

MOSS Motoring

Summer 1992

New MGB Catalog Just In



Now in its 4th edition, our monumental MGB catalog has been completely updated! If you haven't received yours in our recent mailing, you should definitely call us up and order one! (At no charge, of course, like all of our catalogs and newsletters!) We've taken our previous edition 105 page MGB catalog, enlarged the page space and added hundreds of new spares and accessories, including dozens of performance modifying parts for your favorite little sports car. We know you'll be very pleased with what you see!

MOSS

Announcing Our 1992 Photo Contest



Photo by Edwin Mohler of LeMoyne, PA

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

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

To offer a few "how to" tips and inspiration, resident photographer Jamie Pfeifer shows you how easy it is to take the perfect car photo on page 5.

Here's your chance to make some of that photography really pay off. The Moss Motoring Photo Contest is open to amateur photographers who may submit up to three entries each. Contest winners will receive generous gift certificates, and everyone who enters will receive a \$5.00 gift certificate (one per entrant).

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

Please send all entries to:

Moss Motors Photo Contest
400 Rutherford Street
Goleta, CA 93117

1. All entries must be received no later than September 30, 1992. Please see paragraph 5 for information that must accompany each entry.

2. Each entry must be the original un-

Continued on page 5.



If you've noticed an excess of red cars on recent Moss Motoring covers, we have to admit it's an odd coincidence. For some reason, either photographers shoot only red British sports cars, or, all British sports cars are red. If you figure it out, let us know! Well, red car or not, if you're not ready to start driving your favorite little sports car this summer, it's time to fix those nagging problems and get out on the open road! Pack a picnic lunch, take your spouse, your best friend or even your dog...and go for it!

The Fastest Shipping in the Biz!

Order From Moss By 2 or Before, and We Get Your Parts Right Out the Door

As part of our commitment to offer you the best possible service in the British sports car business, we have recently spent a great deal of time and expense in revamping our warehouse to serve your needs more efficiently. We've added staff so that we can stay open hours longer each day, giving us an extra UPS run for your packages each evening. Our new shipping equipment allows us even more time to package your order and get it out by UPS Ground or Air to you—in most cases just hours after you order it!

Warehouses On Both Coasts

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

Two or Before, Right Out the Door

We feel pretty confident about our improved processing time! In fact, barring any unforeseen circumstances (no matter how hard we try, earthquakes, floods, hurricanes and fires might slow us down!), if you place your or-

der by 2 pm, Monday through Friday, it should be processed, packed and out the door the same day, for either UPS Ground or Air Shipping to an address in the continental U.S.A. Phoning in on Saturday or Sunday allows us to process and package your order so it's ready to be shipped out Monday. Since Monday is traditionally our busiest day (do British sports cars break down more often on the weekend?), this assures that your order is ready to go, no matter the number of calls we receive.

UPS Next Day

Need your parts immediately? If you call your order in on a weekday by 2:00 pm, we guarantee UPS Next Day Service for an extra charge! And to back this up, if you don't receive it the next day, we'll fully refund your shipping costs! Although we promise "Two or Before, Right Out the Door", if you're desperate and it's after 2:00 pm, give us a call. We'll try our best to get your order out the door the same day, (and we usually do). Remember,

UPS Next Day Delivery is available in the continental U.S.A. on pre-paid charge card orders. Please add \$10.00 for Friday orders (for Saturday delivery).

We Want to Know What You Think

Since we've only been operating our extended hours and same day service since April 13th, we'll be studying our shipping times and updating you in future newsletters. Please write us with your comments or keep your sales advisor up to date on your shipping performance. After all, it's your input that allows us to give you the best possible service imaginable.

MOSS



Clockwise from above: Call in your order by 2:00 pm PST—Assistant Sales Manager Carlos Gonzalez takes a call here; Your order is invoiced and pulled—Gail Olivar pulls an order with James McLain in the background; That treasured box of British spares is packaged and out the door to UPS! James Valdez gets a final package ready for the evening UPS pickup from the Moss warehouse.

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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)

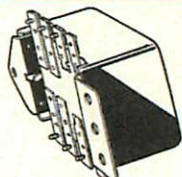
\$20.00 GIFT CERTIFICATES

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

Prices

Our Moss "Save Up To 15% Sale" pricing is valid from May 21 through July 18, 1992.

Turn Signal Relay



Fits 100-3000 to [b]76137, Jaguar XK120-140-150, MG TD-TF, MGA.

This super English-made reproduction beautifully combines total authenticity with modern technology. Relay unit looks and functions identically to the original, but beneath the cover is a modern, fully-sealed, electronic relay on a printed circuit board, in place of the old corrosion-prone coils and spring-loaded contacts. This is one part that you will never need to replace again!

Relay 141-400 \$175.95



Oakland Fire Disaster



In the aftermath of the Oakland firestorm last October, my company was involved in performing damage assessments within the disaster area. My colleagues and I quickly fell into the habit of attempting to identify the make and model of burned out automobiles as we came upon them. In total there were approximately 2000 cars which were destroyed by the fire, so we had a large variety of both domestic and foreign cars to contend with.

The heat was so intense that many cars were practically unrecognizable. When we came across the hulk pictured here, my co-workers could not figure out what kind of car this was. Being the proud owner of a fully operative '67 MGB (emphasis added to distinguish it from my brother's '69 which has not felt the wind of the open highway for several years!), I was able to immediately confirm that this was indeed a classic early model MGB.

Note the open toolbox on the windshield area (my first clue to the identity). No doubt, the owner had many hours dedicated to this car when the disaster

struck. Also note that the aluminum bonnet was completely consumed in the fire. I do not know how the door got smashed but I suspect that a tree fell on it.

The loss of yet another fine British sports car makes it all the more important for those of us who own survivors to keep them on the road.

Scott Huntsman
Walnut Creek, CA

Our "Best of Show"

Recently, we enjoyed attending the British Car Day at your Dover, NJ location. My husband won the "best of show" trophy that day and quickly made good use of your generous \$100 prize donation. Thank you so much. The brake master cylinder he purchased with his prize money was sorely needed for quite some time.



My contribution (Linda sent us a very funny poem which, unfortunately, can't be printed due to lack of space-Ed.) to your newsletter was inspired last Christmas while driving to work in my Bugeye (which died shortly after). Happily it is once again in daily use.

Linda Kelly, Mays Landing, NJ

Taking Cut-Outs Seriously



Here are the paper models that I have enlarged 159% and adhered to sheet metal and formed. I took the liberty of installing a luggage rack on the back of the MGB. I hope you are as pleased with them as I am with Moss Motors, between the help I've received from your tech tips, and your sending me the back issues of the newsletters.

Michael Smith
East Northport, NY

Tech Tip's a Lifesaver

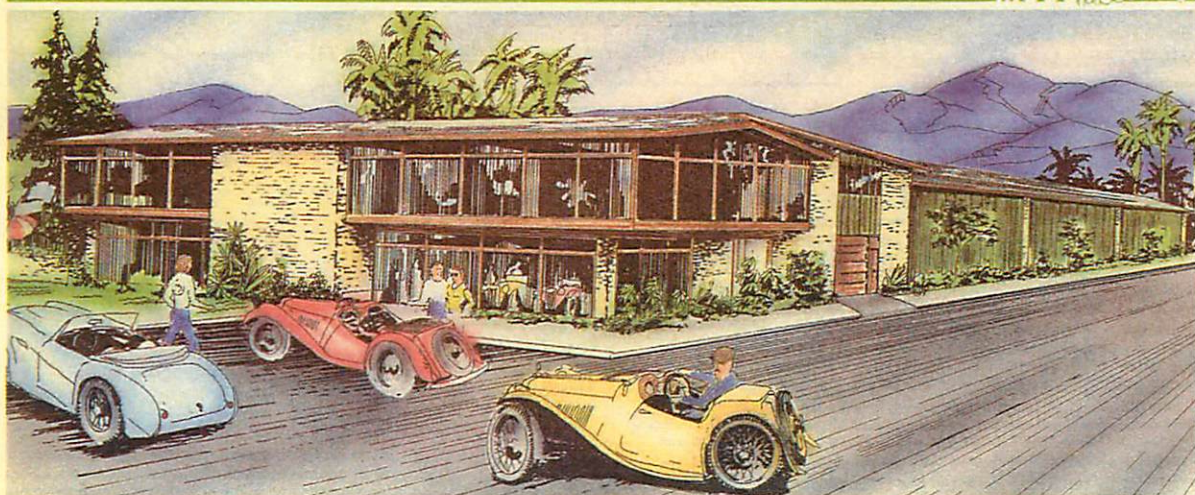
I really found Terry Palmer's tech tip #52 in the spring Moss Motoring to be very helpful. I have had my 1973 MGB GT for a little over a year now and for the past 4 months have been having a problem with a rough idle. My mechanic previously would just adjust the fast idle on the carburetor. This would help some, but not enough.

With Terry's help, he determined that the motor mounts and vacuum hoses were causing the rough idling. Thanks for the helpful information!

Robin Arnold
Sacramento, CA

Our Customers Write in...

One of the best ways to keep track of how we're doing, both positively and negatively, is by sending out a Customer Comment Card with every single order. Happily enough, we get dozens back each week, and we spend quite a bit of time reading them, noting the comments and acting on any we can! Your every suggestion is taken into consideration, and we have made quite a number of company policy changes through these easily filled out little cards. So, please take a few minutes when you receive your next order to jot down just what (or what not) you feel we're doing to keep you and your British sports car content!



Who Makes Up Moss Motors? Step Inside and Find Out!

The other day I was finishing up a drawing for a part that I am sending out for manufacture when I got a call from April, our receptionist.

She wanted to know if I had time to show some folks around who were visiting from Florida. I said sure, it would be a welcome break from staring at bearing dimensions all day long. As we walked through the building and I was busy explaining all the different departments, I began to realize that most people aren't aware of just how much goes on here at Moss. Heck, we don't even realize it sometimes! We're always happy to take the time and explain the workings when people come by for a visit, but what about all of our loyal customers who can't so easily visit? So, we thought that we'd take some space here and briefly outline some of the processes involved, and all of the different hands and minds involved, as a product travels from manufacturers to your doorstep, ultimately ending up on your car. We think that you will be surprised at some things you may not have known about Moss Motors.

Customer Service

If you do ever have a problem with an order or wish to inquire about any of your business with us, you can call our customer service department and talk to someone who will do everything they can to assure that you are a satisfied customer! This is our only goal.

Product Development

Considerable time and effort goes into deciding which products have the highest demand, when we look at the possibility of manufacturing a product. Quite often, there isn't significant demand, but if it is a criti-

cal component, and thus part of our overall commitment to keeping your British car on the road, we manufacture it as well. We first must acquire original samples and drawings of the item, and then seek a manufacturer to produce it for us. Over the years, we have developed relationships with over 750 different sources worldwide. We have always asked for your assistance in helping us make these decisions, so if you have a suggestion for a product you'd like to see us carry then please feel free to let us know with a post card or note addressed c/o Product Development.

Machine Shop

We staff a fully equipped production machine shop which manufactures a host of products specifically for us, such as MG T-series wiper arm links, bumper brackets for many different models, and specialty items, like our newly introduced rear-main seal tool for Triumphs. Over the years we have produced a truly amazing amount of products here, and as a result we can currently offer the only source for certain items which would be obsolete otherwise.

Manufacturers

From its inception, a product idea and samples then go to the development stage, where prototypes are developed and tested (usually by attaching the part to one of our dozen or so cars that we own, for that purpose). In over 40 years of manufacturing, we have developed very strong relationships with manufacturers all over the world, including the United States, England, greater Europe, Argentina, Taiwan, and Australia. In short, we have the resources to get the job done, now and in the future.

Purchasing

Our domestic and foreign buyers work closely with the Product Development team to insure that we always have stock of the items you will be needing from us, and in good supply. Whenever possible, we keep several sources on file for each individual component, so if there is ever a problem with something, or we unpredictably run low on stock of an item, we can fill orders very quickly from another source. Tracking all of this is very complicated, and whenever possible we make every effort to buy from the original manufacturers.

Warehouse

Every day we receive an unbelievable number of crates and full containers from suppliers all over the world, including Moss Europe, to which we ship an equally impressive number of crates. As inventory is received, it is inspected for correctness and quality, labeled and stocked as quickly as possible. Of course, our main warehouse location is here in Goleta, but we also maintain an extensive inventory in our Dover, N.J. warehouse. This allows us to ship from both coasts and offer the same fast service no matter where you happen to live. Didn't you ever wonder how your package arrived in Connecticut from California in only 24 hours, by regular ground UPS? Now you know how we did it!

Sales Department

When you pick up the phone and call Moss Motors to place an order, you will be speaking with one of our seventeen full and part time sales professionals, who know British cars! Everyone has a defini-

tive interest in British cars and many spend their free time working around and on their own cars. As you place an order, we automatically determine the closest warehouse to ship it from, and will ship a portion of the same order from different locations to ensure a part is not backordered. Of course we pioneered the convenience of a British sports car toll-free order line, and are proud to have the friendliest sales staff in the business!

Upholstery Shop

Long before other part's suppliers were interested in producing true original style upholstery for funny little obsolete cars, we were taking apart original seats and door panels, and making patterns to produce our own range of upholstery for all of the lines we service. Our kits have long been recognized for their originality and high quality, and we can even supply complete, brand new frames and cushions, creating the ultimate brand new seat for several models! Many of our convertible hoods are made right here as well, so you are assured of an even color match if you buy all of your upholstery from Moss.

Art & Advertising

All of our professional catalogs and newsletters are produced in-house by our own staff of artists and editors. As a new product is brought in, we decide how best to promote it, ad copy is written and graphics are created to match, and then it is an official new product. It is truly wonderful to see your own ideas and visions brought to life at the hands of artists!

(Thanks to David Eichelbaum for his overview of the Moss team!—Ed.)

The MGB Roars Back

This fall will see the return of the most popular sports car ever built in Britain — the MGB. Ending months of rumor and speculation, Rover Cars has confirmed that an updated version, with a V8 motor, will debut at the National Exhibition Center Show in September 1992.

The key, of course, is the hugely successful Heritage body shell. The car will be virtually hand-built by British Motor Heritage, a Rover subsidiary, and will feature the catalyzed 185 BHP 3.9 liter engine used in the Range Rover. Many of the specific V8 items have been supplied to Heritage by Moss Motors and other suppliers. There are few clues yet as to exactly how the new MGB, to be called the MG RV8, will finally look, but it will still be recognizable as a 'B' but with new panels for the nose, front and rear fenders to

bring the shape more up to date.

Suspension and brakes will be upgraded, and the cockpit will be more luxurious with leather and wood. All this does

not come cheap, with a preliminary price estimate of some 26,000 pounds. Fifteen of the RV8 roadsters will be made each week.

As Rover states, the "MG RV8 will be an evolution of the MGB and we are still assessing the possibility of returning to volume sports car production". The RV8 will be listed on Rover price lists and sold from Rover dealers, with deliveries scheduled to begin after the Motor Show debut. The RV8 will be manufactured in right hand drive form only, but exports are likely, not only to Japan, but also to Continental Europe. There are no plans to market the car in the United States.

When the new MGB is launched in September, it will be 30 years since the original MGB first appeared in 1962, and 12 years since it and the factory at Abing-

don ceased to exist.

(We can add a little personal knowledge to this story. A couple of years ago, one of our contacts in the U.K. was asked by Rover to take his "smart MGB roadster" along to a top-secret viewing session at Longbridge, for Rover top brass from the U.K. and U.S.A. The viewing was of a number of MG sports car prototypes, and the MGB was merely intended as a reference. When the executives saw the car (at an indoor test track), they walked around it with casual interest until someone said, "Can we look under the hood?"

As the MGB '92 question was fitted with a very nice fuel-injected Rover Vitesse V8, even more interest was generated! Someone then asked, "Can you start it up?" (Remember this was an indoor test track!) The V8 thundered into life and all conversation stopped dead! "Can we try it?" was followed by big grins and several wows from the assembled automotive experts, further dialog turning to, "Well, we could use the Range Rover V8, which is already de-toxed and the SD1 gearbox is still in use in the Land Rover Discovery and..." Well, the rest of the story has unfolded—Ed.)

Diagnosing Wiring Troubles

Words of Wisdom to Live and Drive By

Grahame Bristow, Moss Europe Marketing

Does your car let you down every time you try to start it, or those wipers only work when it is not raining? Perhaps the indicators go dim every time you apply the brakes, and the horn only operates when the lights are off.

Before you go out to buy new lights, horns, switch gear, voltage rectifiers and anything else that carries an electrical current, it may be worthwhile spending time checking out the wiring rather than shelling out on new parts.

Quite often I have found that electrical components supposedly faulty, are perfectly alright, i.e., 'blown' headlamps which are intact, switches that work when connected to a multi-tester, horns that stop making funny gurgling noises and operate correctly when connected to the battery for a test.

Many electrical faults are caused by two frequently overlooked factors, either working separately, or together to produce a variety of interesting visual and sometimes pyrotechnic effects. The first of these factors is simply caused by age and the climate – electro-rheumatism if you like. The second is caused by that stalwart of the motoring world, *Captain Accessory!*

I am always surprised by the large number of good quality products on the market (and this does include radios, etc.) which are let down either by the cheap, easy-to-use connectors sold with the kit, or by 'hash wiring' on the part of the installer. Fitting any accessory should be dealt with in the same way that any other task should be undertaken on a vehicle – properly. Connections should be mechanically and electrically sound.

The worst electrical problems I have faced have been caused by 'boded' wiring or faulty connections. Easy-to-use connectors often provide me with hours of entertainment, as does unwrapping electrical insulation tape to find wires that have been just cut, stripped back and twisted together. It always works for a while!

And it's not just boded wiring – some products are of an appalling quality. For example, I have tried various different HT leads in my car to 'improve the quality of the spark', 'reduce resistance', and 'provide better ignition'. Most of these leads have been useless. It doesn't matter two hoots that the PTFE casing and superior quality copper core offers less resistance than the normal standard item – what matters is that if the cap doesn't fit the spark plug, it will just bounce off. One famous make had such appalling connections that it would not fit into the standard Lucas distributor.

If you are going to tackle any electrical work on your car then do it properly and do it once. Throw away those cheap connectors and get the right tools to do the job properly – because I can guarantee that if you don't, that one day you'll wish you had – or even worse, you'll get rid of the car because it keeps going wrong. (I've picked up a few cheap cars like that which sing after two or three hours with a soldering iron!)

Get the Right Tools:

1. Soldering Iron – Get one with: 5 to 15 watts output, stay clean tips, decent stand, and PTFE leads (which make the iron easy to handle).
2. You probably already own one of those multi-purpose devices that cuts, strips wires and fits connectors. Throw it in the trash. Buy instead: Long Nose Pliers, Side Cutters, Wire Strippers, Insulation Tape, and Solder (60-40 lead/tin mix with flux incorporated).
3. Connectors – Get the type of connectors that are already in use on your car – spade connectors and bullet connectors (that can be soldered) and throw the crimp connectors into a bin!

Three important safety tips:

1. Disconnect the Battery

A fully charged battery can use around 120 amps to turn over a cold car engine. Making a mistake and accidentally connecting the positive to the earth can have some interesting affects, i.e.:

- i. Any wire involved in a direct connection will act like a fuse and melt (this includes HT wire).
- ii. The battery could explode if an HT wire does not fuse quickly enough.
- iii. 120 amps is enough to weld your screwdriver to any object very easily.

iv. You can receive nasty burns if you use yourself as a suitable earthing point. (Remember DC current differs from AC in that it does not change direction – once you get to grips with DC it won't let go!)

2. Holding the soldering iron

Never grab the soldering iron if it starts to fall. Sounds obvious but there are still plenty of electrical engineers around who hold out their left hand when greeting somebody!

3. Suitable Wiring

Finally, make sure that the wires you are using have the correct current capacity for the power they have to take. Using cable that is too thin is the electrical equivalent of reducing three lanes of motorway into one – total breakdown – if the current is much higher than the wire, the wire will act like a fuse and melt.

Making Connections

1. Spade Connectors

Strip back 1/4" of wire without ripping out half of the strands, (if you have never used wire strippers before, have plenty of practice with some old bits of wire) twist the strands together and solder the bare end.

Always heat the wire with the soldering iron and apply the solder to the wire while it is still in contact with the iron. The wire must be hot enough for the solder to flow into the wire strands – but don't keep the iron there for too long, otherwise the outer sleeve of the wire will melt back. It is an art worth learning.

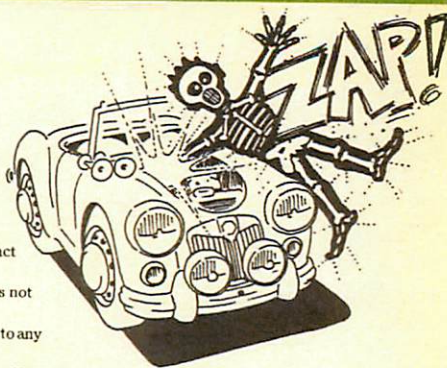
Do not apply solder to the iron and then try to 'blob' the solder on to the wire – it never works because the solder 'dries out' as the flux evaporates, and then the resulting joint can become brittle and prone to breaking (aka 'Dry Joint').

Once cool, fit a spade connector sheath over the wire and then crimp the connector to the wire as shown in the diagram. The crimping makes a mechanically sound connection, but this is not enough. Returning to the soldering iron, you then need to apply heat to solder the wire to the connector to ensure an enduring connection, just like they do at the factory.

2. Bullet Connectors

Bullet connectors are needed where (A) two separate lengths of wire are to be joined together or (B) where an extra wire is to be added to a main feed.

Many bullet connectors can be crimped on as well as soldered, to enhance the quality of their connection, but



the stock items used by BL tend to be a bit more tricky and can only be soldered – so you must ensure that the soldered connection is not dry!

Strip back 3/8" of cable and solder the strands. Insert in the end of the bullet – it may help to 'kink' the strands slightly to keep the bullet in place – and then re-apply the soldering iron to the top of the bullet. Allow it to heat up and then apply the solder through the hole at the top of the bullet so that it can run inside, attaching the cable to the wall of the connector.

The advantage of these connectors is that, if corroded, the connector block can be thrown away and a new one fitted without having to do any more soldering. Also, they can provide multiple outlets for power. BUT watch out for that current overload on the original feed wire!

The disadvantage is that the connector is a mechanical fit and prone to electrical failure when corroded, which is why many cars start going wrong after 5 years' use!

An Extra Fuse Box

If you are accessory mad, the use of a fuse box with a direct link to the solenoid may provide a safe, efficient answer, rather than connecting countless new wires onto an overburdened wire feed.

Again, make sure that the wire, from the feed to the box has sufficient capacity to deal with any load placed upon it (An in-line fuse may further protect the entire system).

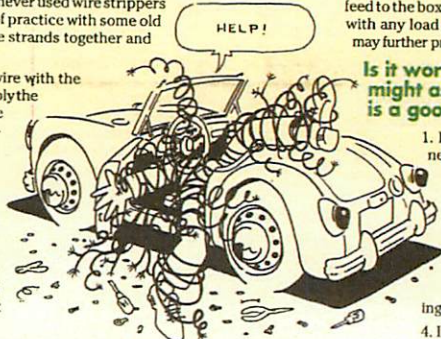
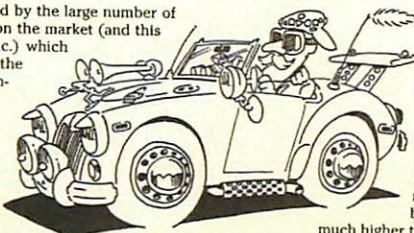
Is it worth the effort you might ask? Yes! A clean job is a good job!

1. If it's soldered, then the connections will be better, stopping niggling electrical failures and dangerous burn-outs; the connectors are cheaper too.
2. The proper connectors often allow easier access for repair of equipment.
3. Stops wires from sparking and equipment lasts longer.
4. It looks better, too!

Finally, here are some good tricks to play on people wielding a soldering iron on their car.

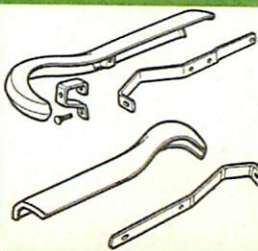
1. Blow up a paper bag and stand behind them. Burst the bag whenever you see them cutting a wire or poking at something electrical with a screwdriver.
2. Try swapping solder for tinned copper wire. It's better than watching paint dry. (The other version involves merely turning off the soldering iron!)
3. Offer to hold wires while they solder then swap one wire for a cut off length of about 4" long and then wait for sparks to fly when they realize they have just connected a wire that goes nowhere.

(We hope you enjoy Grahame's article as much as we did. Hopefully he'll be flattered enough by this praise to write a few more tech articles in the same vein-Ed.)



Sprite-Midget Rear Bumper Kits

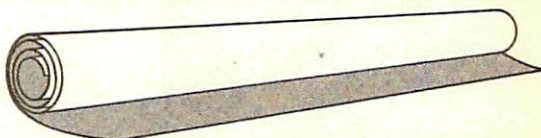
Brand New!



Another superb reproduction from Moss Europe. Fits 1970-74 split rear bumper models, but can also be fitted to '74 1/2 models that were fitted with oversized rubber bumper guards. These rear bumper kits are supplied complete with bumper mounting brackets and hardware, but less rear bumper guards. Guards are available individually (if yours are in need of replacement) under #400-310.

Right Hand Kit 400-325 \$66.30
Left Hand Kit 400-335 \$66.30

Foil/Felt Heatshield (It's The Space Age Choice!)



This foil covered, felt-backed heat and sound deadening material will make your car substantially quieter when used underdash or inside doors, fenders, etc. Space-age material insulates against hot and cold, while providing an extra measure of safety against fire. Sold in sheets of 48" x 72". Instructions are included for best installation; cut as required to suit.

Heatshield (48" x 72")

409-015

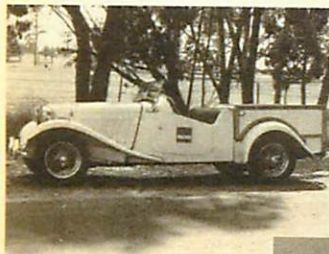
\$49.95

How To Take Great British Sports Car Photos

It's the Moss Photo Contest time again! You've washed and waxed your pride and joy, have film in the camera, and are ready to record your beauty for posterity. But it's not enough to think of taking just a photo of your car. You must also think of the environment around your car. Many good photos of great cars have been ruined by poor backgrounds, a car too far away, bad lighting or composition.



Watch out for backgrounds that are ugly. The lens shows everything—which usually means—too much! The junk cars, mailbox coming out of the headlight, and the shabby yard detract from the car and spoil the picture. Besides all this, for better composition, the car should look into, not out of, the picture.



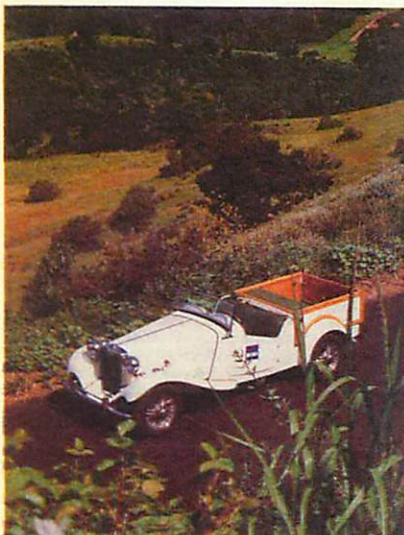
Look out for objects "growing" out of the car, as well as busy backgrounds. Also, non-photogenic foregrounds can be a problem. In this photo, the trees in background and the half dirt, half pavement ruin the picture.



Good pictures usually depend on selecting a proper point of view. You may need only to move your camera a few steps right or left, up or down, to change the composition decidedly. This photo has had "cropping". Part of the car has been cut off; just moving a few feet back would have made the difference.



We love our sports cars, so it is important to give them sufficient prominence. Make all other elements subordinate to them! In this photo, the B25 "Executive Sweet" is more compelling than the car.



What is a perfect photo is very subjective. We know many of you are very clever and creative and we don't want to discourage that by setting down rules. But photos with purpose and meaning, emotional impact and graphic quality are winners, just like our great cars.

OK, so get out there and start clicking!

Now We're Open Longer and, Sunday, Too!

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

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

(We'd even ship out Saturday, but UPS takes the day off!) For further details on our quick shipping time, turn to page 1.

Our toll-free lines are now staffed weekdays from 6:00 am until 7:00 pm Pacific time, and Saturday and Sunday from 7:00 am until 4:00 pm. Use these handy charts to find our hours in your time zone.

Monday-Friday Phone Hours

6am	Pacific	7pm
7am	Mountain	8pm
8am	Central	9pm
9am	Eastern	10pm

Saturday-Sunday Phone Hours

7am	Pacific	4pm
8am	Mountain	5pm
9am	Central	6pm
10am	Eastern	7pm

Counter Hours

	Goleta, California	Dover, New Jersey
Monday-Friday	8am-5pm Pacific	9am-6pm Eastern
Saturday	9am-4pm Pacific	9am-4pm Eastern

If you are planning a visit to our Dover, New Jersey store, you may want to phone us ahead at 201-361-9358 to see if the items you want are in stock.

Photo Contest, continued from 1

published work of the entrant. 3. Photos will be judged on the basis of content, skill and appropriateness.

4. Prizes will be awarded as follows:

One Grand Prize: a \$125.00 (one hundred twenty-five dollar) Moss Motors gift certificate. **First Prize:** a \$100.00 (one hundred dollar) Moss Motors gift certificate. **Second Prize:** a \$75.00 (seventy-five dollar) Moss Motors gift certificate. **Third Prize:** a \$50.00 (fifty dollar) Moss Motors gift certificate. **Honorable mentions** will be awarded a \$25.00 (twenty-five dollar) Moss Motors gift certificate. All other entrants will receive a \$5.00 gift certificate. Winning photographs will be published in Moss Motoring.

5. Each entry must be labeled with the photographer's name and address. Apply a separate label to the back of each print.

6. This contest is limited to black and white and/or color prints only. We regret

that we are unable to accept color transparencies for this contest. Entries must be no smaller than 5 x 7 nor larger than 11 x 14 glossy prints.

7. Up to three (3) submissions will be accepted from each entrant. Each must be labeled individually.

8. All entries become the property of Moss Motors for their exclusive use. No entries can be returned.

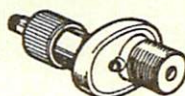
9. If there are recognizable persons in your photo, a signed release should accompany your entry.

10. If you would like a list of the winners, send a SASE to Editor, Moss Motoring, 400 Rutherford Street, Goleta, CA 93117.

Don't delay any longer. Look through your recent family and event snaps for the perfect photo, and if it's not there—go out and take a couple. It's well worth your time!

MOSS

Austin-Healey Sprite Tach Reduction Box



Fits Sprite Mk I.

Excellent quality Moss reproduction incorporates full pressure die cast body, case hardened gears and brass securing nut, as original.

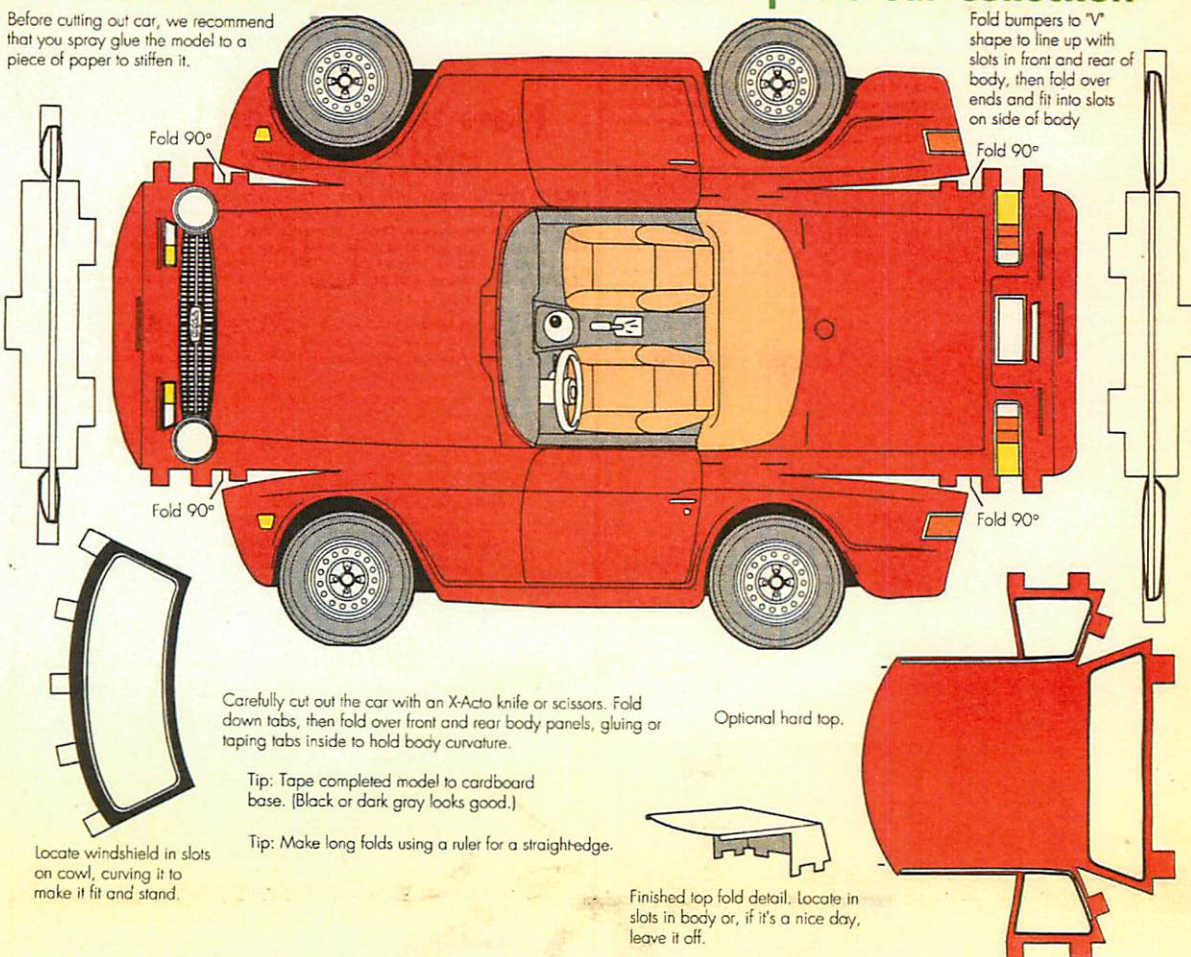
Tach Box 361-870 \$89.95



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

The TR6! Number 6 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.



Freedom is an MGB

Terry Waite, Home at Last, in the Car He Dreamed Of

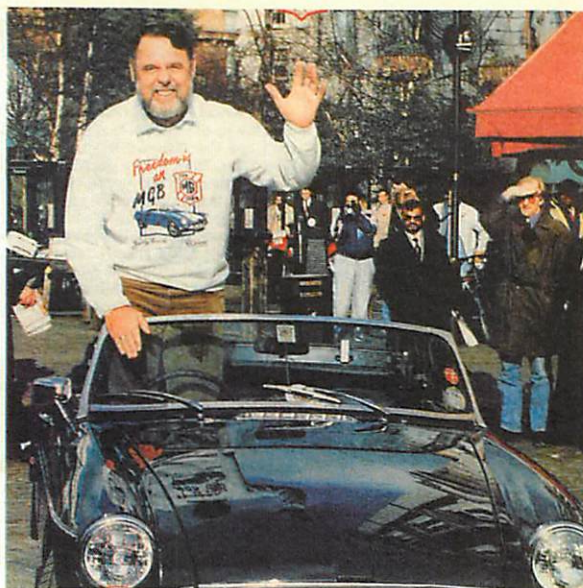
Reprinted from Moss Motoring, U.K.

Freedom is an MGB. Initially, it sounds like a cliché advertising slogan thought up in days of yore, when the sports car was a symbol of wind in the hair and the type of freedom that comes from driving along country lanes with the hood down.

However, Freedom, in this instance, stands for something very different and is coined by one of the few men who would know the true meaning of the word, Terry Waite. The slogan isn't part of some new campaign for the relaunch of the MGB, but part of a scheme to raise money for and promote the work of 'Y' Care International, the world relief and development agency of the YMCA in Britain and Ireland. Terry founded 'Y' care in 1984 to raise money to fund community based projects run by local YMCAs in developing countries.

Why use an MGB to promote the project? The idea came as the result of a letter sent to Terry at RAF Lyneham on his return to England. Bryan Howells, MG Car Club Director, suggested as a gesture to welcome Terry home, that the Car Club should offer to get Terry's by now famous MGB, back into running order after being off the road for so long. Lyn Jeffrey, Club Secretary, ensured that the letter wouldn't get lost in the many sackfuls of post arriving daily at the base. There was pandemonium in the club office two days later when Terry phoned to accept the offer.

Will Corry, Club Chairman set about the project of putting Terry's MGB back on the road. One of his first jobs was to make a hit list of contributors. Mansell McCarthy Motorsport was enlisted to carry out the work and set about recovering the vehicle from its long hibernation. Apart from a



seized handbrake from being left so long, (Terry later explained, "Well, I only intended to be away for a week!"), there were no real problems. A thorough examination revealed sound body work, but extensive corrosion to the brakes, suspension, steering and fuel systems.

Some new parts would be needed and,

naturally the Club turned to the advertisers in their own magazine *Safety Fast* for free contributions. When Pete Buckles at Moss Europe was first approached, he, like all of the other MG specialists the Club contacted, was more than willing to offer any parts and support that was needed.

While the car was stripped as neces-

sary and rebuilt with new parts, it was not totally restored, as the objective was to reunite Terry with his old familiar MGB. The MG Car Club planned to hand over the keys of the car at a presentation ceremony at the London Transport Museum, Covent Garden. However, with the care and consideration of the man ever present, the Waite family suggested that a promotion of the event should be used not only to celebrate his freedom but also to benefit a worthy cause. The slogan 'Freedom is an MGB' was quickly endorsed by Terry and he decided to dedicate the promotion to 'Y' Care. The MG Car Club agreed to promote the campaign and that 'Y' Care would benefit from the proceeds.

The day of the presentation was thankfully clear and sunny. Adam Blackaby, Group Marketing Manager and Mike Standing, Group Sales Manager, attended the event on behalf of Moss Europe. The shining and polished Midnight Blue MGB was initially hidden away in the Transport Museum, where it was unveiled in front of a gaggle of press and television crews. Terry then drove the car outside into the sunshine for further photo opportunities. He looked very proud of the car, his famous bearded grin offered to the many calls of "Terry, this way!", "Terry, over here!" as the press clamored for just the right publicity shot. Terry didn't seem to mind, after all it was all in good cause and he did have his MGB back. Freedom at last!

(We're sure you all join us in welcoming back Church of England Envoy, Terry Waite, from 6 years of captivity in Lebanon. Here at Moss, we were thrilled to be part of the team that provided the parts to that enabled his MGB to be restored. -Ed.)

We've Just Lowered Over 6000 Prices!

When You Buy From the Best - You Get the Best Buys!

The Moss Motors' Dollar Buster is hard to beat when it comes to putting the squeeze on high prices!

Here at Moss we put our 44 years of selling British sports car parts to work for you! Supplying parts for your sports car since the MGT was brand new has given us a lot of experience in keeping our pricing affordable. Read on to find out exactly how we do it!

Buying in Quantity

Having warehouse locations in California and New Jersey, as well as throughout the U.K. gives us enormous combined buying power. It makes sense, doesn't it? As the largest supplier of British car spares in the world, we're bound to get a good price when buying a hundred crankshafts instead of five, or a thousand wire wheels instead of a hundred. And we're proud to pass that savings on to you (after all, we buy these parts for our own cars, too!)

The English Connection

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

Unlimited Expertise

Well, between Moss U.S.A. and our partners "across the pond", no other company in this business can boast of so much expertise. One of the many benefits this gives us is our ability (and overriding interest) in reinvesting profit into the retooling of obsolete parts. Not only do we all get to keep driving our favorite cars, but once again the quantities of scale we

remanufacture (in the fact, even our competitors buy our original spec reproductions!) keeps our pricing low and affordable.

The Economic Squeeze

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



The Wrap Up

The Moss Dollar Buster concept seems to be succeeding! Our current New Product Update/Price List contains thousands of items which are less expensive than the published prices of any of our competitors. Although you might come across an item that is more expensive than others in the marketplace, when push comes to shove, we simply won't compromise our quality standards for price.

Each of us here is dedicated to keeping Moss Motors the best supplier of British sports car spares in the world.

Shop and compare our prices, our quality and our service. We know you'll agree that Moss Motors is hard to beat!

MOSS

Moss Product Development Team

Our Business is to Keep Your British Sports Car Running And Looking Its Best

New Product Development is the basis of healthy and profitable business, and the British sports car business is no exception! However, in our industry, intense and aggressive Product Development is of the highest importance, as without it, all British sports cars would eventually grind to a complete stop, due to a lack of even basic essential spare parts. Lack of cosmetic restoration items would relegate most surviving sports cars to the back corners of barns or sheds where they might be occasionally viewed as interesting artifacts of a bygone era. Imagine the bleakness of a world where the romance of the British sports car no longer existed!

While most of the world's motor manufacturers can look back with pride to models long since out of production, few can justify the expense of keeping parts for older models available indefinitely. By whatever name you want to call them, BMC, British Leyland or the current Rover PLC, the situation is not much different. Considering that the entire British auto industry has fallen on hard times, and that what is left of the former British Leyland empire is now government-owned, it's a miracle that the division "British Motor Heritage" exists at all. This small group of dedicated specialists have done a highly commendable job of reintroducing a range of products available through authorized British Motor Heritage suppliers worldwide. Most of these products are sheet metal-related, perhaps because David Bishop, head of commercial operations at BMH, is a true sports car enthusiast (and also a pressed sheet metal specialist by formal training and previous profession)! Most other products in this range are produced on original tooling, which still survives. But what about the thousands of products for which the original tooling has long since disappeared, worn out or has been destroyed?

If you're an everyday driver of a British sports car, or even just a weekend driver, you're probably aware that it's not only the major components on your car that need to be available, but also, the very minor and incidental. Virtually no parts are currently available from factory sources for sports cars produced in the 1940s and '50s. (Even the fastest moving items such as distributor caps, clutch discs or fan belts haven't been available in years.) If you were previously unaware of the existence of companies like Moss Motors (you probably thought about selling your car, didn't you?), you either combed junkyards for little missing pieces, or went without. There's a big difference in driving a TR6 with horribly loose steering, an MGB with a noisy grinding transmission, or an Austin-Healey with a non-functional turn indicator. Of course, you're still able to be



As often as possible, original drawings are used during the manufacturing process.

on the road, but, it's at the sacrifice of your happiness and comfort. That's why the key to keeping our British sports cars on the road is the availability of all the components you require, not only to maintain and repair your car, but also the more obscure items which are required when you undertake a full or partial rebuild.

In general, we've stayed away from the handmade, one-off type items which vary in quality and dimension and for which supply is dependent upon one or two skilled personnel within an organization. These skilled people, many of them absolute artists with metal, get bored producing 25, or worse yet 125, of the same item. This is reflected in a lowered standard of quality. The way to overcome this problem is to produce tooling so that the piece is produced by a method which is far closer to that used by the original vehicle supplier. Needless to say, it is not possible from a practical standpoint to lay down the kind of tooling that the manufacturer used when the cars were built on a production line. The cost of such tooling to produce a TR4 or an MGA front fender today would exceed \$500,000. The tooling would be able to produce 500 panels a day, but, unfortunately, the demand for such volume is just not there. Our experts have focused on finding manufacturers who are prepared to develop and produce tooling at much lower costs, but at, consequently, a slightly higher cost of production. The range of components tooled by our companies is enormous; at the last count we had developed over 6,000 products. Our charter member affiliation with British Motor Heritage Ltd., has enabled us to manufacture thousands of items to full OE specifications. No other spares company has achieved so much to keep British sports cars on the road.

body work and chrome, etc., but also, the more esoteric and obscure items such as the steering column gaiter for a TR3, the starter motor cover for an MGB, the sill moulding for an MG Midget, and the "Austin of England" badges fitted to pre-production Austin-Healey 100s. Our commitment to "getting it right" is evident in the TR4A-6 door check-strap that we have remanufactured. The retaining strips are made from spring steel and the rubber bump-stop has the correct steel washer moulded in. These features will ensure that the check-strap that you purchase from us will still be operating correctly years after the inferior examples on the market have failed. Since quality control is the key to Product Development at Moss, good engineering and manufacturing process skills are critical elements. The common guiding philosophy among our development staff here is that if our reproductions aren't good enough for our own cars, they're not good enough for you, our fellow enthusiasts!

Virtually all of our Product Development staff are active, dyed-in-the-wool sports car enthusiasts. All have owned, driven and restored numerous British sports cars, and most spend an inordinate amount of their free time working on their own cars. Our team members have varied specific interests and marque favorites. This keeps us focused on the wide range of models we cover and adds to the good-natured rivalry between our staff members. If you think Lucas "Prince of Dark-

Continued on 8.

A Superior Type of Convertible Top MGB & TR250-TR6 "Sun-Fast" Tops



We've just expanded our premium quality Robbins convertible top line to include the "Sun-fast" acrylic canvas tops for the 1971-'80 MGB and TR250-6. Their unique solution-dyed "Sun-fast" material is extremely fade-resistant, engineered to be soft and flexible over a wide range of temperatures, yet highly resistant to sagging, billowing or shrinking. Engineered for the easiest possible installation, these tops incorporate zip-out rear windows. Material samples available on request.

Black Tops

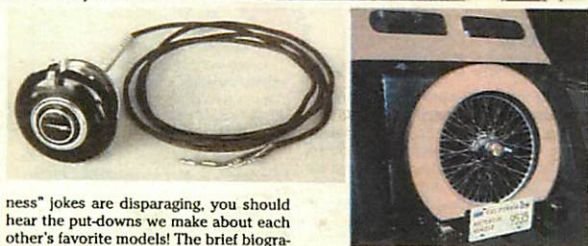
MGB 1971-'80	242-740	\$498.50
TR250-6	640-160	\$498.50

Tan Tops

MGB 1971-'80	242-745	\$498.50
TR250-6	640-170	\$498.50

New Product Development, continued from 7

Clockwise from right, just a few examples of the type of items reproduced through our New Product Development: Back-Mount Spot Lamps, MG TC Spare Wheel Cover, and Austin-Healey Control Head.



ness" jokes are disparaging, you should hear the put-downs we make about each other's favorite models! The brief biographies that follow should give a little insight into the talented and dedicated staff which has, to date, produced well over 6000 of the world's finest reproduction automotive components.

Peter Beadle - Product Development, Moss Europe, Richmond

Peter comes from a family of sports car enthusiasts and grew up amongst a variety of MGs, Lotus 7s, Healey 3000s and Mini Coopers. With an incredible gift for memorizing thousands upon thousands of part numbers and factory supersessions, Pete worked his way through the ranks to become the Special Tuning Parts Manager, and subsequently, the Wholesale Parts Manager at University Motors. It was during this period that Pete became familiar with the fledgling Cox & Buckles enterprises and the Sprite & Midget Center. As a keen and highly knowledgeable MGB and MGB V8 enthusiast, he was coerced into joining the rapidly expanding group of specialist suppliers as a junior partner and senior parts guru. As "permanent" Spares Secretary for the MGB GT V8 Register, Peter is widely regarded as the world's top authority on these rare models and was instrumental in helping the Rover group with development of the newly introduced MGB V8.

Peter currently owns a 73 MGB GT V8, a late spec MGB roadster, a Sprite MKI and an early Mini Cooper S.

Peter Buckles - Managing Director, Moss Europe

Peter Buckles, a graduate of Cambridge University with a degree in engineering, started out his career as a transport consultant for Hertfordshire County Council. As an enthusiastic TR2 owner in 1967, Peter soon realized that the spares situation for early Triumphs was rapidly becoming grim, yet interest in these models was still strong. As member #8 of the TR register founded in 1970, Pete was appointed Spares Secretary and still holds this position. Thinking back to his Economics 1 class, he saw an opportunity (smart guy that he is), teamed up with his TR friend Pete Cox, and the rest is history. Within a few short years, Cox & Buckles became the world's largest TR specialist, acquiring huge quantities of genuine factory "obsolete" parts, and reproducing a wide range of challenging products that others in the trade considered to be high risk projects. His strategy paid off, as many of these items could not be economically tooled today and are supplied to both the retail and wholesale trade worldwide. Realizing the inherent difficulties in small scale manufacturing, Peter spearheaded the merger of many U.K. specialist suppliers, in an effort to improve purchasing power and to more effectively utilize the scarce talented human resources that were available. This philosophy culminated in the enthusiastic Moss acquisition in 1989, with Peter retained as our head man in Europe.

David Eichelbaum - Product Development, Moss Goleta

David is the newest addition to our Product Development team at Moss Motors. At 26, with 11 years of sports car ownership and two full restorations under his belt (on the same TR4A) he's long on

experience and enthusiasm. In fact, his TR4A, which is currently 95% completed, is just about the most methodical and painstakingly original restoration of a British sports car that any of us have ever seen!

David's sharp eye for detail, strong mechanical aptitude, and tenacious belief in absolute factory originality make him a welcome addition to our team. A former president of his native Richmond, VA area Triumph club, he has contributed a number of technical articles to The Vintage Triumph Register publications. David's daily driver is an extremely original TR250, with original paint and few original miles on it.

Terry Hurrell - Triumph Tune, Richmond

Terry Hurrell has been closely involved in the tuning business all of his working life. Terry's father, Syd Hurrell, was the founder and owner of SAH Accessories, the well-known U.K. Tuning Specialist for Triumphs and other models during the '60s and '70s. During that time, the Hurrell family successfully raced TR2s to TR4s to provide practical input to the development program of tuning components.

In 1981, Terry left to start Triumph Tune in Richmond with the Triumph spares specialist, Cox & Buckles Spares, and concentrated on the tuning side once again with the restyling of the tuning manual and product range. Terry is still very much involved in the special tuning side of the business, which now caters to the needs of both the TR and MG owner. Terry is still a TR man at heart and has a TR8 and a very much modified Spitfire.

Chris Nowlan - Manager, Product Development, Moss Goleta

Chris' very first car was a 1953 TD purchased in 1968 when he was 17. Within weeks, he was working for our MG T-series competitor back in Massachusetts and made his first "buying trip" to England in 1969. By 1971, he had completed his first truly Concours restoration and won first place in the New England MG T Register's Senior Premier Class with his supercharged '48 TC. Chris kept a TF 1500 as his daily driver for years, followed by a succession of slightly more modern MGs including an MGA coupe, MGC GT and the '67 MGB GT featured on our MGB catalog cover. Other cars along the way included numerous T-types, 3 TR3s, 2 MGAs and a Morgan Drophead coupe. Chris still has an award winning supercharged TC, which is an exact clone of his first TC as well as a '53 TD, '67 B GT and '64 XKE coupe.

Chris made the trek to Goleta in 1975 and has been responsible for Product Development and quality control ever since (not to mention major contributions to catalog development). Chris is our resident high mileage traveler having established manufacturing contacts in the far flung corners of the world and established the philosophy that if it's not good enough for his cars it's not good enough for our customers. Chris is regularly involved in restoration projects and is a strong advocate of "trickle rebuilds", as well full Concours restoration. He is the President of the Santa Barbara area MG Club and an

active member in numerous sports car clubs.

Graham Paddy - Moss Europe, Richmond

Graham has been in sports cars literally all of his life, as his family ran a B.M.C. dealership in New Malden, England during the 1950s and '60s. After graduation, he joined the renowned tuning company of Downton Engineering. Downton was the leading promoter of tuned Leyland competition cars in the sixties and also prepared street tuned cars, sold new through the main London BMC outlet, University Motors. With years of mechanical and spares experience, Graham embarked in 1968 to found the original Sprite & Midget Center. His keen enthusiasm for the cars and club activities landed him the job of Spares Secretary of the MGOC, which he held for many years.

Graham was a senior partner in the group of companies which became Moss Europe in 1989. He still concentrates on Product Development, with particular emphasis on Sprite/ Midget components and interior trim for a full range of MG and TR models. His knowledge of original U.K. auto parts manufacturers has made him an invaluable resource in tracking down original suppliers to MG, Triumph, Austin-Healey and Jaguar. He currently owns a 16,000 mile Sprite MKI which was formerly owned by Sir Jack Brabham, and a pristine '67 MKII Midget, which has been featured in numerous UK publications.

Phil Richmond - General Manager, Naylor Brothers MG Parts

Phil, a trained engineer, has been in the MG T-series business since 1968, when he joined Alastair Naylor, famed T-type restorer and racer, to develop the parts supply side of the restoration company. His close working relationship to the restoration side of the business exposed him to points of originality on literally hundreds of T-types making him a gold mine of information on all aspects of the T-series cars. Phil has put his engineering experience to good use, working with dozens of small manufacturers in central England, to produce hundreds of quality T-type spares and was a pioneer in the development of complete ash framed T-series body shells and reproduction sheet metal. Phil joined the Moss team as part of Moss' major entry into the European Market in 1989.

Peter Wigglesworth - Product Development, Moss Europe, Richmond

Peter is a licensed aircraft air frame and power plant engineer and worked in this field for a number of years, prior to getting bitten by the TR Bug in 1973. His first TR2 was followed a long succession of side screen TRs, which were bought for restoration, repair and subsequent resale. Cars were also broken for spares in those early days, when badly rusted cars were cheap and not considered to be worth saving. Pete's need for an ongoing supply of spares brought him into contact with Cox & Buckles and he joined the company as a sales and technical specialist in 1978.

Pete spends most of his time working with U.K. manufacturers, on new products as well as routine production and quality control matters. He currently owns a TR2 and a 3A which he is currently restoring.

The three Pete's of Moss Europe have an uncanny ability to memorize thousands of part numbers, and regularly engage themselves in long-winded technical discussions involving hundreds of parts num-

bers, interspersed by the occasional adjective, verb or preposition!

Eric Wilhelm - Research & Product Development, Moss Goleta

Eric purchased his first sports car (a TR4) in 1976, after a 10 year love affair that started in high school when the cars were new and were well beyond his financial reach. He began his professional career with British sports cars in 1977, with the major rebuild of his TR4, after it lost a serious argument with a bridge. The completed project so impressed the proprietor of Start Your Engines (one of the original TR specialists) that Eric was hired to expand the restoration side of the business. Eric was heavily involved with rust repair, body work, full restorations, as well as the production line rebuilding of major mechanical components. When Moss Motors purchased Start Your Engines in 1983, Eric was the shop service manager, and was also involved with catalog development, purchasing, and fielding technical questions from MG and TR customers nationwide.

Eric was transferred to Moss Goleta in 1983 to assist with catalog development where he made major contributions before focusing most of his energies on quality control and technical support.

Eric is primarily a TR enthusiast, owns a long-door TR2, and drives a TR4 (his fourth TR4) as his daily transportation. Eric has been the Vintage Triumph Register's Vehicle Consultant for TR4, 4A & 250 models for over ten years. He's also a closet MG enthusiast, who owns a 1957 MGBZ Magnette, and who's been "caught" on many occasions driving his wife's MGB.

Adrian Wood - General Manager, Moss Darlington

Adrian Wood started his career as a picker/packer in a warehouse in the early 1960s, and worked his way up through the ranks in various motor factoring companies (auto parts wholesalers) such as the Cape Group, Armstrong and GKN, to Parts and General Manager positions. In 1979, by chance and through talking to a customer of his, Simon Robinson of the MGA Center, Adrian purchased and restored his first MG, a Midget. In 1981, Adrian bought and restored an MGA and was hooked. As an MGA enthusiast, Adrian joined Simon Robinson at the MGA Center in 1982, in the role of General Manager, and became a partner in the company in 1983. In 1986, Moss acquired the MGA Center and Adrian was retained as General Manager.

His main concern is Product Development for the MGA. Through Adrian's work, the first complete MGA body shell was built in 1986 and put into production in 1987. Since then, over 26 body shells have been made, and the availability of MGA products have greatly increased. Moss Darlington, as the company is now known, has its own manufacturing facility on site, which concentrates on sheet metal production. Adrian is currently restoring both an MG TD and an MGA Twin Cam Coupe. Adrian's extensive knowledge of automotive component manufacturers in Northern England, and his experience in getting small quantities of high quality components produced on a tight budget has been invaluable in many areas of Product Development.

MGA Walnut Dashboard



Give your roadster a deluxe personal touch with our burl walnut dashboard! This popular period accessory completely replaces your stock steel dash with bookmatched walnut veneer, skillfully laminated to an imported European Baltic birch base. The quality of this dashboard is absolutely superb, with the level of craftsmanship such that each dash is individually numbered. The fully polished polyester finish is equal to or better than that which graces the dash of any Jaguar, Rolls or Bentley.

Dashboard 233-610 \$274.60



Moss team member Gary Harrison's 1959 MGA coupe, of Brecksville, Ohio, on the Watkins Glen pre-grid.



From the Ground-Up

Don Huston
Patterson, CA

When I decided to restore a vintage race car, I had little idea what it would lead to—four months of late nights, early mornings and weekends, in a cold garage, an empty wallet and more fun and satisfaction than I thought possible.

I first became interested in racing in the late '50s, when my older brother began racing a Sprite. Although I crewed and attended many events and tried other forms of motorsport, I never got behind the wheel of a road race car. After attending a vintage race in Sears Point in June of 1986, I decided it was time to give it a try. I also decided that rather than buying a completed car, I would restore one.

My choice of car was an MGB. The 'B' was chosen for a number of reasons. First it was a car I liked, perhaps the most important consideration for anyone buying or restoring any car. Second, the cost of the car, parts and maintenance would fit my budget. Availability was also a strong consideration. Finally, I felt the performance and reliability of the MGB would satisfy my needs.

Although the 'B' was complete and ran, it sat unattended for many years. The body was in fair condition, but because of the age of the mechanical components, everything would need replacing or rebuilding. All of the safety equipment (belts, roll bar, etc.) was outdated.

The first step was to completely strip the car and evaluate each part. With nothing but a bare body shell, the job of cleaning and repainting the undercarriage began. Virtually all the suspension was replaced with new parts meeting the specifications of the era.

Next, with a rolling chassis, the car was sent off for bodywork and paint. While this was being done, work went on with the engine, gear box and other mechanical parts. Every part and component of the

"B" was cleaned, repainted, rebuilt, or ordered for replacement. It was about this time I got on a first name basis with the UPS driver with his deliveries from Moss. With the body and paint completed, reassembly began the first of December. This left about one month to complete the car for the tech inspection. I didn't keep track of the hours, but every minute outside of working and sleeping was spent with tools in hand. My wife put my meals through a slot in the garage door.

I tried to plan carefully the parts that would be needed, when they would be needed, and an order of disassembly and assembly. This helped greatly with the ease of completion. There were some hitches, but this should be expected with any restoration. With the exception of a few details, the car was finished on time and passed the tech inspection with no difficulty.

This was a true ground-up restoration and was completed, from time of purchase to completion, in less than five months. Did I learn anything? Yes, the first thing to do is attend some races and talk to the competitors. Most vintage racers enjoy talking about their cars. Don't be bashful, ask questions. You have to learn somehow...be observant. Watching can be worth a thousand words. Contact the vintage race groups you will run with. Even though safety requirements are basically the same, car and driver, eligibility can vary greatly. Check before you start buying or building.

Next, buy the most complete car with the least amount of body damage you can find. If you are planning a complete restoration, most mechanical components will be replaced or rebuilt anyway. So their condition is of lesser importance than the body. This is especially true if you are building a car for competition. You are putting yourself and fellow competitors at



Don Huston rounds the turn in his 1964 MGB roadster.

risk. Unless you have good first hand knowledge of the car, consider its mechanical parts useless. This way you will avoid unpleasant surprises and overdrafts to your budget. Expect the worst...if it isn't, you're ahead of the game.

When you've found the car of your choice, examine the body and chassis carefully for rust. Check the floors and critical areas around mounts and suspension pickup points. Check old body work. Is it covering major damage or rust? Is there frame damage? With the exception of rare models, if you find heavy rust or damage, look for another car. Good ones are out there, although they are getting harder to find.

Keep in mind that although most standard parts may be readily available, many vintage type performance parts are no longer available, or difficult to find, and can be costly. If your car has them...great, but again, know what you are buying.

Choose a machine shop or engine builder that is familiar with your type of car. There are many tricks to increasing performance and adding reliability. You should draw on someone's experience. This may cost more than doing it all yourself, but can save money in the long run.

Why make a costly mistake that someone else knows not to make?

When you are starting out, spend your money on the things that will add reliability. You want to spend your time on the track, not under the hood. Generally, as horsepower increases, reliability decreases. It will take some time to learn to drive in competition, and you won't need a ground pounder to learn. Don't under estimate the value of preparation, general maintenance, and paying attention to detail. Take time to adjust valves and carbs, to check nuts, bolts and fluid levels. If a part is suspect, rebuild or replace it. Build a collection of spares of those things that are most likely to fail under the strains of racing. All of these things will translate into more track time.

Buying a completed car is certainly the easier way to get started, but restoring your own is a satisfying experience. Seeing all the hours of effort coming to completion makes owning an old car all the more exciting. More than that, it makes sitting behind the wheel all the sweeter.

(We're proud to have Don and his MGB on our Moss Motorsport team in '92. —Ed.)

Our Racing Bugeye Sprite

Steve Hussey, Los Gatos, CA

I became interested in racing at an early age when my father took me to races at Laguna Seca in the '60s.

He used to own and race a Bugeye Sprite when the cars were brand new. Naturally I gravitated to H Production as that's been the SCCA class that Bugeyes have been assigned to since day one. The first car I ever owned was a 1961 Bugeye. It was a car that I restored from two cars over a period of a couple of years. My dad now has that particular street Sprite, and I have another project Bugeye in my garage that I am saving for my own two sons.

In addition to a number of people who help on occasion, my crew consists primarily of four people and one dog: Crew Chief, Stan Goldring, Chief timer, Candy Bourdet, Chief Worrier, Lois Meeker, Chief Supporter, Gary Meeker, and Pit Puppy, Alexa.

My dad Gary, a past San Francisco Region Champion in our Sprite is also the SCCA, San Francisco Regional Executive. This region boasts the largest membership in the SCCA, at over 5,000 members and has an annual budget of approximately \$1MM. Gary has been active in the SCCA

for many years. He first raced a "Bugeye" Sprite in Cal Club when those cars were brand new in 1959. He raced on many now defunct circuits such as Santa Barbara Airport, Riverside International Raceway and Cotati. After a long hiatus he took our Sprite back through SCCA Drivers School in 1977 to renew his license. He raced the Sprite successfully for many years after that. In fact, if I would let him, he would probably be racing the Sprite instead of me. In addition to being the Regional Executive of the largest SCCA region, Gary is a licensed National Steward and is extensively involved with the operation of West Coast SCCA races. He also drives the International Motorsports Association's (IMSA) Emergency Response Vehicle, a land speed record-holding Porsche 928.

Our team has been together for the last

four years and competed in a number of SCCA events ranging from Holtville, California to Seattle, Washington to Atlanta, Georgia. Our racing record over the past four years includes more than 20 wins.

This year we competed for the first time at the National SCCA Championship race held at Road Atlanta, Georgia. Even though we were involved in a serious accident in qualifying the day before our race,

resulting in serious handling deficiencies, we finished 6th in a field of 24 cars.

As a result of our accident in qualifying at Road Atlanta, we decided to build a new car over the winter. We expect to have this car completed by the end of March, with our first racing event in May.

(We're proud to have Steve and his Bugeye on our Moss Motorsport team in '92. —Ed.)



Steve Hussey, at speed in his HP Bugeye Sprite.

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.

Back to the Basics - Your Ignition System

Eric Wilhelm
Research & Development

This is the first of a series of articles on basic tuning techniques to help you maintain your car to original factory specifications. Since the ignition system must be in good order before any other systems, such as the carburetor(s), can be properly adjusted, we will begin with a brief discussion on ignition timing procedures. These instructions assume that the ignition system components (wires, spark plugs, and distributor and its parts) are in good workable condition.

Ignition Timing

Ignition timing refers to the point during the combustion cycle at which the spark plugs fire, and is expressed in degrees of crankshaft rotation in relation to the top dead center (T.D.C.) position of the pistons. Specifications for timing include the number of degrees before or after top dead center, and the required engine speed at which the setting must be made. Supplemental instructions such as "disconnect vacuum advance line" may also be given. When a specific engine speed (other than "static") is given, or for electronic ignition systems, timing must be done using a stroboscopic timing light. For most of our older British sports cars, however, "static" timing is specified. This simply means that the timing is set with the engine not running.

Before considering checking or setting the ignition timing, it is imperative that the condition of the points and the point gap be checked and reset, if required. While most Lucas point type distributors require a point gap of .014" to .016", check your workshop manual for your particular distributor's requirement. Adjusting the point gap is really an indirect way of setting what is known as the dwell angle. This is the angular period of rotation of the distributor cam during which the points remain closed. Setting the point gap with the aid

of an inexpensive dwell meter is much more accurate than setting with a feeler gauge. Do not neglect this setting—the dwell angle is one of the most important settings on a car, having serious effects on performance and fuel economy.

All engines have some sort of timing mark - one or more marks on the crankshaft pulley or flywheel, which align with a fixed mark on the timing chain cover or engine block. A pair of these marks will align when the piston in the "timing cylinder" (usually No. 1 cylinder) is at top dead center. Consult the appropriate workshop manual for information specific to your engine. Occasionally, the timing mark or pointer may be missing or improperly positioned. (This is fairly common on TR2-4A, where the crankshaft pulley is easily installed with the timing mark in the wrong position in relation to the crankshaft throws.) When these conditions exist, top dead center may be found by removing the appropriate spark plug and observing the piston movement through the spark plug hole while turning the engine over by hand. When the piston reaches its highest position, it is at top dead center. When you are satisfied that top dead center has been accurately located, mark the position for future reference.

The static timing procedure is not difficult. The only equipment required is a 12-volt test light. If a commercial test light is not available, a substitute may be easily made by soldering two wires to a 12-volt light bulb; one

wire to the side of the base, and the other to the bottom contact. For convenience, alligator clips may be installed on the other ends of the wires.

To static time your engine:

1) As accurately as possible, locate the piston of the "timing cylinder" at top dead center, on the compression stroke. This is achieved by noting the position of the ignition rotor when the piston is at top dead center. If the rotor points to the contact on the distributor cap which leads to the spark plug of the "timing cylinder", the piston is on the compression stroke. If the rotor points away from that contact, the piston is on the exhaust stroke, and the crankshaft must be rotated one full turn to bring the piston to top dead center on the compression stroke. Check that the timing marks line up correctly. (If the distributor has been removed from the engine, consult an appropriate workshop manual for proper reinstallation instructions.)

2) If your vacuum advance unit has an adjuster, you may either proceed with the instructions in this paragraph, or skip it and go to paragraph 3, continuing from there.

If your pulley or indicator is marked with degree settings, turn the crankshaft until the single mark and the appropriate degree mark line up. If your pulley or indicator is not marked in degrees, use a timing degree wheel (Moss # 384-910) to set the crankshaft to the proper advanced or retarded setting as specified for your engine. It is essential that a reliable workshop manual be consulted for this specification. The piston of your "timing cylinder" is now in the correct firing position, and the distribu-

tor must now be adjusted to its firing position.

3) Loosen the distributor clamp to the point where the distributor may be rotated freely. Set the adjuster on the vacuum advance unit (if present) to mid-scale.

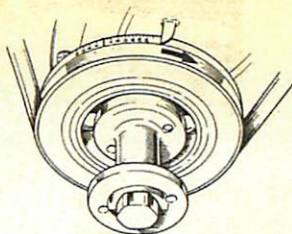
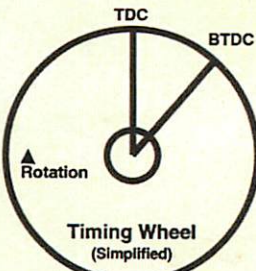
4) Connect one wire of the test light to the low tension contact on the distributor, and the other wire to a good ground. (The low tension contact is where the thin wire from one side of the ignition coil connects to the distributor.)

5) With the ignition on (but the engine not running), rotate the distributor body slowly in the opposite direction of the rotor's rotation until the test light lights up, indicating that the points have just opened. Do this a few times until you have accurately determined the exact point at which this happens, and retighten the distributor clamp bolt.

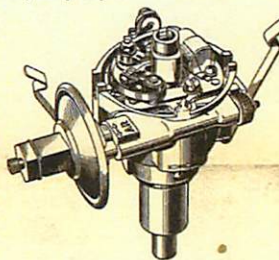
6) For distributors with adjusters on the vacuum advance unit, only if paragraph #2 was skipped:

With the piston of the "timing cylinder" at top dead center (see 1.), the adjuster on the vacuum advance unit may be used to "dial in" the correct static advance setting. One division of the scale is equal to four degrees. Count the "clicks" on your adjuster nut between divisions, and divide by four for the number of clicks per degree (generally about ten per degree, but check your individual distributor). Multiply this by the number of degrees advance you require, and set accordingly. Refer to a reliable workshop manual for this setting. Be sure to turn the adjusting wheel in the direction of the "A" to advance, in the direction of the arrowed "R" to retard.

7) Disconnect the test light and start the engine. If it does not start, make sure that you remembered to replace the rotor after adjusting the points. Don't feel foolish if you find it on top of your battery or wiper motor — there probably isn't a single auto mechanic dead or alive who hasn't had this happen.



Typical Timing Marks



Typical Ignition Distributor

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 July 15, 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.

1972 MGB GT: 92,000 miles, white/black interior. Steel wheels. Very original car, minor trim replacement only (seat covers, some carpet, dash cap), original radio. One repaint - presentable condition. Very good mechanically, carbs rebuilt, new exhaust, tires. Floors solid (no perforation), after years of inside storage. Les Neidell, Tulsa, OK. 918-631-2943 days, 918-481-0227 nights.

1959 Triumph TR3: Sound mechanical condition, original interior. Rebuilt transmission, rear-end and front suspension. Needs paint and some body work. Spare crank, rear-end and more. \$6,900. 619-724-2018.

We have two MGA roadsters, a 1958 and a 1959, both red and restored. You can have your choice for \$12,000. We'll keep one. Each has its own distinct advantage. 602-885-3738, AZ.

1951 MG TD: Frame-off restoration, good runner, wire wheels and other dealer options, red with camel interior. No rust. This is one of the nicest TDs around. Photos available. \$14,500. Jerry 507-288-6991 days, 281-8300 evenings.

1960 MGA 1600: Runs great! New rebuilt engine, Allison ignition, body in good condition, no rust, good interior (black). White paint, new top and interior and lots of extra stuff. \$8,000. Call Stephen, between 9 a.m. and 5 p.m. at office 916-369-2505.

1980 TR7 Spider: Fuel injection, total rebuilt engine, new Robbins top. Upholstery excellent, one of 288 fuel injected cars. Asking \$5500. Photos for serious inquiries. John Horton 602-843-1399.

1950 MG TD: New paint, new interior, Volvo engine and transmission, otherwise original. New tires, \$10,000 or offer. Jim 616-837-6548.

1972 MGB Roadster: Original California car except for repaint of original Aqua color. Car is excellent with 54K miles. Hard and soft tops, wires, new tires, water pump, dash pad, master, clutch and slave cylinders. Runs strong with no smoke or rust. Garage too full. \$5650.00. 908-359-8763.

The Moss Classic-fieds are a great way to sell your car (so you can buy another, of course!)

Marshall-Nordec Superchargers



We have just received and shipped our most recent batch of four TC-TD superchargers, nearly cleaning out our current backorder file, but, more are on the way. To date, 20 of these units have been reproduced (all are serial numbered) and current production castings and overall attention to detail is actually better than original U.K.-produced units.

These are a premium quality, 100% authentic reproduction of the most desirable performance option ever offered for TC or TD. The increased performance throughout the rev range truly transforms the nature of an otherwise stock example. Call Chris Nowlan, our Product Development manager, for complete details. (*Buy before July 18, 1992 and save 15%! See A1.)

Supercharger

222-580

\$3750.00*

Going On Holiday to the U.K. This Summer?

Stop By One of Our Many Moss Europe Locations and See Some Great Events

We know from your letters and phone calls that many of you are crossing the Atlantic this year to visit Britain, and we thought it might be opportune to give you a little information about where to go and what to see while you are there.

As you are a sports car enthusiast, we aren't going to tell you which pub to visit, or which church to see – you'll find those for yourself (there are thousands!) – but we will highlight some venues and events of interest to British motoring buffs.

Near Heathrow Airport is Syon Park, the home of the British Motor Heritage Collection, containing many fine examples of the products of the British Motor industry (including the first MG and historic Triumphs). Syon will close later this year when the collection moves to the new BMIHT complex in the Midlands. On the South coast, a visit to the National Motor Museum at Beaulieu is a treat for the automobile buffs, as is the Donington Collection of racing cars at the famous Donington Circuit in the Midlands. Also close by is the Midlands Motor Museum, housing a unique collection of vehicles specific to the heart of the motor industry in Britain.

Events of interest include the huge MG Car Club meeting at Donington on June 27-28, celebrating the 30th Anniversary of the MGB, and the 25th Anniversary of the MGC. Also, the largest of all MG Owner's



Thatched roof cottage in Beaulieu. Photo by Grahame Brizendi of Fort Worth, TX.

meets takes place at Knebworth House (just outside London) on June 6-7. The Octagon Club's "Wings Run to Abingdon" takes place on June 14th. Another big one is Donald Healey Commemorative Weekend in Cornwall on July 3-5. Triumph enthusiasts should make their way to Stafford on July 17-19, for the Triumph Sports Six International Weekend, and on August 23, Triumph TR Register Day in Old Warden Beds.

For visitors in the fall, November 28-29 will find the Moss Europe display one of the highlights of the Heritage feature at the National Classic Car Show at the National Exhibition Center, in Birmingham.



A major event at Zolder Raceway, Belgium. Photo by Lawrence Couch of Cohoes, NY.

Classic Car Racing? Moss Europe sponsors the MGB/C/V8 Championship with numerous events throughout the summer, while Moss is also involved in the Cox & Buckles TR Register Championship ...plenty of action here!

Our U.K. Locations:

Cox & Buckles Spares

Richmond, Surrey

For all TR models, specializing in TR2-6

Triumph Tune/MG Special Tuning

Richmond, Surrey

Triumph & MG Tuning parts plus Spitfire, GT6, TR7-8

Sprite & Midget B, C, V8 Centre

Richmond, Surrey

For MGB, C, V8 Sprite & Midget

Sprite & Midget B, C, V8 Centre

Bristol, Avon

For MGB, C, V8 Sprite & Midget

Sprite & Midget B, C, V8 Centre

Oldbury, W. Midlands

For MGB, C, V8 Sprite & Midget

Cox & Buckles, Midlands

Oldbury, W. Midlands

For all TR models, specializing in TR2-6

Barry Stafford MG Parts Ltd

Stockport, Cheshire

For MGB, C, V8 Sprite & Midget

Naylor Brothers MG Parts Ltd

Shipley, W. Yorks

For MGB, C, V8 Sprite & Midget, TA-TF

Moss Darlington

Darlington, Co. Durham

For MGA, B, C, V8 Sprite & Midget, TA-TF

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.



▲ Originally a 1976 Triumph TR6, now it's a just barely rolling candidate for the junkheap. It has no radiator, starter, transmission tunnel, carpeting or top. The head and most parts were removed from the engine. The dash, gauges and wiring have been removed but they're still there. The seats were sitting on top of the various parts and the doors were holding them down. The rack and pinion is still attached at the wheels but not at the chassis. The steering column was removed and left in the trunk (kind of hard to steer from there.) Also in the trunk, much to my curiosity, were brand new brake pads and shoes with rebuild kits for the wheel cylinders and new wheel bearings and universal joints. The speedometer shows just over 79,000 miles. I have not been able to figure out what prompted someone to tear a car apart like this and then leave it for what appears to be about two years.

I estimate it will take about eighteen months and more money than I care to think about to restore. In the end, the junk yard dog will be transformed into a showroom perfect car worthy once again to bear the Triumph name.

Ron Payne, Ventura, CA

Flattery Gets You Everywhere...



geous car and well worth the time and expense it took to bring it to its current condition. Incidentally, it runs as good as it looks.

Kerry Kilpatrick & Kathy LaPan
Chapel Hill, NC

▲ OK, so we know you haven't started to carry E-type parts but, if you did, we would order from your courteous and efficient staff as we have for our MG and Triumph. At any rate, you've got to admit that this 1963 E-type roadster is a gorgeous

Customer For Life?

► I'm writing to tell you how much I love my 1979 MG Midget. Built in August of 1979, it was one of the last to come into the country. The car sat for three years before my dad bought it for me. The engine was locked, and to this day, we have no idea why. The engine has been totally rebuilt, and I have never had a problem since. I drive the car to and from school all year 'round. I hope to restore it in a couple of years, but so far, I've added a pair of dual carbs, a front air dam, Monza exhaust, a roll-bar and a factory hard top.

Benjamin Fenwick, Grove City, OH



Like to Pick a Couple of These?

◀ Who says that MGs don't grow on trees, or vice versa. Thought you'd be interested in the old 'B1' found on a farm in Somers, Connecticut.

Al Carlson
Newington, CT

Your spring '92 cover article on the La Carrera Panamericana entry was just what I needed to motivate me toward finishing my on-going project. For the last year I have been trying to convert a very solid but unrestored '61 MGA 1600 into something similar to your Panamericana entry, without knowing your entry existed. I too, replaced the stock engine with a fresh built early 'B' engine. Competition belts and harness, along with crash bar have been installed. No changes have been made to the suspension, as in your entry, but the extent of my racing will be probably be gymkhanas and trips to the grocery.

My next modification was to be the 1 3/4" race/rally carbs complete with manifold that Moss Motors now distributes. After talking to Woody in your sales office I can understand you had no choice but to raise the price, so I expect I will soon be ordering this as my next upgrade to my street racer, especially after reading this latest article on Panamericana!

Joe Guffey, Louisville, KY ▼



TECH TIPS

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

54

MGB Windshield Installation Tip

Joe Coffman
Cranbury, TX

I would like to pass on a tip that might save some time and effort for others, as it has me.

When replacing the windshield frame to the body on MGBs, the holes have to be in almost perfect alignment to install the four bolts that hold it in place. This is difficult (especially when the dash is in place) since it has to be done by feel. I have found this is made much easier by substituting the regular bolts with tapered bolts. The holes need only be aligned enough to start the bolt, which will then pull the frame into alignment as it is tightened. Suitable bolts are General Motors part number 3986997 or 14011722. These are easily found in wrecking yards holding the hood hinges to the fender of many GM cars of the 1970s.

(Joe will receive a gift certificate for his contribution-Ed.)

55

Barbecued Ring Gear

David B. Williams
Newbury Park, CA

To replace a worn ring gear in your British sports car, fire up your backyard barbecue and invite a friend over.

Ingredients:

- 1 Fly wheel with old ring gear attached
- 1 New ring gear
- 1 Five pound sledge hammer
- 1 Steel chisel
- 1 Pair of vice grips
- 2 Wooden or steel blocks about 2 inches square and 1 inch thick
- 2 Cold beers

Before you start, take a close look at the old ring gear still attached to the fly wheel. Notice it is not the exactly the same on both sides. Now look at the new ring gear. Be sure you know which end goes against the fly wheel. You must put the new one on exactly the same as the old one. If you get it on backwards, your starter will chew it to pieces.

Place the fly wheel on a cement floor, ring gear side down. Place the two blocks under the fly wheel so they do not touch the ring gear. Now the ring gear is off the floor. Have your friend hold the chisel using the vice grips. (Saves fingers if you miss.) Next hit the chisel hard...the



It's Easy To Improve Your Steering With Our Triumph TR4A-250-6 Steering Conversion

Nothing could be simpler than this kit; two alloy blocks with U-bolts mount the rack solidly to the frame to eliminate the "floating" design of the old system. It took me, maybe, fifteen minutes to remove the old brackets and mounts, and to install the replacement kit. If you're tired of vague and wandering steering, then this is really the answer.

(Does not fit TR4 to CT20266 with solid mount steering rack.)

ring gear will move just a little away from the fly wheel. Keep moving around the fly wheel and soon the ring gear will fall off.

Now for the fun part. Put the new ring gear into the barbecue on the hot coals and wait five minutes. Use your vice grips to retrieve it. Now be sure you have the correct side up. Flip over the fly wheel and drop on the barbecued ring gear and presto...it should fall on the fly wheel. If not, pop it back into the barbecue for more heat.

The last step is most important, open the beers and enjoy the fact you have just saved yourself \$40.00 by doing the job yourself.

This process was shown to me by Glen Hudson, a real old car master who is some eighty years young and drives a Model A daily in and around Thousand Oaks, California. We replaced the worn ring gear on my 1955 BNT Healey.

This will work better if you drill two holes side by side, then use a chisel. When installing ring gear, put the flywheel in the freezer (iron contracts) and the heated ring gear will fall on! Also, an oven will heat a ring gear just as well at 450°.

(David will receive a gift certificate for his contribution-Ed.)

56

Triumph Steering Rack Mount Conversion

David Eichelbaum
Moss Product Development

For years I've been intrigued with why Triumph used rubber steering rack mounts on the TR4-6. When I bought my TR250 to use as an every day car, I replaced these mounts, hoping to take out some of the slop in the steering. And, being a purist, I was adamant that if Triumph did it this way in the beginning, then it was good enough for me.

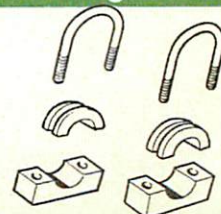
For months now, I've been driving along, wondering why when I turn the wheel, both front wheels seem to want to go in different directions. And, of course it doesn't occur to me that it's the steering mounts because "If Triumph did it that way..." You get the picture, right?

Anyway, this past Friday afternoon I happened to be walking through the area of the warehouse where all of the Moss kits are assembled, and noticed our solid mount steering conversion kits. I thought, OK, I'll give it a try.

Nothing could be simpler than this kit; two alloy blocks with U-bolts mount the rack solidly to the frame to eliminate the "floating" design of the old system. It took me, maybe, fifteen minutes to remove the old brackets and mounts, and to install the replacement kit.

I jumped in the car for a quick drive around the block, and Eureka! A Triumph that goes where you steer it, when you steer it, every time! I was flabbergasted by what a difference this could make - so much so that I had to write something about it. If you're tired of vague and wandering steering, then this is the answer.

This kit is available under our #667-288, see highlight below for details.



Steering Conversion Kit

667-288

\$35.50

57



The Look of Chrome, Where You Least Expect It

Ben Travato
Santa Barbara, CA

Want to add some flash to your engine compartment? Recently, while building a high performance MGB motor, I thought "what can I do to improve the appearance of my 'Killer Motor'?"

Since I had already incorporated a Moss stainless steel header assembly in my modifications, I took it to a local metal refinisher and had the whole assembly professionally polished to a high shine. I now have the look of a chrome finish, but at a fraction of the cost of chrome plating, and since it is made of stainless steel, it will hold its shine and never rust!

58

Here's Mud in Your Dust Valve

Bill Bussler
Muncy, PA

Have you ever heard the old joke about getting mud in your dust valve? Well, it can happen on any MGB!

If your floor mysteriously gets wet after a rain, or after a trip through the car wash and you can't seem to locate the leak, it is probably due to the fact that the drain tube/dust valve (Moss #363-171, page 67 of the MGB catalog) is plugged.

The reason that this drain tube gets plugged is that the air intake grille at the base of the windshield has holes in it large enough to let in small critters, bugs of all sizes, leaves, dust or anything else that can get airborne. Mix these things with a little water and it quickly seals off the very small opening at the end of the tube. When this happens, the well at the base of the air intake will fill with water and overflow through the fresh air opening behind the center console, onto the transmission tunnel and down to the floors. All without you ever seeing it!

To clean out the obstructions you must remove the drain tube and clean it out. The clamp for this tube is loosened through an access hole just aft of the heater opening in the right-hand side footwell. You must also clean out the metal drain at the bottom of the air intake. There is no easy way to do this but the least painful method is to remove the defroster tubes from the base of the heater and run a wire up through the metal tube until it is cleaned out. You will have to remove the defroster tubes to replace the clamp on the drain tube anyway so don't feel too bad about this; it beats removing the heater!

Note: If your car has never been restored or if you have had this leaking problem for some time, you should remove the heater and inspect the area beneath it for rust.

After you have cleaned everything and replaced all of the tubes you can then stop any more infiltration of unwanted matter by attaching a piece of door screen to the underside of the air intake grille. Paint it black before you put it in and it will look like it belongs there. If you use the original style blind speed nuts (Moss # 326-665) reinstallation, even with the screen is a snap.

You may also want to remove the bulb at the end of the drain tube so that what goes in can get out. The opening from the factory is only a 1/16" slit!

This may help save a few more MGBs from rotting away.

(Bill will receive a gift certificate for his contribution-Ed.)

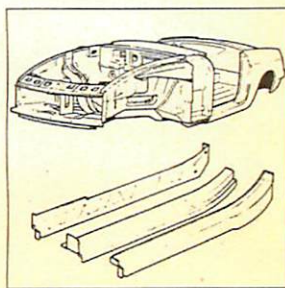
59

Sill Replacement

Jason Pinnow
Bonita Springs, FL

The fact of the matter is that almost 90% of the Sprites, Midgets, MGs, MGAs, and so on, are in desperate need of floor and sill replacement. Anyone with the desire can take a few classes at a local vocational school and learn to weld in a short time. With the rising costs at restoration and body shops, you can do the work yourself with a little practice and save money to use on another restoration! For about \$200 - \$250, a simple welding outfit can be purchased. However, most clubs use funds to buy equipment like this, so before you go out and buy your own, check out your local club and see what resources they already have.

At this stage, most of our cars have holes or rust developing in the floors and rocker panels. It's very important with a unitized chassis that the bottom of the car is completely sound, because of the lack of support from lack of a roof. Over time, as the floor and sills deteriorate, you will notice the door gaps have changed and don't close as easily as they did while new. This is evidence of a weak floor and sills that need to be retired.



Moss supplied me with the high quality reproduction parts I needed. For most of us this is a hard part, so take your time and be sure to buy all the correct parts to replace anything that shows any sign of deterioration. Also, don't overlook replacement of the door hinges and footwell panels. The most effective plan of action is to work on one side of the car at a time, removing and carefully replacing the required panels using the untouched side as a source of reference.

Continue by removing the old rocker panels and the cross-member. After cleaning up the rusty edges all around the base of the car, then and only then, can you install the new floor-pan. Offer up the new floor into place and temporarily support it with five or six jack stands. Start by lining up the floor edge against the rear bulkhead; the front can be trimmed later. Tack weld the rear edge to the bulkhead in front of the rear axle under the car. Before welding the front of the floor-pan and footwell sides, the door gaps must be checked again and again. It is impossible to stress how important this step is.

Lightly tack weld or rivet replacement panels in place until everything is together; make adjustments to align doors, etc. (you will make adjustments) and then seam-weld together for strength. The best way to do this is to lay all the parts on a level surface and test fit them together. Start by tack welding the inner rocker panels to the outer panels. Measure carefully and line up the jacking holes properly, then weld the cross-member to the floor, along with the footwell panels (if you plan on replacing them, too). After assembling the floor parts together, use a good rust preventative (We sell the best! A 2 1/2 liter kit of Finnigan's Waxoyl is sold under #225-360-Ed.) inside the cross-member and rocker panels.

The process of removing old panels is, in some regards, even more important than their replacement. Take careful note of how it all fits together and duplicate that as accurately as possible. Be careful not to destroy pieces you will need to re-weld. Patience here goes a very long way.

(Jason will receive a gift certificate for his contribution-Ed.)

THROUGH THE WINDSCREEN

CLUB NEWS

AND EVENTS

The Club Scene

Ken Smith, Club & Events Coordinator

Occasionally, my wife Barbby will let me drive her 1952 MG TD down to the beach; other times I can take the Moss 1959 TR3 for a spin over the beautiful Santa Ynez mountains that frame Goleta, and friend of mine with a Bugeye Sprite can be coerced into the loan of the car for a day's outing!

Driving these 30 and 40 year old classics can be a rewarding (and at times humbling) experience, and I never cease to marvel at how well they perform for their age. I think back, when behind the wheel of the TD, to when it was made in 1952, a year of so many memories - Little Mo won Wimbledon, Evita Peron and King George VI passed away, the Olympic Games were held in Helsinki, and like threw his hat into the Presidential ring and in November won by a mile!

The birth year of the Moss TR3 saw also the introduction of the ubiquitous Mini, problems in Little Rock, Arkansas, World Champion driver Mike Hawthorn tragically killed at the age of 29, and De Gaulle as President of France. So, why am I telling you all this? Because the thought also strikes me that by this time, 1959, Moss Motors had been going strong for over eleven years! Founded in 1948, well before the TD, the TF, and all the great classic British sports cars of the '50s and '60s had

If You Can't Get to Moss, We'll Come to You!
(At Least, We Might Be Just Down the Road)



even been thought of! We were here before the cars we now love and provide spares and accessories for were even designed! We proudly

claim to be the oldest and largest supplier of British sports car spares in the world. Think about that the next time you are buying something for your classic!

The Moss Motors organization is no "Johnny come lately" operation, masquerading as 'experts' after just a few years in the business. We offer 44 years of solid experience and fair trading, dedicated to the preservation and maintenance of your

...bring your friends and family to see the nice people who take most of your money...

classic British sports car. Go with our friendly wisdom and service - you know it makes sense!

And now to something completely different! We are currently preparing the 1992 Moss Road Show to leave California for a prolonged spell, and visit many of the fine meetings taking place this summer across the North American Continent. Check our

...we urge you to get out your British classic and drive...at least to one of these great meetings.

Events Calendar on page 15 for details, but we urge you to get out your British classic and drive...at least to one of these great meetings. You are guaranteed to meet kindred souls who share the same interests, the same enthusiasm and sometimes the same heartbreak as you! You will

make many new friends, form new bonds with people from all walks of life, and really feel a part of the "scene" which motivates us all, enthusiasts alike!

Bring your Triumph to the TR Nationals in Ohio or Georgia, cross the border for the MG meet of the year in Toronto, or head west to Colorado for the spectacular Austin-Healey 40th International. These and many other great meetings are all waiting for you in the summer of '92. To borrow a phrase - "Just Do It!"

For our part, we look forward with eager anticipation to meeting many of you either along the road, or at the meetings. Please come up to the Mossmobile and say hello! Tell us what you like (or even dislike) about Moss, bring your photographs for us to see; bring your friends and family to see the nice people who take most of your money; bring the kids for a small gift! In return, we promise you our best efforts to make your visit enjoyable, and of course, our free catalogs are yours for the asking!

Where possible, we will run videos of classic car events and races, both here in the USA and Europe, and if you run into real car trouble either at the meeting or on the way, we'll operate our next day air delivery service to get you back on the road! I don't know how we do it for the money! Seriously, we look forward to meeting as many of you as possible and providing a little bit of Moss hospitality in your own neck of the woods!

The Moss R.V. On the Road

Join Us This Summer and Fall as We Roam the U.S.A.

May 17 2nd Annual British Car Show & Parts Swap Meet, Ventura, CA - Don Greene 805-652-0330

May 22 California Healey Weekend, Casa Serena, Ventura, CA - Ron Olufson 717-275-9545

June 5-7 Gold Coast Classic, San Luis Obispo, CA - British Car Magazine 818-710-1234

June 6 Moss Motors' MG Marque Day, Goleta, CA - Ask a sales advisor for details, 800-235-6954

June 12-14 Ohio Chapter MG T Register GOF XXXV, Delaware, OH - Joe Diamond 614-369-6258

June 18-21 TRA Nat'l Meeting, Salt Fork State Park, Cambridge, OH - Bruce Clough 513-294-3792

June 25-28 Ohio Vintage Races (Triumph featured), 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 16-19 GOF Central MKXIV, Nashville, IN - Kathy Kubick 317-787-7546

July 23-26 NAMGAR GT 17, Kansas City, MO - Phil Collins 913-541-1485

Aug 8 Moss Motors' Triumph Marque Day, Goleta, CA - Ask a sales advisor for details, 800-235-6954

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

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

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

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

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

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

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



'92 Moss Marque Days

Don't Miss a Day of Fun and Bargains



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

Marque days begin at 9 am and go on until 4 pm. Register for the People's Choice Car Show as you enter, and you just may take home a winner's trophy. There will be free spaces for you to sell and trade used parts, and best of all, you'll receive a special 10% discount on all 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.

All the Fun of the Fair

It has long been a tradition in England that car gatherings take place not only to display those magnificent machines, but also for owners to pit their skills in various forms, such as driving tests and funkhanas.

In addition, many meetings feature a couple of events which we are introducing at our Goleta Marque Days.

How rapidly can you change four spark plugs in an engine? How quickly can you transfer a wire wheel from one side of the axle to the other. Both events will be very safe, with prizes for the fastest time, both lady and gent. Don't bring your own torque wrench or copper hammer, we will provide all the necessities. All this, in addition to the Pinewood Derby (bring your best car!). Who knows, next year we may even have Wellie-wanging in the parking lot!

June 6 MG Day, Goleta
Aug 8 Triumph Day, Goleta
Sept TBA Austin-Healey & Triumph Day, Dover
Oct 3 Healey Day, Goleta

The Moss Sales Team

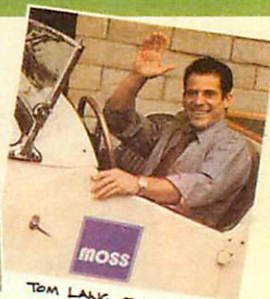
When you pick up the phone and call Moss Motors to place an order, you will be speaking with one of our seventeen full and part time sales professionals, who know British cars! Everyone has a definitive interest in British cars and many spend their free time working around and on their own cars. We're proud to have the friendliest sales staff in the business! Note the phone extension of your favorite sales person below, then dial through directly after using our toll-free number:



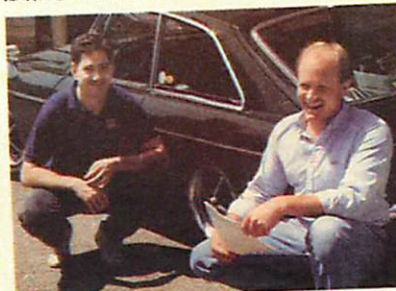
MIKE CHAPUT
EXT. 3216
MARIE WEBB
EXT. 3211



FRANK BUTCHER EXT. 3185



TOM LANG EXT. 3193



JONATHAN LANE EXT. 3184
TERRANCE RIEDEMAN EXT. 3221



BOB COTE
EXT. 3191



BRITT BARRICK EXT. 3217
CHRIS FORESTER EXT. 3190



ALAN SCHNEIDER
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ROSS BARRETT
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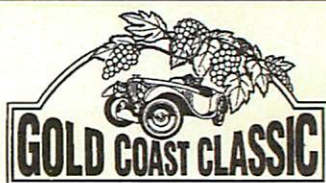
REIN GABRIELSON EXT. 3189
SHAWN CARLBERG EXT. 3028



STU BOWMAN
EXT. 3209



"WOODY" WOODILL EXT. 3186
JIM MIKKELSON EXT. 3192
CARLOS GONZALEZ EXT. 3219



Moss Motors Enters a Team in California's Gold Coast Classic

You may have noticed quite a bit of publicity for an event entitled the Gold Coast Classic, organized by *British Car Magazine*. This three day sports car lover's vacation will start on Friday, June 5th, with a classic sports car auction, conducted by the renowned Rick Cole. The main event is on Saturday, June 6th - a 250 mile all day rallye through some of California's most beautiful wine country - the Gold Coast! Sunday, June 7th, will see a spectacular Concours d'Elegance for classic cars and those who undertook the arduous rallye.

We're pleased to announce that Moss Motors, one of the major sponsors of the Gold Coast Classic, will also be entering a classic British sports car in the event. Peter Arakelian, Moss Purchasing Department, and David Eichelbaum, Product Development, will be competing in the Moss 1959 TR3. Regular readers will recall that Peter and David also made the cross-desert trek in their Triumphs to the Lake Havasu Triumphfest, last fall.

We chose the Triumph for this event as the perfect vehicle to attempt a 250 mile country road rallye, even some 30 odd years after the car was new! We hope to bring you full details of our progress (or otherwise) in the next issue of *Moss Motoring* and try and recapture a little of the flavor of this unique event for our readers.

Bear in mind, all this takes place the same weekend as our famous MG Marquee Day at the Moss Goleta facility, on June 6th. So why don't you visit us at Moss for this action-packed day, sample some of the delights the California coast has to offer, and then make your way to San Luis Obispo the following day to join the Moss Crew at the Concours held downtown in San Luis Obispo at Santa Rosa park. Give us a wave on the rallye or come visit us at the Moss RV on Sunday (and we'll give you the scoop on the event)!

(For further details on the Gold Coast Classic call Dave Destler at 818*710*1234-Ed.)

Rebuilding S.U. Carbs Easily

Our S.U. Video Takes You One Step at a Time



Moss Europe Managing Director, Peter Buckles, reviews our S.U. video tapes for the U.K. market, but we think you'll find his enthusiasm just as applicable to sports car owners here in the States:

"On a recent trip to the Moss Headquarters in Goleta, California I was collared by Mike Grant. This likeable chap was formally Sales Manager but now Computer Implementation Manager, none of which has anything to do with his private hobby, which is an interest in producing videos. Combining work with hobby, Mike embarked on producing a video on rebuilding your S.U. carburetor and insisted that I buy loads of them to bring back to the U.K. He quoted me a price and, after the smelling salts and a stiff drink, I recovered sufficiently to decline his most generous offer. On the next visit, however, he had me in the sitting position when he again quoted the price and asked why I had passed out when he mentioned it before. I explained that the price I was being asked to pay for this video was substantially more than the retail price of other videos in our range. He

then gave me the sales pitch that I could not resist, in fact, it was so irresistible that I am going to give it to you, hoping that you will see the wisdom of a fine product.

This is not your average hour long video filled with "...and here is one I prepared earlier". This is a video that you should set up in the kitchen while the other members of the house are away, pull your carburetors out in their dirty state and set about demolishing the kitchen while rebuilding your carburetors. (Doesn't everybody rebuild their carburetors in the kitchen?)

This video, lasting nearly three hours, explains in very clear terms the step-by-step process of rebuilding your carburetor close to the standards offered by most professional workshops. There are some special tools required in the process but assuming you have reasonable mechanical ability, this video and a television, you should be able to rebuild your carburetors. You will of course have to learn how to speak American to understand it but at least the video is in the proper format, so you will not have to go to America to run it through a T.V. I really cannot say enough in its favour. I believe that if you are well versed and very experienced in carburetor building you will find little new in this video, but for all but the most experienced, it will be an invaluable confidence builder."

VHS Video	211-035	\$39.95*
Beta Video	211-030	\$39.95*

*See "Up to 15% Off Sale" for details when you buy parts worth \$100.00 and over!



1992 British Sports Car Events Calendar

In the interest of British sports car owners throughout the country, we publish major British car events in our quarterly events calendar. If you would like to list an event in the *Moss Motoring*, please send a short description, including date and telephone number. We will list as many events as possible in our available space. Send your entries, attention: *Moss Motoring Events Calendar*, 400 Rutherford Street, Goleta, CA 93117. Our next deadline closes July 15, 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.)

May 16 9th Annual British Motor Car Day, Braselton, GA - 404-938-9072 evs.

May 16 N. Shelby Sports Car Show, Alabaster, AL - Alan 205-663-9299

May 17 2nd Annual British Car Show & Parts Swap Meet, Ventura, CA - Don Greene 805-652-0330

May 22 California Healey Weekend, Casa Serena, Ventura, CA - Ron Olufson 714-275-9545

May 23-24 Champagne British Car Festival, Champaign to Urbana, IL - Lloyd 217-337-7989

May 28-31 2nd Annual Motorsport Collector Vintage Grand Prix, Road America, Elkhart Lake, WI - Frank Rupp 803-723-7872

May 29-31 2nd Annual Lake Superior Meet, Duluth, MN - Dennis Wiese 612-588-3327

May 31 Early Summer MG Picnic, Grand Rapids, MI - John Twist 616-245-8141

May 31 British Car Day, Buffalo, NY - Carol Babcock 716-662-4622

June 5-7 3rd Annual Heartland MG Regional, Topeka, KS - Bill & Kathleen Forbes 816-353-2554

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 6-8 3rd Annual All British Marques on the Green, Joe Creason Park, Louisville, KY - Bob Hitchcock 502-893-8800

June 12-14 Ohio Chapter MG T Register GOF XXXV, Delaware, OH - Joe Diamond 614-369-6258

June 13-14 British Swap Meet & Car Show, Amador County Fairgrounds, Plymouth, CA - Bob Byers, 3587 Scotland Dr., N. Highlands, CA 95660

June 18-21 TRA Nat'l Meeting, Salt Fork State Park, Cambridge, OH - Bruce Clough 513-294-3792

June 25-28 Ohio Vintage Races (Triumph featured), 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 Chester Lions Club 'The Cruisin' Classic Frankie Valli Concert', Chubb Park, Chester, NJ - Phil Savell 908-879-6366

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 12 British Car-Nival & Swap Meet, Mansfield, OH - Becki Smith 419-525-1866

July 16-19 GOF Central MKXIV, Nashville, IN - Kathy Kubick 317-787-7546

July 19 6th Annual Greater Cincinnati British Car & Motorcycle Show, OH - Judy Law 513-732-1768

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 24-26 All Triumph Drive-In, Abbotsford, British Columbia, Canada - Bryan Wicks 604-599-1938

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 14-16 9th Annual British Motorcar Festival, Scituate, RI - Daniel Berman 401-295-0357

Aug 15 8th Annual British Car Day, Dayton, OH - Dave McKinney 513-890-0573

Aug 16 11th Annual British Day on the Green, Ann Arbor, MI - Larry Moss 313-646-8135

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

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 30 7th Annual British on the Green, Salmon Brook Park, Granby, CT - Joe Bardino 203-653-2585

Aug 30 3rd Annual "A Taste of Britain" Car Show & Polo Match, Lancaster, PA - Raymond Emery 717-872-7528

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

Sept 10-13 8th Annual Vintage Grand Prix, Watkins Glen, NY - Frank Rupp 803-723-7872

Sept 13 15th Annual AMGBA Nat'l Convention, Palo Alto, CA - Rick Feibusch 310-392-6605

Sept 13 12th Annual British Motorcar Gathering and Picnic, Manchester, CT - Clem Brown 203-442-0493

Sept 13 Battle of the Brits Car & Motorcycle Show, Freedom Hill Park, Sterling Heights, MI - David Fabian 313-427-7811

Sept 13 6th Annual British Car Festival, Des Plaines, IL - P.O. Box 9328, Downers Grove, IL 60515

Sept 18-20 Austin-Healey Club of Washington Northwest Meet, Alderbrook Inn Resort, Seattle area, WA - Joyce Toms 206-876-8236

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

Sept 19 1st Annual British Car Day, Richardson Rec. Center, Honolulu, HI (across from Aloha Stadium) - John deHahn 808-941-9817, Jeff Engel 808-599-4221

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

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

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

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

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

Oct 3 Moss Motors' Healey Marquee Day, Goleta, CA - Ask a sales advisor for details, 800-235-6954

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

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

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

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

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

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

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

The Games People Play!

Nine (Definitely Unique) Events for British Car Enthusiasts

Many clubs organize gymkhanas, or funkhanas, involving lighthearted tests of skill and judgment, in some cases against the clock. Here are just some of the events we have culled from around the world. The only requirements are a large open space (either grass or pavement) a stopwatch, a few "construction" cones, and of course, drivers and their cars! Other props are minimal but may include buckets and water! Why don't you try the following:

1.) The car and driver are placed fifty yards away from two upright poles held by a couple of marshals. The driver has to signal to the marshals to move the poles in or out until he/she thinks the fenders of the car will "just" pass between the poles. After driving carefully forward, you'll just see how good the judgment was from a distance. The driver with the least amount of room between the car and the poles is the winner.

2.) For this one, you'll need a 30 foot rope and a bucket. The driver holds one end of the rope, in the car, while the navigator stands on the upturned bucket holding the other end of the rope. Then without letting the rope touch the ground, and without pulling his partner off the bucket the driver must complete three circles around the bucket, the fastest time to de-

termining the winner. The person on the bucket isn't allowed take up any slack in the rope, and the driver will be too busy to even try!

3.) For this you will require a large container full of water, some plastic cups, and a measuring jug. The test involves the passenger obtaining water in the cup from within the car, which is then driven forward through a winding series of cones, until the remaining water can be tipped into the measuring jug at the finish line. The driver then "reverses" back through the cones and the process is repeated twice more. The team with the most water in the jug are the winners.

4.) No cars needed for this one! You will require a garage (creper) and a few cones for this one against the clock. Competitors lie down on the creeper, and given the start signal, slalom down through the cones under their own leg and/or hand power! This event quickly sorts out who spends the most time under their car in the garage at home.

5.) A favorite in British events is the plug and wheel change, whereby an old cylinder head is mounted on a stand, and competitors have to change all four plugs against the clock. The time starts the second the plug wrench is picked up, and

stops when the wrench is set down - all four plugs must be removed and set down where the judge can see them. The wheel change is similar - an old wire wheel is mounted on a substantial stand and a wheel hammer is provided to remove the knock-off. Time starts when the hammer is picked up and the wheel is removed, then rolled around the stand before being replaced back on the hub. Time stops when the wheel hammer is set down.

6.) A sophisticated variation of this above was seen at the "MG Fest '90" in Niagara. Teams of five, including a driver, were asked to accomplish the following against the clock, cheered on by their supporters! At the start signal, the driver dons overalls, gloves and a race helmet, then gets in the car and drives forward some 30 yards to where the "pit" crew is waiting. As the car stops, the driver kills the engine and vaults over the "pit" wall (a wooden barrier), at which point the pit crew jacks up the car with the factory jack and changes the right rear wheel for the spare in the trunk. Once this is done, the driver comes back over the wall and drives forward ten yards to the finish line, when the clock is stopped.

7.) Seen in Oregon and at many other events - Blind Driver Navigation. The driver

of the car is blindfolded, and is guided through a series of cone tests by a "seeing" navigator. Each bumped cone loses marks or time, and please - keep the spectators well back!

8.) In England they have "Welly Wanging", where a popular make of winter rubber boot is thrown from behind a line. The one who throws the Wellington the furthest is the winner! In the United States, old crankshanks seem to have replaced rubber boots, but whatever the object, everyone can enjoy a brief "Highland Fling" with this event.

9.) Don't forget Piston Croquet - where an old piston is guided through a series of cones with a wire wheel hammer, against the clock! The kids loved this one down in San Diego!

So there you have it, just a few suggestions for making your club event go with a bang and provide some lighthearted amusement for both onlookers and competitors! If you're stuck for something to do one club evening, why not organize a funkhana for your members, awarding small prizes for the winners?

(Thanks to Ken Smith for his versions of these many festive rallies. Get your club members or friends together for one soon!)

To Order:

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

800-235-6954

24 Hour Worldwide FAX:

805-968-6910

Overseas Customers

805-968-1041

By Mail:

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

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

Payment:

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

Counter Locations:

If you're visiting Southern California or New Jersey this year, why don't you drop in for a visit?

California hours: Open from 8 am to 5 pm weekdays and 9 am to 4 pm on Saturday. We're on the coast 100 miles north of Los Angeles, near Santa Barbara—it's a beautiful vacation area between the mountains and Pacific ocean! If you'd like a tour of our Goleta facility, give us a call at least a day before and we'll make every effort to schedule one for you or your club! Free Tourist Info. Packet available.

New Jersey hours: Open from 9 am to 6 pm weekdays and 9 am to 4 pm on Saturday. Our centrally located New Jersey showroom is 25 miles from New York City. In a wooded lake area of outstanding natural beauty.

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MG TC-TD-TF

MGA

MGB (Updated 5/15/92)

TR2-4A (Updated 3/1/92)

TR250-6

TR7

Austin-Healey

100-4, 100-6, 3000

☐ MGT-20

☐ MGA-11

☐ MGB-4+0

☐ TR1-03

☐ TRS-01

☐ TRZ-01

☐ AHY-05

Jaguar

XX120-140-150

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.

TR250-6 Zenith-Stromberg Carburetor Set

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We now have in stock a limited supply of brand new replacement Zenith-Stromberg carburetors, which can be fitted to all TR250s and TR6s. The vacuum take-offs are situated in a slightly different position from the original units, but by following the instructions enclosed with each carb, you can easily re-route your lines to keep all emissions systems functional and legal. These carbs may well be the final solution to worn out originals that won't stay in tune any longer!

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Summer 1992



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