

# MOSS Motoring

Spring 1993

## Moss Travel Sweepstakes Winners

**D**ialing Moss Motors for your British car parts may not be as fun as watching, say, *Wheel of Fortune*, but our winter sale travel sweepstakes has generated quite a bit of enthusiasm throughout the company! It's also nice to reward faithful Moss customers with an added bonus to our low, low sale prices.

### The Envelope, Please....

We're pleased to congratulate David Bridges, of Fullerton, California, the winner of our paid trip for two to London, England. David owns a TR6 and on his winning order, purchased an interior door handle and engine mount. Our first prize trip to Santa Barbara, CA (and not a bad option at that) goes to MG Midget owner Brenda Bowman of Shady Grove, Pennsylvania. Brenda purchased a floor mat set and an owner's manual on her winning order.

Our summer '93 Moss Motoring will bring you details of the lucky winners and their trips! Thanks for entering!

## Super 1993 Marquee Days

**I**f you've had an opportunity to visit Moss during one of our famous Marquee Days, you'll be pleased to know that we've added even more activities for you to take part in, this 1993 season!



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

We'll have product demonstrations, video screenings, warehouse and department tours, as well as hundreds of bargain-priced items in our swap meet. Bring along a Pinewood derby British car and challenge your fellow enthusiasts. And, show us your British sports car hobby work and we'll be happy to display it during the day.

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## Moss Celebrates 45 Years of British Car Enthusiasm

**S**ometimes we take familiar things for granted, and it takes an outsider to bring things into perspective. Recently, a Lufthansa pilot visiting Santa Barbara,

California, stepped into the Moss Motors showroom and asked the receptionist where the car show was being held. It seems he'd stopped at a gas station in the early morning and been passed by an MG Midget. Two MGBs, a red TR4A, a "cheesebox" Sprite, a Frogeye Sprite, an Austin-Healey BT7, a Mini, a TR6, a faded (but fast) MG TF, and a beautiful cream colored MG TC. Logic told him there must be a car show... but it was just the staff at Moss Motors driving to work. After a quick tour of the parking lot and the warehouse, he departed, but not before collecting a set of catalogs for friends in Germany, and the addresses of the six divisions of Moss Europe in England.

Moss Motors, Ltd. is the world's largest supplier of spares for British sports cars, but we didn't start out that way. As a matter of fact, we really didn't start out as a parts business at all.

If Al Moss had bought a Ford instead of an MG TC back in 1948, things would have turned out differently. But Al was a young man living in Los Angeles, and the MG TC was irresistible. He had read about the road rallies being held back east, and organized one of the first held on the west coast in the summer of '48. The rally (which ironically ended in Santa Barbara) introduced Al to a group of fellow enthusiasts. Aside from a passion for sports cars, they shared a common problem, parts and service. British sports cars were not welcome at the corner service station, and parts usually had to be special ordered.

Perhaps Al sensed an opportunity to combine his love for sports cars and a

chance to make a living. He had done an apprenticeship in front end alignment, and he had some equipment. Figuring that a shop working on front ends and the occasional TC might work out, he rented a shop in Los Angeles, and hung out the first MOSS MOTORS sign. The shop came to be a hang-out for his sports car owning friends, and more than once the shop closed for an afternoon because the "group" wanted to drive somewhere interesting. Al helped this loose association become

the "Foreign Car Group", one of the first sports car clubs in California.

Moss Motors was by now doing a good deal more than just front end work, and Al also bought and sold a few cars. In 1949, Al sold a TC (for \$1,100) to a teenager named Howard Goldman. Two years later, Howard bought a second TC from Al, which he still has. They became friends, and this friendship was to have

far-reaching implications.

Throughout the late 1950s, service work was the primary function of Moss Motors. However, since the TC had gone out of production in 1949, parts availability was becoming a problem. Al began to buy up lots of "obsolete" parts, and ventured into manufacturing. With a supply of parts to support his own service needs, Al became known as a source of parts for people doing their own work. With more and more people calling for parts, it seemed logical to put together a catalog, and the first MG T-series catalog appeared in 1962. (Turn to page 6 for a peek.)

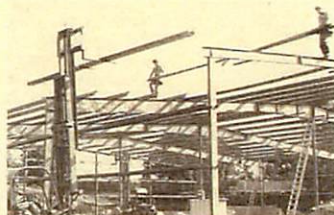
Howard Goldman had relocated 100 miles north of LA in Santa Barbara in the late fifties, and eventually talked Al into leaving the LA area in 1963. When Al moved Moss Motors to Goleta, just north of Santa Barbara, he dropped the service portion of the business, since the mail order parts business was expanding rapidly. By now Al was also busy making trips to England, looking for sources

of the discontinued parts his customers needed.

Continued on page 6



1962, Moss relocates from Los Angeles to Goleta.



1984 found us constructing a 12,000 ft warehouse.

## Meet Harry Newton

**A** couple of years ago, an automotive writer visited us in Goleta to gather information for an article that appeared in *Classic Auto Restorer* magazine. In the course of the day, we learned that Harry Newton had owned two MG TDs, two MG TFs, a ZA Magnette, an early, very early, AH Sprite, a pair of XK120s, and a Morris Minor 1000 Traveler. As retail sales manager and vice president at J.S. Inskip, he had, of course, access to the full range of Nuffield, Austin-Healey and Morris vehicles (not to mention Rolls Royce and Aston Martin).

We were impressed with Newton's style and enthusiasm which in his words, "have carried over to the back nine". Beginning with this issue of *Moss Motoring*, we will be featuring Harry Newton's column. We hope you enjoy his reminiscences... and we think you will. Please turn to page 4.

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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)

**Our Pricing**

Moss Motors Spring Order Discount and Spring Sale Pricing is valid from February 8th through March 26, 1993.

Moss Highlight Pricing is valid until superceded by a new price list.

**How To Save!**

Buy at least \$200 worth of parts—SAVE 8%

Buy at least \$375 worth of parts—SAVE 10%

Buy at least \$500 worth of parts—SAVE 12%

Buy at least \$750 worth of parts—SAVE 15%

Remember, you can save from 8% to 15% on everything we sell at Moss, during this sale period.



**Family That Restores British Cars Together...**

Just a quick note to again say thank you for my recent parts order arriving so quickly. The parts were ordered for my daughter's 1979 MGB, which we are in the process of cosmetically restoring. She has lived through two other restorations (a 1950 MG TD and a 1961 Austin-Healey 3000 Mk1) when I've ordered parts from you, so she is pretty familiar with you and the quality of your parts. When she was starting to get the order together, we mentioned that you probably wouldn't have everything needed because of the variance of the parts ordered. I mentioned that she should call to learn what was available. She spoke to Chris Forester who very much put her at ease with her first ordering experience with you folks. Well, as it turned out, everything was obtainable and the order arrived today. Would you kindly also thank James for packaging everything in a very careful way.

After many years with you folks, you are becoming almost boring; we never, never have to worry that items will arrive broken, wrong parts, etc. No worries at all! Thanks for your past concern for the parts that I've ordered and also for making my daughter's initial order with you so memorable.

John Downing III  
 Downingtown, PA

**Taking a Tour of Moss**

During a recent business trip to Los Angeles, I took some extra time to visit your showroom facility in Goleta. Since I have been an active mail order customer, I was anxious to see the operation. Bob Coté was an extremely friendly tour guide, showing me through all the departments. Everyone was very courteous, and most took a few minutes away from their activities to meet the "customer". I was impressed with the inventory of parts, some fast moving with shipments every day, and some rare, like

TD front fenders, just waiting for the right customer to call. The dollar investment is obvious.

One of the objectives of my visit was to see and feel the leather upholstery kit you sell for the MGA. You can imagine my surprise when we walked through the telephone order area, and there was one of your employees assembling a Moss leather seat kit to his MGA seat back while waiting for the next call. Not only did I see the leather quality, I got to see the interior seat construction and get pointers from another "customer".

At the completion of my tour, Bob introduced me to one of the Product Development engineers who was in the lobby fitting a pre-production sample headlight rim on one of the display vehicles. Since I am also an Automotive Product engineer, I took the opportunity to discuss my satisfaction with the Aerolite pistons I ordered from Moss, and my disappointment with the water pump I returned due to its non-original construction (plastic impeller and aluminum housing). All my comments were received with obvious interest. I would like to thank Moss for taking the time to show me around and make me feel like a valued customer.

Pat Jenkins  
 Knoxville, TN



**Race Results Puzzler**

Jim Pfau, Salem, OR

Well, the "All Vintage Meet at Donnigton Park" is successfully over. Unfortunately, our correspondent decided to come back via the Isle of Sheppey, when his Amphicar went down just off the coast, and all was lost. The Royal British Navy was able to recover only a few faded photographs and some notes from his journal.

From this, we have been able to ascertain the following facts, with the hope that our smarter readers will be able to determine the results. (Note: all five cars were different marques, colors, had different tires, and stopped for different pit work. Make no assumptions: ie, Paddy Hopkirk, although often associated with Minis, did not necessarily drive one this time.)

1. Martin Brundle drove the red car
2. Nigel Mansell drove the Mini
3. The green car ran Pirellis
4. Paddy Hopkirk's car ran Goodyears
5. The green car finished immediately after the white car
6. The MG had to stop for a fuel pick-up problem
7. The yellow car suffered a tire failure
8. The third place car ran Bridgestones
9. Stirling Moss finished first
10. The car finishing immediately before or after the Triumph had to stop when its bonnet came adrift
11. The car finishing immediately before or after the Sprite suffered tire failure
12. The car on Dunlop tires was delayed by an engine stay failure
13. Jackie Stewart stopped to replace a damper
14. The blue car finished immediately behind Sterling Moss
15. Cortina did not run Avon tires

**What was the finishing order and characteristics of the five cars? (Hint: Make a grid!)**

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

For answers, turn to "Still Puzzled?", on page 12.

**Moss Rebuild Discount!**



If you're considering a complete rebuild of your British sports car, we have a special support program designed to simplify your restoration! We call it the MOSS REBUILD PROGRAM and it applies whether you're rebuilding with or without a new Heritage body shell. Those who register with our rebuild program before 3-26-93 receive the following great benefits:

- You'll receive a 10% discount on all parts for your project car for the duration of the rebuild, up to one year. During sale periods the higher of the two discounts will apply.
- You'll receive a free rebuild information packet which includes: a new Moss parts catalog, a rebuild journal for recording costs and notes on your rebuild, a price list, and a rebuild guide (for TR6 and MGB). We'll also supply you with a sturdy folder to keep your rebuild records and photos in.
- We'll assign you a Rebuild Advisor. This person will be your direct contact at Moss, advising you on all aspects of your rebuild, including technical questions, ordering, and returns or exchanges when needed.

To qualify for the program is simple! Just place an initial order for rebuild components for a project car totalling more than \$2,000 or, purchase a TR6 or MGB body shell. It's that easy! If you'd like to join our Moss Rebuild Program or you have any questions, please call our sales department toll-free at 800-235-6954.

You must sign up for the rebuild program before March 26, 1993.

We're looking forward to making your British sports car restoration as hassle-free as possible!



Rob Padim, of Boulder, CO will receive a gift certificate for his contribution.

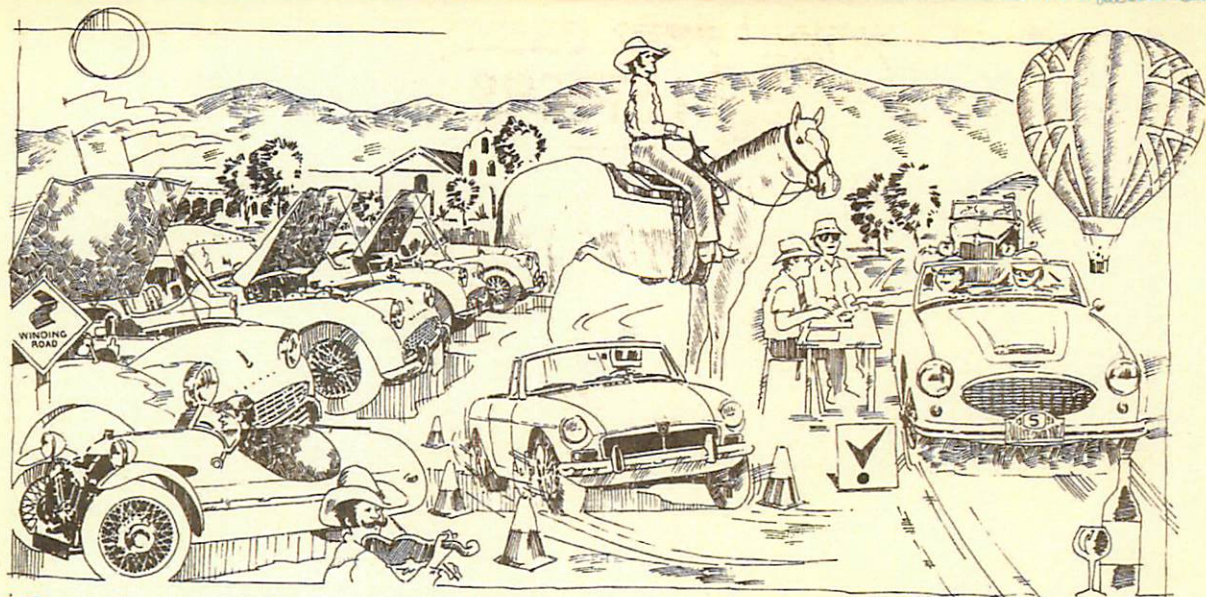
**Store-N-Start Gas Preservative**

Brand New!



From the makers of Relead. This preservative will keep gasoline fresh during those times when you seldom drive your car, or in winter storage months. Keeps gums and varnishes from forming and clogging hoses and lines. Also neutralizes the effects of copper tubing on gas. Will also work great for your lawnmower or other gas powered equipment! 8oz. can treats 40 gallons of gas.

220-395 Reg. \$6.45



## First Annual Moss British Car Festival, Sept. 23-25, 1993

Look forward to a weekend of pure fun! As a part of our 45th Anniversary celebrations, the Moss Motors British Car Festival will take place the fourth weekend of September.

Imagine this, one of the finest ranches located in the heart of the beautiful, scenic Santa Ynez valley, will belong to Moss and our friends for three days of real excitement!

It's a great weekend for every British car enthusiast! This is also the perfect event for the entire family, where you

can all enjoy activities together or split up and do things separately...there will be something for everyone!

We plan to bring you events with a unique western flavor, such as a BBQ and country dance night and a western "cook-out" breakfast. There will be games, rallies (both fun-filled and mildly competitive), plus a hard surface slalom. We will organize a car show with a difference, tours of the wine country around Buelton, visits to the quaint Danish village of Solvang, and of course visits to the Moss Goleta facility, where a range

of bargains will be available to all attending. Film viewings are planned and perhaps you would like to take a trip in a glider from the Santa Ynez airport!

Hotel accommodations will be available locally, but if you wish to camp or bring your RV, you are welcome to settle down on the ranch itself, where there is plenty of room to park your trailer. Food will be available and entertainment will be provided.

This is not just for the MGs, Triumphs, Jaguars and Healeys, we welcome your London taxi, Riley, Mini. In

fact, no matter what type of British car you own, be it a Bentley or a Berkeley, then bring it! The cost will be modest, with Moss subsidizing the event to make it affordable for every pocket! And, should you wish to spend longer in the beautiful California countryside or at the nearby beaches, we will provide you with a comprehensive listing of local sites and scenery you really should not miss! We look forward to meeting you all! Call your sales advisor for details, at 800-235-6954. See you there!

## Moss Rebuilt Carb Program

Our Success Depends On You and Your Cores!

The success of this program is dependent upon the availability of cores; the core charge varies depending on the rarity of the carbs. We want your cores back! However, we ask that carbs be purchased outright, so that only the correct components are returned. Cores are returned directly to our rebuilder, not to us here at Moss. The core charge is refundable upon receipt of a set of complete, rebuildable carburetors. All of our rebuilt carbs are assembled to exacting standards by Lawrence Alexander, a restoration specialist with years of experience with British cars. You may recognize the name, because he's the star of our popular video on the tuning, overhaul, and maintenance of SU carbs. Each set comes with advice on installation.

### MGA 1500 Rebuilt Carburetor Set

SU H-4 carbs. Price includes a \$200 core charge. 041-701 Reg. \$525.00

### MGA 1600/1622 Rebuilt Carburetor Set

SU H-4 carbs. Price includes a \$200 core charge. 041-702 Reg. \$525.00

### MGB 1963-67 Rebuilt Carburetor Set

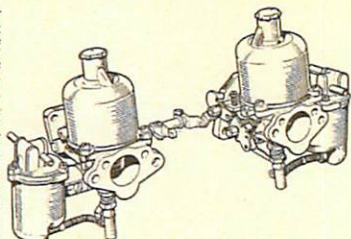
SU HS-4, AUD 135 carbs (replaces orig. AUD 52 used for '63-'64.) Price includes a \$150 core charge. 041-704 Reg. \$475.00

### MGB 1968 Rebuilt Carburetor Set

SU HS-4, AUD 265 carbs. Price includes a \$150 core charge. 041-705 Reg. \$475.00

### MGB 1969 Rebuilt Carburetor Set

SU HS-4, AUD 326 carbs. Price includes a \$150 core charge. 041-706 Reg. \$475.00



### MGB 1970 Rebuilt Carburetor Set

SU HS-4, AUD 405 carbs. Price includes a \$150 core charge. 041-707 Reg. \$475.00

### MGB 1971 Rebuilt Carburetor Set

SU HS-4, AUD 465 carbs. Price includes a \$150 core charge. 041-708 Reg. \$475.00

### MGB 1972 Rebuilt Carburetor Set

SU HIF-4, AUD 493 carbs. Price includes a \$100 core charge. 041-709 Reg. \$425.00

### MGB 1973 Rebuilt Carburetor Set

SU HIF-4, AUD 550 carbs. Price includes a \$100 core charge. 041-710 Reg. \$425.00

### MGB 1974 Rebuilt Carburetor Set

SU HIF-4, AUD 630 carbs. Price includes a \$100 core charge. 041-711 Reg. \$425.00

### Triumph TR3-3A Rebuilt Carburetor Set

SU H-6, AUC 768 carbs, with banjo fittings on float bowl lids. Price includes a \$200 core charge. 041-731 Reg. \$525.00

### Triumph TR3A-4 Rebuilt Carburetor Set

These are SU H-5, AUC878 carbs with push on connectors on the float bowl lids. Price includes a \$200 core charge. 041-732 Reg. \$525.00

## Marque Days,

continued from page 1

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

### The Fun of the Fair

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

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

- How rapidly can you change four spark plugs in an engine?

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

other? Prizes are awarded for the fastest times, but don't bring your own torque wrench or copper hammer; we will provide all the necessities. All this, in addition to the Pinewood Derby (bring your best car!). Who knows, we may even have Wellie-wanging in the parking lot!

### Big Plans for 1993

April 24 Britfest, Moss ECF, New Jersey

June 5 Moss Motors MG Marque Day, Goleta, CA

Aug 28 Moss Motors Triumph Marque Day, Goleta, CA

Sept 11 Moss Motors Austin-Healey/Triumph Marque Day, Dover, New Jersey

Sept 18 Moss Motors Austin-Healey Marque Day, Goleta, CA

Sept 23-25 Moss Motors British Car Festival, Buelton, CA

Oct 16 Moss Motors Austin-Healey Marque Day, Goleta, CA

Call 800-235-6954 for details!

## TR Register Le Mans Print



This beautiful limited edition print was commissioned as a celebration of the 21st anniversary of the TR Register in England.

The scene depicts, in color, the factory works TR2 of Ken Richardson (then Head of the Standard Triumph Competitions Department) and teammate Hadley, rounding Tertre Rouge Corner during the 1955 Le Mans. Right on their heels is the # 8 TR2 works car, leading both an MGA and a Healey 100-4 through this famous and dangerous curve. An attractive border depicts TR Racing History with sketches and notes.

This full color, 24"x 36" print is produced to the high standards specified by the Fine Arts Guild, and will be strictly limited to 850 copies. All are signed and numbered by both Ken Richardson and artist Lawrence Bold-de-Haughton.

Le Mans Print

214-340

Reg. \$89.95

## Italy's Count Lurani-Aristocrat, Racer and More

Harry Newton

When Count Giovanni "Johnny" Lurani took the starter's flag at Brescia beginning the 1933 Mille Miglia, the young nobleman already had been racing sports cars for nearly a decade. The previous year, 1932, had seen the already famous amateur finish 9th overall in an Alfa Romeo 6C 1750. The 1933 event saw British cars competing for the first time in the thousand mile contest that was held annually over open roads on a course that took the racers, often several hundred in number, from Brescia to Rome and return.

Count "Johnny" Lurani was known and well liked in England, where he had posted impressive victories at Brooklands, becoming acquainted with many top rank British enthusiasts. It should come as no surprise to learn that the wealthy Italian was the spark that placed a team of three MG K3 Magnettes on the starting ramp in 1933. Five well regarded English drivers comprised the balance of the MG entry. Paired with Lurani was Captain George Eyston, while Sir Henry "Tim" Birkin, one of the famous Bentley Boys, shared a car with Bernard Ruben. Earl Howe and Hugh Hamilton drove the team's third car. Tragically, 1933 was to be the final year for Birken and Hamilton, both of whom died within months of their Mille Miglia drives.

Team strategy dictated that Birkin and Ruben should set the early pace in the hope that they would lure main competitor Maserati to self destruct. While the plan worked, the Birkin Hamilton car became a casualty at about the one third point between Siena and Rome. Tuffanelli and Bertocchi were forced to retire their second place Maserati 4CTR-1100 spider at about the same time, due to an overworked gearbox. This put the Lurani Eyston Magnette in the class lead, where they remained to the finish, arriving back in Brescia less than two

minutes ahead of the identical MG of Hamilton and Howe. Both cars completed the 1,022 mile race over some of the world's toughest roads in just over 18 hours, eclipsing Maserati's previous record by more than half an hour.

1934 saw Lurani again entered in the Mille Miglia at the wheel of one of the four supercharged MGs entered. One of that year's MG entries was the very K3 with which Nuvolari had won the 1933 Tourist Trophy in one of motor racing's most legendary demonstrations of courage and ability. The 1934 Mille Miglia effort ended with only the Lurani/Penn-Hughes car taking the checkered flag, the others having dropped out along the way. In 1933, the MGs had been fitted with Powerplus superchargers and high compression engines that produced 114 bhp at 7,000 RPM. For 1934, Marshall superchargers were fitted, compression was lowered slightly and output was increased slightly, to 120 bhp at 6,500 RPM. The MG's Wilson preselector gearboxes had worked faultlessly both years.

We spent two days with "Johnny" Lurani in 1991, first at a concorso di eleganza on Milan's Via della Spiga, where the 86 year old legend was a judge and his daughter's 1914 Standard was one of the three dozen entries. Then, the following day was spent at the multi-faceted aristocrat's villa north of Monza, where the veteran of hundreds of competition events between 1926 and 1956 showed us the trophies and other mementos that chronicle one of the world's most illustrious automotive careers. Included were six class victories in nine Mille Miglias, three Targa Florios, one partnered in a Healey with Aldington of Frazier Nash fame. In the Lurani garage at Cernusco, we had the chance to view



1086cc, 120 hp, amazing!



This "rebodied" K3 can often be seen at vintage races.

Nibbio I, a Moto Guzzi powered special with which the nobleman established more than a dozen small displacement world records in the 1930s. Nibbio II, a second streamliner engineered and driven by Lurani, is on permanent exhibit at the Biscaretti Museum in Turin.

The walls of Count Lurani's garage are covered with signatures of more than 400 automotive greats who have been guests at Cernusco during nearly three quarters of a century.

Notable among Count Lurani's other motor sports accomplishments were the introduction of the gran turismo classification in the Mille Miglia shortly before WW II, as well as the creation of Formula Junior, for which he was honored at Elkhart Lake in 1988. Though he never competed in the United States, Lurani served as an FIA steward at Sebring several times. Perhaps the closest he came to actually racing in this country was in the 1940s when he turned some practice laps at Indianapolis at the wheel of a Maserati.

### About the K3 Magnette

The K3 Magnette pictured here, with which owner Gary Byrd frequently competes in vintage races, is a bolt-by-bolt authentic reproduction made mostly from genuine period MG parts. This fine example is actually more "original" than most surviving "genuine" K3s. These 6 cylinder, 1,086cc thoroughbred machines contributed much to MG's early racing heritage. What is purported to be the actual Lurani/Eyston MG from

1933, Chassis #003, was entered by its present Australian owners in the 1991 Mille Miglia retrospective. In fact, the annual Mille Miglia retrospective includes among its many entries more cars of British manufacture than from any but the host country, Italy. As for "Johnny" Lurani, he never has become involved in this latter-day rally that today is perhaps the top event on the worldwide calendar of vintage auto events. It doesn't present enough of a challenge to lure him from the memories of his nine real Mille Miglias.

### Questions for Every British Car Enthusiast

How many K3 Magnettes were built? How many survive? What, in addition to the Mille Miglia and Tourist Trophy were their major successes? What was the highest finish by a Jaguar and in what year? Do you know the same for MG, Austin-Healey, and Triumph?

### Name This Column

With Harry Newton's new column appearing, we are faced with a dreadful dilemma. What will we title it? Suggestions we have heard so far include: Four Wheel Drifts, Wrack and Opinion, Down Shifts and Retarded Spark...

Our next press closing date of April first is rapidly creeping up on us. The first person (in case of duplicates) to send in the winning name will receive a gift certificate for \$50.00, and of course, will also receive the fame and notoriety that such an honor decrees.

Send your entry (as soon as possible) to: Editor, Moss Motoring, 400 Rutherford Street, Goleta, CA 93117.



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

### Mallory Applications

The 4-cylinder model can be used on most British sports cars (1945-'80) where sufficient room exists. (Will not fit TR7.) The 6-cylinder model fits Austin-Healey 100-6 & 3000 and Jaguar XK120-140-150 only. We also stock replacement points, rotors, caps and condensers.

4-Cylinder	143-180	\$157.50
6-Cylinder	543-040	\$169.50

Not legal in CA on post-1968 pollution-controlled vehicles.

### Lucas Distributor Tool



This is an exact reproduction of the great combination tool Lucas (and many car makers) supplied for as long as we can remember. This small screwdriver blade with built-in .014 gap tool can be used to adjust the points setting on all Lucas distributors. Carry it on your key chain!

Tool 031-985 \$4.50

## Mallory Distributor

Ben Trovato, Santa Barbara, CA

In the last issue of *Moss Motoring*, we looked at the merits of retro-fitting your Lucas distributor with a Crane/Allison pointless ignition system.

While the Crane electronic ignition system is probably the best thing that ever happened to a Lucas distributor, any improvement is still built upon the foundation of a Lucas distributor.

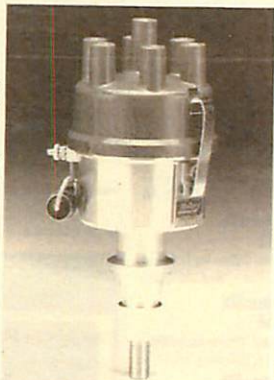
Let's examine another alternative ignition system for your British sports car, the Mallory Dual-point Distributor. What makes the Mallory unique among point-type ignitions, is as the name implies, it has two separate sets of points to do the work of one. What is the advantage of using two sets of points? In the Mallory distributor, one set of points opens the primary circuit and the other closes it, giving a longer period of dwell (the period of time that the points are closed, expressed in degrees).

The dwell period is the time when the secondary windings in the ignition coil charge the magnetic field up for another high voltage blast when the points open (20,000-40,000 volts). So, it can generally be said that the longer the period of dwell, the higher voltage of spark. On most four cylinder engines, the dwell period is about 60 degrees; the Mallory Dual-Point distributor has a dwell period of 72 degrees, so even if you choose to your stock coil, you will still have a "Hotter" spark as the coil has more time to charge itself up than with a conven-

tional distributor. This is accomplished in the Mallory unit by the following process.

In the Mallory four cylinder distributor, the point cam has eight lobes and as it rotates, it opens the primary set of points completely, triggering the coil. The lobe then rotates another eight degrees and opens the secondary set of points. Shortly after the secondary set has begun to open, the primary set closes, and the ignition coil starts charging even though the secondary set is still open! After the secondary set has closed the process starts again for the next cylinder.

Why not just crank open the points for more dwell in your stock distributor? Well, this would have an adverse effect on the ignition timing and the points would wear in short order as they are designed to work at a specified gap, all of which would result in a loss of performance and economy. Another feature of the Mallory Dual-Point distributor is the fact that it has a full centrifugal advance unit rather than the part centrifugal, part vacuum advance system used on stock Lucas distributors. This feature may make it illegal for use on pollution

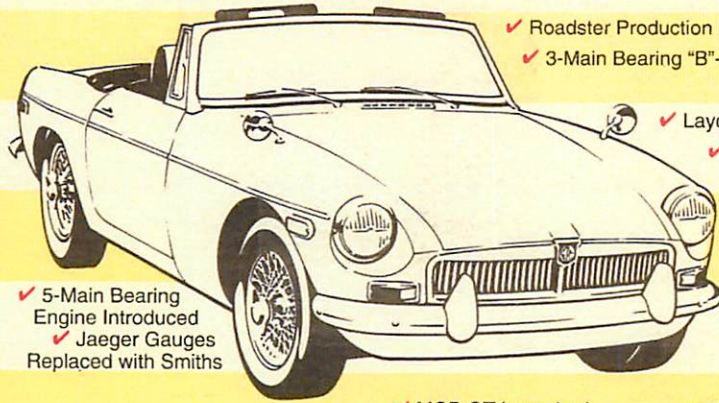


degrees, allowing the serious enthusiast the ultimate in tune-ability. The Mallory Dual-Point is supplied without a drive dog or gear, which must be transferred from the old distributor. Mallory has been making high performance ignition systems since 1932, and was even a popular modification to MG TCs when they were new!

Today, there is a Mallory Dual-Point distributor to fit most British cars, so if you're looking for the ultimate in high performance ignition systems, look no further than the Mallory Dual-Point distributor. (Note: For maximum performance, I recommend using the Lucas sports coil, #143-200 and a Lucas premium quality ignition wire set.)

# HISTORY OF THE MGB

1962  
1963  
1964  
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1969  
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1972  
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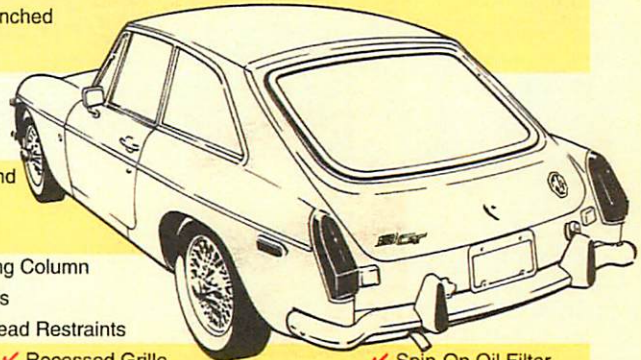
- ✓ Roadster Production Begins
- ✓ 3-Main Bearing "B"-Series Engine
- ✓ Laycock Overdrive Available as an Option
- ✓ Fiberglass Hardtop Available

- ✓ 5-Main Bearing Engine Introduced
- ✓ Jaeger Gauges Replaced with Smiths

- ✓ Increase from 10 to 12 Gallon Gas Tank
- ✓ External Door Handle Changes from Pull-Out to Push-Button Type

✓ MGB GT Launched

- ✓ Front Anti-Roll Bar Standard
- ✓ Reverse Lights Standard
- ✓ Salisbury (tube-type) Axle Introduced on Roadster
- ✓ Padded Dash
- ✓ Electrical System Now Negative Ground
- ✓ 4 Synchromesh Gearbox Standard
- ✓ First Emission Control Equipment Installed

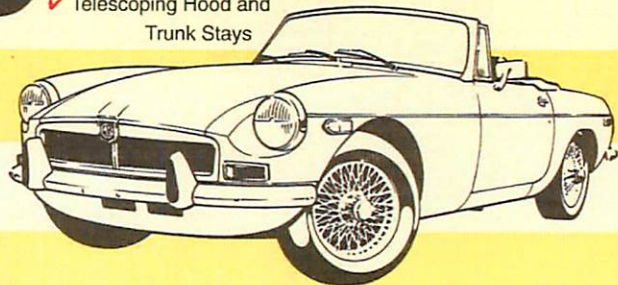


- ✓ Ignition on Steering Column
- ✓ Reclining Seats
- ✓ Head Restraints
- ✓ Recessed Grille
- ✓ Split Rear Bumper (1970 only)
- ✓ Rubber Buffers on Overriders
- ✓ Automatic Self-Retracting Seatbelt Standard
- ✓ Telescoping Hood and Trunk Stays

- ✓ New Folding Top (folding top frame now standard)

- ✓ Spin-On Oil Filter
- ✓ Side Marker Lamps
- ✓ Rostyle Wheels

- ✓ New Rocker Switches



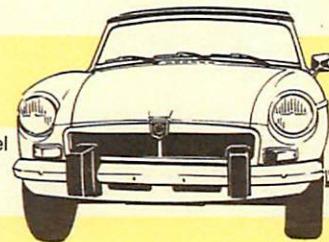
- ✓ New Grille w/ Vertical Center Bar and Black Mesh
- ✓ Door Arm Rests
- ✓ Radial Tires Standard
- ✓ Matte Black Windshield Wipers
- ✓ 1974 1/2 Federal Rubber Bumpers Introduced
- ✓ MGB GT is No Longer Available in the USA
- ✓ 12-Volt Battery Replaces Dual 6-Volt Batteries

- ✓ Single Zenith-Stromberg Carb

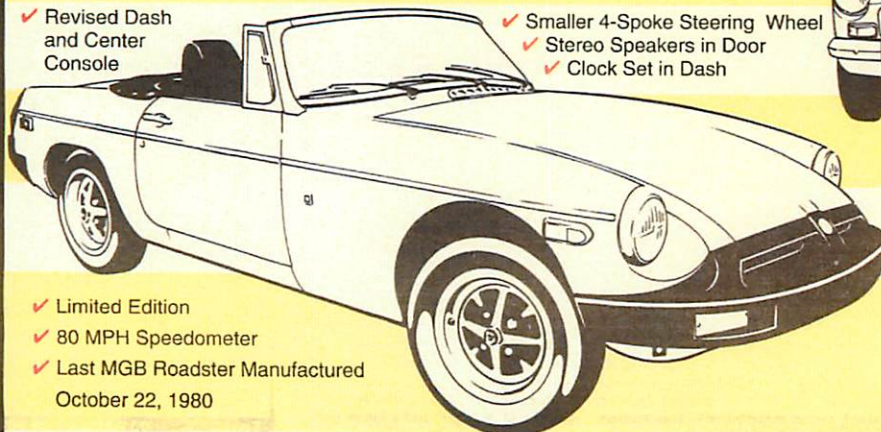
- ✓ Catalytic Converter Standard in California (mid 1975)
- ✓ Electric Radiator Fan

- ✓ Revised Dash and Center Console

- ✓ Smaller 4-Spoke Steering Wheel
- ✓ Stereo Speakers in Door
- ✓ Clock Set in Dash



- ✓ Limited Edition
- ✓ 80 MPH Speedometer
- ✓ Last MGB Roadster Manufactured October 22, 1980



## 45th Anniversary, continued from page 1

The business continued to grow as Moss expanded by adding parts and catalogs for the MGA, the early MGB, Austin-Healey, and Jaguar XK 120-140-150. In 1977, we purchased 48 tons of "obsolete" inventory directly from Standard Triumph in England. The shipment filled four 40 foot containers, and it was the single largest factory buy-out of factory TR2-3-4 spares. In 1978, we published the world's first comprehensive TR2-3-4 catalog, illustrating and listing virtually all the parts likely to be required, even if the parts were not available at press time. This made the catalog a valuable restoration aid and reference guide, and set the standard for future Moss catalogs.

By 1978, Moss Motors was supplying parts for British cars to customers all over the world. It was a big business that had become more work than fun for Al. When Howard Goldman offered to buy the business, Al took him up on the offer, and went into semi-retirement. Al's still on the Board of Directors, and he spends much of his time restoring (and racing) his collection of vintage British sports cars.

During the late seventies we greatly expanded our Research and Development program. So many critical components had been discontinued that it was obvious that many cars would be scrapped, simply because they could not be repaired. We took on some major projects, marking the beginning of our large investment in tooling and precision machine work (the first company to do so, since the factory quit making original parts). Now, British Motor Heritage works closely with Rover Cars PLC (formerly British Leyland) to continue the supply of factory original parts. Frequently, original tooling is transferred to small firms that will continue to make

the parts in smaller production runs. These parts are then distributed through a small group of firms, each appointed as a "British Motor Heritage Approved Supplier and Manufacturer". Moss Motors is a charter member of this organization, and the first in the U.S.

### Moss Motors, better than ever in 1993, after 45 years of British sports cars!



By 1980, it became clear that there was a need for restoration quality upholstery kits. We opened a complete upholstery manufacturing facility in Lopoc, a small town 45 miles north of Goleta. There, original cars were carefully stripped of their upholstery, which was then taken apart a seam at a time. From these original examples permanent patterns were made, and the shop went into production, making seats, panels, tonneau covers, and carpet sets.

In 1982, we opened our New Jersey warehouse. In 1987 we bought the MGA Centre in Darlington, England, which reproduces MGA parts, including the MGA body shell.

By 1988, Moss was one of the largest suppliers of vintage British sports car spares. The sales staff had grown from 4

to 18, with a total staff of over 100, and 12,000 square feet had been added to the main warehouse in Goleta. We had finally settled our New Jersey warehouse and showroom in a modern industrial park in Dover, New Jersey, which is directly linked to our national headquarters in Goleta, CA. That same year, Rover Cars PLC (formerly British Leyland) decided to cease distributing factory parts through

(Richmond, Bristol, Birmingham), Barry Stafford's MG Parts Ltd. (Manchester) and Naylor Brothers (Shipley) made up the rest of the group. Naylor Brothers was best known for their wide range of parts for the MG T-Series. This group, now known collectively as Moss Europe, Ltd., have made Moss Motors the world's largest supplier of British sports car spares.

The British sports car market is unique, and although it's changed over the years, the world-wide love for British sports cars seems undiminished. They have appreciated in value, most costing far more now than they did when new. Nonetheless, there are fewer of them each year as they are lost to accidents or simple deterioration to the point where a restoration is not feasible. The biggest problem is rust; a badly rusted body/frame can usually be repaired, but then cost more than the value of the car.

British Motor Heritage has provided a solution unique in the history of the automobile. BMH has produced new body shells for the MGB (both roadster and GT), the Midget, and most recently the TR6. With a new body shell with state-of-the-art rust-proofing, many more of these cars can be saved. So far, every shell produced was virtually pre-sold.

As to why there is such a demand for these cars, it's difficult to say. Some are bought as investments, some are bought "because it's the first car I ever owned". And for the tinkerer, it's a car without miles of wires, hoses and sophisticated electronics. There isn't much that you can't fix with a simple toolbox. Everybody has their own reason, but perhaps Howard Goldman said it best: "The beauty of the English car, is that the car needs you."

their facilities in New Jersey and California. They offered to sell off their entire multi-million dollar inventory of "obsolete" spares, and we bought the lot. It took months to process the transfer of inventory, which was shipped in eight 40 foot containers, each packed to the roof.

Our last major expansion took place in 1989, when we acquired the Classic British Sports Cars Group Ltd. Known as CBSS, this group includes some of the most respected names in the industry. Cox and Buckles, Ltd. was Britain's foremost Triumph specialist. They had tremendous stocks of original spares, and, like Moss, had been reproducing discontinued items as well. Triumphtune, a company specializing in high performance and competition parts for Triumphs, was known all over the world for their "special tuning" parts. The Sprite, Midget, B, C, V8 Centre

## Pricing...1945 vs. 1993 (It's Somewhat Surprising)

David Eichelbaum, Marketing Coordinator

When a 1960-era order form was received the other day, everyone was amazed. We haven't used the part numbers or the address on the form for nearly 30 years! When we processed the order, we noticed that the price was just a few dollars more now, than it was back in the 1960s. Since it piqued our interest, we thought that a closer look at some other prices would be interesting from a couple of perspectives.

Firstly, everyone knows that inflation plays a role in rising prices throughout the years. The chart shows pricing of ten randomly (believe it or not) selected parts that we have fairly consistently had in stock since 1972, in approximately ten year increments. From a purely scientific perspective, you can see that not only have some prices risen, but some have fallen and some have stayed relatively similar as well.

There are several interesting cases here like the "TR4" Emblem and MG Lower A-Arms, where remanufacturing has actually allowed us to lower prices over the years. Other items like MG T Radiator Stays, which weren't even list-



ed in our 1972 catalog, have only risen in price by \$1.55 in almost ten years! And of course there is the Point Set for MGs that started this theorizing; when we say that we really try to hold prices - we mean it! In 1983 a 60-spoke wire wheel cost \$132.00, today the

same item is only \$14.95 higher, a percentage of only 11%.

The other interesting thing we hear a lot around here is how expensive parts for our British sports cars are getting. But when you really think about it, can you actually buy a hood hinge for your Acura for the same price as the \$28.50 TR6 item? Can you buy a bumper for a Ford for the same \$78.95 that buys a beautifully chromed MGB one? Have you ever replaced a tail lamp lens on a modern car? In most cases you have to buy the complete lamp assembly which costs literally hundreds of dollars. An MGB rear lens is \$13.95.

### Working in the British Car Part Business, We Don't Take Inflation for Granted!

Part	1992	1983	1972	Part	1992	1983	1972
601-090	10.80	11.75	n/a	165-400	9.95	10.95	10.95
"TR4" Emblem				Lucas Fender Mirror			
454-155	28.50	33.50	n/a	451-700	19.50	17.95	n/a
MG T Glovebox, flocked				Radiator Stay			
264-020	14.95	24.95	10.45	855-125	15.95	17.50	n/a
MG T Lower A-Arm				TR3 Radiator Duct Assy.			
386-200	19.95	22.75	11.00	454-620	144.95	132.00	40.50
Unisyn Tool				15" 60-spoke Painted Wire Wheel			
385-940	5.95	6.00	n/a				
MGA Tool Roll Stays							

SPRING 1993 MOSS MOTORING, PAGE 6

When you come right down to it, it is really quite cheap to drive, or even restore any British car. I used to drive a Mazda RX-7, and over a two-year period I replaced a clutch, master cylinder, tail lamp lens (it fell off and was immediately run over by a truck), electric radio antenna, and probably something else I can't remember. The sum total was over \$1000 dollars. In the past year and a half

I've been driving a 1968 TR250, and my sum total of parts that actually needed to be replaced due to wear, amounts to several oil filters and a muffler; totalling less than \$100.00!

So, I'll take British car prices over modern car prices any day of the week. What about you?

## Classic-Fied Ads

We accept advertisements for British Cars only; no parts ads, replicas or exporters, please. One time insertion is \$35.00. Publication is quarterly, the deadline for the next issue is April 1, 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.

**1981 TR7:** Excellent condition, low miles, one of the last 50 produced, rare factory teal color, factory Bosch fuel injection and handling package. Must see and drive. No disappointments. \$4,800/offer. 414-662-3286.

**1967 Austin-Healey 3000 Mark III:** British racing green, new paint, new wool carpet, runs terrific, 56K miles. \$22,000 firm. George Harvin, Rt. 8, Henderson, NC 27536. 919-430-2974.

**1959 TR3A:** ID#TS 50868L, white exterior, red interior, 69,000 miles, needs carburetor rehaft, minor paint and body work. Recent work includes rebuild of hydraulic clutch cylinder, front and rear brakes, and cooling system. Have soft and hard top and side window frames (not yet rebuilt). Asking \$4,500. 513-528-6440 between 9 a.m. and 5 p.m., Phil.

**1980 TR8:** Fuel injected convertible, less than 12,000 miles. Posjedon (dark) green, Goodyear Eagle VRs on Shelby wheels (original alloy wheels also included). Never been in wet weather, no rust, perfect running and body condition. Time to move on to other toys. \$13,000 or best offer. 518-758-1539.

**1952 MG TD:** Show quality, red with black seats and top, completely restored frame up. 100 miles since restoration,

high performance engine designed for Road Rally. A beautiful car, photos available. 713-996-1934.

**1970 MGB GT:** Original owner, 154,000 miles, engine and body great shape. Original paint, needs some touch-up, original upholstery, needs some replacement. Gold book prices, this model from \$2,000 fair to \$4,900 excellent condition. Asking \$3,400, the suggest "good" value. Ken Prouty, 707-546-9920.

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

**1962 Austin-Healey Sprite:** 948 cc engine. New top, paint, and battery. Runs and drives. Need to clear garage space for Miata (I know it's blasphemy, but...). \$3,500. 609-424-9037.

**1959 Austin-Healey Sprite:** Ex-60's slalom car. Many mods. Runs good, needs work. Factory hardtop. Extra parts. \$3,000 or best offer. Jim Glover, 619-582-1946, evenings.

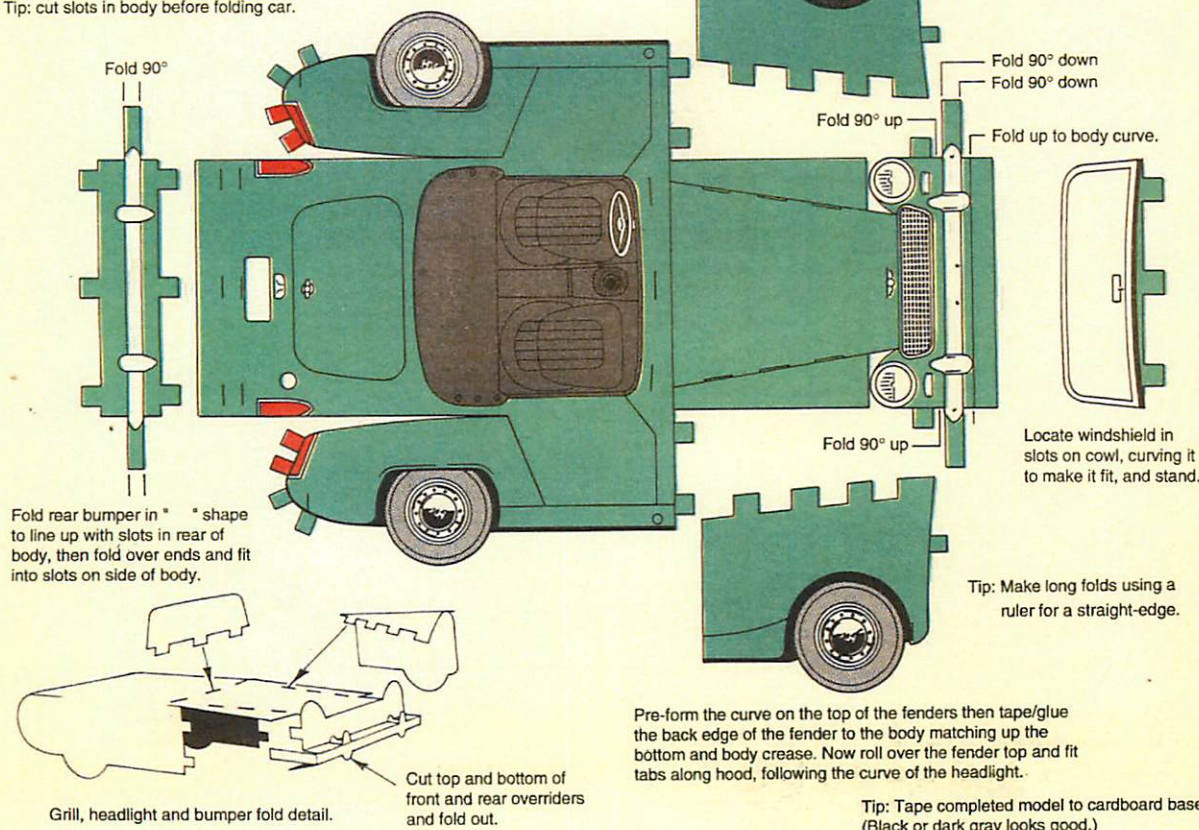
**1962 MGA 1600 MKII Roadster:** Garage kept, excellent condition. Red with red interior and black top. \$10,000 or best offer. Andy, 410-666-7214.

## Austin-Healey Sprite MkII! 9th In the Moss Car Collection!

Before cutting out 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.

Fold down tabs, then fold over rear body panel first, gluing or taping tabs inside to hold body curvature.

Tip: cut slots in body before folding car.



## Triumphest 1992 - In Our Backyard

Ken Smith, Moss Motors Club & Event Coordinator

The beautiful Santa Ynez valley provided the backdrop for the largest West Coast gathering of Triumph owners, in Buellton, central California.

Organized by the Central Coast Triumphs, the meet was favored by glorious weather and attended by drivers from over a dozen states. We were also able to greet Malcolm McKay, the Deputy Editor of *Classic Cars* magazine who traveled from England to attend!

Thursday afternoon saw the first arrivals, and by the time the excellent car show took place on Saturday, there were nearly 200 TRs and other Coventry products in attendance. A very tight funkhana (so tight even the organizer couldn't "clean" it), plus a rally through the spectacular scenery around Santa Ynez (which included a "smog" check for the participants) were some of the other highlights of the meeting.

The now-famous Moss Motors pinewood derby track was utilized at a Triumph meet for the first time, for some fierce competition between delicate Triumphs (and others!) and our notorious Moss "Feely Bag" contest attracted a larger entry than in previous years—it would appear people are becoming more knowledgeable about what goes where on their TRs!



With over 200 Triumphs from all over the USA, it was TR heaven!

The Moss hospitality room and parts display was crowded throughout Triumphest and we had the pleasure of offering free breakfast each morning to those registered for the event. This sadly did not include the party of German tourists, staying at the Holiday Inn, the H.Q. for Triumphest, who wandered in, despite one of them claiming that he had owned a Triumph some years ago! Highlights of the Moss display were the story of the new Heritage TR6 body shell and the major part Moss Motors played in its inception, plus the appearance of not one, but two Triumphs inside the hotel, which formed the centerpiece of our show! We could have run another competition to answer the question "How did you get the Triumphs inside the hotel—and to your room?" The answer was, "with difficulty", but it was well worth it. Sincere thanks to Bill Burroughs and Mr. and

Mrs. Steven Chandler for the loan of their cars over the weekend.

A superb banquet rounded out the event and the Moss Motors Triumph Enthusiast of the Year was presented to Marty Lodower of the Triumph Register of Southern California, a consummate enthusiast who edits a great magazine, organizes events and in general, promotes the cause of Triumphs year round. He also owns a rare and beautiful Triumph 1800, which is driven to many meetings around the state.

Speaking of this award, one of the pleasures of our weekend at Triumphest was to meet again with "Digger" Davitt of the D.C.T.R.A., a real stalwart on the club scene for many years and a regular good guy.

Sadly, shortly after the event Digger passed away suddenly and we here at Moss Motors felt that we would like to acknowledge Digger's contribution to the British sports car movement, and that some tangible reminder of him should accompany us all to future Triumphests. We therefore spoke with Digger's son, Richard, and his widow Mary Jane, with the proposal that we rename the award the



"Digger Davitt Memorial Trophy" and we were delighted when they gave us permission to do this.

Since that time we have had contact with all the major Triumph Clubs on the west coast and elsewhere, and solicited their views. Without exception, they were all supportive of the idea, a couple of clubs even sent us petitions signed by their members urging us to do just this! So it gives me great pleasure to inform you that the former Moss Motors Enthusiast of the Year award, will henceforth be known as the "Digger Davitt Memorial Trophy" and it will be awarded annually at Triumphest in Digger's honor and memory.

### Triumphest 1993

This year's grand event will be held in Sacramento and hosted by the Triumph Travelers Sports Car Club from October 7th-10th, 1993. See you there!



## Removing Your Car From Mothballs

Craig Cody  
Santa Barbara, CA

**A**s I awoke this morning, bright sunshine had replaced the torrential rains, and given a clue that British car weather was imminent. With nothing else on my immediate agenda, I decided to prepare my MG TD for the 1993 motoring season. As many of us do, I had simply parked my faithful companion last fall, intending to "mothball" it for the winter. Well, there it sat, neglected and ignored all season. I first sat down with a pad and paper, and made a twelve item list of things to be done.



This moisture will condense in the system causing corrosion and eventual brake failure. You might also want to change to Silicone fluid at this point. The brakes should be adjusted per the instructions in your shop manual. If you don't have one, buy one! This is probably the most valuable tool you can have. You needn't be



1955, at the factory with MGAs on the assembly line at right, and Magnettes to the left, ready for finishing touches.

### 1. Tires

Inspect tires for wear, cracking and damage. Check wire wheels for bent or broken spokes, check disc wheels for dents on the rim. (Don't forget the spare in this step.) Inflate to proper P.S.I.

### 2. Cooling System

Use a hydrometer (available very cheaply at your local auto parts store.) to check the coolant. This is not just "anti-freeze"; it helps your radiator cool the engine efficiently on hot days. Visually inspect hoses for cracking and the fan belt for chafing and cracking. Drain and flush the cooling system if needed. (Make certain to dispose of old coolant properly, it is *toxic waste*.) Most auto parts stores and service stations have facilities for disposal of waste coolant and oil and will take it from you either for free or for a small fee.

### 3. Engine Oil

Even if you changed the oil just a few miles before laying your car up for the winter, it is a good idea to change the oil and filter; there are acids and all kinds of nasty contaminants held in suspension in the oil. Condensation may cause moisture to accumulate in the sump, and create corrosives that can damage your engine over the long term. Again, please

dispose of the old oil and filter properly.

### 4. Battery

Disconnect and remove the battery. Clean the outside of the case and the terminals. Check the electrolyte level and top up with distilled water as necessary. Check the charge and condition of the battery with a battery hydrometer and charge as necessary. Be careful when working with the battery, the acid is tough on clothes! Now is also the time to inspect the battery cables, the same acid that eats your clothes can cause perishing of the cables, giving you the "Lucas Curse" which in most cases is caused by a poor connection. That white powder you might see is dried battery acid which may be cleaned away using club soda. The cable ends should be tightly attached with no signs of fraying.

### 5. Brakes

This is probably the single most important system on your car. It does you no good to go if you can't stop! The wheels and brake drums should be removed and the system inspected for wear and leakage. Replace pads and shoes as needed. Now is a good time to totally flush the brake system (our E-Z Bleed, #386-860 is really handy for this.) Brake fluid is "hygroscopic", this means that it attracts moisture from the air.

a mechanic to understand the basic procedures outlined in a good shop manual.

### 6. Transmission and Differential

Drain and refill the transmission and differential with proper fluids to specifications in your shop manual. Now is also the time to visually inspect the U-joints.

### 7. Clutch

Mechanical clutch mechanisms should be checked and adjusted, hydraulic clutches should be inspected and the fluid replaced just as you did with your brake system.

### 8. Fuel System

Drain the old gasoline from the tank and keep it to use in the lawn mower. Gasoline can lose a lot of its punch over time. Fresh gasoline will make your car run better. When you start the car, be sure to check for leaks in fuel lines and at the carburetors. To avoid problems, the next time you store your car, use Store-n-Start gas preservative, #220-395.

### 9. Lights and Electrical System

Re-install the battery, and try out the horn, lights, etc. Check the fuses and make certain you have a spare set. If your car has an electric fuel pump, you

may want to check the condition of the points, they can corrode and cause the fuel pump to operate less than efficiently.

### 10. Hinges, Latches and Locks

A squirt can of light oil and some white lithium grease will help them operate smoothly.

### 11. Clean and Polish

Of course you will want to have your pride and joy nicely cleaned inside and out for the first drive! This is the time to replace the wiper blades. They tend to dry out and crack after periods of disuse.

### 12. License and Documents

When the new tags came in the mail, did you put them on, or are they still in your desk? It is embarrassing to have to explain to that nice officer that you really do have them...so replace. Put the registration and insurance card in the glovebox!

Now, go for a drive and enjoy! Happy motoring...

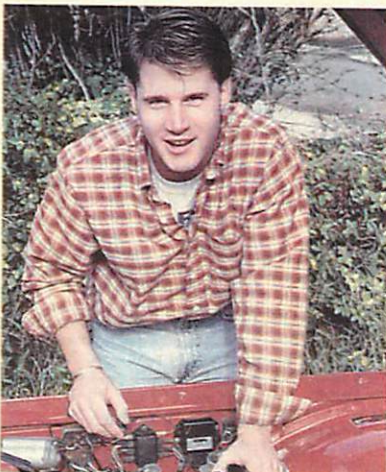
(Craig will receive a gift certificate for his contribution—Ed.)

## Our British Sports Cars

Jill Lee Jones, Art Department

**W**e've been printing your British sports car photos and comments over the last few years and have decided (by popular employee demand) that we want to get in on the press, too! 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. We'll try to show you some of the projects we're working on, and perhaps give you ideas for your own British sports car maintenance or restoration.

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!



▲ David Eichelbaum  
Marketing Coordinator

Well, Jill made me get up early on a Saturday morning to meet her for this photo so I'm not responsible for how it comes out! Today I'm planning to replace the fuel tank float on the TR250 because I can't ever tell how much gas I have anymore! My typical weekend consists of cleaning and polishing the TR250 and playing around with the five year TR4A restoration in the garage for awhile. Then I usually go for a nice long ride on my Triumph motorcycle.

### ▼ Ken Smith Moss Club & Event Coordinator

My 1979 MGB is bright Inca Yellow (and I mean bright). When the gentleman in the large Chevy land yacht proceeded to reverse into the MGB (with me still in the driver's seat and parked), I even put my hand out to stop him, getting my fingers trapped in the process. All he could say was "It's so small... I never saw your car!"

The trailer hitch hit the door and creased it so badly, a new one was needed - the paint match was a nightmare - and then came the task of getting the stripes right. Moral: Beware of large cars bearing trailer hitches!



▲ Bob Coté  
Sales Department

I purchased my Austin-Healey 3000 BJ7 from a gentleman who had owned it for three years and was in the process of a slow restoration and then "just lost interest". He and his wife wanted the car to go to someone who would take care of it and finish the restoration. Right now I'm in the process of repainting the engine from red to the original Healey green and stripping paint from parts that were incorrectly painted.



## Sports Car Gallery

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



Not everyone's favorite MG, but I love my 1976 Midget. Purchased for \$300.00 and about \$3500.00 later, I now own my dream car...fast, fun and wide open!

The only thing this car had going for it was a rust-free body. It

required frame-up restoration, including a transmission and engine rebuild, as well as a complete interior restoration.

I've owned a Spitfire and a 'B but neither compares to the Midget for pure driving pleasure.

Thanks to Moss (lots of free advice, great prices on hard-to-find-parts) a good mechanic/consultant (LR Auto, Bridgewater, NJ), and an MG graveyard (MG Ts, Boonton, NJ) for making my driving fun again.

You know, I tested a Miata for a little while and chose to restore an MG...they just drive so much better!

Jon Fourré, GreenBrook NJ



This is my 1976 British Racing Green Triumph TR6. I bought the car in 1987 from the original owner with 36,000 miles on the odometer. The car was in fairly good condition at the time, but after 4 years I decided that I wanted it to be in excellent condition.

I had my TR6 painted last year, and added a new convertible top, carpet and a roll-bar. The vinyl dash is in perfect condition, as are the seats, interior panels, trim and boot. The engine and drive train are in excellent running condition; the only modifications I have made are to switch from points to an electronic ignition and to add air conditioning.

Since then, I have won over 20 awards with my Triumph that now has 89,000 miles on the odometer.

Did I forget to mention that I drive my TR6 every day?

Kenny Justiniano, Fort Walton Beach, FL



I've been a long time customer of yours! Just thought I'd send a picture of my high school car for your Sports Car Gallery.

I've had this car since 1973! The color is Pearlescent White. For many years it was orange, and when I would show it, I always ended up taking 2nd or 3rd places! Since I restored it for the second time and changed the color, 4 shows and four firsts places.

Thanks for helping,  
Richard Britschgi, Lindenhurst, IL

### Not So Pitiful MGA ▼



I have only been a member of the British sports car family since last April when I acquired this pitiful little '57 MGA orphan.

Having worked on cars, trucks, tractors, etc. for 45 years, I was exceedingly surprised and gratified by the interest and challenges that this little fellow has provoked. I didn't think my photography was adequate to enter your photo contest, but I am sending you some before and after shots that will perhaps show others how much I have enjoyed working and driving this fine little car, as well as the invaluable assistance I have received from the people at Moss Motors.

Bill Parker, Waxahachie, TX

## The MGB Heritage Portfolio

Six Classic Reproductions of Famous Sales Brochures for the MGB and Related Models

Created by the British Motor Industry's Heritage Trust, this interesting selection of multiple paged art material, produced to mark the 30th anniversary of the original MGB and the introduction of the MG RV8 should be part of every MGB owner's collection. What production literature will you receive in this elegant portfolio?

1.) The original 16-page launch brochure for the "Superlative MGB". This was the most detailed and luxurious of the early MGB brochures.

2.) The brochure marking the introduction of the MGB GT in 1965, "For the man with the Octagon Spirit - magic in a new shape".

3.) The smaller 8-page version of the original MGB brochure, this particular edition dates from 1967 and was the first brochure for the MGB roadster Mk II.

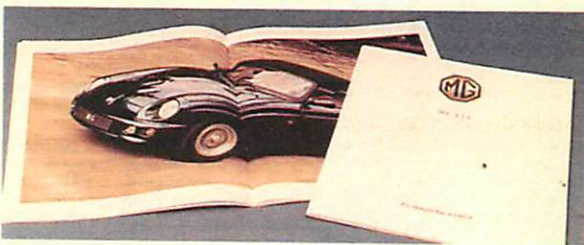
4.) Also dating from 1967, this was the first MGC brochure and described both the roadster and GT versions of this model.

5.) Marking the introduction of the face-lifted models in 1969, and unusual in that both roadster and GT were featured in the same brochure.

6.) There was never much brochure material for the MGB GT V8: apart from a simple one-sheet leaflet, it was only featured in the MGB GT brochure, this 1973 publication featuring the original chrome-bumper V8.



Heritage MGB Portfolio  
212-425 849.95



## MG RV8 Sales Brochure

The great news for British sports car enthusiasts everywhere is that the MG has been reborn with the introduction of a brand new model based on the old MGB V8. Officially known as the MG RV8, this model is what today's MG should have been, had it never gone out of production.

While the MG RV8 is not currently slated for introduction to the US market (although it largely meets all current US federal regulations), we are proud to offer the genuine 28 page full color sales brochure. Printed on large format art paper, this brochure is guaranteed to become a valuable collector's piece in the years to come. The photography is masterful, while the text is both interesting and informative. This is a premium quality brochure, fitting for a car that retails for the equivalent of \$40,000 in the U.K., definitely not the type of brochure handed out in the U.K. to every random sports car owner!

The real purpose for us here at Moss Motors in offering this new car brochure is to share our enthusiasm and support

for what has already been achieved by British Motor Heritage and the Rover group on a very limited development budget. Imagine what could be done if the Rover group really thought there was significant interest in new MG and Triumph sports cars?

We would like to encourage each and every British sports car enthusiast in this country to send a brief letter or post card expressing your support for the development of new MG and/or Triumph sports cars for the American market. Your voice counts, so take a stand today and spread the word. Please write to Rover Cars, Commercial Division, Canley Road, Canley Coventry CV5 6QX England (it's about 50 cents for letter postage or 40 cents for a postcard). If you're feeling ambivalent about showing your support, order up a brochure today...seeing is believing! The MG RV8 is truly a car each and every one of us would love to have parked in the garage!

MG RV8 Factory Sales Brochure  
213-250 84.95

# 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.

## 67

**More on Dust Valves**  
Tom Holdener  
Pinole, CA

Tech Tip #58 (Summer 1992 Moss Motoring) makes a mountain out of a molehill. There is a much easier way to get the mud out of your dust valve. Simply "roto-root" the drain hole and tube, using a coathanger wire or a welding rod and a cordless drill. Bend a small offset about 4-6" from the end of the wire and fish it through the drain hole until it comes out the slit at the bottom of the tube. Pour some water (if it isn't already full of it) down the air intake, while spinning the wire with the drill to flush the mud and junk out of it. It takes less than 5 minutes to do this, and I've done it about every other year for the last 12 years to prevent the problem.

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

## 68

**Stuck Wire Wheels**

Because servicing them is a dirty job, wire wheels are perhaps the most neglected components on a British car. Many times I've bought or worked on a car and found it nearly impossible to remove one of the wheels! This is likely due to very hard, dried-up grease which essentially freezes the wheel on.

I've heard about many techniques for removing stuck wheels with torches and chisels, and even trying to drive around without the knock-offs installed to loosen the wheel. Before resorting to such drastic measures, try using a can of carburetor cleaner to dissolve dried up grease. Jack the car up, remove the knock-offs and spray well up into the cavity between the wheel hub and the splined extension. The carb

cleaner will dissolve hardened grease in short order.

Be sure to place a pan or tray under the wheel to catch the dissolved grease and carb cleaner. Let the carb cleaner soak in for a few minutes and repeat the process while wiggling the wheel around to help break up hardened grease. Unless the splines have become jammed together on the extension, this will allow you to remove the wheel easily.

## 69

**Common Rebuild Woes**  
Jack Shepard  
Marion, NC

I came across a problem while rebuilding my Austin-Healey which I thought your readership might also experience at some time.

After driving my 1963 Austin-Healey for 21 years and putting on about 27,000 miles, I decided to restore it and put the Healey back into what I hope to be mint condition.

I began the rebuilding process in 1985. I completely stripped the car of chrome, fenders, window, etc. What was mostly rotted out were the floor boards and frame rails. Working in mostly spare time, which wasn't much, I rewelded parts back into place. Thank you, Moss, for being there with all of the spare parts, friendly counter service and advice.

While sitting there over the years on jack-stands, all of the brake and clutch fluid drained out (or disappeared somewhere). I know that I would need to rebuild the master cylinders. So I did, but when it came time to bleed the air from the lines, I couldn't. Starting from the furthest most points, nothing worked. I pumped the master cylinders to no avail.

Here were the problems:

The clutch system turned out easy to fix because the bleeder screw was plugged with dirt. Therefore, loosening the screw did not permit the air, fluid (and dirt) to escape, permitting me to bleed the clutch system.

The brakes took a little longer, because I wanted to start bleeding the lines at the furthest wheel cylinder. Eventually, I closed off the rear cylinder, and started bleeding at the left front wheel cylinder. Voila! That line was filled with dirt, and by starting at that point, the brake system started to relieve itself of air and dirt. From there, I had no problem bleeding the system, starting at the furthest wheel cylinder and working back toward the master cylinder.

After repainting in July and reassembling the fenders, chrome, windows, etc., this will be the year!

(If you suspect that the lines are partially or completely clogged with dirt, disconnect the lines at the wheel cylinders and/or front brake hoses, and flush them with denatured alcohol. Best results are achieved when you can use an air compressor to blow the lines clear. If you place a small piece of tubing on the master cylinder end of the line, you can press the end of the air nozzle against the tubing-Ed.)

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

## 70

**Damp Starting Problems**  
Tom K'Burg  
Salem, NJ

If your car is still slow starting, or a no start in wet/damp weather, and you have checked and convinced yourself that your battery is strong, the grounds and hot connections are all good, timing, plugs, and points are all up to specs, it is now time to go to the next step. You should seriously consider replacing your old, probably weak and/or worn out stock 25k coil with a new, high voltage 35k or 40k volt coil. They are available at reasonable prices. If you are a purist, rest assured that the Lucas Sports Coil (Moss #143-200), is still avail-



Abingdon aerial photo, 1933. This was the only year the factory ever manufactured the supercharged J4 racing car. Also, the prototype K3 was built.

able, although not originally fitted at the factories. Most likely if all the other electrical stuff is working well, you will solve your wet/damp starting problems with a high voltage coil.

Try it, and if you are like me, you will wonder why you or Lucas didn't do it 20 years ago.

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

**Open 7 Days, Longer Hours!**

## Oberg Tilt Lift



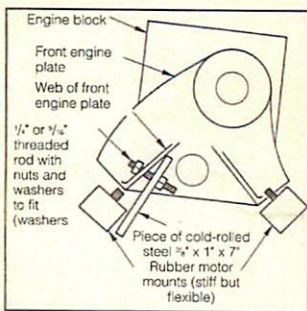
**Remove or install an engine alone!** The Tilt Lift allows easy adjustment of an engine's lift angle through a full 90° of movement. Adjustment is easy, employing your 1/2" ratchet, and the 2,000 pound capacity - with a 3:1 safety load factor - is more than enough for any modern engine/tranny combination. All steel construction ensures durability, and its small size (weighs only 4 lbs) makes it perfect for small work areas. It's absolutely indispensable!

386-730 \$69.95

## Engine Installation - A One-Person Job

Prof. Robert Koval  
Westmont, New Jersey

Any serious enthusiast who has ever contemplated pulling an engine, and has peered beneath the bonnet, will realize immediately that because of the angle of the mounting flanges on the front engine plate it would be mathematically impossible to slip the engine onto the motor mounts if it were not for the fact that the mounts are, at least to a degree, flexible. When installing an engine, commonly a two person job, one person lowers the engine and the other "fights" the engine onto the studs of the motor mounts. It is possible, however, to simplify an engine installation to a one person operation. And it does not have to be a distasteful ordeal.



All it takes is a 2 inch length of 1/4 or 5/16 inch threaded rod (with 2 nuts and washers to fit), an electric drill and bit, and a piece of flat cold rolled steel 7/8 x 1 x 70. The procedure is almost as simple as slipping on a shoe, and remember, one person can do it.

The web of the engine plate and piece of cold rolled steel are drilled to accept the threaded rod. The location of the drilled holes is selected to position the piece of cold rolled steel such that it will

apply force on one of the motor mounts, when the nuts on the threaded rod are tightened.

Viewing the engine from the front of the vehicle, the engine is lowered and tipped (rotated on the crankshaft axis) clockwise until the driver's side motor mount stud feeds through the hole in the engine plate mounting flange.

The engine will now appear in the position shown in the sketch. Note the passenger side motor mount stud is not even close to being in alignment with the hole in the engine plate mounting flange. It is at this point in the conventional two person

installation that one of the installers begins a fight to coax the motor mount stud into the flange hole of the engine plate. Foul language forms a blue haze in the garage, the pry-bars appear, and ultimately both people are totally committed to the fray. Thank heaven it does not have to be that way.

In the one person method you simply attach the piece of cold rolled steel with the threaded rod as shown in the sketch, insure there is slack in the chain hoist, and tighten the nuts on the

threaded rod. To your amazement (and that of any skeptical on-lookers if you are fortunate enough to have an audience in front of which to execute this adroit feat) the flat piece of cold rolled steel will exert sufficient force to flex the stiff rubber motor mounts (yes, they'll both move a little) and almost without warning the engine will simply drop precisely into place as if by magic with the studs of the motor mounts protruding proudly through the engine mounting flange holes ready to accept their washers and nuts.

The threaded rod and piece of cold rolled steel are removed and that which could have been a nasty, time consuming job has been dispatched in minutes with a minimum of effort. Best of all it was done without asking help from anyone!

## MG TC-TF Chrome Mount Bracket for TC Mirror Head



This bracket allows you to mount an MG TC mirror head to either side of all MG-Ts. It's a clever OE-looking adapter we designed to mount the original-type MG TC mirror head, #407-347 (available separately) to the windshield mounting post. Particularly neat looking because there is no drilling required, and it can be removed in minutes to allow folding of the windshield whenever the mood hits you to eat a bug or two!

Bracket 407-488 Reg. \$16.95



### Moss MGA Wins Class In La Carrera Pan Americana

After three consecutive attempts at the grueling La Carrera Pan Americana Rally, the Moss sponsored team of Juan Manuel Munoz Ledo and Luis Joaquin Gonzalez placed 1st in class, 10th overall, for an unexpected upset. This was no small accomplishment since the Carrera Pan America is widely considered to be the world's most challenging vintage sports car race.

The Carrera Pan Americana is the recreation of the famous trans-Mexican road race of the early 1950s. The modern version is over 2000 miles long and consists of staged all-out high speed sections coupled with controlled T.S.D.

(time, speed, distance) sections through all heavily populated areas. The course includes treacherous mountain passes and poorly maintained roads, as well as long straight flat stretches through the hot Mexican desert.

While the event is open only to vintage cars produced prior to 1960, considerable modifications are allowed in some classes. In fact, some of these cars are more closely related to modern NASCAR machines, at least under all the vintage sheet metal and chrome. MGAs compete in the under 2-liter, basically stock, Sport Menor A Class, which in theory is the slowest class. This makes



### 1992 MG-Triumph Challenge at Willow Springs, CA

On December 6th and 7th I attended a race at Willow Springs International Raceway, CA which was dubbed the MG-Triumph Challenge. It sure seemed like something that I would be interested in, and I was right...it was!

Hosted this year by local clubs, it was like going back in time with MGBs and TR4s everywhere I turned. It was very cool and windy at Willow Springs, as it's in the middle of the California desert, right down the road from Edwards Air Force Base. But that didn't seem to affect anyone who was racing. They were all in

bright Nomex suits with embroidered names and team affiliations, drinking hot cocoa and having a terrific time.

We were extremely well represented at the event with our sponsored cars, including Bill Haislett's MGB, which took second in class, Bill Burroughs' white TR4 (a Kastner look-alike) didn't finish due to an unexpected fresh air vent opening up in the side of his engine! Moss' own Robert Goldman raced his supercharged Sprite with vigor, Jonathan Lane drove his green & white MGB, and Mordy Dunst drove a hard race in his red TR4.

We are proud to be the

major sponsor of over twenty racing teams across the United States, as well as quite a few in the UK, where rallying and such is a popular pastime. If you are a licensed SCCA (or other sanctioning body) driver, have at least one season of competition under your belt, and would like to be considered for Moss sponsorship, then we'd like to hear from you. The more you tell us about your racing success, the better chance you have. Good luck in 1993! Write to:

Moss Motorsports  
c/o David Eichelbaum  
Moss Motors, Ltd.  
7200 Hollister Avenue  
Goleta, CA 93117

## Expanded Eastern Service,

*continued from front cover*

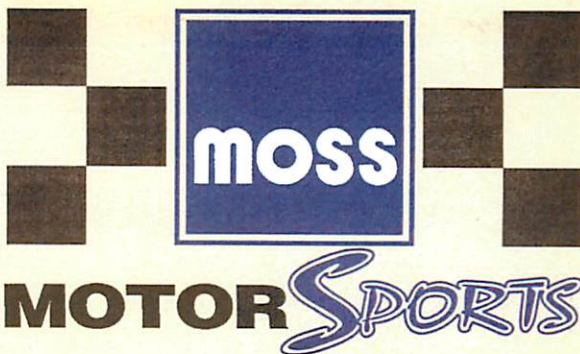
you need is on the shelf on the East Coast.

On those occasions where an item you need is not on the shelf, we suggest you place the order on a "Backorder OK" basis. We will ship what we have from New Jersey, which means those parts will get to you quickly, with a minimum of expense. Parts not in stock in New Jersey will be shipped (at no additional charge) automatically from California, usually on the next business day. By using both warehouses, we can generally get you everything you need quickly. If we happen to be

out of stock on both coasts, you may cancel the backorder at any time for a full refund.

We've been talking about phone orders, but quite a few of you like to drop in and place your orders over the counter. We are always delighted to see you, but we suggest you call first to make sure the parts you want are available. Even with a larger warehouse, and more parts on the shelf we can't guarantee that everything will be there (but there will certainly be a good chance!).

MOSS



Juan Manuel's 10th overall placing all the more commendable.

In a race traditionally dominated by big American V8s, Porsches, and Alfa Romeos, Juan Manuel and Luis' class win is significant indeed. With top speeds of 140 m.p.h. at 7250 r.p.m., the performance of their MGA coupe far surpassed the performance of the factory prepared MGAs that competed at Le Mans and Sebring in the 1950s. To maintain these speeds over 5 days and 2000 miles is truly remarkable. Juan Manuel also credits the Moss Coil-Over Front Suspension design for his superior road handling, particularly over difficult terrain and road conditions.

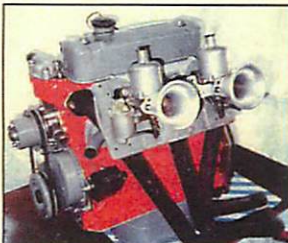
Notable performances were also achieved by informal teammates Ron and Malcolm Gammons of England, in their MGA coupe placing 4th (20th overall) while Jonathan Edwards and David Lampton, from the San Francisco Bay area, placed 7th in class (28th overall) in their MGA roadster. An Austin-Healey 100-4 driven by John Harris and John Chatham from the U.K. were also successful with a class win (17th overall) in the larger-engined Sport Mayor Class, while Steve Lawrence and Julian Masters of Santa Barbara, CA placed 3rd in the highly modified Open class (12th overall) in a Jaguar XK120. Congratulations, Juan Manuel and Luis on a well earned victory!

### News from Bill Haislett & His Moss-Sponsored MGB

The fifth VARA event of the 1992 Vintage Racing season was the September 25th weekend in Las Vegas. From a finishing standpoint and lap times, it was my personal best and a great weekend.

I finished second in class in my Saturday heat with 23 starters. My first heat race on Sunday brought another second place finish with better lap times. The third and final race of the weekend found me chasing the leading Porsche (which I have been chasing all weekend). He spun off and I took the checkered flag!

Bill Haislett, Pasadena, CA



1958 Sebring 12 hr - pre-grid line up 30 minutes before the start. (Photo by Guilbert Dybvad.)

1958: Al Moss starts to buy up obsolete stocks, and moves into manufacturing.



1951: MG TD engine assembly at the factory.

1951: Al Moss sells his Allard Distributorship and focuses on service work in Los Angeles.

### 1973-'76 Triumph TR6 Steering Wheel



Steering Wheel

This is an excellent reproduction of the original "leather" covered steering wheel fitted to TR6s from 1973 through 1976. The silver slotted-spoke design with the correct simulated stitching on the rim comes complete with the center pad. This wheel can be fitted to all TR250s and TR6s. Complete your new cockpit look with a new horn push, #667-435, available separately.

Centerpiece 667-435 Reg. \$18.95

853-720

\$169.95

## 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 shortcuts 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 - Gasoline!

Eric Wilhelm  
Technical Services

While we all use gasoline, but rarely give it much thought. We have come to accept the lack of lead, seasonal volatility changes, local differences, and the presence of "gasohol". But most of us still have some concerns about how these affect our cars' performance and what adverse effects they may have on the components of our cars' fuel systems. Now that we have become used to unleaded gasoline, gasoline is again being reformulated to meet the requirements of the Clean Air Act Amendments of 1990.

In order to understand the whys and wherefores of gasoline reformulation, it is necessary to know something about gasoline. Modern gasolines are complex mixtures of components to satisfy the requirements of all different types of gasoline engines, operating requirements, and climatic conditions with only a few different grades of gasoline - a miracle of chemical engineering we often overlook.

OCTANE is the measure of a fuel's ability to resist detonation (engine knock, or ping). For automotive gasoline, this is expressed as the familiar Anti-Knock Index (or "pump octane") which we see on the gasoline pumps. This is the average of two different measurements of octane which reflect the octane rating of a particular fuel under different conditions. The octane requirement of any particular engine is dependent on factors such as load conditions, altitude/barometric pressure, temperature, humidity, air/fuel mixture, and ignition timing. Using a grade of gasoline of higher octane rating than necessary does not give better fuel economy or greater power; it just costs more. Using gasoline of too low an octane rating can result in engine-damaging detonation.

VOLATILITY is probably the next most important property of gasoline. This is the fuel's tendency to evaporate, and must be carefully controlled for proper driveability. Winter gasoline is made more volatile than summer gasoline to provide good cold starting and warm up performance. Summer gasoline is formulated to minimize vapor lock and hot starting problems. Less volatile gasoline is also provided for high altitude areas, where less temperature is required to produce a given rate of evaporation. From a pollution control standpoint, increased volatility produces greater evaporative losses, which lead to smog formation, while severely decreased volatility results in poor starting and warm up characteristics (requiring overly rich air/fuel mixtures to run) which increase exhaust emissions.

CORROSIVITY must be controlled to ensure that fuels do not adversely affect fuel system components. Some cars experienced corrosion problems with some types of gasoline which contained methanol. This is no longer a problem, as what little methanol that is currently used in gasoline is combined with other components to eliminate this problem.

SULPHUR CONTENT must be limited to prevent excess exhaust emissions, engine deposits, formation of acids within the crankcase, and to reduce emission's caused acid rain.

PHASE SEPARATION TEMPERATURE specifications are used to determine the water tolerance of gasoline containing ethanol or methanol, as these alcohols can absorb considerable amounts of water.

ADDITIVES are used in very small percentages to improve the quality of fuels. Detergents remove fuel system deposits; deposit control additives and fluidizer oils control intake valve deposits; anti-icers prevent fuel line freezing; corrosion inhibitors minimize fuel system corrosion; anti-oxidants enable longer storage with minimal gum

## MGA Seat Bottom Foams



Use these seat foams when re-upholstering any MGA roadster seat to restore that "new" feel that tired worn out foam can't give. Excellent quality, reproduced in dense molded foam as original.

MGA Seat Foam, L/H	641-925	Reg. \$39.95
MGA Seat Foam, R/H	641-935	Reg. \$39.95

formation; metal deactivators minimize the effect of metallic components of gasoline, and lead replacement additives minimize valve seat recession.

OXYGENATES are being used more and more, and in increasing percentages as a component of gasoline blends. Their use has been mandated in certain areas since as early as January 1988 to reduce carbon monoxide emissions, and has since been mandated for use in the fall of 1992 for many areas throughout the country.

While most components of gasoline are hydrocarbons, fuel oxygenates are alcohols and ethers, composed of hydrogen, carbon, and oxygen. Their advantages in gasoline include high octane ratings, clean burning, reduction in CO emissions, and that they are replacing environmentally dangerous and health hazardous aromatic hydrocarbons such as benzene, toluene, and xylene. The most common fuel oxygenates now in use are methyl tertiary butyl ether (MTBE) and ethanol.

MTBE is currently present in approximately 25% of all gasoline sold in the U.S. It does not increase the volatility of most gasoline, and is not as sensitive to water as the alcohols. At 15% volume in a blend, MTBE raises the octane by up to 3 octane numbers. MTBE is produced from methanol and isobutylene, and eliminates the unfavorable characteristics of high volatility, questionable materials compatibility, and low water tolerance associated with the use of straight methanol.

ETHANOL has been used in gasoline since the 1970s, when it was used as a gasoline extender during times of gasoline shortages. These blends were known as gasohol. After that, it has been used as an octane booster, and most recently, as a means of reducing CO emissions. A blend containing 10% ethanol by volume will show an increase in pump octane of 2.5 to 3 octane numbers. Ethanol has the advantage of being easy to produce, and is a renewable energy source produced by fermentation of agricultural products, primarily corn.

Other oxygenates include tertiary amyl methyl ether (TAME), which is produced from methanol and isoamylene, ethyl tertiary butyl ether (ETBE), made

from ethanol and isobutylene, and blends of methanol plus various cosolvents to offset the undesirable effects of straight methanol.

From the standpoint of operating a car, the effects of reformulated gasoline are surprisingly few, and usually minor, if noticed at all. Unlike early methanol blends, current formulations seem to cause no problems with corrosion, water tolerance, elastomer swelling and deterioration, and volatility-induced problems. Older cars may encounter fuel filter clogging when first using ethanol blends, due to the solvent effect of the ethanol on fuel system deposits. This is easily rectified by changing the fuel filter, and has the very positive effect of cleaning all the accumulated grunge from your fuel system! Fuel mileage on older cars will often show a slight increase, due to the leaner burning and more efficient combustion characteristics of the reformulated fuel blends.

On newer cars, fuel economy may decrease typically by no more than approximately 1.5 to 2%. The benefits to those of us who drive our old cars are double - less pollution and better gas mileage. That combination is hard to beat.

(Most of the information for this article was kindly provided by The Renewable Fuels Association, and included a very informative booklet entitled "Changes in Gasoline II" which I recommend to those readers desiring more information on gasoline and how it is changing. It is available for \$2.00 from: Technician's Manual, Downstream Alternatives, Inc., P.O. Box 490, Bremen, IN 46506-0190-Ed.)



ORDER BY 2PM  
YOUR LOCAL TIME AND  
WE'LL SHIP YOUR ORDER  
OUT THE  
SAME DAY!

## Triumph Sports Owner's Association Badges



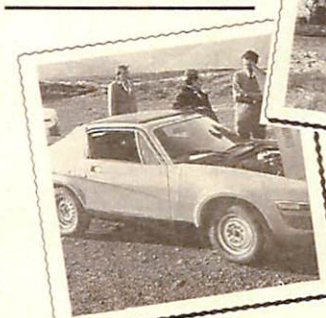
TSOA Badge, Black/Red  
TSOA Badge, Blue/White

These are genuine new old stock TSOA badges that we came across while on a trip to England. This is historically interesting since the TSOA was a North American only driver's club! Formed in the late fifties, it was later absorbed by the current Vintage Triumph Register, which is still strong today. This will probably be the last ever chance to acquire one of these highly collectible and sought after badges in brand new condition. Red/Black badges are appropriate for TR2-3, and the Blue/White badges are appropriate for later TR3 and TR4.

229-455	Reg. \$27.95
229-460	Reg. \$27.95

1975: Pre-production TR7 factory testing. Notice the wooden slats disguising the body.

1975: We added an in-house machine shop to produce smaller scale obsolete items.



1963: Austin-Healey made a good showing in this year's Alpine Rally!

1977: Moss purchased 48 tons of "obsolete" inventory from Standard Triumph in England.

# Moss Motoring - We've Brought You British Car News and Events Since 1982



The Triumph TR4 proved quite a popular sports car both in the UK and USA. Although this beauty emerged from the factory in 1962, it wasn't until 1978 that we came up with a complete and comprehensive Moss TR2-3-4 catalog, inspiring us to search out obsolete parts just as they were becoming unavailable!

## Catalog Update What's New This Spring!



In the pipeline as we reach press are several new publications. Look for our first edition of the Spitfire Mk IV-1500 catalog, our all new TR5-250-6 catalog and an updated version of our Jaguar XK120-140-150 catalog. The Triumph Accessory catalog should reach TR enthusiasts right around the time you read this, and our all new New Product/Price Update will be bringing you tons of new items and information this spring.

We've got an all new edition of the TR2-3-4 catalog, a completely revised MG TC-TD-TF edition, and a brand new Austin-Healey catalog in the works. Further news at a later date about these last three biggies.



Our love of British sports cars is the reason most of us work at Moss, and while there are lots of other companies out there providing you with spares for your favorite car, we are proud to have set the standards other British sports car companies follow. One of the many unique features that we've offered you over the years is our free quarterly newsletter filled with British sports car news and events, stories, articles and technical data from fellow enthusiasts both here at Moss Motors and around the world!

**We publish dozens and dozens of customer articles, tech tips, cartoons and photos each year.**

While 1993 is the 45th anniversary for Moss Motors, this year is also the tenth anniversary of the *Moss Motoring*. Although our publication started out fairly small, we've been adding features and pages every year, and hope that you've appreciated the changes! We receive incredible amounts of mail from our customers, and, although our space may be limited, we publish dozens and dozens of customer articles, tech tips, cartoons and photos each year. Our annual photo contest has grown from a total of 20 photo entries in 1986 to over 300 entries this last

year. Although the majority of Moss employees drive a British car (or at least own a "fixer-upper"), it never ceases to amaze us just how important British sports cars are to so many drivers around the world!

While our quarterly newsletter started out as a vehicle for our quarterly special offers, we feel that it has developed into one of the few British-only large circulation publications in the United States and vicinity. Our Events Calendar actually started as a response to customers calling our sales advisors and demanding (pleasantly, no doubt!), any information at all about car shows near to them. When you've helped customer after customer through a long term car restoration, and you finally see a photo of the finished car, you definitely want to help them find a place to show off that beautiful car! Now we're told by many clubs across the country that our calendar is used as a clearing house for British (and

other) event days.

We have quite a few future plans and improvements up our sleeves for *Moss Motoring* and hope to remain a vital link in the British sports car information world! We hope you enjoy this peek at some of the features that have been so popular in the last ten years!

### Dashpot Oil for SU & Zenith Carbs



**New!**  
Finally take all the guesswork out of what type of oil to use in dashpots! Specially formulated by the Penrite Oil Co. in Australia for all SU and Zenith-Stromberg carburetors. You don't have to use engine oil any more. 125ml supply should last a long time.

Oil 220-220 \$6.95

## TR6 Emergency Hood Cable

David Eichelbaum  
Spontaneous Product Coordinator

They say that necessity is the mother of invention. If that's the case, then hope that our TR6 Emergency Cable Kit, #807-088, is one product that you never need - but pray that you have it installed if the worst happens.

You've got to promise not to tell anyone what I'm going to tell you here, as it's slightly embarrassing. A couple of weeks ago I was cleaning the engine compartment of my TR250 (I've been accused of being somewhat overzealous in this department). Anyway, to get around it more easily, I removed the hood release cable and bracket so I could clean behind it.

Do you see this one coming yet? Slam goes the hood, and I hop into the car to head off to an afternoon matinee. Oh oh...

Several hours later, I had my hood open again; after I removed the head-

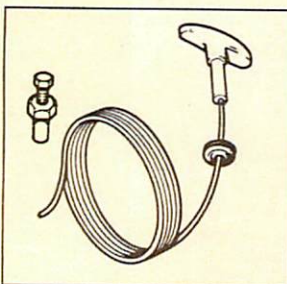
light buckets and loosened the hood hinges from inside to raise the hood enough to get at the catch with a broomstick! You can't even do this on a TR6.

Since I missed my movie and really don't want to do this again, I went and got another inner cable and routed it to the catch right alongside the other one (which would have been fine if I'd just remembered to hook it up!)

Don't let a broken cable keep you from getting to your movie (or getting anywhere for that matter). Order one of these kits and install it right away. It's not fancy nor flashy,

but it may save your day. Kit includes cable with cable stop, grommet, and installation instruction sheet. (But please don't tell anyone how or why we created it!)

**TR6 Emergency Cable Kit**  
807-088 \$7.95

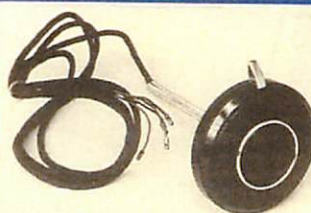


## Still Puzzled? Continued from page 2

Here's the solution to Race Results!

Place	1	2	3	4	5
Color	Yellow	Blue	Red	White	BR Green
Driver	Sterling Moss	Paddy Hopkirk	Martin Brundle	Nigell Mansell	Jackie Stewart
Car	Triumph Sprite	MG	Mini	MG	Cortina
Pitwork	Tire Failure	Bonnet Adrift	Fuel Pick-up	Engine stay	Replace damper
Tire Type	Avon	Goodyear	Bridgestone	Dunlop	Pirelli

## TR2-3B Control Head Assemblies



Beautiful reproduction of the horn and turn signal assemblies used on side curtain TRs. Exactly as original with Bakelite housing and diecast, chrome plated turn signal levers, these assemblies have a very "period" look to them and are difficult to distinguish from originals. Supplied complete with correct color-coded wiring harnesses already installed and fitted with Lucas bullet connectors to plug right into original main harnesses.

**Control Head Ass'y, Adjustable Wheel** 667-530 Reg. \$149.95  
**Control Head Ass'y, Non-Adjustable Wheel** 667-480 Reg. \$149.95

# THROUGH THE WINDSCREEN

CLUB NEWS AND EVENTS

## The Club Scene

Ken Smith, Club & Events Coordinator

### Around the World in the Mossmobile

I was planning the 1993 itinerary for the Moss RV, and the places we expect to visit on our travels around the U. S. A., as we attend the wonderful meetings you have planned for the coming season, when my colleague Jamie Pfeifer drew my attention to an interesting fact! Estimating the mileage we expect to cover is always difficult, and as a guide, we referred to the distances covered during the last three years the Mossmobile has been on the road attending club events. This totalled some 48,000 miles!

Jamie made the point that this is equivalent to travelling round the world almost twice, which had never occurred to me before! I must say that we have enjoyed so much bringing a little bit of Moss Motors to you through the visits we have made with the RV to your events, that the miles have seemed to fly by. Of course, we'd rather have covered the miles in a British classic sports car, but then we wouldn't have been able to bring you all the goodies and other stuff that we can carry in the RV.

So what's in store for us all this coming year? Well, we have a new President, the economy looks as though it's turning around, and there are dozens of fantastic British car events to look forward to! We here at Moss urge you to get out and drive your car to at least one of the meetings in your particular area. Contact your local club if we've not listed a meeting near you in our comprehensive listing of events on the next page. Again, if you don't know where your local club is located, give us a call or drop us a line and we'll try to point you in the right direction. I cannot stress enough that half the enjoyment of owning a Triumph, MG, Jaguar or Healey is joining and enjoying the fellowship of belonging to a British sports car club. You'll find that help and support are freely available, technical problems can

be solved by your fellow club members and the social scene in these organizations is a great way to meet a whole new bunch of nice people. Maybe you wish to show off your car in Concours events, or go and try a little bit of competitive auto sport such as slaloms or gymkhana's (even go racing in your car!) or just visit an area of outstanding scenic beauty with a bunch of like minded people and have lunch.

Let me give you an example. Recently, our local club met one Sunday morning and travelled in convoy to an old western saloon in a little town called Pozo. Here we saw the old west still active in 1992! Outside was a tree where they used to hang the desperados of the day, and they had photographs of how the saloon looked in the late 1880s. A bluegrass band played while we ate the largest burgers we'd ever seen, and met some of the local characters, who were something else! The whole place was full of the atmosphere of a western novel.

Leaving the saloon, we then all travelled together up Pozo mountain, where the scenery and the views were just spectacular. After, we returned to one of the club member's houses for an informal tire kicking session (thanks Ken & Marcial) before driving home in the twilight glow, top down, following a really beautiful day. The moral of the story is that we, by ourselves, would never have even found the saloon or the scenery if it hadn't been for our local club staging the outing! So, join your local club - take part in their program, and I guarantee you'll be a much better person for it!



The search for the world's top MG TC came to an end at GOF 54 in Harrisburg, PA, July 1-6, 1992. Left: some of the finest TCs in the world. Above: the winning MG TC!

Speaking of British car clubs, thanks to all who returned our recent club survey which we sent out to a number of organizations. This was to gain information so that we here at Moss Motors can serve you even better in the future, and, as I've said many times, we can't help you if we don't know where you are! We also cannot point prospective new members in your direction if we do not have your membership secretary's address or details of where to contact an official of your club. British car clubs on our database enjoy a level of support unique in the industry, and there are many advantages to be gained by letting us have details of your organization. If you receive a survey, please complete it and return it to us, and if you think that we might not have your club listed, then let us know who you are, where you are and what you are doing! As Club & Event coordinator it always heartens me to receive details of clubs of which we were previously unaware.

One final point before I close, please let us have details of any events you are staging this summer, so that we can pass the information on through these pages for the benefit of all, and if your club wishes to take advantage of our Club Support scheme, please apply EARLY! It's no good advising me the day before an event that you want our help.

We now prepare to head out to St. Louis, Louisville, Ann Arbor, Keene and other great meetings while our West Coast crew will see you in Seattle, Sacramento, and of course, at our famous British Car Marque Days in Goleta and Dover!

## 1993 Moss Club & Event Schedule

We can't promise to be at every event this coming British car season, but we will make a definite appearance at quite a few events!

### Look for Ken Smith and the Moss RV or Team II, at these events!

- March 6th, Phoenix British Car Day Moss RV
- May 28th-30th California Healey Week, Pismo Beach, CA RV
- June 5th, Moss MG Marque Day, Goleta, CA RV
- June 24-26th, North American MGB Register Convention, St Louis, MO RV
- June 27-July 2nd, Austin-Healey Conclave, Louisville, KY RV
- June 28-July 2nd, G.O.F. West, South Lake Tahoe, NV Team II
- July 15-17th, G.O.F. Central, Ann Arbor, MI RV
- Aug 4-7th, Vintage Triumph Register Convention, Seattle, WA Team II
- Aug 5-8th, American MGB Association Convention, Keene, NH RV
- Aug 13-15th, American MGC Register Convention, Staunton, VA RV
- Aug 28 Triumph Marque Day, Goleta, CA RV
- Aug. 20-22nd, U.M. Summer MG Meet, Grand Rapids, MI RV
- Sept 12th, All British Field Meet, Palo Alto, CA RV
- Sept 23-25th, Moss Fall Festival, Buellton, CA RV
- October 8-10th, Triumphest 1993, Sacramento, CA RV
- Oct 16th Austin-Healey Marque Day, Goleta, CA RV

Between events, we will be hosting local clubs for an "Evening with Moss Motors". If you're interested in a Moss night with your local club, contact Ken Smith.

In addition to the above and depending upon negotiations we could also have the RV in attendance at VARA meetings held on Willow Springs Raceway on various dates this year.



The Toronto MG Car Club celebrates MG '92 in Ontario with rousing success!



1977 and the MG Factory "A-Block" in Abingdon, England.

1977 marked the start of Moss' huge commitment to the reproduction and manufacture of obsolete car parts.

The mid-seventies found Abingdon producing incredible quantities of MGBs for home and abroad markets.



October 22, 1980 - the last MGB Roadster rolls off the factory lines. Shown here with Peter Franklin, personnel manager, Abingdon.

### Battery Acid Neutralizing Mat



This thin foam pad is placed under your battery to absorb any spilled or leaking acid before it has a chance to damage paintwork. Use in conjunction with an "Amco" style battery tray to make sure battery acid is never a problem again! Highly recommended for MG TD-TF and TR2-6, where batteries are so exposed.

Pad 241-025 Reg. \$5.95



A unique feature of this year's Triumphfest was a SMOG CHECK, of all things! It's not often that you see people volunteering for this!



A packed all British event draws CLUBS FROM HUNDREDS OF MILES AWAY to celebrate their particular favorite sports car!



The All British Gathering in Palo Alto, California WELCOMES HUNDREDS OF MGBs from all over the United States.

Dozens and dozens of Austin-Healeys line up in BEAUTIFUL BRECKINRIDGE, Colorado for Healey International 1992.

## 1993 British 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 *Moss Motoring*, please send a short description, including date and telephone number. We will list as many events as possible in our available space. Send your entries, attention: *Moss Motoring Events Calendar*, 400 Rutherford Street, Goleta, CA 93117. Our next deadline closes April 1, 1993. 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.)

### The Hottest Happenings in 1993

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

May 1 **6th Annual British Car Gathering**, Townsend, TN - Carolyn Hendriksen 615-984-8711 after 5:30 EST

May 1 **3rd Annual All British Vintage**

**Auto Gathering**, Tuxedo, NY - Marc Block 212-662-2748

May 2 **English Car Day**, Morristown, NJ - 908-755-3794

May 13-16 **Sprite Bash**, Hershey, PA - 717-534-2525

May 14-16 **Emerald Necklace MG Register's annual event**,

Cleveland, OH - Bob 216-678-9394

May 22 **2nd Annual N. Shelby Sports Car Show**, Alabaster, AL - Alan Thacker 205-663-9299

May 28-30 **British Sports Car Spring Fling**, Simcoe, Ontario, Canada - Robin Searle 416-727-7577

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

June 6 **6th Annual MG Day**, Museum of Transportation, Brookline, MA - Gene Gilmour, eves 508-668-7140

June 22-28 **GOF Mk56**, Portland, ME

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

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

July 29-Aug 1 **8th Annual Canadian Classic**, Burlington, Ont., Canada - Frank Redmond 416-245-7201

Aug 4-8 **VTR National Triumph Convention**, Seattle, WA - P.O. Box 27668, Seattle, WA 98125-2668

Aug 5-8 **AMGBA Convention**, Keene, NH

Aug 13-15 **MGC Convention**, Staunton, VA - 704-274-2269

Aug 15-19 **West Coast Healey Meet**, Stevenson, WA - 206-523-1137

Aug 28 **Moss Motors Triumph Marque Day**, Goleta, CA - Call a sales advisor

for details, 800-235-6954

Sept 11 **Moss Motors Austin-Healey/Triumph Marque Day**, Dover, New Jersey - Call a sales advisor for details, 800-235-6954

Sept 19 **10th Annual British Car Day**, Oakville, Ont., Canada - Frank Redmond 416-245-7201

Sept 18-19 **Colorado English Motoring Conclave**, Denver, CO - Gary George 303-534-0518

Sept 23-25 **Moss Motors British Car Festival**, Buellton, CA - Call a sales advisor for details, 800-235-6954

Sept 25 **MGs on the Rocks**, Rocks State Park, Harford Co., MD - Richard Liddick (410) 882-6896

Sept 29-Oct 2 **GOF 57**, Burlington, VT

Oct 8-10 **Triumphfest**, Sacramento, CA

Oct 10 **TVR Car Club of No. America "Out of the Woodwork"**, New Jersey - Marq Ruben 301-986-8679

Oct 16 **Moss Motors Austin-Healey Marque Day**, Goleta, CA - Call a sales advisor, 800-235-6954

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 - write: Events Calendar, 400 Rutherford St., Goleta, CA 93117.

## Governor's Cup Rally, The Unplanned Adventure

Chris Nowlan  
Product Development Manager

October 1st started out like most Thursdays. The same stack of paperwork that I had left the evening before was there to greet me. After grabbing my first cup of courage, I settled into what should have been just another routine day.

At about ten, I heard Al Moss' freshly restored TC spring to life from the showroom below me. A few minutes later, as Al drove off, Terry Peddicord popped into my office.

"Hey, Terry, isn't this the day you and Al leave for that Governor's Cup Rally in Arizona?" "Yes, but I can't go...I've got finals next week, three other projects to finish up, my MGB just died and my girlfriend says I've got to sand and prime her TR6 this weekend or else!" "Why don't you go instead, Chris?" While I'm not usually the spur of the moment type, this sounded like an opportunity that I couldn't pass up. "When is Al leaving?" I asked with quickly focusing interest. "He's on his way to the barbers now and then plans to pack up the TC and head out before noon". With a quick surprise call to Al at the barber shop I had a confirmed invite for a four day run to Arizona.

And, as every true sports car enthusiast knows, the worst possible four days of TCing is better than the best four days of paper pushing!

The Governor's Cup Rally, now in its 10th year, is a wonderfully organized invitational rally, run over hundreds of the most scenic roads imaginable between Prescott, Arizona and the Grand Canyon. While the event is limited to 100 cars, the variety of Classic, Antique and Special Interest cars was amazing. Included were Model Ts, Bugattis, V16 dual Cowl phaeton

Cadillacs, 3 Wheel Morgans and a 1950 Pontiac sedan driven by a band of renegade nuns! The rally was comprised of separate events which each counted towards the cumulative score. Events included a Concours both before and during the rally (with included costume judging) while the rally itself included both T.S.D. and gimmick question aspects. The hundred odd questions were listed in completely random order and required both a photographic mind and eagle eyes. Since neither Al nor I have either, we decided to let the more obsessive competitive types fight it out while we enjoyed the scenery and half-heartedly practiced our Time-Speed-Distance skills. Our late afternoon arrival at the Mazwik lodge on the South Rim left ample time for relaxing refresh-



ments served in the parking lot and an opportunity to kick tires with both old and new friends.

In four days we covered nearly 1400 miles with only a slightly annoying but easily fixable oil leak and an unexpected flat tire. We stuck to secondary roads whenever possible, including a stretch of old Route 66 and stopped along the way to check out relics of another age.

At one point, we most abruptly stopped in the middle of the deserted highway to visit with a desert tortoise out for an afternoon stroll. Not only was Al a great traveling companion with lots of laughs and old sports car stories, but he let me take a number of turns behind the wheel which was a cherished experience in itself. I've driven literally dozens of TCs over the years but Al's basically stock example, which he has owned since new, handles and responds like no other TC I've ever driven. I've never driven a Lotus 7, but driving Al's TC through the mountains of Arizona may be as close as I'll ever get!

## BRITISH INTEREST

### Good News From British Motor Heritage

The latest press release from Heritage is good news for MGB owners and restorers. Recently introduced products in the U.K. include the critical *Jack Tube Assembly*, which is now being manufactured in cold drawn seamless tube to conform with all safety requirements. Other new items soon to be available include the *Rubber Bumper Retainer*, the *Bonnet Lock Platform* and the *Twelve Volt Battery Box*. All these previously unobtainable items will be available from Moss Motors, a founding member of the Heritage Specialist association, in the near future.

## BRITISH INTEREST

Those of you with MGs in Louisiana may be interested in a new MG club, the Marchland MG Registry. Contact Kathy Duminski, Route 1, Box 1271-D, Lake Charles, LA 70601.

## BRITISH INTEREST

### Miniatures and Models

A new organization is now catering to those of you who have an interest in model cars and modeling. The Miniature MG Car Club for collectors and builders of MG model cars can be reached through: Ken Lawrence, 2850 Maple Lane, Fairfax, VA 22031

(An SASE would be appreciated when requesting information.)

This prompts me to ask if there are similar organizations for collectors of Triumph and Healey.

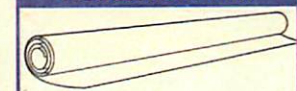
•Ken Mick, 4124 Hillcrest Road, Richmond, VA supplies Dinky and Corgi parts!

## BRITISH INTEREST

### G.O.F. West, Tahoe, CA.

Under a renewed steering committee the 21st Gathering of the Faithful (west) will be held at the spectacular Cal-Neva Lodge at north Lake Tahoe from June 28th through July 2nd. While this has been traditionally a meet for MG-T types, all MGs are invited to this year's event. A full program of varied activities is planned and a descriptive brochure and further details can be had from Lawrie Alexander at 916-676-5421.

## All British Cars Need Heatshield Foil



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

Foil 220-220 \$49.95

## Phone Orders:

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

**800-235-6954**

24 Hour Worldwide FAX:

**805-968-6910**

Overseas Customers

**805-968-1041**

### We're Open 7 Days a Week!

We've expanded our Sales Department hours to make your parts shopping even more convenient - especially in the evenings and on weekends. Our toll-free order lines are now staffed weekdays from 6:00 am until 7:00 pm, and weekends from 7:00 am to 4:00 pm, Pacific time. Use the handy chart below to find our hours in your time zone.

#### Monday-Friday Order Phone Hours



### Mail Orders:

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

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

### Payment:

We accept Visa, MasterCard, and Discover, or we can ship COD. (CODs over \$400.00 require cash or Certified Check.) Mail orders can be accompanied by check or money order, although personal check may delay shipment. Ordering, pricing, shipping and other procedures are in our New Product/Price Update.

### Customer Service:

Mon. - Fri. 7 am - 5 pm Pacific Time

### Counter Hours:

Goleta, CA      Dover, NJ  
Mon.-Fri. 8 am - 5 pm PST      9 am - 6 pm EST  
Saturday 9 am - 4 pm PST      9 am - 4 pm EST  
Please call ahead for stock checks when picking up parts at our Dover, NJ showroom, 201-361-9358.

### United States: Moss Motors, Ltd.

Western Warehouse & Sales Counter  
7200 Hollister Avenue • Goleta, CA 93117

Eastern Warehouse & Sales Counter  
Hamilton Business Park, #4A • Dover, NJ 07801

### England: Moss Europe, Ltd.

London Warehouse & Sales Counter  
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## MOSS MOTORS, LTD.

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

Dated Material - Please Rush  
Address Correction Requested

## FREE Catalogs!

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



MG TC-TD-TF	<input type="checkbox"/>	MGT 20	Jaguar	
MGA	<input type="checkbox"/>	MGA 12.7	JK120-140-150	<input type="checkbox"/>
MGB	<input type="checkbox"/>	MGB 4.1	Sprite-Midget	<input type="checkbox"/>
TR2-4A	<input type="checkbox"/>	TRI 03	Spitfire MkIV-1500	<input type="checkbox"/>
TR250-6	<input type="checkbox"/>	TRS 2.0	Current Price List	<input type="checkbox"/>
TR7	<input type="checkbox"/>	TRZ 01	(April 13, 1992)	<input type="checkbox"/>
Austin-Healey				
100-4, 100-6, 3000	<input type="checkbox"/>	AHY 05		

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

## Dealer Display License Plates



When your car was new, the local British car dealer used a variety of plates on the lot. Reproduced as original in pressed aluminum, here are some of the most common.

Union Jack License Plate	229-730	Reg. \$5.70
MG Crest License Plate	229-735	Reg. \$5.70
MGB Limited Edition License Plate.		
A beautiful repro of the dealer license plate fitted to 1980 Limited Edition MGBs.		
Dealer License Plate, TR6	229-740	Reg. \$5.70
Dealer License Plate, TR7	229-745	Reg. \$5.95
Dealer License Plate, Spitfire	229-755	Reg. \$5.95
Dealer License Plate, TR250	229-765	Reg. \$5.95
	229-775	Reg. \$5.95

# MOSS Motoring

Spring 1993



Moss customer Guilbert Dybvad, of Cortez, Florida looks over the assembly line at the Triumph factory in Coventry, England in May, 1959. In 1959, the first Moss catalog, for the MG TC-TD-TF, was in the works, and Moss was on the verge of moving into mail order.

## Expanded East Coast Warehouse Service

We have taken a series of steps over the last two years to improve the level of service we can provide our customers that live east of the Mississippi River. We've received quite a few comments from customers on the east coast that have received their order 24 hours after they called our sales office in California. By shipping the order out of our New Jersey warehouse, we can ship by UPS ground, and usually cut 2 or 3 days off the time it would take to ship that same order from California. This savings of time and money is only possible due to a combination of technology and a dedicated staff. Our New Jersey facility is linked directly to our computer by a leased line; an order entered in California can print moments later in New Jersey. The staff there work hard to make sure that every order received is processed quickly and accurately.

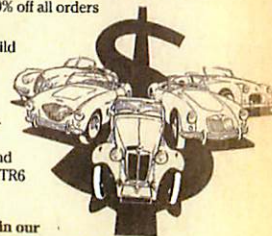
To maximize the potential of our East Coast operation, we have added an additional 5,000 square feet of warehouse space, which has made it possible to increase the inventory stocked there. Just after the first of the year we shipped several hundred thousand dollars in additional parts to New Jersey. This will increase the chances that the part *Continued on page 11*

## Rebuild Program

Now Extended through March 1993

To qualify, just place an initial single \$2,200 retail order (\$2,000 after discount) or purchase a new MGB or TR6 Heritage body shell. See page 2 for details.

- You'll receive 10% off all orders for one year!
- A personal rebuild advisor at Moss
- A rebuild recordkeeping kit with parts catalog, price list, rebuild journal and rebuild guide for TR6 and MGB!



If you'd like to join our Rebuild Program, please call our sales department, toll-free at 800-235-6954.