

# MOSS MOTORING

SUMMER 1996

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Our New Columnist  
John Sprinzel

In Defense of the TR7

Made in the USA  
The Moss Machine Shop

MGs in the Indy 500

Dingo Blues

Giant Upholstery Sale,  
Tech Tips, Highlights  
& More Good Stuff

**GIANT  
UPHOLSTERY  
SALE**

**MOSS**

Vol. XV, No. II

Sale  
Starts on  
Page 16A



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**4TH ANNUAL  
MOSS MOTORS  
BRITISH CAR FESTIVAL  
JULY 18-21, 1996**

The 4th Annual Moss British Car Festival will be held again at the Flag Is Up Farms in Buellton, California on July 18-21, 1996. The farm is located on Highway 154 east off Highway 101, between Buellton and Solvang. This is a three day event with an early bird party at the Buellton Windmill Motor Inn starting at 7 p.m. on Thursday evening. Friday and Saturday are filled with lots of activities including rallies, a slalom, funkhanas, dancing, barbecues, and many other fun activities for the whole family. Sunday, all participants are assembled on a giant field for a popular vote car show for numerous British car categories. Loads of prizes and trophies will be awarded for all events.

All categories of British cars are welcome, pristine and not so pristine, buses, taxis, sports cars, saloons, or what have you—if it's British, bring it! BUT REGISTER NOW, as events and hotel rooms are filling up fast.

Entry fee for the car show only is \$20.00, or the full three-day participation fee (paid prior to June 15th) is \$40.00. Spectators are welcome. Admission is \$10.00 per car per day at the gate, so bring the whole family. Gates open at 8 a.m. and there is lots of easy parking.

Each participating registration will include raffle tickets to win two free round-trip tickets to London, England donated by British Airways.

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For further information and registration forms, please contact Mr. Harry Haigh at (800)235-6953 or (805)681-3400 extension 3060.

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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 magazine production office at the address below.

Editor, *Moss Motoring*  
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We can accept contributions that are laser-printed, or on 3 1/2" disc; text files from Mac or PC in ASCII preferred; but double-spaced, typed information is also acceptable. We regret that we cannot return any material. We 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.

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We offer 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 toll-free, 800-235-6954, for your FREE Moss catalog. (At publication date, our current price list is effective from April 8, 1996 till further notice.)

Choose from MG TC-TD-TF, MGA, MGB, Sprite-Midget, TR2-4A, TR250-6, TR7, Spitfire MkIV-1500, Austin-Healey 100-4, 100-6, 3000, Jaguar XK120-150 and Miata. Keep costs down, ask your sales advisor if you have the current edition of our catalog.



**A DECADE OF MEMORIES**

Our move last year to new premises caused us to disturb the inevitable dust in quite a few corners. In one of these far flung alcoves of memories we came across a number of very early copies of *Moss Motoring*. I'm sure you know how it is when you come to throw out all those old car magazines that you never read. Something catches your eye and before

you know where you are, half the day has been spent reminiscing over times, cars, and events long past.

Well, this happened to me with those back issues of *Moss Motoring*. All I really wanted to do was to put them away somewhere where they would not be ravaged by the natural phenomena that prevails in the Golden State such as earthquakes, floods, fires and frequent visits from Presidential candidates.

One issue that particularly caught my eye was Spring, 1986. The copy I held in my hand was a little yellow and faded now, but after all it was ten long years ago, what a host of memories in those slim eight pages!

The Moss Marque Days in 1986 were no less than twelve! Back then we had facilities not only in Goleta but also in Rockaway, New Jersey and Beltsville, Maryland. Plus that particular year we hosted the New England T Register "Ocean to Ocean" event on a couple of occasions.

A surprisingly wide variety of content was to be found within the pages of Volume 4, Number 2—a dissertation on "Weberphobia" by Robert Goldman was countered by Lawrie Alexander's demonic plan for holding a Club Treasure Hunt. The "Bike Shed Ferrari" was the heading to R.B. Hart's tribute to the Spridget, while the late Paul Johnson told you everything you would wish to know about taking a long trip. Most of the content in those days was contributed by our in-house staff, whereas now we have correspondents around the world.

And the prices in the "Classic-fied" ads! How about a 1956 TR2 for \$2800, or a '61 Healey 3000 for \$4000? I briefly went through the stages of "If only" and wished we could have *deja vu* all over again!

So we've come a long way since that early issue, but it was nice to reminisce, and now if you'll excuse me, I've just found *Moss Motoring* Volume 3, Number 3 and I need to do some research!

*Ken Smith*

(Our cover shot comes from Hans Nohr of Ontario, California.)

**MOSS—SI HABLE ESPAÑOL!**

Many of you are aware that Moss Motors is a truly and international organization, and as such sometimes we are required to speak not only English and American, (which are not the same!) but also Spanish and German. If any of our Spanish-speaking friends would like to place an order or has a question, please ask for Señor Carlos González who will do his very best to assist you.

**MOSS—SI HABLE ESPAÑOL!**

Como muchos de ustedes ya saben nuestra compañía Moss Motors Ltd. es una organización internacional, y por esa razón a veces nuestro trabajo nos requiere que hablemos no solamente Inglés pero también Español y Alemán. Si alguno de nuestros amigos de habla hispana les gustaría hacer un pedido y/o tienen alguna pregunta o duda, por favor pedir de hablar con el Sr. Carlos González quien hará lo mejor para ayudarles.



**From the Cockpit**



## Letters

Please extend my thanks and gratitude to your sales assistant Jennifer Lower for her outstanding help this evening. She made it possible for me to repair the alternator on my 1979 MGB and circumvented the need for me to reschedule a crucially important meeting in the morning.

The post-production rectifier that arrived today seemed to be the right physical style, but the attachment points for the field windings were of a different type and had me concerned as to whether or not I was installing the correct one. I reached Jennifer at approximately five minutes to seven, which meant that she was due to go home shortly, after what I can only believe is a very long day for people doing what she does. She informed me that the "techies" had left for the day, but that she would try to answer my questions. It warms the heart to hear those words when circumstances have you in a corner with no help in sight!

And try she did! For the next twenty minutes Jennifer described to me what she was seeing in the manual, and faxed copies so that I could compare what I had to what I should have. She went back and faxed a schematic diagram when I had further questions about the wiring.

Her tone of voice and manner convinced me that there was no more important cause in the world than helping me complete my repairs, also she must have been anxious to get home to her family and relax. However, there was never a hint that this was so. Rather, at the end of our telephone conversation she sounded sincerely like she was ready to stay on the line and help me further if I needed it.

So, it is now less than 90 minutes later, my alternator is repaired, the MGB is running like a top again and the meeting is on as scheduled. All made possible by a young lady with brains and a caring attitude. Please extend my warmest thanks to Jennifer and if Moss has a merit program, and it was up to me, I would max it out for her. She is surely making the difference in whether we are just buying parts, or getting top notch service for our scarce and hard-earned money!

—Neil D. Hamilton, Redondo Beach, CA

and yet more! Here's a letter addressed to our Technical Support guru—Terry Peddicord....

I would just like to thank you for all your efforts in trying to solve the great windshield washer pump mystery. After I talked to you today I hooked all the parts up and it works great!

I really appreciate all your efforts to solve the problem, because most businesses wouldn't persevere like you did. Also I really enjoy receiving *Moss Motoring* and hope you continue to publish such an informative, "fun" magazine.

—John P. Hartman, Cheyenne, WY



I always hated the way rubber bumpered MGBs looked, so after seeing the MG RV8 I decided to use modern urethane paint to update the looks of my 1980 'B by painting the bumpers body color. What a difference! But will it last? I did this to another car of mine (a Teutonic vehicle) about five years ago and except for a couple of scrapes the paint on those bumpers still looks as good as the rest of the car.

After adding Cibie Z-beams, air horns, intermittent wipers, Pirelli P4000's and Ansa exhaust, the MGB has become a very enjoyable car in which to commute or cruise the country roads of Connecticut.

Incidentally, referring to a feature in *Moss Motoring* some time ago, I can tell you that MGBs can indeed be "heel-and-toed". I do it every day. You just don't use your heel or your toe. You step on the brake normally with the ball of your foot and roll your ankle towards the throttle pedal. You press the throttle with the SIDE of your foot. That's the technique I learned at the Jim Russell Racing Drivers' School where the technique was used very effectively in Formula Fords.

—Norman A. Sippel, Newtown, CT



Greetings from the West Indies! Yesterday a friend of mine gave me my first copy of *Moss Motoring* and I am happy to see so many Triumph pictures of those lovely models.

My one disappointment is that nowhere in this issue is there a Triumph Stag to be seen, so I have taken the liberty of enclosing a photograph of my 1977 Stag.

Are there no Stags in California... Happy Motoring and thanks for the publication.

—Dwight Barran, St. Maarten, Nederlands, Antillen

A few weeks ago I drove my 1972 TR6 from Baltimore, Maryland to Dayton, Ohio to visit my girlfriend and while the drive westbound was quite enjoyable, I discovered during the trip, my alternator had failed.

Upon my arrival at her home in Dayton, I attempted to trouble shoot the problem without success. Rather than waste time calling every alternator shop in Ohio, I called my Moss 800-number instead. I was answered by a very helpful and understanding sales expert who determined that Moss indeed had the alternator in stock and could ship it to my (or in this case my girlfriend's) address the next day.

At 8:30 a.m. the next morning I was met by the UPS delivery van with my package from Moss and within a few hours I had removed the old alternator and installed the new one.

My visit to my girlfriend was great and the drive back to Baltimore was a blast. Thanks Moss Motors for making life a little easier for we British car guys who refuse to give up the classics!

—Don Burkley, Port Deposit, MD

Thanks for the winter edition of *Moss Motoring*. I enjoy every article so please don't ever stop publishing it.

It reminds me of how special and unique it is to be a British sports car owner and enthusiast.

I find that after reading your publications I always find something to replace or work on on my Spitfire. Without your magazine my Triumph would not be in as good shape as it is now. Pretty soon with your help, it will be showroom quality.

I guess some of us need to be reminded to put aside careers and pressures for a few hours and work on our cars instead! Your magazine does that!

—V.C. Lymperopoulos, Redlands, CA

Cheryl and I would like to thank you for the wonderful and totally unexpected "Digger Davitt Award" at Triumph held in Palm Springs. We were both really moved and it was a tremendous honor to receive this prestigious award. We hope we can continue to be worthy of it.

Next to our kids and family, what we treasure most is the friendships we have developed over the years in the

British car movement and all your staff at Moss Motors are very special people and real friends. Over the years you have been solid pillars to all of us who love our cars and the people associated with them. Again, thank you.

—Cheryl & Steve McEllott



Just a short note to personally thank Moss Motors for all your parts and accessories plus the excellent service that has helped me keep our Singer 4A Roadster on the road. Keep up the good work!

—Anna & Tony Raynor, Claremont, CA

I am in the process of restoring a 1967 MGB Roadster from the ground up and this is my first attempt at restoring a British automobile.

I picked up a copy of the Moss Motors MGB catalog and was very impressed with the layout and information provided within the publication. I plan to be ordering lots of MGB stuff in the near future so keep cranking out those wonderful catalogs.

—Chip Mitchell, Avon Lake, OH

All right! I admit it! The British flag shown on the cover of the winter 1995 issue of *Moss Motoring* was mine. But how do you know I wasn't in distress? It was really HOT that day...

Actually, I was chastised on the spot and turned the flag right side up after the photo was taken. Anyway, this is not the first time my flag has been prominently displayed in a published photo. It's a pain carrying it and the heavy base in my MGA but the enjoyment that comes from controversies (as the British would term it) such as this, is worth it.

I certainly apologize to my British friends if I in any way offended them. In the meantime I'm looking forward to a two week visit to the U.K. in June during time for the big MG meet in Indianapolis. It should be another great summer for MG.

—Lawrence A. Brough, Newark, OH

Thoroughly enjoyed your new presentation of *Moss Motoring* and the arti-

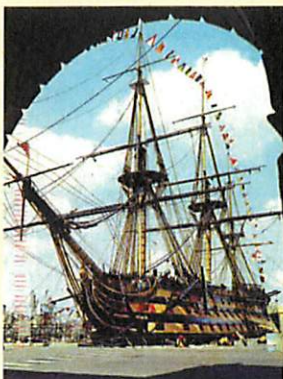
cle on the Union Flag. However, a slight correction is needed for the siting of the Jack Staff.

As you can see from the picture on the card, H.M.S. VICTORY has the Union Flag flying correctly on the Jack Staff which has always been on the bow of the ship.

The Ensign Staff is aft on the stern where the White Ensign is flown, except when at sea when it is flown on the gaff. The Union Flag is never flown on the Ensign Staff, only the Red, White and Blue ensigns are flown there. However, the Union Flag can also be flown from the masthead.

—Russ Urry, Portland, OR

(Our thanks to Russ and others including Capt. Ralph S. Stevens, Jr. USN (ret) for giving us the definitive positioning of the Union Flag!—Ed.)



## Mystery Car Corner

Well, our last offering certainly caught a few of you by surprise! We received quite a number of postcards with a diverse selection of answers—but only a very few were correct!

The car, in fact, was a 1938 Talbot Drop Head Coupe with rumble seat, having a 9 hp engine. It was one of only two built and was manufactured specifically for the Earl of Fitzwilliam, one William Charles De Moron (who was at one time Lord Mayor of the Editor's home city of Sheffield). The car was presented to his wife the Lady Maude Frederick Elizabeth Dundas on the occasion of their 42nd wedding anniversary. The Talbot then passed on to Lady Ann Bowly who was the granddaughter of the Grand Countess Fitzwilliam. The car was last shown in Scotland in 1985 before coming to the USA, where it resides in California. But what an impressive array of previous owners!

Talbot, a London based manufacturer, became Sunbeam Talbot and was taken over by the Rootes Group in 1934 where the Talbot name was continued as a model designation. Thanks to all our entrants, even the gentleman who submitted the answer to the Spring 1994 contest! Spinning our Castrol lotto drum the winner picked at random was Michael L. Beason from Minneapolis, Minnesota. A Moss Gift Certificate is now on its way to Michael.

Now below we have another piece of automotive exotica for you to identify. Send us your answer (on a postcard only, with your name and address, please) to *Moss Motoring* Mystery Car Corner, 440 Rutherford Street, Goleta, CA 93117. Answers must be received by July 1, 1996 to qualify for entry into our gift certificate drawing.







## At Full Chat

BY HARRY NEWTON  
photos by David Gooley

Lenman Dave Gooley has found himself a significant other, Susan by name. Regular readers of this column probably know that Dave does most of the photography that illustrates my articles. What makes his Susan particularly significant is that she loves to travel...last May she spent nearly three weeks careening through France and Italy with us in a Range Rover. That 4,000 mile saga began with a one day dash from Paris to Brescia, followed by several days spent chasing the Mille Miglia to Rome and back. Both the Range Rover and Susan endured quite satisfactorily.

Last November, Dave announced that he and Susan were going overseas again, this time to England, her call. The agenda was to be non-automotive; antique shops, B & Bs and dog shows...“tweedy activities” as I call them. Skeptically, I opined that it seemed nigh impossible for Dave to give up his car addiction, cold turkey; particularly in England, a veritable treasure trove of club events, car shows and auto museums large and small.

“Take plenty of film”, I advised, adding that Susan should tape record as many impressions

as possible. As it turned out, their odyssey included the Earls’ Court Motor Show, the start of the London to Brighton Run, and a day at the Morgan Factory...plus half a dozen auto museums with a few private collect thrown in for good measure. So much for “kicking the habit”!

“Beaulieu”, both agreed is a special place, one to which they might well have allocated several days...high praise from a man jaded by having photographed some four dozen auto museums in less than a decade. What follows are their impressions of the British National Motor Museum, nee Montagu Collection.

The estate grounds portray tradition, elegance and the orderly symmetry of Britain at its best, establishing a link between the era of the horse-drawn carriage and the evolution of the motor car during its first century. Inside the museum buildings, virtually every exhibit reinforces the continuity between old and new. Also in sharp focus is the renowned British penchant for history. One building, the British Petroleum (BP) motoring library, houses a vast collection of books, manuals, brochures, and periodicals that track every facet of automotive history. There are few, if any, more extensive film or video libraries anywhere than the one at Beaulieu, and the same applies to the catalog of still photographs—an impressive 200,000 plus images!

Vehicles from the horseless carriage Edwardian eras demonstrate construction techniques, engineering innovation and workmanship that are reflected in modern automobiles. What many think of today as recent discoveries, hemispheric combustion chambers, multiple valves, even electric propulsion, all can be traced back to the early days of the 20th century, and all are well documented in exhibits backed up by the museum’s archives.

In the real world, museums are judged by their amenities and their ability to entertain visitors as well as to educate. Even historians admit being influenced by museums that use theatrics in delivering their messages. Particularly effective are dioramas that place vehicles in contemporaneous settings that depict time, place and social atmosphere. In that department, Beaulieu ranks among the best.

Never mind Beaulieu’s importance as a historical source, at least for the moment. A core collection comprised of more than 300 vehicles deserves a high ranking in both numbers and quality. Yet, at any one time, only 200 or so vehicles are on display, of which some are on loan from other public and private collections. Also cars from the collection often participate in shows, concours d’ elegance and retrospective events around the world. Lord Montagu, Beaulieu, the museum’s founder, whose personal collection of historic vehicles serves as the nucleus of what is now the National Motor Museum, is recognized as an authority as well as being an avid enthusiast. Even in America, he has a pres-

ence, being a fixture at the Pebble Beach concours d’ elegance where he presents an annual trophy.

At Beaulieu, exhibits are determined by period and vehicle type, with motorcycle and truck sections as well. Pre-1919 vehicles are designated Veteran; those produced between 1919-1930 are considered Vintage, and the Post Vintage group includes cars built during the period up to WWII. In Beaulieu parlance, Post War cars are those manufactured since 1946.

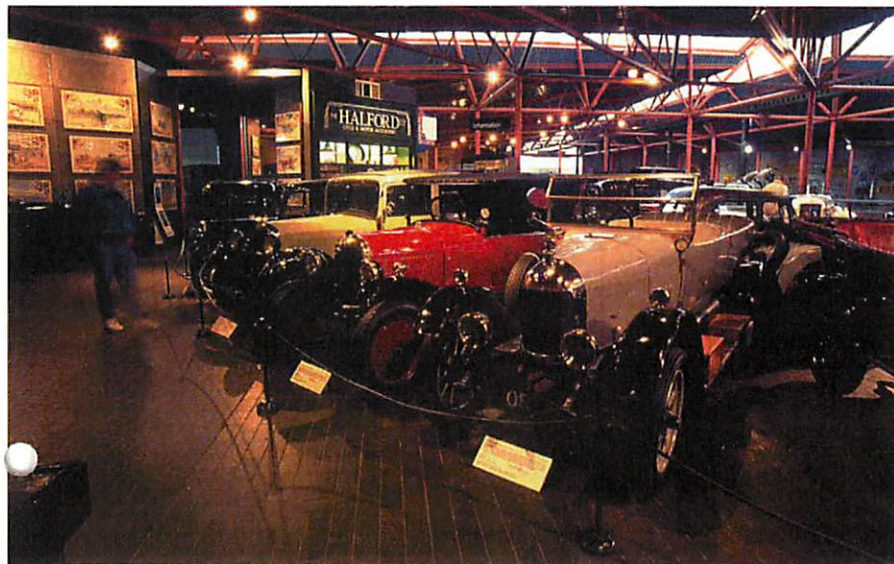
Beaulieu’s most popular category is a grouping of land speed record cars, exemplars of excitement and individual daring more than any tangential contributions to the evolution of the automobile as a transportation medium. At Beaulieu, one sees large displacement 1920 Sunbeams producing as much as 1,000 horsepower! Behemoths that hurtled to speeds approaching 200 MPH by drivers with ice water flowing through their veins. These brute machines gave way to aerodynamic marvels with names like *Golden Arrow* and *Bluebird*, which raised the ante to nearly double those speeds. Another section depicts single seat “monopostos” and sports racing cars right from the earliest days to today’s high tech F1 machines.

*Moss Motoring* readers undoubtedly will be drawn to the sports car and racing sections. MG many believe, started the sports car movement, but Beaulieu visitors will find that a naive supposition. The genre has been around somewhat longer than MG, which made its debut in the mid-1920’s. A visit to this museum establishes that several others, including Sunbeam and Vauxhall, have longer sporting histories. In fact, no matter what one’s primary interest, the entire museum offers valuable insights.

The museum pays homage to the automobiles and their creators, as well as the long list of British racing and rally drivers who dominated nearly every form of competition for several decades. The accomplishments of Stirling Moss, Paddy Hopkirk, Jim Clark, Mike Hawthorn and their generation of heroic drivers are given due recognition. So too is the era of the late-1920s when Lord Howe, Tim Birkin and the Bentley Boys were unbeatable and when Captain George Eyston, Goldie Gardner and Sir Malcolm Campbell re-wrote the speed record books time after time, year after year.

As a venue for club gatherings and concours d’ elegance Beaulieu is unparalleled, and it plays host to several major events each year including car auctions, auto jumbles and a wide variety of banquets, dances and other social functions.

*“Beaulieu”, both agreed is a special place, one to which they might well have allocated several days...high praise from a man jaded by having photographed some four dozen auto museums in less than a decade.*





## The Junior Page

Dear Editor of *Moss Motoring*,

A while ago in your paper I read a letter from a kid with an Austin-Healey. Just thought I'd let you know that my first car is a British car and I love it!

It's a 1979 TR7 in Brooklands Green and I took my chances and hauled it from a barnyard having bought it for next to nothing.

I would have written sooner but I didn't think I'd ever manage to get the car in any sort of driveable condition and this was mainly because everyone I ever spoke with told me that British cars are nothing but trouble!

So far they've been wrong. We fixed it, painted it and so far I've driven it 500 miles with no problems save the inconvenience caused by a broken fuel gauge.

I never was much of a good guesser!

I'd appreciate mail from any other teenagers who drive (or own) Triumphs, especially TR7s.

Thanks a lot for everything.

—Dan Alberts, 4701 Whitbeck Road, East Palmyra, NY 14444

You may recall a couple of issues ago we ran an article from the pen of 12-year-old Matthew Harriott from Canberra, Australia. We now continue with the young man's first visit to the shine 'n show circuit...

### THE CONCOURS DE ELEGANCE

For a 12-year-old focused on the next motorkhana, the concours promised to be as exciting as watching wrinkle finish point dry! Given our success in the sports events throughout the year my Dad and I took out a "bank loan" and purchased some Meguiar's polish.

We put the bumpers back on and blackened the canvas bits showing through the tires as a result of the motorkhana. I polished the windscreen, while Dad degreased the spokes and wiped away any oil leaks. Regardless of our chances, as with other MG activities throughout the year we were going to give it our best.

Unfortunately my polishing arm was still in a sling so we enlisted the help of my sister and her friend who rubbed and rubbed until they could see each other's smile in the paint. As usual Mum packed one of her famous picnic lunches and away we went.

### MGs Wanted!

Speaking of "MG '96" at Indianapolis, there will be an MG Cavalcade held on the infield of the Indy Motor Speedway on Saturday, June 29, 1996. It is hoped to present one of each MG produced from the late 1920s to the 1996 MGE.

Organizer, Ron Embling is seeking suitable cars for the Cavalcade and he asks if interested owners would submit a photograph and written description of their MG to him as soon as possible at P.O. Box 321, Otego, New York 13825. He is looking for good examples of a particular model and the car does not have to be a 100 point car. Obviously, if you have a rare example of an MG then you stand a better chance of being selected!

### Buttonwillow Bonanza!

Plans are well advanced for the Moss West Coast British Extravaganza to be held at Buttonwillow Road Circuit on June 15-16.

Having now visited this brand-new circuit, we can confirm that you are in for some exciting racing whether as a spectator or as a competitor. A few laps of the three mile road course convinced your scribe that even seasoned racers will find themselves visiting parts of the course not normally reserved for race cars!

The track is close by Bakersfield, California and Steve Madson, the track manager, and Dan Longacre, the organizer have put in a great deal of effort to make visiting as appealing as possible to all Moss customers. Track drives,



a super BBQ and free prize drawing are included in the price of admission to witness the MG/Triumph Challenge and the Mini/Sprite Challenge events. One word of warning however, bring your own shade! There are no stands, but nearly all the course is easily visible in the flat desert landscape.

We look forward to seeing there as we enjoy another terrific weekend of Vintage Auto Racing Association motorsport. For further details contact Dan Longacre, 30131 Town Center Drive #150, Laguna Niguel, California 93206.



With the roof and bumpers fitted on the Midget, the car took on a more conservative appearance to the extent that one of our Club Officials, Mr. Parsons, thought he was following a "new" member heading for the meet!

At Ginninderra Village we parked among the other Midgets and Sprites and gave the car one more polish prior to wandering among the rest of the cars. As per the National meeting I was going to clean the grass cuttings out of the tires and clean the back of the number plates. Instead I read another chapter of *Jurassic Park* and scooped a piece of cake with my morning tea!

The high point of the day for me, was when I was given the opportunity to "help" the judges score the MGB Roadsters. I learned something about the various models and now firmly believe that if you want to do well in concours, painting your car a bright red goes a long way towards winning the favors of the judges!

After the judging we had a little light rain and I checked out a rare Twin-Cam MGA and a Lotus Super 7 which had strayed off the highway. We were a little disappointed in a lack of variety of cars in the concours but for those who defied the weather it was a good day.

On our way home we left shortly after Mr. Parsons but he must have had the jump on us at some of the lights because we never caught him.

## Chaput Chatter

Because this hobby is so cyclical, over the winter when cars are safely stowed away from the cold, we go into a form of hibernation. The busy summer of the previous year has passed, Christmas flew by, and before we know it, spring once again has blossomed before our eyes. Here at Moss, right around the end of March we are awakened as the phones start ringing in an endless parade of owners getting their cars ready for the driving season.

I am always amazed at the amount and variety of events there are every year. You would think that the enthusiasm for this hobby would slowly wane away. One would think attrition must be taking it's toll on our



"Bringing Home Another One" one project car tows another. Photo by Randall Clarke.

grand pastime. Well, I can tell you that this is hardly the truth. These cars are being passed on from one generation of owners to the next. Previous owners who are selling their classics are not as concerned about price as they are with finding a good home for their friend. There is no question that the untold hours put into a restoration somehow bond you with your car. And it is this bond which can readily be seen at shows across the country.

I am now faced with the difficult task of deciding which events to go to. Every year we are invited to attend events all over the country and the world. As you may have read elsewhere, the Moss Mobile will be covering it's fair share of miles this year (it's a tough job you got Ken), but our attendance won't stop there. In the hustle and bustle of taking care of business it can be forgotten, but let me remind you that this is a company of enthusiasts.

We have nearly twenty different British cars driven on a daily basis. They range from Morris pick-ups, Morgans, Midgets, MGA's, and MGB's,

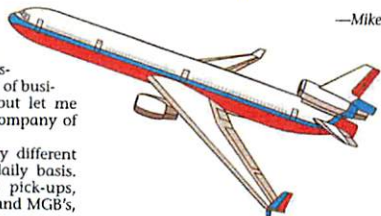
to TC's, TD's, TR6's, Sprites, Jaguar Sedans, even the odd J2. We always have a long list of volunteers wanting to get out to the shows and admire the fine work you all have done. This year is no different. I am proud to say that there will be more folks from Moss attending car shows this year than ever before.

If the show is in California, chances are we'll get the chance to drive our cars, but just about anywhere else we will be thrown upon the mercy of the airlines. Don't get me wrong, the airlines are an efficient way to travel great distances, but they're no fun compared to driving. There is nothing worse than going to a show crammed full of beautiful cars

and having to drive up in a rented Buick.

The point here is one we make every year. These cars are at their best when they are driven. Please don't deny us the hoarse growl of a TC. Put on your leather helmet and goggles (I'll wear mine if you'll wear yours) and enjoy the freedom this great land offers. The open road, bugs in your teeth, clicking fuel pumps, hissing SU's, tappet chatter, gearbox whine, squeaky springs. What more could you want? Quit reading about it, get in the garage, tune those carbs, replace the points, fix that \_\_\_\_\_, replace those \_\_\_\_\_, clean them \_\_\_\_\_.

—Mike



## CLASSIC-FIED ADS

Following the reinstatement of our classified ad service we would like to take this opportunity to restate the ground rules. We accept ads for British cars only. No parts ads, replicas or exporters, and please limit your ad to 50 words or less. We publish quarterly and the deadline for the next issue is June 17, 1996. Single insertion is \$35.00. Reach over 200,000 British car enthusiasts! Send payment with ad to: *Moss Motoring* Classic-fied Ads, 440 Rutherford Street, Goleta, CA 93117. Be sure to include your name, address and phone number.

**1969 Triumph TR6.**—White with black top and red interior. Overdrive, good strong engine. No rust. \$6000. (713)440-5128 eves. TX

**1979 Triumph Spitfire 1500**—43,000 miles, good condition complete with tonneau cover. \$2700 obo. (715)421-4849, WI

**1948 MG TC.**—Recently rebuilt brakes and rodded radiator. Needs restoration but runs well. Drive it and enjoy it until you're ready to restore. \$11,900 or offer. (818)883-9681, CA

**1952 MG TD.**—Totally restored with nice chrome wheels. \$15,000 obo. (415)493-6370, CA

**1953 MG TD.**—British Racing Green, Black interior. Excellent condition, same owner since 1972. (408)659-4142, CA

**1953 MG TD.**—Bright Yellow with Black interior. Tonneau cover. Good condition. \$13,500. (909)242-7658, CA

**1954 MG TF.**—1250cc Maroon with Beige upholstery. Black carpet. Wire wheels, all weather equipment, luggage rack and only 7,000 miles since ground-up restoration. Left hand drive. Originally purchased in Canada and in show condition inside and out. NEMGTR #6780. Photographs available—make an offer to motivated seller. (813)784-3255, FL

**1958 MGA Coupe.**—1000 miles since complete frame-up restoration. \$9500 obo. (810)363-3948 eves. MI

**1959 MGA Coupe.**—Totally restored to near show. Trophy winner. Seriously for sale at \$18,000 obo. (707)885-2113, NV

**1967 MGB GT.**—BRG. Chrome wires, wood steering wheel. Lots of new parts, excellent mechanically. Needs paint, and some interior. (360)598-5434, WA

**1969 MGB GT.**—Complete ground up mechanical and cosmetic restoration. Overdrive, tubular shocks, Monza exhaust, custom interior. Sacrifice at \$4995. (310)821-2057, CA

**1972 MGB Roadster.**—GHSUL. 260193G, overdrive, Restyle wheels and recently restored. \$6800. (408)626-0245, CA

(please see page 22)

SUMMER 1996 • 9





## SPRINZEL SPEAKING...

### TRIUMPH SUPER SEVEN A retrospective

When I saw the picture in the winter issue of *Moss Motoring* I did actually recognize the little Triumph and wondered how many of your readers had ever seen one, let alone driven one!

The Super Seven was my first-ever motor car, although the one I purchased in 1950 was a single-seater hill climb version, originating in 1929. Up to that time my interests had been flying airplanes with the R.A.F., cruising and racing sailing boats and my Ariel Red Hunter motorbike. The young ladies I was dating were becoming increasingly reluctant to ride pillion on the back of a bike—especially in England's cool and damp weather, so a car was indicated. Unfortunately, R.A.F. pay was just a dollar a day, so the range of options was VERY limited and Triumph "Annie" was the result.

I soon removed the body, and with more enthusiasm than experience, welded large pieces of angle iron to extend the chassis, made up a body framework of ash, over which alloy sheets were rather crudely fashioned. Back then I had not heard of Moss Motors (although they were later to become a regular supplier of parts for my Healeys and MGs). In England there was a weekly called *Exchange & Mart* which listed just about anything one would ever purchase or trade and through this medium wings, windshield, wipers, seat materials and other such civilizing luxuries were soon acquired at bargain prices and my home-made transport took to the streets of London.

Tops were still a problem, and the flimsy effort I sewed together didn't really keep out much of the weather, but then nor did most production efforts until some decades later. The biggest snag were the main bearings which were obviously old-fashioned, solid, white metal jobs. Whenever they were overstrained, it meant dropping the sump, removing the worn bearing, filing, bluing and handscraping the surface to fit, then reassembling. Lying

in the snow on my way home from a party to perform this feat was a little discouraging, but quickly taught me the benefits of not overrevving and also of ensuring a plentiful supply of oil in the sump, so eventually the problem was solved.

My then current girl friend and I took "Annie" across Mainland Europe for a six week tour, and amazingly, very little fell off. We got as far as Florence, Italy, where the Fiat main dealer was so impressed with our audacity, that he gave us a free lube, oil change and car wash!

On the way home we had just crossed the summit of the Simplon Pass into Switzerland, when the rear wheels stopped being driven as the prop-shaft universal joint gave up the ghost! I managed to coast down the mountains into the town of Simplon, and luckily a repair shop appeared while we were still on the downhill bit. Here, by some amazing fluke, there was a model of Fiat which used the same universal, which consisted of a number of fabric discs, with bolts alternately connecting to the gear box drive and to the shaft end.

So we were soon motoring again and upon my return to England, I penned an article about our trip and sent it with a handful of photographs to the *Motor* magazine. Much to my surprise, this was published and so came my conversion not only to motor cars—and later motor sport—but also my parallel career as a writer.

—John Sprinzel



Sprinzel chats with the master—Stirling Moss!



Some of our more youthful readers may wonder who John Sprinzel is. As we are delighted to announce that John will be contributing on a regular basis to future issues of *Moss Motoring*, maybe a bit of background is in order.

John tried a few things before ending up in the motor industry—working as an apprentice printer, car body painter, Air Force pilot and crewman on ocean racing yachts before "discovering" car racing and rallying. Even then he didn't "give up his day job" until the end of 1957 when Speedwell was founded. It was also at that time that he landed a work's drive at Abingdon with the MG/Austin-Healey factory.

At Speedwell, with partner Graham Hill, engine and suspension modifications were selling briskly and their Costin-designed Speedwell Coupe was announced. At the same time, John won the British Rally Championship and the 1000cc class of the British Saloon (sedan) Car Race Championship, so a "proper job" was no longer a problem!

A year followed as director of Donald Healey's Speed Equipment Division—with a Sprite class winning drive in the Sebring 12-hour race before John started his own tuning business with fellow racer, Australian Paul Hawkins. A successful rally season resulted in sixth place overall in the European Rally championship—pitting his privately entered Sebring Sprite against a mass of factory entries including Porsche, Alfa Romeo, and Mercedes. Other finishes included second on the British Rally and a third on the magnificent Liege-Rome-Liege Marathon.

In the sixties, a spell as captain of the re-formed Triumph TR4 team came amidst a decade of factory drives for Rover, Ford UK, Ford US, Peugeot, Saab, Porsche and BMC. During this time he still managed to write a handful of books, columns for the daily newspapers, and race commentaries for both UK and US television.

In 1981 John and his wife Caryl moved to Corfu to run a sailing school, and he represented Greece for three years in the Mistral World Windsurfing Championships before settling in Hawaii, on the remote island of Molokai, where his personal transport is once again—a 1961 Frogeye Sprite!

## IN DEFENSE OF THE TR7

When I received the Spring edition of *Moss Motoring*, I was delighted when I saw an article, *Afterthoughts on the TR7* listed on the cover. I thought...finally some credit is to be given to the "Wedge". My delight turned to anger and despair when I read the feature as "Afterthoughts" turned out to be another totally unenlightened bashing of the TR7 (and 8 although not mentioned).

The author, Alan Norris, stated no positive facts about the TR7. Instead, once again I had to hear the sad story on how British Leyland pulled the rug out from under the new MG and went ahead and built this demon car that apparently destroyed British motoring for sports car lovers everywhere. Well, once again, I guess I'll have to come to the defense of the TR7 and put to rest some misinformation that has been circulating for years.

First of all Mr. Norris stated the ugliness of the "Wedge". Well, it certainly seems to be a type of ugliness that has survived into the 90's and probably into the 21st century. Look around. It seems that every new car design from the last twenty years has copied the TR7. Chrysler has recently introduced the cab forward concept.

Triumph had it in 1975! The first time I saw a commercial for the TR7 on TV I fell in love—it truly was the shape of things to come—but I guess beauty is in the eye of the beholder.

Mr. Norris's essay about the TR7 somehow turned into an article about the MGs never built and he never mentioned whether he had ever driven a TR7. If he had, I'm sure he would have mentioned that the road handling performance of the TR7 equals vehicles that are \$30,000-\$40,000 more expensive. Mr. Norris also didn't say that Madison Avenue marketed the TR7 to the youth market—"buy this car for your daughter for a graduation present!" He also never mentioned that this totally revolutionary car had the very dated, poor workmanship Lucas electrical system in it. Americans like cars that start in the rain!

He also must be unaware that when TR7s are on display at car shows with their British counterparts, it's the Sevens that seem to draw the crowds of admirers, especially young people. Admittedly TR7s were not very well constructed at first. There were labor problems and design flaws. However, in the auto industry this is common. Have you ever owned a first-year Ford model?

The Seven's problems were corrected and by the later years it was a fine running and very comfortable vehicle.

I have owned two TR7s, and like any other 20-year-old car, things go wrong. The main point is they are fabulous to drive—it's fun just to go down to the store in it, as well as driving it down the highway.

So please, once and for all, stop bashing the TR7 for the demise of British Leyland. It was the product of poor marketing, management and labor. The same outcome might have occurred had they built the mystical MG "Magna"!

—Jeff Moulton, Rochester, NY

P.S. Maybe I will meet with Mr. Norris at the Albany Triumph Convention in July?



## GET INTO THE SHAPE

Triumph opened a new era in sports cars with the shape of the TR7.  
It's innovative wind-cheating wedge shape tapers through the air, forcing the front wheels straight against the road for responsive handling. The shape. That's why no other sports car looks like it. And no other sports car drives like it.

### WHAT'S IN FRONT OF THE SHAPE?

A sophisticated, overhead-cam 4-cylinder powerplant that moves the shape with ease. Two liters of modern engineering gets its dynamic performance from four carburetors calibrated for smooth, eager response. And to help TR7 keep its aerodynamic wedge shape, the engine's been ingeniously confined 45-degrees to aid the long, clean hoodline.

Behind the engine is a smooth shifting all-synchro 5-speed transmission, a 3-speed automatic is optional (not available in California).

The TR7's EPA estimate with manual transmission is 24 mpg in the city, 34 mpg on the highway. Remember the circled 24? That's a low estimate for smooth, eager response. And to help TR7 keep its aerodynamic wedge shape, the engine's been ingeniously confined 45-degrees to aid the long, clean hoodline.

Opting with a highway mileage of 28 mpg. Remember the circled 28? That's a low estimate for smooth, eager response. And to help TR7 keep its aerodynamic wedge shape, the engine's been ingeniously confined 45-degrees to aid the long, clean hoodline.

Figures are lower, and your actual highway mileage will probably be lower than the highway estimate.

Emphasizing the need to a wide road suspension system engineered for optimum handling and ride comfort.

Eight inches of suspension travel, switches road irregularities and keeps TR7 firmly fastened to the pavement.

Front disc brakes and wide, 185MM steel-tread radial tires give TR7 stopping power in reserve.

You may never need it all. But it's comforting to know it's there.

### WHAT'S INSIDE THE SHAPE?

An interior that's more than just comfortable—expanded. Multi-adjustable seats enable you to sit comfortably, then recline and adjust for added rest.

Soundproofing cushions control the lights, turn signals, wiper/washer, and fuse and can be adjusted almost without conscious effort. There are five useful tie-downs and storage straps, and a washwater system that automatically drains by means of cleverly placed drains inside the car's exterior. And courtesy of a fully integrated stereo system with lights in each door flood the car with light on demand.

Over 30 years of inherited sports car expertise and competitive experience. The new found warmth emanates which signifies the TR7 comes from the same factory in Gretna, England where Triumph craftsmen and engineers have created every classic TR before it.

The constant quest for the perfect sports car has led to hundreds of improvements and refinements on the TR7 TR7. From an improved cooling system to a fully redesigned steering wheel that improves instrument readability.

A team of 40 inspectors carefully monitors the Carley assembly line. Then a second group of inspectors monitor the 40 inspectors.

Each TR7 is given a detailed 50-point post-assembly check that meticulously covers everything from glovebox door alignment to the correct oil level.

But that's not the end of it. Before

### WHAT'S BEHIND THE SHAPE?

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But that's not the end of it. Before

a TR7 meets the high standards of Carley, there's yet another multi-point inspection. Only then is a TR7 ready to take its place among Europe's finest sports cars.

Triumph TR7. If you're into driving, TR7's a great shape to be in.

For the name of your nearest Triumph dealer call 800-4-A-TR7.

In Illinois call 800-322-4400.

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## MADE IN THE USA

Bob Consoli,  
Moss Machine Shop  
Manager

In order to keep our inventory as complete as possible, we here at Moss Motors purchase parts from many countries around the world. As you can imagine, a lot of parts that are really essential to keep our cars on the road are no longer available. Our founder, Al Moss, foresaw a need to reproduce parts way back in late sixties and instigated the installation of a machine shop to manufacture certain items which were becoming difficult or impossible to obtain.

The Moss Machine Shop, situated within the same building as our corporate headquarters and warehouse, has over 2000 square feet of space crammed with a wide variety of sophisticated equipment. Turret lathes, mills, drill presses, sanders, grinders and sheetmetal working machinery are just some of the items you might see if you paid a visit.

Having our own in-house machine shop allows us a great deal of versatility. Many of the items we make are so low in quantity that most other shops wouldn't be interested in taking on the job, or even able to cost-effectively reproduce many of the items we require. And that's before we even start talking about the unique threading system the British automotive manufacturers adopted so many years ago!

The Moss Machine Shop is completely equipped with all the necessary taps, dies and thread chasers needed to reproduce BSF, BSW, BA, BSP and metric



threads. In addition to our considerable investment in tooling, we must also stock in quantity the raw materials needed to produce a wide variety of items. Aluminum, brass, bronze and

automatic turret lathe that can turn and drill large quantities of nuts, bolts and spacers from 12 foot bar stock. In addition, we also have a punch press for forming sheetmetal and other extrusions. Also in the sheetmetal department, we have a little machine that is able to "nibble" shapes in sheetmetal simply by clamping a flat sample on a new piece of material and pushing it against the machine punch.

Our power hydraulic press and press brake can also form material to accurate specifications, while for welding we have the usual acetylene set-up, a MIG welder for filling seams, a spot welder for sheet metal and a precision Hell-arc (TIG) welder to weld exotic materials such as aluminum.

Having our own machine shop at Moss allows us the tools and expertise to be able to Quality Control any of our inventory and correct any problems quickly. There is also the added advantage of being able to switch our production schedule as our inventory and demand changes.

Machining, in my estimation, is a genuine art. It takes more than just machinery and tools to make a good product. A skilled machinist, besides being willing to get dirty, must have good eyes, good math and enjoy the creation of what might seem, to some people, to be mundane items.

Keep in mind we are not an automotive machine shop. It's no good asking us to undertake a valve job or turn brake drums! We only manufacture new parts to the highest standards required by Moss and you. However, we enjoy our work knowing that the mate beneficiary is the British car enthusiast who needs the items we manufacture to keep their British classic rolling into the next century.

chromoly steel are just a few of the exotic materials in our stock. We even have stock shipped across from England so that our bar stock includes authentic Whitworth hexagon sizes!

We reproduce parts in quantities from three up to 10,000 and many of these parts have tolerances of 5/10,000th of an inch. That's pretty small when you figure the average human hair has a thickness of 3/1,000th of an inch!

We manufacture almost anything, sometimes using a pattern from a master board where over 200 original samples are kept. Being a British Motor Heritage Approved Specialist we also have on file original factory drawings. Distributor gears, transmission shafts, floorboard washers, throttle shafts, hinges, bumper brackets—you name it, we make it!

Our computer controlled milling machine is able to drill hole patterns, and mill shapes repetitively to very close tolerances, with minimal set-up and programming. We also have an

## THE NAMING OF A TVR

Bob Rothstein

After I bought my TVR 2500 some two years ago, I started to cast about for an appropriate name for it. Then one fateful day it acquired a name—easily!

The Carlisle Import Auto Show, in May, is a favorite event of mine to attend. As I drove out the 132 miles from Philadelphia to Carlisle I was keeping a steady eye on the temperature gauge, for only three weeks earlier the TVR had overheated three times in 25 miles—on a 93° day. Going to Carlisle the temperature hovered at 190°.

Turning for home was another story! From the moment I approached the Turnpike, the temperature was rising. The first exit was coming up after only 10 miles, and I opted to exit the highway and look for a gas station, since at 210° on the gauge I knew the car wouldn't make it to the next rest area.

As I approached the toll plaza, I heard a heavy and slow "bing" from the left front of the car. I hurriedly paid my toll, and then pulled up on the hard shoulder some 100 feet further on. Popping the bonnet I was dismayed when I observed that the front arm of the lower control wishbone had snapped in two and pulled about one inch apart!

You always try to pack for emergencies—belts, condenser, fuses, plugs. However, you always wonder what happens if something you don't carry goes bad, because you can't carry spares for every eventuality. Then I realized that I was in better shape than if, say, a wheel bearing went sour—a quick weld was all I needed and I'd be on my way.

I must have called ten welding shops, or employees of welding shops before I got a prospect at the Carlisle Truck Plaza, 12 miles down the road. They had a welder, it was portable, and they could do it. "Be there in 45 minutes," I was told. An hour later, I called to confirm whether they were coming. "Oh yeah, I'm leaving now," said Ken.

Ken came, we assessed the situation and maneuvered the jack and crowbar till we could get the control arm pieces to fit. Ken sparked up the torch for about ten seconds, then emerging from under the car he said, "Well that didn't work." Truer words were never spoken. "Metal's too soft," he said, as I looked at the bent, curled, smoking control arm tubes that used to be a clean break of about one inch!

I suggested getting some iron to make a sleeve, to at least give the A-arm some stiffness, if not lateral support. Ken left for Carlisle and then returned, an hour later, empty handed, saying he had no metal with which to fabricate a sleeve. I handed over my Mastercard which got over \$70 added onto it. ("It's the mileage that killed ya—I won't charge you much for labor 'cos I couldn't help ya." Yeah...thanks!)

Well, decision time arrived. It was 8:30 p.m., dark, getting chilly, and I really didn't want to leave the TVR there, even if the toll plaza was a relatively safe hangout. The logistics of finding my way home on a Saturday night only to have to return for the car—fixed or not fixed—were unappealing. My wife was away at a convention and the dog would be needing his walk...decisions, decisions...why not? I'd be careful—I'd go real slow—I'd keep my flashers on.

As I had pulled into the toll plaza, I learned that braking threw—I mean THREW—the car to the left. So I resolved not to brake. As I got onto the on-ramp, I learned that any hard turning would make it difficult to decipher skittish overcorrection from A-arm breakdown.

As I slipped the car into fourth at about 30 mph, I started talking to my

TVR. I periodically told my car how we were doing, how many miles we had covered, and—oh man!—how many more miles there was still to go. The ride was actually comfortable, but I was ever-mindful that just one extra twist could cause the other part of the arm to collapse, the left front would go down, the tire would scuff under the bonnet, misaligning it, and the tube frame would drop and screech against the asphalt till the car stopped or was hit from behind!

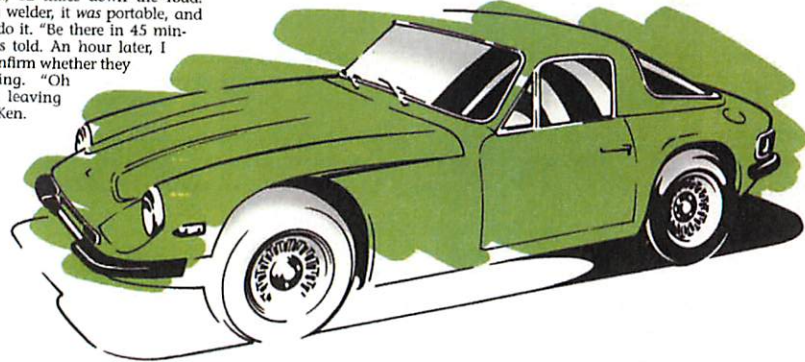
The car and I approached home ever so slowly, mile by agonizing mile. The last 20 miles on the "pike" were riddled with potholes, loose expansion joints, poor patch jobs and huge asphalt bumps. I was getting scared. I wasn't even talking to the car now, just cursing the road surface!

As my exit approached, I steered slowly and went down through the gears slowly, braking lightly the last 30 feet to the toll booth. Ten miles later I got off the expressway, just a mile from my house onto one of the worst stretches of asphalt you could ever drive over and the reason why I'd a complete front suspension overhaul over the winter.

So I went slooowly, and three minutes and three turns later, I was in my driveway having driven 117 miles on a broken control arm.

I had been thinking of a name for my car for at least 90 miles, hoping I'd get a chance to name it in some private, silent, little ceremony. For service and courage, and strength beyond the call of duty, my TVR is now called "HERCULES".

A name for me? Probably something a little less complimentary!







Egon Hofer in the 1993 MG Liquid Suspension Special at the Copa Europa Historics.

## YES, There Were MGs at Indy!

Ron Cobb

Much has been publicized in regard to "MG '96" the giant meeting of all the MG clubs to be held at Indianapolis in late June of this year. However, how many enthusiasts know that in the early 60's; especially in 1964 and 1965, MGs actually raced at Indianapolis in the famous May spectacular—the Indy 500?

Kjell Qvale, the BMC distributor in San Francisco was the finance behind

the MG Invasion of Indianapolis with the MG Liquid Suspension Special. However, the real driving force in this particular Indy venture was Joe Huffaker.

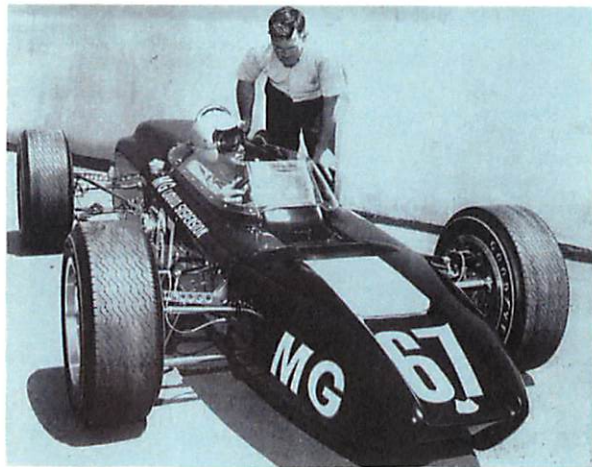
His ability as a car builder was well known by the road racers of the era, having fielded winning cars for the BMC stable on the West Coast, such as XKE, MGB, Jensen-Healey and BMC Formula Juniors to name a few. Thus he brought four cars and teams to Indianapolis.

Peter DePaolo was the Team Manager. DePaolo had won Indy in 1925 and he was the first driver to average better than 100 mph for the 500 miles. Sonny Meyer, son of Lou Meyer of Meyer-Drake, was in charge of the Offenhauser engines, which were mounted at the rear of the chassis, something unusual for American-entered Indy cars in those days.

The four drivers signed up were Walt Hansgen, Jerry Grant, Bob Veith, and Pedro Rodriguez.

Hansgen was the lead driver, very focused and seemingly well thought of by his colleagues. He came up through the sports car ranks and had been a winner in big-bore machinery such as Lister and Corvettes.

Jerry Grant came from the Seattle area and started racing in a model A Ford roadster powered by a Chevy in sports car races in the Northwest. In 1961-'62 he was undefeated in 27 races and was the Northwest Champion two or three years. He later drove for, and with, Dan Gurney at Daytona and Indy. Always competitive and a winner, he also drove at LeMans.



Joe Huffaker confers with driver, Frank Morrell. It is unknown if this particular car raced at Indy, rumor has it it was eventually sold to Bobby Unser.

Bob Veith who came up through the USAC ranks had been a top ten finisher in Indy races for several years and his first-hand knowledge was invaluable in helping the other drivers get to know the Speedway.

The quartet was completed by Pedro Rodriguez and I recall that he was very apprehensive of the Speedway's retaining walls also the "wear" marks on his tires. This was a strip that appeared on the tires to let drivers and crews know the condition of wear on the tires and Pedro thought at first that these weren't safe.

The Huffaker-built MG Liquid Suspension cars came out from San Francisco beautifully constructed, and showed great promise. A.J. Foyt had helped out with the testing and his sponsors, Sheraton-Thompson, had an option on one of the MG cars, but Foyt finally elected to drive a 1963 Indy roadster instead.

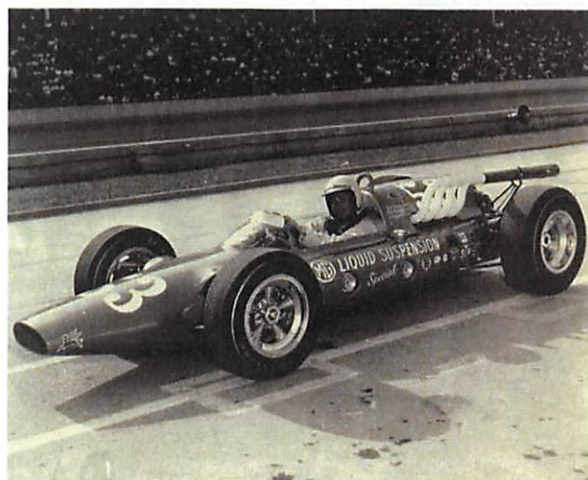
Unfortunately, Rodriguez wrote off one of the cars in practice, and suffered injuries which were sufficient to keep him out of the race. In consequence, the driving was left to Walt Hansgen and Bob Veith. Hansgen did a masterful job considering it was his first attempt at the Indy 500, and even got up to fifth place in the early stages but was finally flagged off while in 12th position after a number of minor ailments had brought the car into the pits several occasions, especially with a faulty fuel pump. Meanwhile, Bob Veith was forced to retire on the 99th lap with engine trouble.

The race was won by A.J. Foyt in the front-engined roadster who together with his chief mechanic, George Bignotti, later explained that the decision to run the roadster instead of the MG Liquid Suspension car was that while the MG was well engineered and fast, there were a number of minor details in the car which might lose the race for them, and as it turned out, they were right!

The following year, 1965, Hansgen and Veith again did very well with Hansgen running in the top ten all day. In the closing laps however, the exhaust header broke and fell down onto the rear suspension. They had to make a pit stop while running sixth but still finished in a very commendable 14th place.

Walter Hansgen later lost his life at LeMans driving for Ford when someone dumped a load of sand in the escape road which he hit at a very high speed. While later, Pedro Rodriguez, driving in Formula One in Europe, was fatally injured.

Bob Veith was unfortunate enough to lose a foot at Indianapolis Raceway Park going over the guard rail in a roadster, while Jerry Grant later retired in the west of the USA.



Walt Hansgen in the Number 53 Liquid Suspension Car at Indy.

From a personal standpoint, our dealership, Imported Cars Inc. furnished a number of MG 1100 courtesy cars for the teams visiting Indianapolis and the factory helped us with extra advertising and servicing costs. This was very important to both BMC and ourselves as a dealer, and helped establish the MG 1100 in the market.

We provided 12 MG 1100s for the four teams and after meeting them at the airport I showed them the best routes to and from various places to the

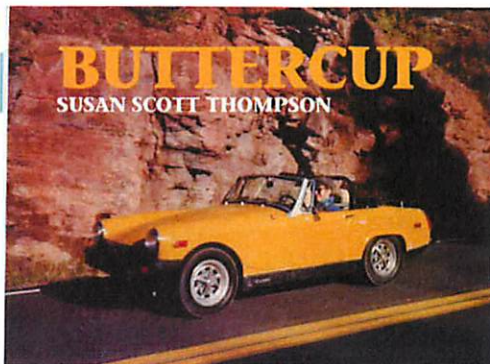
Speedway and in general looked after them as best we could.

As you can imagine any run out for parts, or even just going out to dinner in the 1100s was fun. You might see between ten to a dozen MG 1100s all driven by a group of very competitive people driving through Indianapolis at a very brisk pace! To say the least those two months during May of 1964 and 1965 were fun and a unique experience for all involved.

Bob Veith with the Number 54 Indy car.







## BUTTERCUP

SUSAN SCOTT THOMPSON

There she was, a 1979 MG Midget at a yard sale on the corner of Solar Road where my fiancé Ed lived south of Montrose, Colorado. With her bright yellow paint, black top, bumpers and tires, she looked like a giant bumble bee, touching down in the middle of used clothes, pots, pans, dishes and old lawn mowers. Ed and I passed her three times going to and from his house that Sunday. On each pass she whispered something, and finally we walked down the dirt road, answering her call, although I didn't catch her exact words.

On the test drive up the hill heading west, she gave a throaty promise of good rides to come, but on the way down the hill seemed unwilling to return to her previous ignominious state. In fact, her brakes were shot. Ed geared down, scrubbing off some speed with a sharp right turn back into the yard sales, then into a skidding left onto the grassy rise where she had been previously poised among the dispossessed.

"Brakes could use some work," the owner said, brushing from his sleeve and eyebrows the grit from our entrance. "You can get anything you want for her, right here," he said with a big smile, brandishing a thick pile of dog-eared parts catalogs.

Let me reminisce a little. I had three sports cars with my first husband. He came with a British Racing Green Sunbeam Tiger. I remember if it rained, I had to twist around in the passenger seat to "diddle" the fuel pump into operation. Later we bought a deep red TR6 in Amsterdam and drove it all over Europe, trying to explain in our most creative sign language and broken Spanish, German or French that the turn signals smoked or the horn sounded when we turned on the headlights! Eventually, the wiring got straightened out, but the frame was forever bent after whatever it was they did in shipping the Triumph back to the USA. The dark blue Fiat Spyder

came last. In the end it was unfaithful to both of us.

But I loved them all joyfully, though they all became my rival in their time, their slightest hiccup a cause for concern and the eventual disappearance of my husband under the bonnets or complicated bellies. Once, years after the marriage, I recog-

nized him across a busy street before I saw anything else but his lower leg emerging from below the door of his Porsche 911. For years I had communicated with those legs and his disembodied voice from beneath the Tiger, the TR6 or the Spyder!

But my colorful past did not save me. This Midget called to me and I answered. I wrote the smiling owner a check, and made arrangements to tow in my new find for a brake job on Monday. Now she was mine! We headed back home, me burbling, "She's like Butter", and "My cup runneth over." I named her Buttercup.

A month later, on the Summer Solstice, I married Ed. Leaving the church, I climbed into Buttercup, stood on the seat and threw my bouquet to a little group of friends behind me. As Ed drove us to our wedding reception, I waved as I thought the Queen might wave, firmly holding on my wedding hat with my other hand. Buttercup's taillights fell off as we left the reception for our honeymoon, so she had to stay home with the children!

Over the next year, Ed was chagrined to realize that of the few phone numbers he kept memorized—his father's, his son's, his work—the next was that of our local friendly mechanic, Rod! We

replaced big and little parts, from the sunvisor to the suspension. Buttercup ran and then didn't and by October her crankcase was spewing enough gray smoke that a woman at a stoplight rolled down her window and asked me if I knew my car was on fire!

Once again we chugged our way to Rod's where he later told us that the pistons and

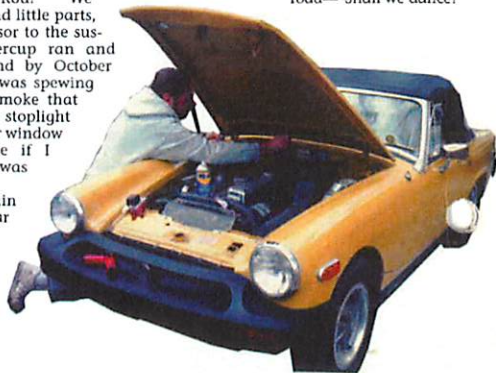
cylinders were in the worst shape of any car he had actually seen driven into his shop. The piston he saved for us looked as though it had been eaten by worms! We used it as a paperweight to hold down the growing stack of Buttercup's repair bills.

By the following August her engine had been rebuilt and then she was home again, in time for the aspen that grace the Colorado fall. On the way to Lake City we met the Colorado Grand event coming down the hill. We waved at the drivers of Lagondas, Bugattis, SSK Jaguars and prewar MGs—and they waved back. We crossed Red Mountain Pass to Durango on a bluebird day, the Rocky Mountains capable of dwarfing us even if we weren't driving a Midget. Buttercup was in tune again, and we were in tune with Buttercup.

For Ed's birthday I drove him to Norwood for dinner at the Lone Cone where a new German chef has taken residence. Buttercup crested the Dallas Divide where the mountains pushed their still frosted peaks into brilliant blue. I watched gauges and warning lights as much as the mountains, but Buttercup kept her cool, climbing at a respectable 45 mph in third going up the pass, then gliding down with her tenacious grip—and no backfiring!

Then we were on the canyon road to Norwood, winding between pin cottonwoods, and weathered canyon walls. The frothy green summer waters of the San Miguel traveled with us and in the open car, I could hear, mixed with the water sounds, Buttercup's unique reverberations echoing in the depth of the canyon road. I let her eloquent growls guide me instead of the tach as I moved through the gears. I stopped watching gauges and warning lights, shifting easily as I set up for curves until my body and Buttercup moved as one in rhythm.

And finally, in the echoes of the canyon, I heard what I couldn't hear that first spring as she whispered, yellow and brakeless at the entrance to our road—"Shall we dance?"



MOSS MOTORS, LTD.

# UPHOLSTERY SALE!



Our quality materials...



and quality craftsmanship...



guarantee quality results!

SALE PRICES  
VALID MAY 20<sup>th</sup> thru  
JUNE 28, 1996

MOSS



# MGTC-TD-TF UPHOLSTERY SALE!

## OUR CUSTOM T-SERIES UPHOLSTERY

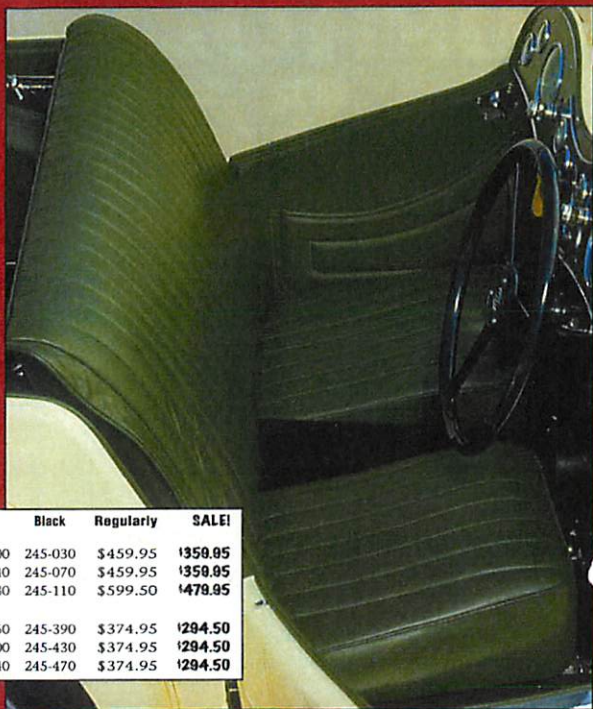
All components are pre-cut and pre-sewn by our own upholstery shop with extraordinary results. The hidden tacking strip matches perfectly and is sewn through the plywood for exact placement and easy installation. The door pocket is stitched to the door panel and is topped off with genuine leather. Leather piping finishes the door tops.

All seats incorporate the original style and number of pleats. TC and TD seat backs have properly "eared" end pleats. The perfectly tailored wheel arch covers include a bound slot for the TC seat back brackets.

Also included is enough matching material to cover the dash and side curtain compartment. All leather and vinyl materials have been carefully selected for texture and are production-dyed to recreate the original colors as closely as possible.

We are so confident of our interiors that we offer a full and unconditional guarantee. If our product does not meet with your standard of quality, return the complete uninstalled kit immediately for a full refund.

Note: Some Color/Piping combinations are made to order only. Please allow 4 to 8 weeks for delivery.



|                                   | Tan     | Green   | Biscuit | Red     | Black   | Regularly | SALE!           |
|-----------------------------------|---------|---------|---------|---------|---------|-----------|-----------------|
| <b>LEATHER SEAT KITS</b>          |         |         |         |         |         |           |                 |
| TC                                | 245-480 | 245-010 | 245-020 | 245-000 | 245-030 | \$459.95  | <b>\$389.95</b> |
| TD                                | 245-490 | 245-050 | 245-060 | 245-040 | 245-070 | \$459.95  | <b>\$359.95</b> |
| TF                                | 245-500 | 245-090 | 245-100 | 245-080 | 245-110 | \$599.50  | <b>\$479.95</b> |
| <b>VINYL PANEL &amp; TRIM KIT</b> |         |         |         |         |         |           |                 |
| TC                                | 245-570 | 245-370 | 245-380 | 245-360 | 245-390 | \$374.95  | <b>\$294.50</b> |
| TD                                | 245-580 | 245-410 | 245-420 | 245-400 | 245-430 | \$374.95  | <b>\$294.50</b> |
| TF                                | 245-590 | 245-450 | 245-460 | 245-440 | 245-470 | \$374.95  | <b>\$294.50</b> |

## COMPLETE UPHOLSTERED LEATHER SEAT ASSEMBLIES

A great option for those needing both seats and upholstery. These are complete, ready to bolt in, brand new seat assemblies. Upholstered here in Goleta, California, around U.K.-produced seat sub-frames, using Moss leather upholstery kits. Our regular price compares very favorably with having a local specialist try to properly rebuild your badly deteriorated seats. Our sale price on these assemblies is most attractive, indeed! All seats will be upholstered to your individual order, so please allow 4 to 8 weeks for delivery; we guarantee the wait will be worth it!



|                                      | Tan     | Green   | Biscuit | Red     | Black   | Regularly | SALE!           |
|--------------------------------------|---------|---------|---------|---------|---------|-----------|-----------------|
| <b>TC COMPLETE LEATHER SEAT KITS</b> |         |         |         |         |         |           |                 |
|                                      | 245-488 | 245-018 | 245-028 | 245-008 | 245-038 | \$1095.00 | <b>\$919.95</b> |
| <b>TD COMPLETE LEATHER SEAT KITS</b> |         |         |         |         |         |           |                 |
|                                      | 245-498 | 245-058 | 245-068 | 245-048 | 245-078 | \$1095.00 | <b>\$919.95</b> |

## CARPET SETS



This fine English carpeting is woven exclusively for Moss Motors, Ltd. Our carpet sets are made to exacting specifications. They are found only where original and include felt padding where originally fitted. Carpet sets include all snaps and rubber heel mats. TD-TF sets incorporate a leather gear shift boot, while TC sets include a leather handbrake boot. Rear deck areas were not originally carpeted although our kits now include a piece for this area. Available in black only.

|  |                      |  |
|--|----------------------|--|
| TC Carpet Set  | 454-448              |  |
| Reg. \$199.95  | <b>SALE \$149.95</b> |  |
| TD Carpet Set (Fits LHD to (c)4236 with original heel mat.)        | 454-458              |  |
| Reg. \$269.95  | <b>SALE \$209.95</b> |  |
| TD & TF Carpet Set (Fits LHD from (c)4237 with recessed footwell.) | 454-478              |  |
| Reg. \$279.95  | <b>SALE \$209.95</b> |  |

# MGA UPHOLSTERY SALE!

## SEAT UPHOLSTERY KITS

Our leather seat kits are perfect reproductions of the originals with leather seating surfaces and vinyl non-wearing surfaces. Our leather is tanned and vat-dyed to the highest standards to ensure durability. Proper pleat placement and correct stitching make these the best factory original style kits you can buy. In fact, we're so pleased with the quality of our upholstery that we guarantee 100% satisfaction, or your money back upon return of the complete uninstalled kit! The quality material, the proper colors, the perfect fit all say "this is how an MGA should look".

## PANEL KITS

DeLuxe Panel Kits: Made as original from durable vinyl, the DeLuxe Kit includes 2 front kick panels, 2 front frame covers, 2 door panels, 2 assembled door pockets for the roadsters and 2 rear kick panels. You also receive sufficient leather, vinyl and piping to cover all door and cockpit rails, and 1600 MkII and coupe dashboards, and black vinyl to cover MkII and coupe scuttle panels (between dash and windshield).



|                                     | Black with White Piping | Black with Red Piping | Black with Blue Piping | Black with Black Piping | Red with Red Piping | Tan with Tan Piping | Grey with Grey Piping | Blue with Blue Piping | Reg.     | SALE!           |
|-------------------------------------|-------------------------|-----------------------|------------------------|-------------------------|---------------------|---------------------|-----------------------|-----------------------|----------|-----------------|
| <b>MGA ROADSTER UPHOLSTERY KITS</b> |                         |                       |                        |                         |                     |                     |                       |                       |          |                 |
| Leather Seat Kit                    | 246-030                 | 246-020               | 246-040                | 246-010                 | 246-050             | 246-060             | 246-065               | 246-055               | \$459.95 | <b>\$389.95</b> |
| DeLuxe Vinyl Panel Kit              | 246-330                 | 246-320               | 246-340                | 246-310                 | 246-350             | 246-360             | 246-355               | 246-355               | \$279.95 | <b>\$234.95</b> |

## MGA COUPE UPHOLSTERY KITS

|                        |         |         |         |         |         |         |         |         |          |                 |
|------------------------|---------|---------|---------|---------|---------|---------|---------|---------|----------|-----------------|
| Leather Seat Kit       | 246-090 | 246-080 | 246-100 | 246-070 | 246-110 | 246-120 | 246-125 | 246-115 | \$469.95 | <b>\$389.95</b> |
| DeLuxe Vinyl Panel Kit | 246-390 | 246-380 | 246-400 | 246-370 | 246-410 | 246-420 | 246-425 | 246-415 | \$298.50 | <b>\$234.95</b> |

## MGA ROADSTER COMPLETE UPHOLSTERED LEATHER SEAT SETS

A great option for those needing both seats and upholstery. These are complete, ready to bolt in, brand new seat assemblies. Upholstered here in Goleta, California, around U.K.-produced seat sub-frames, using Moss leather upholstery kits. Our regular price compares very favorably with having a local specialist try to properly rebuild your badly deteriorated seats. Our sale price on these assemblies is most attractive, indeed! All seats will be upholstered to your individual order, so please allow 4 to 8 weeks for delivery; the wait will be worth it!

|                           |         |         |         |         |         |         |         |         |           |                  |
|---------------------------|---------|---------|---------|---------|---------|---------|---------|---------|-----------|------------------|
| Complete Leather Seat Set | 246-118 | 246-128 | 246-148 | 246-138 | 246-158 | 246-168 | 246-178 | 246-188 | \$1298.50 | <b>\$1099.95</b> |
|---------------------------|---------|---------|---------|---------|---------|---------|---------|---------|-----------|------------------|

## SIDE CURTAIN STOWAGE BAGS

|                           | Black   | Tan     | Red     | Reg.     | SALE!           |
|---------------------------|---------|---------|---------|----------|-----------------|
| 1500 & 1600 to (c)78249   | 243-280 | 243-300 | 243-290 | \$144.95 | <b>\$119.95</b> |
| 1600 from (c)78250 & MkII | 243-285 | 243-305 | 243-295 | \$144.95 | <b>\$119.95</b> |

## CARPET KITS

Carefully patterned and cut for proper fit and ease of installation, these Moss-made carpet kits include the correct rubber heelmat, all necessary studs and snaps, and edge binding where original. The main carpet set covers the seating and foot well areas. The rear carpet set, standard on the coupe and optional on roadsters, adds that "finished" look to your car's interior. To dress up your trunk, a trunk set and spare tire cover are also available.

|  | BLACK                | GREY    |
|--|----------------------|---------|
| <b>MAIN CARPET SET</b> (orig. for coupe) |                      |         |
| Coupe or Roadster                        | 242-705              | 242-725 |
| Black Reg. \$198.50                      | Grey Reg. \$224.50   |         |
|  | <b>SALE \$164.95</b> |         |

|                        |                     |         |
|------------------------|---------------------|---------|
| <b>REAR CARPET SET</b> |                     |         |
| Roadster Rear Set      | 242-835             | 242-905 |
| Reg. \$67.95           | <b>SALE \$57.95</b> |         |
| Coupe Rear Carpet Set  | 242-975             | 242-915 |
| Reg. \$74.95           | <b>SALE \$59.95</b> |         |

|                                  |                     |         |
|----------------------------------|---------------------|---------|
| <b>OPTIONAL TRUNK CARPET SET</b> |                     |         |
| Coupe or Roadster                | 242-815             | 242-925 |
| Black Reg. \$94.50               | Grey Reg. \$98.50   |         |
|                                  | <b>SALE \$79.95</b> |         |

|                         |                     |         |
|-------------------------|---------------------|---------|
| <b>SPARE TIRE COVER</b> |                     |         |
| All Rdstr. & 1500 Coupe | 242-465             | 242-935 |
| Reg. \$99.95            | <b>SALE \$74.95</b> |         |



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Your Direct Toll-Free Order Hot-Line!



## SPRITE & MIDGET UPHOLSTERY SALE!



### CONVERTIBLE TOPS

|  |         |               |                      |
|--|---------|---------------|----------------------|
| 948 (fits cars with studs on windshield frame)   | 242-180 | Reg. \$229.95 | <b>Sale \$104.95</b> |
| 948 (bar mount type)   | 242-185 | Reg. \$234.95 | <b>Sale \$109.95</b> |
| Sprite MkII 948, 1098 and Midget MkI (side curtains)   | 242-190 | Reg. \$214.95 | <b>Sale \$179.95</b> |
| Sprite MkIII 1098 and Midget MkII 1098 (wind up windows)   | 242-195 | Reg. \$219.95 | <b>Sale \$189.95</b> |
| Sprite MkIV & Midget MkIII 1275 ('67-'69, 8 tenax studs)   | 242-175 | Reg. \$229.95 | <b>Sale \$109.95</b> |
| Sprite MkIV & Midget MkIII 1275 & 1500 ('69 on, 6 tenax studs)   | 242-200 | Reg. \$219.95 | <b>Sale \$109.95</b> |
| Sprite MkIV & Midget MkIII 1275 & 1500 (From the original manufacturer in the original material, complete with header rail installed- installation is a snap!) | 242-205 | Reg. \$359.95 | <b>Sale \$289.95</b> |
| <b>SPRITE &amp; MIDGET SIDE CURTAIN SET</b>  | 259-678 | Reg. \$339.95 | <b>Sale \$289.95</b> |

### BLACK CARPET SETS

|                                 |         |               |                      |
|---------------------------------|---------|---------------|----------------------|
| 1098 (fits 948s & Bugeyes, too) | 242-530 | Reg. \$194.50 | <b>Sale \$169.95</b> |
| 1275 thru 1969                  | 242-535 | Reg. \$173.95 | <b>Sale \$139.95</b> |
| 1275 from 1970 & 1500           | 242-560 | Reg. \$194.50 | <b>Sale \$164.95</b> |

**PRICES VALID MAY 20 thru JUNE 28, 1996**  
160



### DIRECT FROM ENGLAND!

Moss Motors is pleased to offer a complete range of exact reproduction 1959-'80 upholstery. Manufactured in England, these kits duplicate the original patterns, vinyls, and even dielectrically welded seams where appropriate. Give your Sprite or Midget a brand-new interior, exactly as it was when new!

Our seat and panel kits are complete and straightforward to install. The seat kits include squab and cushion covers along with headrest and seat back extension covers where appropriate. The panel kits include sufficient vinyl to cover your dash panel and cockpit rail as required, new footwell boards, gearbox tunnel boards, inner sill boards, door pocket boards and rear quarter panels. Complete the job by ordering new door seals, rubber floor mats or carpeting and your Spridget will look like it just rolled off the assembly line! We firmly believe that a Moss Motors Interior Kit offers you the finest value for the money! If you are not 100% satisfied with the quality of your kit, you may return the uninstalled kit for a full refund.

### VINYL SEAT KITS

|  | BLACK WITH WHITE PIPING | RED WITH WHITE PIPING | BLUE WITH BLUE PIPING |               |                      |
|--|-------------------------|-----------------------|-----------------------|---------------|----------------------|
| Bugeye Sprite and 948 Sprite MkII to HAN7-24731              | 640-770                 | 640-780               | 640-790               | Reg. \$239.95 | <b>Sale \$109.95</b> |
| 948 Midget MkI to GAN1-16183                                 | 640-855                 | 640-905               | 640-915               | Reg. \$234.95 | <b>Sale \$109.95</b> |
| 1098 Sprite MkII and MkIII from HAN7-24732 to HAN8-55500     | 640-855                 | 640-865               | 640-875               | Reg. \$239.95 | <b>Sale \$109.95</b> |
| Midget MkI and MkII from GAN2-16184 to GAN3-52389            | 640-855                 | 640-865               | 640-875               | Reg. \$239.95 | <b>Sale \$109.95</b> |
| 1098 Sprite MkIII & 1275 MkIV from HAN8-55501 to HAN9-77590  | 640-910                 | 640-920               | -                     | Reg. \$234.95 | <b>Sale \$109.95</b> |
| 1275 Midget MkIII to GAN4-66225                              | 640-910                 | 640-920               | -                     | Reg. \$234.95 | <b>Sale \$109.95</b> |
| 1275 Sprite MkIV (fixed back) from HAN9-77591 to HAN9-85286  | 640-945                 | -                     | -                     | Reg. \$199.95 | <b>Sale \$179.95</b> |
| 1275 Midget MkIII (reclining back) from GAN4-66226 to -74885 | 640-950                 | -                     | -                     | Reg. \$199.95 | <b>Sale \$179.95</b> |
| 1275 Sprite MkIV from HAN10-85287 on                         | 640-960                 | 640-980               | -                     | Reg. \$224.95 | <b>Sale \$179.95</b> |
| 1275 Midget MkIII & Midget 1500 from GAN5-74886 thru 1500    | 640-960                 | 640-980               | -                     | Reg. \$224.95 | <b>Sale \$179.95</b> |

### VINYL PANEL KITS

|  | BLACK   | RED     | BLUE    |               |                      |
|--|---------|---------|---------|---------------|----------------------|
| Bugeye Sprite  | 645-500 | 645-510 | 645-520 | Reg. \$229.95 | <b>Sale \$109.95</b> |
| 948 Sprite MkII and 948 Midget MkI                                 | 645-540 | 645-550 | 645-560 | Reg. \$239.95 | <b>Sale \$109.95</b> |
| Early 1098 Sprite HAN7 and Midget GAN2                             | 645-620 | 645-630 | -       | Reg. \$279.95 | <b>Sale \$239.95</b> |
| Late 1098 Sprite HAN8 and Midget GAN3                              | 645-570 | 645-580 | -       | Reg. \$289.95 | <b>Sale \$239.95</b> |
| 1275 Sprite and Midget (fitted to cars with one-piece rear bumper) | 645-660 | 645-670 | 645-680 | Reg. \$299.95 | <b>Sale \$249.95</b> |
| 1275 & 1500 Sprite and Midget (split rear- and rubber bumper cars) | 645-700 | 645-710 | 645-720 | Reg. \$189.95 | <b>Sale \$159.95</b> |



### 100-4, 100-6, 3000 SEAT KITS

In order to restore the interior of your Austin-Healey to its original quality, design and workmanship, we manufacture early Healey upholstery kits in our own Upholstery Shop with an eye on quality control every step of the way. We use only the finest materials in our kits; our leather is tanned and watched to the highest standards to insure durability. Our vinyls have been selected for their color & grain style. Each piece is cut by our skilled craftsmen using patterns painstakingly developed by us.

### 3000 BJB KITS

Our seat kits are manufactured in England from genuine, factory original materials, including original chrome hornbone piping and all the important details like the small embossed squares on the standard front vinyl seat cushions. Our vinyl rear seat kit incorporates the correct heat welded large square pattern just like the originals. We're so confident of the quality of our upholstery items that we guarantee your 100% satisfaction or your money back upon return of the uninstalled kit.

## AUSTIN-HEALEY UPHOLSTERY SALE!



### COMPLETE VINYL PANEL KITS

Painstakingly made to match the original designs, these vinyl panel kits give your interior a professional appearance even when installed by the novice! For unmatched durability, we use plywood and waterproof panel board where original. Kits include kick panels and door panels, rear quarters, etc. (See your catalog for complete contents.)

### LEATHER SEAT KITS

|  | Black With Black Piping | Black With White Piping | Black With Red Piping | Red With Red Piping | Red With White Piping | Blue With Blue Piping | Tan With Tan Piping | Regularly ▼ | SALE! ▼         |
|--|-------------------------|-------------------------|-----------------------|---------------------|-----------------------|-----------------------|---------------------|-------------|-----------------|
| 100-4 Seat Kit                             | 246-670                 | 246-680                 | 246-690               | 246-700             | 246-710               | 246-720               | 246-730             | \$389.95    | <b>\$189.95</b> |
| 100-6 thru 3000 BJ7 Seat Kit               | 246-815                 | 246-825                 | 246-835               | 246-845             | 246-855               | 246-865               | 246-875             | \$389.95    | <b>\$189.95</b> |
| 100-6 BN4 Rear Seat Kit <sup>1</sup>       | 246-950                 | 246-960                 | 246-970               | 246-980             | 246-990               | 247-000               | 247-010             | \$334.95    | <b>\$279.95</b> |
| 100-6 BN4 - 3000 BT7 Rear Kit <sup>2</sup> | 246-955                 | 246-965                 | 246-975               | 246-985             | 246-995               | 247-005               | 247-015             | \$334.95    | <b>\$279.95</b> |
| 3000 BJ7 Rear Seat Kit                     | 247-090                 | 247-100                 | 247-110               | 247-120             | 247-130               | 247-140               | 247-150             | \$334.50    | <b>\$279.95</b> |
| 100 and 100-6 Armrest                      | 247-230                 | 247-240                 | 247-250               | 247-260             | 247-270               | 247-280               | 247-290             | \$129.50    | <b>\$99.95</b>  |
| 3000 BJ7 Armrest                           | 247-370                 | 247-380                 | 247-390               | 247-400             | 247-410               | 247-420               | 247-430             | \$79.95     | <b>\$64.95</b>  |

### BJB VINYL SEAT KITS

|                                      | Black With Chrome Piping | Red With Chrome Piping | Blue With Chrome Piping | Regularly ▼ | SALE! ▼         |
|--------------------------------------|--------------------------|------------------------|-------------------------|-------------|-----------------|
| 3000 BJB Vinyl Front Seat Kit        | 247-450                  | 247-470                | 247-490                 | \$424.95    | <b>\$359.95</b> |
| 3000 BJB Vinyl Rear Seat Kit         | 247-590                  | 247-610                | 247-630                 | \$339.95    | <b>\$289.95</b> |
| 3000 BJB Hinged Armrest <sup>1</sup> | 247-720                  | 247-730                | 247-740                 | \$59.95     | <b>\$47.95</b>  |
| 3000 BJB Fixed Armrest <sup>1</sup>  | 247-800                  | 247-810                | 247-820                 | \$56.95     | <b>\$47.95</b>  |

<sup>1</sup> Fits all thru BN4 68959 <sup>2</sup> Fits BN4 from 68960 thru 3000 BT7

<sup>1</sup> Armrests have same color piping as original, not chrome.

### PANEL KITS

|                                   | Black   | Red     | Blue    | Tan     | Regularly ▼ | SALE! ▼         |
|-----------------------------------|---------|---------|---------|---------|-------------|-----------------|
| 100-4                             | 247-880 | 247-890 | 247-900 | 247-910 | \$289.95    | <b>\$239.95</b> |
| 100-6 BN4                         | 247-925 | 247-935 | 247-945 | 247-955 | \$399.95    | <b>\$329.95</b> |
| 100-6 BN4 - 3000 BT7 <sup>1</sup> | 247-965 | 247-975 | 247-985 | 247-995 | \$429.95    | <b>\$359.95</b> |
| 100-6 BN6 - 3000 BN7 <sup>2</sup> | 247-960 | 247-970 | 247-980 | 247-990 | \$399.95    | <b>\$339.95</b> |
| 3000 BJ7                          | 248-000 | 248-010 | 248-020 | 248-030 | \$349.50    | <b>\$279.95</b> |
| 3000 BJ8 to (c)26704              | 248-040 | 248-050 | 248-060 | 248-070 | \$449.50    | <b>\$399.95</b> |
| 3000 BJ8 from (c)26705            | 248-080 | 248-090 | 248-100 | 248-110 | \$469.95    | <b>\$399.95</b> |

<sup>1</sup> Fits all thru BN4 68959 <sup>2</sup> Fits BN4 from 68960 thru 3000 BT7

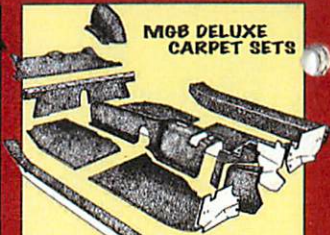
### BLACK CARPET KITS

|                                  | Black   | Regularly ▼ | SALE! ▼         |
|----------------------------------|---------|-------------|-----------------|
| 100-4 BN1                        | 248-720 | \$298.50    | <b>\$244.95</b> |
| 100-4 BN2                        | 248-750 | \$298.50    | <b>\$244.95</b> |
| 100-6 BN4 / 3000 BT7 Side Shift  | 248-780 | \$298.50    | <b>\$254.95</b> |
| 100-6 BN6 / 3000 BN7 Side Shift  | 248-810 | \$389.50    | <b>\$329.95</b> |
| 3000 BN7 Center Shift            | 248-840 | \$399.95    | <b>\$339.95</b> |
| 3000 BT7 / 3000 BJ7 Center Shift | 248-870 | \$324.95    | <b>\$269.95</b> |
| 3000 BJ8 to (c)26704             | 248-870 | \$324.95    | <b>\$269.95</b> |
| 3000 BJ8 from (c)26705           | 248-900 | \$324.95    | <b>\$259.95</b> |





# 1963-'69 MGB UPHOLSTERY SALE!



**MGB DELUXE CARPET SETS**

Carefully cut for ease of installation, all our MGB carpeting is supplied of fine quality cut-pile automotive carpet, similar to the factory original. All carpet sections are finished exactly as original, incorporating heavy felt padding and hardboard panel backing where originally fitted. Deluxe sets include rubber heel mats and all necessary snaps and studs. Our MGB Deluxe Carpet Sets will completely carpet your MGB roadster, or the passenger compartment of your MGB GT. These carpet sets include everything contained in the original style carpet, plus carpeting replacements for the rubber floor mats, side sill covers and transmission tunnel side piece that was originally fitted through 1976.

Our MGB GT Rear Compartment Carpet Set, along with our Deluxe Carpet Set, will completely carpet your MGB GT. This set includes carpeting for the back of the rear seat, full wheel well covers, luggage compartment floor and rear body quarters. In addition to these sets, we also offer roadster owners a custom-fitted trunk carpet kit. The trunk kit includes a tailored spare tire cover which can also be ordered separately. Moss Motors carpet sets are carefully patterned, offering outstanding value. We encourage you to carefully compare both quality and value to any other carpet sets on the market.

## 1963 - '69 DELUXE BLACK CARPET SETS

1963-'67 Roadster/GT Deluxe Set  
242-770 Reg. \$279.95 **SALE \$249.95**

1968-'69 Roadster/GT Deluxe Set  
244-320 Reg. \$309.95 **SALE \$259.95**

GT Rear Compartment  
242-750 Reg. \$169.50 **SALE \$144.95**

Roadster Trunk Set  
242-850 Reg. \$94.50 **SALE \$79.95**

Spare Tire Cover  
242-860 Reg. \$39.95 **SALE \$33.95**

## COMPLETE UPHOLSTERED LEATHER SEAT ASSEMBLIES

A great option for those needing both seats and upholstery. These are complete, ready to bolt in, brand new seat assemblies.

Upholstered here in Goleta, California, around U.K.-produced seat sub-frames, using Moss leather upholstery kits. Our regular price compares very favorably with having a local specialist try to properly rebuild your badly deteriorated seats. Our sale price on these assemblies is most attractive, indeed! All seats will be upholstered to your individual order, so please allow 4 to 8 weeks for delivery; we guarantee that the wait will be more than worth it!

Black with Black Piping 641-178  
Black with Red Piping 641-188  
Black with White Piping 641-198  
Black with Blue Piping 641-208  
Red with Black Piping 641-218  
Red with White Piping 641-228  
Red with Red Piping 641-238  
Tan with Tan Piping 641-248

Reg. \$1098.50 **SALE \$919.95**



## MGB GT HEADLINER KIT

These headliner kits are the only solution to cracked, uncleanable and dingy MGB GT headliners. Each kit contains the main headliner panel, header and cantrell covers, rear quarter liner panels & windshield post liner panels.

Grey Vinyl. 643-900  
Reg. \$298.50 **SALE \$249.95**



## MGB QUALITY-BUDGET BLACK CARPET SETS

The major difference between these sets and our OE style sets besides the price is that the transmission tunnel piece is supplied flat instead of molded. Features include a very dense synthetic cut pile material, fully bound edges, heavy felt pads and sewn-in heel pad. Snaps included.

1962-'67 Budget Black Carpet Set 242-765 Reg. \$134.95 **SALE \$109.95**

1968-'69 Budget Black Carpet Set 244-315 Reg. \$134.95 **SALE \$109.95**

1967-'69 GT Rear Supplement Set 242-735 Reg. \$59.95 **SALE \$49.95**



## 1963-'69 BMC-STYLE INTERIOR KITS

Our full range of exact reproduction Moss Motors upholstery kits are all painstakingly produced in our own upholstery manufacturing plant. All materials are exact duplicates of the original, right down to the grain pattern and thickness of the trim panel vinyl. All leather is tanned and vat-dyed to our specifications to ensure originality and long wearing durability.

Trim panel kits include door panels, front and rear quarter panels, rear bulkhead panel for the roadsters, and rear deck insert panels for the GTs. We include sufficient vinyl to cover roadster cockpit rails, door top rails, and 1963-'67 dash top rail, and door window brush seals.

In addition to the original interior color schemes, we offer several other combinations of trim and piping. The most popular of these are usually available from stock, while the others (marked in the panel with an asterisk) are made to order only. Delivery on special orders takes about 4 - 6 weeks (but the wait is worth it!).

We firmly believe that a Moss Motors Interior Kit offers you the finest value for the money that you can find! If you are not 100% satisfied with the quality and design of your kit, you may return the complete uninstalled kit to us for full refund.

**Note:** Some color & piping combinations are made to order only. Please allow 4 to 8 weeks for delivery.

|   | Black with Black Piping | Black with Red Piping | Black with White Piping | Black with Blue Piping | Red with Black Piping | Red with White Piping | Red with Red Piping | Tan with Tan Piping | Reg.     | SALE!           |
|---|-------------------------|-----------------------|-------------------------|------------------------|-----------------------|-----------------------|---------------------|---------------------|----------|-----------------|
| <b>1963 - '69 LEATHER FRONT SEAT KITS</b> |                         |                       |                         |                        |                       |                       |                     |                     |          |                 |
| 1963-'68 <sup>1</sup>                     | 641-170                 | 641-180               | 641-190                 | 641-200                | 641-210               | 641-220               | 641-230             | 641-235             | \$469.95 | <b>\$379.95</b> |
| 1969 <sup>2</sup>                         | 641-310                 | -                     | -                       | -                      | -                     | -                     | -                   | -                   | \$569.50 | <b>\$479.95</b> |
| <b>1966 - '69 GT VINYL REAR SEAT KITS</b> |                         |                       |                         |                        |                       |                       |                     |                     |          |                 |
| 1966-'68 <sup>3</sup>                     | 643-140                 | 643-150               | 643-160                 | 643-170                | 643-180               | 643-190               | 643-200             | 643-205             | \$239.95 | <b>\$199.95</b> |
| 1969 <sup>4</sup>                         | 641-380                 | -                     | -                       | -                      | -                     | -                     | -                   | -                   | \$239.95 | <b>\$204.95</b> |
| <b>1963 - '69 VINYL PANEL KITS</b>        |                         |                       |                         |                        |                       |                       |                     |                     |          |                 |
| 1963-'65 <sup>5</sup>                     | 643-280                 | 643-290               | 643-300                 | 643-310                | 643-320               | 643-330               | 643-340             | 643-345             | \$249.95 | <b>\$211.95</b> |
| 1966-'67 <sup>6</sup>                     | 643-350                 | 643-360               | 643-370                 | 643-380                | 643-390               | 643-400               | 643-410             | 643-415             | \$249.95 | <b>\$211.95</b> |
| 1968-'69 <sup>7</sup>                     | 643-490                 | 643-500*              | 643-510*                | 643-520*               | 643-530*              | 643-540*              | 643-550             | 643-555             | \$249.95 | <b>\$211.95</b> |
| 1966-'67 <sup>8</sup>                     | 643-420                 | 643-430               | 643-440                 | 643-450                | 643-460               | 643-470               | 643-480             | 643-485             | \$249.95 | <b>\$211.95</b> |
| 1968-'69 <sup>9</sup>                     | 643-560                 | 643-570*              | 643-580*                | 643-590*               | 643-600*              | 643-610*              | 643-620             | 643-625             | \$249.95 | <b>\$211.95</b> |

<sup>1</sup> RD to (c)158370 and GT to (c)158230

<sup>2</sup> RD from (c)158371 to 187210

<sup>3</sup> & GT from (c)158231 to 187840

<sup>4</sup> RD to (b)57985

<sup>5</sup> RD from (c)138401 to 187210

<sup>6</sup> RD from (b)57986 to (c)138400

<sup>7</sup> GT to (c)139471

<sup>8</sup> GT from (c)139472 to 187840

<sup>9</sup> GT to (c)158230

<sup>1</sup> GT from (c)158231 to 187840

<sup>2</sup> RD to (b)57985

<sup>3</sup> & GT from (c)158231 to 187840

<sup>4</sup> RD from (b)57986 to (c)138400

<sup>5</sup> RD from (c)138401 to 187210

<sup>6</sup> GT to (c)139471

<sup>7</sup> GT from (c)139472 to 187840

<sup>8</sup> Color combination not originally fitted



# 1970-'80 MGB UPHOLSTERY SALE!



**MGB DELUXE  
CARPET SETS**

Carefully cut for ease of installation, all our MGB carpeting is supplied of fine quality cut-pile automotive carpet, similar to the factory original. All carpet sections are finished exactly as original, incorporating heavy felt padding and hardboard panel backing where originally fitted. Deluxe sets include rubber heel mats and all necessary snaps and studs. Our MGB Deluxe Carpet Sets will completely carpet your MGB Roadster, or the passenger compartment of your MGB GT. These carpet sets include everything contained in the original style carpet, plus carpeting replacements for the rubber floor mats, side sill covers and transmission tunnel side piece that was originally fitted through 1976.

Our MGB GT Rear Compartment Carpet Set, along with our Deluxe Carpet Set, will completely carpet your MGB GT. This set includes carpeting for the back of the rear seat, full wheel well covers, luggage compartment floor and rear body quarters. In addition to these sets, we also offer roadster owners a custom-fitted trunk carpet kit. The trunk kit includes a tailored spare tire cover which can also be ordered separately. Moss Motors carpet sets are carefully patterned, offering outstanding value. We encourage you to carefully compare both quality and value to any other carpet sets on the market.

## 1970 - '80 DELUXE BLACK CARPET SETS

1970-'80 Roadster/GT Deluxe Set\*  
244-320 Reg. \$309.95 **SALE \$259.95**

GT Rear Compartment  
242-750 Reg. \$169.50 **SALE \$144.95**

Roadster Trunk Set  
242-850 Reg. \$94.50 **SALE \$79.95**

Spare Tire Cover  
242-860 Reg. \$39.95 **SALE \$33.95**  
(\*Original for '77-'80)

## **SUPER VALUE!** MGB QUALITY-BUDGET BLACK CARPET SETS

The major difference between these sets and our OE style sets besides the price is that the transmission tunnel piece is supplied flat instead of molded. Features include a very dense synthetic cut pile material, fully bound edges, heavy felt pads and sewn-in heel pad. Snaps included.

Reg. **SALE**

'70-'80 Budget Black Carpet Set 244-315 \$134.95 **\$109.95**

'70-'75 GT Rear Supplement Set 242-735 \$59.95 **\$49.95**



## ORIGINAL BI-STYLE INTERIOR KITS

Manufactured in England, these kits duplicate the original vinyls and dielectrically welded seams. Where appropriate, the "chrome" mylar accent strips are used on the door panels and we supply the correct fabric inserts in the late GT seat kits. Moss BI-style seat and panel kits are complete and quite straightforward to install. The panel kits include sufficient vinyl to cover roadster cockpit and door top rails, new front and rear quarter panels, rear bulkhead panels for roadster, rear deck insert panels for GTs, and new door window brush seals.



|   | Black   | Navy    | Ochre   | Autumn Leaf | Champagne |               |                      |
|---|---------|---------|---------|-------------|-----------|---------------|----------------------|
| <b>1970 - '80 FRONT SEAT KITS</b>                         |         |         |         |             |           |               |                      |
| 1970 - '72 Roadster & GT Vinyl <sup>1,2</sup>             | 641-520 | 641-530 | 641-540 | 641-550     | -         | Reg. \$249.95 | <b>SALE \$214.95</b> |
| 1973 - '76 Roadster & GT Vinyl <sup>3,4</sup>             | 641-560 | 641-570 | 641-580 | 641-590     | -         | Reg. \$249.95 | <b>SALE \$214.95</b> |
| 1977 - '80 Roadster Vinyl <sup>5</sup>                    | 641-600 | 641-610 | 641-620 | 641-630     | 641-525   | Reg. \$249.95 | <b>SALE \$214.95</b> |
| 1973 - '76 GT Fabric <sup>4</sup>                         | 641-680 | -       | 641-625 | 641-685     | -         | Reg. \$229.95 | <b>SALE \$199.95</b> |
| <b>1970 - '76 GT REAR SEAT KITS</b>                       |         |         |         |             |           |               |                      |
| 1970 - '76 GT Vinyl <sup>2</sup>                          | 641-640 | 641-650 | 641-660 | 641-670     | -         | Reg. \$194.50 | <b>SALE \$163.95</b> |
| 1973 - '76 GT Fabric <sup>4</sup>                         | 641-690 | -       | 641-665 | 641-695     | -         | Reg. \$149.95 | <b>SALE \$134.95</b> |
| <b>1970 - '80 PANEL KITS</b>                              |         |         |         |             |           |               |                      |
| 1970 Roadster Vinyl                                       | 643-635 | -       | -       | -           | -         | Reg. \$179.95 | <b>SALE \$149.95</b> |
| 1970 GT Vinyl   | 643-645 | -       | -       | -           | -         | Reg. \$179.95 | <b>SALE \$149.95</b> |
| 1971 - '76 Roadster Vinyl <sup>7</sup>                    | 643-630 | 643-640 | 643-650 | 643-660     | -         | Reg. \$179.95 | <b>SALE \$149.95</b> |
| 1971 - '76 GT Vinyl <sup>8</sup>                          | 643-710 | 643-720 | 643-730 | 643-740     | -         | Reg. \$179.95 | <b>SALE \$149.95</b> |
| 1977 - '80 Roadster Vinyl <sup>5</sup>                    | 643-670 | -       | -       | 643-700     | 643-705   | Reg. \$179.95 | <b>SALE \$149.95</b> |
| <b>1970 - '80 HEADRESTS (COMPLETE- READY TO INSTALL!)</b> |         |         |         |             |           |               |                      |
| 1970 - '72 Eared / Perforated Vinyl                       | 649-100 | 649-110 | 649-120 | 649-130     | -         | Reg. \$43.95  | <b>SALE \$36.95</b>  |
| 1973 - '76 Eared / Plain Vinyl                            | 649-140 | 649-150 | 649-160 | 649-170     | -         | Reg. \$43.95  | <b>SALE \$36.95</b>  |
| 1977 - '80 Teardrop-type Vinyl                            | 641-605 | 641-615 | -       | 641-635     | 641-535   | Reg. \$43.95  | <b>SALE \$37.00</b>  |

<sup>1</sup>Fits RD from (c)187211 to 294250  
<sup>4</sup>Fits GT from (c)296001 on

<sup>2</sup>Fits GT from (c)187841 to 296000  
<sup>8</sup>Fits RD from (c)410001 on

<sup>3</sup>Fits RD from (c)297251 to 410000  
<sup>5</sup>Fits GT from (c)187841 on

<sup>7</sup>Fits RD from (c)187211 to 410000



# NEW COMPLETE VINYL INTERIOR PACKAGES FOR '70-'80 MGBS!

JUST **\$849.95!**

**NOTHING COULD BE SIMPLER- OR MORE ECONOMICAL!**

We are pleased to offer a completely comprehensive package deal to suit your 1970-'80 roadster! These kits are produced in England to the '73-'76 original factory style pattern which is generally regarded as the most attractive and most comfortable of the 3 patterns offered during this period. While not strictly original for '70-'72 and '77-'80, they look great on these cars as well and are easy to fit.

Included is all the soft trim you'll need to completely restore the interior of your MGB roadster. Door rails and headrests are completely trimmed for ease of installation. Buy now and save in a big way!

## LOOK WHAT YOU GET IN THE BLACK KIT....

- ✓ 643-630 Complete Black Panel Kit
- ✓ 639-668 Black Door Top Cap Set
- ✓ 453-755 Center Console Lid
- ✓ 226-670 Door Panel Clip Set
- ✓ 402-425 Black Armrests
- ✓ 282-880 Gearshift Boot
- ✓ 641-560 Complete Black Seat Kit
- ✓ 641-980 Seat Back Foams
- ✓ 641-985 Seat Back Panel Boards
- ✓ 641-940 Right Hand Seat Cushion
- ✓ 641-950 Left Hand Seat Cushion
- ✓ 649-140 Black Headrests
- ✓ 641-990 Seat Webbing Kits
- ✓ 244-315 Complete Black Carpet Set
- ✓ 259-908 Black Door Seal Set

**COMPLETE BLACK PACKAGE #111-808 JUST \$849.95!**

## AND IN THE AUTUMN-LEAF KIT....

- ✓ 643-660 Autumn Leaf Panel Kit
- ✓ 639-728 Autumn Leaf Door Top Caps
- ✓ 453-755 Center Console Lid
- ✓ 226-670 Door Panel Clip Set
- ✓ 402-450 Autumn Leaf Armrests
- ✓ 282-880 Gearshift Boot
- ✓ 641-590 Autumn Leaf Seat Kit
- ✓ 641-980 Seat Back Foams
- ✓ 641-985 Seat Back Panel Boards
- ✓ 641-940 Right Hand Seat Cushion
- ✓ 641-950 Left Hand Seat Cushion
- ✓ 649-170 Autumn Leaf Headrests
- ✓ 641-990 Seat Webbing Kits
- ✓ 244-340 Complete Brown Carpet Set
- ✓ 259-910 Autumn Leaf Door Seals

**COMPLETE AUTUMN LEAF PACKAGE #111-708 JUST \$849.95!**

**SAVE \$150.00!**

# 1970-'80 MGB CUSTOM DELUXE UPHOLSTERY!



Styled in the tradition of the great British coach-trimming firms, our kits are designed to emulate the rich look of such British classics as Rolls-Royce, Jaguar and Bentley. Thick, padded leather seat covers with piping in contrasting or matching colors, carefully stitched for exact fit and plush contour, give your seats a feel of true luxury. Panel kits include door panels which are stitched rather than heat-sealed to complement the appearance of your seats, and are also available with matching or contrasting piping.

We also include sufficient leather in the panel kits to cover roadster cockpit and door rails, new front kick panels, rear quarter panels, rear bulkhead panels for roadsters, rear deck insert panels for GTs, and new door window brush seals. We guarantee 100% satisfaction or we will be happy to refund your money upon receipt of the uninstalled kit.

Black with Black Piping    Black with Red Piping    Black with White Piping    Red with Red Piping    Tan with Tan Piping

## 1970-'80 LEATHER FRONT SEAT KITS

1970-'72 1 Reg. \$624.50 SALE \$529.95  
641-700 641-705 641-710 641-715 641-720

1973-'76 2 Reg. \$624.50 SALE \$529.95  
641-725 641-730 641-735 641-740 641-745

1977-'80 3 Reg. \$624.50 SALE \$529.95  
641-750 641-755 641-760 641-765 641-770

## 1970-'80 GT LEATHER REAR SEAT KIT

1970-'80 4 Reg. \$349.95 SALE \$289.95  
641-850 641-855 641-860 641-865 641-870

## 1970-'80 VINYL PANEL KITS

1970-'80 5 Reg. \$418.50 SALE \$339.95  
643-750 643-760 643-770 643-780 643-790

1970-'76 4 Reg. \$399.50 SALE \$339.95  
643-800 643-810 643-820 643-830 643-840

<sup>1</sup>(Fits Roadster from (c)187211 to 294250; GT from (c)187841 to 296000.)

<sup>2</sup>(Fits Roadster from (c)294251 to 410000 and GT from (c)296001 on.)

<sup>3</sup>(Fits Roadster from (c)40000 on.)

<sup>4</sup>(Fits GT from (c)187841 on.)

<sup>5</sup>(Fits Roadster from (c)187211 on.)

# CUSHIONS & MORE!

THE PROPER FOUNDATION FOR YOUR NEW SEAT KIT!



| MG TC-TD-TF CUSHIONS          | Reg.             | SALE           |
|-------------------------------|------------------|----------------|
| TC Squab Cushion Assembly     | 456-590 \$467.80 | <b>1389.95</b> |
| TD Squab Cushion Assembly     | 456-595 \$480.75 | <b>1389.95</b> |
| TC-TD Seat Foam Cushion Set   | 640-348 \$59.95  | <b>148.95</b>  |
| TC-TD Horse Hair Seatback Pad | 640-360 \$18.95  | <b>114.95</b>  |
| TF Left Hand Seat Frame       | 456-605 \$269.50 | <b>1229.95</b> |
| TF Right Hand Seat Frame      | 456-615 \$269.50 | <b>1229.95</b> |

| MIDGET CUSHIONS              | Reg.            | SALE          |
|------------------------------|-----------------|---------------|
| '70-'80 Right Seat Back Foam | 640-500 \$29.95 | <b>124.95</b> |
| '70-'80 Left Seat Back Foam  | 640-510 \$29.95 | <b>124.95</b> |
| '70-'80 Seat Base Foam       | 640-520 \$24.50 | <b>119.95</b> |

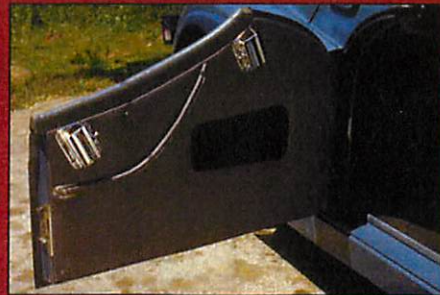
| MGA CUSHIONS                  | Reg.            | SALE          |
|-------------------------------|-----------------|---------------|
| Left Seat Bottom Cushion      | 641-925 \$42.95 | <b>134.95</b> |
| Right Seat Bottom Cushion     | 641-935 \$42.95 | <b>134.95</b> |
| Left Bottom Seat Base         | 641-905 \$88.75 | <b>174.95</b> |
| Right Bottom Seat Base        | 641-915 \$89.55 | <b>174.95</b> |
| Seat Back Horse Hair Pad      | 640-460 \$39.95 | <b>132.95</b> |
| Roadster Seat Squab Backboard | 640-470 \$12.50 | <b>19.95</b>  |

| MGB CUSHIONS                      | Reg.            | SALE          |
|-----------------------------------|-----------------|---------------|
| '62-'68 Left Seat Bottom Cushion  | 641-910 \$22.95 | <b>117.95</b> |
| '62-'68 Right Seat Bottom Cushion | 641-900 \$22.95 | <b>117.95</b> |
| '62-'68 Seat Back Cushion         | 641-960 \$24.95 | <b>119.95</b> |
| '62-'68 Seat Back Panel Board     | 641-965 \$8.50  | <b>16.95</b>  |
| '69-'72 Left Seat Bottom Cushion  | 641-930 \$22.95 | <b>117.95</b> |
| '69-'72 Right Seat Bottom Cushion | 641-920 \$22.95 | <b>117.95</b> |
| '69 Seat Back Cushion             | 641-995 \$43.95 | <b>135.95</b> |
| '70-'72 Seat Back Cushion         | 641-970 \$22.95 | <b>118.95</b> |
| '69-'72 Seat Back Panel Board     | 641-975 \$8.75  | <b>16.95</b>  |
| '73-'80 Left Seat Bottom Cushion  | 641-950 \$22.95 | <b>117.95</b> |
| '73-'80 Right Seat Bottom Cushion | 641-940 \$22.95 | <b>117.95</b> |
| '73-'80 Seat Back Cushion         | 641-980 \$22.95 | <b>118.95</b> |
| '73-'80 Seat Back Panel Board     | 641-985 \$9.95  | <b>16.95</b>  |
| '70-'80 Seat Bottom Webbing Kit   | 641-990 \$16.95 | <b>112.95</b> |
| GT '65-'72 Rear Seat Foam Set     | 641-545 \$16.95 | <b>114.95</b> |
| GT '73 on Rear Seat Foam Set      | 641-555 \$23.95 | <b>118.95</b> |

| TRIUMPH CUSHIONS                 | Reg.             | SALE          |
|----------------------------------|------------------|---------------|
| TR2-TR3 Seat Spring Assembly     | 642-970 \$107.95 | <b>189.95</b> |
| TR3A-TR3B Seat Spring Assembly   | 642-980 \$104.95 | <b>189.95</b> |
| TR4 (early) Seat Spring Assembly | 642-990 \$109.95 | <b>192.95</b> |
| TR4-TR4A Seat Webbing Kit        | 681-330 \$11.95  | <b>19.75</b>  |
| TR2-TR3 Seat Padding Set         | 643-918 \$89.95  | <b>174.95</b> |
| TR3A-TR4 (early) Padding Set     | 643-938 \$124.95 | <b>104.95</b> |
| TR4 (late) Seat Foam Set         | 643-948 \$174.95 | <b>114.95</b> |
| TR4A Seat Foam Set               | 643-958 \$209.95 | <b>117.95</b> |
| TR250 Seat Foam Set              | 643-968 \$159.95 | <b>118.95</b> |
| TR6 '69 Seat Foam Set            | 643-978 \$239.95 | <b>214.95</b> |
| TR6 '70 to '72 Seat Foam Set     | 643-988 \$219.95 | <b>189.95</b> |
| TR6 '73 on Seat Foam Set         | 643-998 \$149.95 | <b>109.95</b> |



# TR2-TR4A UPHOLSTERY SALE!



## FRONT SEAT KITS

To help you restore the interior of your Triumph to original quality, design and workmanship, we manufacture every item in our own upholstery shop with only the finest materials. Our leather is tanned and vat-dyed to the highest standards to insure durability. We're so pleased with the quality of our upholstery that we guarantee 100% satisfaction or your money back upon return of the complete uninstalled kit.

## REAR SEAT KITS

Available in both leather and vinyl, rear seat kits contain all pieces as supplied originally. The TR2 & TR3 kit includes upholstered seat bottom, seat back and mounting brackets. The TR3A kit includes upholstered seat bottom and brackets. The late TR3A through TR4A kits come with upholstered seat bottoms only.

## PANEL KITS

Panel kits include door panels, quarter panels, wheel well covers, rear close-out panels and bulk vinyl to cover dash and door top rails. TR2-3B kits provide leather trim for upper dash, door rails and door caps. TR4 kits include sewn top frame covers.

|                                | Black with Black Piping | Black with White Piping | Red with Red Piping | Red with White Piping | Tan with Tan Piping | Grey with Grey Piping | Regularity | SALE!           |
|--------------------------------|-------------------------|-------------------------|---------------------|-----------------------|---------------------|-----------------------|------------|-----------------|
| <b>LEATHER FRONT SEAT KITS</b> |                         |                         |                     |                       |                     |                       |            |                 |
| TR2 & TR3 <sup>1</sup> *       | 642-150                 | 642-155                 | 642-140             | 642-145               | 642-310             | 642-305               | \$519.95   | <b>\$439.95</b> |
| TR3A & TR4 <sup>2*</sup>       | 642-160                 | 642-165                 | 642-170             | 642-175               | 642-320             | 642-315               | \$449.50   | <b>\$369.95</b> |
| TR4 <sup>3*</sup>              | 642-180                 | 642-185                 | 642-190             | 642-195               | 642-330             | 642-325               | \$449.50   | <b>\$369.95</b> |
| TR4 <sup>4*</sup>              | 642-450                 | 642-455                 | 642-460             | 642-465               | 642-470             | 642-335               | \$449.50   | <b>\$369.95</b> |
| TR4A                           | 642-250                 | 642-255                 | 642-260             | 642-265               | 642-340             | 642-345               | \$449.50   | <b>\$369.95</b> |
| <b>VINYL FRONT SEAT KITS</b>   |                         |                         |                     |                       |                     |                       |            |                 |
| TR2 & TR3 <sup>1</sup> *       | 642-020                 | 642-025                 | 642-030             | 642-035               | 642-210             | 642-575               | \$279.95   | <b>\$234.95</b> |
| TR3A-TR4 <sup>2*</sup>         | 642-040                 | 642-045                 | 642-050             | 642-055               | 642-220             | 642-585               | \$269.95   | <b>\$234.95</b> |
| TR4 <sup>3*</sup>              | 642-060                 | 642-065                 | 642-070             | 642-075               | 642-230             | 642-595               | \$274.95   | <b>\$234.95</b> |
| TR4 <sup>4*</sup>              | 642-420                 | 642-425                 | 642-430             | 642-435               | 642-440             | 642-605               | \$274.95   | <b>\$234.95</b> |
| TR4A                           | 642-080                 | 642-085                 | 642-090             | 642-095               | 642-240             | 642-615               | \$269.95   | <b>\$234.95</b> |
| <b>LEATHER REAR SEAT KITS</b>  |                         |                         |                     |                       |                     |                       |            |                 |
| TR3 <sup>1</sup> *             | 642-945                 | 642-950                 | 642-955             | 642-960               | 642-965             | 642-635               | \$374.95   | <b>\$289.95</b> |
| TR3A <sup>2</sup>              | 642-530                 | 642-535                 | 642-540             | 642-545               | 642-550             | 642-645               | \$199.95   | <b>\$164.95</b> |
| TR3A & TR3B <sup>4</sup>       | 642-205                 | 642-215                 | 642-225             | 642-235               | 642-245             | 642-655               | \$189.50   | <b>\$144.95</b> |
| TR4                            | 642-350                 | 642-355                 | 642-360             | 642-365               | 642-390             | 642-665               | \$199.50   | <b>\$164.95</b> |
| <b>VINYL REAR SEAT KITS</b>    |                         |                         |                     |                       |                     |                       |            |                 |
| TR3 <sup>1</sup> *             | 642-920                 | 642-925                 | 642-930             | 642-935               | 642-940             | 642-705               | \$249.95   | <b>\$209.95</b> |
| TR3A <sup>2</sup>              | 642-500                 | 642-505                 | 642-510             | 642-515               | 642-520             | 642-715               | \$139.50   | <b>\$104.95</b> |
| TR3A & TR3B <sup>4</sup>       | 642-475                 | 642-480                 | 642-485             | 642-490               | 642-495             | 642-725               | \$124.50   | <b>\$99.95</b>  |
| TR4                            | 642-100                 | 642-105                 | 642-110             | 642-115               | 642-400             | 642-735               | \$145.95   | <b>\$114.95</b> |
| <b>PANEL KITS</b>              |                         |                         |                     |                       |                     |                       |            |                 |
| TR2 & TR3 <sup>1</sup>         | 645-000                 | -                       | 645-010             | -                     | 645-100             | 645-105               | \$349.95   | <b>\$289.95</b> |
| TR3A <sup>2</sup>              | 645-020                 | 645-025                 | 645-030             | 645-035               | 645-110             | 645-115               | \$349.95   | <b>\$289.95</b> |
| TR3A & TR3B <sup>4</sup>       | 645-040                 | 645-045                 | 645-050             | 645-055               | 645-120             | 645-125               | \$369.95   | <b>\$289.95</b> |
| TR4 <sup>3</sup>               | 645-060                 | 645-065                 | 645-070             | 645-075               | 645-130             | 645-135               | \$379.50   | <b>\$289.95</b> |
| TR4A                           | 645-080                 | 645-085                 | 645-090             | 645-095               | 645-140             | 645-145               | \$359.95   | <b>\$289.95</b> |

## FOOTNOTES:

- <sup>1</sup> Fits thru T522013
- <sup>2</sup> Fits T522014 thru (b)15273CT
- <sup>3</sup> Fits T522014 thru 60000
- <sup>4</sup> Fits from T560001 on
- <sup>5</sup> Fits from (b)15274CT to (b)20876CT
- <sup>6</sup> Fits from (b)20877CT on
- <sup>7</sup> will also fit TR2
- <sup>8</sup> TR2 originally had some color piping. TR3 had contrasting piping
- <sup>9</sup> TR4 with sunroof top uses TR4A panel kits
- <sup>10</sup> TR4 change points given are for originally-fitted black vinyl. Other colors and leather changed at different bodynumbers too numerous to list.

# TR250-TR6 UPHOLSTERY SALE!

**TR250 Vinyl Seat Covers**  
Reg. \$349.95 **SALE \$289.95**  
Black Shadow Blue Light Tan  
642-560 642-555 642-565

**'69 TR6 Vinyl Seat Covers**  
(Fits from CC25000 to CC32142)  
Reg. \$299.95 **SALE \$254.95**  
Black Shadow Blue Light Tan  
642-570 642-580 642-590

**'70-'72 TR6 Vinyl Seat Covers**  
(Fits from CC50000 to CC85737)  
Reg. \$299.95 **SALE \$254.95**  
Black Shadow Blue New Tan  
642-600 642-610 642-620

**'73-'76 TR6 Vinyl Seat Covers**  
(Fits from CF1 on & includes headrest covers.)  
Reg. \$299.95 **SALE \$254.95**  
Black Shadow Blue New Tan Chestnut  
642-640 642-650 642-660 642-670

**TR250 Panel Kits**  
Reg. \$259.95 **SALE \$219.95**  
Black Shadow Blue Light Tan  
645-410 645-420 645-430

**'69 TR6 Panel Kit (Fits CC25000 to CC50000.)**  
Reg. \$259.95 **SALE \$219.95**  
Black Shadow Blue Light Tan  
645-440 645-450 645-460

**'70-'72 TR6 Panel Kit (Fits CC50000 to CF1.)**  
Reg. \$259.95 **SALE \$219.95**  
Black Shadow Blue New Tan  
645-305 645-315 645-325

**'73 TR6 Panel Kit (Fits CF1 to CF12500.)**  
Reg. \$249.95 **SALE \$212.95**  
Black Shadow Blue New Tan Chestnut  
645-330 645-315 645-350 645-360

**'74-'76 TR6 Panel Kit (Fits CF12501 on.)**  
Reg. \$259.95 **SALE \$219.95**  
Black Shadow Blue New Tan Chestnut  
645-370 645-380 645-390 645-400

## TR2-TR4 BLACK CARPET KITS

These Moss-made carpet kits include the correct rubber heelmat, all necessary studs and snaps, and bound edges where original. Our "superior" grade short cut pile carpet is beautiful synthetic manufactured in England exclusively for us. Our loop carpet is quite similar to the original fitted to many Triumphs.

**TR2-TR4 BLACK SUPERIOR GRADE CUT PILE**  
Reg. \$359.95 **SALE \$289.95**  
TR2-3A to T560000 639-400  
TR3A from T560001-3B 639-415  
TR4 639-430

**TR4A BLACK SUPERIOR GRADE CUT PILE**  
639-445 Reg. \$389.95 **SALE \$329.95**  
**TR2-TR4 BLACK STANDARD GRADE CUT PILE**  
Reg. \$284.95 **SALE \$239.95**

TR2-3A to T560000 639-040  
TR3A from T560001-3B 639-060  
TR4 639-005

**TR4A BLACK STANDARD GRADE CUT PILE**  
639-085 Reg. \$249.95 **SALE \$199.95**

**TR2-4A BLACK LOOP CURL CARPET SETS**  
Reg. \$239.95 **SALE \$199.95**  
TR2-3A to T560000 639-045  
TR3A from T560001-3B 639-065  
TR4 639-025  
TR4A 639-080

## ACCESSORY TRUNK CARPET KITS

Black "standard" grade cut pile material.  
TR2-3B 639-300 Reg. \$89.95 **SALE \$74.95**  
TR4-4A 639-470 Reg. \$69.50 **SALE \$57.95**



**Note: Not all Color/Piping combinations are stocked and are made to order only. Please allow 4 to 8 weeks for delivery.**

## TR250 & TR6 VINYL SEAT COVER KITS

Our seat covers took a long time to develop but have been worth the wait to get a really top quality product. Very early on we produced tooling to exactly duplicate the "diamond pattern" in the center of the TR5/250 & TR6 seats, and later on we commissioned special runs of all the colors to be able to offer a full range of truly original specification interiors. TR250 kits have white piping on all colors.

## TR250-TR6 CARPET SETS

There are two grades of carpet available. The "O.E. spec." carpet sets are made of a high quality rubber-backed wool based carpet. The quality is actually superior to the original and the appearance is almost identical. We also offer less expensive kits in standard grade loop-curl automotive carpet material.

## O.E. SPEC. MATERIAL SETS

Black Shadow Blue Brown  
639-360 639-370 639-375  
Regularly \$376.95 **SALE \$299.95**

## STANDARD GRADE SETS

639-380 N/A 639-390  
Regularly \$223.95 **SALE \$174.95**





## SPITFIRE MKIV & 1500 INTERIOR COMPONENTS



|                                      | Reg.             | SALE!           |
|--------------------------------------|------------------|-----------------|
| Moulded Black Carpet Set             | 644-300 \$278.95 | <b>\$234.95</b> |
| Economy Black Carpet Set             | 644-310 \$159.95 | <b>\$119.95</b> |
| '73-'76 Black Seat Cover Kit         | 644-330 \$229.95 | <b>\$194.95</b> |
| '73-'76 Black Headrest Cover         | 644-340 \$27.95  | <b>\$22.95</b>  |
| '77-'80 Black Houndstooth Seat Kit   | 644-350 \$229.95 | <b>\$194.95</b> |
| '77-'80 Black Headrest Cover         | 644-360 \$32.95  | <b>\$24.95</b>  |
| '71-'72 Black Door Panel Set (pair)  | 644-400 \$99.95  | <b>\$84.95</b>  |
| '73-'80 Black Door Panel Set (pair)  | 644-410 \$109.95 | <b>\$89.95</b>  |
| Door Waist Rail Cover (left hand)    | 644-430 \$23.95  | <b>\$17.95</b>  |
| Door Waist Rail Cover (right hand)   | 644-440 \$23.95  | <b>\$17.95</b>  |
| '71-'72 Rear Quarter Trim Kit (pair) | 644-450 \$97.95  | <b>\$82.95</b>  |
| '73-'80 Rear Quarter Trim Kit (pair) | 644-460 \$97.95  | <b>\$84.95</b>  |
| '71-'72 Rear Cockpit Board           | 644-470 \$67.95  | <b>\$54.95</b>  |
| '73-'80 Rear Cockpit Board           | 644-480 \$67.95  | <b>\$57.95</b>  |
| '73-'80 Tunnel Front Cover           | 644-490 \$33.95  | <b>\$27.95</b>  |
| '75-'80 Armrest                      | 644-520 \$109.95 | <b>\$92.95</b>  |
| Left Hand Glovebox                   | 644-540 \$24.95  | <b>\$19.95</b>  |
| Right Hand Glovebox                  | 644-550 \$24.95  | <b>\$19.95</b>  |
| Left Hand Glovebox Support           | 644-560 \$31.95  | <b>\$26.95</b>  |
| Right Hand Glovebox Support          | 644-570 \$31.95  | <b>\$26.95</b>  |
| Dash Top Cover                       | 644-640 \$44.95  | <b>\$34.95</b>  |
| Black Vinyl Top                      | 644-650 \$214.95 | <b>\$179.95</b> |
| Black Vinyl Tonneau Cover            | 644-680 \$169.95 | <b>\$129.95</b> |
| Black Vinyl Top To Cover             | 644-690 \$159.95 | <b>\$129.95</b> |

## TR7 TOP, TONNEAU & CARPET SET

|                                 | Reg.             | SALE!           |
|---------------------------------|------------------|-----------------|
| TR7 Black Vinyl Convertible Top | 071-931 \$294.95 | <b>\$249.95</b> |
| TR7 Black Vinyl Tonneau Cover   | 072-481 \$249.95 | <b>\$209.95</b> |
| TR7 Black Carpet Set            | 072-472 \$199.95 | <b>\$169.95</b> |



## MG TC-TD-TF CANVAS TOPS & TONNEAUS

Manufactured by Moss, our range of weather equipment is patterned from genuine original cars to insure that every stitch and seam is exactly the way it was.

|   | REGULARLY        | SALE            |
|---|------------------|-----------------|
| <b>STAYFAST TAN CANVAS CONVERTIBLE TOPS</b> |                  |                 |
| TC (with Split Rear Window)                 | 243-710 \$494.95 | <b>\$389.95</b> |
| TC (with Single Rear Window)                | 243-725 \$424.50 | <b>\$339.95</b> |
| TD (with 2 metal bows)                      | 243-735 \$424.50 | <b>\$339.95</b> |
| TD (with 3 metal bows)                      | 243-745 \$424.50 | <b>\$339.95</b> |
| TF  | 243-755 \$424.50 | <b>\$339.95</b> |

|                                    | REGULARLY        | SALE            |
|------------------------------------|------------------|-----------------|
| <b>TAN CANVAS CONVERTIBLE TOPS</b> |                  |                 |
| TC (with Split Rear Window)        | 241-905 \$474.95 | <b>\$395.95</b> |
| TC (with Single Rear Window)       | 241-970 \$412.50 | <b>\$339.95</b> |
| TD (with 2 metal bows)             | 242-070 \$412.50 | <b>\$339.95</b> |
| TD (with 3 metal bows)             | 242-170 \$412.50 | <b>\$339.95</b> |
| TF                                 | 242-270 \$412.50 | <b>\$339.95</b> |

|                                      | REGULARLY        | SALE            |
|--------------------------------------|------------------|-----------------|
| <b>BLACK CANVAS CONVERTIBLE TOPS</b> |                  |                 |
| TC (with Single Rear Window)         | 241-950 \$412.50 | <b>\$339.95</b> |
| TD (with 2 metal bows)               | 242-050 \$412.50 | <b>\$339.95</b> |
| TD (with 3 metal bows)               | 242-150 \$412.50 | <b>\$339.95</b> |
| TF                                   | 242-250 \$412.50 | <b>\$339.95</b> |

|  | REGULARLY        | SALE            |
|--|------------------|-----------------|
| <b>TAN CANVAS COMPLETE SIDE CURTAIN KITS</b> |                  |                 |
| TC   | 256-868 \$699.00 | <b>\$599.95</b> |
| TD (Cars with 2 metal bows.)                 | 256-908 \$699.00 | <b>\$599.95</b> |
| TF   | 256-988 \$699.00 | <b>\$599.95</b> |

|  | REGULARLY        | SALE            |
|--|------------------|-----------------|
| <b>BLACK CANVAS COMPLETE SIDE CURTAIN KITS</b> |                  |                 |
| TC   | 256-858 \$699.00 | <b>\$599.95</b> |
| TD (Cars with 2 metal bows.)                   | 256-898 \$699.00 | <b>\$599.95</b> |
| TF   | 256-978 \$699.00 | <b>\$599.95</b> |

|   | REGULARLY        | SALE            |
|---|------------------|-----------------|
| <b>TAN SAYFAST SIDE CURTAIN COVERING KITS</b> |                  |                 |
| TC  | 243-760 \$369.50 | <b>\$309.95</b> |
| TD (Cars with 2 metal bows.)                  | 243-780 \$369.50 | <b>\$309.95</b> |
| TD (Cars with 3 metal bows.)                  | 243-810 \$369.50 | <b>\$309.95</b> |
| TF  | 243-830 \$369.50 | <b>\$309.95</b> |

|   | REGULARLY        | SALE            |
|---|------------------|-----------------|
| <b>STAYFAST TAN CANVAS TONNEAU COVERS</b> |                  |                 |
| TC 1/2 Tonneau Cover                      | 243-855 \$212.50 | <b>\$174.95</b> |
| TC Full Tonneau Cover                     | 243-850 \$398.50 | <b>\$334.95</b> |
| TD 1/2 Tonneau Cover                      | 243-875 \$212.50 | <b>\$174.95</b> |
| TD Full Tonneau Cover                     | 243-870 \$398.50 | <b>\$334.95</b> |
| TF 1/2 Tonneau Cover                      | 243-895 \$212.50 | <b>\$174.95</b> |
| TF Full Tonneau Cover                     | 243-890 \$398.50 | <b>\$334.95</b> |

|                                       | REGULARLY        | SALE            |
|---------------------------------------|------------------|-----------------|
| <b>TAN CANVAS FULL TONNEAU COVERS</b> |                  |                 |
| TC Full Tonneau Cover                 | 241-150 \$359.50 | <b>\$299.95</b> |
| TD Full Tonneau Cover                 | 241-250 \$359.50 | <b>\$299.95</b> |
| TF Full Tonneau Cover                 | 241-350 \$359.50 | <b>\$299.95</b> |

|   | REGULARLY        | SALE            |
|---|------------------|-----------------|
| <b>BLACK CANVAS FULL TONNEAU COVERS</b> |                  |                 |
| TC Full Tonneau Cover                   | 241-140 \$359.50 | <b>\$299.95</b> |
| TD Full Tonneau Cover                   | 241-240 \$359.50 | <b>\$299.95</b> |
| TF Full Tonneau Cover                   | 241-340 \$359.50 | <b>\$299.95</b> |

## CONVERTIBLE TOP FRAME ASSEMBLIES

|  | REGULARLY             | SALE            |
|--|-----------------------|-----------------|
| Complete, ready to install reproductions of the originals. |                       |                 |
| MG TC Frame  | 453-335 Reg. \$249.95 | <b>\$199.95</b> |
| MG TD 2-Bow Frame  | 453-345 Reg. \$259.95 | <b>\$199.95</b> |
| MG TD 3-Bow Frame  | 453-355 Reg. \$259.95 | <b>\$199.95</b> |
| MG TF Frame  | 453-366 Reg. \$259.95 | <b>\$199.95</b> |
| Triumph TR2-TR3B   | 854-840 Reg. \$164.50 | <b>\$139.95</b> |

## TOP & TONNEAU COVER SALE!



### MGB BLACK VINYL TOPS by ROBBINS

These high quality replacement tops duplicate the original tops in all respects! Tops supplied with all snaps and fasteners, but do not include the header rail or rear anchor bar.

|                                      | Reg.             | SALE!           |
|--------------------------------------|------------------|-----------------|
| 1962 to early '63 with folding frame | 242-630 \$239.95 | <b>\$199.95</b> |
| Late '63 to '70 with stow-away frame | 242-650 \$245.95 | <b>\$209.95</b> |
| Late '63 to '70 with folding frame   | 242-640 \$239.95 | <b>\$209.95</b> |
| 1971 to '76 with fixed rear window   | 242-645 \$239.95 | <b>\$209.95</b> |
| 1977 to '80 with zip-out rear window | 242-655 \$239.95 | <b>\$209.95</b> |



### ENGLISH DULL-COAT TOPS for MGB and TR250-TR6

In this very competitive market we are pleased to offer a quality British-made product at a very competitive price. We have inspected and installed a number of "budget" tops and feel that these are the best of the bunch. Features include a zip-out rear window and fully installed snaps. The rugged British dull coat vinyl is significantly heavier than other "budget" tops and all seams are stitched and welded for maximum strength and weather protection. Full installation instructions are included. We continue to offer our premium range of American made Robbins tops, but these are a viable alternative.

|                   | Reg.                  | SALE!           |
|-------------------|-----------------------|-----------------|
| MGB 1970 thru '80 | 242-685 Reg. \$194.95 | <b>\$164.95</b> |
| Triumph TR250-TR6 | 640-115 Reg. \$189.95 | <b>\$159.95</b> |

### TRIUMPH TR2-TR6 CONVERTIBLE TOPS & TONNEAU COVERS

Our tops are designed to match the original factory specifications to ensure proper fit and appearance. Manufactured from top-quality crush-grained vinyl permanently bonded to heavy-weight mildew-resistant fabric, they feature dielectrically heat-sealed windows and sturdy stitching throughout. All necessary hardware is included for correct installation.

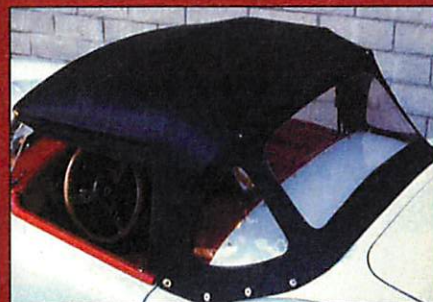
|   | Reg.             | SALE!           |
|---|------------------|-----------------|
| <b>BLACK VINYL TOPS</b>                                     |                  |                 |
| TR2 to TS4399 (single window)                               | 640-000 \$244.95 | <b>\$204.95</b> |
| TR2-TR3 to TS22013  | 640-020 \$234.95 | <b>\$199.95</b> |
| TR3A from TR522014 thru TR3B                                | 640-040 \$234.95 | <b>\$199.95</b> |
| TR4   | 640-060 \$234.95 | <b>\$199.95</b> |
| TR4A  | 640-080 \$234.95 | <b>\$199.95</b> |
| TR250 (with reflective strips)                              | 640-140 \$309.95 | <b>\$264.95</b> |
| TR6 (with reflective strips)                                | 640-150 \$344.95 | <b>\$299.95</b> |
| TR250-TR6 (without reflective strips- fixed rear window)    | 640-100 \$234.95 | <b>\$199.95</b> |
| TR250-TR6 (without reflective strips, zippered rear window) | 640-120 \$219.95 | <b>\$189.95</b> |

|                                   | Reg.             | SALE!           |
|-----------------------------------|------------------|-----------------|
| <b>BLACK VINYL TONNEAU COVERS</b> |                  |                 |
| TR2 to TS5255                     | 644-005 \$179.95 | <b>\$149.95</b> |
| TR2-TR3A to TS41742               | 644-000 \$174.95 | <b>\$149.95</b> |
| TR3A from TR541743 thru TR3B      | 644-020 \$174.95 | <b>\$149.95</b> |
| TR4                               | 644-040 \$174.95 | <b>\$149.95</b> |
| TR4A                              | 644-060 \$174.95 | <b>\$149.95</b> |
| TR250                             | 644-080 \$194.95 | <b>\$169.95</b> |
| TR6 (with headrest pockets)       | 644-100 \$209.95 | <b>\$179.95</b> |

### STAYFAST CANVAS TOPS

Tailored in the tradition of the finest European sports cars, we are proud to offer these premium quality tops by Robbins. The unique solution-dyed fabric is extremely fade resistant, engineered to be soft and flexible over a wide range of temperatures, yet highly resistant to sagging, billowing and shrinking. The design also features a zip-out rear window.

|                              | Reg.             | SALE!           |
|------------------------------|------------------|-----------------|
| TR250-TR6 Black Stayfast Top | 640-160 \$559.95 | <b>\$489.95</b> |
| TR250-TR6 Tan Stayfast Top   | 640-170 \$559.95 | <b>\$489.95</b> |



### MGA CONVERTIBLE TOPS & TONNEAU COVERS

Manufactured in our own upholstery shop, Moss MGA tops are in a class by themselves. The rear windows of the tops\* are sewn and double-bound in the very best European manner. We have carefully patterned, designed, and tested our tops to provide perfect fit and years of satisfaction.

(\* The MkII tops are not made by Moss Motors, but have dielectrically welded windows as original.)

|                          | Reg.             | SALE!           |
|--------------------------|------------------|-----------------|
| <b>BLACK VINYL TOPS</b>  |                  |                 |
| One window, early 1500   | 242-330 \$269.95 | <b>\$219.95</b> |
| 3 window, late 1500-1600 | 242-310 \$298.50 | <b>\$249.95</b> |
| 3 window, MKII           | 242-960 \$229.95 | <b>\$184.95</b> |

|                                 | Reg.             | SALE!           |
|---------------------------------|------------------|-----------------|
| <b>TAN STAYFAST CANVAS TOPS</b> |                  |                 |
| One window, early 1500          | 243-950 \$399.95 | <b>\$339.95</b> |
| 3 window, late 1500-1600        | 243-960 \$449.95 | <b>\$379.95</b> |

|                                   | Reg.             | SALE!           |
|-----------------------------------|------------------|-----------------|
| <b>BLACK STAYFAST CANVAS TOPS</b> |                  |                 |
| One window, early 1500            | 243-955 \$399.95 | <b>\$339.95</b> |
| 3 window, late 1500-1600          | 243-965 \$449.95 | <b>\$379.95</b> |

|                                    | Reg.             | SALE!           |
|------------------------------------|------------------|-----------------|
| <b>TAN STAYFAST TONNEAU COVERS</b> |                  |                 |
| Short Style (mounts to rail)       | 243-980 \$229.50 | <b>\$189.95</b> |
| Long Style (mounts behind rail)    | 243-990 \$229.50 | <b>\$189.95</b> |

|                                      | Reg.             | SALE!           |
|--------------------------------------|------------------|-----------------|
| <b>BLACK STAYFAST TONNEAU COVERS</b> |                  |                 |
| Short Style (mounts to rail)         | 243-985 \$229.50 | <b>\$189.95</b> |
| Long Style (mounts behind rail)      | 243-995 \$229.50 | <b>\$189.95</b> |

|  | Reg.             | SALE!           |
|--|------------------|-----------------|
| <b>MGA ALLOY-FRAMED SIDE CURTAIN SET</b> |                  |                 |
|  | 259-648 \$279.95 | <b>\$229.95</b> |



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## AUSTIN-HEALEY TOPS & TONNEAUS

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### BLACK CONVERTIBLE TOPS

|  |         |          |                     |
|--|---------|----------|---------------------|
| 100-4 Top  | 021-525 | \$229.95 | <del>\$199.95</del> |
| 100-6 BN6 & 3000 BN7 Top<br>(Fits all 2 seaters.)          | 021-529 | \$249.95 | <del>\$209.95</del> |
| 100-6 BN4 & 3000 BT7 Top<br>(Fits 4 seaters to (C)1528.)   | 021-527 | \$249.95 | <del>\$209.95</del> |
| 100-6 BN4 & 3000 BT7 Top<br>(Fits 4 seaters from (C)1528.) | 641-030 | \$269.95 | <del>\$229.95</del> |
| 3000 BJ7 Top<br>(Fits to (B)59371.)                        | 021-531 | \$244.95 | <del>\$209.95</del> |
| 3000 BJ7 and BJ8 Top<br>(Fits BJ7 from (B)59372 thru BJ8.) | 021-533 | \$239.95 | <del>\$199.95</del> |
| <b>BLACK TONNEAU COVERS</b>                                |         |          |                     |
| 100-4  | 021-535 | \$199.95 | <del>\$169.95</del> |
| 100-6 BN6 & 3000 BN7 (2 seaters)                           | 021-536 | \$199.95 | <del>\$169.95</del> |
| 100-6 BN4 & 3000 BT7 (4 seaters)                           | 021-537 | \$224.95 | <del>\$189.95</del> |
| 3000 BJ7 and BJ8   | 021-539 | \$234.95 | <del>\$199.95</del> |



### BLUE CONVERTIBLE TOPS

|  |         |          |                     |
|--|---------|----------|---------------------|
| 100-4 Top  | 641-000 | \$269.95 | <del>\$229.95</del> |
| 100-6 BN6 & 3000 BN7 Top<br>(Fits all 2 seaters.)          | 641-010 | \$345.95 | <del>\$289.95</del> |
| 100-6 BN4 & 3000 BT7 Top<br>(Fits 4 seaters to (C)1528.)   | 641-020 | \$259.95 | <del>\$219.95</del> |
| 100-6 BN4 & 3000 BT7 Top<br>(Fits 4 seaters from (C)1528.) | 641-050 | \$269.95 | <del>\$229.95</del> |
| 3000 BJ7 and BJ8 Top<br>(Fits BJ7 from (B)59372 thru BJ8.) | 641-080 | \$269.95 | <del>\$229.95</del> |
| <b>BLUE TONNEAU COVERS</b>                                 |         |          |                     |
| 100-4  | 643-010 | \$174.95 | <del>\$144.95</del> |
| 100-6 BN6 & 3000 BN7 (2 seaters)                           | 643-030 | \$229.50 | <del>\$189.95</del> |
| 100-6 BN4 & 3000 BT7 (4 seaters)                           | 643-050 | \$259.95 | <del>\$219.95</del> |
| 3000 BJ7 and BJ8   | 643-070 | \$259.95 | <del>\$219.95</del> |

### 100-6 & 3000 SIDE CURTAIN SET

Just like the alloy framed factory originals. Supplied complete with the rubber sealing strip set. 259-208 \$274.95 ~~\$219.95~~

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### UPHOLSTERY ADHESIVE

This industrial strength adhesive is specially formulated for use in the installation of our seat covers, carpet sets or new convertible tops. Available in quart cans to be brushed or sprayed. 221-560 Reg. \$12.45 **SALE \$9.95**

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A superior protection product designed for everything from dash tops to convertible tops. 220-185 Reg. \$9.95 **SALE \$8.95**

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The correct shade of tan for the properly restored convertible top frame and side curtain frames on T-series MGs. Bare metal must be primed first for satisfactory results. 12oz. aerosol can; cannot be shipped by air. 220-520 Reg. \$11.95 **SALE \$8.95**



### SPECIAL NOTES ON ORDERING & THE FINE PRINT.

We always plan on having adequate supplies of sale items in stock, but there is no real way of anticipating demand. We recommend therefore, that items be ordered "Backorder Yes" so that you will receive the full benefit of this Unholstery Sale even if we run out of our initial stocks. We can restock temporarily exhausted supplies in a reasonably short time. Orders must be received in our Goleta, California office by June 28, 1996 (not just postmarked by) to qualify for the sale prices. Be sure to order early! All items listed in this sale section do not include shipping & handling charges or sales tax (CA and NJ residents only). The discounted prices in this sale section may not be used in conjunction with any other special Moss promotion.



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PRICES VALID 5-20 thru 6-28-96

# THE MG OLYMPICS IN 1996

Scott Nielsen

Runners to your marks...get set...bang! GO! Another Olympic year is upon us. Many of us couch potatoes will more than likely be spending more time in front of the "tube" this summer hoping our men and women can bring home the "gold".

For the last fifteen years or so I have been the owner of several MGs and in doing so I have become part of the Olympics—the MG Olympics! I truly believe that if a person can keep an MG on the road for four consecutive years with no major mechanical failure—it's an automatic gold.

Now I'm not saying that MGs are lemons, for I know that with proper maintenance one can travel many a mile. However, once mechanical trouble does set in, it can be an Olympic marathon trying to put the little devils back on the road to the "gold".

So in my travels in my MGs I have come across several "games" they like to play and here are a few of the Olympic events one can enroll in while owning an MG.

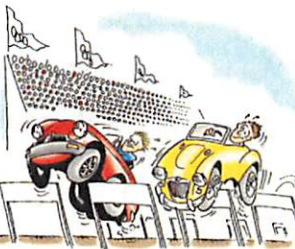
### EVENT #1— THE 300 YARD MGB PUSH

As must first have had your Wheaties for this one because this is a rigorous event. The object of this event is to push your 'B' to the nearest off-ramp without endangering yourself or the cars coming up behind you. You can practice for this event in a large parking lot. Start with no fuel in the gas tank at first and gradually add fuel

until you feel your legs are ready. A good score here is 30 minutes.

### EVENT #2— THE MGA 200 YARD TIRE CHASE

This is a two-stage event which the first objective is to get the car stopped without doing any further damage to it while still keeping an eye on the wheel



which is rolling down the street at a blinding pace! The second step is to try to get your wheel back without getting run over or berated by other drivers and pedestrians. A good score here is 15 minutes.

### EVENT #3— THE MG JACK PUT

After retrieving your wheel from Event #2, you realize the jack is broken. A good score here is 25 feet.

### EVENT #4— SYNCHRONIZED CARBURATING

This event can make many an entrant frustrated after only a few minutes and a good score would be around two hours.

### EVENT #5— THE 20 YARD MIDGET PUSH-START

Here again, leg strength is a key factor. The object is to get the MG going as fast as possible via pushing. At the pinnacle of acceleration you must jump into the moving car, push in the clutch, engage a gear and then let out the clutch. If a deep exhaust note is heard, (or the crowd roars) you were successful. A good score here is 20 yards or 20 seconds, whichever comes first.

### EVENT #6— THE LUCAS FIVE MILE WALK

The object of this event is not to dwell on what could be wrong, but rather to just start walking. This will initially reduce your arrival time. Good score here is one hour and 15 minutes.

As you can see, MG ownership can definitely keep one in shape if you let it. In addition, stay tuned when the Winter Olympic Games come along. Watch out for the 'One Man Midget Luge', the 'Two Man 'B' Bobsledding', the 'One Man 'A Crank Start', the 'MG Tire Chains' event, etc.

And for those of you thinking about investing in an MG—"May the gold be with you!"

## HAZARD FLASHERS FOR YOUR BRITISH CAR

Jim Rutledge

Having in my classic car collection several British cars, I note that nearly all of them have one feature lacking. In spite of the accepted Lucas practice of intermittent off/on there is no switch for "hazard" blinkers. While a lever is provided for (hopefully) left, or right turn trafficators, it would be nice sometimes to have all four corners blinking.

After designing a "hazard" control circuit box with relay and flasher that worked fine, and having several cars that needed them, rather than make relay boxes for each, a simpler idea would be nice.

There is a simple way to equip almost any car with trafficators to perform a hazard operation. All that is needed is a simple single pole switch, mounted within reach of the driver. Locate the left and right turn feed wires

and connect one wire from the switch to the left feed wire, and the other switch lead to the right turn feed wire.

What this does is, that with the switch ON, either left or right turn operation of the turn lever will cause both sides to blink because they are connected together. They may blink a bit faster than turn lights, because on some flasher units the rate of 'on/off' depends upon the load (number of bulbs) they feed. The actual connection of the two wires from your "hazard" switch can usually be made to your existing circuit where the cable comes out of the steering column under the dash.

With the exception of Austin 100s and 3000s, most older British cars use the same color coded wires in the turn circuit. In MGs, Sprites, Triumphs, and Jaguars these will be the green/white and green/red wires in the loom.

Carefully skin back each of these just enough to be able to connect your switch wire. One wire from each side of the switch to each of these exposed wires, then tape carefully, poke them up out of sight and prepare for your emergency with confidence. (Note: We recommend you install a 25 amp in-line fuse to each new circuit.—Ed.)

Some Austins use green/yellow and green/blue for color coding the turn signal wires. Refer to the wiring diagram for your car if you are in any doubt.

If locating the wires at the steering columns is impractical, or you just can't seem to get at them, take a 12-volt test light and with the blinkers flashing left (or right) locate the wire to the flasher which will be up front near the headlight.



## The MG J2

Chris Nowlan



As a co-chair of GoF West '95 I wanted to make a contribution that would make this event particularly memorable. It was agreed therefore that the event would feature a tribute to all Pre-War MGs and we would make every effort to encourage owners and their cars from all across the country.

Pre-war MGs have always been near and dear to my heart ever since 1969 when I encountered a 1936 MG PB at my very first GoF at Mt. Snow, Vermont. Perhaps it was the wonderfully vintage character and apparent quality of all the mechanical bits, beautiful alloy castings and an endless array of MG octagons embellishing every conceivable surface. The story goes that Cecil Kimber would have used octagonal pistons if he could have worked out the minor technical obstacles!

Perhaps it was the history of the pre-war MGs and their major racing successes on the road and track. Or perhaps the appeal was that these early MGs had a certain purity of line that was unmatched even by some of the best of the post-war models from Abingdon.

In the process of speaking to and corresponding with many pre-war owners as a prelude to our GoF tribute, the desire to acquire a pre-war MG became stronger with each passing day and I was particularly attracted to the MG J2. Over the years I had looked at dozens of examples of overhead cam "Triple M" cars (Midgets, Magnas and Magnettes) but the relative high cost of the typical poor condition examples, and lack of an abundant source of parts was discouraging.

Luck came my way with an issue of *Hemmings Motor News* which carried an ad for such a treasure—a 1933 swept wing MG J2. This car turned out to be

the very same car I had first admired back in Kansas City in 1978 when it was owned by an old friend, Jim Krekovich, and the car has quite a history. It was sold new to a Frenchman living in Casa Blanca, Morocco but after losing an arm in a motoring accident in 1936 the owner put the car up on blocks and there it sat (just 'round the corner from Rick's Bar!) for nearly 40 years. When I eventually acquired the car it had just under 60,000 kilometers (37,000 miles) on the clock and had seen virtually no mileage since 1936!

Although Jim did undertake some necessary cosmetic restoration, particularly paint and upholstery, the car has never been apart and still has that wonderful "as found" patina that has all but disappeared from the old car scene. The deal was struck and the J2 was mine!

After a few weeks of careful inspection, tuning, and detailing the J2 was ready for the road with its first new license plates in over sixty years. The revelation for me came from the "behind the wheel" experience. This 62-year-old sports car is an absolute blast to drive! The steering is as light as a feather and while the steering box does have some free play, overall directional stability is amazing. The J2 with its knobby Dunlop tires, exhibits wonderfully easy to control oversteer which encourages four wheel drifting maneuvers more akin to graceful movements on a ski slope.

Even the little eight inch J2 brakes will bring the car to a stop in reasonably short order. OK, the brakes aren't super, but Mike Allison told me that mine are as good as they are going to get. The engine loves to rev and seems happier the harder it's pushed. All 36 horses are to be found in the higher RPM range and valve crash does set in

abruptly at something like 6000 RPM which may help keep me from breaking too many crankshafts! The exhaust note is wonderful, as are the considerable mechanical noises which emanate through the very thin firewall. The crash gearbox is a true delight, and with practice all changes can be made effortlessly and silently which adds considerably to the driving satisfaction factor.

While acceleration figures can hardly match a clapped-out Yugo, overall cross-country performance, particularly on winding country roads, can be a match for any post-war MG. These cars are really fun to drive and to drive hard!

My J2 experience has taught me to put more faith in all those glowing road test reprints from so long ago. Whether it's a 1933 J2, a '48 XK120 or a '55 TR3, all of our old sports cars were designed to be driven and if they are in good mechanical condition they are still fun to drive, a pleasure denied to many motorists on our roads today!

(Chris modestly omits to tell you that GoF West '95 was most successful, attracting 32 pre-war MGs and nearly 240 vintage MGs overall. Incidentally, Barry Swackhammer in his J2, drove nearly 800 miles to attend the GoF and narrowly missed taking the High Point Trophy for best performance overall!—Ed.)



## The MG J2— A Profile

Only 2083 J2s were made between its launch in mid-1932 and the end of production in 1934. At its inception the car was marketed for £199s10 and we can do no better than quote from F. Wilson McComb's excellent book *MG by McComb* for the full story on the J2...

"Kimber did not wait for the 1932 London Motor Show with his new 2-seater Midget; he unveiled it at the beginning of August and what a sensation it created! It was the most delicious looking little sports car, every line derived straight from racing practice. Here were the deep cutaways to the doors which MG had first used on the Double Twelve M-types together with a fold flat windscreen and fixed cycle-type mudguards. Here also was a refined version of the double-humped scuttle first seen on the C-type and the cut-off tail with the large external fuel tank, and the spare wheel strapped on behind.

It was a classic blend of functional components, a thoroughly practical car for a keen enthusiast, and a certain recipe for commercial success. The J2 set the fashion in sports cars for years to come, and its brilliantly simple shape was used in essence for every two-seater MG until 1955.

In his *History of Coachbuilding*, written in the early fifties, George Oliver commented, 'The MG Midget was one of those inspired designs that show no signs, even now, more than 25 years after its introduction of dating in any significant way.'

The chassis came, via the D-type, from the Monthery Midget using the 86" wheelbase adopted midway through the D-type's production life. The engine was the production version 847cc of the C-type unit with an output of 36 bhp. The four-speed gearbox had a neat remote control and the cross-flow head was complemented by twin SU carburetors.

Initially the J2 came with cycle-type fenders but in its second year these were replaced by swept wings."

## DINGO BLUES

Bob Halliday, New Orleans, LA

I suppose any 19-year-old college student in the late '60s, sporting his favorite pair of Dingo boots would have been upset to find them unexpectedly ruined while sitting in Western Civ Class. A little investigating found the culprit to be my 1964 MGB with a leaking master cylinder. Brake fluid had found its way through the firewall and down the pedals onto my favorite fashion footwear of the day.

As if altering the color (stripes) on my Dingos wasn't enough of a shock to a financially floundering freshman, I was now faced with the task of trying to rub enough nickels together (or beg my Dad) to get the 'B's master cylinder fixed. At 19 this seemed tantamount to breaking into Fort Knox. After promising my dad that I'd reimburse him when I could (amazing how many times he fell for that line!), I drove the 'B (now with no brakes) to the local brake and muffler shop for repair.

As I entered their drive, it occurred to me that I was probably not going to be able to stop. Being 19, having an MGB and long hair, the sole focus in my life was to be cool. I did not want to be noticed circling the building over and over, with no brakes, trying to coast to a stop.

Then it struck me, as many things have in my life while engaged in ridiculous or terrifying situations, I would open the door and drag my foot! After all it worked for Fred Flintstone! So, coasting at about 30 MPH (seemed slow enough to me) I applied the Dingo braking method. It's amazing how much pain a young man will endure in an effort not to look uncool.

The MGB finally stopped and I limped inside to see the service man who told me that yes, they could rebuild my master cylinder and could I please limp back on Tuesday of the following week. My Dad asked me why I was limping. I told him I must have stepped on something. (Yeah, the parking lot at the brake place at 30 mph.)

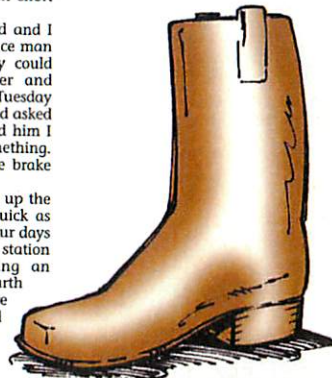
Tuesday, the day to pick up the MGB, came just about as quick as Christmas does to any kid. Four days of driving my Dad's '63 Merc station wagon was as embarrassing an event in my life as was my fourth grade piano recital. But there was the 'B, right out front and I could now get on with my low profile but very cool life.

After anteing up the payment for the work, I noticed the bonnet latch was up on the car. Carefully placing my hands in the appropriate position for closing (my non-Brit friends could never understand this maneuver) I pushed gently to close the hood. When my hands came up, the paint that had always been on the MG was now missing in hand print designs and the paint was on my hands!

As infuriated as any cool, long-haired, 19-year-old could be with two strategically discolored hands, I convinced the operator of the shop to have my hood repainted because of the spilled brake fluid. Limping back to the MGB, I noticed that the mechanic had apparently left a tool on the engine when I closed the hood (you know...bonnet) and now there was a dent in the center underneath! Carefully raising the hood so as not to leave any more prints, I confirmed the ratchet left behind, and the dent, then I noticed the air filters missing from the carbs!

What little cool I had left evaporated as I convinced (with some heat) the operator to replace my air filters and fix the dent too. Being a man of his word (but a lousy brake mechanic) the fellow had my hood repainted, dent removed and breathers re-attached.

Finally, once again, I was well on the way to coolness with a new pair of Dingos and my MGB (with brakes). Just about the time the limping stopped, I noticed that my new Dingos were starting to have an unusual stripe pattern on them again!









# Through the Windscreen



On the Road Again!

Ken Smith

Maybe by the time these words pass across your winter weary retinas we will be wending our way eastwards in the "Mossmobile" on the way to the first of the great British car events scheduled for this summer's Moss Road Show.

So that you might come up and visit with us as we travel this wonderful land, I thought it might be of interest for you to know where we've planned to attend. However, before we finally head into the sunrise we have a rather unique event at the new Buttonwillow Raceway in California where Moss is to sponsor the MG/Triumph Challenge and the Sprite/Mini Challenge on the weekend of June 14-16. A Popular Vote Car Show will be included in the activities and a cost of twenty bucks admission for the weekend will not break anybody's piggy bank!

Following the huge MG '96 meet at Indianapolis in late June, we hope to make our way to Albany, New York for the Vintage Triumph Register Convention on July 10-14 hosted by the Adirondack Triumph Association. Our next port of call on August 2-4 will be the Meadowbrook Concours incorporating a full race program at Waterford Hills Racetrack in Clarkston, Michigan. The concours itself is said to equal Pebble Beach and this year will specially feature MG automobiles. It is hoped that EX 181 will be a star attraction from the Heritage Museum in England and there could be an MGF on display!

Then on to a hardy annual—the MG Summer Party in Grand Rapids (August 16-18) before swinging south to the Heartland Autofest in quaint downtown Davenport, Iowa (August 24-25). Following the Kansas City British Car Meet over the Labor Day weekend, we head north again to greet our friends in Chicago at the British Car Festival on September 8.

Then we head west for home but before attending the Colorado Conclave in Denver, a huge British car extravaganza on September 14-15. Being there for the first time with the "Mossmobile", we are looking forward to it very much. Finally, up into the San Bernardino mountains for Triumphest '96 at Big Bear Ski Resort in late September brings us nearly to the end of our travels for the year with just the San Diego British Car Meet to attend the first weekend in October (6).

Full details of who to contact regarding these great meetings are given in our exclusive Events Calendar on page 31, and we hope to see you at one or more of these happenings! Have a great summer!

## Classic-Fied Ads

Continued from Page 9

1973 MGB GT—Right Hand Drive-Rare UK specification. Harvest Gold with chrome bumpers and reconditioned engine. \$7,000. (514)426-2510 or (514)855-8017, Quebec, CAN

1979 MG Midget—White/Black 16,760 original miles. Why restore one, when you can own a new one? Mini, not restored. No wrecks or rust ever. \$7,000. (502)245-0354, KY

## Under the Bonnet Car Talk

By Eric Wilhelm

Our cars constantly "talk" to us, but we don't always listen very well. New cars have very soft voices, and even when they are in great pain they prefer to talk through their computers to a diagnostic computer in a shop. Not so with our older British sports cars—they bellow and roar enough when everything is normal, and when something is wrong they aren't at all shy about letting us know. Squeaks, rattles, clunks, strange deep knocking noises, rotational whirring, not to mention the intermittent sighs, occasional grumbings, and (hopefully rare) piercing shrieks are all parts of a real car's vocabulary.

My own daily transportation is a 1965 TR4 which I have been driving for about 12 years, and in which I commute approximately 400 miles a week. This poor car is long overdue for a restoration, or at least a rest. It talks to me constantly, most of which has become just familiar background noise. I have to listen to this, as the car's voice would easily overpower any radio or stereo unless the volume was at a high setting than my ears could tolerate. Besides, I like listening to what the car has to say. It tells me when the oil is half a quart low (really), when a U-joint wasn't greased the last time I greased the other one (shame on me), when there's too much dust, rust, or whatever on a brake, or that the right rear shock mounting bolts are getting loose again. It even tells me in no uncertain terms that if I really expect it to accelerate up a steep hill faster than a new Toyota pick-up, I either have to feed it more expensive fuel or adjust things better. Normally, if the car hiccups, coughs, or sneezes, I pay attention and fiddle with something or another until it is happy again.

Not long ago my TR4 was trying very hard to tell me something; there would sometimes be an unfamiliar slight complaining sound when I operated the clutch. Not much, and it wasn't there when the clutch was out or in, just during operation. I wasn't too concerned. A week or so later, there was a little more noise, sometimes when I was just sitting at a red light (yes, with my foot not resting on the clutch pedal). My attitude was, "I'll look at it on the weekend". Well, the next weekend was very busy. The following weekend it rained. (I have to work on my cars outside, as my garage is full—a "basket case" TR2, two metal lathes, a large antique drill press, tool chests, workbenches, boxes and piles of car parts,



etc., not to mention the obligatory washer and dryer.) Meanwhile, the car was talking more loudly and insistently, and clutch action was getting a bit "different". OK, this weekend I'll look at it and figure out what's going on.

Of course, we didn't make it to the weekend. By Thursday evening, shifting was difficult, and the noise horrific. On Friday morning I couldn't get the car into reverse to back out of my driveway. Since none of my other cars were on the road at the time, I not only missed a day of work, but had to spend it performing emergency surgery on the car. After pulling the transmission, I was shocked at what I saw; the throwout bearing had seized and chewed up the pressure plate release arms, the ends of the throwout fork were worn halfway through the pins, the throwout bearing sleeve was pretty well destroyed, and the spigot on the transmission front cover was badly scored and worn. I was expecting to find the infamous throwout fork pin in two pieces, but it was barely bent! (It still needed replacing, though.)

Fortunately, I already had much of what was needed in the way of replacement parts. I borrowed a car for a few hours and went into work (Moss Motors, of course) to buy the remaining parts. By the time I got home, it was late in the afternoon, and starting to get dark. Saturday was spent putting everything back together, with special emphasis on being very sure the slave cylinder pushrod was properly adjusted. It was a big thrill to go on the post-operative test drive with a properly operating clutch.

Throughout this process, I was very aware that while I had heard the car telling me something was wrong, I hadn't really been listening well. It's always humbling to realize that being aware of something isn't enough—you must make the extra effort to understand what you know, and take appropriate action before it's too late. Hear what your car tells you, listen well, and pay heed. Your sports car, like a friend, needs you and needs to be understood.

## The Nut Behind the Wheel

Continued from Page 21

tube and pull the turn signal wiring harness up into the stator tube so that just the last wire connector or two sticks out the end. This helps me pilot the tube back through the steering box. Once through, I pull the wiring back through the tube and refit the switch to the tube. Be sure to locate the turn signal's canceling ring on the canceling washer's tang as you pull the assembly into final position in the steering wheel hub. Refit the "olive" and the compression nut on the steering box stator tube end and, while holding the turn signal switch with the lever in the 12:00 o'clock position, tighten the compression nut which will hold the entire assembly in position. Refill the steering box as necessary with 90W. Now it's your turn for a drive and some admiration time.

## Technical Tips

Continued from Page 20

up-grading to a higher lift cam? The problem is in determining whether or not to pull the cylinder head.

If the head is not removed, an easy way to keep the valves from falling down into the cylinder is to snake in about three feet of small diameter rope into the cylinder while the piston is at BDC (Bottom Dead Center) of the cylinder and the valves you will be working on.

Rotate the crankshaft, clockwise towards TDC (Top Dead Center) BY HAND, via the crank pulley nut. DO NOT TRY TO TURN IT WITH THE STARTER. In fact, as in any other major repair, it's a good idea to have the battery disconnected to prevent accident or injury. Gradually rotate the crankshaft until light resistance is felt. The valves are held up by the compaction of the rope and no air pressure, coat hangers or trick tools are required!

After repair or replacement, don't forget to re-torque the head and set the valve clearance. On "A" and "B" series MG engines it's also a good idea to add a cooling system sealer to insure there are no leaks, since some of the cylinder head studs come up through the rocker pedestals and removing it MAY produce a leak. However, there is a 90% chance it will be OK after repair.

—Joe Baba, Fresno, CA

To remove a stubborn cylinder head try this first. Remove all cylinder head bolts but leave the spark plugs in place. Then crank the starter a few times—just top it, don't turn it. The compression of the motor should break the gasket seal on the head.

—Wil Bernstein, Nashua, NH



# FREEING A SEIZED CLUTCH DISC

Professor Robert Koval, Westmont, New Jersey

When a manual transmission vehicle is placed in storage the fiber of the clutch disc is held captive, under considerable force, between the flywheel face and the pressure plate. From just normal operation, the friction surfaces of both the flywheel and the pressure plate are highly polished and are prone to rusting out when out of use for even a few short, consecutive weeks.

This accumulation of rust is accelerated when the parts are subject to extreme changes in temperature and humidity, as is the case when the car is stored in an unheated garage over the winter. It is little wonder therefore, that at the end of an extended storage period the flywheel, clutch disc and pressure plate are often found to be fused together by rust into what seems to be a solid unit. This makes it appear that the crankshaft is permanently connected to the input shaft of the transmission, since no amount of pumping the clutch pedal will cause the clutch disc to disengage.

At this point the object of the sport is to free the clutch disc while simultaneously subjecting all the components to minimum levels of mechanical stress. To this end the car, while still in the driveway or garage, is prepared as follows. With the transmission in neutral the engine is started and such tune-up tasks as required are performed to obtain a reasonably smooth idle. The engine is allowed to warm up so that it starts easily and reliably. Then the engine is switched OFF and the car is taken to a "safe" location

such as an empty parking lot or field, so that should it lurch forward unexpectedly during the clutch freeing operation there will be no objects in front of the car into which it might collide. (You really do not want to be featured on *America's Funniest Home Videos!*) Now, get down to business with the following suggested procedure:

1. With the engine and parking brake OFF and the vehicle pointed in a safe direction, use a gas station type hydraulic jack to lift both rear wheels so they are clear of the ground by about two inches.

2. The driver then climbs into the car and confirms that there are no obstacles or people in front of the vehicle.

3. With the engine and parking brake still OFF, the transmission is shifted into high gear.

4. The engine is started and throttled up to a constant tachometer reading of about 1500 rpm.

5. The driver depresses the clutch pedal and KEEPS IT DEPRESSED.

6. With the clutch pedal depressed the brakes (parking or foot pedal, it doesn't matter which) are GENTLY applied.

If the rust bond between the flywheel and the clutch disc is fairly weak, the clutch disc should pop free during light to medium braking.

A. Brakes should not be applied excessively hard or allowed to slip for extended periods because this will only overheat the shoes and drums unnecessarily. However, we do have a back-up plan!

B. If the clutch disc does not come free after a few gentle attempts as described thus proceed to more drastic measures as offered in step 7 and here you will need an assistant!

7. Confirm that the following conditions are extant:

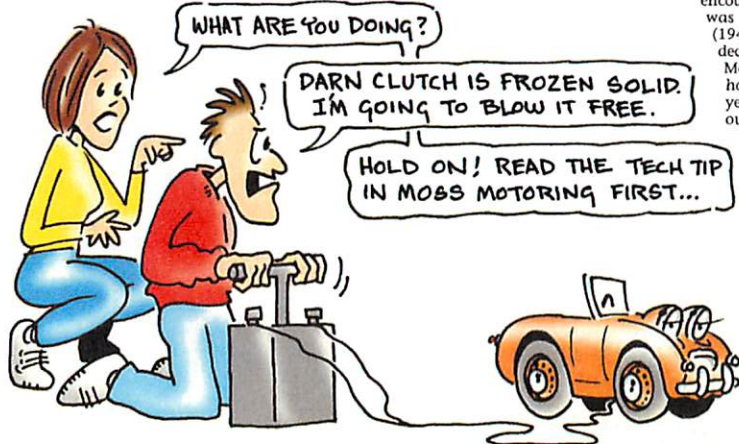
- Engine is at 1500 rpm.
- Clutch pedal is depressed fully.
- Transmission is in high gear.
- Rear wheels are off the ground and turning.
- NO obstacles are in front of the car.
- Driver is prepared to stop vehicle and switch engine off immediately!

Your assistant "snaps" open the valve of the hydraulic jack and the rear of the car drops to the ground. Because the clutch pedal is depressed, only rust is holding the clutch disc to the flywheel. When the rear wheels hit the ground the engine attempts to move the car forward (transmission in high gear remember?) but the rust bond between the clutch disc and the flywheel breaks under the torque load. The clutch disc should break away from the flywheel with the finesse comparable to that of an experienced child who can separate an Oreo cookie from the white stuff without generating a crum.

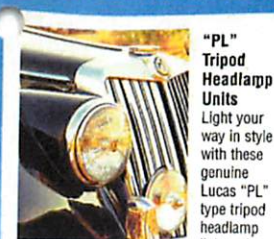
This method is gentle and effective even if step 7 must be repeated (a rare situation) because the vehicle is never subjected to the "irresistible force meeting an immovable object scenario", since the car can move forward should the clutch disc not break free when the rear wheels hit the ground.

This technique is by no means new! As a matter of interest my first encounter with this problem was during World War II (1943) when my father decided to resurrect a 1929 Model A Ford Coupe which had been languishing for years with a collection of outdated, horse drawn farm machinery in a dilapidated shed on our farm!

(Please note: As Robert points out, the latter part of this technique is rather drastic and is undertaken at your own risk. Moss Motors cannot accept any responsibility injury, loss, or damage incurred by following this method.—Ed.)



## MOSS MARKETPLACE



### "PL" Tripod Headlamp Units

Light your way in style with these genuine Lucas "PL" type tripod headlamp light units,

now available in correct left hand drive specification. These may be used to replace all standard 7" sealed beam headlamps, and are a great way to dress up the front end of your classic British car.  
163-980 PL Headlamp Unit \$124.95  
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**British Car Greeting Card Set**  
A beautiful fine art greeting card set that will appeal to any British automotive enthusiast. Every set includes four each of six different illustrations, for a total of 24 cards. The inside of the cards is blank so they can be used for any occasion.  
213-155 \$24.95



### MANCO Wheel Alignment Gauge

Setting toe-in is a giant hassle, but one which needs doing. Every time you work on your car's front end the toe should be checked and adjusted. Simply take a measurement at the back of the front tires, then measure again at the front and read the difference on the large scale. Adjust your tie rods, and measure again. This handy alignment gauge will pay for itself the first time you use it.

387-085 \$39.95



### Sprite Years by John Sprinzel

"Giant-killing" exploits of the Sprinzel Sprites in international

rallying during the 1950s and 1960s make fascinating reading. It was an exciting time when one could take an ordinary production car and compete successfully at the highest levels without spending a fortune. Plenty of other cars and their exploits are featured, as Sprinzel competed in over 100 international events in 40 different types of cars. Told with humor and great understanding of the subject, this book will delight not only the Sprite enthusiast, but also anyone interested in this era of automotive adventure.  
213-195 \$39.95



### Sprite-Midget Service Guide

If you want to perform your own maintenance on your car, but don't want to do major work such as rebuilding an engine or transmission,

this is the book for you! Following the basic factory service schedule, you are shown how to check, clean, adjust, disassemble and reassemble everything needed to keep your car in tip-top shape by means of clearly written text and clear, detailed photographs and drawings. Also included are chapters on shop safety, tools, rust-proofing, and general procedures. A perfect book for the "beginner" or first time owner.  
211-415 \$23.95



### Gauge Face Wrist Watches

Rev up your day with a custom "tach" or "speedo" time piece. Watch faces reproduce a pair of classic Smiths chronometric gauges. Now when someone asks you the time, you can tell them it's 4,500 rpm.  
216-540 "Tach" Watch \$45.95  
216-560 "Speedo" Watch \$45.95



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### The MG Collection The Post-War Models by Richard Monk

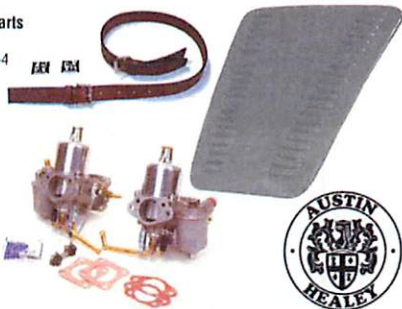
600 large format color photos give detailed pictorial history of post-war MGs from the TC to the new MGF. Monk provides detailed specifications and the history of each model. An invaluable reference source.  
Hardbound, 8 1/4" x 11 1/2", 192 pages.  
212-225 \$29.95



# MARKETPLACE

## Austin-Healey 100M Parts

Convert your "stock" 100-4 to full 100-M appearance and performance with these authentic reproductions of the items that make a 100-M identifiable from the rest. The carburetors are correct except for the choke levers; for completely authentic appearance, use your standard 100-4 jet linkage.



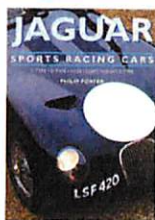
|  |            |
|--|------------|
| 370-798 New Carburetor Pair              | \$1,295.95 |
| 366-760 Intake Manifold Set              | \$392.50   |
| 696-000 Carb. Insulator Block (2 req'd.) | \$3.90     |
| 366-770 Cold Air Box                     | \$219.95   |
| 456-110 Air Duct Hose                    | \$16.95    |
| 326-360 Clamp, air duct hose             | \$2.55     |
| 858-070 Louvered Hood                    | \$699.95   |
| 221-608 Hood Strap Assembly              | \$98.50    |



### T Register 1995 Yearbook

The new M.G.C.C. T Register Yearbook is now in stock, containing many fascinating articles of great interest to the T-Type owner. Marcus Chambers recalls his first days with the Competitions Department, Norman McKee brings the story of a TA Cream Cracker and a TA Musketeer, and Roger Furneaux explains the workings of the TC steering. In addition are other articles and a round-up of 1995s racing and main MG social events.

211-435 \$13.95



### Jaguar Sports Racing Cars by Philip Porter

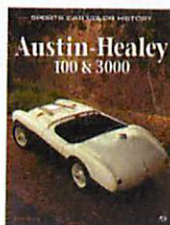
Complete history of C-type, D-type, XKSS, and lightweight E-type cars, with in-depth coverage of their design,

development, specifications, and racing careers. Interviews with the people who designed, built, and raced these cars, and reference to original factory design documents, combined with almost 300 illustrations (including 110 in color), make this book the definitive source for information on these powerful and beautiful cars which gave Jaguar a strong position in motor racing. Also included are detailed histories of 154 individual cars. 176 pages, hard-bound.

211-475 \$39.95

## GIFT CERTIFICATES

Don't know what to give that special British sports car lover in your life? How about a Gift Certificate from their favorite parts supplier? Available in any denomination you choose and easily redeemed simply by mailing it back to us. (Sports Car Owners: Why not give several to yourself as a hedge against inflation for that long term restoration you have planned!) Call your Sales Advisor for details.

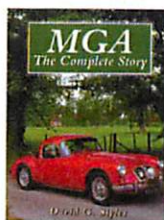


### Austin-Healey 100 & 3000 by John Hellig

Donald Healey was a man of great warmth and personality. It is fitting, therefore, that this book presents the history and development of the Austin-Healey line of sports cars through the personalities involved: Donald and Geoff Healey, Gerry Coker, Barry Bilbie, Roger Menadue, and others. Extensive quotes from these key players give the reader a strong sense of what it was like to be involved in the development, production, and use of these cars. The cars themselves are thoroughly described and superbly illustrated. The many color photographs in this book are of truly outstanding quality. A fascinating and beautiful book at an affordable price. 128 pages, softbound.

211-520 \$19.95

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### MGA The Complete Story by David G. Styles

An excellent history of the design and development of all variations of the ever-popular MGA (including very good coverage of the Twin Cam models), with advice on buying, restoring, and owning an MGA. An interesting chapter compares the MGA with its contemporary "adversaries" such as Porsche, Sunbeam, Triumph, and others. Profusely illustrated and interestingly written, this book easily lives up to its title.

212-235 \$34.95



**1970-'76 MGB Wood Rimmed Steering Wheel**  
 Styled like the originals, but crafted in rich solid wood with beautifully chromed spokes. The beely rim is in keeping with modern trends for comfort on long trips. Installs in minutes on your stock 1970-'76 hub, and uses your stock horn button. Will also fit 1970-'76 Midgets.  
 263-737 \$149.95

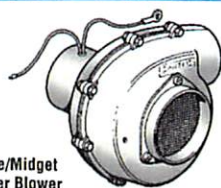


### Embroidered Logo Hats

Hold on to your hat! These custom embroidered baseball caps are so nice, you'll want to wear them all the time. Each hat features an adjustable leather strap for a perfect fit, and your favorite marquee logo embroidered above the bill. Keep your hair in place and unwanted sun off your nose this summer with one of our custom caps.

219-820 MG Hat 219-830 Austin-Healey Hat  
 219-825 Triumph Hat 219-835 Jaguar Hat \$15.95 each

All prices in this section do not include shipping charges. Please refer to our current Price List for our current rates.



### Sprite/Midget Heater Blower Assemblies

If your heater heats, but the airflow is weak, your need one of these to put the hot air where it belongs.

All Sprite & Midget thru 1967 model yr.  
 362-905 \$189.95  
 Sprite & Midget 1968-'69  
 362-925 \$219.95



### MGB Heritage Portfolio

To commemorate the 30th Anniversary of the introduction of the MGB in 1962, the British Motor Industry Heritage Trust created this portfolio of reprinted MGB advertising brochures. Included are authentically reproduced copies of the original 16 page launch brochure, the introduction of the MGB GT in 1965, the brochure introducing the MkII version in 1967, the first MGC brochure, a combined roadster and GT brochure for the 1969 "facelift", and a 1973 MGB GT brochure including the MGB GTV8. This portfolio is a "must" for any MGB enthusiast.  
 212-425 \$24.95



### MGBD Chrome Dashbead Set

Superior quality in both appearance and fit make these just what your

restoration deserves. Since original dash beading is difficult to restore, why not use a brand new set from Moss?  
 454-110 \$139.90



MOSS

### Brand New Radiators

New reproduction radiators look just as good (or even better) than your old one did when it was new, but cool even better! With warmer weather on the way, doesn't it make sense to give your car's engine a break by keeping it cool?

|  |          |
|--|----------|
| 456-050 MGA  | \$198.50 |
| 456-880 MGB 1962-67                                | \$179.95 |
| 459-660 MGB 1968-76                                | \$249.95 |
| 459-675 MGB 1977-80                                | \$259.95 |
| 459-730 Sprite/Midget Vertical Flow (thru Nov '67) | \$225.95 |
| 849-990 TR2-3B w/crank hole                        | \$269.95 |
| 850-000 TR2-4 w/out crank hole                     | \$269.95 |

(This fits TR4 if 1/2" spacers are used between radiator mounts and frame, and TR2-3B top hose #834-250 is used.)





# MARKETPLACE



### MGB Heater Assemblies

Just like the original one in your car, but better because it's brand new. One of these superbly reproduced heater assemblies is just what you and your favorite passenger need to keep toasty warm on those cold evening drives.

454-440 1962-1973 (to car # 303703) \$299.95  
363-005 1973 (from car # 303074)-1976 \$299.95  
363-015 1977-1980 \$399.95



BEFORE AFTER

### Sand & Media Blasting Cabinet

Blast away rust, grease, paint, scale and corrosion, or etch designs in wood, glass and stone with an affordable bench top blast cabinet from Moss. Perfect for the hobbyist or small shop, this kit contains everything you need except an air compressor and the blast media of your choice (may be used with sand, walnut shell, aluminum oxide, glass beads, or any other common blasting medium). Included are: blast cabinet, blast gun with replaceable tips, air hose, gloves, and all required fittings and hardware. Cabinet measures 29" high, 29" wide, 19" deep, and features a large 25" x 16" window. Air requirements are 15 CFM at 80 psi, with a maximum operating pressure of 125 psi and a minimum of 60 psi.

389-100 \$349.95



### Austin-Healey Conical Reflector

Conical reflectors were used on all 100-6, BN7 through (C)9452, and BT7 through (C)9388. Make your car more visible with our superb reproductions of this reflector.

544-670 \$18.95



### Austin-Healey 3000 Flat Reflector

Beautiful reproductions of the original flat reflectors as fitted to BN7 from (C)9453 through (C)13488 and BT7 from (C)9389 through (C)13488.

544-700 \$19.95



### MGA/MGB Rear Hub Nut Wrench

Your local hardware store and travelling tool

salesman won't have this special eight-sided 1 61/64" socket for your rear axle hub nuts. This invaluable tool is a modern and affordable replacement for the hard to find and very expensive Churchill tool #18G152. (Socket has a 3/4" square drive hole, so you will need an adaptor unless you have 3/4" drive tools.) Fits all MGA, MGB through 1964, ZA/ZB Magnette, and possibly other cars.

384-905 \$23.95



### MGB Badge Bar

Protect your car from people who park by ear, and have a place to display some of those car club badges you've been collecting. Unlike the badge bars we have sold in the past for the MGB, these new style bars have the standard 3/4" diameter, making use of our badge bar clip #408-567 possible. Fits chrome bumpered cars.

244-120 \$59.95



### Late XK150 Rear Override

Nice new chrome is the finishing touch to a beautiful car. Finish your car with these beautiful reproductions of the late style XK150 rear overrides as fitted from approximately April, 1959.

011-374 \$149.95



### MG Crested Alloy Wheel Lock Set

Supplied in sets of four, you use one on each wheel in place of one standard nut. Only you have the special adapter enabling you to remove the lock using your regular lug wrench on the adapter. (Does not fit LE wheels.)

386-050 \$28.95



### Sprite-Midget Seat Back Board

Recovering seats is made easier by using as many new components as possible. Trying to use old

warped and damaged backboards just makes the job more difficult. Moss now has new backboards to help you proceed with confidence. Fits Sprites and Midgets from 1965 through 1968.

640-545 \$8.95



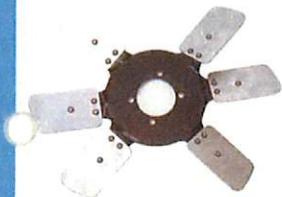
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### Spitfire & GT6 Rear Bumper Halves

Great looking reproductions of these long unavailable rear bumper halves for early Spitfire and GT6 are now available from Moss!

Spitfire MkI&II, GT6 MkI 804-860 L/H \$124.50  
804-870 R/H \$124.50  
Spitfire MkIII, GT6 MkII 804-880 L/H \$124.50  
804-890 R/H \$124.50



### Late XK120 Radiator Fan

Cool your engine better with a brand new fan. Just like the originals fitted from engine #W.5465 (May, 1952), these superb reproductions feature a central steel "spider" with six riveted aluminum alloy blades.

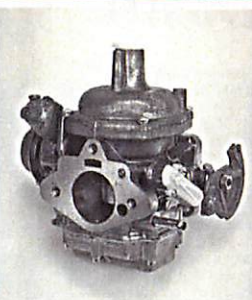
011-213 \$154.95



### MG TC-TD Wiper Motor Mount Kit

Studs, spacers, end plate, nuts; everything required to properly and securely mount the wiper motor to the windshield frame are included in this handy kit.

145-305 \$36.95



### MGB Zenith-Stromberg Carburetor

Produced on mostly original tooling for guaranteed performance and proper appearance, these brand new carbs include the complete water choke assembly. While these have been manufactured to the 1977-'80 USA specification, they are perfect replacements for 1975-'76 MGBs as well.

366-000 \$399.95

All prices in this section do not include shipping charges. Please refer to our current Price List for our current rates.



### MGB-GT Gold Jubilee Rear Deck Badge

Dress up your "ordinary" GT with this beautiful black and gold badge which was originally fitted to U.K. "Golden Jubilee" model MGB GTs.

472-775 \$21.50



### MGTC Instrument Cluster Panel

Correct black on chrome with lettering for the knobs and switches make this the authentic finishing touch of your dashboard restoration.

408-860 \$228.50



### Sprite/Midget Heater Assembly

Fits Bugeye and later models through September, 1970. These brand new "square" heater units are used with the separate "snailshell" blowers.

362-915 \$195.95

### CLOSE-OUT SPECIALS

Take advantage of special savings on discontinued inventory. Some of these items are down to the last couple in stock, so order early. Once they're gone, we'll not be stocking more. No backorders on these items.

224-130 Brooklands Aero Screen Shaving Mirror \$99.95  
211-185 Stirling Moss Video \$34.95  
211-085 Le Mans '55 Video \$34.95  
211-150 Restoration Guide Video \$29.95  
211-095 Monte Carlo Rally Video \$29.95  
380-090 Professional Creeper, red \$59.95  
380-095 Professional Creeper, blue \$59.95  
386-235 Battery Charger \$49.95  
241-855 MGB Rubber Floor Mat Pair (fits 1968-'80) \$16.95



Turn to Our Back Cover for More Marketplace Product Highlights!





# Background Noise

2-Z-194

## Marketing "Genius"? Indeed!

Whether they speak well or poorly is unimportant, so long as people are talking about you. If this axiom holds true, the spring issue of Moss Motoring must have been a success. We appreciate all the feedback, good and bad.

In the interest of clarity I shall touch upon a couple of my own ramblings from that recent issue. First I must apologize to the mysterious Bonnie at who's expense I created a scenario of marital bliss. I knew there was trouble when folks started commenting on the "marriage proposal" in my article. Having children of her own already, she doesn't need to spend her days telling me to put away my toys and wash behind my ears.

Also, from the give credit where due department, the now infamous flaming Midget was rebuilt from scratch by Joe Baba of Original Duplicates in Fresno, CA. Several folks noted some not-standard-on-1964-Midgets features of the car. Having been constructed from the parts bin, this particular Midget is an amalgam of all that MG had to offer in the sixties and seventies. With the possible exception of the fixed windshield and roll up side curtains, I'm quite satisfied with the car as it is.

I received a letter which shall stay with me for a lifetime. It was written in response to Moss Motors' policy regarding how long we keep folks on our mailing list. This has always been a troublesome issue, and our change to magazine format does nothing to alleviate the problem. The letter above speaks for itself. We at Moss Motors agree that on the surface this individual is entirely correct. However, our problem is a matter of simple mathematics.

For purposes of discussion, we'll say Moss Motoring costs \$3 per person per year to print and distribute. If someone has spent thousands of dollars with us should we not continue sending Moss Motoring for a very long time?

Even if we never hear from this person again? On the surface, yes perhaps, but there are inescapable economic forces at work here.

One person's free magazine costs only \$3. One thousand people cost \$3,000. One hundred thousand people cost \$300,000 per year. We could easily exceed the last number mailing only to folks from whom we have not heard in over two years! Certainly some of these people deserve the magazine, but most have either sold their cars, moved with no forwarding address, passed away or simply lost interest.

Moss Motoring, like any other free publication, does have to be paid for. Its cost is absorbed into the total cost of doing business.



To remain competitive, we must ultimately drop individuals from whom we have had no contact in a long time. We try not to make it difficult to stay on the list. Any purchase updates your account. Even a phone call or letter which says "Hey, I'm still here." will update your account.

It is not my job to thin the ranks, but rather to expand them as much as possible. With your help, we will continue to evaluate and update our policies, always with an eye toward keeping as many people in the fold as we can. We'll gladly review any suggestions on how best to handle this touchy subject. If you do get a "Last Chance" cover, its not that we don't want you, its just that we miss you.

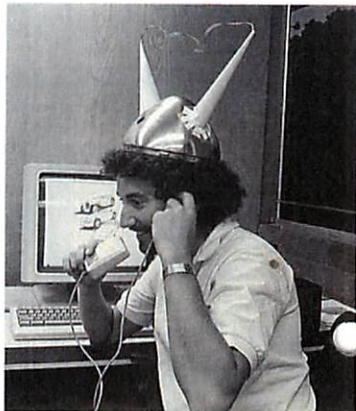
— Robert Goldman

MOSS MOTORS:  
I FOUND THE ENCLOSED PART OF THE COVER "MOSS MOTORS" DOWNRIGHT OFFENSIVE! I HOPE THAT YOU HAVE NOT HIRED SOME YOUNG MARKETING GENIUS TO THIN OUT YOUR CUSTOMER BASE.  
I'LL PURCHASE WHAT I WANT WHEN I NEED IT AND CERTAINLY NOT UNDER THREAT. WHY DUMP A CUSTOMER WITH TWO FORTH WHEELS WHO LIVES JUST ONE HOUR UP 101? "MARKETING GENIUS" INDEED!

Regards  
W.R.



If you do get a "Last Chance" cover, its not that we don't want you, its just that we miss you.



Contacting aliens. Our "young genius" at work circa 1986.

# British Car Events Calendar 1996

## MAY, 1996

- 24-26 Champagne British Car Festival, Champaign, IL, (217)469-2007
- 24-26 Classic Car Rally, Bellevue, WA, (206)644-7874
- 25-26 Oklahoma City All British Car Show, Oklahoma City, OK, (405)525-8631

## JUNE, 1996

- 1 British Car Day, Charleston, SC, (803)839-9707
- 1-2 All British Car Show, Yaphank, NJ, (516)475-2889
- 2 Red Mill British Car Day, Clinton, NJ, (908)735-5417
- 2 British Car Day, South Bend, IN, (219)289-0269
- 2 British Car Show, Waterford, CT, (203)482-6464
- 8-9 British Car Days South, Winston-Salem, NC, (910)852-8942
- 8-9 43rd Rallye Glenwood Springs, Golden, CO, (303)279-8449
- 8-9 Houston All British Expo, Houston, TX, (713)444-1679
- 9 British Car Meet, Hayward, CA, (520)370-1956
- 9 British Motorcar Gathering, Hellertown, PA, (610)258-8848
- 9 Euro Car Day III, Williamsville, NY, (716)634-6079
- 7-9 MG Heartland Regional, Independence, MO, (816)356-6053
- 15 Evening British Car Show, Medford, NJ, (609)859-4161
- 15 British Car Day, Charleston, SC, (803)849-9207
- 15-16 Moss Extravaganza, Buttonwillow Raceway, CA, (714)240-9275
- 20-23 Triumph Register of America National Meet, Williamsburg, VA, (401)974-6707
- 20-23 California Healey Week, Oxnard, CA, (909)798-3415
- 22 London to Brighton Run, Indianapolis, IN, (317)782-3752
- 22-23 Chico All British Meet, Chico, CA, (916)342-1821
- 23 British Car Field Day, Sussex, WI, (414)321-5466
- 23 British Marquee Day, Avondale, PA, (302)239-6587
- 23 British Car Show, Ventura, CA, (805)644-6211
- 27-30 "MG '96" All MG Meet, Indianapolis, IN, (800)626-4271

## JULY, 1996

- 8-11 Western States Jaguar Concours, Napa Valley, CA, (213)257-9992
- 8-12 Austin-Healey Conclave, Asheville, NC, (708)255-4069
- 10-14 Vintage Triumph Register Convention, Albany, NY, (518)356-5244
- 10-12 GOF Central, Coshocton, OH, (614)882-6191
- 13 Washington All British Meet, Bellevue, WA, (206)644-7874
- 14 Mad Dogs & Englishmen, Kalamazoo, MI, (616)344-6118
- 18-21 MOSS MOTORS BRITISH CAR FESTIVAL, BUELLTON, CA, (800)235-6953
- 21 Tea at the Vicarage British Rally, Howe, IN, (219)562-2703
- 26-28 Rally in the Valley, Vernon, British Columbia, Canada, (604)545-0419
- 28 British Car Show, Cincinnati, OH, (513)941-4911
- AUGUST, 1996
- 1-4 Triumph Canadian Classic, Toronto, Ontario, Canada, (613)820-7350
- 2-4 Meadowbrook Concours (featuring MG), Ann Arbor, MI, (810)850-5566
- 3 British Car Day, Dayton, OH, (513)837-5510
- 3 British Car Day, Cleveland, OH, (216)991-8700
- 5-9 Austin-Healey 20th West Coast Meet, Okanagan, British Columbia, Canada, (604)988-2077

- 8-11 All Triumph Drive-In, Silverdale, WA, (206)522-0442
- 11-16 GOF West, Stevenson, WA, (503)657-0492
- 15-18 Austin-Healey Encounter '96, PA, (215)538-3813
- 16-18 University Motors Summer Party, Grand Rapids, MI, (616)682-0800
- 23-25 MG Jamboree "8", Homosassa, FL, (813)837-3111
- 24-25 Heartland British Autofest, Davenport, IA, (309)797-2043
- 25 A Taste of Britain, Lancaster, PA, (717)292-0579
- 28 Jaguar Concours, Tucson, AZ, (520)299-2623
- 30-Sep1 Kansas City All British, Kansas City, MO, (816)358-7651

## SEPTEMBER, 1996

- 8 British Car Festival, Des Plaines, IL, (847)885-7789
- 8 British Car Meet, Palo Alto, CA, (310)392-6605
- 8 British Car Gathering, Manchester, CT, (860)621-5211
- 8 Battle of the Brits, Sterling Heights, MI, (810)528-2975
- 12-15 Southeastern Regional MG Festival, Dillard, GA, (770)447-4753
- 14-15 Colorado Conclave, Denver, CO, (303)755-1399
- 15 Specialty Marquee Day, Charlotte Motor Speedway, NC, (704)455-3282
- 15 British Car "English Affair" Day, Victoria, British Columbia, Canada, (604)474-3956
- 19-22 Queen Victoria Run, Wildwood, NJ, (610)277-5278
- 19-22 Austin-Healey Southeastern Classic, Nashville, TN, (615)851-7356
- 20-21 Mardi Gras MGs British Car Days, Fairhope, AL, (334)928-5366
- 20-22 British Invasion VI, Stowe, VT, (508)435-8007
- 20-22 British Car Meet, Ruidoso, NM, (505)823-9595
- 21 All-British Day, Owasso, OK, (918)455-8993
- 21 All-British Car Day, St. Louis, MO, (314)939-9338
- 21 MG's on the Green, Davidson, NC, (704)455-3500
- 22 British Car Meet Woodley Park, Los Angeles, CA, (310)392-6605
- 26-29 MG Triple M Group Meet, Summit Point, WV, (302)234-0636
- 27-29 Indy British Motor Days, Indianapolis, IN, (317)782-3752
- 28 "MGs on the Rocks", Baltimore, MD, (410)882-6896
- 28 British Car Day, Sevierville, TN, (423)428-4608
- 26-28 Triumph '96, Big Bear, CA, (818)345-4215
- 29 British Car Toy Run, Ontario, Canada, (905)336-0251

## OCTOBER, 1996

- 4-6 British Car Festival, Waynesboro, VA, (540)943-5697
- 5 Original British Car Day, Point Clear, AL, (334)947-6125
- 6 San Diego British Car Day, Del Mar, CA, (619)422-2794
- 6-7 Anniversary Fall Round-Up, Bellefontaine, OH, (513)599-3628
- 12 MG's at Jack London Square, Oakland, CA, (510)843-2796
- 18-20 British Car Gathering, Charlotte, NC, (910)852-3301
- 19 Fallfest All British Show, Moss Motors, Dover, NJ, (513)599-3628
- 19 British Car Classic VII, St. Augustine, FL, (904)246-0418
- 19-20 British Car Show, Highland Games, Chino, CA, (818)899-8647
- 20 Hunt Country British Classic, Middleburg, VA, (703)207-9048
- 30-Nov 1 Mini-GOF, Tucson, AZ, (540)749-9735



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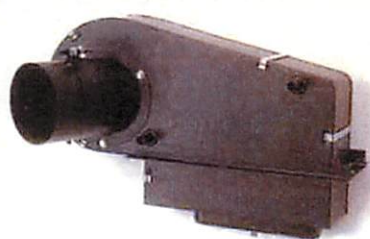
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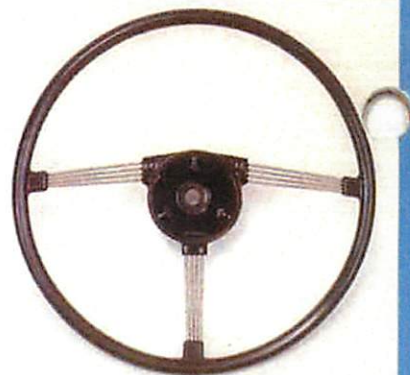
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