in this coupon with all your wildest desires!

Part Number (If Available)	Car Type	Description

Fax 805-968-6910

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



## 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/MasterCard, 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 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?

**California hours:** Open from 8 am to 5 pm weekdays and 9 am to 4 pm on Saturday. 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.

**New Jersey hours:** Open from 9 am to 6 pm weekdays and 9 am to 4 pm on Saturday. 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

## FREE Catalogs!

**M**oss 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.)

<input type="checkbox"/> MG TC-TD-TF	<input type="checkbox"/> MGT-20 Jaguar	<input type="checkbox"/> JAG-07
<input type="checkbox"/> MGA	<input type="checkbox"/> MGA-12 XK120-140-150	<input type="checkbox"/> SPM-02
<input type="checkbox"/> MGB	<input type="checkbox"/> MGB 4.0 Sprite-Midget	
<input type="checkbox"/> TR2-4A	<input type="checkbox"/> TRI-03 Spitfire MkIV-1500 (this fall!)	<input type="checkbox"/>
<input type="checkbox"/> TR250-6	<input type="checkbox"/> TRS-01 Current Price List	<input type="checkbox"/>
<input type="checkbox"/> TR7	<input type="checkbox"/> TRZ-01	
Austin-Healey	<input type="checkbox"/> AHY-05	
100-4, 100-6, 3000		

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

## From England, Finnigan's Waxoyl Kit

It's Never Too Late to Put an End to Rust with Finnigan's Waxoyl!



Developed specially for the wet, cold English climate, Waxoyl is a thick, waxy fluid saturated with a very powerful rust killer. Spray it on metal and it instantly chases out moisture and forms a waterproof shield that doesn't crack, dry out or wash off, even in the rain.

The only prep you need is to rinse your car free of heavy mud and flaky rust. Then, in just a few hours, existing rust is stopped and new rust is prevented.

Kit includes 2 1/2 liter can of Waxoyl, pump and sprayer - everything you need to put a stop to rust!

2 1/2 Liter Kit	225-360	\$47.95
2 Liter Refill	225-365	\$28.50



**MOSS MOTORS, LTD.**

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

Dated Material-Please Rush

# MOSS Motoring



## New TR6 Body Shells!

British Motor Heritage Salutes the TR Owner

**A**nother piece of British motoring history was made on May 21, 1992, when British Motor Heritage announced the addition of the TR6 body shell to their range of remanufactured items for classic British sports cars!

Following the announcement of the shell, Moss Europe and Heritage joined together at the Classic Car Show at the National Exhibition Center in Birmingham, England, May 23-25, to restore the first TR6 in fifteen years with a new shell. The 1972 model year shell had been primed, then painted the original French Blue a week previously; it shined brightly new and perfect next to its 1972 donor car. The three day restoration was a fantastic event;

we will follow the rebuilding in all its detailed glory in the winter 1992 *Moss Motoring!*

There are five different body shells which will eventually be built for the TR6. Here at Moss, we will be able supply you with all three of the U.S. specification, left-hand steering, body shells produced. We'll begin receiving shipments in late October. The price of the shell will be \$5750.00, with a \$250.00 returnable deposit charged for the Heritage supplied slave-frame.

1969-72 TR6 Body Shell	859-000
1973-74 TR6 Body Shell	859-010
1974 1/2-on TR6 Body Shell	859-020

Continued on page 3.

## Moss Canada!

**W**e are very pleased to be chosen by the Rover Group of England as the one and only authorized MG, Triumph and Austin-Healey parts distributor for all of Canada. Our Canadian customers may continue to buy directly from us or from any of our distributors in Canada.

Here in the U.S., you may be wondering why this should be of any interest to you, ordering as you do, directly from Moss California or New Jersey. One of the major benefits in being named the distributor for any specific country is that we receive the entire stock of any previous distributors.

If you have been with us a while, you may remember that in 1988, we received six 40 foot truck-loads of MG, Triumph and Austin-Healey parts from our buyout of Jaguar Cars, Inc. Now, as our inventory grows with this new stock, keep an eye on future mailings for the latest news on the products that may now be available for your British sports car.

MOSS