

Save Now! Moss Rebuild Program
& 5%-Off Gift Certificates, page A7



Moss Helps Assemble the 1st
Heritage Rebuilt TR6 - Page 4

MOSS Motoring

Winter 1992

Moss Motors Winter Sweepstakes!

Win a Trip to London, England
or Santa Barbara, California

We've added a great bonus for you when you order from our 1992 winter retail sales promotion! Not only will you find hundreds of super British sports car parts on sale, including tons of gift-oriented items, but best of all, every order you place gives you at least one chance to win our grand prize trip to England or first prize trip to Santa Barbara, California in early spring of 1993.

Not only can you save up to 20% on selected orders, but each \$10.00 you place toward a retail order gives you one chance in our winter travel sweepstakes. The more you spend this winter, the greater your chances of winning a fabulous trip.

What Exactly Can You Win?

Our London, England trip for two includes air fare, 7 days of hotel accommodations, daily continental breakfast, public travel transport cards, deluxe theater tickets and pre-theater dinner. You'll also take in the sights with tours to Stratford-Upon-Avon, Warwick Castle and Oxford.

As British car enthusiasts, you'll enjoy guided tours of Moss Europe's London showroom and warehouse, the British Heritage Faringdon body shell factory, and the British Heritage museum at Gaydon.

Our Santa Barbara, California trip for two includes air fare, rental car, and a 5 day stay in a Santa Barbara beach hotel with a guided tour of Moss Goleta's showroom and warehouse. From Santa Barbara, you'll enjoy a scenic hour drive up into the Santa Ynez valley, famous for its vineyards, spend two nights at the Grand Hotel in historic Los Olivos and tour the wine country.

Now that you know what you can win just for ordering from Moss, don't delay! Make your parts wish list now, look through our many discounted sale items and start adding up your chances for a fantastic (and paid!) spring holiday. Turn to sale insert page A8 for contest details.

MOSS

Marque Gift Wrap An Extra Holiday Bonus from Moss!

If your order is over \$50.00, we'll be happy to include a free package of our very cheery marque wrapping paper. Perfect for holidays and birthdays, our bright blue and white theme paper will brighten any package for the sports car enthusiast in your life. A pack includes three 20" x 30" sheets. (Limited stock.)

When ordering by phone, simply tell your sales advisor that you'd like the free wrapping paper gift. Specify which marque you prefer by part number. If ordering by mail, indicate on your order form your request by part number, and add "at no charge" in the pricing column.

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

MOSS

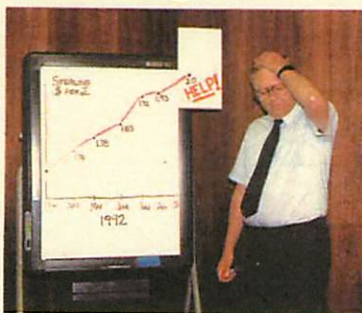
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Inspiration for all British sports car enthusiasts or crazy men? Moss Chairman, Howard Goldman drives 3500 miles in a supercharged 1959 Bugeye Sprite to make the 1992 Breckenridge Austin-Healey Concours. For more about his wild journey, turn to page 3 of this issue.

Holding the Line on Low Prices



Finance man Roger Adcock nervously charts the upwardly changing pound rate!

Recent years have seen Moss Motors move closer to our goal of becoming the finest British sports car spares company. While parts can be purchased from many suppliers, only Moss has the comprehensive range of inventory totalling over 25,000 different lines, competitive prices, the fastest shipping in the biz' out of our east or west coast warehouses, and great service.

We have to admit that over the last few months, our dedication to giving you the most for your money has been rough on us. While the present economic situation has been tough for all of us in the U.S., our close relationship with the U.K. has hurt us more than most. The fall in the value of the U.S. dollar against foreign currencies in the third quarter, including the British pound, has greatly increased the cost of our overseas purchases.

In our current New Product Update/Price list, set in the spring of this year, we dropped the prices on over 6000 parts, by working with Moss Europe to increase quantity orders, renegotiate vendor bids and trim overheads where-

ever possible. At that time, the U.S. - U.K. exchange rate was 1.70 dollars to the pound, but subsequent developments saw the dollar value slump. By the end of May, the rate was at 1.78, worsening to 1.92 in June and peaking in July at over 2.00 dollars to the pound. One does not need an accounting degree to understand the awful ramifications to the Moss pricing budget; not only an 18% increase during that period, but an unexpected one at that!

While these dramatic changes in the value of the dollar have seriously eroded our profit margin, we have not increased our prices. We believe it is important to support our loyal customers during these recessionary times by holding prices steady. We have even continued to offer special prices and discounts in our sale promotions in order to stimulate the classic car market. Fortunately, the British pound has recently weakened, but the currency market remains volatile. Even highly qualified experts are unable to predict, with any certainty, where the pound to dollar relationship is going.

Work will shortly begin on the 1993 price list revisions, for release early next year. There will inevitably be increases, necessitated by the usual rise in costs, and it is just not possible for us to hold prices down indefinitely. We will of course do our utmost to ensure that Moss prices remain competitive. Notwithstanding this, if the dollars' value deteriorates for a sustained period, our prices will have to be adjusted.

We therefore recommend, if you are considering winter repairs or a major rebuild, that you purchase the parts before the next pricing revision. In fact, you may even want to take advantage of the Moss Rebuild Program!

Moss Motors Rebuild Program

Save 10% off all your British car parts throughout 1993 (see A7).

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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:

\$100.00 Gift Certificates

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

\$50.00 Gift Certificates

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

\$25.00 Gift Certificates

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

Prices

Winter Sale pricing is valid from 11/1/92 thru 12/31/92. Highlight pricing is valid until superceded.

MGB Engine Rebuild Video



expert mechanic, "Dr. Doolin", is loaded with valuable information and tricks of the trade. While you may still need to refer to a good workshop manual, he makes a complex and major project seem easy and within the grasp of any motivated novice mechanic.

211-140

\$59.95



Glory of a New Generator

It has only been about a week and a half since Triumph day at Moss Motors. Chris Nowlan's article on "the Glory of the Open Road" in the just arrived Moss Motoring newsletter prompted me to write this letter of thanks to your staff - but back to "the Glory of the Open Road".

I took Friday off from work for a leisurely drive down 101 for Saturday's Triumph Day. This is the third year my TR3A has made the trip (I myself, have made it to every Triumph Day since the first one in 1984, but alas, the earlier trips were in Detroit Iron). The TR was running beautifully, until when driving through Pismo Beach, I noticed my ammeter was not charging, and the ignition light was on at 65 mph! After I got through town traffic I pulled over to look under the hood to hear this terrible racket coming from my generator! The rest of the drive to Buellton was uneventful except for my concern of battery power. I arrived at the campground and asked if they could charge my battery overnight. A body building note - try carrying a 24F size battery out in front of you for about a block (no carrying strap...).

Saturday morning I re-installed my battery and had a foggy 40 minute drive to Moss. Upon arriving at Moss Motors, priority one was breakfast! Thank you, Central Coast Triumph Club. Priority two was buying a generator for the TR. At about 12:30 I finished installing the new generator.

Without the help of two of your employees, I would probably have had to wait till Monday to have a garage finish the work. Thank you to Frank in purchasing who worked your swap meet, who went out of his way to locate a vise and then helped me to tap the pulley off the generator after we used the vise to loosen the mounting nut. Also, thanks to the unnamed guy at the parts pick-up counter who rounded up all the hardware for the front pedestal—Oh, did I mention that the generator was held only by the rear pivot bolt and the tensioning bolt! All the stuff at the front pivot was missing.

Once again, thank you to your 2 employees who went that "Extra mile" for me so that I could get my TR running again for my drive back to the Bay area on Sunday.

Your Comments Count!

Great - What I ordered this last time is better than the original.
K. P., Spokane, WA

I just bought my car and was told you guys are the best. They were right. You guys are.
B. J.-N. Highlands, CA

I have been dealing with Moss Motors for several years now and I find their knowledge comforting, their service fast, prices good, and I especially appreciate how they follow up on a part that either doesn't work or is under warranty.
J. K.-Kelso, WA

I was pleasantly surprised to find the box on my step the next day!
R. V. LaVerne, CA

Also-thanks to the TR7 owner who lent me some hand cleaner to remove all the oily grease and grime from my hands and arms.
Herb Neumann, Concord, CA

Morgan on the Mind

Thanks for your speedy service. It seems I hardly had time to put the phone down when the UPS man arrived at the door. I have a +4 Morgan and you have a great many of the parts required for the car listed under strange names like Triumph, MG and Jaguar. If you published a cross-reference, you could expand your services to the many millions of Morgan owners. It might be a marketing coup since interest in those other cars will soon die out!

Tom Smith
Wilton, CT

Letter to R.B. Hart

Just a quick note of thanks for all your help when I was ordering parts. Your attitude and commitment separates you from the competition.

In consulting, we have a chance to look inside major corporations. A success strategy begins with image. Image is built on value. Although my first time purchasing, the perceived value transcends through your attitude. I commend you and Moss Motors.

Stephan M. Schoolcraft
Schaumburg, IL

Technical Index

In reading the latest issue of Moss Motoring, a thought occurred to me that may be of interest to Moss customers.

Every issue contains dozens of helpful, technical and restoration information articles. Some sort of index system should be developed. In the past, I have had to sift through dozens of copies of the magazine to find the article I needed. If every article of a technical, maintenance, service, restoration or troubleshooting carried an identifying number, a yearly index could be

incorporated in the year's last issue. This would entice customers to file their copies for future reference.

Joseph L. Baba, Jr.
Fresno, CA

Here After All These Years

I attended my first MG marque day at Moss this past weekend, had a great time and met many interesting people. The car I brought was my father's 1955 MG TF 1500. It won the people's choice award for best T-series at the event. From the beginning of my restoration, I decided to make the car as close to the way it came from the factory in 1955. It had been 20 years since I helped my father restore three TDs. My first call was to Moss Motors to see if, one: they were still around, and two: what parts I could get for the TF.

From the very start, my father and I got hooked up with one of your qualified salesmen, Stu Bowman. We explained to Stu that we were trying to restore the TF to original specs. Stu was extremely helpful with our ordering and in some cases, on very visible items, he went to the warehouse and handpicked parts for us.

I would like to thank Moss for still being there making the many needed parts to keep our cars on the road, and all of your fine staff for the helpful and caring attitude over the past year. As a final note, the day after the marque day, we attended the Gold Coast Classic in San Luis Obispo and won best of show!

Eric Hendrickson
Thousand Oaks, CA

Magnetic Loyalties

I own a TR4 from which I get much enjoyment. In addition, I am also quite proud of my ownership of a British car, so it has always been to my chagrin when people mistake it for something else. Now I really don't mind (too much) that they refer to its arch enemy (MG) or even that it is mistaken for an Italian car (since it has Italian styling), but it used to irk me when it was confused with Japanese cars.

I finally solved this small problem by ordering a magnetic British flag, your #215-330. Since displaying this flag on my car, it has cut down on the confusion quite a bit. I also like the option of having a sign that I can move to a different location on my car...or remove it if I ever get the foolish idea of putting my car in a car show.

Wade M. dos Santos, Hayward, CA

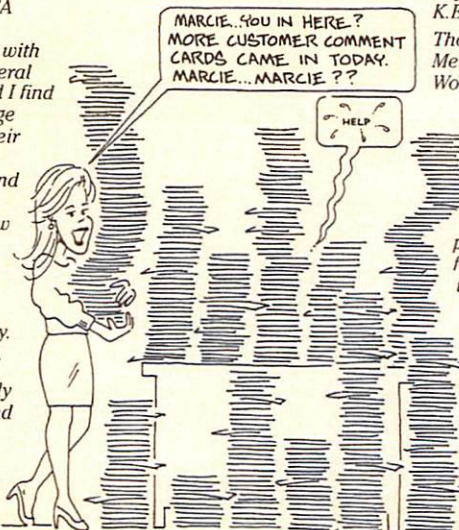
Check it out, not even one day, buds. Awesome Autumn Sale flyer. How did you know I need all this stuff? Experience, courtesy, not to mention a sense of humor.
C. P.-Apple Valley, CA

He told me it would be here Friday, and it came Friday! Excellent. Thank you.
K.E.-Lindenhurst, NY

Tho' I own a bastard child Metropolitan, I have found Woody very knowledgeable and willing to help. Since my Met has a 1500 MGA engine for power, I'll continue to call Moss.
P. E.-Pacific Palisades

I had a problem in the past with a faulty part, but I forgave you because you were so nice about fixing it. I have tried several parts sources, but Moss is my favorite for price, convenience and service all together.
R. N.-Murrysville, PA

Nothing bad can be said.
D. S. C.-Bradenton, FL



3500 Miles in a Bugeye Sprite

Howard Goldman, Chairman of Moss Motors

I was asked of me for probably the 985th time in our 34 year marriage - "What on earth did you buy that for?" The answer was simple. I thought it was cute; I always loved its prominent headlights, and it was such fun to drive. All reasons why I recently undertook a 3500 mile trip in my Austin-Healey Bugeye Sprite to the 40th Anniversary celebration of the Healey in Breckenridge, Colorado.

During the 1991 Austin-Healey Conclave at Sturbridge, I decided that the Bugeye was going to accompany me to the Rocky Mountains in 1992. I had become quite attracted to this beguiling little automobile while driving it daily over a 2800 foot mountain pass on my way to and from work each day. However, while my infatuation with the Sprite lasted for many months, a small doubt was forming in the back of my mind, as I struggled up the pass in third gear, trying unsuccessfully not to hold up the line of bigger cars behind. Assessing what could be done evolved to a simple solution - get a bigger motor, tune it up, and be able to go faster, easier!

Of course, easier said than done, but I thought to myself - "I have a few contacts at Moss Motors, they should know what to do - so I'll talk to the people at Moss and in a few weeks it will be ready and done!" Optimist that I was! Nine months later and just four hours before I was to leave for Colorado, the Bugeye, with a supercharged, balanced and blueprinted 1275cc motor was finally completed! Comments from all sides were unanimous; "You should test it for 500 miles minimum locally before you depart" and "you've got to iron out all the bugs". My answer was "I don't have the time for all that - It's an English car after all, we must have faith, so let's go for it" - I did, and here is the rest of the story.

DAY ONE: 5:00 p.m. departure (the California desert can be a bit warm in August!). After the first three miles, I ascertain what 60 mph is on the tach, as we'd had to change the rear axle for better cruising - so 3500 rpm seemed about right. Other questions now kept coming into my head. Would it be very noisy? Does it keep its cool in the heat? Could I handle 3000 miles over the next 15 days? What kind of gas mileage would I get, remembering the small gas tank? What would the oil do?

The above were all answered the first day. The noise level was bearable; the Sprite kept its cool even in Baker, CA, where at 10:00 p.m. at night it was 102 degrees! I got lousy gas mileage, probably running too rich. Luckily I had two gallons of gas in a spare can; we ran out in Santa Clarita, CA, where I watched the oil pressure steadily drop to zero! I added four quarts there and then, and then one quart every 50-60 miles until I reached the point (after 2000 miles) where I was able to fix the offending crankcase breather, and, oh yes, the miles were no problem, a joy every one of them!

DAY TWO: 5:20 a.m. departure. 92 degrees and a long climb of over 16 miles to 3000 feet, but an easy climb with the blower working perfectly. I nearly froze as the

temperature fell to probably only 40 degrees, but I was trying to reach Las Vegas early, as they had predicted 109 degrees by midday! The car was running great and at St. George, Utah, I turned east towards Page, Arizona. This was high country so it should not only be beautiful, but a bit cooler at 95 degrees. I was starting to relax and enjoy the scenery. I am not a professional writer so it's hard for me to describe the beauty, but to say that nowhere else in the world are there such stark and magnificent views than in northern Arizona could be an understatement. This viewing is made even better by driving an open car, simple as a motorcycle to handle, but without having to wear a helmet.

I got through Page and into the Four Corners, the only spot in the contiguous United States, where four states meet: Colorado, Arizona, Utah, and New Mexico. During this portion of the journey, I started into the higher mountain passes and the supercharger really came into its own, but another noise was also apparent! I stopped and as everyone

lifted the hood, looked in, but as everyone knows, to some people, lifting the hood is really only a gesture - you have to know what you're looking for and I didn't! The noise was intermittent and I diagnosed this as something "wrong" with the starter, which I finally traced on the next day. I also remembered that somewhere along the way the tach had died and I was left with a speedo that was haywire, jumping in 20 mph increments continually! A good shower, a good meal and a good bed were all found in Durango and after watching them put the steam trains away for the night, I called a customer for advice on where to find a shop, and slept well before waking up next morning for...

DAY THREE: Drove to Dan's Sports Cars in Durango, where I was able to diagnose my problem. (generator bearing) before Dan Torollan arrived for the day. I lubed the generator and the noise stopped. Success I thought, but only for a hundred miles. I met Ron Leonard of Sports & GTs, the Moss Distributor who recommended Dan's, and chatted until 10:00 before leaving to complete the first leg of the trip. Eight miles out I remembered I needed gas, and on turning back to Durango passed three big Healeys going the opposite way up the pass. Having obtained gas, I started back on one of the most beautiful roads in the world, climbing to 10,600 feet at Coalbank Pass and then 10,910 feet to Molas Divide Pass to arrive in Silverton where I met up with the three big Healeys. Their plates said South Carolina and I was duly impressed! I said, "If you don't mind, I'll follow you". I continued with them to Quay, Montrose and lunch. On the route to Gunnison, I noted the Bugeye had passed the one thousand mile mark and the ego (with highly modified engine compart-



Left: What a beautiful place for a sports car event - a glimpse of the glorious Breckenridge, Colorado countryside; Below right: Red Austin-Healeys all in a row, in front of the Moss R.V.; Below left: Bench racing with Chairman Howard Goldman!



Left: the "Choice of Gold" Medal award winners at Breckenridge 1992, from left to right: 1962 3000 BN7 belonging to Hans Nohr & Dee Glendenning, Rob Garofalo and his 1960 Bugeye Sprite. (At the October 3 Moss Healey Marque Day, Hans and Dee

took 2nd place to Steve Douglas' 3000 which was restored by Hans at his Ontario, CA restoration shop, Absolutely British II.)

ment) could no longer be contained! The opportunity came when we hit a high pass with two parallel lanes going skywards. Did I feel bad when I sailed past the big Healeys? What do you think?

I lost the other cars in Gunnison as I had to fill up with oil, but met some more Healey drivers. As you come closer to an event, you naturally meet more like-minded compatriots. I climbed up to Leadville and down the mountain in rain to Route 70, turned left instead of right and ended up going over the Vail Pass twice! The eastern climb back to Breckenridge was really tough, though.

THE NEXT FEW DAYS were spent in enjoyable company at the Healey Conclave, but it was not all fun and games. The altitude was 9200 feet; I had to replace the generator and re-tune the carb. Dick Lunney, the editor of *Chatter*, the excellent Healey magazine, generously gave me his spot on the hill climb, where I took a third place. Not too bad, but I nearly lost it on turn four, which cost me precious seconds.

DAY SEVEN: 7:20 a.m., left for Ketchum, Idaho, to rejoin my wife. The distance looked like 800 miles, but a great drive, seeing parts of the U.S. I'd never seen before, such as Kemmerer, Wyoming, home of J.C. Penney, and Bennington, Idaho, where I found a gas station with a gravel drive, lifted the hood and investigated no boost and excessive noise from the engine compartment again! After removing the belt from the blower, the noise ceased and I continued my trip, having to stop just twice more. I explained to the officer in

Arco, Idaho that I only had two more hours to go to the end of my trip, after a seven-hour day and the Sprite was like a horse returning to her own barn. This he bought and I proceeded to Bellevue, Idaho, where the same story worked again - 13 miles from Ketchum and I was "home"!

I spent the next week or so cleaning the Bugeye, doing general maintenance and changing back to dual S.U. carbs. Taking the supercharger apart, I found the drive mechanism was broken, but easily repairable once I returned to California. I decided to drive over to the GOF West in Jackson Lake, Wyoming, without the blower and discovered the Sprite was still a great car with the bigger engine (the Wyoming countryside was breathtaking, with the beautiful fall colors). I had fixed the oil consumption problem, leaving me carrying two cases of oil for future use!

The trip to GOF added about 500 more miles, and to date, I have covered about 2700 miles since the engine was modified. I have to close this narrative for now, but I'm leaving in a few days to drive the Bugeye some 900 miles back to Santa Barbara with only one apprehensive thought. I might have to put the top up on the car, something I didn't do through three rain squalls and 2700 miles on my journey to Breckenridge. Now I eagerly look forward to the 1993 Austin-Healey "Conclave" in Louisville, Kentucky.

(We look forward to hearing more about our chairman's future Bugeye adventures. And, we have to admit, he's a lot more adventurous than some of the rest of us here at Moss!Ed.)

Triumph TR2-4 Stock Camshaft



Perhaps not the most exciting car part in a holiday flyer, but if you don't have one and you're in the midst of a rebuild, it moves right to the top of your list! These stock cams have been unavailable for years, but to save the day (and your car!) Moss has retooled brand new cams to factory original specs.

Cam 851-060 \$212.50

MGB Optional Hard Top



glass exterior, off-white inner shell, sturdy neoprene rubber seals and tempered safety glass. The ultimate in weather protection! Note: This item must be paid for in advance and shipped truck freight collect.

Hard Top 456-065 \$1095.00

Triumph TR6 Trunk Lamp



You'll be pleased with both the high quality and the low price of this exact reproduction of the original trunk lamp! If you've never seen yours, chances are it was thrown out at the same time your tattered trunk lining was...

544-245 \$12.95

The Heritage TR6 Body Shell - A Piece Of Motoring History

Pete Buckles, Managing Director, Moss Europe

A little piece of motoring history was made on Thursday, May 21, 1992, when British Motor Heritage announced the addition of the TR6 body shell to their range of remanufactured items for classic vehicles.

I consulted my notes on this project to find that it was early September 1989 when David Bishop and I sat down with Peter Wigglesworth, Moss Europe's Cox & Buckles Triumph R & D specialist, to review the panels that were available for the TR6. Our intent was to consider the feasibility of retooling all the missing items in order that an assembly jig could be built to actually construct complete TR6 bodies.

At that stage it seemed to be a somewhat ambitious project, verging on a dream. In this analysis, I had reckoned without the skill and tenacity of David Bishop, Jack Bellinger and the team of experienced professional motor body builders, that David had assembled in Faringdon, Oxfordshire.

Following the announcement of the body shell on May 21, 1992, we assembled a team of three mechanics from Moss Europe's Cox & Buckles workshop and two British Motor Heritage employees. Alan Sinclair has worked in Moss Europe's Cox & Buckles workshop for the last ten years and is a former tool maker with a dedication to doing an accurate, thorough job on any project that he undertakes. Much of the preliminary work in preparing the vehicle for the rebuild was carried out by a relatively recent recruit, Mark Jensen, who was joined by Alan Warner, a veteran of two or three previous rebuilds, to make Moss Europe's Cox & Buckles team. Mark Gamble, a TR6 owner, works for British Motor Heritage and is currently on loan to Rover on a project so secret, that I am not allowed to mention the fact that it is the building of the MGB RV8. Paul Gilder, who works on the British Motor Heritage vehicle collection in Studley, was appearing at a rebuild for the first time, and rounded out the five-man team. Commentary on the rebuild was provided by Graham Paddy and myself.

What an exciting weekend it was.

The scene was set, when at 1100 hours on Saturday morning, Neale James, a Radio One disc jockey, pulled back the cover on the first TR6 body shell to be built for around fifteen or sixteen years. It had only come out of its priming paint process on May 14, 1992, and had been painted French Blue for the show on May 20, 1992. The donor vehicle, registration number SBU 523M, was also on the stand as was the reconditioned chassis from this donor vehicle.

The first job that the team embarked on was to undo all the bolts securing the body from the donor vehicle to its chassis. This task was achieved in the remarkably quick time of an hour and a quarter (but remember, they had all been undone in the recent past and there were five dedicated profes-

sionals working on this task), the chassis from the donor car was stripped of its front and rear suspensions, and the engine and gearbox were removed. Simultaneously, with the stripping of the chassis, the items which would be used from the donor vehicle were taken off the rather sad, sorry looking, old body shell.

By lunch break, the donor chassis had been stripped and the assembly process of the reconditioned chassis had started, but only the fuel pipes from the front to the back of the car had been fitted. The wiring harness had been laid in the new shell and positioned. The reconditioned chassis was, by Saturday evening, fitted with front and rear suspension, engine and gearbox, rear axle and propeller shaft. The new shell had been fitted with all its lamps and several electrical components in the inner engine

end. A small snag was encountered when the earthing strap mounted to the bulkhead at the front of the battery box fouled on the fuel injection metering unit. Rapid action with a spanner removed the earthing strap and within three or four minutes, the body shell was nesting gently on the chassis. As an observer to this process, I was feeling quite tired (how the people carrying out the hard work felt, I did not find out), but I will say that lunch was taken at 1210 hours.

From a visual entertainment point of view, Saturday afternoon was probably the most disappointing session of all.



Clockwise from above: Early Saturday morning: Brand new parts are ready to be installed on the new shell; New chrome is installed on the new shell; Everyone lends a hand with the donor body.



compartment. Work was completed at 1740 hours when the team returned to the hotel for a swim and an enjoyable supper, content that all that was scheduled had been installed.

Sunday morning was probably the most spectacular session of the rebuild. Work continued on the final strip-down of the body shell to remove things such as the steering column and heater motor. More progress was made on the new shell, including the fitting of the gas tank, the fuel injection pipe work and various other bits and pieces, including the beginnings of the re-assembly of the doors with their guide channels and bracketing. The chassis had all the brakes assembled to the running gear and all the chassis-based pipe work completed.

At around 1130 hours there was the impressive and very rewarding sight of eight people lifting shoulder high the French Blue shell and then carefully lowering the front end onto the location studs of the now completed rolling chassis. The body was held high for a couple of minutes as Peter Wigglesworth and Graham Paddy juggled the front end of the chassis to locate it gently onto the two studs on the forward-most piece of the chassis. The body was then gently lowered at the rear

Around an hour and a half was spent by four or five people setting the body shell on the chassis. This involves using the cortex packing pieces that go between the body and the chassis to "shim" the body against the chassis, in order to achieve close to perfect door gaps. This process is an essential, but often forgotten, part of a rebuild and the fact that almost one man day went into the job in our rebuild, shows how much importance we attach to this aspect. During the rest of the afternoon, the pipe work was joined from the rolling chassis to the body shell, the rear bumpers were fitted and the assembly of the doors was completed.

The team returned to the hotel that evening slightly worried that the progress made may have fallen short of what was required to finish on time. British Motor

Heritage hosted a dinner that evening with free wine. This was seen by myself as a potential major deterrent to achieving a full team on parade early the next morning! Dinner was enjoyable and included another really excellent speech from Michael Maddox, and some interesting stories told by Russell Brookes, concerning his rallying days. Despite the fact that most of the team climbed into their beds after 0130 hours on Monday morning, we still managed to have a full team working at 0830 hours on Monday morning.

Monday was a day of activity with some jobs being undertaken "on the double", while other jobs were undertaken with slow meticulous care. Mark and Paul in particular, spent almost two hours patiently ensuring that the new harness installed under the dashboard was connected to exactly the right components. Incidentally, on the first day, there was a less than patient Mark Jensen who, having failed to fit the front suspension three times, dropped it and following a "witty quip" (at least that is what I thought it was) threatened that I would be wearing the front suspension if I did not shut up. I shut up.

A short lunch break was taken on Monday, and on return the installation of the interior trim continued. We had been lucky enough on Saturday afternoon to have a demonstration from Lol Smith of Callow & Maddox, the suppliers of all Moss Europe's Cox & Buckles TR6 trim, on exactly how to make a perfect re-covering of a TR6 seat. The job took just under an hour, and in the demonstration he showed a few tricks of the trade and emphasized that patience was probably the trimmer's most valuable tool. The seats that he trimmed on Saturday were installed in the new body on Sunday afternoon. The target was to have the car finished and ready to fire up at 1600 hours. 1600 hours came and went, the crowd was six or seven deep, and the job continued. By 1615 hours, however, the job was completed and Neale James (who had three days earlier unveiled the shell) came onto our stand, and following a short exchange of banter with myself, sat in the car ready to fire it up.

Neale had been fully briefed as to the fact that the fuel injection system on TR6s can be temperamental and was given a 15-point action plan as to "how not to ruin the demonstration" by flattening the battery or causing a fire, etc. We need not have worried. As Neale touched the key, the engine burst into life and the crowd burst into a spontaneous round of applause. To have a TR6 fire up and run beautifully the first time it has been connected up was an amazing and surprising feat. My flabber has rarely been so gasted. Following a few blips on the throttle and a short run of the engine, the car was turned off and Neale presented the keys to the car to David Bishop of British Motor Heritage.

The vehicle will be held by British Motor Heritage in its collection of Triumph and other lesser vehicles. It was certainly a great privilege for me to be there and participate on that day when a little piece of motoring history was made.

MOSS

The V.I.P. Cup and Saucer - The Classic Cars -

This classic cup and saucer set by England's famous Royal Worcester china company is made of superior bone china, and is as much a collector's item as it is a treat to use.



Inside the cup reads the message "To A Very Important Person", while outside, a Triumph and MG rest in front of their respective famous factories. The saucer features a colorful round-up of a Jaguar E-type, an MGB and an Austin-Healey.

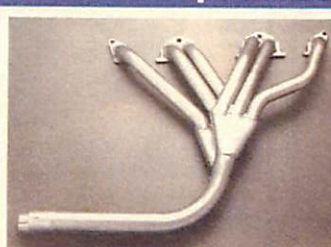
This one-of-a-kind oversized set is a perfect gift for British car lovers of any age!

China Cup & Saucer Set

221-750

\$49.95

TR6 1973-76 Dual Pipe Exhaust Header



Replace heavy cast-iron manifolds with this neatly engineered tubular header. Use with Weber conversion, free-flow exhaust system, or with your stock exhaust system for greatly improved performance. When using with free-flow exhaust, a connecting pipe must be obtained locally.



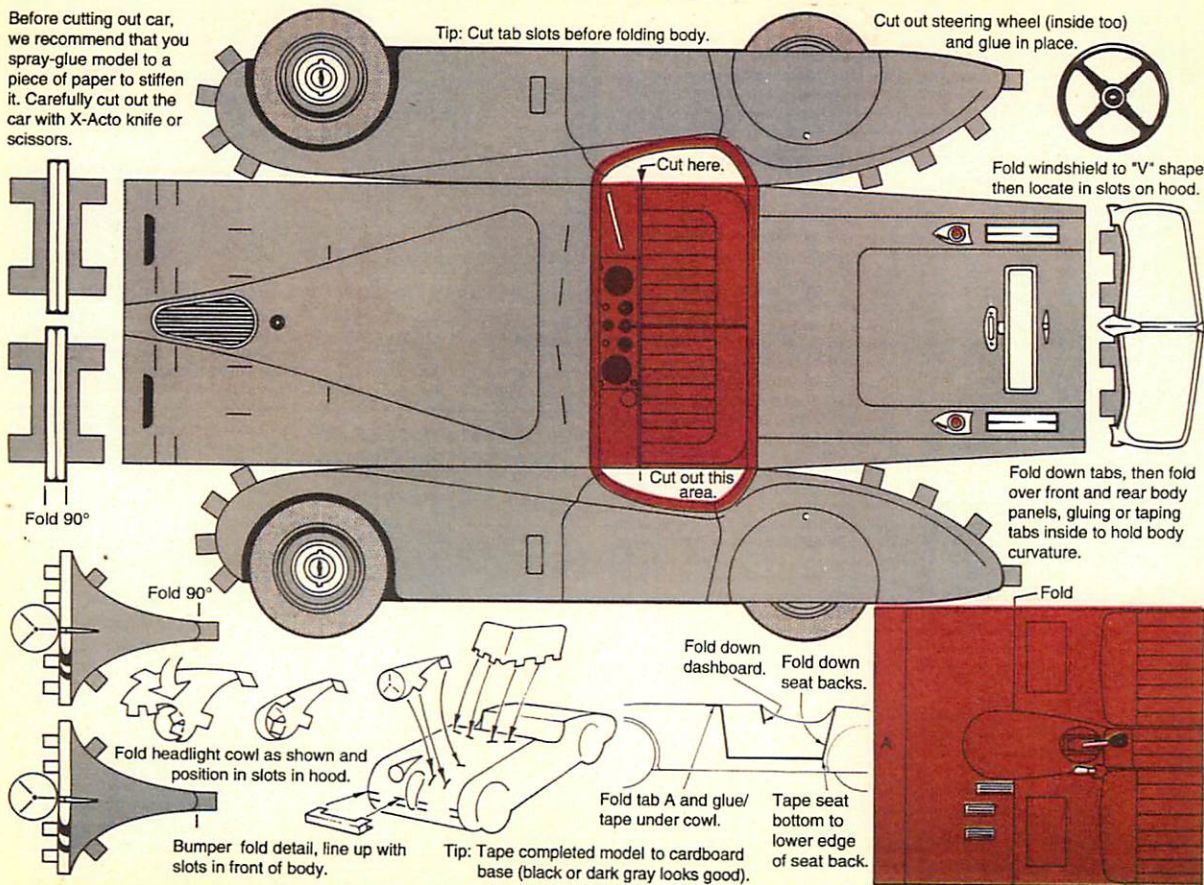
Exhaust Header

865-035

\$194.95

Jaguar XK120! 8th in our British Sports Car Collection

Before cutting out car, we recommend that you spray-glue model to a piece of paper to stiffen it. Carefully cut out the car with X-Acto knife or scissors.



Limited Edition British Sports Car Prints

The Perfect Gift for Every British Car Enthusiast



If you are looking for the perfect holiday gift for your favorite British sports car enthusiast (and don't rule out yourself!), these prints should be right at the top of your list!

These collector-quality, beautifully illustrated limited edition prints by Bill Stroud are individually signed and numbered by the artist, on high quality paper.

Drawing and painting cars, primarily sports cars, is a consuming passion for Bill. Long a successful commercial artist, illustrator and landscape painter, Bill has shown his work in galleries throughout the United States. Art, cars, and boxing have dominated Bill's life. In 1983, he was commissioned to portray the World Middleweight Championship fight between Roberto Duran and Marvin Hagler, which was subsequently displayed on a worldwide basis.

Bill's limited edition automotive prints portray Austin-Healeys, Jaguars, MGs and Triumphs in sun-splashed majestic settings. Recently completed are three paintings chronicling the history of the MG, which will be available in the near future. Watch for additional prints in future Moss mailings!

Prints are carefully rolled and will be shipped out in heavy-duty poster tubing to ensure they arrive in perfect, original condition. Pictured left to right, from top: White BJ8; Legend of the TR; MGA Memories; TR250 & 6.

'54 Alpine Rallye*
16" x 22", 540 issued 215-745 \$34.00

*In progress at press time, this print will feature a TR2 rounding an Alpine mountain corner.

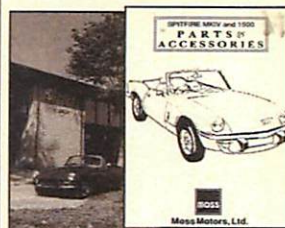


TR250 & 6 12" x 20", 750 issued	215-720	\$24.00
Legend of the TR 18" x 25", 500 issued	215-725	\$39.00
White BJ8 11" x 15", 800 issued	215-765	\$22.00
MGA Memories 18" x 25", 500 issued	215-785	\$39.00
T-Series MGs** 25" x 35", 475 issued	215-705	\$54.00

** Just added at press time, the MG-Ts print is not pictured here. Unfortunately, a sample is not available at this time.

OPEN 7 DAYS A WEEK! (SEE BACK COVER)

New Catalog Update!



This is definitely a festive season when it comes to new catalogs from Moss Motors! We have a wealth of new information that will shortly be available to you.

MGB and Midget owners should be receiving our **Winter Accessory Catalog** in the mail any day now. You'll find pages of great gift and accessory items to choose from - all in glorious color.

Our brand new first edition **Spitfire MkIV-1500 Catalog** goes to press in the next few weeks, so if you haven't already put your name on our Spitfire list, give us a call and do so today. (If you have already reserved a copy, expect to see one in your mail box before Christmas!)

TR250-6 owners should ready themselves for TRS 2.0, our expanded new, completely revamped international catalog! Moss Europe's expert TR team has worked closely with our U.S. researchers to produce a veritable plethora of new items - many unavailable for years and years. We've also added dozens of great accessory and competition items.

Turn to this issue's back cover and take a second to check your current catalog edition number. We add tons of parts and accessories to every new edition, so if your catalog is not current, give us a call today!

WINTER 1992 Moss Motoring, PAGE 5

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 - Understanding S.U. Carburetors

Eric Wilhelm
Research & Development

The S.U. carburetor is one of the simplest "full function" carburetors ever put on modern cars. However, since they work so differently from most other carburetors, few people in the U.S.A. really understand them well. Many, if not most, problems attributed to these carbs being "out of tune" are really faults of the ignition system, valve train, or something else. Before blaming or "fixing" the carburetor, it is essential that all other engine and engine related systems are in fine order and working well, and that the operation of the S.U. is understood.

S.U. carburetors operate on a system variously known as "variable venturi", "variable choke", "constant pressure", or "constant depression". What these mean is that the effective area of the carburetor venturi is variable, producing constant air velocity and constant pressure differential across the jet orifice. This is produced by the air piston (also known as the air valve) moving up and down in response to the engine vacuum. Since the tapered fuel metering needle is mounted in this piston, and acts within the fuel jet, the S.U.s have a variable jet which responds directly to

engine vacuum. Since engine vacuum is a function of the operating condition and air/fuel requirements of an engine, the S.U. carb is ideally suited to meeting the requirements of an engine by means of this direct feed-back loop, rather than by the complicated and empirical means employed by almost all other carburetors.

Even for the theoretically "abnormal" conditions of cold starting and acceleration under load, S.U.s employ simple means of satisfying an engine's requirements. Cold start is obtained by increasing the fuel flow, without blocking the incoming air. This is done by either lowering the height of the jet, thereby increasing its effective area (H and HS-types), by passing additional fuel into the carb venturi from a separate device on the carb (HIF-type), or by starting the engine largely on a very rich mixture from a separate small auxiliary starting carburetor ("thermo-carb", used with HD-types). Extra mixture richness for acceleration is provided by a classically elegant means: the upward motion of the air piston is retarded by the oil damper within the piston guide rod. This condition causes greater fuel flow out of the jet in relation to the air flow. This is why the oil in the dashpot is essential. Return of the piston is, in most S.U.s, aided by a spring, the tension of which is critical to proper functioning of this system.

"If it ain't broke, don't fix it" definitely applies to carburetors—be sure that the problem lies with the carburetors before attempting to fix them! Before trying to tune your carbs, it is advisable to do the following:

1. Check the engine's ignition system for correct adjustment and function. Check valve clearances, compression, and ensure a lack of vacuum leaks in the intake system. Any problems with these will prevent proper tuning of the carburetors.
2. Make sure that the carbs are clean enough to function correctly, and that their mechanical components are working correctly. Check and clean the following:



Handy Products for S.U. Carburetor Adjustment

S.U. Video, VHS	211-035	\$39.95	S.U. Tool Kit	386-300	*\$10.50
S.U. Video, Beta	211-030	\$39.95	Uni-Syn	386-200	*\$18.45
Colortune	386-210	\$39.95	Groose-Jet, HIF	386-340	\$5.25
S.U. Manual	211-340	\$12.75	Groose-Jet, H & HS	386-330	\$4.95
Jet Centering Tool	386-500	\$12.95			

*Sale prices valid thru 12-31-92.

-float bowl; clean any sediment and varnish

-float; check for leaks and adjustment

-float valve; not binding, and able to reliably shut off fuel flow

-air chamber and piston; cleanliness and freedom of motion absolutely imperative. Ensure the piston springs have not been stretched or otherwise damaged

-metering needles; straight and unworn

-jets; properly centered on metering needles and unworn

-throttle shafts; unbent and unworn

-connections; tight and leak-free

-air and fuel filters; clean, present, and of sufficient flow capacity for your engine

While specific instructions for adjusting and balancing S.U. carbs for a particular car are usually found in the appropriate workshop manual, they are not always too clear. The most basic idea to keep in mind is that the air flow and mixture are the same from one carb to the other. A basic "generic" procedure follows.

1. Warm up engine to normal operating temperature.
2. Remove air cleaners, and disconnect choke cable from carb linkage. Loosen clamping bolts on the connecting rod between the throttle shafts, so the throttle shafts can be operated independently. Back off the fast idle screw(s) well away from fast idle cam(s).
3. While maintaining a steady slow idle, use a Unisyn (or the old "tube in the

ear" method) to set the carbs to the same air flow by adjusting the slow idle screws.

4. With the air flow balanced, check the air/fuel mixture of each carb by either pushing up on the piston lifting pin on the side of each carb, or by lifting the piston. If engine speed increases, the mixture is too rich, and the mixture adjustment nut should be screwed up one flat (one sixth of a full turn). If the engine speed decreases, unscrew the nut one flat. (This instruction applies to H and HS-types - HIF and HD-type carbs have mixture adjustment screws, which operate in similar fashion.) Between adjustments, "rev" the engine to clear it, and allow it to return to idle before proceeding. Continue this procedure, alternating from one carb to the other, until, when the pistons are lifted, the engine speed either doesn't change, or rises slightly and then falls to an even speed. The mixture settings are then satisfactory.

5. After the mixture adjustment, the idle speed may be no longer satisfactory. If not, re-adjust the slow idle screws to the desired idle speed, while maintaining a balanced air flow.

6. Re-install air filters and re-check the mixture settings, using the piston lifting pins. (Some air filters are restrictive enough to cause a slightly overly-rich mixture.)

7. Re-tighten the throttle shaft connectors, re-connect the choke cable, and set the fast idle screws according to the appropriate workshop manual. Do not neglect this last step, as it is vital for correct starting of your engine when using the choke.

"Problems" That Aren't

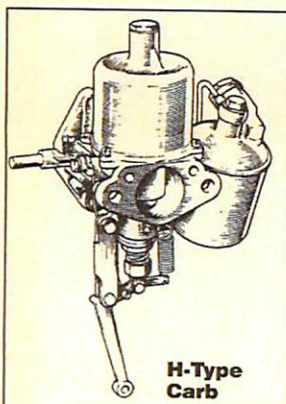
Some commonly perceived "problems" about S.U. parts which really aren't problems follow:

-The cork washers for H-type jet glands and sealing ring do not come pre-formed. They are, and always have been, supplied as cylindrical pieces which form their beveled shapes after installation.

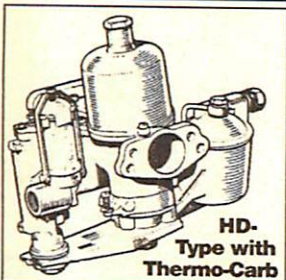
-Overall length of two different needles of the same specification may be a bit different without any problems. Needle dimensions are from the upper shoulder down, in 1/8" increments. If one needle is a bit longer than another of the same type, it doesn't matter.

-The number or letter stamping on the shank of metering needles may be raised enough as to prevent entry of the needle into the bottom of the air piston. This is a very common occurrence. Simply smooth off the burrs until the needle fits.

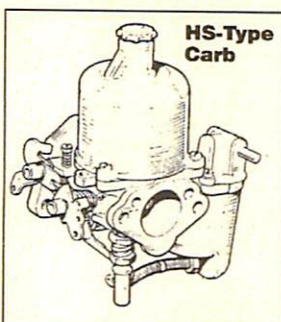
-Some of the holes in H-type jet levers seem to be grossly oversized. They were designed this way to provide for some lost motion in their operation, and to ensure a full return to the "choke off" position.



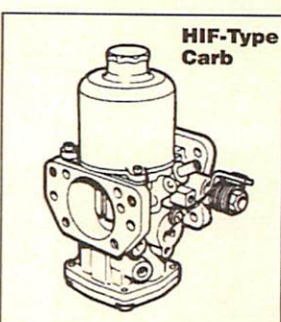
H-Type Carb



HD-Type with Thermo-Carb



HS-Type Carb



HIF-Type Carb

Every 'B Owner Needs 1962-'67 MGB Spin-on Oil Filter



Avoid the mess and the hassle of having to deal with the old stock-type oil filters on your early MGB!

These Moss-designed filter heads look very similar to the early stock filter heads, but enable the use of modern, easily changed, high capacity and economical spin-on filters without the use of troublesome "sandwich" plates or adaptors (the filter screws onto the filter head). Use of a filter incorporating an internal relief valve, such as our #235-880, is required.



Spin-on Conversion Kit (without filter)	
Filter	
235-940	\$32.50
235-880	\$6.95

Jaguar XK120-150 Hubcap & Medallion



These hubcaps and medallions are perfect reproductions of the longunavailable originals. Brighten up your XK's appearance with this easy fix. (Sold separately.)

Hubcap (less medallion)	
011-758 Reg.	\$25.95
Medallion for Hubcap	
011-759 Reg.	\$9.50
	Sale \$7.50



Open 7 Days, Longer Hours!

OPEN 7 DAYS A WEEK! (SEE BACK COVER)

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.

TECH TIP 65

Midget Seat Fix

Rose Whittle, Alberta, Canada

Just thought that you might be interested in the technical tip that my husband discovered last year before our trip to California for the 1991 GOF.

We were trying to find seat diaphragms to make the seats in my 1972 Midget more comfortable and give me a little more height. We inquired with Moss and were told that they are not made for Midgets; the only part available would be the webbing that was on the car at the time.

My husband was a little annoyed with this, as he is extremely satisfied with the comfort of the seats in his 1974 MGB GT, that have diaphragms. He looked at both sets of seats and decided to try the diaphragms from his seats on mine. After a lot

of grunting, he managed to succeed. Not only do they fit, but they have done exactly what we hoped they would.

So, if you have people wanting seat diaphragms for Midgets, they can use the ones for MGBs, as they do fit! Just remember to warm the diaphragms with a hair dryer to make them a little more stretchable, and to get the hooks into the actual frame, use a piece of string with a loop in the end. Hold the diaphragm with the hook pointing toward you until it is over the hole in the frame, and presto!

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

TECH TIP 66

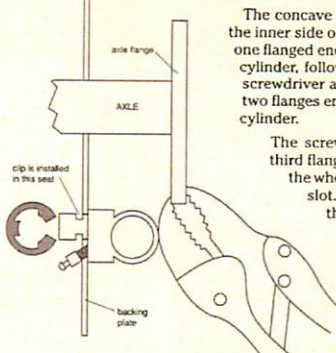
Brake Cylinder "C" Clip Installation Made Easy

Robert Mason, Fairhope, AL

A question was recently asked about an

easier way to install the large "C" clip that retains the rear wheel brake hydraulic cylinder of the MGB, and other cars, in place. The comment was made that the individual needs another pair of hands (or more), and that all he had done was bend the clip so much that it really was not usable. The answer to the question is a big YES - there is a relatively simple and easy way of installing this clip, and once done, the next question will be "why didn't I think of that before?"

With the wheel and brake drum off, you will see that the axle flange sits almost directly above the hole through which the slotted "neck" of the wheel cylinder is installed. Clamp a large vice grip wrench to the bottom of the axle flange with the head of the wrench pushing against the wheel cylinder (as shown below left), and you will now have your own two hands free to install the "C" clip.



The concave side of the clip is positioned against the inner side of the brake shoe backing plate. Insert one flanged end of the clip into the slot of the wheel cylinder, followed by the middle flange. Use a flat screwdriver and hammer to ensure that these first two flanges enter into the circular slot of the wheel cylinder.

The screwdriver is then used to lift/pry the third flange of the clip up and over the neck of the wheel cylinder to snap it into the circular slot. Check that all three flanged areas of the clip are fully within the circular slot, and voilà, you have completed the job with no damage to the "C" clip itself, and almost faster than it takes to read this how-to-do-it.

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

MGB Handling You've Only Dreamed of..

The Secret Lies in the Moss Dynamic Coil-Over and Spax Shock Conversion

Jonathan Lane, Moss Sales Team

In comparison to contemporary sports cars, the MGB is considered a little out of date. Regardless, enthusiasts such as myself have tried all sorts of tricks in hopes of improving the obsolete suspension. First there were competition valves for lever shocks, then the progression to tube shocks. Now Moss has gone one step further with the Moss Dynamic Coil-over Suspension kit.

The main problem with lever shocks, apart from the price, has always been that even on new shocks, there is always a certain amount of undamped movement that is accentuated with the length of the arm. This is, theoretically, eliminated with a tube shock. Without the lever arm, every movement made by the shock is effectively damped. Unfortunately, on the MGB, the front lever shock also serves as the upper control arm, so it must remain in place. As a result, brackets to mount the shock have to be designed around this unit, making for a rather clumsy installation. The end result is, brackets that have a tendency to flex under heavy load, therefore minimizing the effect of the tube shock.

Enter the Moss Coil-over Kit. The problem of working around the original shock is eliminated by replacing it with a separate A-arm. The shock is a compact unit produced in England specifically for Moss for this kit. In addition to having infinite dampening adjustability, this unit also incorporates adjustable ride height and a variety of available spring rates, depending on the application. What all this means is, not only do you get improved handling due to the addition of the tube shock, but you also have the adjustability to make the car handle just the way you want it to.

I found the Moss Coil-over kit remarkably easy to install. The hardest part is drilling the hole in the crossmember that the shock passes through. The kit comes

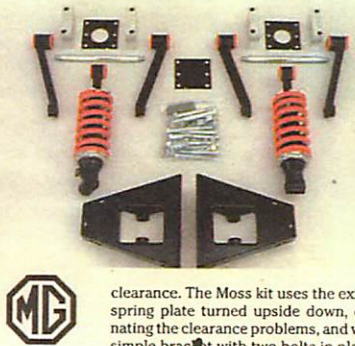


complete with two drill bits; the idea is that you take the small drill bit and make a series of guide holes with the template that is also included in the kit. Once that is done, you use the larger bit to open the holes enough that the center just falls out. The instructions tell you to use a slow drill speed to preserve the drill bit. I tried that on one side and it took over an hour to finally get through. I bought a high speed drill bit and some proper cutting oil, and using a standard high speed drill, blasted the other side out in about 10 minutes. They also suggest using a file to clean up the inside of the hole, to enable the shock to pass through. That works. However, a die grinder or a stone on your drill will work much faster and be less frustrating.

The Moss kit comes with most of the parts you will need to make the conversion, but not everything. The A-arm bushings, lower trunnion seals, washers, and distance tubes, as well as the upper trunnion bushings must all be ordered separately. While I had it apart, I replaced the kingpins, tie rod ends and steering rack

boots, because I didn't want to do this again any time soon. Inspect them at the very least. I always use the Urethane A-arm bushings; they tend to last nearly forever, also, they are soft enough to dampen road vibrations but hard enough to positively mount the suspension. Be sure that you coat all bolts with anti-seize, you never know if you will be the one to next disassemble it.

Once I had the front suspension done, I realized just how bad the rear suspension was. I decided that an excellent complement to the Coil-over kit would be a Moss Spax rear tube shock kit. The Spax damper incorporates a similar damper adjustment to the Coil-over kit, though it doesn't affect ride height. I also chose to replace the standard springs with the new de-arched springs that Moss is carrying, lowering the car approximately one inch in the rear. The installation of the Spax kit couldn't be easier. Typical Spax kits use brackets that hang down about 2 1/2 inches below the spring plate. This positions the shock very low and can cause problems with ground



clearance. The Moss kit uses the existing spring plate turned upside down, eliminating the clearance problems, and with a simple bracket with two bolts in place of the old shocks, it couldn't be simpler.

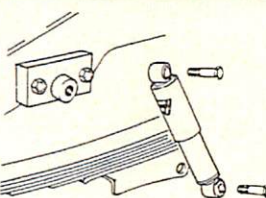
Adjustment of the dampening is by trial and error, as is the ride height. Out of the box, the Coil-over shock comes ready to install. I found the dampening suitable for street use but the ride height was bit high with the lowered rear springs. The Spax shocks are at the end of their adjustment, so tighten them equally until the car reaches the desired firmness.

I find that the Moss Coil-over/Spax combination really tightens up the suspension; the car feels like it adheres better to the road surface, and is in much better control. The undamped movement of the shocks is gone, so even on the open highway, the car feels more secure than any MGB I've had the pleasure of driving. In short, if you don't like the way it handles, change it. The possibilities are endless. I haven't experimented with sway bars yet, but that may be next, though the way the car feels, I may just leave well enough alone and go for a blast up highway 1 to Big Sur. Honest boss, it's a business trip!

Handling You've Only Dreamed of... Moss MGB Spax Rear Shock Conversion

This great Moss kit has top mounting brackets to replace the lever arm units, while the standard spring plates are retained as the lower brackets. The installation comes no lower than the rear leaf spring and has far improved ground clearance over Spax's own design!

The Spax shocks are adjustable and allow the damping action to be made to suit your particular needs. The design allows the axle to be located better, and to stop spring "wind up", as well as giving better damping action. (Kit does both sides.)



Kit

268-228

\$239.95*

OPEN 7 DAYS A WEEK! (SEE BACK COVER)

Moss MGB Dynamic Coil-Over Front Suspension Kits

Imagine your MGB suspension being comparable to that of a brand new Jaguar! A totally revolutionary MGB front suspension system transforms the ride quality and handling characteristics of all MGBs into a thoroughly modern-feeling suspension system.

This conversion totally removes the original front shock and replaces it with a custom coil-over unit. Installation is straightforward and can be carried out the same day by following the comprehensive instructions supplied with the kit.

The necessary template and drills are included with the conversion to ensure that fitting is trouble-free. All major components come in a corrosion-resistant finish.

Coil-Over Kit, Road (475 lb./in. spring rate) 268-198 \$639.50

Coil-Over Kit, Fast Road (500 lb./in. spring rate) 268-208 \$709.95

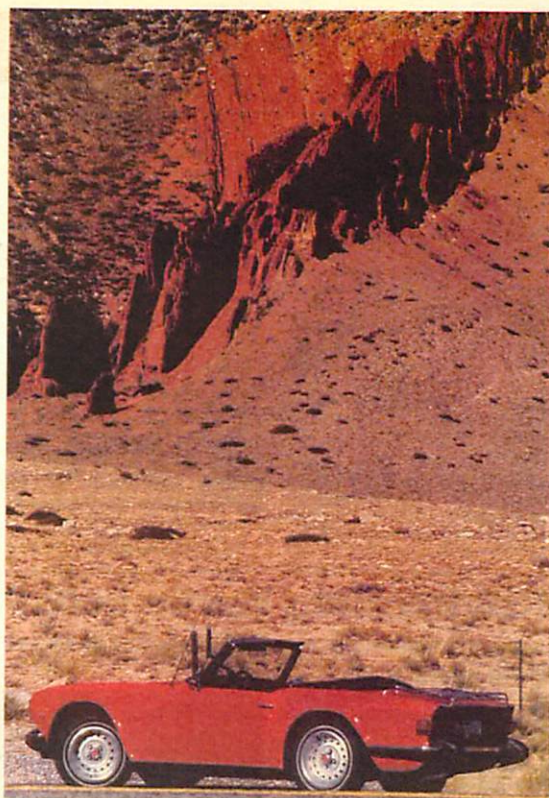
Coil-Over Kit, Competition (525 lb./in. spring rate & revised shock settings) 268-218 \$725.50

► The Winners! 1992 Moss Motoring Photo Contest

Your superb sports cars must have been quite inspirational! We received hundreds of excellent photos, making it a very difficult task to choose just twelve award winners. Many photos were beautifully enlarged, and we wish we had the space to present them full size. Not only has the overall quality of photos been most impressive, your cars are most outstanding. Keep up the great work for next year's contest!



▲ **John & Janice Percival**
Burnaby, BC Canada **1st Prize**



▲ **James Larson**
Billings, MT **Grand Prize**



▲ **Rob Rittenhouse**
Seattle, WA **Honorable Mention**



▲ **Frank Zalucki**
Rensselaer, NY **Honorable Mention**



▲ **Kent Kanipe**
Prineville, OR **Honorable Mention**

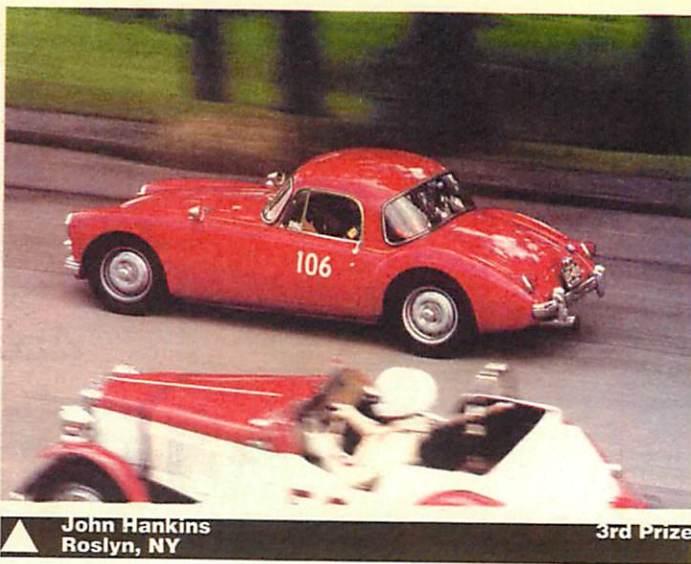


▲ **Mike Melody**
S. Portland, ME **Honorable Mention**

Grand Prize Winner will receive a Moss Motors' Gift certificate for \$125.00. Other winning photographers receive: First Prize, \$100.00, Second Prize, \$75.00, Third Prize, \$50.00, Honorable Mention, \$25.00. Every entrant receives a gift certificate for \$5.00.



▲ Penny Chencinski
Wood Bridge, NJ 2nd Prize



▲ John Hankins
Roslyn, NY 3rd Prize



▲ Rich & Katlyn Toronto
Vallejo, CA Honorable Mention



▲ Tom "Buddy" Efird
Albemarle, NC Honorable Mention



▲ Mark Reavis
Madison, AL Honorable Mention

Many of the entries sent to the contest had interesting stories or comments with them, and we'll do our best to include some of these in our Sports Car Gallery column. We thank each and every one of you for sending photos.

OPEN 7 DAYS A WEEK! (SEE BACK COVER)



▲ Baird Foster
Moorestown, NJ Honorable Mention

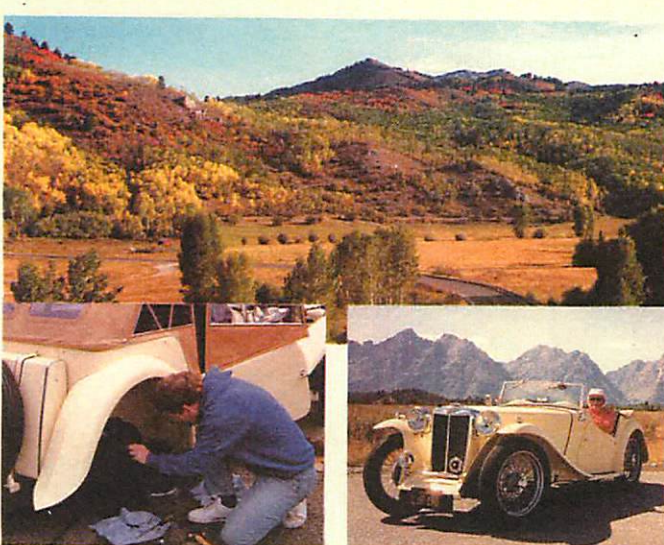
Journey to GOF West, 1992

Chris Nowlan, Product Development Manager

Maybe the sunrise in Santa Barbara on August 28th was especially beautiful, or maybe it was just our excitement at being up so early to set off for GOF West '92, this year's annual gathering of MG T-series owners in Jackson Hole, Wyoming. My friend from Ohio, Paul Johnson, had flown out to join me on this trip and we were up early, finishing our packing and stoking up on coffee. My TC was ready to go, having undergone a thorough pre-trip inspection. For those of you not used to making long journeys in old sports cars, this included flushing and refilling the cooling system, changing oil and filter, a careful inspection of the braking system, checking the chassis for worn bushings, loose hardware, signs of leaks and wiring harness deterioration. A set of new 19" tires was carefully hand-fitted, and all grease points were lubed. The only major work found necessary was the complete re-wooding of the passenger door, which had sprung open one too many times. With the aid of the detailed procedure outlined in Mike Sherrill's excellent book, *TCs Forever*, the operation and subsequent re-painting of the door had gone without a hitch.

Promptly at 7:40 a.m., fellow Santa Barbara MG club members Larry & Barbara Long arrived in their loaded TD for our planned 7:00 a.m. departure. After a few minutes of good-natured razzing, and the compulsory departure photographs, we were off. Our first day's itinerary was a combination of scenic back-roads and some unavoidable interstate up to the Gold Rush country, to overnight with old friends, Lawrie & Jane Alexander in the Sierra foothills. Longer restaurant breaks than we had planned, to cool off from the day's heat, meant a late arrival, but by 7:00, cold drinks in hand, we were exploring the Alexander's 3-acre spread with particular emphasis on Lawrie's very well equipped restoration shop and his latest Concours project, a 1949 TC.

Saturday dawned bright and clear and we were soon on our way with the Alexander's MGA 1500 joining our two TCs. A scenic climb to Lake Tahoe and on to Carson City, then miles and miles of



Hwy. 80 through somewhat less scenic terrain (?). It was hot but uneventful, with all three MGs purring along nicely. After 470 miles, we checked into a motel in Wells, Nevada. The "best restaurant in town" also happened to be the town's casino, and they offered a limo service to and from the motel. Guess where we ate! (Not that we were saddle-sore, or anything...) The meal was fine but there was an element of "The Twilight Zone" about the evening: the air was thick with tobacco smoke and all the waitresses seemed to be in competition for the "biggest hair in the world" award!

As usual, Sunday's carefully planned departure was 40 minutes late, but this time it was my fault. On the previous day, I had heard a scraping sound from my right rear wheel when I cornered hard, so an inspection of the hub was in order. Sure enough, a wheel bearing I had diagnosed in Santa Barbara as "going to need replacing soon" was now allowing the hub to flex to the point that the brake drum could scrape the backing plate. Nothing terminal, but a lesson for the long-distance traveler: if in doubt, don't take chances! It went back together but would have to be changed soon; in the meantime, less ag-

gressive cornering was in order. Sunday's drive was to take us up Hwy. 93 towards Sun Valley before bearing off to visit the Craters of the Moon National Monument (Boy, what a mess a volcano can make!) then to overnight at Rexburg, Idaho. The weather was great, the roads much more interesting but today was "gremlin" day. At midday, Larry reported a whine from his rear axle was becoming louder. Then, as we pulled into Rexburg, less than a 1/2-mile from the motel, the TD suddenly and most convincingly ground to a stop. It didn't take long to realize that the differential pinion bearings had self-destructed, judging from the odd angle at which the pinion and driveshaft flange now sat relative to the axle housing. As luck would have it, the owner of the house outside which this happened had a friend who owned a rental car business, and who was willing to open up on Sunday evening for us, and he even offered his side yard to Larry to park the TD and repair it. An hour earlier there weren't even buzzards to be seen where the car could have broken down!

Over dinner, we pondered our options: rent a truck to transport the broken TD; try to find a used rear axle assembly and

get it trucked post-haste to Rexburg; or to try and rebuild Larry's broken unit. Since the first two options were expensive and would seriously impact the trip's time schedule, we decided to go with number three. Clearly we needed new bearings, but would the ring or pinion teeth have been damaged? Larry decided to strip the axle housing to find out. In the meantime, Jane had taken a walk and found that by chance there was a bearing supply house right nearby. A phone call to Chris Kepler at Moss, and I had all the interchange numbers I needed. With the help of Gerald at Rexburg Bearing Supply, we soon had the front bearing in hand and the rear one on its way by express delivery from Reno. (I was also able to get the rear wheel bearing I needed!)

Our final day took us through the west entrance of Yellowstone National Park, and, despite the recent ravages of fire and bark-beetle, we enjoyed hours of incredibly scenic motoring. We became eagle-eyed game observers once we realized that the wild game all congregated wherever more than two cars are parked at the roadside... While we didn't lay eyes on lions, tigers and bears, we did see just about everything else. No visit to Yellowstone would be complete without seeing Old Faithful do its thing, so we spent a quiet half-hour waiting for that display. Paul was convinced there was a man in the bushes turning on a giant valve at the appropriate moment, but the rest of us were impressed!

The final two hours were driven through heavy rain, so for the first time, we reluctantly raised the top but kept the side screens stowed and - thanks to the magic of Rain-X - kept the wipers parked. We arrived at the Grand Teton Lodge after 27.9 hours driving time, 1409 miles at an average speed of 51 mph. The GOF West '92 meet, attended by close to 100 couples from all over the west coast (and some from the midwest and Canada) was truly wonderful. The facilities were fine, the scenery breathtaking. I did get my wheel bearing replaced and the car sufficiently cleaned to place second in the TC class. Larry completed his repairs and found that the rear axle was quieter than it had ever been before. He also took an Honorable Mention in the field of 30-odd TDs.

As I finish up this article for a tight Moss Motoring deadline, it's time to repack the TC and bid farewell to both new and old friends. It's currently pouring buckets and it's a whole lot more pleasant sitting here on the front porch of our little cabin rather than running through the rain to the main lodge and a fax machine, but Laura says it's now or never, so here I go!

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 January 15, 1993. 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 include your name, address, state you are located in, and phone. Send payment with ad to: Classic-fied Ads, 400 Rutherford Street, Goleta, CA 93117.

MG TD: A true opportunity and a true classic beauty! Red body, white top, black interior and tonneau cover. Chrome luggage rack. Body, top, paint and mechanical condition very good. Always garaged. \$20,000. 417-532-3530.

1960 TR3: Hard top. Good rubber, runs and drives but needs TLC. Typical rust. \$3,775 O.B.O. Jeff 612-461-2720 evenings.

1974 MG Midget: Blue in color. Excellent condition. 74,000 miles, 2 tops. Re-

cent clutch, bearings, etc. No rust, excellent tires. Complete repair records available. Garaged. \$2,500. Call Marshall Mount 201-653-2629.

1965 Austin-Healey Sprite: Custom restoration. New paint from bare metal. Fresh motor with 1,000 miles. New transmission. New custom upholstery. Always garaged. driven occasionally. Tons of receipts. Spare parts. Needs very minor work. A steal at \$3,500. Call Dave at 602-763-9354. All messages returned.

1953 MG TD: Wire wheels, professionally restored to Concours condition, from ground up. Less than 1000 miles since restoration. Cream with tan upholstery and top. \$25,000. D. Hafner 416-483-0630.

1962 TR4: Early TR4 model. New red exterior and black interior. Original engine, transmission, etc. Excellent electrical, good running condition. Potential show car with some TLC. Needs convertible top. \$6,300. 310-372-0144.

1973 Triumph Stag: Automatic and rust free. The body has been stripped to the bare metal and repainted the original color, magenta. Rebuilt engine with 10,000 miles on it. The car is in excellent condition, sharp looking, and runs great. Convertible with hard top and rag top. Photos are available. Asking \$7,000. Only serious callers please. Ron 414-637-2981.

1950 TD: Autumn red with black leather interior. Only 500 miles since 90% ground up restoration using Moss Motor parts. Trophy winner. Always garaged and covered. Extra parts and literature including original technical manuals. \$14,000. Pictures available. Call Rick 509-966-5529.

1980 TR8: One owner, treasured automobile. Continually updated, in great repair. New top, new paint, runs great. 52,000 original miles. Recently divorced and I have all three of the children, none of whom drive. Must sacrifice; asking \$8,500. Doug 319-365-3294.

1972 MG Midget: Runs great. Good body, approximately 1,000 miles on rebuilt engine. Needs cosmetics. Stock, excellent for restoration. \$1,500. 209-434-3919.

1961 MGA 1600 Roadster: New Grey paint with special order Grey leather interior. Rebuilt engine and transmission. Nice California car, nice price. \$8000. 805-963-0915.

1980 TR7: Dual carbs, 5 speed, 80,000 original miles. New paint and interior. Many extra parts. \$4500 OBO. Rusty, 704-784-3461.

1952 MG TD: Ground-up restored in 1984. British Racing Green - tan seats and top. On road, great car, looks new. Photos available. Geoff. 516-878-2154, evenings. \$16,500.

TR6 Original Style English Panel Kits

Well, black doesn't photograph well at all, but these kits are absolutely the finest available anywhere! Constructed and finished exactly as the factory originals with heat-pressed seams and durable panelboard, and in authentic Triumph colors. These sets include door panels, rear quarter panels, triangular rear sill panels, wheel well covers and rear cockpit panel.

1969 Black English Panel Kit
645-440 \$309.75
1970-72 Black English Panel Kit
645-305 \$309.75
1973 Black English Panel Kit
1974-76 Black English Panel Kit



645-330 \$309.75
645-370 \$309.75

Installing a Crane XR-700 Ignition System in Your Car

Ben Travato, Santa Barbara, CA

O f all the systems that enable your British automobile to keep rattling down the road, fewer are more trouble prone than your ignition system. The main culprits are usually the contact breaker points and condenser. The usual scenarios are: 1: the points (after too many miles since the last replacement) finally wear out the rubbing block, close up their operational gap and burn up their contact faces; 2: (my personal favorite) the condenser finally shorts out and takes the points with it by frying the contacts.

There are other little problems like the fact that the distributor body and shaft can wear to the point that the points' cam is no longer rotating in perfect circles, but is now changing its orbit as will from circles to ellipses and sometimes the cam opens the points completely and sometimes it doesn't. Not only does this effect the period that the points are closed (Dwell) but it can effect the ignition timing as well.

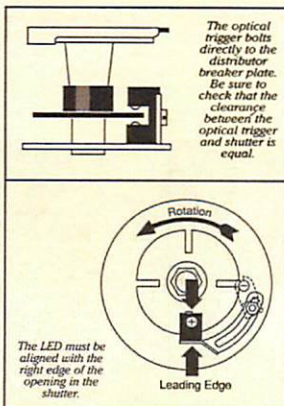
The golden rule of British Cars (néé Murphy's Law) now applies here; that any of the above will happen to you at the single most inconvenient time of your life, usually miles from anywhere in bad weather when you need the car the most. Also, its going to cost you piles of gold (hence golden rule) to get towed to the nearest town, whose local auto parts store will not have the parts you need anyway!

Point ignition systems have been around since the dawn of the automobile age and so have failures of its most basic components - the points and condenser. British Leyland recognized the shortcomings of the point type ignition systems, and in the later production runs of the MGB and TR7 these cars were fitted with electronic-type ignition systems. Unfortunately, early Lucas systems incorporated a number of flaws.

The standard Lucas system is renowned for failure of the ignition amplifier unit, (the black box under the coil). It has never been a question of "will it fail", only "when". The Crane XR-700 is a less expensive and permanent solution to this problem (distributor s with point systems use Moss #222-335 kit, those with electronic ignition use #222-325).

What is an "Electronic Ignition System"? It is an ignition system that uses non-mechanical means to trigger the ignition coil to fire, thereby eliminating the trouble prone points and condenser completely, and replacing them with system that is triggered by either a magnetic pulse or optical flash.

The Crane (a.k.a. Allison) XR-700 Ignition System works on the optical principle with the points and condenser being replaced by an optical pick-up and a "shutter" wheel attached to the distributor shaft. The system works using a light emitting diode (L.E.D.), shining a beam of light to a photo-optic cell immediately opposite. These two are located in the optical pick-up, which has a slot through it in which the flat surface of the shutter rotates. The shutter wheel has the same number of evenly spaced slots in it as the engine does cylinders, and is fixed to the distributor shaft either by self-locating spring clips on



the point type distributors, or by the original snap ring and washer when used on the later electronic distributors. As the wheel rotates, a slot will pass over the photo cell, allowing it to see the L.E.D., and in conjunction with the ignition module signal the ignition coil to fire. The great feature is that there are no points to wear out, no condenser to short out and a L.E.D. never burns out! Also, if the shaft or body are worn in your distributor, they will have negligible effect, as the shutter wheel is still wide enough to compensate, regardless of the shaft's orbit. Because there are no mechanical parts to wear out with the Crane XR-700 installed, you will never again have to adjust your timing or dwell!

I know this sounds incredible, but in 85,000 miles on my MGB GT, my timing hasn't changed one degree. The added bonus is your future tune-ups will take less time to complete and cost less. After choosing the appropriate kit for your car, the first step is to find a location in the engine compartment to place the Ignition module. These leads are sufficiently long enough to allow mounting anywhere in the engine compartment, so even you Concoct fanatics can install a XR-700 and mount it out of plain sight. On the car used in this article, a '71 MGB roadster belonging to Moss' own lovely and talented Jill Jones, I chose to mount the Ignition module in a empty space next to the Ignition coil on the right inner fender well and across from the distributor. The kit provides two self-tapping screws in the parts bag for this task, although I used one pre-existing threaded hole and the screw in it that also mounted the wiring harness, so I had only to drill one hole to install this entire system!

The next step is to connect the various wires as dictated by the appropriate Crane diagram. Jill's car is negative ground, so the connections were straightforward, as the wires are color-coded and labeled as to the terminals they connect - practically foolproof.

Now that we have installed the Ignition module on Jill's car, let's address installing the optical pick-up. The first thing to do is to set the engine so its timing marks line up on Top Dead Center cylinder number one.



Left to right: Early "point-style" MGB distributor; same unit with XR-700 installed; late "electronic" MGB distributor with XR-700.

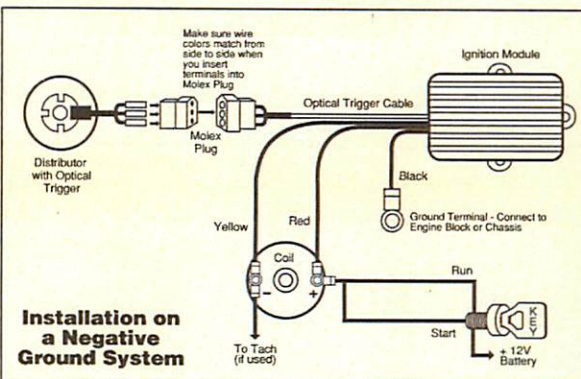
If in doubt as how to achieve this, consult your workshop manual. Now follow the spark plug wire from #1 cylinder back to the cap, and mark both the cap and the side of the distributor body with a felt tip pen. On BMC series A (Midget) and B (MGB, MGA) motors, it may be easier to install the optical pick-up in the distributor if you remove the distributor from the engine first. To install the optical pick-up, remove the points and condenser, or, on Lucas electronic systems, remove the old pick-up and cable conduit. On Jill's MGB we'll hang on to the plastic terminal that the low tension lead connects to; this is the part that fits into the distributor body and protrudes into the cap itself.

Next we'll install the optical pick-up with its adjusting arm and mounting foot

taking care to match the colors to the other half of the plug.

If you have removed your distributor, now is the time to reinstall it back in the block. Slacken the clamp bolt and rotate the distributor body until the rotor points at the line you marked earlier and connect the optical pick-up to the Ignition module with the Molex plug. Next, remove the high tension cable from the distributor cap and tape it somewhere where the end of it is about 3/8" from a good ground.

Switch on your ignition and you can make final adjustments to the optical pick-up. This is done by sliding the pick-up in a clockwise direction toward the approaching slot. As the pick-up passes the slot, the L.E.D. will see the photo cell and fire the



on the breaker plate of the distributor, using one of the screws that originally mounted the points. On electronic distributors, use the screw that held down the plastic conduit. Now fit the shutter wheel to the distributor shaft and slide the optical pick-up into place. Don't tighten all the screws completely until you reinstall the distributor, and make sure that there is plenty of clearance between the shutter wheel, pick-up and rotor arm, so that they don't rub anywhere. On Lucas electronic systems it may be necessary to slightly bend the studs that held down the original pick-up so that they don't contact the shutter wheel.

You'll find that on most Lucas distributors, you will have to set the optical pick-up right down on the breaker plate to get any clearance above or below the shutter wheel. Turn the distributor body so the rotor arm points at the line you marked on the body, and adjust the mounting foot so that you can slide the pick-up across the nearest slot in the shutter wheel. Run the gray cable out of the distributor body through the original grommet on Lucas electronic systems, or on earlier cars like Jill's MGB, take the original low tension insulator and drill out the bolt passing through it. You will find that the cable will just fit in the hole and with a little silicone gasket goo, you can affect weather-tight seal.

Be sure to leave enough extra cable inside the distributor body to allow movement of the breaker plate if the distributor has vacuum advance attached. A small tie-wrap is included in the parts bag for this purpose. After routing the cable out of the distributor, you can install the Molex plug,

ignition coil, resulting in a spark jumping from the high tension lead to the ground. Besides being able to see the spark, you should be able to hear it as a crackling noise. You want to slide the pick-up until the coil fires and no farther, then tighten the screws to secure it. You may want try this a couple of times until you are comfortable with its final position.

After the final adjustments of the optical pick-up make sure that nothing rubs and that the distributor cap fits with no interference. On MG T-types and Austin-Healey 100s this is very important, as the space under the cap is at a minimum. Now we can set the timing to the manufacturer's specs, on Jill's car for the last time, as the timing will never change from wear in the distributor. However, it's a good idea to check the timing, say, once a year, to see if there is any change due to timing chain wear or wear in any other components.

While we are in the neighborhood of the Ignition system, it's a good idea to examine the rest of the components. On Jill's car, the distributor cap and rotor were renewed, her ignition wires were replaced with a set of Lucas Premium Ignition Wires (#171-660) and her tired old coil replaced with a more powerful Lucas Sports Coil (#143-200). Last but not least, you'll need a set of new and properly gapped spark plugs.

The end result of our labor, according to Jill, is a car that runs smoother, is more tractable, starts easier, and will require less maintenance.

(Note: This article is meant to be used with Crane XR-700 installation instructions, not to replace them-Ed.)

Crane/Allison Electronic Ignition



Complete and easy to install, this electronic conversion gives faster starting and cleaner running-better performance at all engine speeds. Fully guaranteed by the manufacturer to never wear out! (Will not fit cars originally fitted with Delco distributors.) Works on cars with worn distributor shaft bushings and wobbly breaker plates. Not only does Allison provide a lifetime guarantee, they will also repair or replace a damaged or broken unit absolutely free! They can be reached on their toll-free help line if you have questions on installation, problems or just need additional technical information. Don't wait any longer!

- MGB 1975-'80, Midget 1500, Spitfire 1975-'81 and TR7 1975-'80 222-325 \$94.50
- MG TC-TD, MGA (except Twin Cam), MGB 1962-'74, MGB (with point-type distributors), Midget I-III, Triumph TR2-4A, Spitfire 1962-'74, Austin-Healey 100-4 and Sprite. 222-335 \$92.50
- TR250, TR6, GT6 MKI-III, Jaguar XK120-140-150, Austin-Healey 100-6 & 3000. 222-340 \$94.50

Our British Sports Cars

Rein Gabrielson Sales Department 1967 MGB

To understand the thrill of maintaining and driving an English car, one must read *Zen and the Art of Motorcycle Maintenance*. The oneness achieved by this experience enhances one's life to make one a more rounded person. And hey, it's boatloads of fun, too!

My 'B is a daily driver, only leaving me stranded once, in Redding, California. I am often asked all the usual questions on my travels about breaking down, and most people are amazed to hear that these cars can be used daily. (If you ever lose your radiator in Redding, look up Rod's Radiators!)



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



Maggie Chambers, Purchasing Dept. 1969 Midget

Late last year, we received a phone call from a friend affiliated with one of our local wrecking yards - his voice tinged with panic. "Hey, you guys! What are you going to do with the yellow Midget? They're going to crush it!" My husband Art and I told him that the MG had been sold by us a couple

of years earlier and we weren't the owners, but we knew the current owner. A quick phone call left us with the pink as a gift and we only had to pay an eighteen month impound fee to be the new owners of our old 1969 MG Midget.

Being left unattended and exposed to the elements in a junkyard for a year and a half has certainly taken its toll. Many parts are missing, lots of rust and many, many mad hours ahead...



Peter Arakelian, Purchasing Department 1971 TR6

Yes, that's me checking under the hood. It seems like there is always something to look for, check on, or otherwise examine! Lately my back Stromberg has been oozing a little gas from that ever so clever plug/sediment trap in the bottom of the float bowl. So I check on that to make sure the leak has really stopped. I also serve as a technical reference station for the sales staff: "Does that vacuum line really run that way?" But, that's O.K., where else could I work where I could tinker on my car and call it customer service?

Reproduction and Original Equipment Parts

How Moss Gives You the Highest Quality at the Lowest Prices

Alan Moss, founder of Moss Motors, first traveled to England in the mid-1960s to seek sources of supply for items which BMC (then owners of MG) had decided to discontinue because of reduced demand. At first looked for original suppliers to MG and forged some useful informal links with enthusiastic employees at the MG factory who gave him great help with his search for these sources. We still use a small number of these original suppliers to this day.



We'll go to all ends of the world to keep your sports car on the road!

In many cases the original supplier would be only too happy to use the OE (original equipment) tooling to produce parts for us, but equally many suppliers were only interested in producing large volume runs, which we could not justify. England was also the place we looked to, as the U.K. auto industry was still littered with specialist low volume auto manufacturers, including the likes of Rolls Royce and Morgan. These auto manufacturers needed suppliers of high quality components produced in relatively modest quantities. At Moss also started up an in-house machine shop facility to manufacture components which would mostly be required in extremely small quantities. This facility

is still in use today and produces over 400 items in our current product range.

As the number of reproduction items that we required increased, we had to consider short run production technologies to produce high quality components. It simply isn't economically feasible to invest large dollar amounts (and we are talking hundreds of thousands of dollars here) to produce factory original-type press tools to stamp out TR4 front fenders, and then find there are hundreds of other similar projects to do, all with sales of around 50 pieces per year. A further complication is that the range of components we seek to manufacture is extremely di-

verse. The manufacturer of TR3 floor panels is not likely to be able to provide us with MGB steering wheels. As these original manufacturers have gone out of business over the last many years, as well as original tooling becoming worn and unusable, we have been forced to look elsewhere to reproduce the extensive range of products we sell.

After scouring the world for new manufacturers, we discovered that Taiwan is an excellent source for many components, as the technologies they still have available are very compatible with 1940s to 1960s British sports cars. For example, very few cars built in the 1990s have chrome-plated bumpers, whereas the vast majority of the cars we service do have chromed bumpers. The Taiwanese manufacturing industry is also very adept at producing quality components in relatively reasonable batch sizes. The quality of the products they produce is superb, and Taiwan is increasingly being compared to Japan (where Japan's reputation for quality in the '50s and '60s was abysmal, while today it is considered to be among the finest in the world!)

Through our links with British Motor Heritage we have access to the factory drawings (in most cases) and this enables us to ensure that reproduced parts duplicate the parts using original factory standards.

Of course, we are fortunate that we can still buy many Genuine Factory and Unipart components, Borg and Beck clutches, Girling brakes and some Lucas lamps and lenses, which reduces the number of items we need to re-tool. It may interest you to

know that an analysis of our purchases show that, by value, we buy 54% of what we sell from England, 33% from the USA, 11% from Taiwan and 2% from other countries as diverse as Australia, Argentina, Japan and Korea.

It is an irony that our opportunities to manufacture in the U.S.A. actually improve during a recession. Many potential suppliers who are not interested in our business when times are good, view our approaches differently when business is difficult to get. One of our most recent ventures has been to have our Aerolite brand pistons manufactured in sunny downtown Los Angeles. With the big three (GM, Ford and Chrysler) reducing the number of suppliers they use, we also hope to be able to utilize the spare capacity in the American automotive industry to enhance our U.S.-purchased products.

Quality is of utmost importance to us, and we know it is extremely important to you as well. We are proud of our quality and welcome your comments by phone or customer comment card at any time. And don't forget, we stand 100% behind our products and will accept back, for a full refund, any product you find unacceptable for any reason up to six months from the date of purchase.



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

Triumph TR4-250 Rear Bumper

Triumph TR4-250 rear bumpers have been unavailable for 10-15 years, but now...they're back!

We are pleased to be able to offer these limited production, partially hand-made reproduction rear bumpers. The chrome-plating is excellent, but some minor waves, due to the technical limitations of the manufacturing process, make these unsuitable for a 100% Concours restoration.



Bumper

854-080

\$425.99

The Austin-Healey 100-Six and 3000 - 1956 to 1968



1956

JUNE: First 100-Six built in Longbridge.

AUGUST: Production of 100-Six (BN4) begins.

1957

FEBRUARY: Longer front coil springs added to raise the front end, improve appearance and ride handling.

SEPTEMBER: Left-hand locking external door handle is replaced by non-locking plain type.

NOVEMBER: First Abingdon-built (BN4) car. First six-port engine contains new higher compression cylinder head with separate inlet manifold and larger valves. Larger 1 3/4" HD6 carbs are fitted. Clutch and brake master cylinders with integral reservoirs are replaced by a remote dual clutch and brake reservoir. Snap-lock replaces spring-loaded ball joints to accelerator control rod linkage.

1958

MARCH: First BN6 car is built.

JULY: Radiator temperature pick-up moved to thermostat housing.

SEPTEMBER: Adjustable steering column is now optional. Hood prop is moved to right-hand side. Door seals are now color-coded, but all trunk mats are black. New top frame.

NOVEMBER: Front apron panel is added to BN6.

MARCH: Both 100-Six models (BN4 and BN6) are discontinued.

1959

MARCH: New 3000 models are introduced, BN7 (2-seater) and BT7 (4-seater). Engine is bored out to 2912cc with cylinders slamed in pairs, and 9.0:1 compression ratio. 10 inch clutch added along with stronger gears, revised gear and overdrive ratios in transmission. New front wheel disc brakes.

JULY: Electric choke replaces manual and has no choke control. North American cars are fitted with sealed beam headlamps at the factory.

NOVEMBER: Electric choke is deleted and manual choke re-introduced. Choke control is moved to main fascia panel.

DECEMBER: Modified radiator improves cooling.



1960

MARCH: Layshaft needle roller bearings are replaced by bushes.

MARCH/APRIL: Disc wheel cars are fitted with front brake dust covers.

JUNE: Layshaft bushings switched back to needle roller bearings. Revised front coil spring rates improve road holding.

DECEMBER: On export cars, rear reflectors are relocated to brackets on bumper. Some export cars are also fitted with joint bracket for rear number-plate and lamp.

1961

MARCH: First Mk II produced has three HS4 carburetors and a new camshaft. New vertical bar radiator grille with air deflectors. New vibration damper added. Seat belt mounting points become integral part of body.

AUGUST: Brake servo becomes optional extra, brakes on cars with servo fitted are modified to suit.

NOVEMBER: New center shift gearbox with fiberglass cover and top selector. Speedo cable is shortened. New brake and clutch pedal levers and water pump with press-fit pulley fitted. Carb floats are changed from metal to nylon.

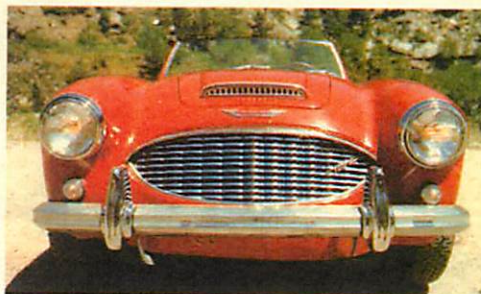
1962

JANUARY: Fuel pump is moved to right-hand side of car to avoid exhaust heat vaporization. Two HS6 carburetors replace three HS4. New wrap-around windshield, convertible top, and doors with windwings and roll-up windows are fitted. Coil spring rates are revised.

MARCH: Two-seater model (BN7) is discontinued.

MAY: Production of Mk II Convertible (BJ7) begins.

JUNE: Last four-seater (BT7) is built.



1963

APRIL: Zip fastener for top rear window is added.

MAY: 9 1/2 inch diaphragm spring clutch is introduced.

JUNE: 48-spoke wire wheels are replaced by 60-spoke wheels.

OCTOBER: First Mk III Convertible (BJ8) is built with new camshaft, valve springs and HD8 2" carbs. Dual exhaust system with additional rear mufflers and servo brakes are standard. Changes include new fusebox, control box and generator. New wood fascia with center console, key-operated starter, electronic rev counter and 140 mph speedometer is fitted. Windscreen washer bottle with larger neck moves under hood. Ambla trim is standard with embossed square seat pattern. Rear seat squab is hinged and converts to a luggage platform.

NOVEMBER: Last Mark II Convertible (BJ7) is built.

1964

MAY: Major changes in rear suspension greatly improve ground clearance. Six-leaf rear springs are added. Radius arms to rear axle, are fitted on pedestals topped with rubber bumpers and rear shock absorber arms modified to suit. Panhard rod is deleted. New side-specific front swivel axle assemblies are fitted as well as modified disc brakes and wire wheel hubs with coarser threads (8 t.p.i.). Some export cars are fitted with one-piece fans with eight, and later 16 blades. Front and rear indicator lamps now have larger lenses. Push-button door handles now include external locks. Longer armrest on propshaft tunnel replaces hinged armrest with storage.

1968

MARCH: Separate amber front/rear indicators, and rear reflectors on bumper brackets are fitted to all. Last car, a MkIII Convertible (BJ8), is manufactured.

(Much of this history has been distilled from a book that every Austin-Healey enthusiast should own, "Original Austin-Healey Restorer's Guide to 100, 100-Six and 3000", which is available by ordering #211-395. Many thanks to Moss salesman Frank Butcher for his additional compilation and to customers Baird C. Foster, Jr., Douglas Runquist, Richard Barrett and Jim Mayer for the excellent photos of their beloved Healeys!Ed.)

OPEN 7 DAYS A WEEK! (SEE BACK COVER)

Healey Front Medallions

It's amazing how something as insignificant as a front grille badge can affect the look of your car. Don't insult your car's beauty with an old worn medallion when it's so simple to install a brand new, brilliantly chromed reproduction. It's also a great stocking stuffer!

*100" Grille Emblem
021-737 \$22.95
*100-6" Grille Emblem
021-740 \$9.50

Winged Emblem, 100-4, 100-6 & 3000 to (C)13750 021-725 \$24.50
MKII Winged Emblem, 3000 from (C)13751 to 25314 601-280 \$34.95
MKIII Winged Emblem, 3000 from (C)25315 021-739 \$34.95



THROUGH THE WINDSCREEN

CLUB NEWS AND EVENTS

The Club Scene

Ken Smith, Club & Events Coordinator



Moving road blocks - just one of the many challenges!

We last left you somewhere "back east", during this summer of quite bizarre weather, but eventually the Pacific Ocean again came into view through the windscreen, some 11,000 miles and 86 nights after we left Goleta in June!

Driving down scenic Highway 1 through Monterey, from Palo Alto, gave us the opportunity to review our journey in the Mossmobile and to reflect on some of the tremendous meetings we had attended since our last dissertation with you in these pages. We do not intend to give you a blow-by-blow account of each meeting, just a few highlights, some of which were most unusual.

We left you in Harrisburg, PA, where we traveled to MG '92, the huge 400-car North American MGB Register Convention in Peterborough, Canada (where we were delighted to meet with one of the chief architects of the MGB, Don Hayter). The unusual happening here was that the awards banquet was held in the local ice-hockey rink, where the trophies dispensed were already engraved with the winners' names from that afternoon's car show! We then wended our way to Buffalo where a couple of days were spent with the enthusiastic members of the Buffalo Octagon Association.

A couple of days spent fighting strong winds off Lake Erie saw us eventually reach Nashville (Indiana), where apart from a splendid collection of T-type MGs attending GOF Central, we were also greatly amused by the happenings downtown, where some 5,000 Harley-Davidson owners gathered for a weekend drag racing event! Many admiring glances were passed between both the bikers and the T-owners - both seemed to respect each other's affection for exotic, well-made machinery. A feature of the GOF was a Funkhanna Roddeo - in cars! - where drivers and passengers had to undertake various tasks, such



Moss Upholstery Shop expert (and manager) Fran Buse installs a top at this year's Triumph Marquee Day.

as shooting out a candle with a water pistol, roping an inflatable steer, and placing a brand upon a cut-out cow! Hey, these cars were meant to be driven!

Kansas City was our next port of call, where on a hot and humid weekend, some 150 MGAs gathered for GT17 - the annual convention of the North American MGA Register. As the cars drove onto the Kansas State University campus for the car show, each lady was handed a freshly cut morning flower - a nice touch. Again, an unusual happening, and even more bizarre, was the photo session for the winning cars, which was held in the basement parking lot of the headquarters hotel at well after 11:00 pm that night, complete with balloons and streamers!

On to Denver! Way back in the early summer, we received a fax here at Moss which said "You guys keep my old banger on the road. If ever you're in the Denver area with the Mossmobile, come and be my guest at my R.V. park". So, we met Teddy Cline, a real character, who not only owns an MGA, but also the Denver Meadows R.V. Park, in the shadow of the Rockies, and with a hot spa big enough to swim in!



An alternative view of the Palo Alto, CA, All British Day, September 13.

Call in and stay with him if you are ever in the Aurora area. I asked Teddy, when we arrived, if there was anywhere we could get the Mossmobile serviced locally, as we had done nearly 5,000 miles by now. "No problem, stay there," he said, and within minutes, a complete mobile lubrication service rolled onto the R.V. site, where a young man changed the oil, carried out a complete lube, replaced all the filters, and then presented us with a bill for \$39.00! We couldn't believe this unusually prompt and cheerful service.

The reason for staying in Denver was to prepare for the 40th Anniversary Meeting of the Big Healey at Breckenridge. We hauled the R.V. over 12,000 ft through the Eisenhower tunnel, and as usual, it was a little short of breath at this altitude! But then, so were many of the attendees at the meet, which took place over 9,000 feet!

Thunder and lightning, some rain, but a superbly organized meet saw hundreds of Healey enthusiasts and several members of the Austin-Healey design team enjoy a whole week of activities with funkahana, hill climbing, rallies, and, of course, the ever popular Moss Pinewood Derby. Our distinguished Chairman at Moss Motors, Howard Goldman, joined us at this meet, having driven his Bugeye out to Colorado, solo, from California.

Following a two day sprint with the Mossmobile performing to perfection, we covered a thousand miles to attend the gigantic MG party in Grand Rapids, Michigan - without doubt the largest gathering of a single marque in North America. 568 cars filled the field for the car show on Saturday afternoon, and there was much merriment at the awards banquet later

that day. Attendees were able to drive the track at Gratten Raceway the following day, before watching a superb program of vintage racing to round off the weekend.

We now were able to catch our breath a little, and a leisurely four day drive took us to Wyoming for the GOF West, held amid the spectacular splendor of the Grand Teton Range at Jackson Lake Lodge. Prior to this visit, I was unaware that this hotel was the site of a historic agreement signed between Secretary of State, James Baker and Russian Foreign Minister, Edward Shevardnadze in 1989, which eventually led to the end of the Cold War. The unusual happening here? Event Chairman, Warren Wendt appearing like an NFL linebacker at



September 4-6, 16th Annual Field Meet, Portland, Oregon.

- which just gets better and better, and above all, the welcome we received at each stop with the Mossmobile! You are the greatest! Thanks also to everyone who hosted us, the names too numerous to mention, but thanks a million! And our sincere thanks to the "The Moss Crew" back at base who supported us magnificently from so far away - a hard working team of dedicated professionals doing their best to keep you and your cars running well into the 21st Century!

Heard at the Moss R.V.:

"Can I sue Moss for divorce?" This from a woman whose husband takes his Moss catalog to bed every night and falls asleep while perusing it! We are considering printing a warning message on each catalog - "This catalog can be injurious to your relationship!"

"I understand you sell parts for British cars." Whereupon the gentleman produced a battered Dinky Toy MGB from his pocket and seriously inquired as to whether we supplied parts for model cars!

"Look, daddy - Moss Motors founded 1998" said the little girl as she passed by the RV, "that's just 6 years after Columbus came here". "Yeah," replied her father, "Moss has been around a long, long time!" (Actually we've only been here since 1948!)

"I've not received a Moss Motoring in ages, in fact, not since I moved two years ago!" "Did you tell us about your address change?" A deathly silence ensued. Moral: while our super-duper computer system can do most things, it will not track you if you move without letting us know!

We now look forward to the 1993 season and meeting with you all once again, especially our friends south of the Mason-Dixon line (We are coming...honestly!)

1993 Events?

It is time again to get your 1993 event dates to us so that we can include you in our events calendar, as well as make plans to attend, send donations or help out in any way needed!

Get together with your club and pin down the exact date of your upcoming British sports car day. We want to attend as many events as possible, but we need to have some advance notice. Write or fax in your plans to:

Moss Motors Events Calendar
400 Rutherford St, Goleta, CA 93117



Our very own English bobby made parking easy at this year's MG Marquee Day.

OPEN 7 DAYS A WEEK! (SEE BACK COVER)



Cow roping at GOF Central!

the auction social, due to wearing each different T-shirt from twenty previous GOF west meetings! He then proceeded (to the audience's great amusement) to divest himself of one shirt at a time, before finally being left with just the current 20th Anniversary shirt from Jackson! Leaving this meeting we were again reminded of some of the constant remarks we receive, including "I wish I could drive the motorhome, you have a great job!" Rounding a bend on a narrow road to Alpine Junction we spotted a sign on the rear of a truck, "Sheep Ahead". No sheep were to be seen anywhere, but around the next corner there were sheep everywhere, thousands of them, on the road, in the grass verge, and being herded by a variety of cowboys, Indians and many dogs! It took us well over 30 minutes to navigate our way through the 2,000 sheep only to find that ten minutes later the road completely disappeared, due to construction leaving a 10-foot wide path between which to guide the 8-foot wide Mossmobile through concrete barrels! Still want to drive the Moss motorhome?

Idaho and a small town - a crossroads with a stop light. We stop for gas and breakfast and are asked "What is Moss doing in Idaho?" This from an MGA owner who was amazed that we'd come to his town! Down the spectacular Columbia River gorge - stayed at an R.V. park where the owner has a 1953 TD he is restoring - he couldn't believe Moss was actually in his town either. Hey, we get everywhere, and to parts other specialists never get to! Finally, on to the west coast and the All British Field meet at Portland International Raceway, which saw hundreds of Jaguars and other fine British automobiles turn out for a superb weekend of entertainment. Then, south through the beautiful Oregon and Northern California mountains to yet another All British meet in Palo Alto. This year, it's the venue for the American MGB Association Convention, and that brings us back to where we began this column.

Highlights of this year's tour? The amazing dedication of all you British car people who put on some really great events. The standard of the show cars - of all marques



A very nice touch at GT17 in Kansas City.



MG fanatics, with cars of all shapes and sizes, venture to John Twist's summer party each year in Michigan. This year's event took place the weekend of August 21-23.

1992-'93 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 January 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.)

Still in 1992

Nov 7 11th Annual British Car Day & Highland Games, Jackson, MS - Steve Collins 601-982-5543

Nov 14-15 Palm Springs MG Club Fly Away, Palm Springs, CA - Paul or Jeanne

Miller, 310-821-3433, or 310-397-0293

To Come in 1993

April 24 Britfest, Moss ECF, Dover, New Jersey - Call a sales advisor for details, 800-235-6954

June 5 Moss Motors MG Marque Day, Goleta, CA - Call a sales advisor for details, 800-235-6954

June 22-28 GOF Mk56, Portland, ME

June 24-27 NAMGBR Convention, St. Louis, MO

June 27-July 1 Austin-Healey Conclave, Louisville, KY

Aug 5-8 AMGBA Convention, Keene, NH

Sept 29-Oct 2 GOF 57, Burlington, VT

Oct 8-10 Triumphfest, Sacramento, CA

We're happy to list your British sports car event in our newsletter, providing you

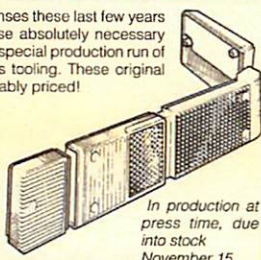
with several hundred thousand potential participants! Please let us know about your 1993 show as soon as possible - Drop a note to: Events Calendar, 400 Rutherford St. Goleta, CA 93117



Triumph TR6 Rear Lamp Lenses

TR6 owners in the market for original style lenses these last few years know the frustration caused by lack of these absolutely necessary parts! Through the efforts of Moss Europe, a special production run of these lenses was made from original Lucas tooling. These original lenses are now not only available, but affordably priced!

L/H Flasher Lens	544-380	\$ 19.95
R/H Flasher Lens	544-390	\$ 19.95
L/H Stop/Tail Lens	544-400	\$ 23.50
R/H Stop/Tail Lens	544-410	\$ 23.50
L/H Side Marker Lens	544-420	\$ 15.95
R/H Side Marker Lens	544-430	\$ 15.95
L/H Reverse Lamp Lens	544-440	\$ 19.95
R/H Reverse Lamp Lens	544-450	\$ 19.95



In production at press time, due into stock November 15.

Red Plaid Highlands Motor Robe



Great Gift!

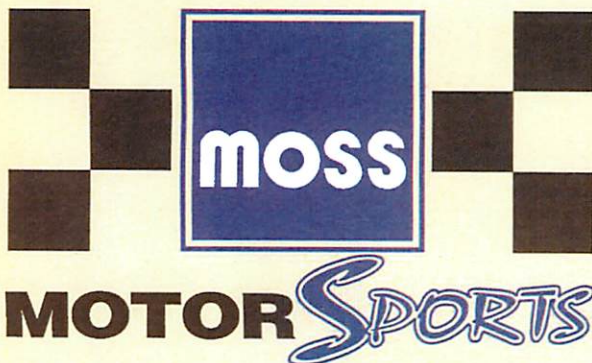
When your British sports car was new, every well-equipped roadster carried a warm woolen blanket to keep the passenger free from evening drafts and to add a touch of romance (and comfort!) to roadside picnics.

This 52" x 70", 100% virgin wool, fringed blanket is woven by Pendleton Mills in a traditional Scottish plaid.

Motor Robe

231-400

\$49.95



During the 1992 season, we sponsored twenty-one British sports cars under the Moss Motorsport banner. With drivers from all over the United States, Mexico and England, we've seen some great runs and some disappointments. But all and all, the enthusiasm of our Motorsport drivers has been highly contagious, bringing us many more applications for sponsorship than we had ever imagined. We wish you all the best of luck in the 1993 racing season - be sure you continue to send in your comments and photos, because we are your biggest fans!



OPEN 7 DAYS A WEEK! (SEE BACK COVER)



Mike Killeen, Sparta, New Jersey

◀ This has been my 18th year racing my MGA in SCCA and my first with the Moss Motors name on the car. It seems like only yesterday that we faced the 12 race National schedule in the northeast, to pick those invited to the Valvoline Runoffs at Road Atlanta in Georgia. This race will decide the National Champion.

The car ran well in '92, setting new personal best laps at Summit Point West Virginia, Watkins Glen, New York, Pocono International Raceway and Nelson Ledges, Ohio. However, we were limited to a second place finish until our last race at Nelson Ledges with a win by only 4.9 seconds. This gave us a third overall in the SCCA Northeast Division and a good feeling heading to Atlanta.

As a note to Moss readers: Of all the valves we have tested, the Moss Stellite exhaust valves were found to be the best for both flow and durability. A number of drivers will be using them at the runoffs.

Bill Haislett, Brea, CA

◀ Race 4 of the 1992 Vintage Racing Season, a VARA event, was July 4th weekend at Willow Springs. Racing was hot and fast with great competition!

I finished 4th in class and 11th overall out of 36 starters in a race including A, B, C and D production cars. I was happy to be racing again, finishing ahead of Alfas, Corvettes, Elvas and Lotus.

Thanks to my friends at Moss for having all the parts and pieces needed to put the car back together. A special thanks to Jonathan Lane for his help. You sent me a ton of catalogs and price lists and I doubted if I would even distribute them all. By the end of Saturday they were almost gone. I enjoyed talking to the people as I gave away the catalogs.

[illegible]