

MOSS Motoring

Spring 1992

Current Prices Extended!

Although the bi-annual New Product/Price Update expires on March 1, 1992, we are extending our pricing period for an additional month.

Please make a note on your current Price Update that pricing is valid through March 31, 1992. You'll be receiving your next New Product/Price Update by mail shortly before that date.

Look forward to dozens of brand new parts and accessories for your favorite British car! As the oldest & largest supplier of British spares in the world, we have the means to get you the parts you need at prices you can afford. Right now, we're hard at work making every effort possible to ensure we give you the best value for your sports car dollar. At times like these, you know that your fellow enthusiasts at Moss will do whatever we can to keep you on the road!

Celebrate Your Sports Car!

There's More in Store For You at Our '92 Marquee Days



Things heat up inside the Moss showroom...

April 11 Britfest, Dover
June 6 MG Day, Goleta
Aug 8 Triumph Day, Goleta
Sept TBA Healey/Triumph Day, Dover
Oct 3 Healey Day, Goleta

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!

Marquee days begin at 9 am and go on until 4 pm. Register for the People's Choice Car Show as you enter, and you just may take home a winner's trophy. There will be free spaces for you to sell and trade used parts, and best of all, you'll receive a special 10% discount on all parts you purchase at our counter! We'll have product demonstrations, video screenings, warehouse and department tours, as well as hundreds of bargain-priced items in our annual swap meet. In CA, bring along a Pinewood derby British car and challenge your fellow enthusiasts. And, bring along your British sports car hobby work and we'll be happy to display it during the day.

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

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Wouldn't you like to be in the driver's seat of this Moss employee's TR250, ready to attack a series of winding mountain curves? With spring right around the corner, now is definitely the time to get those winter repair loose ends taken care of. After all, isn't it the thrill of being in the driver's seat the reason why you own your British sports car?
Photo by Mike Egan, Receiving Supervisor.

A Giant Step For Moss... Our New Computer Makes Everyone's Life Easier

Like it or not, computers are a fact of life. Nowadays, it seems like they're everywhere, and depending on which one you run into, they're either a great help or a headache. Our experience here at Moss is probably similar to many of yours.

We jumped into the computer age with both feet in 1970 with an IBM punchcard, when a computer was not a household appliance (and barely a business one!). We then acquired a Burroughs 1800, and a software package that more or less met our needs. The business grew, and we acquired a second 1800, then a third computer, a Burroughs A3. The software was modified as much as possible to fit our requirements, but eventually we hit the limits of the technology. The 1800 was a powerful machine in its day, but rapid advances in computer technology made it obsolete. Its specs today make it sound like a cheap laptop, less than a meg of memory, and no internal disc space. We added 10 external disc drives, and with all the external disc packs loaded, there is only about 65 megs of disc space.

A growing business, with ever increasing demands for data processing and on line information, was simply more than the machines could handle. Even with three systems operational, we had run out of computer. It is not surprising that development of a state-of-the-art computer system has been a priority at Moss for the last

several years.

We spent a lot of time and effort looking at software and hardware before we made a decision. With the future of Moss riding on the outcome, it was a difficult process. We settled on a powerful multi-processor machine made by NCR, the 850 Tower. Fully configured, the Tower will support over 500 on-line users, with not much difference in response time than with a load of 250 users. The software was developed for Moss based on our unique requirements, and additional sections are still being completed.

But what does this really mean, to Moss and to you, the customer? In the first place, no interruptions in service. The Tower (as well as the phone system and the terminals in sales) is wired into an Uninterruptible Power Supply (UPS), which means knocking out our electric power will have no effect. We have tried this out (unintentionally) several times, and it performs as advertised.

We have managed to "crash" the system a time or two, but the recovery time has been minutes, not the hours or days we have come to accept with the Burroughs. Recovery from a major system failure on the Burroughs meant re-entering data; the Tower recovers to the last keystroke. When the system comes back up,

your terminal is right where you left off.

The most obvious benefit is the improvement in processing time. Because the system is "real-time", we don't have to print orders and invoices in a "batch". On the Burroughs system, all the orders entered in the computer before 9:00 a.m. printed in a batch around 10:00 a.m. These orders were sent to the warehouse for processing. The order was pulled, checked by quality control, and then the paperwork was sent up for "invoice entry". If the invoice entry could be completed before 11:30 a.m., an invoice would print in the afternoon batch, and the order could be shipped that day. In practice, processing time was usually 24 hours. On the Tower, an order can be entered, printed, pulled, packed and invoiced quickly because we don't have to shut down to print a batch. As a direct result, the number of orders entered and shipped the same day is quite high. While we presently ship all guaranteed next day orders entered by noon the same day, we hope to eventually ship all orders entered by 10:00 a.m. P.S.T. the same day. Of course larger orders take more time, and the work load on Mondays affects our ability to meet this goal. Our processing time at our facility in New Jersey is now a day quicker, for the same

Continued on page 7.



Just a few years ago, we were taking your part orders by hand (and checking stock was closer to a guess than fact.)



This is what you get when you call now, a computer screen filled with everything you need to get your order out the door in a flash!

Moss Motoring is published by Moss Motors, Ltd.

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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 including photo contest contributions)

Prices

Sale Prices are valid February 15 through March 31, 1992.

Highlight Prices are valid through March 31, 1992.

Vintage Raydyot Racing Mirrors



These American-made alloy racing mirrors are faithful recreations of the famous Raydyot mirrors used between 1950 and 1970 on many British and Italian race cars. Mirrors are flat glass, with brushed satin finish and mild steel mounting base.

While definitely a *must* for vintage racers, this mirror is a sporty alternative to stock mirrors. Sold individually.

Mirror 222-355 \$49.95

Adding Back Seats to Your MGB Roadster

(Having Kids Doesn't Mean You Have to Drive a Stationwagon)

Jon Hildreth
Laconia, NH

We have all seen ads like the following: "MGB for sale - Family has outgrown car!" This does *not* have to happen to you. Upon the arrival of our second child, I started toying with the idea of a back seat for my MGB roadster, after all, the MGB GT has one. This conversion turned out to be much simpler than I had imagined.

I acquired a GT seat bottom from an Ohio ad in *Hemmings* and a GT seat upright from an MG mechanic in Maine, who also sold me the obligatory frame from a pack-away hood. (While we don't stock complete GT rear jump seats, these can normally be found on a used basis. We do stock foam rubber base cushion and upholstery kits in a variety of materials-Ed.)

My hood fit fine on the new frame although I am told the pack-away hood is different from the fold down hood that is original on my MGB.

The seat bottom fits perfectly in place of the carpet over the battery compartment. The addition of two lift-the-dot studs to hold the seat down is all that is required. (The four screws for these studs are the only holes which I had to drill in the car.)

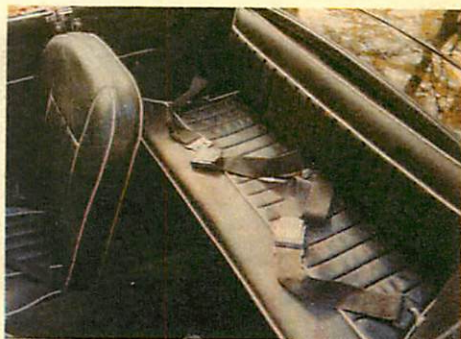
The upright required a little more thinking. Using two short pieces of 1 inch flat steel stock welded to one longer piece of 1 inch by 2 inch "square" stock, a bracket was made to fit securely between the two shoulder belt mounts which were already in my car. (Some model years do not have this seat belt mount and some drilling may be required to secure the seat bracket.)

In the center of the square stock, a hole should be drilled to accommodate a bolt with an eye for seat belts. The seat upright has three hinges at the bottom which are easily secured to the bracket with machine screws. Seat belt bolts are screwed in the flat stock, securing the upright in the car.

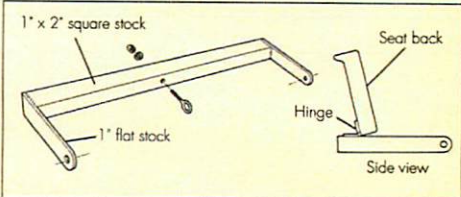
That's it! Battery access is simple because the seat bottom slides out after the lift-the-dot fasteners are released.

We attended three British car shows this summer and no less than 100 people asked me where I got my back seat and how it was done.

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



Best news in a long time for British sports car families!



shun-pik-ing

\shən-pī-kin \n: the practice of avoiding superhighways, especially for the pleasure of driving on back roads. (Webster 1974)

New word for the day? Mr. and Mrs. Gordon King, of Laconia, NH wrote us about their TR6 trailer conversion which we unfortunately been unable to print due to space restrictions. We loved the word they used to describe the hobby that we as British sports car drivers all share!



More On Buzzing Turn Signal

As I wear two hearing aids, I was most excited about your tech tip #47 (Audible Directional Buzzer, Winter '91).

I bought the little buzzer, but when I attempted to install it, I found the MGB flasher unit has only two terminals. When attached to either one and grounded, it signaled intermittently (alright when the turn indicator was on, but buzzed steadily when the switch was off).

It must be connected with two diodes under the dash (into the column switch) to work correctly.

Mr. Lindauer must have a T series car with a 3 terminal flasher.

Claude Blodger
Paradise, CA

Ken Miles, A Lasting Impression

I always look forward to my *Moss Motoring*, but the winter issue was especially enjoyable. Upon opening it, I found a name that I haven't heard or seen in years, Ken Miles. I met Ken Miles some 26 years ago and had the opportunity to spend the better part of the day watching him wring out a pair of FAV (Ford Advanced Vehicle) 427 Cobras at Riverside raceway. They were due to be shipped to England and Mr. Miles was trying to set them up. I recall him being very unhappy because the copper suspension bushings had been replaced by rubber ones and he couldn't hold a proper drift! Between laps, while the mechanics worked on the cars, he would come over to where I was sitting and chat with me. At first I wasn't much of a conversationalist, being a somewhat shy and properly awed 18 year old. But his natural charm and genuine interest soon

thawed things out and I had a wonderful afternoon. He told me that he had a boy about my age and we talked about my interests. I remember his look of disbelief when he learned that I had driven my '52 TD down from Seattle by myself with no problems except a bit of overheating. He then informed me with a perfectly straight face that he too had owned a few TDs but he'd never had enough faith to drive one that distance alone.

I had taken my trusty Instamatic with me that day, and although warned not to, snuck a few pictures inside the Shelby plant in Venice. The only picture I did hang onto, that I still treasure to this day, is the one that Ken Miles took of me, sitting in the driver's seat of one of those great thundering Cobras, a look of bemused happiness on my face.

Although I never saw him again, I followed his career closely and when he was killed, I almost cried. He probably never thought about that afternoon again, or realized what an impression he had made on an awkward and tongue-tied young man, but every time I look at that framed photo above my desk, or see a Cobra running along, I say a little prayer for a gentleman and above all, a truly nice man.

Carl Coughlan
San Jacinto, CA

R-2, Where Are You?

I lived in Southern California in the '50s and attended many SCCA races at Torrey Pines, Pomona and Palm Springs. Even then I was an MG owner and enthusiast, and remember the excitement of watching Ken Miles race the R-1 and R-2 specials. We cheered him on as he raced against the more exotic British and European machinery.



(Here's a rare sight of the R-2 in "Miles in the Rain", a painting by Ken Eberts.)

While the R-1 special was a thrilling machine, one could identify even more with R-2 because it looked like an MG. (It could be described as an MG TF designed by the space shuttle team!)

I am simply amazed that the R-1 special still exists, and now my curiosity is heightened: does R-2 exist?

The "Flying Shingle" was a truly beautiful special. Could you possibly write an article on it? Even if it cannot be located, perhaps some vintage photos could be published along with some of its history. I just know that the current generation of MG enthusiasts would be very interested in knowing about this historically important car.

Bob Freerkzen
Mansfield, MA

First Class And On The Road

Met your camper and travelling employees (British couple) at the British car show in Brookline, MA, in July. What a delightful couple! But then, your company does everything first class.

We showed our 1956 MGA there - our first show for the car. We could not have completed it without your help.

Now we have purchased a 1961 TR4 which needs a lot of help! So, looks like we're customers for life.

Kathy and Roy Grant
Southboro, MA

The Austin-Healey Grand Prix Parade Cars

John Lawson, Registrar, MG Y-Type Register
Liverpool, England

Before each of the five British Grand Prix held at Aintree, near Liverpool in the '50s and early '60s, drivers were paraded around the track in fleets of various Austin-Healey cars, as follows:

- 1955: Twenty Austin-Healey 100s
- 1957: Twenty Austin-Healey 100-6s
- 1959: Twenty Austin-Healey Sprite Mk IIs (Bugeye)
- 1961: Twenty-four Austin-Healey Sprite Mk IIs
- 1962: Twenty-four Austin-Healey Sprite Mk IIs

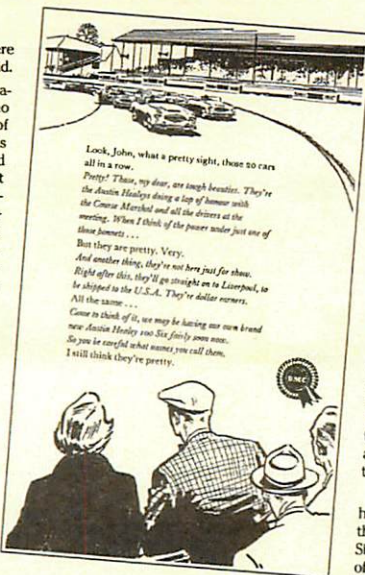
These driver parades were instigated by John Morgan, General Secretary of the British Automobile Racing Club, the organization which from the outset had supported the development of the motor racing circuit at Aintree and which had been instrumental in bringing the British Grand Prix to that northern circuit. The first British G.P. to be held at the famous steeplechase course, on July 16th 1955, was thus the first occasion on which a parade such as this took place; before this the drivers had just walked behind their

racing cars as the latter were pushed out onto the starting grid.

To obtain the necessary parade cars, Mr. Brian Healey, who at that time was in charge of public relations for his father's company, had contacted Austin's publicity department with whom the Healeys enjoyed particularly good relations. Austin thus arranged to allocate cars from U.S. shipments which were subsequently to leave these shores via Liverpool docks. At this time, in the latter days of that great port's era of prosperity, most of Austin's exports to the U.S. were despatched via Liverpool's extensive network of docks.

The twenty Left-hand-drive Old English White 100s were particularly well prepared for their starring role in 1955 (although it must be said that all Austin-Healeys of the time were very carefully finished before dispatch). Straight after their Aintree appearance they supposedly left for the U.S., although it is possible that some may, in fact, have been shipped to Dusseldorf, as Healey had a sales outlet there for American servicemen. All the cars used in later years were also white in color (those 100-6s used in 1957 are also known positively to have been Old English White and were to basic specifications, having disc wheels and no overdrive fitted).

When George (later to become Sir George) Harriman took over at B.M.C. in 1959, it became more difficult for the Healeys to arrange allocation of the required cars for



Look, John, what a pretty sight, those 20 cars all in a row.
Pretty? These, my dear, are such beauties. They're the Austin Healeys doing a lap of honour with the Crown Marshal and all the drivers at the meeting. When I think of the power under just one of those bumpers...
But they are pretty. Very.
And another thing, they're not here just for show. Right after this, they'll go straight on to Liverpool, to be shipped to the U.S.A. They're dollar earners. All the same...
Come to think of it, we may be having our own brand new Austin Healey too. See, fairly soon now. So you be careful what names you call them. I will think they're pretty.

Above left: In 1957, B.M.C. themselves sought to take advantage of the appearance of their Austin-Healey 100-6 models at what was that year's European Grand Prix by placing this advertisement in the G.P. program. It's a pity the artist responsible seems to have had Silverstone's grandstands on his mind!

these driver parades. On one occasion it was even suggested that the Donald Healey Motor Co. at Warwick would have to actually purchase the cars they needed! However, once reminded of the publicity value of these parades and the undoubted willingness of other manufacturers to step into the breach (should B.M.C. let the side down), Harriman relented and the little white sports cars continued to appear.

The practice of driver parades having proven successful at Aintree, the tradition soon spread, notably to Silverstone (where MG MG Midgets of various colors were used at the "Daily Express" International Trophy

meeting in 1961) and to Sebring, where white Austin-Healey 100-6s were used to parade the drivers before the 12-hour race in March '57.

As far as can be ascertained, the cars mentioned above were not identified in any way in Austin-Healey production records as being earmarked for Grand Prix parade duties. One wonders if any have survived to this day?

For help in compiling this article, I am indebted to Brian Healey, Graham Heath and John Wheatley.

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

R.A.F. ESCAPING SOCIETY CAR COMPETITION
WITH A 5/- TICKET AND SOME SKILL YOU MAY WIN
A NEW AUSTIN HEALEY SPORTS CAR
Kindly presented by Mr. H. Sox, F.I.M.E., A.Inst., A.A., Chairman, S. & W. Motors Ltd., Northampton.

Fill in entry form below and post at once.

Competition results announced 19th September, 1955.

COMPETITION ENTRY FORM

Fill in clearly. Post to the Secretary, R.A.F. Escaping Society, Car Competition, at the above address.

Your estimated average speed, to two places of decimals, of the first, second and third cars to complete the course in the third International Nine-Hour Sports Car Race at Goodwood 20th August, 1955. Competition closes 15th August, 1955.

Winner Second Third

Name and Address (in block capitals).....

Above: In 1955, to tie in with the high-profile publicity generated by the use of Austin-Healey 100-6s in the newly instigated drivers' parade, spectators were given the chance to win a similar car in a competition organized by the R.A.F. Escaping Society.

Triumphest '91 in Arizona

Our Team of Triumph Enthusiasts Have the Time of Their Lives

David Eichelbaum
Research & Development

Every year Moss Motors receives hundreds of invitations from clubs and organizations all over the country to attend British Car Days, swap meets, and various other events. This is our chance to meet with customers and keep in touch with your needs. True to this theme, we made the decision long ago to parlay our presence at events into an opportunity to spend time really getting to know you, occasionally helping out with an emergency transmission swap in the parking lot, or fixing various Lucas ailments... instead of just taking parts orders.

This Halloween, we packed the RV, three Triumphs, one ex-Triumph design engineer (a.k.a. Tony Lee), and headed easterly from California for one of the finest auto shows to be found of any type; Triumphest. This year's event was held in Lake Havasu, Arizona and represented the

tenth anniversary of the first major gathering for Triumphs west of the Mississippi. Having just arrived from the east coast, Triumphest also represented my first ever event anywhere even remotely west of Tennessee.

Sponsored by the Desert Center Triumph Register of America, Triumphest has steadily grown and matured through the years, and we were anxious to wrap up the year's events enjoying the pleasant winter weather for which Arizona is famous. Joining us from England, we were lucky enough to have the company of both Peter Wigglesworth and Tony Lee. Peter develops Triumph goodies for Moss Europe, and as you will read about in this issue, Tony Lee worked as a Development Engineer with Triumph through the fifties and sixties, and then with Leyland and later The Rover Group until his retirement in 1989 after 43 years of service!

From our California headquarters we

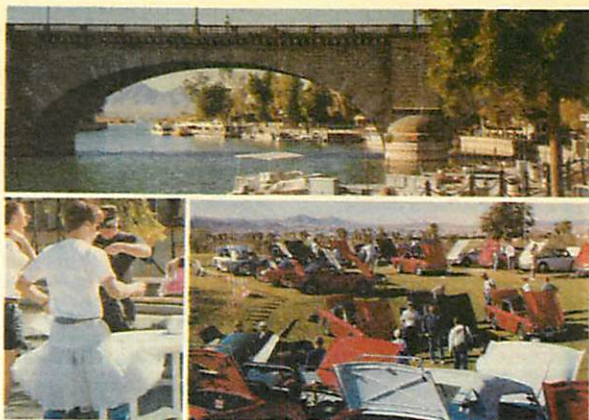
readily assembled our Triumph crew, issued them custom T-shirts made up by our art department, and instructed them to "go Triumph"! Our group included Eric Wilhelm and myself, from R&D, and Peter Arakelian from our domestic purchasing department who brought along his everyday TR6. Also making the trip were: Moss Chairman, Howard Goldman, our financial wizard Roger Adcock, and Ken and Barbara Smith, who fearlessly handed out free catalogs and kept track of all the special discount order forms we received.

The weather for the event turned out to be spectacular, and we had a terrific drive out in our Triumphs. The 400 plus miles of California and Arizona countryside that we crossed was simply breathtaking. Driving across the desert that night in my TR250, I realized that there are few things in life I enjoy doing as much as this.

Once we arrived at the beautiful London Bridge Resort we settled in and enjoyed the local hospitality and food, before retiring for the evening. On Friday, we reacquainted ourselves with old friends and made many new ones. Peter Wigglesworth and I even participated in the "funkhana". Why was I the one who had to put on the Hula skirt anyway?

On Saturday, we assembled the Moss RV & display just outside the golf course where the Concours was held, and set out to inspect some of the great looking cars we saw roll in on Friday. Of great interest to me was a particular B.R.G. TR250 I had seen the day before, whose owner said had accumulated only sixty-thousand miles from new. May this gentleman please forgive me for not recalling his name!

Anyway, we enjoyed looking at all of our favorite cars, the vendor displays, and



Scenes from Havasu, clockwise, the famous London bridge, just a few of the 300 TRs on view during the weekend, and of course, our very own Moss hula expert!

getting a suntan in the process. Peter W. made something of a tech session out of changing the generator on the Moss TR3 (supplied by our very own Moss overnight service). We appreciate everyone's help on this one. Eric dug in and got dirty helping a fellow having carb problems with an Austin-Healey. I know, I know, this was a "Triumphest", right? We spent many enjoyable hours chatting and sharing restoration ideas, tips, and stories. Back east we used to call this process of thinly disguising stretches of the truth "bench-racing."

As the sun set over the mountains on Saturday evening, everyone gathered for a terrific Mexican buffet dinner in the assembly hall. We then enjoyed listening to our guest speaker, Tony Lee, tell stories about both his adventures and misadventures with Triumph. We are truly indebted to him for his interest in spending time with us, and we at Moss learned a great deal from him about "the way things were really done."

Awards were given out for cars judged in the previous day's Concours, as well as door prizes for lots of folks. Moss was presented with a beautiful plaque of appreciation for which we are very proud. The partying and reminiscing of events,

now past, went on until late in the evening. Many people came from distant cities and states, so the next morning most folks got up quite early to begin the trek back home. Having breakfast the next morning in the hotel, many goodbyes were overheard, including our own.

From all of us at Moss, I would like to express our heartfelt appreciation to all of our customers, to the great people of the Desert Center Triumph Register, and for the endless enthusiasm that has propelled Moss to become the largest supplier of British auto spares in the world. We will definitely be back next year, so see you then.

Under The Bonnet

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

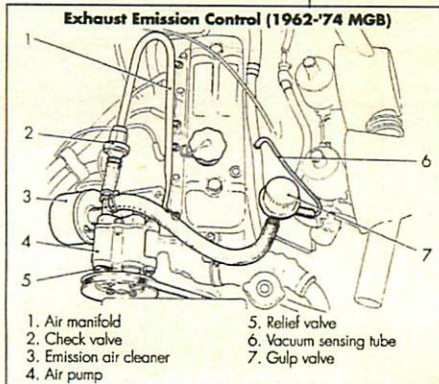
Emission Control—Crankcase Breathing and Evaporative Loss

Eric Wilhelm
Research & Development

Engine exhaust is the sole source of a vehicle's carbon monoxide (CO) and nitrous oxides (NOx) emissions, and accounts for about 62% of a vehicle's hydrocarbon (HC) emissions. In a perfect situation, the only emissions from a gasoline engine would be carbon dioxide and water. However, the combustion process within an engine is never complete. This incomplete combustion is the cause of the unwanted and dangerous exhaust emissions. An engine set up to run "clean", without any pollution control devices may be a theoretical possibility, but such an engine would be an intractable beast to use as a power source for a vehicle. Cold starting and acceleration, for example, require air/fuel mixtures much richer (i.e. more fuel) than can be properly burned. Deceleration produces an effectively rich mixture. Atomization of fuel is never optimum for complete combustion, and the means of ignition (sparks from the spark plugs) is rarely as good as it should be. In order to clean up the results of these inevitable pollution-producing conditions, exhaust emission control devices and modifications have become the most numerous and varied of all emission controls on a car.

The main exhaust emission controls are: exhaust port injection, intake manifold injection, exhaust gas recirculation (EGR), catalytic converters, and intake air temperature controls. Modifications to existing components and systems include vacuum advance cut-off and delay, leaner fuel mixtures, redesigned intake manifolding, reduced compression ratios, longer stroke, redesigned combustion chambers, camshafts with valve overlap changes, revised centrifugal advance curves, and other similar changes.

An air injection system consists of a belt-driven air pump, pressure relief valve, check valve(s), hoses, and an anti-backfire device (either a gulp valve or a diverter valve). The pump provides a continuous flow of low pressure air (typically at around 3 p.s.i.) into the exhaust ports. This air promotes oxidation of the unburned hydrocarbons and carbon monoxide in the exhaust gasses to produce water and carbon dioxide. Under conditions of high manifold depression (deceleration), the gulp valve or diverter valve will allow some of

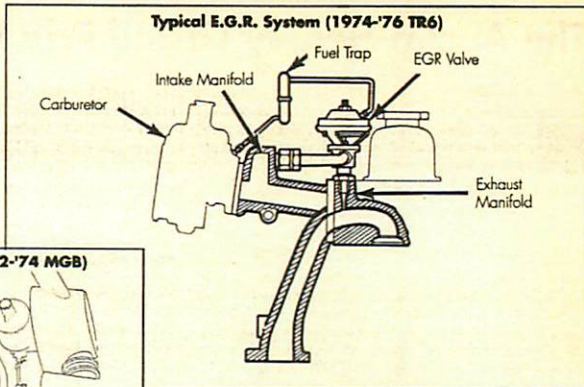


the air from the air pump into the intake manifold. This helps the carburetor's deceleration valve in controlling excessive hydrocarbon emissions by adding fresh air to lean the rich mixture caused by the deceleration (overrun) condition.

Catalytic converters are another control to minimize hydrocarbon and carbon monoxide emissions. These continue the job begun by exhaust air injection by using a catalyst (platinum or palladium) to further the oxidation of the unburned hydrocarbons and carbon monoxide, by essentially burning them, but at lower than burning temperatures. It must be noted that even small amounts of lead severely contaminate the catalyst material, rendering it useless, leading to blockage and mechanical failure within the converter. This condition quickly leads to loss of power, engine overheating, and expensive repairs.

Exhaust gas recirculation is generally the most effective means to control nitrous oxides (NOx) emissions. As its name states, this system recirculates a small percentage of exhaust gasses back into the intake system.

This reduces the combustion temperatures by diluting the intake fuel/air mixture. The main physical feature of this system is the vacuum controlled E.G.R.



valve, which opens during periods of low manifold depression (eg. high speed).

Intake air temperature controls use a temperature sensitive flap valve to give the engine warm air from around the exhaust manifold when the

controlled by throttle position, engine temperature, and manifold vacuum, or a combination of these, these systems can be relatively complicated, as on 1972-'74 TR6s. (Yes, all of those skinny black nylon tubes and rubber connectors do have important jobs to do.)

With more states requiring periodic emissions tests, it is becoming more important to properly maintain and repair emissions control systems if we want to continue to drive and enjoy our cars. Proper maintenance is not difficult, and helps to keep the air we breathe clean and our cars legal. A good place to start is by following the periodic maintenance schedule for your car (found in the Owners' Manual and the Workshop Manual). Visual checks will often show problems such as crimped or torn vacuum hoses, loose connections, and broken components. A good

If we do not do our part to keep our cars running "clean", we are likely to have them forced off the road.

thorough "by the book" tune-ups is an essential starting point for professional fine tuning and adjustment which require expensive and increasingly sophisticated test equipment. If we do not do our part to keep our cars running "clean", we are likely to have them forced off the road.

engine is cold to better vaporize fuel during engine warm-up. After warm-up, the valve changes position to allow the engine to use cooler air for better combustion and more power.

The leaner air/fuel mixtures required to reduce unburned hydrocarbons naturally lead to higher combustion temperatures. Vacuum advance cut-off and delay systems essentially retard the ignition timing from what it would otherwise be to reduce the combustion temperature and reduce formation of nitrous oxides. At the same time, higher temperatures are produced at the end of the combustion process, reducing the amount of unburned hydrocarbons in the exhaust. As these functions may be

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 April 1, 1992. We suggest you place your ad well in advance, and please limit it to 50 words or less. Cars which are realistically priced have a better chance of being sold. Due to space availability, ads received near the deadline may be held for the next issue. Late ads will run in the next issue unless the advertiser specifies current issue only. Please send typewritten copy, include your name, address and phone. Payment must be sent with ad to: Classic-fied Ads, 400 Rutherford Street, Goleta, CA 93117.

1980 MGB Limited Edition Roadster: Showroom condition inside and out. Original papers. Black with silver stripes. Limited edition mags with Michelin tires. High performance engine with 4-speed overdrive, no modifications. Alpine stereo cassette. Collector's item. \$10,000. Jerry (317) 861-0063 or write P.O. Box 29183, Indianapolis, IN 46229.

1973 TR6: Pimento/Chestnut. Second owner, 71K original miles, excellent body, original paint. Strong engine, new tranny, Monza exhaust, Michelin Redlines. Garaged California car. New wool carpet/padding, tonneau cover, misc. things still in boxes. Maintenance records/receipts. My darling needs a loving home. \$5,000 OBO. Ms. E. Gibson, 24113 W. Del Monte Dr. #42, Valencia, CA 91355. Phone (805) 254-8230.

1960 MGA 1600 Roadster: Disc wheels, black with red leather interior. Engine overhauled 6500 miles ago. Many extra mechanical items and assemblies, almost enough for second auto. California car, located in Escondido, CA. \$3000 for all. Hans, (818) 842-5171, ext. 327-weekdays, (310) 781-9462, evenings.

1975 TR6: 130,000 miles, runs well. Good engine and running gear, rebuilt suspension and steering rack. Left front frame accident damage. \$2,000 OBO. Mark, (213) 224-8288-5 PST.

1966 Austin-Healey Sprite: engine overhauled a few years ago. New convertible top. Needs some bodywork. \$3,000. (602) 933-6352.

1953 MG TD: Parked it in garage 7 years ago...still sitting there. I'm moving...you want? Best offer. (216) 248-2106. Ohio.

1950 MGTD: New paint, new interior Volvo engine and transmission, otherwise original. New tires, 10,000 or offer. Jim (616) 837-6548.

1971 MGB GT: Excellent mechanically, recent correct upholstery. Wire wheels, air conditioning, needs paint. \$3500. 1979 MGB Roadster: Excellent throughout, 72,000 miles. \$3800. Nashville, TN (615) 377-3428.

1973 MGB GT: Custom-painted white with rally stripes, sun roof, wire wheels, bra, extra speakers. 1974 1/2 MGB Roadster: Custom-painted light blue, new white top, new carbs, tonneau cover & bra. Both have rebuilt engines, luggage racks, good tires, most mechanical and electrical parts replaced or repaired. \$4500.00 each. (602) 763-4260, (602) 763-8833.

1967 MGB GT: 4 speed, British Racing Green with black interior, wire wheels. Engine overhauled 6500 miles ago. Many extra mechanical items and assemblies, almost enough for second auto. California car, located in Escondido, CA. \$3000 for all. Hans, (818) 842-5171, ext. 327-weekdays, (310) 781-9462, evenings.

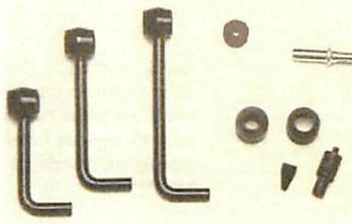
1969 Triumph TR6: Mostly restored. Original wire wheels with Redlines. Excellent condition. Many extras. \$7,500. (415) 941-4457 or (206) 738-1145.

1952 MG TD: Show quality, Red with Black seats and top. Completely restored frame-up, 100 miles since restoration. High performance engine designed for road rally. A beautiful car, photos available. (713) 996-1934.

Now Moss Makes it Easy to Install T Series Girling Shock Components

Good news for early T series owners! Installing new Girling shock links, bushes and link pins has been a great source of frustration to TC and early TD owners for years. Replacement bushings available over the years have been either very easy to install (coming apart just as easily) or nearly impossible to install!

We have just reproduced a full range of these related components, including a well-designed installation tool set, with detailed installation instructions. Our link bushings are the same dimension

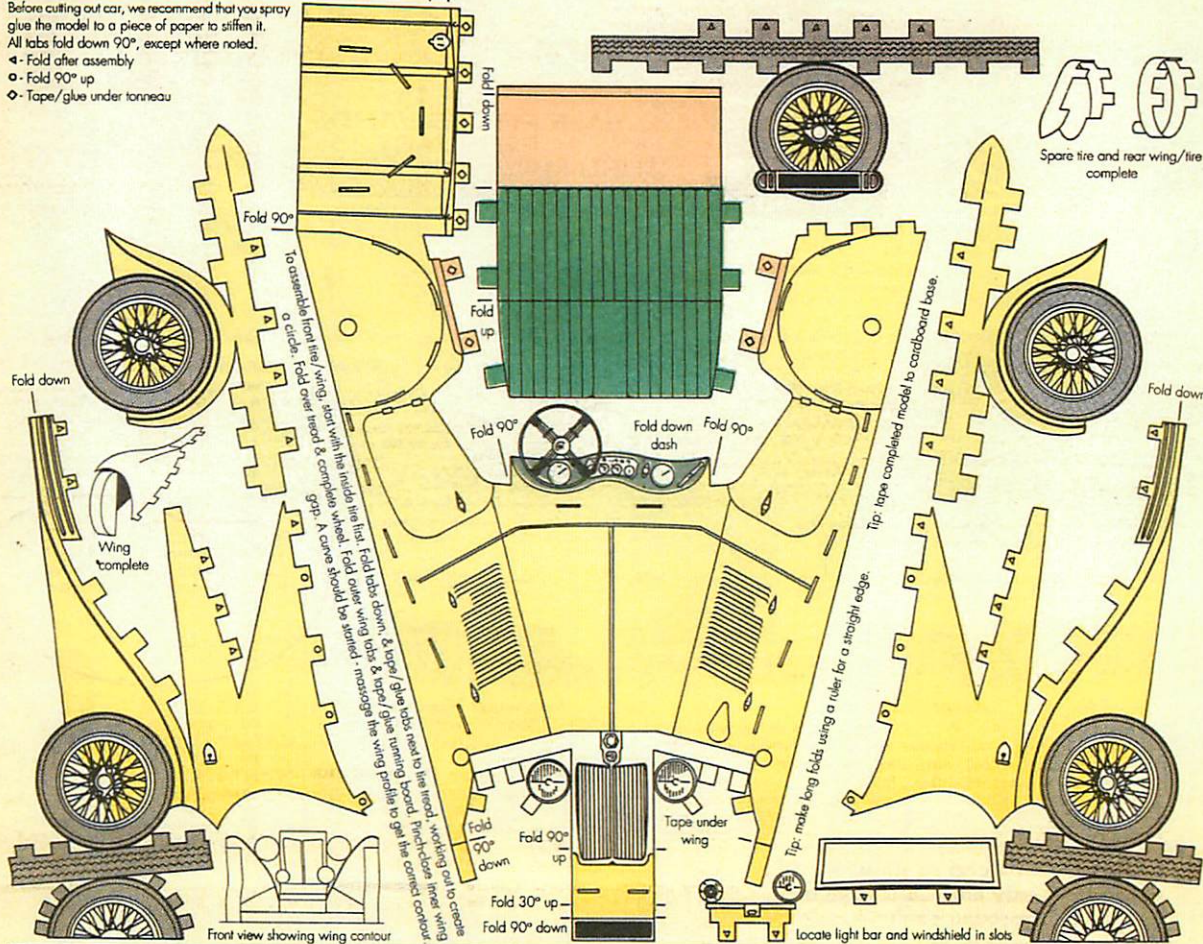


as factory originals, but have been formulated from extremely high tensile strength, crack-resistant rubber to ensure stability and long life.

TC-TD Girling Shock Link Bush (8/4 req.)	282-710	\$3.75
TC Front Shock Link (2 req.)	261-575	\$24.95
TC Rear Shock Link (2 req.)	261-525	\$24.95
TD Girling Rear Shock Link (2 req.)	266-455	\$26.50
TC-TD Shock Link Stud (4/2 req.)	321-820	\$8.95
Shock Bush Installation Tool Kit	385-890	\$39.95

The MG TC! Number 5 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.
 All tabs fold down 90°, except where noted.
 ◐ Fold after assembly
 ◑ Fold 90° up
 ◒ Tape/glue under tonneau



A Heritage MGB Body Shell Adventure

Charles Hopkins
 Grafton, MA



Another reborn beauty in the United States!

It all began one day when I received a Moss Motoring which described the Heritage body shells and indicated that they would be available some time in the future. As I had had two MGBs in college, I was interested in the possibilities. I also showed the ad to my wife, and her reaction was "hmm...that might be something I could drive". As she had been reluctant to try driving my MGA, this started me thinking that I might be able to build a sports car for her to use as well. With that in mind, I had my name placed on the "notify when available" list.

Some months passed and I had nearly forgotten about it when one night a salesperson phoned and said the body shells were coming in and "would I like to buy one?". The next few days were agonizing as I tried to justify such a big purchase. There was the problem of finding a suitable donor car, as I didn't have one. After searching the want ads, I found a fairly complete 1970 parts' car with a ravaged body, not very far from home. I could now actually purchase the body shell!

First...it's true what is said about not making schedules for yourself when doing a restoration of this type.

My "shop" is a one car garage, so I had to gamble that I could get the parts' car in and dismantled, and the old body out before my new body came. It was December, and I did not want to leave the crated body outside. The parts' car was dismantled in two weeks and most of the major assemblies were moved into the (heated) cellar. Two days before Christmas my body shell was delivered.

I had fully expected to work through the winter and spring, overhauling the engine and transmission and checking and cleaning the other components. The plan was to have the car completed in the summer of '90. I quickly discovered two things; first, it's true what is said about not making schedules for yourself when doing a restoration of this type. Second, it is not a good idea to step back and survey the entire project as you may just get overwhelmed by the magnitude of the task. I was almost totally overwhelmed as this was by far the largest project I had ever

undertaken. It seemed that no matter how much I got done, the end was just not getting closer.

By April '90, I had gotten the body out to a shop to be painted and I gathered most of the parts needed for the job over the spring. The garage and cellar were strewn with boxes of parts for much of the time. Through the summer, the engine block and crank were taken to a machine shop for reborring/grinding. I also had the cylinder head converted for use with unleaded fuel. The front and rear suspensions were cleaned and painted and attached to the body, as was the steering gear. I was working very slowly, however, and fall was fast approaching. It became clear that I was not going to finish in time.

Work slowed through early '91, but picked up again in the spring when I installed the lights and wiring. Other parts were sent out to be rechromed. I finally got around to reassembling the engine. I painted it, and installed it and the transmission in the car. Now it seemed progress was being made. I bought a set of tires and finally the car rested on its own wheels. Before I actually tried to start it I took a great deal of time verifying that all the electricals were correct. Finally it was time to see if it would run. I turned the key and the engine barely turned over (the result of using an old battery). On the second crank, however, it fired and ran. The oil pressure was good and the gauges were reading properly. It was exciting and relieving at the same time. I gingerly tried backing out of

the garage and that seemed to work as well. Things were getting better all the time. There was still a lot left to be done but now the end was in sight.

I took two weeks of vacation for the sole purpose of working on the car and made great progress. Carpet and re-upholstered seats were installed and a new convertible top was put on. It was actually a real car at long last. On October 2nd I got the registration and drove to the inspection station to become fully legal. I still have some refinements to do, but I have been enjoying cruising in the fine fall weather.

With a little forethought and planning this is a project that is within the capabilities of many MG enthusiasts. It is not, however, a breeze, and it is easy to get overwhelmed (or side-tracked) as I quickly

On the second crank, however, it fired and ran. The oil pressure was good and the gauges were reading properly. It was exciting and relieving at the same time.

found. Now I have developed a different perspective on what is a difficult project. Almost everything that takes less than two years seems minor when compared to a total rebuild. With this under my belt, I can finally start restoring my "A", which is where I was before all this started. Would I do it again? Sure, why not?

By the way, I'm having too much fun driving the new MGB...maybe my wife will get the keys in the springtime.

(Congratulations to Charles from all of us at Moss for completing such a tremendous task. We hope he'll be able to buy something much needed with the gift certificate we're sending him!)

All-Marque Specials!

SAVE!
Spring Sale!
SAVE!
SAVE!
SAVE!

SALE PRICES VALID
FEBRUARY 15
THRU MARCH 31, 1992
Sale prices may not be used in conjunction with any other special Moss discount offering.

Headlamp Stone Guards
These chrome plated stone guards are of heavy duty wire mesh construction and are easily installed. Protects your headlamps while adding a touch of class to the overall appearance of your car. Sold in pairs, complete with mounting hardware. Fits most 7" headlamp applications except MG TD and Jaguar XK120. 222-100 Reg. \$13.95 **Sale \$11.95**




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

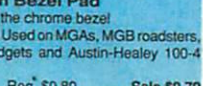


3-Point Seat Belt
222-205 Reg. \$34.95 **Sale \$29.95**
2-Point Seat Belt
222-235 Reg. \$17.95 **Sale \$15.95**

Windshield Wiper Arm
Fits MGA and Austin-Healey 100-4 BN2 thru 3000 BT7. Sold individually. 164-990 Reg. \$13.50 **Sale \$11.50**



Wiper Arm Bezel Pad
Fits between the chrome bezel and the body. Used on MGAs, MGB roadsters, Sprites & Midgets and Austin-Healey 100-4 thru 3000. 282-820 Reg. \$0.80 **Sale \$0.70**




Wire Wheel Spoke Wrench
This wide faced 7" wrench is the perfect size for adjusting spoke nipples without rounding them off. Chrome-plated high quality steel. 385-800 Reg. \$10.95 **Sale \$8.50**



Starter Switch
Fits MG TC-TD-TF, MGA and 948cc Sprites & Midgets. 145-800 Reg. \$69.95 **Sale \$49.95**



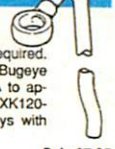
Steering Column Spring Cover
Polished stainless steel for durability. Fits MG TC, Austin-Healey 100-4, 100-6 & 3000, Triumph TR2-TR3 and Jaguar XK120-140-150 with adjustable steering columns. 260-130 Reg. \$13.90 **Sale \$11.50**



Stellite Exhaust Valves
Constructed of stainless steel and faced with Stellite, a hard wearing and highly burn resistant alloy, these valves will considerably outlast stock valves. Sold individually.
MGA 1500-1600
423-115 Reg. \$13.50 **Sale \$11.50**
MGB (From '68 on.)
423-165 Reg. \$15.95 **Sale \$12.95**
Triumph TR4-TR4A (5/16" stem diameter.)
821-025 Reg. \$15.25 **Sale \$13.75**
Jaguar XK120-140 (1 7/16" head diameter)
537-035 Reg. \$17.95 **Sale \$14.95**
Austin-Healey 100-6 & 3000 (BN4 thru BJ8 with 6-port heads only)
537-175 Reg. \$16.95 **Sale \$14.95**
Sprite-Midget (948 & 1098cc engines only)
423-315 Reg. \$12.95 **Sale \$11.25**



SU Carburetor Overflow Pipe
Supplied straight; bend as required. Fits MG TC-TD-TF, MGA, Bugeye Sprite, Triumph TR2-TR3A to approximately 1958, Jaguar XK120-140-150 and Austin-Healeys with HD6 & HD8 carburetors. 451-250 Reg. \$9.95 **Sale \$7.95**




ReLead
Developed to replace the lead your engine was designed to use. You can rely on ReLead to protect against excessive valve seat recession and burned valves. Each 8 oz. can treats 80 gallons of unleaded gasoline. 220-390 Reg. \$6.45 **Sale \$5.75**



Tail Lamp Lens Pad
Fits between lens and chrome base. For MGA 1500 & 1600, Bugeye Sprite, Triumph TR2 from TS1301 thru TR3B, and Jaguar XK140 & early XK150. 159-100 Reg. \$2.50 **Sale \$1.95**



Tie Rod End Boot
Sold individually. Fits MG TD-TF, MGA, Sprite-Midget thru '72, Austin-Healey 100-4, 100-6 & 3000 and Triumph TR4 & TR4A. 262-220 Reg. \$2.65 **Sale \$2.15**



Tripod Headlamp Kit
Without a doubt, this one accessory will give your car the look of a classic British sports car! These reproductions are virtually identical to the Lucas originals, and give a powerful light as well as looking great! Supplied as a pair, complete with bulbs and adaptors. Not legal for street use in California. Other states may have similar regulations, please check with local authorities before ordering. 156-878 Reg. \$119.95 **Sale \$94.50**



Moss Classic Color Spray Paints
Painstakingly researched and specially formulated by Moss to provide you with the correct shades for the properly restored British sports car. (Surfaces must be properly primed to obtain correct colors/shades. Not designed to be applied to bare metal.) 12 oz aerosol cans.
MG TC-TD-TF Dark Red Engine Paint
220-510 Reg. \$11.25 **Sale \$8.25**
Sprite-Midget Dark Olive Green Engine Paint
220-580 Reg. \$11.25 **Sale \$9.95**




Octagon Wire Wheel Knockoff Wrench
An essential item for removing the "safety" knockoffs fitted to many post-1968 British sports cars. Keep one on the garage, one in your trunk. 386-030 Reg. \$7.95 **Sale \$5.95**



Shock Absorber Fluid
Our shock fluid is custom-blended specifically for British Girling and Armstrong lever action shock absorbers. Durable plastic bottle has convenient flip-open pouring spout for on-the-road shock refills. 16 fluid ounces. 220-304 Reg. \$4.95 **Sale \$4.25**



Headlamp Assembly
This complete assembly includes a sealed beam headlamp, bucket, headlamp adaptor pigtail, inner adjusting rims and adjuster assemblies. Appropriate for Triumph TR4 thru TR6, Austin-Healey 100-4, 100-6, 3000 & Sprite, MGA, and Midget except for the 1500s. We also currently supply this unit as a replacement type assembly for Triumph TR2 and TR3. 144-800 Reg. \$122.95 **Sale \$107.50**



MG Trunk Lid Chrome "Octagon" Badge Set
Fits all MGAs, MGB roadsters thru '69 & early MGB GTs and MG Midget. Three piece set with mounting clips. 470-698 Reg. \$10.95 **Sale \$8.95**



SLR/SFT Accessory Lamp Light Units
These are replacement lens/reflector units for either original Lucas or our own reproduction accessory lamps. Bulbs are not included but are available separately.
Fog Light Unit (Clear Fluted Lens)
157-100 Reg. \$27.50 **Sale \$23.50**
Driving Light Unit (Clear Non-Fluted Lens)
157-200 Reg. \$27.50 **Sale \$23.95**



"AMCO" Rubber Floor Mats
Protect your carpets from wear and sunlight with these custom fit rubber floor mats. Heavily ribbed black rubber with an appropriate logo on each mat. Made exclusively for Moss Motors. Sold as a pair.
MGA
241-810 Reg. \$20.95 **Sale \$16.95**
MGB (1963 thru '67)
241-840 Reg. \$20.95 **Sale \$16.95**
MGB (1968 thru '80)
241-850 Reg. \$20.95 **Sale \$16.95**
Austin-Healey 100-6 & 3000
021-430 Reg. \$20.95 **Sale \$16.95**
Triumph TR2-TR6
646-750 Reg. \$20.95 **Sale \$16.95**



MGB & Sprite-Midget Dash Top Repair Covers
Our fully molded black ABS vinyl dash pad repair panels quickly and easily glue on top of your existing dash. Makes even badly deteriorated dashes look great again. Supplied complete with adhesive and installation instructions.
MGB 1968-'71
453-890 Reg. \$44.95 **Sale \$39.95**
MGB 1972-'76
453-895 Reg. \$44.95 **Sale \$39.95**
Sprite-Midget 1968-'80
453-950 Reg. \$43.95 **Sale \$39.95**



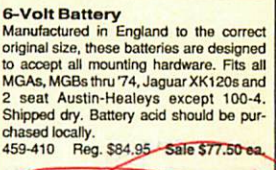
Mallory Dual Point Distributor
Mallory's dual point design provides a hotter spark than standard distributors. The mechanical advance-only design is fully adjustable to provide 16-28 degrees of total advance, making these performance units equally suited to both stock and race-prepared engines. A drive gear, either your original or a new one, must be installed. Fits most 4-cylinder British sports cars from 1945-'80 where sufficient room exists. Will not fit TR7. MG T-series cars require our alloy accessory tappet cover #224-240 and a slightly longer fan belt. Not legal in California on post-1968 pollution controlled vehicles. 143-180 Reg. \$165.95 **Sale \$149.95**



6-Volt Battery
Manufactured in England to the correct original size, these batteries are designed to accept all mounting hardware. Fits all MGAs, MGBs thru '74, Jaguar XK120s and 2 seat Austin-Healeys except 100-4. Shipped dry. Battery acid should be purchased locally. 459-410 Reg. \$84.95 **Sale \$77.50 ea.**



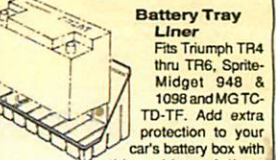
12-Volt Vintage Type Tar Top Battery
These U.K.-produced batteries are virtually identical to the Lucas originals fitted during the '50s and early '60s. Appropriate for MGTC-TD-TF, Triumph TR2-TR3 and Austin-Healey 100-6 & 3000 4-seaters. 459-400 Reg. \$159.50 **Sale \$144.95**



Battery Cut-Off Switch
This Lucas safety and anti-theft accessory is easily wired into your original battery cables, providing a master electrical power switch to covertly immobilize your car or eliminate the threat of fire in case of an inconvenient fuel leak or electrical problem. 145-770 Reg. \$64.50 **Sale \$59.95**



Battery Tray Liner
Fits Triumph TR4 thru TR6, Sprite-Midget 948 & 1098 and MG TC-TD-TF. Add extra protection to your car's battery box with this acid-proof liner. Ribbed for extra strength, these trays not only protect against corrosion, but make cleaning around the battery a cinch! 241-020 Reg. \$23.95 **Sale \$21.95**



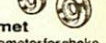
Chrome Racing Mirror
This attractive 3 1/2" diameter mirror has a true classic shape and mounts easily and securely to either fenders or doors. Flat lens. 222-350 Reg. \$34.95 **Sale \$31.95**



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



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



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



Left Hand Convex Lens 165-300 Reg. \$10.75 **Sale \$8.95**
Right Hand Convex Lens 165-210 Reg. \$10.75 **Sale \$8.95**
Left Hand Flat Lens 165-500 Reg. \$10.75 **Sale \$8.95**
Right Hand Flat Lens 165-400 Reg. \$10.75 **Sale \$8.95**

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Goleta, California 93116
805-968-1041

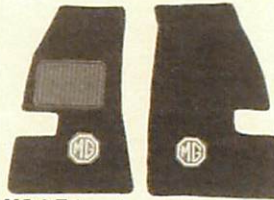
Flasher Lamp

Rubber Body
Fits front flasher lamp of Triumph TR3 from TS17341 thru TR4 (b)30348CT, Bugeye Sprite, Austin-Healey 100-6 & 3000 to (c)26704. Fits rear flasher lamp of TR3 from TS 17341 thru TR3B, Bugeye Sprite, Austin-Healey 100-6 & 3000 to (c)26704. Fits rear flasher lamp of TR3 from TS17341 thru TR3B, Bugeye, Austin-Healey 100-6 & 3000 to (c)26704 and MGA 1600. 159-600 Reg. \$2.95 **Sale \$2.50**



Interior Courtesy Lamp

This complete assembly fits MGBs from 1972 to '76. Sprites from MkII on, Midgets from MkII on and early Triumph TR6s with courtesy lamps fitted to the transmission tunnel. 158-920 Reg. \$29.50 **Sale \$23.95**



MG & Triumph Carpeted Logo Floor Mats

Beautifully designed with either the MG octagon or the Triumph laurel wreath, these surge-bound with non-slip backing and absolutely exceptional in both grade and appearance. Set includes both right and left hand mats.

- | | | | |
|------------------------|---------|--------------|--------------|
| MG TD-TF | 240-220 | Reg. \$64.95 | Sale \$59.95 |
| MGA | 240-230 | Reg. \$64.95 | Sale \$59.95 |
| MGB (1963-'67) | 240-240 | Reg. \$64.95 | Sale \$59.95 |
| MGB (1968 on) | 240-250 | Reg. \$64.95 | Sale \$59.95 |
| Triumph TR4-TR6 | 240-260 | Reg. \$64.95 | Sale \$59.95 |

Austin-Healey 100-6 & 3000 Bottom Radiator Hose
For cars fitted with a heater only. 570-085 Reg. \$18.35 **Sale \$14.95**

Austin-Healey 100-6 & 3000 Front Splash Apron
031-350 Reg. \$69.95 **Sale \$62.50**

Austin-Healey 100-6 & 3000 Interior Door Latch Handle
Fits up thru BT7. 803-900 Reg. \$11.90 **Sale \$9.25**

Austin-Healey 100-4, 100-6 & 3000 Non-Adjustable Steering Wheel
Beautiful and authentic reproduction of the original banjo-style steering wheel. 853-800 Reg. \$157.50 **Sale \$139.95**



Austin-Healey 100-6 & 3000 Oil Pump
This is a superbly machined reproduction of the later style gear-type oil pump. Suitable for all 6-cylinder engines. 021-362 Reg. \$304.50 **Sale \$294.95**

Austin-Healey 100-6 & 3000 Side Curtain Seal Set
Fits all roadsters thru BT7. One set does both sides. 021-774 Reg. \$21.90 **Sale \$17.50**

Austin-Healey 100-6 & 3000 Water Outlet Elbow
021-346 Reg. \$24.90 **Sale \$18.95**

Austin-Healey 100-6 & 3000 Windshield Post Pad
Fits all roadsters thru BT7. 021-762 Reg. \$3.45 **Sale \$2.75**

Austin-Healey 100-6 & 3000 Chromed Front Bumper Bar
031-353 Reg. \$99.50 **Sale \$83.50**

Austin-Healey 100-6 and 3000 Chromed Rear Bumper Bar
031-356 Reg. \$99.50 **Sale \$82.50**

Austin-Healey 100-6 & 3000 Front Bumper Brackets Right Hand
031-354 Reg. \$25.95 **Sale \$22.95**

Left Hand
031-358 Reg. \$25.95 **Sale \$22.95**

Austin-Healey 100-6 and 3000 Harmonic Crank Balancer
This rubber insulated crank dampener dramatically smooths out engine vibration, significantly reducing engine wear. Produced in Australia to incredibly high standards, these units fit all six cylinder Healeys. 031-206 Reg. \$249.50 **Sale \$239.95**



Austin-Healey "100-6" Chrome Radiator Grille Emblem
021-740 Reg. \$9.95 **Sale \$8.50**

Austin-Healey 100-6 thru 3000 BT7 Door Latch Assemblies

Left Hand
803-815 Reg. \$28.75 **Sale \$23.95**

Right Hand
803-825 Reg. \$28.50 **Sale \$23.95**

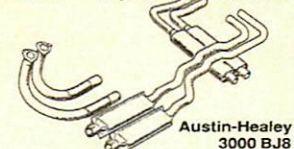
Austin-Healey 100-6/3000 Factory Manual Reprint

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

Austin-Healey 3000 BJB Fuel Tank Sending Unit
021-571 Reg. \$57.50 **Sale \$44.95**

Austin-Healey 100-6 & 3000 Chrome Headlamp Rim
164-080 Reg. \$27.50 **Sale \$22.50**

Austin-Healey 100-4, 100-6 & 3000 Outer Tie Rod Assembly
Fits from 100-4 (c)157624 on. 667-550 Reg. \$62.50 **Sale \$53.95**



Austin-Healey 3000 BJB Stainless Steel Exhaust System
The last exhaust system your car will ever need! Carefully constructed of heavy gauge stainless steel, this system is designed to fit just like the original. And, of course, that good old British exhaust note is still there! Guaranteed for as long as you own your car. 850-005 Reg. \$585.00 **Sale \$539.95**

Austin-Healey 3000 BJB & BJB Door Window Glass

Left Hand
021-860 Reg. \$169.50 **Sale \$144.95**

Right Hand
021-861 Reg. \$169.50 **Sale \$144.95**

Austin-Healey 3000 BJB & BJB Door Window Inner Brush Seal
682-030 Reg. \$4.75 **Sale \$4.35**

Austin-Healey 3000 BJB & BJB Door Window Regulator
Much of the tooling used to reproduce these assemblies are factory originals, ensuring superb quality and operation!

BJ7 Left Hand
021-900 Reg. \$124.50 **Sale \$109.95**

Right Hand
021-905 Reg. \$124.50 **Sale \$109.95**

BJ8 Left Hand
021-910 Reg. \$124.50 **Sale \$109.95**

Right Hand
021-915 Reg. \$124.50 **Sale \$109.95**

Austin-Healey 3000 BJB & BJB Nylon Window Guide
Sold individually, 6 required per car. 021-780 Reg. \$1.95 **Sale \$1.60**

Austin-Healey 3000 BJB Cloth-Bound Wiring Harness
Fits BJ8s from (b)76138 on. Incorporates a woven cloth outer binding over PVC insulated individual wires. Our wiring harnesses are complete except for minor sub-harnesses such as steering column, overdrive and headlamp pigtails. 358-355 Reg. \$259.50 **Sale \$239.95**

Austin-Healey 3000 Headlamp Mounting Gasket
Mounts between bucket assembly and fender. Fits 3000s from (c)18764 on. 164-050 Reg. \$8.95 **Sale \$6.50**

Austin-Healey 3000 Radiator Grille Slat Assembly
Fits 3000s from (c)13750 on. 031-360 Reg. \$189.50 **Sale \$169.50**

Austin-Healey 100-4, 100-6 & 3000 Spin-On Oil Filter Adaptor
This nicely engineered adaptor bolts directly to the engine block, eliminating the original Tecalmit or Purolator filter head. Makes oil changes easy and much less messy! Order oil filter element #235-880 separately. 635-840 Reg. \$25.95 **Sale \$23.95**



Austin-Healey 3000 BJB Walnut Dashboard
This magnificent 3-piece dashboard set is constructed of a beautiful burled walnut veneer on a multi-ply Baltic birch plywood base. Glove box door edge grain is opeaked out as original. The quality of the fully polished polyester finish is better than factory original and ideally suited to a full Concours restoration. 633-650 Reg. \$352.50 **Sale \$339.95**

Austin-Healey 100-4, 100-6 & 3000 Chrome Trunk Handle Assembly
Supplied complete with 2 keys. 031-325 Reg. \$32.95 **Sale \$26.95**

Flush-Fit Antenna

Pull it up when you need it, push it down when you don't. Minimizes the chances of breakage when parked and exceptionally handy if you use a car cover regularly. Extends to a full 36", requires 9 1/2" depth for fitting. 386-970 Reg. \$11.95 **Sale \$10.25**



Groze Jets

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



SU H & HS Carburetors
388-330 Reg. \$4.75 **Sale \$4.25**

SU HF Carburetors
386-340 Reg. \$4.75 **Sale \$4.25**

Zenith-Stromberg Carburetors
386-350 Reg. \$4.75 **Sale \$4.25**

Badge Bar Chrome Mounting Clip
408-567 Reg. \$3.75 **Sale \$3.25**



Badge Chrome Backing Plate
408-577 Reg. \$3.45 **Sale \$2.85**



Austin-Healey Specials!

Austin-Healey 4-Speed Gearbox Gasket Set
Fits 100-4 BN2 thru 3000 BJB. 021-053 Reg. \$12.90 **Sale \$11.25**

Austin-Healey 100-4 Water Pump
Supplied less pulley. 021-065 Reg. \$136.95 **Sale \$127.50**



Austin-Healey 100-4 Water Pump Seal
031-223 Reg. \$4.75 **Sale \$4.25**

Austin-Healey 100-4 Wood Top Bow
021-580 Reg. \$22.50 **Sale \$18.95**

Austin-Healey 100-4, 100-6 & 3000 Rear Wire Wheel Hub Stud Locknut
Fits all from (c/e) 221536 on. Sold individually, 10 required per car. 031-294 Reg. \$2.95 **Sale \$2.50**

Austin-Healey 100-4, 100-6 & 3000 Chrome Hub Cap
Sold individually. 031-312 Reg. \$37.95 **Sale \$33.95**



Austin-Healey 100-4, 100-6 & 3000 Clutch and Brake Pedal Pad
Sold individually. 021-412 Reg. \$2.40 **Sale \$2.15**

Austin-Healey 100-4, 100-6 & 3000 Flexible Oil Line
021-711 Reg. \$17.95 **Sale \$14.50**

Austin-Healey 100-4, 100-6 & 3000 Front Shroud Winged Medallion
Fits 100-4 thru 3000 (c)13750. 021-725 Reg. \$22.95 **Sale \$19.95**

Austin-Healey 100-4, 100-6 & 3000 Rocker Arm Bushing
Sold individually. 021-355 Reg. \$5.40 **Sale \$4.75**

Austin-Healey 100-6 & 3000 Heater Control Panel
Fits all models except BJ8. 021-575 Reg. \$13.95 **Sale \$10.95**

Austin-Healey 100-4, 100-6 & 3000 Cockpit Air Control Cable
Supplied less knob. 331-330 Reg. \$18.95 **Sale \$15.50**

Austin-Healey 100-4, 100-6 & 3000 Rear Fender Rust Repair Panel
This panel replaces approximately the lower 10" between the wheel arch opening and door shut face pillar.

Left Hand
857-500 Reg. \$29.75 **Sale \$24.50**

Right Hand
857-510 Reg. \$29.75 **Sale \$24.50**

Austin-Healey 100-4, 100-6 & 3000 Stainless Steel Fender Beads
Polished stainless steel as original.

Front Bead
021-810 Reg. \$16.95 **Sale \$12.95**

Rear Bead
021-820 Reg. \$16.95 **Sale \$12.95**

Austin-Healey 100-4, 100-6 & 3000 Trunk Lid Chrome "Austin-Healey" Script
021-731 Reg. \$9.95 **Sale \$8.25**

Austin-Healey 100-4, 100-6 & 3000 Trunk Lid Hinges

Left Hand
802-440 Reg. \$17.95 **Sale \$14.95**

Right Hand
802-450 Reg. \$17.95 **Sale \$14.95**

Austin-Healey 100-4, 100-6 & 3000 Rear Spring Shackle Pin Metal Bush
Fits 3000s to (c)26704. 021-372 Reg. \$6.50 **Sale \$5.50**

Austin-Healey 100-6 & 3000 Battery Cover
Fits all cars with a single 12-volt battery. 031-311 Reg. \$8.95 **Sale \$7.25**

Austin-Healey 100-6 & 3000 Battery Tray
For cars with a single 12-volt battery. Excellent reproduction of the original bakelite tray. 031-308 Reg. \$28.95 **Sale \$24.95**

MORE

*Austin-Healey
Specials!*

**Austin-Healey 100-6 & 3000
Clutch & Brake
Master Cylinder Assembly**
This assembly is fitted as a brake master cylinder to all 3000s without servos and as a clutch master cylinder to all 100-6s and 3000s.
513-318 Reg. \$99.50 Sale \$89.95

**Austin-Healey
Fuel Tank Sending Unit**
Fits all except 3000 BJ8.
021-570 Reg. \$57.50 Sale \$49.95

**Austin-Healey
Gearshift Lever Boot**
Fits 6-cylinder cars with 4-speed
centershift gearboxes only.
021-338 Reg. \$9.45 Sale \$8.45

Austin-Healey Interior Mirror
Fits 100-4 thru 3000 (b)73214.
165-150 Reg. \$19.75 Sale \$15.95

**Austin-Healey
Oil Filter Element**
This is the paper type, supplied
complete with seal ring.
833-000 Reg. \$4.30 Sale \$3.75

**Austin-Healey
Side Curtain Wing Nut**
Fits all 6-cylinder cars with side curtains.
Sold individually, 4 required per car.
805-110 Reg. \$4.45 Sale \$3.85



**Austin-Healey
Triple Weber Carburetor Kit**
For the serious performance seeker! Triple 40DCOE carburetors combined with a precision cast alloy intake manifold makes it easy to obtain maximum power from your big Healey! Installation is fairly straightforward and almost no tuning adjustment is required as this set-up is tailored to Austin-Healey specifications. Kit included three correctly jetted carbs., velocity stacks, manifold and complete linkage hardware. Fits cars with 6-port heads only.
222-530 Reg. \$1425.00 Sale \$1,375.00

Austin-Healey Wind Wing Set
Fits all 100-6s and 3000s with side curtains. Easily installed (requires drilling four holes), these clear plexiglass wind wings eliminate annoying drafts.
240-150 Reg. \$43.50 Sale \$37.50

Austin-Healey Vent Window Seals
Fits 3000 BJ7 and BJ8.
Right Hand Reg. \$21.50 Sale \$18.50
Left Hand Reg. \$21.50 Sale \$18.25

*MG TC-TD-TF
Specials!*

**TC Stainless Steel
Exhaust System**

The last exhaust system your TC will ever need! Carefully constructed of heavy gauge stainless steel, this system is designed to fit just like the original. And, of course, that good old British exhaust note is still there! Guaranteed for as long as you own your car.
454-508 Reg. \$279.70 Sale \$239.95

TC-TD Chrome Headlamp Rim
Fits 49EXU TCs & all TDs. Sold individually.
156-400 Reg. \$47.50 Sale \$42.50

TC-TD Chrome Hood Handle Set
Complete set of 2 left & 2 right hand handles.
406-868 Reg. \$59.95 Sale \$47.50

TC-TD-TF Flexible Oil Line
Braided stainless-steel exterior, non-aging teflon interior. Guaranteed for life!
376-060 Reg. \$22.95 Sale \$18.25

TC-TD Chrome Seat Back Bracket
Screws to seat back.
406-110 Reg. \$19.95 Sale \$15.95

**TD Seatback
Wheel Arch Chromed Bracket**
406-140 Reg. \$15.95 Sale \$12.95

**TC-TD
Seatback Adjusting Wing Bolt**
406-100 Reg. \$7.60 Sale \$5.95

TC Rubber Gearbox Cover
280-460 Reg. \$147.50 Sale \$119.95

TC Rear Wheel Cylinder
180-580 Reg. \$192.95 Sale \$184.95

**TD-TF
Front Chrome
Bumper Bar**
Triple chrome-plated for lasting beauty and durability. Brackets, overriders, etc., are all available separately.
453-010 Reg. \$72.50 Sale \$59.95

TC-TD Cylinder Head Gasket
This is the early type with elongated banana shaped water passage holes. Fits 1250cc engines up to (e)22734.
290-000 Reg. \$39.50 Sale \$33.95

TD-TF Cylinder Head Gasket
Fits 1250cc XPAG engines from (c)22735 on (round water passages).
290-100 Reg. \$39.50 Sale \$34.50

TF Cylinder Head Gasket
Fits all 1500cc XPEG engines.
290-200 Reg. \$39.50 Sale \$34.50

TC-TD Horn Push/Dipper Switch
An exact reproduction, fits up to TD (c)18882.
140-700 Reg. \$39.95 Sale \$33.95

TC-TD Oil Filter Assembly
Fits TC and TD thru (e)14223.
Original "throw-away" type.
435-360 Reg. \$33.50 Sale \$27.50

TC-TD Radiator Cap
202-010 Reg. \$29.50 Sale \$24.50

**TC-TD
Zinc-Plated
(for painting)
Radiator Grille
Slat Assembly**
These stamped steel assemblies exactly duplicate the delicate air-foil cross-section of the originals. Chrome shell, false nose and medallion not included.
454-170 Reg. \$59.75 Sale \$49.95

**TC-TD-TF
Braided Stainless Steel
Fuel Lines**
Braided stainless steel exterior with brass fittings, non-aging teflon interior. Original in appearance and guaranteed for life!
TD-TF Pump-to-Carb. (16") (TD MkII uses 3).
376-050 Reg. \$23.75 Sale \$19.95
376-080 Reg. \$26.95 Sale \$22.95
TF Carb-to-Carb (16")
376-070 Reg. \$26.95 Sale \$22.50
TC-TD MkII Pump-to Carb (18")
376-090 Reg. \$25.85 Sale \$21.50

**TC-TD-TF
Brake/Clutch Pedal
Rubber Fume Excluder**
280-420 Reg. \$13.95 Sale \$9.95

TC Carpet Set
Carefully patterned and cut in our own upholstery shop for proper fit and easy installation. These kits are constructed of superior 80/20% wool/synthetic short pile material manufactured in England exclusively for us. They include leather handbrake boot and jute padding where originally fitted, and are supplied complete with the correct rubber heelmat and all necessary snaps & studs.
454-448 Reg. \$198.95 Sale \$189.95

**TC-TD-TF
Brake/Clutch Pedal
Rubber Fume Excluder**
280-420 Reg. \$13.95 Sale \$9.95

TC Carpet Set
Carefully patterned and cut in our own upholstery shop for proper fit and easy installation. These kits are constructed of superior 80/20% wool/synthetic short pile material manufactured in England exclusively for us. They include leather handbrake boot and jute padding where originally fitted, and are supplied complete with the correct rubber heelmat and all necessary snaps & studs.
454-448 Reg. \$198.95 Sale \$189.95

**TC-TD-TF
Cowling to Hood Rubber Strip**
280-250 Reg. \$9.95 Sale \$8.25

**MG TC-TD-TF
Door Check Strap Assembly**
405-500 Reg. \$10.90 Sale \$8.45

**TC-TD-TF
Door Lock Assemblies**
Each supplied complete with chrome cover and cover screw set.
Left Hand
401-100 Reg. \$36.50 Sale \$27.50
Right Hand
401-200 Reg. \$36.50 Sale \$27.50

TD-TF Exterior Door Handle Set
Set includes 2 handles, 2 gaskets and 4 mounting screws.
401-608 Reg. \$39.95 Sale \$32.50

**TC-TD-TF
Generator Rear Bearing Oiler**
147-900 Reg. \$6.95 Sale \$5.25

TC-TD-TF Interior Mirror
165-090 Reg. \$29.75 Sale \$24.95

TC-TD-TF Nylon Car Cover
Our durable yet lightweight 100% nylon car cover comes complete with its own MG crested stuff bag. Excellent for use as a travel car cover or an economical dust cover for garage use. Tailored for a perfect fit, medium blue in color.
236-015 Reg. \$57.50 Sale \$47.95

TC-TD-TF Threshold Plate Set
Our "MG Car Company Ltd." threshold plates are beautifully photo etched and duplicate the pre-war and very early TC design. Complete set of two.
451-398 Reg. \$21.95 Sale \$17.95

**TC-TD-TF
Water Pump**
434-010 Reg. \$118.95 Sale \$94.95

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

**TD Complete
Cloth Bound Wiring Harness**
Fits TDs from (c)188831 on with turn signals and floor-mounted dimmer switch. Incorporates a woven cloth outer binding over modern PVC insulated individual wires. Our wiring harnesses are complete except for minor sub-harnesses such as wiper wire & headlamp pigtails.
356-150 Reg. \$219.95 Sale \$189.95

**TD Factory Style
Chromed Grab Handle**
Fits LHD TDs only. This is an exact reproduction of the very rare MG factory optional dashboard grab handle. Mounts to the lower edge of the dash and is secured to the backside, leaving the dash face completely untouched.
229-000 Reg. \$21.95 Sale \$18.25

TD Side Curtain Strip Kit
Fits cars with 2 free-standing metal top bows only. This complete kit includes correct spooned strips, specialized bolts and nuts. One kit does all four side curtains.
252-208 Reg. \$88.50 Sale \$75.95

TD Walnut Veneered Dashboard
Fits later TDs from (c)10779 on. This popular vintage accessory replaces your existing vinyl covered dash with premium quality burled wood veneer, veneered to a multi-ply Baltic birch base. The hand selected burl walnut is bookmatched through the dash centerline to maintain perfect symmetry. The polished polyester finish gives a deep luster and is resistant to the effects of the sun.
233-665 Reg. \$265.00 Sale \$249.95

*Sale Prices Valid
February 15 thru
March 31, 1992*

**TD-TF
Amco
Luggage
Racks**
These clever fold-down luggage racks hold plenty of luggage without obstructing your rear-view vision. Well-engineered and made to last!
TD Rack
243-700 Reg. \$297.50 Sale \$249.95
TF Rack
243-800 Reg. \$297.50 Sale \$269.95
TC-TD-TF Top Chrome Wing Bolt
Attaches the convertible top header rail to the windshield frame. Sold individually.
406-200 Reg. \$7.45 Sale \$6.25



TD-TF Axle Shaft
Our reproduction rear axle shafts are carefully machined to exacting standards. The ends incorporate SAE threads, requiring our #310-590 castellated nut to be used.
453-220 Reg. \$128.75 Sale \$114.95

TD-TF Chrome Badge Bar
This traditional accessory mounts between the bumper assembly and frame extensions. The clever design incorporates sturdy brackets for mounting accessory lamps easily.
451-060 Reg. \$36.95 Sale \$29.95

TD-TF Front Bumper Bracket
Sold individually.
454-020 Reg. \$19.75 Sale \$16.95

**TD-TF Front Suspension
Lower A-Arm**
Sold individually, 4 required per car.
264-020 Reg. \$15.75 Sale \$9.95

TD-TF Side Curtain Mounting Plate
405-300 Reg. \$6.25 Sale \$5.25

**TD-TF Steering
Wheel**
Beautiful and authentic reproduction of the original banjo-style steering wheel. Centerpiece, #262-340 available separately.
454-230 Reg. \$169.50 Sale \$139.95

TD-TF Steering Wheel Centerpiece
A very nice reproduction, metallic bronze finish as original.
262-340 Reg. \$42.50 Sale \$34.95

**TD-TF Tall Lamp to Fender
Chromed Adaptor**
For cars with round tall lamps only.
406-900 Reg. \$19.75 Sale \$16.95

TF Dash Knob Handle Set
Complete set of 5 dash knobs, lettered as original.
150-908 Reg. \$17.95 Sale \$14.50

**TD Dashboard
Green Warning Lamp**
142-210 Reg. \$28.50 Sale \$23.95

**TF Original Type
Engine Control Cables**
These quality reproductions incorporate a flat roll outer cable and the correct knob on the inner cable. Supplied long, trim to fit.
Starter Cable
331-400 Reg. \$24.50 Sale \$19.95
Choke Cable
331-410 Reg. \$24.50 Sale \$19.95

TF Windshield Wiper Blade
160-900 Reg. \$11.95 Sale \$9.75

**TC-TD-TF
Camshaft Timing Sprocket**
433-430 Reg. \$69.95 Sale \$54.95

**TD-TF Front Suspension
Rebound Buffer**
264-290 Reg. \$12.95 Sale \$8.95

**TD-TF Front Suspension
Swivel Knuckle Distance Tube**
Sold individually, 4 required per car.
264-070 Reg. \$3.75 Sale \$3.25

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



Moss Motors, Ltd.
P.O. Box 847
7200 Hollister Avenue
Goleta, California 93116
805-968-1041

MGA Specials!

MGA "Short-Style" Tan Canvas Tonneau Cover
Beautifully constructed of Hartz multi-ply tan canvas. Short style tonneau covers mount to the rear cockpit rail.
241-540 Reg. \$145.60 Sale \$134.95

MGA 1500 Complete Floorboard Set
Complete 7-piece set for early cars to (c)61503. (No starter drive cut-out.)
456-945 Reg. \$149.50 Sale \$134.95

MGA Main Floorboard Set
4 piece set. Does not include rear ramp board or front toeboards.
456-960 Reg. \$109.50 Sale \$99.95

MGA 1500 Front Parking Lamp Lens
Supplied complete with chrome rim.
158-900 Reg. \$15.95 Sale \$11.95

MGA 1500 Front Parking Lamp Assembly
143-500 Reg. \$27.95 Sale \$22.95

MGA Alloy Frame Cover Plates
Includes felt strips & rivets. These can only be replaced when doing a "body off" restoration. Originals are usually badly corroded!
Left Hand
470-890 Reg. \$23.50 Sale \$18.95
Right Hand
470-900 Reg. \$23.50 Sale \$18.95

MGA Braided Stainless Steel Fuel Line
Fits between pipe and carburetor. Braided stainless-steel exterior with brass fittings and non-aging teflon interior. Guaranteed for life!
376-350 Reg. \$21.95 Sale \$18.95

MGA Chrome Wiper Arm Bezel
145-290 Reg. \$5.95 Sale \$4.25

MGA Disc Wheel Hub Cap
Sold individually.
200-230 Reg. \$21.75 Sale \$16.95

MGA Distributor Vacuum Pipe Assembly
Complete assembly including pre-bent pipe, fittings, trap and clip.
163-620 Reg. \$19.95 Sale \$15.50

MGA Fender Rust Repair Panels
Rid your car of rust problems the proper way. Our front fender repair panels replace the lower 7" between the door hinge panel and wheel arch, while our rear panels replace the lower 11" between the door shut face and wheel arch.
Left Hand Rear
457-790 Reg. \$27.50 Sale \$23.95
Right Hand Rear
457-780 Reg. \$27.50 Sale \$23.95
Right Hand Front
457-760 Reg. \$24.50 Sale \$21.95
Left Hand Front
457-770 Reg. \$24.50 Sale \$21.95

MGA Front Bumper Set
This is the 3 main sections. While they may not exactly be Concours quality, these are attractive bumpers at an attractive price!
454-880 Reg. \$67.90 Sale \$59.95

MGA Rear Bumper Bar
453-170 Reg. \$76.50 Sale \$67.50

MGA Front Suspension Lower A-Arm
Sold individually, 4 required per car.
264-020 Reg. \$15.75 Sale \$9.95

MGA Front Suspension Rebound Buffer
264-290 Reg. \$12.95 Sale \$8.95

MGA Front Suspension Swivel Knuckle Distance Tube
Sold individually, 4 required per car.
264-070 Reg. \$3.75 Sale \$3.25

MGA Sill Finishing Strip Set
As original, our strip set leaves the foremost fender bolts exposed.
453-098 Reg. \$16.95 Sale \$13.95

MGA Fuel Tank Sending Unit
360-280 Reg. \$54.75 Sale \$39.95

MGA Gas Cap
A really nice reproduction of the original "lift lever" cap.
470-190 Reg. \$19.95 Sale \$15.95

MGA Gearshift Lever Boot
280-760 Reg. \$6.95 Sale \$5.25

MGA Headlamp Mounting Gasket
Mounts between bucket assembly and fender.
290-130 Reg. \$4.90 Sale \$3.95

MGA Heater Control Panel
360-450 Reg. \$13.95 Sale \$9.95

MGA Heater Lever & Switch Assembly
360-455 Reg. \$29.50 Sale \$24.95

MGA Cockpit Air Control Cable
Supplied less knob.
331-330 Reg. \$18.95 Sale \$15.50

MGA Defroster Slot Chrome Finisher
472-000 Reg. \$9.95 Sale \$7.50

MGA Interior Mirror
165-100 Reg. \$15.95 Sale \$12.95

MGA Original-Type Engine Control Cables
Each supplied complete with the correct lettered knob.
Starter Cable
331-340 Reg. \$19.75 Sale \$15.95
Choke Cable
331-350 Reg. \$19.75 Sale \$15.95

MGA Roadster Door Latch Striker Plate
470-540 Reg. \$8.45 Sale \$7.45

MGA First Gear & Hub Assembly
461-470 Reg. \$279.50 Sale \$244.95

MGA Wood Top Header Rail
453-250 Reg. \$24.90 Sale \$19.95

MGA Rocker Shaft
451-340 Reg. \$24.50 Sale \$19.95

MGA Aluminum Framed Side Curtain Set
These side curtains are extremely well-made and nearly identical in construction to the optional side curtains used with factory hardtops; fits cars with soft tops beautifully!
259-648 Reg. \$212.50 Sale \$189.95

MGA Silver Vinyl Fender Piping Set
Fits both coupe and roadster. 23 feet supplied, enough for all 4 fenders.
249-738 Reg. \$13.65 Sale \$11.75

MGA Steering Wheel
Beautiful and authentic reproduction of the original banjo-style steering wheel. Center-piece #263-110 available separately.
263-250 Reg. \$139.50 Sale \$114.95

MGA Gauges
Our supplies on these gauges are strictly limited to stock on hand, so be sure to order early to not be disappointed!
Tachometer 1977 to '79
(Roadsters from (c)410001 to 501000.)
360-910 Reg. \$89.95 Sale \$72.50
Speedometer 1977 to '79
(Roadsters from (c)410001 to 501000.)
360-925 Reg. \$89.50 Sale \$74.50
Fuel Gauge 1977 to '80
360-940 Reg. \$45.95 Sale \$39.95
Tachometer 1972 to '76
(Roadsters from (c)294251 to 367803, GTs from (c)296001 on.)
360-885 Reg. \$79.95 Sale \$62.50

MGB Trunk Lock Latch
402-530 Reg. \$19.85 Sale \$16.95



MGB Original BL-Style Front Seat Upholstery Kits
Manufactured in England, these kits duplicate the original vinyls and dielectrically welded seams perfectly! Save now and give your MGB a brand-new Factory-style interior, exactly as it was when new!
Black Front Seat Kit, 1970-72
641-520 Reg. \$259.50 Sale \$239.95
Black Front Seat Kit, 1973-76
641-560 Reg. \$284.50 Sale \$269.95
Navy Front Seat Kit, 1977-80
641-610 Reg. \$259.95 Sale \$199.95

MGB Roadster Original BL-Style Panel Kit
As with the seat kits listed above these panel kits are manufactured in England to the highest standards ensuring a perfectly original fit and appearance, right down to the chrome mylar accent strips! First rate quality!
Black Panel Kit, 1970-76
643-630 Reg. \$179.95 Sale \$164.95

MGB Black Vinyl Headrest Assembly
Fits 1973-76. This is the "eared-type" headrest, covered in non-perforated black vinyl. Sold individually.
649-140 Reg. \$49.95 Sale \$44.95

MGB Black Vinyl Gear Shift Lever Boot
Incorporates rubber grommet. Originally fitted to 1973-80 but looks great on 1968-72 MGBs as well.
282-880 Reg. \$14.25 Sale \$11.95

MGB Bumper Overrider
Fits the front bumper of 1970 to '74 MGBs; roadsters from (c)187211 to 339094/GTs from 187841 to 339471. Fits the rear of 1970 MGBs with split rear bumpers; roadsters from (c)187211 to 219000/GTs from 187841 to 219000. Sold individually.
454-315 Reg. \$19.75 Sale \$18.50

MGB Combination Intake/Exhaust Manifold
Fits cars from '75 on with a single Zenith-Stromberg carburetor.
373-840 Reg. \$197.50 Sale \$184.95

MGB Crankshaft
Fits 5-main bearing engines. This crankshaft is brand new, not a regrind!
451-615 Reg. \$995.00 Sale \$925.00

MGB Distributor Advance Vacuum Pipe Assembly
Fits 1963-'67; all cars with 18G, GA and GB engines. Supplied complete with compression fitting, clip and flame trap as original.
163-640 Reg. \$19.95 Sale \$15.75

MGB Door Window Inner Brush Seal
682-030 Reg. \$4.75 Sale \$4.35

MGB Front Suspension Wishbone Arm
Used in all 4 positions when an anti-sway bar is not fitted, and just the rear positions when a bar is fitted.
264-020 Reg. \$15.75 Sale \$9.95

MGB Gas Cap Assembly
Fits 1970 thru '74 roadsters from (c)187211 to 367719 & GTs from 187841 on, as well as 1975 thru '80 roadsters from (c)382130 on.
202-755 Reg. \$12.95 Sale \$11.50

MGB Rear Axle Check Strap
Fits all rubber bumper cars.
267-615 Reg. \$9.95 Sale \$7.65

MGB Gas Tank
Fits 1970 thru '75; roadsters from (c)187211 to 386600 and GTs from (c)187841 on.
471-200 Reg. \$179.95 Sale \$169.95

MGB Gearbox Laygear
Fits 1968 thru '80. (Roadsters from (c)138401; GTs to (c)139472.)
462-055 Reg. \$124.95 Sale \$104.95

MGB GT V8 Alloy-Steel Road Wheel
Exact reproductions of the wheels originally fitted to all MGB GT V8s, but will certainly make any roadster or GT stand out in a crowd! Chrome-plated steel rim riveted to black-finished alloy centers. Sold individually. Supply limited to stock on hand.
456-015 Reg. \$385.95 Sale \$329.95

MGB Chrome Tail Lamp Rim
Fits 1963 thru '69. Sold individually.
164-790 Reg. \$23.75 Sale \$17.50

MGB Headlamp Assembly
This complete assembly includes a sealed beam headlamp, bucket, headlamp adaptor pigtail, inner adjusting rims and adjuster assembling.
144-810 Reg. \$98.75 Sale \$89.95

MGB Original Style Gearshift Knob
Correct for 1968 to '72, but can be used thru '76 as well.
021-399 Reg. \$10.50 Sale \$7.50

MGB Original Style Steering Wheel
Fits 1963-'67; roadsters to (c)138400/GTs to (c)139283.
454-340 Reg. \$148.50 Sale \$119.95

MGB Steering Wheel
Fits 1968 to late '69. (Roadsters from (c)138401 to 187210; GTs from (c)139473 to 187840.)
263-840 Reg. \$148.50 Sale \$129.95

MGB Rostyle Wheel Hub Cap
Includes MG motif.
462-710 Reg. \$5.40 Sale \$5.15

MGB Radiator
Fits 1977 thru '80; roadsters from (c)410001 on.
459-675 Reg. \$239.95 Sale \$214.95

MGB Radiator Grille Badge
Fits 1963 thru '70.
201-050 Reg. \$6.25 Sale \$5.45

MGB Rear Fender Dogleg Rust Repair Panel
Replaces the lower 10" of your rear fender between the door opening and wheel arch.
Right Hand
457-580 Reg. \$17.95 Sale \$13.95
Left Hand
457-585 Reg. \$17.95 Sale \$13.95

MGB Rear Wheel Cylinder
Complete assembly. Fits all roadsters as well as GTs to (c)138400. (.800" bore size.)
180-635 Reg. \$32.95 Sale \$28.95

MGB Replacement Tail Lamp Lens
Fits 1970 on. A good quality economical alternative to our original Lucas lens, now even more economical. Save now!
164-735 Reg. \$14.95 Sale \$13.50

MGB Reproduction Front Bumper
Fits 1963 thru '74.
453-090 Reg. \$74.50 Sale \$60.95

MGB Chrome License Lamp Assembly
Fits roadsters & GTs from (c)339095 thru 409140. Interchangeable with the black finished lamps fitted to later cars. Sold individually.
144-220 Reg. \$22.75 Sale \$18.95

MGB Specials!

MGB Specials!

MGB Starter Motor Rubber Cover
Fits roadsters & GTs from (c)284721 on.
131-460 Reg. \$12.95 Sale \$9.95

MGB Steel Front Apron
Fits 1963 thru '73.
457-115 Reg. \$43.95 Sale \$38.95

MGB Steering Lock & Ignition Switch Assembly
Fits 1974 on; roadsters from (c)328101 and GTs from (c)328801 on. Supplied complete with 2 keys.
263-640 Reg. \$77.50 Sale \$69.95

MGB Steering Rack & Pinion Assembly
This complete assembly fits all chrome bumpered cars; roadsters to (c)360300 and GTs to (c)361000.
453-620 Reg. \$259.50 Sale \$244.95

MGB Steering Rack Seal
Sold individually.
263-280 Reg. \$7.45 Sale \$5.95

MGB Sun Visor Bracket
Fits roadsters from (c)306516 on.
233-930 Reg. \$5.75 Sale \$4.25

MGB Turn Signal Switch
Fits 1963 thru '67.
Re-engineered and produced by Moss to eliminate a number of design flaws that caused the originals to fail, while retaining a completely original appearance.
141-770 Reg. \$99.75 Sale \$79.95

MGB Underdash Panels
Fits 1968 thru '80. These vacuum-formed ABS vinyl reproductions of the factory pressboard panel will far outlast the originals, but look identical when installed. If you are driving around without these panels now, you'll be amazed at the sound-deadening quality they have when fitted!

Left Hand
453-850 Reg. \$45.95 Sale \$43.95
Right Hand
453-860 Reg. \$41.50 Sale \$38.95

Triumph Specials!

Triumph TR3A-TR3B Rear Deck Chrome Nameplate
601-210 Reg. \$8.95 Sale \$7.25

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

Triumph TR2-TR3 Front Bumper Overrider
Fits small mouth cars only.
802-750 Reg. \$23.95 Sale \$19.95

Triumph TR2-TR3 Handbrake Grip
582-655 Reg. \$9.95 Sale \$8.25

Triumph TR2-TR4A Chrome Hub Cap
Sold individually; does not include medallion.
674-690 Reg. \$21.50 Sale \$18.95

Triumph TR2-TR3 Hub Cap Medallion
This is the early enamelled version. Sold individually.
674-710 Reg. \$9.50 Sale \$8.25

Triumph TR2-TR3 Rubber Floor Mat Set
Correct from TR2 TS5088 thru TR3B. Exact duplicates of the originals! Sold as a set.
680-978 Reg. \$34.95 Sale \$28.95

Triumph TR2-TR3 Steering Idler Bracket
667-030 Reg. \$36.95 Sale \$27.50

Triumph TR2-TR3A Fuel Filler Cap Assembly
Fits TR3A to up to TS60000.
834-830 Reg. \$35.95 Sale \$29.95

Triumph TR3A-TR4A Fuel Filler Cap Assembly
Fits TR3A from TS60001 thru TR4A.
834-840 Reg. \$32.95 Sale \$26.95

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

Triumph TR2-TR3B Adjustable Steering Wheel
Great reproduction of the factory optional adjustable steering wheel. Not interchangeable with the standard wheel.
853-730 Reg. \$174.50 Sale \$154.50

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

Triumph TR2-TR3B Rear Overrider
802-800 Reg. \$24.95 Sale \$21.95

Triumph TR2-TR3B Seat Slide Assemblies
Super high quality reproductions!
Right Hand
801-400 Reg. \$29.95 Sale \$25.95
Left Hand
801-405 Reg. \$29.95 Sale \$25.95

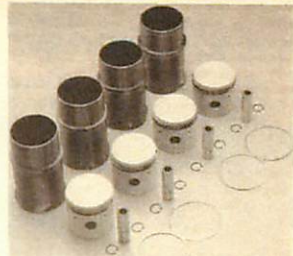
Triumph TR2-TR4 Front Suspension Upper Ball Joint Assembly
Fits TR2 thru TR4 CT6343 with wire wheels, CT6390 with disc wheels.
661-070 Reg. \$49.95 Sale \$43.50

Triumph TR2-TR4 Jack Assembly
A beautiful reproduction of the most common version included with new TRs (there were a number of original manufacturers each supplying the Triumph factory with a slightly different design). These are perfect for all except early TR2s to chassis TS4569. Supplied less ratchet handle.
389-000 Reg. \$43.50 Sale \$39.95

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

Triumph TR4 Handcrank
Great reproduction of the factory handcrank, finished in gloss black. Handy for adjusting valves or starting your car when all else fails.
389-010 Reg. \$28.95 Sale \$23.95

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



Triumph TR2-TR4A 87MM Overbore Piston & Liner Set
This popular kit includes four special sleeves and pistons which will allow you to increase engine's capacity to an amazingly powerful 2187ccs! Without doubt, the simplest and best way to increase engine performance is to increase displacement!
814-300 Reg. \$559.95 Sale \$519.95

Triumph TR2-TR4A Oil Filter Element
833-000 Reg. \$4.30 Sale \$3.75

Triumph TR2-TR6 Fiberglass Gearbox Cover
These gearbox covers are almost the only fiberglass products we sell, they are well made, durable, fit perfectly and have the shift lever hole cut out (unlike some other fiberglass gearbox covers). Be sure to order the rubber sealing set, #680-428, as well.
857-120 Reg. \$54.75 Sale \$48.95

Triumph TR2-TR6 Heavy-Duty Clutch Release Fork Pin
A weak link in the design of your car's otherwise robust clutch system, the stock pin is prone to cracking and premature failure. Our specially hardened pin is inexpensive insurance against future frustration!
596-055 Reg. \$8.25 Sale \$6.95

Triumph TR3-TR3A Chrome Trunk Lid Hinges
Right Hand
802-840 Reg. \$12.75 Sale \$10.95
Left Hand
802-850 Reg. \$12.75 Sale \$10.95

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

Triumph TR3A-TR3B Rubber Trunk Lid Seal
Fits TR3A from TS60001 thru TR3B.
680-510 Reg. \$17.95 Sale \$14.95

Triumph TR4 Door Check Strap Assembly
Fits up to (b)22343CT.
Right Hand
803-010 Reg. \$23.95 Sale \$18.95
Left Hand
803-020 Reg. \$23.95 Sale \$18.95

Triumph TR4 Owner's Handbook
Exact reprint of the original factory publication supplied with your car when new. Detailed coverage of everything from locating the hazard switch and putting up the soft top, through routine maintenance and adjustments.
210-720 Reg. \$9.95 Sale \$6.95

Triumph TR4-TR4A Parking Lamp Lens & Rim
560-250 Reg. \$11.95 Sale \$8.95

Triumph TR4-TR4A-TR250 Front Fender Bead
854-120 Reg. \$12.95 Sale \$10.95

Triumph TR4-TR4A-TR250 Upper Rear Fender Bead
854-180 Reg. \$11.95 Sale \$9.95

Triumph TR3-TR3B Rear Long Fender Bead
854-220 Reg. \$13.50 Sale \$11.25

Triumph TR4-TR6 Wiper Arm Bush & Washer Nozzle
Right Hand
565-020 Reg. \$6.95 Sale \$6.95
Left Hand
565-030 Reg. \$8.95 Sale \$6.95

Triumph TR4A-TR250-TR6 Nylatron Front Suspension Bushing Kit
These extra tough competition bushings made of nylatron, a compound of nylon and molybdenum disulfide, are specially designed for high load conditions with low rotational distortion. They require no lubrication and produce excellent lateral control while allowing easier suspension movement. These complete front suspension bushing kits also include the steel tubes and sealing rings required to do the installation right.
681-228 Reg. \$198.50 Sale \$184.95

Triumph TR6 Black Plastic Snap Base
For top & tonneau attachment. This is the portion that rivets to the doors, rear deck and body below the rear windows.
802-305 Reg. \$0.55 Sale \$0.40

Triumph TR6 Crankshaft
Brand new, not a regrid! Fits TR6 from (c)C500001E (1970 thru '76).
837-205 Reg. \$169.95 Sale \$154.95

Triumph TR6 Valve Top Finisher
Fits below radiator grille.
854-205 Reg. \$34.95 Sale \$28.95

Triumph TR6 Wheel Hub Centerpieces
More super-quality parts recently manufactured by Moss Motors. The black finished centerpieces are correct for early TR6s from (c)C500001 to (c)85737 (1970 to '72). The grey centerpieces are correct from (c)85738 on. Sold individually. Seating springs (#601-315) and nameplate & decal (#601-310) available separately.
Black Centerpiece
674-735 Reg. \$14.95 Sale \$12.95
Grey Centerpiece
674-725 Reg. \$12.25 Sale \$9.95

Triumph TR6 Windshield Frame to Hardtop Seal
681-020 Reg. \$26.95 Sale \$19.95

Triumph TR7 4-Speed Clutch Disc
071-302 Reg. \$43.95 Sale \$36.50

Triumph TR7 4-Speed Pressure Plate
071-300 Reg. \$35.75 Sale \$23.50

Triumph TR7 Clutch Kit
Fits cars with 5-speed gearboxes only. This complete kit includes a new pressure plate, new clutch disc and release bearing.
071-345 Reg. \$159.95 Sale \$139.95

Triumph TR7 Brake Servo Assembly
071-504 Reg. \$179.50 Sale \$139.50

Triumph TR7 Brake Shoe Set
Fits 4-speed and automatic gearbox cars only.
071-542 Reg. \$17.75 Sale \$13.25

Triumph TR7 Clutch & Brake Pedal Pad
Fits cars with manual transmissions. Sold individually.
071-912 Reg. \$3.95 Sale \$3.25

Triumph TR7 Exhaust System Catalyst Unit
Fits 1975 and '76 California spec. cars only.
071-605 Reg. \$129.95 Sale \$99.95

Triumph TR7 Front Brake Calliper Repair Kit
071-514 Reg. \$4.50 Sale \$3.95

Moss Motors, Ltd.
P.O. Box 847
7200 Hollister Avenue
Goleta, California 93116
805-968-1041

**Triumph TR7
Front Side Lamp Assembly**
Right hand side only.
071-725 Reg. \$37.50 **Sale \$29.95**

Triumph TR7 Gauges
Quantities on some of these gauges is strictly limited to stock on hand. Don't be disappointed, order early!
Speedometer
Fits 1976 thru '81.
071-703 Reg. \$74.50 **Sale \$59.95**
Tachometer
071-707 Reg. \$84.95 **Sale \$64.50**
Clock
071-708 Reg. \$49.50 **Sale \$42.50**
Ammeter
071-713 Reg. \$24.75 **Sale \$18.95**
Fuel Gauge
Fits 1975 thru '78.
071-718 Reg. \$22.50 **Sale \$17.50**
Fuel Gauge
Fits 1979 thru '81.
071-719 Reg. \$29.95 **Sale \$24.95**

Triumph TR7 Hub Cap
Fits 1975-'76. Sold individually.
071-896 Reg. \$5.95 **Sale \$4.25**

Triumph TR250-TR6 Ashtray
633-395 Reg. \$13.65 **Sale \$11.95**

**Triumph TR250-TR6
Heater Control Cable**
Supplied less knob.
331-330 Reg. \$18.95 **Sale \$15.50**

**Triumph TR2-TR3B
Heater Core**
While it is not an exact duplicate of the original, it will certainly do the job!
Note: this is the core only, the blower motor & endplate are not included.
635-435 Reg. \$315.95 **Sale \$299.95**

**Triumph TR3A-TR4
Chrome Headlamp Rim**
Fits TR3A from TS32585 thru TR4 (b)24600CT.
560-200 Reg. \$25.95 **Sale \$23.95**

Jaguar Specials!

**Jaguar XK120-140-150
Flexible Oil Breather Pipe**
011-138 Reg. \$13.05 **Sale \$10.95**

**Jaguar XK120
Front Bumper Threaded Extension**
011-731 Reg. \$13.95 **Sale \$11.25**

**Jaguar XK120
Large Chrome
Bumper Dome Nut**
This is the larger one, used on the front & rear bumper brackets. 6 required per car.
011-732 Reg. \$4.95 **Sale \$4.25**

**Jaguar XK120
Small Chrome Bumper Dome Nut**
This is the smaller one, used to attach the rear overriders to the brackets. 4 required per car.
011-738 Reg. \$4.90 **Sale \$4.25**

**Jaguar XK140-150 Rear Bumper
Inner Rubber Grommet**
011-826 Reg. \$5.95 **Sale \$4.95**

**Jaguar XK140-150 Rear Bumper
Outer Rubber Grommet**
011-828 Reg. \$5.95 **Sale \$4.95**

**Jaguar XK120
Oil Level Sending Unit**
011-310 Reg. \$59.75 **Sale \$44.50**

**Jaguar XK120
Fuel Tank Sending Unit**
011-311 Reg. \$59.75 **Sale \$44.50**

**Jaguar XK140-150
Fuel Tank Sending Unit**
011-312 Reg. \$59.75 **Sale \$49.95**

Jaguar XK120 Parking Lamp
Fits later cars without chrome housing.
011-320 Reg. \$24.50 **Sale \$19.95**

**Jaguar XK120
Rear Engine Mount**
Fits roadsters to (c)672481 and FHCs to (c)679815.
011-145 Reg. \$24.50 **Sale \$18.95**

SAVE! Spring SALE! SAVE!

SALE PRICES VALID
FEBRUARY 15
THRU MARCH 31, 1992

**Jaguar XK120
Tandem Brake
Master Cylinder Assembly**
Precision crafted, superb quality reproduction!
011-235 Reg. \$720.00 **Sale \$695.00**

**Jaguar XK120
Thermostat Bypass Hose**
011-181 Reg. \$9.95 **Sale \$7.95**

**Jaguar XK120-140
Hood Release Cable**
We highly recommend replacing fatigued hood release cables *before* they break!
011-600 Reg. \$34.50 **Sale \$29.95**

**Jaguar XK120-140 Roadster
Side Curtain Knurled Clamp Bolt**
011-720 Reg. \$12.95 **Sale \$9.95**

**Jaguar XK120-140
Roadster Wood Header Rail Pair**
011-752 Reg. \$35.95 **Sale \$28.95**

**Jaguar XK120-140-150
Chrome Cylinder Head Dome Nut**
011-149 Reg. \$3.65 **Sale \$3.25**

**Jaguar
XK120-140-150
Gearbox Layshaft**
Fits all varieties of XK gearboxes, as well as MkVII, VIII and IX sedans.
011-960 Reg. \$64.50 **Sale \$57.50**

**Jaguar XK120-140-150
Headlamp Motif**
This is the little chrome bar that trails just behind the headlamp rim. Sold individually.
011-810 Reg. \$33.95 **Sale \$29.95**

**Jaguar XK120-140-150
Jack Hole Cover**
011-876 Reg. \$16.95 **Sale \$11.95**

**Jaguar XK120-140-150
Front Suspension
Lower Ball Pin**
011-922 Reg. \$103.35 **Sale \$89.95**

**Jaguar XK120-140-150
Lower A-Arm Bushing**
Sold individually, 8 required per car.
011-934 Reg. \$5.75 **Sale \$4.75**

**Jaguar XK120-140-150
Upper A-Arm Bushing**
Sold individually, 8 required per car.
011-916 Reg. \$4.95 **Sale \$4.25**

**Jaguar XK120-140-150
Upper Ball Joint Assembly Set**
Complete set of two; boots included.
011-935 Reg. \$79.35 **Sale \$69.95**

**Jaguar XK120-140-150
Upper Ball Joint Boot**
011-914 Reg. \$3.50 **Sale \$2.75**

**Jaguar
XK120-early XK140
Timing Chain Tensioner Blade**
011-241 Reg. \$19.95 **Sale \$15.95**

**Jaguar XK140
Chrome License Plate
Lamp Bracket**
011-754 Reg. \$78.50 **Sale \$69.95**

Jaguar XK150 Windshield Seal
011-908 Reg. \$62.50 **Sale \$54.95**

**Jaguar XK140
FHC Rear Window Seal**
011-909 Reg. \$58.75 **Sale \$49.95**

**Jaguar
XK140 Wiper Arm**
These are the later spline type arms fitted in 1956 and '57.
Left Hand
011-328 Reg. \$16.95 **Sale \$14.50**
Right Hand
011-329 Reg. \$16.95 **Sale \$14.95**

**Jaguar XK140-150
Bottom Radiator Hose**
011-178 Reg. \$13.95 **Sale \$9.95**

**Jaguar XK140-150
Steering Rack Boot**
Sold individually.
011-585 Reg. \$9.95 **Sale \$7.50**

**Jaguar XK140-150
Steering Rack Mount**
011-586 Reg. \$18.95 **Sale \$14.95**

**Jaguar
XK140-150
Tool Roll**
This beautifully crafted reproduction incorporates the original type heavy-duty vinyl-coated fabric, stitched pockets and leather securing straps. Tools not available.
031-866 Reg. \$42.95 **Sale \$39.95**

**Jaguar XK150
Tachometer Drive Coupling**
011-855 Reg. \$4.95 **Sale \$4.25**

Jaguar XK150 Wiper Switch Knob
011-981 Reg. \$7.25 **Sale \$5.95**

**Sprite-Midget
Battery Retaining Bar**
Fits 948 and 1098 cars only.
031-769 Reg. \$5.95 **Sale \$4.75**

**Sprite-Midget
Brake Master
Cylinder**
3/4" bore. Fits 1098cc cars with front disc brakes.
180-555 Reg. \$359.65 **Sale \$319.95**

**Sprite-Midget
Front Suspension
Major Rebuild Kit**
Fits 1098 thru 1500. This kit includes every bushing, washer, spacer, seal (even kingpins!) that you'll need to completely rebuild your front suspension.
264-088 Reg. \$192.50 **Sale \$184.95**

**Sprite-Midget
Front Suspension
Upper Trunnion**
264-405 Reg. \$23.95 **Sale \$19.95**

Sale Prices Valid February 15 Thru March 31, 1992

Notes On Ordering...

Orders must be received in our Goleta, California office by March 31, 1992 (not just postmarked by) to qualify for these special prices, so be sure to order early!

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

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

If you need it fast, use our Guaranteed Next Day Delivery Service

- Guaranteed Next Day Delivery Service is available in the continental U.S.A. only.
- All orders must be pre-paid by charge card. Sorry, no CODs.
- The above rates apply to orders limited to 15 to 20 items. Orders over 20 items will be charged the actual shipping charges.
- We guarantee next day delivery or we will issue you a shipping and handling charge refund.
- Items over 70 lbs. must be shipped Truck Freight Collect.
- Please add \$10.00 to the below rates for delivery on Saturdays (Friday orders).

Parts Totals up to \$20. ⁰⁰	\$16.20
Parts Totals up to \$30. ⁰⁰	\$17.55
Parts Totals up to \$40. ⁰⁰	\$18.40
Parts Totals up to \$50. ⁰⁰	\$19.50
Parts Totals up to \$75. ⁰⁰	\$20.90
Parts Totals up to \$100. ⁰⁰	\$23.90
Parts Totals up to \$125. ⁰⁰	\$27.20
Parts Totals up to \$150. ⁰⁰	\$29.40
Parts Totals up to \$200. ⁰⁰	\$32.15
Parts Totals up to \$300. ⁰⁰	\$36.00
Parts Totals up to \$400. ⁰⁰	\$43.70
Parts Totals up to \$600. ⁰⁰	\$50.30
Parts Totals Over \$600. ⁰⁰	\$52.25

Sprite-Midget Specials!

**Bugeye Sprite
Headlamp Mounting Gasket**
Mounts between bucket assembly and nacelle.
280-130 Reg. \$4.90 **Sale \$3.95**

**Midget 1500
Chrome License
Lamp Assembly**
Fits to (c)182000. Sold individually.
144-220 Reg. \$22.75 **Sale \$18.95**

**Midget 1500
Headlamp Assembly**
This complete assembly includes a sealed beam headlamp, bucket, headlamp adaptor pigtail, inner adjusting rims and adjuster assemblies.
144-810 Reg. \$98.75 **Sale \$89.95**

Midget Radiator Grille Badge
Fits MkI-MkIII to 1969 split rear bumper cars.
201-050 Reg. \$6.25 **Sale \$5.45**

**Midget Replacement
Tail Lamp Lens**
Fits 1970 on. A good quality economical alternative to our original Lucas lens, now even more economical. Save!
164-735 Reg. \$14.95 **Sale \$13.50**

Sprite Hub Cap
Correct for 948 and 1098, complete with stamped "AH" logo as original. Sold individually.
200-340 Reg. \$29.95 **Sale \$26.95**

**Sprite MkII and MkIII
Radiator Grille Assembly**
Super quality reproduction.
459-780 Reg. \$119.95 **Sale \$107.95**

**Midget Front Bumper
Chrome Face Bar**
Fits 1275 Midgets from (c)74386 thru (c)143354.
400-270 Reg. \$149.95 **Sale \$133.50**

Sports Car Gallery

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



◀ As a Clinical Psychologist in private practice, I find that some of the best therapy for me comes on my way to and from my office while driving my TR3A.

Here it is parked outside my office window

where I can see it whenever I need a little shot of therapy during a particularly difficult session. For a cognitive therapist, I highly recommend this "auto suggestion".

Dr. John Dilley, West Des Moines, IA



▲ After many years of dreaming to someday own a classic British sports car, my dream finally came true.

My husband and I were on our way shopping and happened to stop at a friend's house where he noticed an old white sheet covering up a car which was sitting in their garage. He asked about it and was told that it had been stored for 15 years and was for sale. As soon as the car was uncovered, I fell in love. It was a '68 Triumph TR250. The selling price was 7, which my husband and I thought meant \$7,000. To our amazement the price was only \$700.00. We have only had our Triumph a few months now, and we have had at least \$7,000 worth of fun owning it!

Shirley Hyatt, Prospect, OH



◀ Here is my 1972 MG Midget - chock full of Moss Motors parts - in front of the surf near the Golden Gate Bridge.

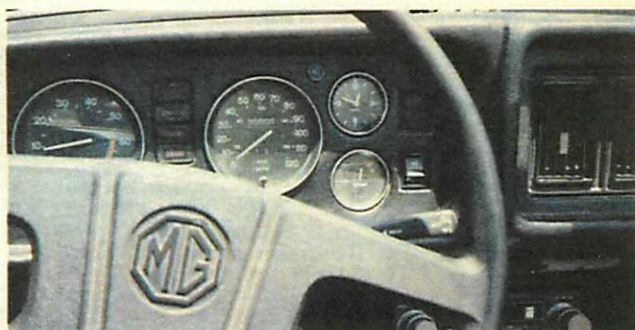
I painted, in lacquer, a 360° ocean mural around the body. The original bulbous plastic dashboard has

been replaced by a wooden panel, giving it a more spacious interior. This dash is painted with its own ocean wave.

The rear view mirrors are held by sculpted mermaids. The engine compartment and trunk are detailed in midnight blue, to complement the stock blue upholstery.

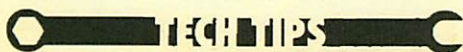
This car turns more heads than my previous British plaything - a classic and capricious 1952 Alvis drophead. And, thanks to your efforts, it is possible to repair!

Adrian Ruyle, San Francisco CA



▲ Here's photographic documentation of the historic moment my '77 MGB turned 100,000 (all original) miles. Please note that the tach indicates that the motor is running. It does raise the question: "Why does the MGB odometer only have five digits?"

Chuck Lepkowsky, Santa Barbara, CA

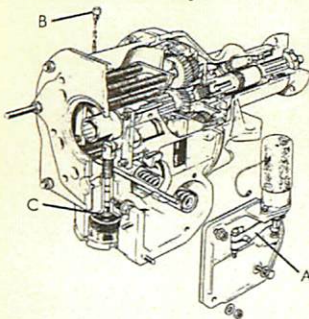


Heard any interesting tech tips lately? We're interested in publishing new and exciting hints and tips if applicable. Send your tech tip contributions to: Editor, Moss Motoring, 400 Rutherford Street, Goleta, CA 93117. If we can use them, you'll receive a \$20.00 gift certificate.

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Overdrive Troubleshooting

Peter Cox, Moss Europe



Overdrive doesn't work? Here's how to start looking for the fault! Is the oil level and type correct? No, change or top up with correct oil. Yes, remove the gearbox cover and loosen the actuating lever (A), start the engine and drive away. At any road speed over 20 mph, in any forward gear, move adjustment setting lever on r/h side of the overdrive, forwards. If the overdrive engages or merely jolts, the "fault" is in the setting or is electrical.

If nothing happens, return to base, jack up the rear wheels and carefully loosen the operating valve plug (B). Start the engine with high idle, engage 2nd gear and oil should bleed past the loosened operating valve plug. Any air should also bleed past, after which the operating valve plug can be retightened. If no oil bleeds out, the pump is inoperative. Usually this is merely stuck and can be freed by removal of the oil drain plug (catch oil as it drains out). Inspect filter and clean if necessary. Remove pump body plug (C) to reveal the base of the pump. Tap gently with a blunt instrument. Rotate wheels with gearbox in neutral. Pump should move up and down

freely. If pump sticks "down" again and the result of the above procedure doesn't help, consult your local overdrive specialist.

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Leaking Water Pump?

New water pumps can at times leak when first installed, the leak being discovered prior to the startup. This can be a frustrating experience, particularly if you proceed to remove the new pump in order to send it back to your (*%#&*&%) supplier for exchange!

The usual cause of a leaking new pump is due to the carbon race water pump seal not fully seating against the back face of the impeller. Since the hard carbon sits against the cast iron or brass impeller with only light spring pressure, it shouldn't be difficult to believe this to be the source of the leak. The best way to insure that the carbon race is properly seated, is to actually spin the pump prior to installation. I do this very effectively by holding the impeller against the wire brush side of my bench grinder. Spinning up the dry pump for 15-30 seconds insures a good lapped seat. Alternatively, new pumps can be installed, but be sure to start the engine without coolant and run it dry for 30 seconds or so. The coolant acts as a lubricant and actually inhibits this important seal break-in procedure.

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Is Your MGB Idling Rough? Check This Out.

Terry Palmer
Derby, KS

From the time I purchased my '79 MGB (about two years ago), it did not have what I would consider a smooth idle compared to other cars. Having owned a '65 Spitfire along with a '58 TR3A, I just assumed that all British cars idled a little rough. Every once in a while I would adjust the fast idle

adjustment on the carburetor, but it didn't seem to help much. This summer my MG started idling a little rougher than before. Once again I played with the carburetor, but with little improvement. By this fall, my MG was idling really rough, shaking the whole car. When I gave it a little gas, the engine would smooth right out. I was adjusting the carburetor and gunning the engine a little when I noticed the engine lifting as I gunned it. You guessed it, the motor mount was broken. The first thing you will discover when replacing motor mounts is that the books don't say much about that area.

After breaking up the front end of the car and placing a jack under the motor, I found that the steering assembly from the universal joint on down had to be removed before I could take off the old motor mount on the driver's side. After popping off the ball joints on the tie rod ends and removing the bolts that held the steering rack, I broke the vacuum hose going from the manifold to the brake servo unit while trying to pull the steering shaft out of the universal joint. At the time I didn't think much about it except that I would have to repair the line. After removing the steering assembly I jacked up the engine and removed the old motor mounts. Installation of the new motor mounts and putting the steering assembly back together again was quite straightforward. I then tried to repair the vacuum line that I broke, but discovered that it was very hard and brittle. Upon checking the other vacuum lines, I found them to be in the same condition,

along with some cracks. I replaced all of the vacuum lines and started the MG to see how it ran. The idle speed needed to be turned down a little, but I couldn't believe how smooth it was running. By looking at the parts I removed, (the one motor mount was in two pieces) and the vacuum hoses. I determined that the rough idle was caused by those items and had nothing to do with the carburetor. (Vacuum leaks are often the cause of rough idling and poor running, particularly on the pollution-equipped cars of the '70s. Terry's engine mount failure was probably aggravated by his rough running engine. Careful checks of vacuum hoses should be a part of regular preventative maintenance-Ed.)

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

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Cable Removal

Here's a tip to make the removal and installation of dash control cables much less difficult. First, disconnect the battery (good to do when working behind the dash as there may be exposed "hot" terminals). Then, disconnect the cable from what it is controlling, for example, the heater valve. Thread an appropriate sized deep-well socket over the cable to the retaining nut, and with a pair of pliers or vise-grip, turn the socket to loosen the nut. It's much easier than trying to get a wrench in there. (Thanks to Ben Truato, of Santa Barbara, CA for his submission.)

Vintage Style Tire Pump

Brand New!

Impress your British car owning friends (or shock Econobox drivers) with this traditional accessory tire pump!

MGs and Austin-Healeys, as well as Jaguars produced during the '40s and '50s, were usually equipped with a tire pump. We have acquired a limited number of genuine British Leyland boxed tire pumps.

This vintage pump is nearly identical (but not exactly original for any specific application) to tire pumps supplied with most early sports cars when new. Pumps are cad-plated but should be painted black for a more authentic vintage look.



Vintage Style Tire Pump

386-990

\$24.50

30 Years At Triumph

Tony Lee Talks About His Time at Triumph-Standard



1971 finds a lot of excitement generated by Spen King's Bullet design at the Canley factory. Interestingly enough, early TR7 production was to take place at the new factory at Speke, although the final TR7s would be once again produced at Canley.

(What started out as a Question and Answer interview, developed into several hours of intimate glimpses into the Triumph legend, from a man who spent thirty years in the Triumph engineering department. Here are just a few of the stories that Tony shared with us on his visit to Moss Motors in October 1991. Ed.)

His Early Years

Since his childhood, family and friends surrounding Tony Lee had a premonition that he might someday end up in a car-oriented career. At least of course that's what they say now (and probably did then also, when looking through family photos). Thinking back to those "what do I want to be when I grow up days", Tony's interests lay in maths and engineering. His father did have a slight influence on his career as he knew the chief maintenance engineer at Standard quite well, and in January 1946, Tony became apprenticed to the now renamed Standard-Triumph.

Early Triumph Testing

1949 saw Tony back in the engineering department and continuing his apprenticeship. He was basically involved in all around engineering work, testing components such as shocks, fan belts, water pumps and oil filters. Tony recalled the two favorite words used when speaking to apprentices, *nip* and *whip*, as in "nip over there and whip that thing out" or being asked to create a shock absorber testing rig using "that sheet of metal over there". Tony started performance testing on the first post-war Triumph, the intriguingly styled 1800. He progressed into road testing and worked with John Lloyd, who was experimental shop manager until 1959 when Tony took over the post. They spent much of their time working at M.I.R.A., devising performance tests.

The British Motor Industry needed a vehicle testing area and chose to buy an old wartime airfield near Nuneaton, just down the road from Coventry. They equipped it with a banked track and various road surfaces, and called it the Motor Industry Research Association facility. For example, one of Triumph's worse areas of body and chassis failure was on the notorious Belgium (cobble stone) pavé. To test for major failures, they faithfully reproduced this pavé at M.I.R.A., using thousands of 4 inch granite blocks that were very durable and also considerably varied in height. Ken Richardson drove and drove the test TRs on this surface for hours, often at speeds over 100 mph. If a car could run through a thousand miles of this test at 30 mph, without major structural failure, it passed this test! Another time they had to run the stricter California maintenance standards on two TR8s. After 120,000 miles, Tony would strip the cars down, then check part conditions and compare them with 1000 miles on the pavé. No comparison, he said!

Another testing concern was dust entry into cars, so they filled an old wartime half-round aircraft hangar (called a Nissen hut, and very familiar to ex-USAF personnel) with China clay (of talcum powder consistency). Triumphs were then driven through the hut at various speeds, with car doors and windows tightly closed, to ascertain if the seals were efficient.

Some of the Key Players

In the early 1950s, Sir John Black, the Managing Director of Standard Triumph, failed to take over Morgan and was fed up with the success of the Abingdon MG TD and the Coventry Jaguar. He then decided that it was time for Triumph to enjoy its share of the glory. It was easy for him to push employees towards taking a share in the sports car market since he had a tremendous influence on what happened within the company due to its small size. He spent a great deal of time strolling on the shop floor chatting with the workers, and even more time in engineering, where Walter Belgrave was the chief stylist, and Harry Webster was Director of Engineering.

One evening, Tony and Harry were working a late shift, and at 1 am, Harry told Tony to grab a car and go down to get dinner from the canteen. He went over to the experimental division, saw a car, jumped into it, started it up, where it fired and promptly stopped. He lifted the bonnet, saw the engine on fire and no carburetor, inlet or exhaust manifold, just a petrol pipesticking out ready to be bolted into the carburetor. He put the fire out and continued to the canteen. (Apparently enough gas had squirted into an intake port to enable the engine to fire!) The end of another typical day with Harry Webster!

TR2 & TR3 Stories

Tony feels that the concept for the TR2 began in 1950-'51 when Ken Rawlings drove into the Experimental shop and built "Buttercup", his special-built, bright yellow Standard-chassis car with a Massey Ferguson tractor engine. A light bulb clicked on and there was born the idea for separate chassis and body design areas. Instead of putting everything together at once, the engineers would sort out the "bird cages" (chassis and running gear) before the body was ready to go on. The old way of designing starting with the frame, required the tin smiths and steel workers to build the chassis frame, then the engineers to come in and run torsion tests, then back to the chassis, etc.

While Triumph was development oriented, BMC was mileage oriented. TR never kept development cars, they simply chopped them up and used them for the next project, unlike MG who kept their "halloved vehicles". Triumph worked to a very constrained budget, which is well documented in the origin of the TR2. With hundreds of Flying Nine chassis frames in existence, there was a great interest to use as many existing Triumph parts as possible and to keep costing to a new low. Although these were the times that brought Triumph into the competitive sports car market, Triumph enthusiasts today still mourn the loss of many one-off prototypes now destroyed.

Tony worked with what is now called the TR3 Beta, of which only two prototypes were built. This car was built between the TR3A and TR4, on a TR4 chassis with TR3 components, as a safety measure in case they couldn't get the TR4 body together. One of the test runs found Tony a passenger to Ken Richardson, who from 1952-'61, was unofficial competitions' manager at Triumph. Ken had been a test driver with the B.R.M. Racing team and was a very talented racing driver. He was part of the team re-

sponsible for reworking the TR2 from the Triumph Sports prototype in just five months! He later went on to gain fame as a renowned rally driver, leading Triumph TR3s to victory in such classic events as the Rallye des Alpes and the Tulip Rallye. It was this competition success that led to the TR3 being the first mass produced car to use disc brakes. Obviously an excellent driver, Ken liked to ride on someone's tail, pushing them hard. This time, he was following an Alpine Sunbeam on winding roads and pushed him till the Alpine slid really wide on a corner. When the driver finally regained control, Ken was still one foot off his bumper, and smirking wildly... Another legend about Ken concerns his great disregard for "stop" signs. He felt that since most of the time there would be nobody else at the T intersection, it was a waste of time to stop (his passengers did not echo this belief).

On Michelotti & the TR7

Legendary designer Giovanni Michelotti could produce an idea or shape in his mind in no time at all, and excelled at clay styling. He submitted one of the 3 styling versions of the car that was to follow the TR6, and Tony was sent down to Turin to take a look at this yellow car they called "Bullet". This Michelotti design was not chosen, and the TR7 became the now famous wedge-shape, designed by Harris Mann at Longbridge.

The TR7 convertible had an interesting birth. After the creation of TR7 in coupe form as originally planned, they removed the top to see what the car would look like (since, for some reason, roof intrusion regulations didn't apply to a soft top). Tony's second visit to Turin was to collect the 2nd TR7 Miko design, a British racing green convertible made from a hard top model with the top chopped off and refined. They used to move a lot of their pre-production

cars around quite illegally, since all touring documents specified no changes would be done to the car while in Italy. This time Tony drove the car through Italy in a winter storm with all the windows down in an effort to get the smell of new paint out of the car before passing through customs.

Another note on TR7 prototype road testing, was the Bedgelert hill climb in the Welsh mountains. On a 20% grade, the cars were thrashed up and down on loose gravel. Tony said if you could climb the hill in first gear, then the car had enough power, and if you could get down without crashing, past the tight hairpin, your brakes were deemed sufficient! Note the wooden slats added to foil the competitor's spying cameras!

Today in the United States

What surprised Tony so much on his trip to the U.S. was the enthusiasm he saw here over the Triumph marque. He had had no concept of people's enthusiasm and dedication so long after the cars were new! After spending his life at Triumph, working so many years with these cars, he found it thrilling and heartening to see people loving and cherishing the cars he has put so much of his life into.

The Future

What is the future of the Triumph sports car? He sees the need for the archetypal British sports car with modern aerodynamics and fuel economy. After all, look at the advertising campaign for the popular Mazda Miata. The ads stress the car as being similar to the Triumph and MG, but without the nearly legendary difficulties. When BL can join together the best of the past with the necessities of today, that's when we'll see another sports car in the Triumph genre.

MOSS



Left: Tony Lee (left) and passenger test the camouflaged TR7 at the infamous Welsh hill climb. Note the gravelled grade into the valley. Below left: A rare view of Walter Belgrave's personally designed TRX prototype which was to replace the 1800/2000 Roadster, then cancelled in favor of a more marketable sporting car. Two out of three remain to this day.



Original MG TC 19" Tires & Tubes

Back In Stock!

DUNLOP

Now available, genuine Dunlop 4.5" x 19" tires for your MG TC. We also have the original Dunlop tubes with the correct diameter offset stem. Please don't confuse these with incorrectly fitting reproductions or motorcycle tubes. Sold individually.

19" Tire	454-700	\$136.95
Tube	454-410	\$48.95

THROUGH THE WINDSCREEN

CLUB NEWS AND EVENTS

The Club Scene

Ken Smith, Club & Events Coordinator



Above: Some wearing their commemorative event T-shirts, from left to right, Moss Triumph enthusiasts Pete Wigglesworth, Eric Wilhelm, Chairman Howard Goldman, David Eichelbaum and Peter Arkelian.

So we enter another year, another season, and one which (if current indications are anything to go by) is rather uncertain at best. The downturn in the economy, the changes taking place in the world at large... nothing is for certain any more it seems, except the overwhelming accepted premise that all will work out in the end!

Two things are for certain, however. One is our love of British cars, and the fellowship and mutual help that goes with ownership of a Triumph, a Healey or MG. The other is that whatever happens, we at Moss Motors will be there right behind you, supplying that elusive part or information you sometimes need to fully enjoy driving or restoring your British classic, no matter what is happening outside in the real world!

Our policy of supporting British car clubs, their meetings and events, no matter how large or how small, will certainly continue throughout 1992. All you have to do for your part is to let us have details of your club, your officers, where you meet and we will disseminate such information to the many people who ask us to find them a club. Sometimes this works in strange ways! There is the owner who called and said, "I wish to join a club. Which is the nearest one to me?" Upon asking where he lived, I was told he resided at (and here

we've changed the information!) 10856 Longbridge Street, Anytown. I didn't even need to look at the Moss Motors' club database for this one! The local secretary of the Club the fellow was seeking lives at 10359 Longbridge Street. They'd never met, or even seen each other driving their classic down the street, although they owned the same model of car on the same block!

So, if you want to know where your local club is, then write to us, and we'll try and help you get into the exciting and rewarding world of British car clubs. Some of the rewards are meeting a nice bunch of people, enjoying a wide range of related club activities and gaining, in many cases,

unrivaled technical knowledge from people who've been down the repair and restoration road a long time ago! There are clubs for every make of British car you can imagine from the diminutive Berkeley and Metropolitan, to the huge national organizations for the Healeys, Triumphs and MGs. If you are not a member of a club, try it, you'll love it! You'll most likely find that it will add enormously to the enjoyment of your classic British sports car.

Many of the clubs produce superb club magazines and newsletters and for the past two years we have run the Moss Motoring Journalism awards to acknowledge the hard work put into, and the quality of club publications. However, for the coming year we

have decided to put the MOJAs (as they became known) on hold, and we will not be running them until further notice. There are several reasons for this decision, not least the tremendous upsurge in desktop publishing techniques which has seen some of the best newsletters we've ever looked at come into this office. Since all clubs do not have this facility we need to re-evaluate how the awards are judged and categorized, in regard to numbers of members and resources, the various formats employed and how much professional input (if any) the magazine enjoys. We hope to revitalize this contest soon and we will keep you in-

formed. In the meantime, we'd appreciate that editors please keep sending copies of your club newsletters to us here at Moss! We enjoy receiving them and we do read every one! They are then filed in the Moss archives for future posterity, not recycled. If you would like us to consider advertising in your club publication, please send us a copy with the rates and we'll do our best to assist you.

Our Club Donation Support program will be another certainty for the coming year, and I'll take the opportunity to restate the ground rules once again. Please write or fax us if your club is holding an event, a picnic, or a rallye. We'll try to send

out a few door prizes, one of our original (but often copied) 10% discount/free shipping vouchers for every participant, and "Do Not Touch" cards for auto displays. However, you must write to us at least 6 weeks in advance, giving the name, date, place and numbers expected. We will then try to list the event in Moss Motoring to maximize your attendance. We cannot stress enough the importance of early notification to us here at Moss of your meeting. We cannot act upon even a week's notice, especially when our Club & Event staff is away from the office with the Moss Road Show during the summer! Get your request in as early as possible so we can support you to the utmost.

A couple of final points on Club Support: our current policy precludes cash donations to your events except in very exceptional circumstances. Our donations take the form of parts and accessories suitable for the event you've outlined, plus advertising in your program where applicable. We do not accept solicitations from individuals, only from recognized clubs, on club letterhead where possible, and of course you can always fax us!

Finally, on to what we call the Moss Road Show 1992. I thought I would draw your attention to a few of the biggies this coming summer! Want to see myriads of MGs all together? Toronto in July is the place to be. MG Canada '92 promises to be the largest-ever gathering of MGs in North America! Want to see hundreds of Healeys in a superb mountain setting? Make your way to Breckenridge, Colorado for the 40th Anniversary celebration of the Big Healeys. Totally Triumph would find you at the huge Vintage Triumph Register get-together in Savannah, GA, or the Triumph Register of America meet in Ohio. Find

Photo, top right: Diane Ramras owns this 1950 YT Tourer at the March '91 All British Show in Phoenix, AZ. Right: Peter Hague's 1931 MG 18/80 seen at the September '91 Triple M Raid in Farmington, CT. Note the optional touring box for luggage.

IRON-E-BITS



DAMN! THERE'S GOTTA BE AN INSTRUCTION MANUAL SOMEWHERE....

Roger Goetsch, of Moorhead, MN will receive a gift certificate for his cartoon. (TD restoration experts will notice an unusual chassis configuration-Ed.)

details in our events calendar on the opposing page. Of course I mustn't omit mention of our own All British "Britfest" at our Moss New Jersey facility on April 11th, or our tremendously successful MG, Triumph, and Austin-Healey Marquee days at our Goleta headquarters. If you're not sure what goes on at Moss marquee days, turn to page 1 for details!

So in an uncertain world, these meetings are (almost!) certain, and we have a lot to look forward to in the summer of '92! Enjoy! Rest assured we are with you one hundred per cent!



Panamericana, continued from cover

pletely different approach: telescopic shock absorbers with coil-over springs, both adjustable. Since the tests that Moss Motors had run on this kit were so encouraging, so we decided to try it.

By the end of September, our car was ready just in time for tuning and to run some tests, before the race started by the end of October.

Very early in the morning of October 25th, the first car started the race. With 30 seconds between cars, the rest of the cars started, until our time came and we started in 76th place. Just behind an Alfa Romeo Sprint. As in past years, the best cars in our category were the Porsches and the Alfas; nobody thought our MGA had a chance, which made things easier for us.

The first day of the race took place along very curved roads in the south of the country. As we expected, parts of the pavement were in very bad shape and our suspension worked not only very well, but gave me more confidence to push the car ever harder over rough and treacherous terrain. By the end of the first day of the race, we had advanced 32 places in the class, which surprised many of the competitors. Nevertheless, Luis Joaquin (my navigator) and I weren't very satisfied with the results of the first day, because we had some trouble with the navigation instruments which made us lose valuable time.

By the end of the second day, we arrived in Mexico City where a big reception was waiting for us in the main square. Again, we moved 11 places up to reach 33rd place. From there, roads were straighter and in better shape, so speeds went up, which seemed good for us. In the long straight roads of the northern part of the country we took advantage of our long differential and reached 138 mph at 7100 rpm!

Amazingly, at this speed our car was incredibly stable and predictable. The effects over our classification didn't wait, and by the end of the fourth day of the race we reached 19th place in general and 8th in our class. The results were excellent! We had beaten most of the Porsches and Alfas in our class, as well as many of the Fords and Chevrolets with bigger engines.

Sadly enough, in the last day of the race, the oil pressure went down progressively until it reached zero psi. Just 80 miles from the finish line! It represented a big effort for our team, as well as the frustration we felt finishing this way, so near to the finish line. One year is a lot of time to wait, but maybe in 1992 we can have our day of glory.

(Look forward to more stories and photos of Moss vintage racers in future issues of the Moss Motoring.)

Austin-Healey BJ8 Dashboard



You won't believe the difference in your Healey interior after installing this magnificent 3-piece burled walnut dashboard set. Burled walnut is veneered onto a multi-ply Baltic birch plywood base. Glove box door edge grain is oiled out as original. The quality of the fully polished polyester finish is better than factory original and ideally suited to a full Concours restoration. Sale price valid from 2-15-92 through 3-31-92.

Dashboard 633-650 Reg. \$352.50 Sale \$339.95



1992 British Sports Car Events Calendar

In the interest of British sports car owners throughout the country, we publish a major British car events in our quarterly events calendar. If you would like to list an event in the *Moss Motoring*, please send a short description, including date and telephone number. We will list as many events as possible in our available space. Send your entries, attention: *Moss Motoring Events Calendar*, 400 Rutherford Street, Goleta, CA 93117. Our next deadline closes April 1, 1992. Note: Events and dates are submitted by club members. Moss Motors, Ltd. can not be held responsible for accuracy. (So please confirm all events by telephone before travelling.)

- March 8 All British Car Show, Phoenix, AZ - Mike Temple (602) 230-2307
- April 10-12 Bluegrass AHCA "Spring Thing", Louisville, KY - Craig Palmer (502) 897-5770
- April 11 Moss Motors & Central Jersey MG Car Club Brifest '92, Moss Motors, Dover, NJ - Elliot Ganek (201) 376-8116 or Moss Motors (201) 361-9358
- April 24-26 GOF South, St. Augustine, FL - Jim Hall (904) 282-1658
- April 24-26 South Central VTR Regional, Lago Vista, TX - Bob Kramer (512) 834-8654
- May 1-3 MG Motorists Group New York Rally, Rochester, NY - (607) 988-7956
- May 2 5th Annual British Car Gathering, Maryville, TN - Carolyn Henriksen (615) 984-8711
- May 3 15th Annual British Swap Meet & Car Show, Richfield, OH - Ann Huston (216) 325-2192
- May 9-10 Texas T Register GOF, Salado Village, CA - Ron Gates (817) 634-1655
- May 16 9th Annual British Motor Car Day, Braselton, GA - (404) 938-9072 eves.
- May 16 (or 30) N. Shelby Sports Car Show, Alabaster, AL - Alan (205) 663-9299
- May 31 Early Summer MG Picnic, Grand Rapids, MI - John Twist (616) 245-2141
- June 5-7 Gold Coast Classic, San Luis Obispo, CA - British Car Magazine (818) 710-1234
- June 6-7 40th Annual Rallye, Glenwood Springs, CO - Ernie Brown (303) 279-8449
- June 6 Moss Motors' MG Marquee Day, Goleta, CA - Ask a sales advisor for details, (800) 235-6954
- June 18-21 TRA Nat'l Meeting, Salt Fork State Park, Cambridge, OH - Bruce Clough (513) 294-3792
- June 25-28 Ohio Vintage Races, Mid Ohio Raceway - Tom Householder (614) 653-1686
- July 1-6 GOF Mk 54, Harrisburg, PA - write Drawer 220, Oneonta, NY 13820
- July 8-12 MG '92, Peterborough, Ont., Canada - Ed Moody (416) 425-4878
- July 9-12 Healey Encounter '92, Somerset, NJ - Allen Rosenberg (908) 755-3794
- July 10-12 Norm Thompson Historic Races, Portland Int'l Raceway, OR
- July 11-12 Mad Dogs & Englishmen Meet, Hickory Corners, MI - (616) 671-5089
- July 12 Day of Triumph, Brookline, MA - Bob Totten (617) 843-1822
- July 22-26 Vintage Triumph Register Convention, Savannah, GA - Denis Riley (404) 475-1088
- July 23-26 NAMGAR GT 17, Kansas City, MO - Phil Collins (913) 541-1485
- July 24-26 Central Ohio MG T Owners Weekend, Columbus, OH - Jack Smittle (614) 882-6191
- July 26 Western Washington All British Field Meet, Bellevue, WA - Kevin Cobley (206) 362-7686
- Aug 8 Moss Motors' Triumph Marquee Day, Goleta, CA - Ask a sales advisor for details, (800) 235-6954
- Aug 17-21 Int'l Healey Conclave, Beaver Run Resort, Breckenridge, CO - Roger Moment (303) 499-8232

Above photos, left: The Moss RV provides a haven for weary event goers at the October 13th Woodley Park, CA. All British Field Meet, while a different view of the day shows just a few of the many MGs present.

- Aug 21-23 Monterey Historic Races at Laguna Seca, Monterey, CA - (408) 648-5100
- Aug 21-23 16th Annual Summer MG Party, Grand Rapids, MI - John Twist (616) 245-2141
- Aug 31-Sept 4 GOF West, Jackson Lake Lodge, WY - Warren Wendt (714) 676-5532
- 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
- Oct 3 2nd Annual British Car Day, Fairhope, AL - Bob Mason (205) 928-5366
- Oct 8-11 Triumphfest '92, Buelton, CA - Tom Culbertson (805) 933-3684

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

Computer, *continued from 1*

The new system makes it easy for us to find you. If you don't have your customer number, we can quickly search our database using your name, zip code, or phone number. And in addition to the home address information, we can store multiple "ship to" addresses; if you have your parts sent to a shop instead of your home, we'll keep that address on file.

Access to inventory information is better; our stock in our various warehouse is displayed on screen as the order is being entered. Although not yet 100% accurate, we will be able to tell you if a particular item is likely to be in stock.

Another major plus is the ability to recall an order to the screen. This means as soon as it has been invoiced, anyone in sales or customer service can tell you what was shipped, where from, how it was shipped, and the invoice total. We can review all the orders placed since we began operations on the Tower, and this will save a good deal

of paper shuffling. Those of you with parts books other than Moss catalogs will be glad to know that we've loaded about 56,000 cross reference numbers into the Tower. This means you can often give us a factory part number, or the number off that old Lockheed box and see if we stock the item. It's still quicker and more accurate to use our part numbers, but if you can't find a Moss number, let us try to cross-reference the number you do have.

One thing high on the priority list is back-order information. We don't have the ability to tell you when we expect to ship a back-ordered item, but we intend to develop this feature as soon as possible.

All in all, the new system is a giant step for Moss. We've been working on this for some time, and we will continue to improve it in the future. We intend to provide our staff the best system we can, so that they can provide you with the best service possible.

MOSS

Some Moss Computer Facts

Memory	Burroughs 1800	Tower 850
Storage Capacity	1 megabyte each	96 megabytes
Invoice File	10 external disk packs	Internal disks
Users On Line	650 megabytes	2,200 megabytes
Size * (Total)	3 days activity	1 year plus
Battery Backup	30	250
Processing	414 cubic feet	9 cubic feet
	none	45 minutes
	batch	real time

- The end result?
- We can tell you what is in stock with greater accuracy.
 - We can access information on the system at any time during the day, including stock, orders, invoices or part cross-references.
 - Your order will be processed in a minimum amount of time.
 - We can review any order on screen up to a year later.
 - We can tell you where an order is in process on a real time basis, including what was shipped, or not shipped.
 - You can place an order using factory part numbers, or manufacturer's part numbers.
 - We can quickly find your records using your name, zip code, or phone number.

In short, we're very pleased to be able to give you better service all the way around!

MOSS

Get Ready For The '92 Derby!



At the May 1991 Austin-Healey Week, Tom Colby, of Canoga Park, CA attempts a winning edge adjustment on his Healey. Order kit #231-290 @ \$3.00, and start building your derby car for the '92 events season!

New Book! Maintaining The Breed



Maintaining the Breed
By John Thornley
Students of the MG, take note! This detailed MG history book, for all practical purposes, tells the complete saga of early MG racing cars. First published in 1950, the stories, anecdotes and entertaining style of writing have made it a literary classic and essential reading for all true enthusiasts. John Thornley was a founding member of the MG car club in 1930 and was General Manager of the MG Car Company from 1952 to 1969. We highly recommend this one!

Maintaining The Breed 211-400 \$39.95

To Order:

Toll-Free U.S.A. & Canada
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24 Hour Worldwide FAX:

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Overseas Customers

805-968-1041

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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.

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

Counter Locations:

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

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

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

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Our Catalogs!

Moss Motors offers you a full line of complete and comprehensive catalogs. Beautifully detailed illustrations of each car make finding the parts you need easy. Helpful tech tips and hard-to-find accessories also aid you in the restoration, maintenance and enjoyment of your British classic. Call us toll-free, or clip out this coupon, check the box for your car type, and send it to Moss Motors,

Ltd., P.O. Box 847, Goleta, CA 93116 for a FREE Moss catalog. (Don't forget to specify the catalog you need by checking the appropriate box.)

MG TC-TD-TF

MGA

MGB

TR2-4A

TR250-G

TR7

Austin-Healey

100-4, 100-6, 3000



MGT-20

MGA-11

MGB-03

TRI-03

TRS-01

TRZ-01

AHY-05

Jaguar

XK120-140-150

Sprite-Midget

Current Price List

JAG-07

SPM-02

*

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

6 & 12-Volt Vintage-Type Tar Top Battery



These U.K.-produced batteries are virtually identical to the Lucas originals fitted to British sports cars during the 1950s and early sixties.

Now On Sale!

6v batteries are correct for MGAs, MGBs thru '74, Jaguar XK120s and 2 seat Healeys, [except 100-4]

12v batteries fit MG TC-TD-TF, TR2-3, 4-seater 100-6 and 3000. Truly a necessity for your Concours TD-TF and TR2-3 since the battery is so prominently displayed on the firewall. Sale prices valid from 2-15-92 thru 3-31-92. Sold individually.

6v Battery 459-410 Reg. 84.95 Sale 77.50

12v Battery 459-400 Reg. 159.50 Sale 144.95



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Spring 1992 *Giles 2/11/92*



Moss Sponsors La Carrera Panamericana Entry

Juan Manuel Munoz Ledo & L.J. Gonzalez
Mexico City, Mexico

La Carrera Panamericana, in its new version, is one of the toughest endurance tests in the world for vintage cars. In its beginning, from 1950 to 1954, the La Carrera Panamericana route used to cross all Mexico, from the Guatemala frontier to the U.S.A. border.

In its current form, the race has a length of about 2000 miles that must be covered in 5 days. The classification tests were carried out on the route and were sub-divided into: 1- Special Stages: These could not exceed 35 miles in length and were timed on totally closed sections of the highway. 2- Limited Stages: These were held on the open highway and couldn't exceed 120 miles in length with no penalty for early arrival, average 55 mph. 3- Transfer Stages: These were normally around urban areas and other areas where a high average speed could not be guaranteed. The required average was normally modest; the traffic norms had to be respected.

La Carrera is divided into four categories: **Turismo Libre**, where all (OHV) V8-powered touring cars enter, eg., Ford, GM, Chrysler, Studebaker, etc. **Turismo de Produccion**, for 4 and 6 cylinders. Touring cars including Alfa Romeo 1900 TI, Hudson, VW, Ford, GM and Chrysler 6 cylinder models. **Sport Mayor** is for sports cars over 2000cc like Jaguar XK120-140, "C" and "D" types. Austin-Healey 100-6, Corvette, Ferrari, Mercedes 300 SL, etc. **Sport Menor (our class)** is reserved for sports cars under 2000cc including Alfa Romeo, Porsche 356, Morgan, MGTF, MGA, etc. This event is only for those cars made between 1950 and the first years of the sixties.

Moved by La Carrera Panamericana's new rules, which now allowed us to enter an MGA, we decided to build up a car just for this event. Our concern was to make a very competitive and reliable car able to survive an event as demanding as this one. We elected on a 1960 MGA coupe. As the

rules in our class allowed motors of the same brand and up to 2 liters, we naturally chose an MGB race engine with 5 main bearings and with 1865 c.c. and over 130 H.P. The rest of the car components were "uprated items".

In spite of MGAs having good race potential, our main worry was the front suspension. The race takes place through interstate roads and these, in most cases, aren't in very good shape. Adding that in the last two years it has rained a lot in Mexico, it is easy to understand our interest in substantially improving the front suspension. Unfortunately, heavy duty shock absorbers and a stiff anti-sway bar seemed our only option.

However, when we consulted Chris Nowlan from Moss Motors, he offered us a more radical solution called the Dynamic Suspension Kit, which consisted of a com-

(Continued on page 6.)