

MOSS

MOTORING

DRIVE INTO SUMMER!

MGs ACROSS AMERICA

Anglophiles UK Guide

SPRINZEL SPEAKS RACING



Summer, 1999

Volume 18

Number 2

MOSS

British motoring events

May, 1999

- 1 Britfest/Moss Motors at Horseshoe Park, NJ, (800)431-2496
- 1 British Car Gathering, Townsend, TN, (423)984-8711
- 1 British Car Day, Statesville, NC, (704)872-4292
- 1-2 British Car Meet, Monterey, CA, (408)643-1066
- 1-2 All British Meet, Las Vegas, NV, (702)363-3881
- 1-2 Moss British Extravaganza, Buttonwillow, CA, (800)235-6954
- 2 Get the Dust Off Rally, Baltimore, MD, (410)817-6862
- 6-9 GoF Salado '99, Salado, TX, (972)346-2551
- 8 Triumph Spring Fling '99, Hiawatha, IA, (319)393-1192,
- 8 MGs at Jack London, Oakland, CA, (650)349-5128
- 8 Sports Car at Tannehill, Birmingham, AL, (205)663-9299
- 8 British Car Show, Carrollton, KY, (606)781-2838
- 15 British Car Show, Lewes, DE, (302)645-8073
- 16 Dixon All British Show, CA, (916)783-7375
- 22 British Car Show, Braselton, GA, (770)938-9340
- 23 British Car Meet, Richmond, VA, (804)527-1515
- 23 British Motor Classics, Atsion, NJ, (609)751-7773
- 28-30 British Car Festival, Champaign-Urbana, IL, (309)663-5372
- 29-30 All British Car and Cycle Show, Columbia, MO, (573)817-1310

June, 1999

- 2-6 MG Gathering of the Faithful, Kennebunkport, ME, (704)544-1253
- 4-6 Vintage Sports Car Meet, Winnipeg, Manitoba, Canada, (204)883-2215
- 5 15th British Marques on the Green, Louisville, KY, (812)923-7349
- 5 Houston All British Expo, Houston, TX, (281)444-1679,
- 5-6 Dare to Be British, Lime Rock, CT, (718)891-5776
- 6 Red Mill British Car Day, Clinton, NJ, (908)713-6251
- 6 British Cars by the Sea, Waterford, CT, (860)482-MGMG
- 6 Michiana British Car Day, South Bend, IN, (219)656-4226
- 6 Sports & Vintage Show, Farmington, NY, (716)225-9233
- 11-12 Heartland MG Regional, St. Joseph, MO, (785)267-6033
- 12-13 The British Are Coming, Long Island, NY (516)794-9004
- 12-13 British Car Day, Clemmons, NC, (336)766-0341
- 12-13 47th Annual Glenwood Springs Rally, CO, (303)424-6830
- 13 Euro Car Day, Williamsville, NY, (716)634-6079
- 13 MG Day, Museum of Transport, Brookline, MA, (978)372-1104
- 13 British Motorcar Gathering, Hellertown, PA, (610)865-3419
- 13 British Wings & Wheels, Santa Monica, CA, (310)392-8822 x549
- 14-18 NAMGAR GT-24, Lake Tahoe, NV, (530)672-2319
- 17-20 Triumph Register America Meet, Dublin, OH, (740)833-9933
- 19 A Touch of England Car Show, Westwood, NJ, (201)358-2858
- 19 British Car Night, Medford, NJ, (609)859-4161
- 19-20 Chico All British Car Meet, Chico, CA, (530)342-1821
- 20-25 Austin-Healey Conclave, St. Louis, MO, (314)843-7913
- 25-27 SVRA Mid-Ohio MG/Triumph Challenge, OH, (610)867-6014
- 27 Car Show, Wind Lake, WI, (414)895-2548,
- 27 British Car Day, Bowie, MD, (310)592-8610
- 27 British Car Day, Sussex, WI, (414)321-5466

July, 1999

- 1 Vintage Vroom, Shelby, NC, (704)484-3100
- 1-4 Morgan Owners Gathering (MOG 29), Emmitsburg, MD, (804)739-9486
- 1-4 British Cars Rally in the Valley, Vernon, BC, Canada, (250)542-2432

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We are proud to bring you one of the most comprehensive listings of British car events taking place during 1999. If you are connected with an event and wish it to be advertised FREE reaching 200,000 readers—send details of your event as soon as the dates are confirmed, and at least two months in advance to: Events Calendar, *Moss Motoring*, 440 Rutherford Street, Goleta, California 93117. Closing date for insertion in the next issue is July 1, 1999.

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

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



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Cover: Our summertime cover shot shows the superb 1974 Black Tulip MGB roadster of Vincent DiPaglia in a seasonal setting.

At Full Chat

Harry Newton



(Arcane: Known or knowable only to one having the key.—Webster's)

A friend sent along a column from a recent issue of *Sports Car Market* on a subject he thought might interest me. I believe it will interest readers of *Moss Motoring* as well. In the article, author Michael Duffey, aka Mr. Kerb, was attempting to answer a reader's question, one that confront us all to often, "What to do when contemplating a restoration project whose costs are sure to exceed a car's present or probable future value?"

Car dealers call the condition being "upside down". Another term is "negative equity", but that seems something of a misnomer...better described as having too much equity! As I read it, Duffey seems of the opinion that likely failure to meet the projected break-even point equates to a death sentence for the vehicle.

Michael Duffey is right that it costs at least as much to rebuild the drivetrain of a car whose potential dollar value after restoration may not warrant that expense as it does to perform the same work on a car that is 'hot' in the eyes of collectors. So, why bother taking on a loser?

Each car, whether a swan or an ugly duckling, has its own history and makes up part of the tapestry of automotive lore; be it a DKW Sonderklasse, Ford Anglia, Allard P1 Saloon, AMC Gremlin, or one of the dozens of others whose design proved less than brilliant. The same applies to the mechanical nonconformists, such as those with fewer than four cylinders or other engineering aberrations.

If monetary value and ultimate financial profit were the only parameters in selecting cars for restoration, most museums and private collections eventually would be pretty sterile, offering little variety and presenting an inaccurate sample as to the scope of automotive history. From a historian's point of view, economics should not be the sole criteria as to what is collectible.

In the complex value equation, a key element often is scarcity, and this is borne out by the market...the scarcer the better! While the law of supply and demand in truth is dri-



ven more by demand than by supply (or lack thereof!) there are many makes and models whose popularity today among collectors is partially because they were sales failures when they were new. Future generations may well look with even greater favor on scarcity as an attribute, so there is hope for those ugly ducklings that didn't make it in the marketplace.

My contention is that worthiness as a collectible shouldn't be measured strictly in monetary terms. I have a feeling that some of the vehicles considered arcane today one day

"Arcane" Should Not Equate to "Worthless"

will occupy places of honor in the finest collections and museums, although that may not result in dramatically improved auction prices. Some have already achieved that distinction. Anyone with the requisite cash can have a Corvette, MG K3, Cobra or Ferrari...or a BJR Austin-Healey, an XK120 roadster, even an MG TC. But there is also satisfaction in being able to point to one's Jowett Jupiter, Fiat Multipla or Berkeley roadster as the only example likely to be encountered in a day's drive!

Also, due to some rather innovative competition formulas of the '50s and '60s, such machines may well have been contenders for *Index of Performance* trophies in major races. This quirky handicapping system produced some unusual grids half a century ago (though I don't even remember seeing a Multipla in racing nick!). If it can be documented that a particular car was driven, in such-and-such a race, Sebring,



Le Mans or the Mille Miglia for example, by Stirling Moss or Phil Hill, that pretty well negates the earlier-mentioned value stigma, certainly making that car far more valuable than an identical one with lesser provenance.

Recent auctions of two otherwise unremarkable cars prove that celebrity ownership is a real value enhancer. An '80s Jaguar XJS and a '56 Ford Thunderbird went for astounding prices, \$165,000 and \$152,000 respectively, which demonstrates the point. Of course, their uniqueness is that both cars were once owned by Frank Sinatra.

But what if Sinatra had owned a DKW and a Simca Huit instead...would the same halo have appeared over those cars as they crossed the auction block? Besides, with all the Thunderbirds and Jaguars that have already been preserved, perhaps salvation of a three cylinder, two stroke DKW just might have greater relevance! (I often wonder what happened to the Gogomobile we sold John Cameron Swayze in the late 1950s...?)

All this brings to mind two organizations that are devoted to the arcane...one being the San Francisco-based Arcane Automobile Society whose annual get-together I was privileged to attend a decade ago. The other is Siegfried Wendel's Old-timer Museum situated on the banks of the castle-studded Rhine at Rudesheim, Germany. In the eyes of these groups a Morris Minor or Borgward Isabella is considered a rather mundane, mainstream vehicle, even a Trabant might easily be deemed too commonplace! The last time I checked there were fewer than half a dozen Trabants in the USA. Siegfried has another museum at Rudesheim, this being devoted to mechanical music boxes, mainly of the coin-operated type. During our visits the entire town turned out to welcome the one millionth visitor to that institution—he was a lively lady from Scotland and a good time was had by all!

In typical Newton fashion, I have been trying to fill the space so kindly allocated by the Editor with a message that could possibly have been covered in just a couple of paragraphs...don't give up on

that old Mini Moke that has been rusting away in the back forty! It will be an easy restoration! All we have to do is dream up some value-enhancing in which Stirling Moss drove one to victory in the Formula Libre class. Or maybe, just maybe, you will be restoring the very Moke in which Inskip chauffeur Eddie Halpern drove us across town from East 64th Street to West 44th Street so we could attend the MASDCS monthly lunch at Sardi's.

A final argument in favor of the ugly ducklings—if our other hobbies, golf for example, cost us (for the sake of this discussion) \$3000 per year maybe we would feel more comfortable if we assigned a similar mental amortization figure to that vehicle in which we find ourselves 'upside down'. And, that as the years go by, chances are that the car's market value will rise, eventually turning that sow's ear into a silk purse!

As always, your letters to myself are welcomed care of the Editor of *Moss Motoring*. ■



Springzel Speaking

John Sprinzel



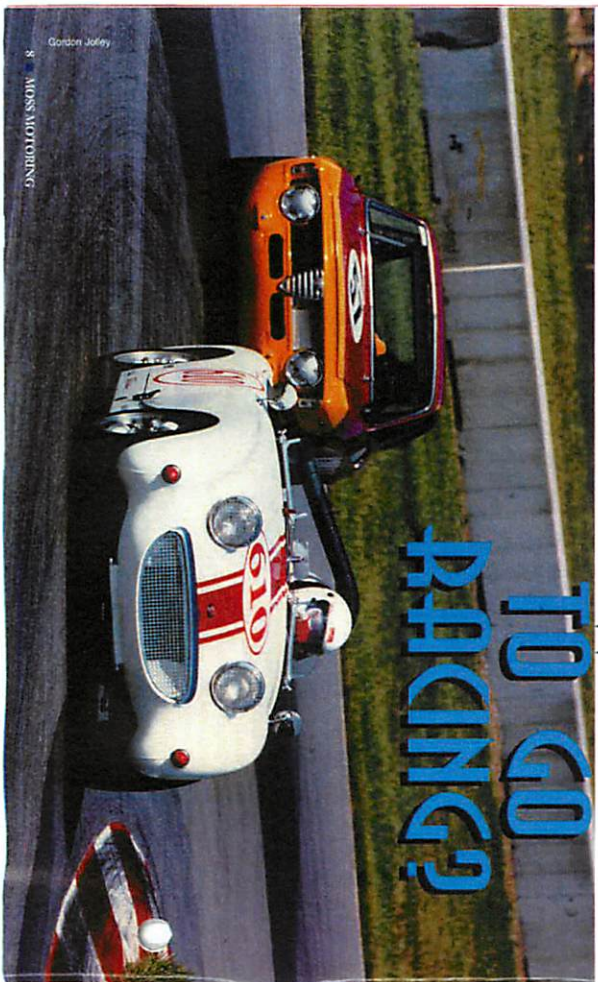
If you are like most humans, you probably want to try to show that you are better than the next guy (or gal) and one way to do this is to win a motor race.

Most people have imagined themselves behind the wheel of one of the race cars they have seen on television, though as you are obviously enthusiasts for older British cars, then this is the kind of race you should be thinking about. To find out what events are suitable, there is no better source than your local car club, which will certainly get "invitations" for many meetings throughout the year. Whatever type of car you own—or plan on getting—most makes are suitable for some class of motorsport, and you should ask fellow club members

which meets are good for a beginner. I wouldn't recommend my own "first" entry into competition as being the norm—my debut was in a touring car event at Goodwood's International Whit Monday Meeting! In those far off days you didn't need a competition license, and the demand for places was nothing like what it is today.

So perhaps you should set your sights a little lower, and aim for a short marquee race which many of the one-make clubs run all over the country. Before you do anything else, try to get hold of the regulations, even the ones from a previous year will give you a good idea of what is required from you and for the specification of your car. At the beginner's level of the sport, these regulations are not quite as strict as they are further up the scale, but some sort of competition license, insurance and vehicle inspection are certain to be requirements. Study these rules very carefully. They will tell you what classes are available. For example, the cubic capacity of your car, state of tune and even age of vehicle provide categories where cars have the best chance of a competitive race. If you have the luxury of choosing which car to use, bear in mind that the more popular the vehicle, the greater the competition. I chose the baby Austin A35 of the mid-fifties because initially no one else was racing one, though my early successes soon inspired a raft of others who wanted to take over in similar

SO YOU WANT TO GO RACING?



Gordon Jolley
8 MOSS MOTORING



Gordon Jolley

cars. Likewise, my choice of the Sprite was largely based on the fact that it was in a class without a lot of serious competitors. It's true that the Alarth Fins and Renault Alpines were much faster (and a lot more expensive) but mostly they didn't last the distance, which provided some comparatively "easy pickings". It is also very important to read up on what you can and cannot do, in order to not be penalized. On my first rally, in my ignorance, I clocked in two hours early at the first control before the tough sections even began, and lost all chance of any good position.

Next comes driver preparation. It is always a great and valuable experience to go to a race driver school, and there are many of these throughout the world. I was an instructor at one of the very early ones in England, where Stirling Moss was the boss, and you could certainly see the improvement in pupils who went through the course. Public roads, with 55 mph speed limits are not exactly an ideal place to practice the perfect racing line around a given corner, and you really do need to have a good idea of braking points and apexes before you try your skills on a crowded track! While a ten-lapper at a club meeting will not take a great deal of your physical ability (although you may be quite surprised at what it does involve) the more serious you become, the fitter you will want to be. My contemporaries may have appeared to train on cigarettes, wotens and wine, but to get anywhere near the top today will eventually call for some very serious fitness training and diet. Mentally, you will need a lot of concentration and also determination to succeed, but these skills are mostly innate and you won't find much help in magazine articles. The regulations will provide details of what you must wear, fireproof clothing and certified crash helmets are certainly a "must". Slim, comfortable driving shoes are also necessary—both for ease of movement in the narrow space around the pedals, and for the heel-and-toe technique which you will need to learn. I think you can leave left foot braking for later in your career.

I have left car preparation till last, because your first attempts will be better spent on learning the techniques and

deciding if indeed, this sport is for you. While on this subject, it is probably best to discuss every aspect of this foray with your nearest and dearest. I borrowed my mother's Austin for my very first event (for a "holiday" in Wales?), and the first she knew about it all was seeing her car on the evening TV news, with number one on the doors, leading off the 250 car convoy from the rally start. She was a good sport, my mum, and didn't even object too strongly to the green paint on the rear fender.

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Vintage Racing Organizations

Vintage Auto Racing Association (800)280-VARA
Vintage Auto Racing Canada (519)979-1157
Historic Sports Car Racing (813)931-5642
SportsCar Vintage Racing (603)640-6161
Rocky Mountain Vintage Racing (970)586-6366
Vintage Sports Car Drivers Assoc. (616)949-8281
MG Vintage Racers (610)867-6014



Colswold Thatched Cottage

Abingdon and Beyond

We promised you in our last issue that we would continue to suggest places of automotive interest where you might wish to visit should you be going to the United Kingdom this year.

Of course, one of the outstanding areas to visit especially for MG and Austin-Healey enthusiasts is ABINGDON and its surrounding environs. Bear in mind that for 51 years all MGs were built here, as well as the Bugeye Sprites and the big Healeys from 1957 to 1967. Rileys of various types also emerged from the Abingdon factory, the RME, the Pathfinder and the little 1.5 being just a sample. Even the humble but much-loved Morris Minor van and the Minor Traveler made their way down the line during the period from 1960 to 1964!

northwest of London and is easily reached by motorway (M40). Upon entering the town you will immediately find yourself in the infamous one-way system, but you only need to head a few hundred yards west, traveling down Oak Street to find the Marcham Road. At the mini-roundabout, turn right up Spring Road and on your left enter Cemetery Road. Here you will find the headquarters of the MG Car Club, Kimber House, where visitors are welcomed. Next door is the "Top Office" building which was used by the MG Car Company as the administration block where Cecil Kimber and later John Thornley had their offices. Probably the most famous publicity photograph of the MG factory featured M-Types emerging from the factory alongside this building!

Sadly, the main manufacturing facility, 'A' Block, and the Pavlova Leather Works have now been demol-



1929 The Seventy Year Connection 1999

ished to make way for a new police station and even a "Mickey D's" fast food outlet. Even so, a visitor can sense the history of this place where so many great cars were built.

'B' Block, however, maintains its original outline despite having been converted into light industrial units. Also the original test routes used by the factory to evaluate the cars can still be traveled. Street names such as Kimber Road, Nuffield Way and Eyston Way contribute to the sense of history as you drive around Abingdon.

Fancy a pint? Then make your way to the MAGIC MIDGET pub on Preston Road, just a short distance away from the old factory. Here successive landlords have assembled a fine collection of MG memorabilia and artifacts. The pub was built by Morelands Brewery and opened by Lord Stokes in 1974. Enjoy a sample of the famous MG beer, Old Speckled Hen, as you tackle a

ploughman's lunch. Look around at all the badges of the various MG clubs displayed on the walls and revel in history.

You might think about driving out on Oxford Road for a meal at the BOUNDARY HOUSE which is not only another Morelands' pub but was also the private home of Cecil Kimber from 1933 to 1938! After lunch you might consider a pleasant four mile drive out to the village of Clifton Hampden and the BARLEY MOW pub which was the location for many of the pre-war publicity shots in which MG cars were depicted.



Later this year in September, a recreation of the events leading up to "Black Monday" (see sidebar) will take place in Abingdon starting September 13. Many famous MG personalities will attend in a carnival atmosphere, and some historic Abingdon-manufactured vehicles will be on display. Many employees of the MG factory are coming, plus works' competition drivers! Nearly twenty years later you can't keep the octagon spirit down!

While you're in the area, you might well pay a visit to the COTSWOLD MOTOR MUSEUM which is situated in the village of Bourton-on-the-Water. Take the A429 from Stow-on-the-Wold and look for the old mill as you enter Bourton. A wide range of classic cars are here plus a huge collection of automobilia which you can view for a couple of dollars. The Cotswolds are what every American visitor imagines England to be—the countryside is spectacular!

Should you find yourself in the Lake District a short journey will take you to the COCKERMOUTH MOTOR MUSEUM where a display of over forty interesting British classics from the 1920s to a Formula One racer (including a 1936 SA Tickford MG) can be seen for around \$5. Call (1900-824448) for information.

Speaking of Formula One, no enthusiast of the sport should miss paying a visit to THE JIM CLARK MUSEUM in Duns, Berwickshire. (That's pronounced Berriekshire and is located in the low country of bonnie Scotland!) Jimmy Clark was one of the most famous racing drivers of all time and the museum offers a huge collection of Clark trophies, memorabilia, even the site of his grave.

Further north in Scotland there are several other places of interest such as the GRAMPIAN TRANSPORT MUSEUM (19755-62180) in Aberdeen close by the town of Alford. Several interesting MG exhibits are here plus much historical memorabilia.

Please turn the page



England in 1999

So, a visit to Abingdon is a high priority for thousands of visitors not only from Europe but also from the USA. Unfortunately since the closure of the MG Factory in 1980, the history of the town and its place in the annals of motoring lore has been allowed to erode despite numerous attempts to maintain the memory of the great feats that were accomplished at this modest little Berkshire town. Bear in mind it was from here that many world speed recordbreakers emerged, also it was the home of the world's best selling sports car at the time—the MGB.

However, let's look on the bright side and discover what we can still see today. Abingdon lies some 50 miles



Parliament Square



From here you could travel to the DOUNE MOTOR MUSEUM in Perthshire where motorsport (racing and hill-climbs) takes place every three months or so, and a collection of over 45 cars attract attention.

If you ever go across the sea to Ireland be sure to visit the AMERICAN AUTOMOBILE COLLECTION—ROUTE 66 in Newcastle, County Down (13967-25223). Not a British car in sight here but a huge collection of American cars and memorabilia including an Edsel and several classic jukeboxes.

Maybe your time in the United Kingdom will only allow you to travel within a restricted area, close to London. Do not despair! The DESIGN MUSEUM (171-403-6933) on the south bank of the River Thames by Tower Bridge is well worth a visit for the automobile enthusiast, while out of town a little way there are museums at DOVER (1304-204612) and RAMSGATE (1843-581948) in Kent. Both are easily reached by motorway but I'd recommend you take the train in comfort!

The information provided above was correct at press time but do check before paying a visit to any of the above to ascertain opening times etc. Incidentally, if you call from outside the UK you will have to prefix the numbers given above with 0-11-44, the international dialing code for England.



The 50th Anniversary Jubilee...or Was It?

During the late Summer of 1979 a huge carnival party was held in and around Abingdon to supposedly celebrate 50 years of MG's association with the town. Alan Davis of the MG Car Club Devon & Cornwall Centre recalls...

Our Centre was asked to help with cars for the Abingdon Parade which was to be held to celebrate 50 years of MG in Abingdon, and we were able to provide the ex-works 'Cream Cracker', a J2, and a Z Magnette. The first week of September had been chosen by British Leyland for seven days of festivities which really turned out to be the biggest occasion this normally quiet, little market town had ever seen!

Barbecues, soccer matches, dances, a huge fun fair and various other activities brought together MG workers, townspeople, component suppliers and other local industries. A party of 150 U.S. MG dealers and their

wives were hosted, and a spectacular display by the top aerobic team of the Royal Air Force added glamour and excitement to the week which culminated in a giant parade honoring MG on Sunday, September 9.

The parade was led by "Old Number One" and all models of MGs, Rileys and Healeys were represented, intermingled with over 70 carnival floats and marching bands. Following "Old Number One" were bicycles, Vintage, Triple-Ms, T-Types, MGAs, MGBs—oh!—the whole range of Abingdon machinery.

Abingdon Carpets (another major employer in the town) had an MG completely covered in carpet which looked quite spectacular. The MG Works fire engine and floats from the autoworkers unions also joined the long procession which snaked around this historic town. The fabulous MG record breakers, EX135, EX181 and EX254 were displayed to the crowd on trailers and the pride and enthusiasm of the townsfolk showed as they cheered their favorite models.

Eventually the giant parade terminated at the MG Works Sports Ground where the MG hot air balloon often seen in U.S. television commercials could be seen lifting an MGB way above the enthralled crowd. At the same time, a free-fall parachute team dropped in amid colored smoke and gained even louder applause as they landed smack on their mark!

Monday September 10, 1979—Black Monday! Still on a 'high' from the weekend's activities, the workforce were handed their pink slips and told the factory was to close! Many workers learned the news from radio reporters at the famous Gate #3 of the factory! We were stunned! We could not believe such a thing could happen—how an enthusiastic and dedicated workforce could be axed and cast aside with the stroke of a pen. To break up such a dedicated and competent unit, with its attached history must have been one of the greatest sins ever committed by modern big business. A large chunk of our heritage was destroyed overnight, and could never be replaced. ■

Little did this enthusiastic crowd know that within hours a bombshell would drop on their world of MG enchantment. Clutching our bottles of Old Speckled Hen, our Jubilee posters and programs we slipped away to the West Country having seen something the likes of which would never be again.

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A THIRTY-YEAR-OLD CLASSIC

This 1968 MGB GT belongs to Annette Craft who lives in Mishawaka, Indiana. Her father bought it new in 1968 and the car has remained in the family since the date of purchase. Her father originally used the MG to treat his two grandchildren to rides in the "Little Red Race Car" when he was living in Indianapolis and the children lived in Huntington, Indiana. By the time his daughter's family had moved to Chicago he had accumulated 26,000 miles on the car through his weekly visits.

After the families moved, he stored the car in his garage and there it sat for twenty-five years! Upon his death his daughter tried to give the MGB to her younger brother but he decided that it was not worth having! Annette then asked her husband, Dan, to retrieve the car and see if he could get it running. This he was able to do and in 1995 they drove the car still in its original condition to several British auto shows where it was a consistent topic of conversation. The car was all original (including the tires) and had no rust.

Annette then asked that the MGB be repainted and put into a condition that "Pa" her father would be proud of. The photo shows the finished result and Annette says she plans to keep the car in the family for a long, long time. She has the original bill of sale and title for a like-new MGB that has 32,000 miles on the clock—less than an average of 1000 miles per year! ■



DAGNY

People visiting our facility on Rutherford Street in downtown Goleta often asked why a railway track ran past the front door!

The answer is that one of our former directors, Philip Goldman, is a great railway enthusiast. In the 1960s he purchased a steam locomotive from Japan and laid track around the buildings owned by the holding company of Moss Motors, the Milard Group. The locomotive was of the 0-4-2 wheel configuration and the train ran regularly around the lot until Mr. Goldman emigrated to New Zealand where he now owns an even bigger locomotive of the "Pacific" type.

However, the California-based locomotive, named "Dagny" and built in 1927 by the Baldwin Locomotive Company of Philadelphia remained in storage in a shed at the rear of the Moss facility for many years.

Recently, Mr. Goldman donated the locomotive and the track to the San Luis Obispo Railroad Museum. Late in 1998 volunteers from the organization removed the locomotive and the track then moved it nearly a hundred miles up the coast to where it can be viewed by the public on open days. Despite being in storage for so long a period, the locomotive was steamed within days and should prove to be a major attraction for the 1999 Summer season at the museum. ■

MOSS MOTORS MOVES INTO 2000 WITH JAGUAR!

Long established as the world's oldest and largest supplier of British sports car spares and accessories, Moss Motors is delighted to announce that from the Fall of 1999 their catalog range for Jaguar cars will be extended to cover a more comprehensive range of models.

While the past has seen Moss successfully selling parts for the XK120-140-150 models, there has been an overwhelming demand from Jaguar owners to expand into the later series such as the E-Type, XJ6 Series I, II, and III, and other classic vehicles emanating from Brown's Lane in Coventry.



Harry Haigh, Moss British Sales Manager said, "We cannot afford not to be in this high volume, dedicated section of the market and our customers have let us know this in no uncertain terms." Harry, former general manager of Moss Jaguar in Santa Barbara, brings a wealth of experience and knowledge to this new opportunity.

Catalogs are being prepared and should be available by October. In the meantime, customers can call for prices and availability on the new range being added to the already extensive Moss inventory. ■

"Oh! The Joys of this Motoring Game, Ratty!"

← Walberton 1
Slindon 1/2 →

BILL PIGGOTT follows on from his article in the Spring issue of *Moss Motoring* about the legislative hurdles that have to be overcome before one can sample the "Joys of Motoring" over in England. This second part deals with driving habits and regulations, and how they differ from those in the U.S.A.

The main thing (other than the fact that we drive on the 'wrong' side of the road) that Americans renting vehicles in England and venturing on our highways for the first time, notice, is our higher traffic speeds—considerably higher in most cases! Conversely, when I first drove in the U.S.A., particularly in the East, I couldn't believe how slowly everyone went, even on clear, straight, country roads. This is a real paradox, as generally folks in the U.S. have further to go!

Since many states raised their speed limits a year or two ago, your limits and ours are roughly in line, but you wouldn't believe this to judge from the traffic speeds here. European drivers, British included, tend to see speed limits as merely 'advisory' whereas my experience in the U.S.A. is that they are much more closely observed, and penalties for breaches of the law are much harsher. In Britain, you would be very unlucky to be ticketed or taken to court if you were caught doing a mere ten miles an hour over any particular limit. However, in Arizona last year, I was given a severe talking to by the Highway Patrol for

being no more than two or three miles over the limit and I'm certain that I only escaped a ticket by virtue of my accent! That would never happen in Britain—you would have to be around 10 miles an hour over the posted limit to even merit being stopped—after all, why should the cops stop someone traveling at 10 mph over, when there are any number to be caught at 20 or even 30 over the limit?

Here in Britain we have an overall speed limit of 70 mph, which applies, unless posted otherwise to all dual-carriageway roads (divided highways) and Motorways (equivalent to the Interstate). On these roads the great majority of cars travel at between 70 and 85 mph and being passed at a 100 mph, usually by a Jaguar, Mercedes or BMW, is nothing unusual! The biggest trucks (or lorries) make 60-70 mph, but then I've noticed in the U.S.A., that the greatest cavaliers regarding the speed limits are truck drivers.

On main roads that are not dual carriageways and all other country roads where no limit is posted, 60 mph is top whack. In towns, plus other built up areas, a 30 mph limit is normal, although 40 and 50 mph limits occur on the fringes of urban development. Speed reducing humps in the road are used to try to slow vehicles down in the 30 mph limited areas (try negotiating these in your Austin-Healey 100!) and these are quaintly known as "sleeping policemen". Sure, they slow traffic down, but do nothing for the exhausts on low cars, or the safety of motorcyclists, and they drive local residents who have to negotiate them all the time, quite mad!



Then we have the "spy" cameras—the dreaded grey box up on a pole invented by a certain famous Dutch rally driver, Maurice Gatsonides. There are now thousands of the cursed contraptions all over these islands, sometimes placed with justification at genuine traffic hazards and accident black spots, but just as often placed out in the country for no reason other than to create revenue in fines for H. M. Government. They don't really work however, as everyone gets to know where they are, slows down appropriate-

ly, and resumes their habitual speed rapidly thereafter. In fact, the majority of these cameras are said to be 'dummies', having no mechanism inside the box. Maybe as many as 80% may be fakes, hear! Even those that flash at you, as you speed past, do not always have film in them. I had this from Gatsonides himself when I interviewed him some time ago. Nevertheless, they are a bloody nuisance and in this writer's opinion, do nothing for road safety! Quite the reverse in fact, as drivers spend time looking for cameras and then braking sharply, when they should be concentrating on road conditions and driving safely. Incidentally the latest joke over here is to creep up behind a Gato-style speed camera at night, when nobody's around, with a step ladder and a black plastic trash bag, and then pop the bag over the camera's head. That shuts it up for a bit! Quite illegal of course, but nevertheless totally non-damaging! I didn't see any sign of Gato speed cameras when I was in the USA, maybe they are just better concealed?



Our police cars also carry all the other nasty electronic trickery that I'm sure U.S. citizens are equally familiar with and our speeding motorists fight back with dash-mounted radar detectors—legal to possess and sell, but illegal to use, would you believe? Upon being pulled over for speeding, assuming the device has failed you, it can easily be unplugged and pocketed! Warning headlight flashes to warn oncoming motorists when one has passed through a speed trap are the 'norm' here (again illegal). This is a common practice in France, where two motorcycle cops will often lurk in the middle of a village with radar



guns. Almost without exception, motorists going the other way will give a flash as a warning to save one a few hundred francs in 'on the spot' fines, which is very considerate!

Turning to other traffic differences between our two countries, I suppose one of the most important is that purely British institution—the Roundabout! They exist in Britain in the thousands and have now caught on in France as well. They can come in full size form, complete with cherub stones, mounds of earth, trees, etc., in the center, and also in mini-roundabout form which is often no more than a painted circle on the road surface! The roundabout is at its most useful at a crossroads, the cardinal rule being that vehicles already circulating the roundabout have priority over those trying to enter it. This usually works well and speeds up the traffic flow considerably. However some of the biggest roundabouts linked with motor way junctions have to be aided by traffic signals, as otherwise cars would never be able to enter the circle there being no break in the traffic already circulating! Such has been the proliferation of the roundabout in recent

years that some cities can boast a hundred or more! One particular town (Milton Keynes) is known as "Donut City"!

American visitors are usually daunted at the considerable speeds at which traffic joins and circulates on roundabouts, but they soon get the hang of it, and in my experience, become converts to the system! In fact, I once encountered an American roundabout in Massachusetts, so maybe they'll catch on in the U.S.A. They certainly save the power and maintenance costs of traffic signals. (We've even had one here in Santa Barbara, Bill.—Ed.)

Other U.S. traffic regulators unknown in Britain include signals controlling the entrance to freeways on ramps (slip roads in our parlance), the ability (in some states) to turn right on the red light if the road is clear (always illegal in Britain!) and car pool lanes. The car pool lanes seem to be an excellent idea to me and I can't imagine why we don't yet have them, although we do have priority lanes for buses and taxis in some cities. Overtaking on both sides of the freeway is illegal here, only the outer (right hand) lanes can be used for overtaking.

Minimum age for drivers in the U.K. is 17 years and motorists who have not passed the driving test have to carry a red and white "L" plate affixed to their car (L for Learner!) and must be accompanied by a qualified driver at all times. The MOT driving test is quite severe, and comprises two parts, a written test on traffic rules and regulations, followed by an hour-long practical driving examination

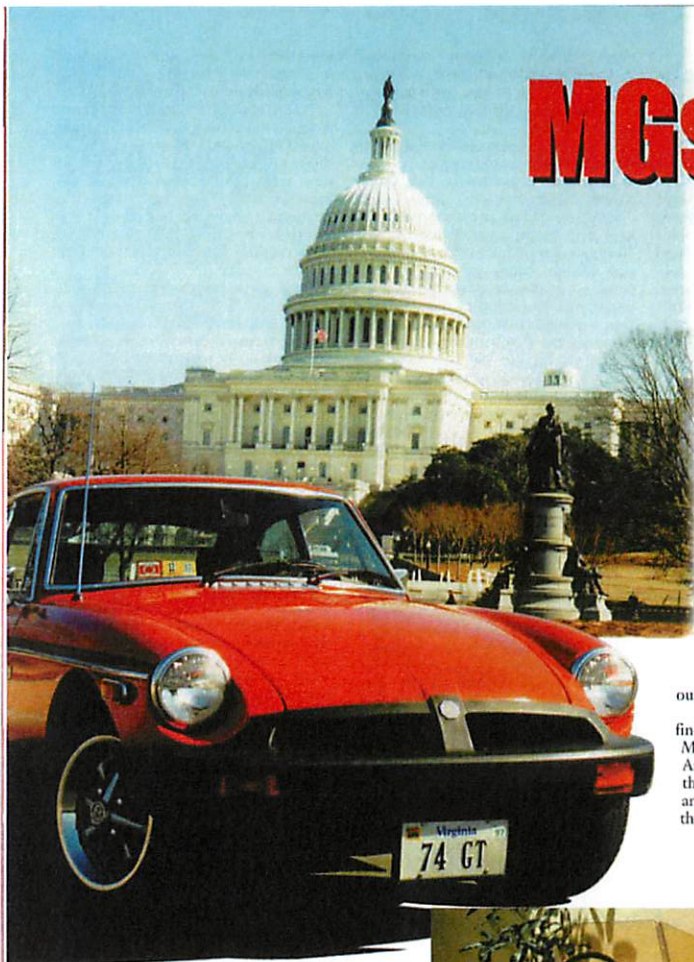


under the supervision of a Government inspector. Only about 35% of candidates pass at the first attempt (I didn't!) but once having passed the test there is no requirement ever to be tested again, providing one doesn't commit some gross driving felony.

Licenses can be withdrawn or suspended, this procedure being based on a series of penalty points incurred for various misdemeanors. One has to avoid getting 12 points on one's license, for the dreaded 12 points means an automatic loss of license for three or six months! Points are commensurate with the severity of the offense committed. Minor



MGs Across America



particular looking for rare archive films and other long-lost gems from the past which could be used to tell this fascinating story.

Visual History

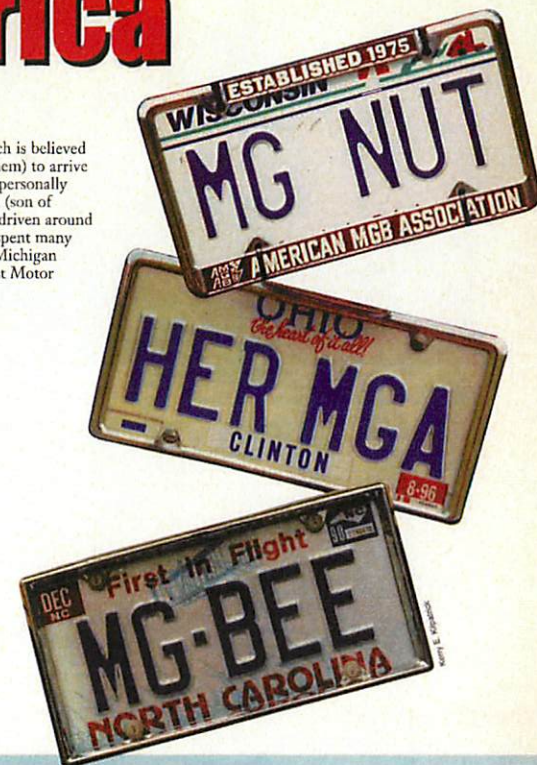
Finally, having driven more than 30,000 miles through desert and mountains to meet many MG owners and spending literally months tracking down a huge amount of fascinating old film footage, we have now edited all the footage together so enthusiasts everywhere can keep this valuable visual history in their own personal archives.

Of course, from the start, it was difficult to know the best way to structure such a program and equally hard to work out the best way to condense all our material into a manageable size.

Pre-war films were very hard to find. Even though a small number of MGs were personally brought into America before the war, most of these owners are no longer around, and in those early days, very few of the cars were filmed.

Edsel Ford

Nonetheless, we did track down the car which is believed to be the very earliest MG (or certainly one of them) to arrive in America. This was a 1929 M-Type which was personally imported into the country in 1930 by Edsel Ford (son of Henry Ford) and caused quite a stir when it was driven around the streets of Detroit in the early 1930s. It then spent many years in the Ford Motor Museum in Dearborn, Michigan before being moved to the highly impressive Gast Motor Museum in Pennsylvania a few years ago.



Alan Jabez

How do you begin to make a documentary movie celebrating 50 plus years of MG in America?

It is not just that the US itself is so large, but that America was such a hugely important market for the sale of MGs from the end of the second World War until the early 1980s. Even though no new cars are currently sold in the US, there are still many MGBs, Midgets and other models being driven on the highways all across the US today.

Once the decision was made to make the movie, I personally spent a huge amount of time researching the history of MG in America and in



Edsel Ford's M-Type at Gast Motor Museum in Pennsylvania

The M-Type is still in exceptional condition today—arguably the best example of an early MG left in the world—and is now parked next to the last MG ever exported to the US, a very late model MGB. Strangely, there are now a lot more pre-war cars in America than the past, but most of these have been brought here in recent years, with many having been fully restored.

Two of the best examples we found were a J2 which was initially made for export to Morocco, but is now owned by Chris Nowlan in Santa Barbara, California. Another highly impressive

Please turn the page



Bob Rich and his modified L1, Colorado Springs, Colorado



Lesler MGA of Gooden/Museum

pre-war car is an 'L1', which was restored by Englishman Bob Rich, who now lives amid the spectacular scenery of the towering Rocky Mountains in Colorado Springs, Colorado. He took five years to transform a virtual rust bucket into a car which is now one of the most stunning and most colorful MGs in America and a prize-winner at almost every show it attends.

Having looked at some of the pre-war history, most of the production concentrates on the hugely successful post-war period for the marque in America. This principally began after many American soldiers returned to the US having seen and driven the new MG TC and other sporty MGs during their tour of duty in Europe. Even though this is now getting on to half a century ago, we were able to find a lot of very good archive material from the late 1940s and '50s.

Rare Archive Films

One excellent film was made by the American Oil Company (AMOCO) in 1957 and featured famous racing driver David Ash taking his new MGA to the 12 hour endurance race at Sebring in Florida. Here, he competed against the fastest production Jaguars, Ferraris and other big name sports cars in an event which was inspired by the Le Mans 24 hour event in France.

We also tracked down some wonderful footage of MGs racing at the famous Mount Washington Hill Climb in New Hampshire in the early 1950s. Here, the amateur drivers speed around the high, tight bends seemingly without a care in the world.

We also found a fascinating old newsreel of MG TDs racing at the Bridgehampton racetrack in Long Island, New York in 1951, along with some wonderful period commentary.



Rob Medynski's M-Type in New Jersey

Watkins Glen

However, arguably the best discovery was finding a very rare black and white film of the very first Watkins Glen Grand Prix which was held in 1948. For anyone not familiar with the Watkins Glen story, this was the first major road race held in America after the war and was established after a young local lawyer with the eloquent name of Cameron Argetsinger had bought himself an MG TC and thought there must be other young enthusiasts with the same desire to drive the car at speed on the open road.

Indeed he was right, and in October 1948, the very first race featured only MG TCs. But if that 1948 film was a wonderful discovery, we were even more pleased to find a film of the 1949 Watkins Glen Grand Prix (shot in color) and also featuring MGs. It was shot by a keen amateur cameraman who seemed to

be precariously perched in a tree alongside the course, but still managed to capture the spirit of the occasion. Most interesting are the shots of the spindly TC race cars speeding around the bends of this quaint little town, with the huge crowds only a matter of feet away from the screeching tires.

We also tracked down a number of drivers from these very early races, including Cameron Argetsinger himself, who still remains a keen race follower. We also interviewed John Fitch, another of the early MG TC drivers who later became one of the most successful drivers of his generation.

We don't have enough space to mention everyone who helped us out, but some people must be included. The Reverend Joe Collins from Indiana deserves a special mention as he still owns the same MG TD he purchased in 1950. He recalls that in those early days, many motorists looked down at him for owning a foreign car, but he ignored the insults and to this day, the car remains his greatest personal possession. ■

To Be Continued...in the Next Issue!

Another LBC X-Word!

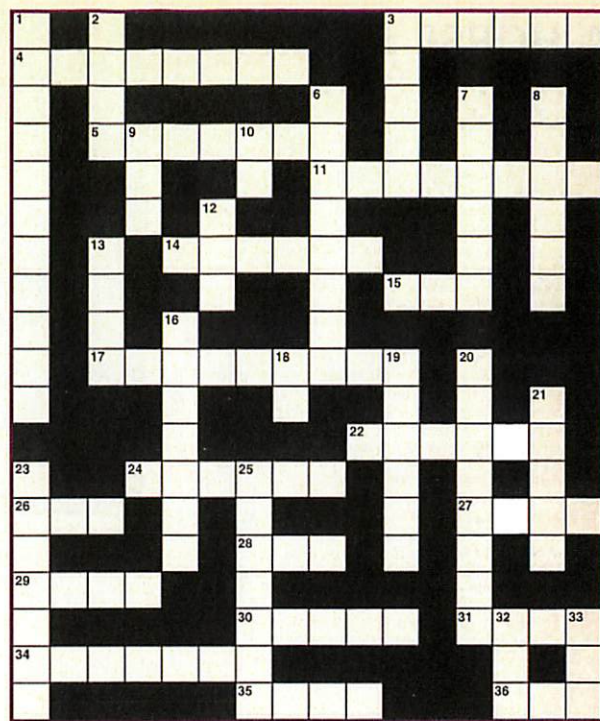
OK, we're going to try again! Despite our efforts to mislead you with our last X-word, reader Aaron J. Bee from Logan, Utah has sent us the following puzzle for your enjoyment. Send your solution to *Moss Motoring Crossword*, 440 Rutherford Street, Goleta, California 93117 to reach us by July 1, 1999. First correct solution picked from our Castrol oil drum will win a \$25 Moss Gift Certificate.

ACROSS

3. Ignition _____
4. _____ Cam
5. Related to Raleigh
11. Check the miles
14. Restorations lose this
15. Petrol
17. EX175
22. Austin
24. Began as Standard Swallow
26. Old cloth
27. To sound
29. Summer necessity in your LBC
2. Helps preserve your future project
30. Stromberg leaking? Check the _____
31. Aluminum on an MGA
34. The worn disc did this
35. A coupling
36. What an MGA weighs

DOWN

1. These fight vibration
2. Old filter material
3. Vacuum
6. Helped form the MG car Club
7. _____ Pin
8. A tube
9. Oh no! It threw a _____
10. What Kimber managed
12. Springs will do this
13. Tap that _____ and we'll be off
16. _____ Regulator
18. First of a line introduced in 1936
19. Well known developer of MG
20. Protects against fire
21. Chairman of SS Cars
23. A true sports car
25. MGB Bodyshell
32. Exhaust gases go _____
33. Why won't it _____? ■



So You Want to Go Racing? (Continued from page 9)

where a street lamp had leapt out in front of me! Fortunately my total ignorance of these things had prevented me from doing much in the way of tuning or preparation, but in your case, there are so many specialists who can advise you on what you need to do to your car, which will fit within both the rules and the budget. You WILL need some sort of rollover cage, decent tires (get the best you can, as they are your only contact with the track), and find out what pressures you need, racing almost always calls for MUCH higher readings. Brakes need as good a set of pads and linings as you can afford, and drums

should be machined to be unpitted and true. I would see that the handbrake works efficiently as there are times that this rarely-used item may save the day. See that the windshield is clean and clear; you might even be allowed to remove it, which is safer and faster. If the event allows racing in the rain, be sure the wiper blades and motor are up to the task. I lost one important race because a light rain caused a smeared blur of insect remains and I really couldn't see well enough to drive as quickly as I wanted to. Your standard three-point, or automatic safety belts won't do, get hold of a full harness with

wide straps and a quick-release buckle. You don't want to be lolling about in the seat, using energy to stay in place when you have more important things to worry about. For your first race, I don't think much else is required, as long as you or your local mechanic has checked over and lubricated steering and suspension points, and changed all the oils and filters. Once you get over the initiation, and the bug gets you—then is the time to worry about second mortgages, divorce settlements and important things like that...! Anyway, have fun, I certainly did, and this foolish enthusiasm led to an idyllic life. ■

A HORSE BY ANY OTHER NAME...

Lloyd Decker

The accompanying MG advertisement was clipped from a San Francisco newspaper in 1965. At the time, my only car was my bought-new 1964 MGB. The ad caught my attention because of the horse depicted with the MGB, and I had the ad posted in my kitchen for several years.

The ad was an attempt by the local San Francisco MG dealer, British Motor Cars, to link the rather decrepit looking, sway-backed horse, a 'mustang', with the popular Ford Mustang, which BMC evidently felt was a threat to MGB sales.

The horse was a well-known 'attraction' in the Bay Area for a number of years. When I first saw it, it resided in an unfenced field to the north of San Francisco in the small community of Tiburon. Anyone enroute to Tiburon's popular waterfront restaurants and watering holes passed the horse, and because of its extreme sway-back, few could pass without taking notice.

Numerous passersby stopped to pet or photograph the horse, as I often did. It was quite old, and I don't recall that I ever actually saw it move. Its field, in the midst of upper-income housing, was unfenced and bounded on three sides by streets. The horse was so well known that local newspapers took note when it eventually joined that great ramada in the sky.

The Ford Mustang was introduced on April 17, 1964 at the New York World's Fair. Now referred to as the 1964½ model, it met instant success. More than 100,000 Mustangs were sold in the first four months of production, while the first 24 months accounted for over 1 million Mustangs. In only two years Ford's Mustang outsold nearly twice the total production of all MGB models (512,243) built over its 18 year life span, from 1963 to 1980.

The basic six-cylinder Mustang was available for a very affordable \$2,368 in 1964, approximately the same price as a new MGB. In addition to seating four adults in comfort, the Mustang also offered a wide range of options, at a price that allowed buyers to upgrade to a powerful V8 engine with handling and performance options. (The cost jumped to over \$3,850 with these options.) The variety of options available greatly enhanced the Mustang's potential market.

MG, on the other hand, because of corporate constraints, was slow to develop a V8, and when it belatedly did offer the extremely appealing MGB V8, it was not available in roadster form, only a GT, and was never made available in the U.S.

My best friend purchased a new 1964 Mustang. Red with black interior, it looked huge when parked beside my Old English White MGB, with its red leather interior. Because of the Mustang's seating capacity we often used it, especially when double dating. I racked up many, many miles in that car, affectionately called "Tang".

British Motor Cars, along with many MG owners, did not consider the Mustang a real sports car. But there is no doubt that sales were made to a public that felt the Mustang was sporty enough. Mustang drivers could claim ownership of a sports car without sacrificing the convenience and comfort of the typical large American vehicle.

Most sports car enthusiasts turn up their nose at the thought of an automatic

transmission in their sports car. Mazda reports that automatics represent only a small fraction of their sales of Miatas.

Automatic transmissions were available as an option on the MGB, but it was so unpopular, it was eventually dropped. Yet during Mustang's first year of production, 49.2 percent were sold with automatic transmissions. The next year, the 1965 Mustangs had automatics on 62.6 percent of the cars sold. The share of floor-shift manual transmissions in the Mustangs continued to decline, and by 1973, over 90% of Mustangs had automatic transmissions. The Mustang offered the illusion of a sports car, but drove more like your father's car.

It is apparent from the ad that British Motor Cars felt that anyone looking for a "real sports car" needed to test drive the MGB. Back in 1965 I agreed with BMC, and now, thirty four years later, I still think we were right. ■

A Mustang chases an aluminum Jaguar!



Once again we raid the archives of the excellent publication Triumph Over Triumph published by Paul Richardson in England. Let's take you back fifty years to 1947!

It was decided as part of the celebrations for the introduction of the Standard Vanguard in 1947 to organize a demonstration of Standard Motor Company products for distributors, suppliers and V.I.P.s at the Banner Lane factory.

The demonstration took the form of a large procession of Vanguards and Ferguson tractors, which filed past Ivy Cottage for the assembled guests to admire. On the day the company promotion went perfectly BUT at the 'dress rehearsal' a few days before the main event, things didn't go quite so well!

A convoy of over two hundred pristine Vanguards and 'Fergies' were lined up three abreast on the service road adjacent to Ivy Cottage in readiness for their parade past the V.I.P. viewing platform.

A platform had been installed for the dignitaries to review the procession with Sir John Black at the front, and a large group of his staff and the organizers of the rehearsal were positioned a few paces behind. This included Ted Martin, the Sales Director and John Warren, the newly appointed assistant. All the press and public relations people were present this auspicious occasion.

When all was ready, the order "start your engines" was given, and Sir John took up his position on the platform with his

entourage behind him all expecting to witness a routine rehearsal. What happened next is best described by John Warren:

"Sir John gave the signal and the vehicles moved off. Midway through the procession, and right in front of us, a loud "thump" was heard and Vanguards and tractors began crashing into each other! The vehicles behind started to brake and swerve in all directions trying, in vain, to avoid the monumental pile-up that was to follow. The sound of shatter-

The Best Made Plans...

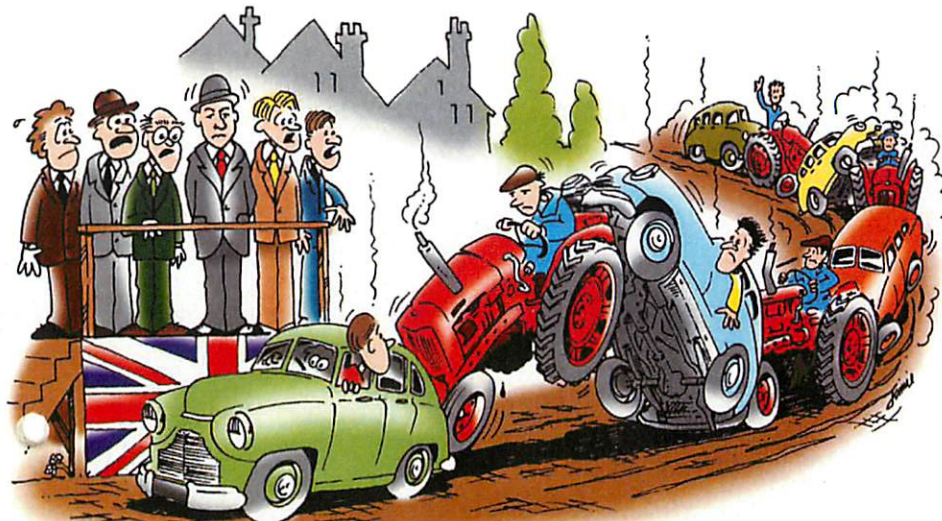
ing glass and crunching metal heralded the arrival of clouds of steam that began to arise from punctured radiators!

As Vanguards and tractors began to pile up in front of him like a scarpayrd delivery, Sir John, still standing to attention, and not moving an inch, surveyed the scene before him and demanded of 'Ed Martin, "What the bloody hell is going on?"

Meanwhile I got a glimpse of Ivor Penrice, the Public Relations Manager, and Jack Croft, the Press Officer rapidly disappearing around a corner of the building. I was too exposed to make a dash for it unnoticed, so I stepped forward and said, "Excuse me Sir John, but do you think three white lines on the road would help the drivers?" Sir John bellowed, "Pugsley!" (B.J. Pugsley was Planning Director for Standard Triumph) and in what seemed like seconds later, men with white paint arrived.

Thus encouraged I said, "All the Vanguards are the same Champagne color and all the Ferguson tractors are gray. Do you feel it would add some color to the parade if we flew a flag on each vehicle depicting all the countries to which we export?" Sir John considered for a moment and approved adding with a note of skepticism, "Got any more bright ideas?" Somewhat over confident by now I replied, "Maybe it would liven up the whole show if the parade was led by our British Legion Pipe Band?" and went on to remark, "besides, I think it was Shakespeare who said, 'Music soothes the breast of man.'"

Sir John's response was explosive, "Never mind about bloody Shakespeare, just make sure that band is here this time tomorrow!" With that, Sir John spun on his heels, called his chauffeur and was driven off in his Bentley leaving behind absolute bedlam and a real shambles to be coped with. ■



Technical Tips

From Our Customers

On the subject of HIF4 carburetor conversions to late MGs, if you cut the insulator blocks in half to clear the brake power booster you will find that you also have to cut two notches in the heat shield to compensate for the movement of the throttle shaft.

The insulator blocks have a thickness of 1 1/8" but rather than cutting them in half (at 1/16") cut them at a thickness of 3/4". By doing so you will not have to notch the heat shield and you'll find there's still plenty of room for low profile air cleaners.

—Neil J. Brennan, Crofton, Maryland

Many MGA owners experience problems with the brakes "binding" especially after a brake system rebuild. The common complaint is that the brakes begin to drag as the car is driven, which in turn creates tremendous heat, and eventually stops the car, possibly damaging your new linings, pads, and discs.

The factory workshop manual (Moss #210-410) gives explicit instructions for setting the master cylinder pushrod, which sometimes cures the problem. However, even with proper "free play" in the pedal, the brakes can still bind up. The problem is that the master cylinder piston is not coming far enough forward to uncover the bleeder orifice that allows the expanded fluid to bleed into the reservoir.

The solution is simple: Add a shim between the master cylinder block and the cover plate! This shim allows the piston to come a little further forward, thus uncovering the bleeder orifice.

I cut my own shim from .020" brass shim stock using the gasket (Moss #180-020) as a template, but allowing a 1" diameter clearance hole for the brake piston. I actually used two #180-020 gaskets, modifying one to include the 1" diameter hole, but leaving the other one as standard.

—Mark Palmer, Lansdale, Pennsylvania

After removing the seats and tracks from my MGB in order to thoroughly clean and re-carpet the floor, I found to my surprise that reinstalling the seats was a real hassle! But I came up with a solution: After unbolting and removing the seats, tracks and shims, take the two rear track bolts and reinstall them back in place in the two rear holes—but from underneath the vehicle!!

The bolts will protrude up through the soundproofing pad, the carpet, shims and track, making it much easier to properly replace the seat tracks.

Unfortunately you cannot do this with the front bolts from underneath due to the crossmember. However, purchase two 4-5" bolts from the hardware store, cut the heads off and hand bolt them into place from inside the car. Once the tracks and seats are in place, remove one bolt at a time, reinstall the proper bolts and fasten them down.

—Low Radcliffe, Long Beach, California

Have you got a great time-saving idea or tool that can help out other British car owners? Send it to us! If we publish your idea in Moss Motoring you'll be eligible for a \$35.00 Moss Motors Gift Certificate!

Send your ideas to Technical Editor, Moss Motoring, 440 Rutherford Street, Goleta, California, 93117 or e-mail us at moss@mossmotors.com!

Can I offer a tip which might be useful to your readers relating to the task of removing and replacing the starter motor on a '67 MGB?

After removing the oil filter, distributor, and loosening the engine mount on the right hand side, I was confronted with the task of taking off the starter. The bottom securing bolt was OK but the top bolt was a real problem.

It is located so close to the starter body that the use of a socket or ring spanner is impossible, leaving the use of an open ended spanner as the only alternative. Unfortunately I discovered the previous owner of the car had a similar problem, and had burred over the bolt head with (apparently) the use of a sloppy-sized open-ended spanner. This made removal of the bolt a lengthy and frustrating job, to say the least!

When I replaced the starter I managed to obtain a replacement bolt which had a round head, but which had an Allen key recess in its head. Make sure you select a bolt that takes a robust key and future problems in this area will be avoided.

—Barry Eisenbauer, Mermaid Beach, Australia

A fairly recent technical tip published in Moss Motoring outlined a procedure for the front spring replacement on an MG. This was a good idea but it doesn't work for a Triumph because of the differences in parts. I'd like to suggest a modified version that works well for a Triumph, specifically for a TR4A but I'm sure it applies to other Triumphs as well.

1. Lift front end of car and place on jackstands.
2. Remove both road wheels. (Springs should always be replaced in pairs.)
3. Loosen the two inner spring pan nuts on their studs until the bottom of the nuts are even with the bottom of their respective studs.
4. Place jack under spring pan so as to barely support the load, paying attention to its positioning, so that the other spring pan bolts can be removed.
5. Remove the bolt from the bottom transion assembly and swing vertical link out of the way.
6. Remove the four remaining outside nuts and bolts from the spring pan.
7. Lower jack.
8. Pry out spring and remove rubber washers.
9. Replace with new spring, and new rubber spring washers, top and bottom.
10. For reassembly, reverse procedure 1 through 6.
11. Repeat on opposite side.

This method I have found safe and requiring no special tools. I have recently replaced springs and shocks, front and rear and can't believe the difference. It feels like a new car!

—J. Clark Jones, M.D., Everett, Washington

The Nut Behind The Wheel

Ron Phillips



In the last issue of Moss Motoring, I introduced the topic of windscreen glass replacement and shared some of my secrets in re-glazing the windscreen frame. This time let's continue with the attachment of the completed frame to your car and the replacement of the windscreen to scuttle seal.

The four-cylinder's folding windscreen frame chrome side pieces attach to the pillar pieces with slotted, cone head shaped, machine screws and must be assembled together before replacing the glass. The frame is recessed slightly to receive these screws and they are truly special as their heads are quite shallow. All of this is to prevent the screw head from contacting the edge of the glass. Contact will lead to cracking, for sure! If you can't salvage yours, it's best to order the right stuff. Normal hardware substitutes stand too proud of the frame and quite possibly will lead to a cracked windscreen. As for the tapped holes in the aluminum pillar posts, they must be cleanly threaded to their complete depth so that the screw can bury itself all the way. If any of these are broken, they must be removed any which way you can, the hole re-tapped, or in extreme cases, the hole relocated. The windscreen frame must exactly match the contour of the pillar and all the holes must line up. If they don't, the screw head risks standing too proud of the frame. And guess what? Yep! More possibility for a crack!

On the roadsters, the glazing rubber and the windscreen form a sandwich that must easily fit into the channel in the frame. On the late model sport convertible cars, a one (or two) piece molded glazing rubber is used instead of individual strips. For all models, however, if the glazing rubber doesn't fit easily and smoothly, then go back and make sure the frame is the right contour and that the frame's channels are open enough to receive this sandwich. They should just be tight enough that you can just push on each frame with just a little effort without distorting the glazing rubber.

If the pressure you are applying to get the windscreen and seal to enter the frame channel is cutting the glazing rubber, the channel is too tight. One additional tip is to tape the glazing rubber to the glass to prevent it moving around on you. Be sure to relieve the corners somewhat on the roadsters by cutting and joining the strips at each corner on a 45 degree angle. The trick is to form that perfect joint after the frame is assembled and the corners pulled in tightly. The sport convertible's glazing rubber corners are already molded to fit.

To aid assembly, it helps to have something that will allow the rubber to slide into the channel. I've used or heard of being used motor oil, window cleaner,

and only then, on the roadsters only, cut off the excess window glazing flush with the chrome edge of the windscreen frame. I use a sharp X-Acto knife. A razor blade will work, too. But be careful to cut only the rubber. Don't press so hard you etch the glass. A scratch can lead to a crack!

How to get that bottom seal into that "T" channel? I use a large blade screwdriver that is not sharp, but is rounded somewhat. I "hook" one side of the "T" into the channel and ease the other side in, a screwdriver blade's worth at a time. Yes, it takes patience and some time to do this. But this is the only reliable way I've been able to do it. I've never had one just "zip" into place no matter what technique I used. If this is your first try at this, then practice with the old seal. If you are careful, you won't mar the chrome as all the pressure is on the rubber. If you are cutting the rubber, then you aren't doing it right, the channel is too small, or your screwdriver is too sharp. Fix the problem and "press on," so to speak! And don't put any slick stuff in the channel. You want that "T" to stay in there! Some of these replacement seals are quite stiff and will spring right out before you can get it all in. At least that's my experience. Wonderful!



mechanics hand cleaner, liquid soap, bar soap, and so on. All of these cause some problems of holding the glazing and windscreen in alignment while feeding the frame over them. It seems to always take more hands than I've got. My favorite slick stuff is liquid window cleaner. Less messy!

After assembly, and after you are happy with the fit of everything, then

In trimming the bottom seal to the car, make sure that where you cut is where it really seals the pillar post to the windscreen and the scuttle. If it's not nuts on, when you drive your car in the rain you will get water into the car from under this seal. I wait and cut this seal on the car as part of the attachment process to make sure it's cut in the right place.

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Pete Rumschlag, Concours Judge, perusing a modified Austin-Healey.

Are We Rallying Yet?

by Susan Scott Thompson
photos by Ed Heinz



Early roadsters basking in the sun at BAOA Regional Rendezvous.

Last spring I cried from sheer terror on this pass. I just wanted to get down off Red Mountain before a great chunk of the melting snow that was dropping on the road in near-MG-sized snowfalls decided it wanted a ride down with us. Ed wanted to take more pictures, I wanted to put the hood up!

In October we are on that same pass on our way to the British Automobile Owners Association Rio Grande Regional Rendezvous, to be held in Durango, Colorado this year. The day is bright and clear, the passage easy. Put the top up? What kind of delusion was that last spring? And now, here on Red Mountain, that clinical word, *delusion!* This, on top of the suggestion I read recently that we buy British cars out of *co-dependence*, because they need so much from us!

No, not clinical, not up here. Those words go with my psychotherapy practice, with *work!* But here, on Red Mountain, the words were catching up with me—words like *co-dependent*, *delusional*, were sticking in my head like a bad seventies song. Faces of my car-loving friends passed in front of me (was I simply in denial that I was on Red Mountain yet again?) along with words like *obsessive compulsive*, *separation anxiety* (a winter disorder, tarp related), and *simple phobia* (a Red Mountain syndrome). I dared not go on!

Better to diagnose the cars. I thought of British cars I had known and loved, and terms came to me such as that rare but literary favorite *multiple personality disorder*, and close on its tires, *elective mutism*, *intermittent explosive disorder* winding up with *pyromania*. Yeww! Time to change the Prosoil. Better yet, to look at all that work talk, as well as Red Mountain, through the rearview mirror. I bought Buttercup, my 1979 MG Midget, to get away in, to have fun, to get out in the fresh air, away from the office.

But everybody who has a British car has some such story. That's the beauty of it. Beauty—I think that word is at the root of many British car acquisitions. We take a car with classic lines and bring it to its best. We love looking at it, bringing this object of beauty to its apex, and then maintaining it for one great drive after another. I don't think that motivation is listed in the *Diagnostic Manual of Mental Disorders*.

Still, on Sunday, we will see an Austin-Healey in a parking lot near the car show. Many people will walk slowly around it, such as Barbara Buchanan, who drove from Santa Fe to this event in the MG she normally races. The Austin-Healey belongs to Jeff Yoder, but Barbara says she has one very similar—"finished" now. The Austin-Healey she circles is the quintessential 'before' car, the one that challenges our imagination. Rescuing behavior, perhaps, but I like to think of it as simply our human penchant for hope.

The coppery slope of Red Mountain is behind us now, and we are speeding up the flat place before Silverton, before Molas and the Coal Bank Passes. Soon we will be in Durango, ready to rally the following morning. Three years ago, Ed and I did our first rally with the BAOA. We did everything wrong two people could possibly do in a rally. This time we will know more!

On Saturday morning, we chose the easier rally again, not the traditional one, which would require Buttercup to have an accurate odometer, still not one of her features. That first year I also remember the awarding of the rally trophies at the banquet and the couple who announced upon winning, "...and we're still married," their wry look and tone of amazement.

Some carefully edited dialogue from our rally, three years ago:

"Isn't it my turn to drive?"

"I think I forgot to fill the tank."

"Forget the landmarks—this is a timed event."

"Go back! We have to find that sign!"

"This can't be the right road."

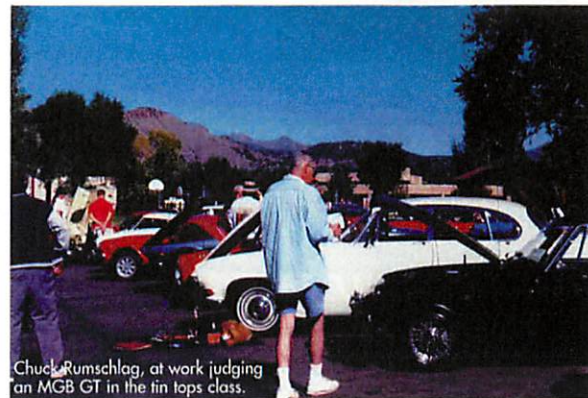
"You call this a road?"

Then the careening to the finish line from the wrong direction (how did we do that?) an hour and fifty minutes late!

I wish I could say that three more years of driving, tinkering with the MG, not to mention marriage, would have made this year's rally a breeze. At the last minute we did remember to gas up before the starting line. We took fewer wrong turns, kept a steady speed, finishing only about twenty minutes late, instead of two hours, our final score respectable, but not triumphant, by any stretch of the imagination. More remarkable, somewhere along that ravishing route southeast of Durango, the sky above the open car was such an enormous clear blue, I didn't care if we did it right or not. I was enjoying the ride!



Immaculate TR6 of Bruce Cooper from Oklahoma, who won the Rally, a Concours Award, and the Long Distance Award, heads up his class.



Chuck Rumschlag, at work judging an MG GT in the tin tops class.

Barbara Buchanan is reminded of her own "finished" Austin-Healey, as she circles Jeff Yoder's car in a parking lot near the car show—the quintessential "before" car.

At the car show on Sunday morning, in addition to the People's Choice Awards, a judged competition featured judges such as the world-renowned restorers Chuck and Pete Rumschlag of The Color Works. When Pete came to look at Buttercup, I mentioned to Ed that maybe we should button down the tonneau so she would look her best. He hurried to snap it down, but someone had forgotten to set the emergency brake. Pete was down by the front tire, looking under the car as it rolled slightly backwards with Ed's vigorous pressure on the snaps.

"I don't think running over the judge is a good idea," I whispered. Pete just stood up and moved on.

"I was just trying to make a good impression," Ed said. I bit my tongue.

So on to the awards and Buttercup did get a People's Choice trophy in her class—her first trophy ever! Then came the rally awards, and I smiled to myself recalling the couple who won three years ago, those words made famous by Garrison Keillor's book, and dear to many ralliers, "We are still married."

Maybe I should start a whole new school of marital therapy, requiring couples to rally together before they head down the aisle. I'll call it, let's see, *Rally Encounter*. If they're both still in the car at the finish line and...No, wait a minute! This is supposed to be about having fun. Owning a British sports car must not be scrutinized under too bright a light. Save that light for putting under the engine in winter so it will start. Are we rallying yet? ■

Through The Windscreen

Ken Smith



Recently me and the missus drove our 1962 MGB out to Phoenix from Santa Barbara. (I say 1962 even though technically it is known as a '63 to the DMV. However, as it was built 37 years ago on April 18, 1962, that's what it is, a '62!!)

We battled our way 'round the eternal freeway zoo known as Los Angeles. As we hummed along through the Coachella Valley and up to Chiriaco Summit I suddenly realized that it's a good job the MGB is frugal on gas and that we'd filled up before setting out. Virtually all the gas stations between Indio and the California State Line had been closed down because they had failed to meet the rectification requirement date of January 1 to have their tanks inspected and replaced where necessary!

Pity the poor motorist who didn't know this fact of life! No gas for the next ninety miles! You know, in the "good old days" there was a gas station on virtually every corner.

After a very enjoyable time at the Phoenix All British Car Day held in beautiful Downtown Heritage Square we started to wend our way back to Goleta. Near Palm Springs it started to rain and because, being in the MGB, I didn't wish to battle with the eighteen-wheelers around the Los Angeles basin freeways in the pouring rain, I decided to take an alternative route northwards on I-15 and across Apple Valley to Lancaster and Palmdale.

What happened next was almost unbelievable! We climbed the Cajon Pass and turned off at Devore when a sign appeared through the windscreen of the MGB—CHAINS REQUIRED BEYOND THIS POINT! "They've got to be kidding," said my 'nagavator'. But they weren't and snow started to come down even heavily. Now bear in mind this is California and this car had probably never seen snow before! Culture shock in excess!

I kept the MGB in third gear to avoid spinning the wheels as we climbed up past the Wrightwood Ski Area. Making our way gingerly around a jack-knifed trailer truck, we crested the summit where the visibility was now about 50 yards. We were in a cloud, it was still snowing hard and the usual inefficiency of an MGB heater was well in evidence. We were freezing, but our little British car ran strongly—wipers as usual, moving once a fortnight. Eventually we came down off the high plateau by Edwards Air Force Base and back into the valley heading for home! An

adventure in the San Bernadino Mountains comparable to the last time I drove in snow some 16 years ago in England! For once I was able to identify a little with our readers back East who call and give me horror snow stories from time to time!

MOSS MOTORS CLUB SUPPORT

Now a word on this important aspect of our operation. First, if you advise us of an event by e-mail which you wish to be included in *Moss Motoring*, you MUST include a contact telephone number for the event organizer. Also we CANNOT entertain requests for club support or solicitations for raffle prizes via e-mail. We MUST be notified in writing of the request, *three months in advance* of the event date, and on request, we'll send you the appropriate form to complete and apply for club support. All clubs on our database received club support documentation on January 1, 1999.

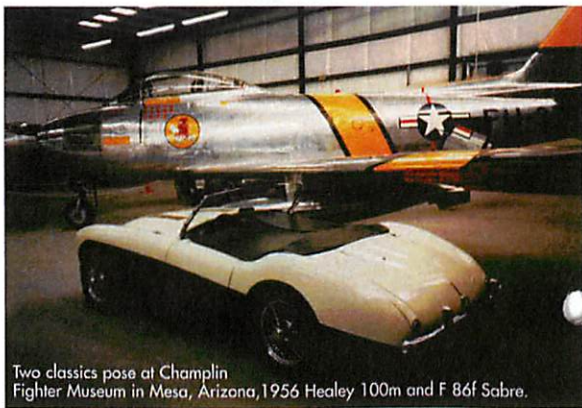
Going back to e-mail, we regret that we also cannot accept 'classic-fied' advertisements in this format. We need a description of the car for sale, in writing, accompanied by the appropriate payment. E-mail is useful but just doesn't work for everything!

GET OUT AND GO!

John Sprinzel's article on going racing in this issue reminded me that at our recent, very successful, Moss British Extravaganza at Buttonwillow Raceway Park many enthusiasts who had never driven on a real racetrack before, were able to take their cars out for a 20 minute session on this exciting course. In Europe it is possible, at one time or another, to drive most of the major race circuits including Formula One tracks, but here in the U.S. the opportunity to get out there and see what it's really like seems to me to be limited.

I have personally experienced many race circuits in Europe. For example, I can recall hurtling 'round the old Nurburgring course with Gerry Brown in a competition TD, with German public waiting for us to fall off negotiating Karrussell on our way to fastest time of the day! I drove at Spa where part of the circuit is a main road during the week, school buses and all! Silverstone and Brands Hatch in England are in regular club use, not just for the racing guys, but also for the lad who wants to bumble around in his 'B during an event.

Apart from Grattan Raceway and the aforementioned Buttonwillow track, are there any other U.S. race tracks which allow enthusiasts to get out in their own cars for a spin around without going through all the racing formalities? Let me know if you find any! ■



Two classics pose at Champlin Fighter Museum in Mesa, Arizona, 1956 Healey 100m and F 86f Sabre.

British motoring events

July, 1999 (Continued from page 2)

- 7-10 "MG '99" NAMGBR Convention, Vancouver, BC, (604)988-2497
- 10 British Car Run, London to Brighton, IN, (317)227-7555
- 11 British Car Show, Cincinnati, OH, (513)856-7775,
- 11 Mad Dogs & Englishmen, Hickory Corners, MI, (616)344-5555
- 13 British Car Show, Toronto, Canada, (416)450-3908
- 15-19 GoF Central, St. Louis, MO, (314)344-9332
- 16-18 Washington All British Meet, Redmond, WA, (425)644-7874
- 17 British Car Show, Pittsburgh, PA, (724)929-8187.
- 18 British Car Day, Brookline, MA, (617)522-6547
- 25 British Car Show, Lavallette, NJ, (732)505-0778
- 28-Aug 1 Vintage Triumph Convention, Portland, ME, (603)471-0650
- 31 British Car Day, Cleveland, OH, (614)899-2394

August, 1999

- 2-6 GoF West, Whistler, BC, Canada, (604)253-4145
- 3-5 Minis in the Mountains, Colorado Springs, CO, (303)797-7116
- 6-8 All Triumph Drive-In, Wenatchee, WA, (206)325-8554
- 6-8 BMCNE British Car Annual Festival, Wachusett, MA, (401)539-2879
- 7 British Car Day, Dayton, OH, (937)293-2819
- 9-13 Austin-Healey West Coast Meet, San Diego, CA, (619)278-0414
- 14 Heritage Concours, Vancouver, BC, Canada, (604)466-5557
- 19-22 Club MGT Rendezvous, Florence, OR, (503)659-3517
- 20-21 UML Summer Party, Grand Rapids, MI, (616) 682-0800
- 21-22 Heartland British Autofest, Davenport, IA, (309)797-2043
- 26 Vintage Vroom, Uptown Shelby, NC, (704)484-3100
- 7-29 MG Drivers Gathering, Hancok, MA, (908)713-6251
- 29 Taste of Britain Car Show, Lancaster, PA, (717)292-0579

September, 1999

- 3-5 All British Show, Kansas City, MO, (913)248-9197
- 3-5 Portland All British Field Meet, Portland, OR, (503)504-2236
- 11 BMCA Summerset Show, Little Rock, AR, (501)219-1080
- 12 British Car Festival, Des Plaines, IL, (630)773-4806
- 12 Battle of the Brits, Sterling Heights, MI, (810)979-4875
- 16-19 Southeastern Fall GoF, Hiawasse, FL, (770)457-4561,
- 18 British Car Day on the River, Evansville, IN, (812)683-2003
- 18 Fallfest, Moss Motors, NJ, (800)431-2496
- 19 Colorado English Conclave, Arvada, CO, (303)755-1399
- 19 English Affair in the Park, Victoria, BC, (250)474-3956
- 23-26 Gathering of The Faithful, Alexandria Bay, NY, (704)544-1253
- 24-26 Indy British Motor Days, Indianapolis, IN, (317)227-7555
- 25 MGs On The Rocks, Bel Air, MD, (410)817-6862
- 25 British Car Day, Montgomery, AL, (334)244-6671
- 25-26 British Car Days, Santa Fe, NM, (505)345-4207
- 26 British Car Show, Lincoln, NE, (402)435-4905
- 26 British Car Day, Austin, TX, (512)250-9498
- 27-Oct 1 Int'l Jaguar Festival, Colorado Springs, CO, (336)294-3436
- 30-Oct 3 Fall Carlisle Swap Meet, Carlisle, PA, (717)243-7855
- 30-Oct 3 Triumph '99, San Ramon, CA, (510)656-3607

October, 1999

- 2 MGs at Mercer, Doylestown, PA, (610)446-2073
- 3 British Car Day, San Diego, CA, (760)746-9028
- 1-3 Annual Fall British Car Festival, Waynesboro, VA, (540)943-1236
- 9 Triangle British Car Show, Louisburg/Raleigh, NC, (919)286-3109
- 7-9 British Car Meet, Memphis, TN, (901)795-0688
- 10 American MGB Convention, Van Nuys, CA, (800)723-MGMG
- 16 All British Meet, Tampa, FL, (813)752-0186
- 16-17 'Ball Stacks Rally, Northern, KY, (513)321-9652
- 23 Brits at Renaissance Faire, Florence, AL, (256)766-9889 ■



MOSS MOTORS MILLENNIUM PHOTO CONTEST!!

Yes, we know judging is still three months away, but we thought we'd give you an early reminder about our terrific 1999 Moss Motors Annual Photo Contest in which appropriately we will offer TWO THOUSAND DOLLARS worth of prizes and gift certificates leading up to the year 2000!

The usual categories will apply—"This Sporting Life", "Kids and Canines", and "Humor". However, the main category will be entitled "The Spirit of the Millennium" which should depict a British classic in a theme related to the end of the century.

Full details and all the rules will be published in the Fall issue of *Moss Motoring*, but in the meantime we urge you to get those cameras out, go get film, and get ready to send your entries to us.

By the way, we might remind you that we pay well for suitable cover shots for your favorite British motoring publication, so remember you can turn your camera on its side, the film will not fall out! Who knows, it could be 'show and tell' time at the office one day? ■

British Sports Car Mart

We Now Accept Credit Cards for Payment!

We request a \$10.00 service fee for each vehicle advertised, for an additional \$25 we will feature a color photograph of your car. British cars only, no parts, no replicas or exporters, and no dealers please! Text is to be 30 words or less and it helps sell the car if an asking price is quoted. If using a credit card for payment, be sure to include your credit card number and expiration date. Closing date for the next issue is July 1, 1999. Please send your ad, photo and remittance to: Moss Motoring Classic-Fied Ads, 440 Rutherford Street, Goleta, California 93117. We cannot accept ads via e-mail. Please label photographs with name, address and telephone number. Sorry, photographs cannot be returned.

MG



1954 MG TF. Cream w/Red interior. Matching numbers. 1000 miles since frame-off restoration with original or NOS parts. Photos and appraisers restoration report available. \$16,000 (843) 881-4625. SC



1976 MG Midget. Always garaged and covered western car with only 15k original miles. Weber carb, Mallory ignition. Performance exhaust. Original condition. A real joy to own and drive! \$6500 (949) 454-8555. CA (South)



1962 MGA 1600 MkII Roadster. Gray w/Red interior. 1600 engine, fully restored, new wires, all new electrics, new top and tonneau. Less than 2k miles since rebuild. \$11,500 (606) 269-0522, KY.



1951 MG TD. Old English white w/new top, side curtains and tires. Restored 17k miles ago with upgraded engine. Wood dash. exceptional; Not pampered-daily driver!. (817)473-3425. TX

1976 MGB Roadster. No rust-many new parts. New battery. Newer top. Very restorable \$1600 firm. (501) 969-2053. AR.
1971 MGB GT Non-runner (wiring?) Very good body. 35k on engine. New tires on steel wheels plus wire wheels. Many new parts. \$1800 (828) 584-7310. NC.
1951 MG TD. Black w/Biscuit top and interior, side curtains and tonneau cover. Frame-off restoration. All documentation available. A consecutive trophy winner in showroom condition! \$23,500 obo. (203) 266-5069. CT.
1980 MGB Roadster. Red, new paint, recent top, clutch. Front end tube shocks. Weber carb with headers. \$5900 (508) 753-3563. MA



1959 MGA Twin-Cam. One of only 2111 made. British Racing Green, Tan leather interior from Moss. 800 miles since being restored Some are advertised at \$40k. Mine is priced at \$17,995. (308) 382-1890. NE



1962 MGA MkII Original owner, 121k miles. Excellent condition with rebuilt four wheel disc brakes. Overhauled SU carbs and new battery. Several engine street modifications. Always garaged. \$15,000. (3030) 756-1089 CO or e-mail rbt-fiber@yahoo.com.



1960 MGA Roadster. Same owner since 1977. Runs and drives just great! Always garaged and well maintained. Includes factory aluminum hardtop and misc. extras. \$10,500. (206) 763-8496 (days) (206) 323-2034 (eves) WA.



1952 MG TD. Imron painted Lt. Green body/Dark green fenders. New tan top, new green leather interior. All chrome redone or replaced. Zero time on rebuilt engine & running gear with all electrical units replaced. Restored 1991 and stored since then Price reduced to \$18,500 obo. Call to inspect. (714) 968-2094.



1951 MG TD. Excellent condition-you'll feel special when you drive it! \$14,000. Call for details. (802) 253-9963. VT (Stowe)

1960 MGA Roadster. White with new Black interior. Burl wood dash, wire wheels, new top. Excellent condition, beautiful driver which runs great. Located in Bucks county. \$11,500. (215) 752-0482. PA



1974 MGB Roadster and 1967 MGB GT. Rare matching cars in Aconite. Both redone throughout with new grilles, bumpers and air dams to look identical from head-on. Now classic collectibles as seen in Automobile magazine, 9/98. Complete photo history of restorations carried out available. \$18,000 for both cars. (619)-696-7496. CA.

1967 MGB Roadster. BRG. New paint, top and upholstery. Good engine but uses some oil. Needs tires. \$3250 (760) 325-2872
1963 MGB Roadster. Red w/Black int. Recent restoration. Wire/w. New top tonneau and windshield. Lower engine, carbs and trans rebuilt. Monza exhaust, new tires, RVs very strong. \$8000 (860) 233-5387. CT



1971 MGB GT Red w/Black int. Chrome bumpers. Garaged & only driven occasionally. Very good condition \$4000. May consider trade. (717) 733-3231. PA.

1970 MGB Roadster. BRG. Very good condition. Needs new top & tires. \$3650 (760) 325-2872. CA



1949 MG YT Tourer. Very rare only 877 produced. Restored 15 years and in good condition. All original. \$24,500. Fort Smith. AR. (800) 636-7680 (day) (501) 646-6418 (eves)



1970 MGB GT. BRG, Wire wheels, overdrive, chrome bumpers, new clutch. Over all in good condition. Triumph enthusiast fell into bad company and acquired an MG! \$3000 (318) 396-5004. LA.



1930 MG M-Type. Primrose w/Black int. Oxford built. Runs and drives well with correct 847cc engine. 4-speed, mechanical brakes, rear mounted spare. New crown wheel & pinion. Fold flat windscreen, plus spares. \$10,500 (619) 278-5359. CA (South)



1958 MGA 1500 Roadster. Glacier Blue. Only 1000 miles on frame-off restoration. New Mexico car with photo documentation and video available. Appraised @ \$16,500-asking \$14,500. (505) 822-1990. NM.



1969 MGC GT Yellow w/Black int. 6 cylinders 2912cc engine. 4 speed transmission w/Overdrive. Painted wire wheels with new Dunlop tires. 41,000 original miles by original owners. All round excellent condition \$9500. (201) 863-6842. NJ.

1975 MG Midget. 47k original miles, Excellent condition, many new parts, no rust, extras. Must sell \$4200 or best offer. (716)873-5339. NY



1966 MGB Roadster. Beautiful frame-off restoration. Carefully set up for autocross but very streetable. Estate sale. Asking less than half the investment in this never rusty or damaged car. \$7500. (707) 884-9610 or (209) 556-0135. CA (Central)

1954 MG TF BRG/Tan. Wire wheels & leather interior-rebuilt engine, transmission, brakes, shocks, fuel pump. 1200 miles since 1980 restoration-needs some cosmetics. \$13,000 (727)521-9350. e-mail tomaras@ij.net

1964 MGB Roadster. Red w/Black leather int. Correct o/drive and bonnet. Nardi wheel. 18V engine with spare 3-main block. Available mid-July. \$6500 (541) 482-1671. OR



1953 MG TD. Yellow w/Tan top curtains and interior. Wire wheels, rear luggage rack. Garaged, well cared for, car with same owner since 1977. \$14,200 Call or fax (208) 726-4098. ID.



1980 MGB Roadster. 13K orig. miles. Pristine, original condition. Gold/Blk. This one got away. Always garaged and covered. Lovingly cared for and driven by adult. This is a true classic that is show worthy. \$11,900 obo. (703)243-1039, VA

1951 MG TD MkII. Red w/Tan int. Completely restored, garaged and in fine condition. New battery, brake system, carbs rebuilt, Drive it home. Southern California car. \$17,500. (714) 637-3580. CA (South).

1954 MG TF. Green. Show winner, immaculate. Ready to go. Not cheap but let's talk. (334)928-5366

1980 MGB Roadster. Original Chocolate Brown paint w/Tan Black int. 51k miles. Some upgrades. New top & carpet. Excellent condition inside & out. Priced for quick sale. \$5995. (909)624-0624. CA.

1979 MGB Roadster. British Racing Green. Black rubber bumpers. Wire wheels, luggage rack. New top and many new parts. Runs well-clean & straight. \$4000 (760) 247-6571. CA (South)

1979 MG Midget. Original Blue. 60k miles. No rust or body damage. Rebuilt engine, carb, clutch, brakes. All electricals and instruments good. Top, battery & tires new. \$2850 (303) 438-1050. CO.

TRIUMPH



1964 Triumph TR4. Red w/Black interior. Excellent body, paint and engine. New top, tonneau, wire wheels, tires & seats. \$10k invested in last five years, rarely driven, runs strong, garage kept. A great buy at \$8500. (410) 549-1867. MD.

1968 Triumph TR250. Repainted original Midnight Blue with front stripe. Strong rebuilt engine. Free-flow dual exhaust Overdrive, roll bar, wire wheels, re-manufactured frame. Everything works on this beautiful car. Very rare \$9000. (419) 353-1801. OH



1957 Triumph TR3. TS 14826L. White w/Red interior. Everything rebuilt 48k original miles. Hard & soft tops, jump seat and much more. Call for info. \$12,500 (562)596-0493 CA (South)



1971 Triumph Stag. V8, 4-speed, overdrive. Super clean original condition. 3 Tops, runs cool. California car since new. All owners manuals, tools and many spare parts. \$7800 (559) 227-8973. CA (North).



1967 Triumph TR4A. 48k original miles. Solid rear axle model. SU carbs, wire wheels. Excellent body, paint, new top, leather seats, teak dashboard. Ready to get in and drive anywhere. CA title. (541)592-2518 OR

1971 Triumph Spitfire. Very original car inc. green paint, third owner. New top, dash cover, brakes and tires. California car, no rust or leaks. Runs well but son lost interest! \$1500. (925) 754-9687



1979 Triumph Spitfire. Frame off restoration completed March 99. Have all receipts. Trophy winner modeled after a 1972 Triumph press advertisement. Lots of extras. \$3900 (623) 815-7789. AZ



1971 Triumph Stag. The finest on the West Coast. For sale by original owner. Winner of 14 trophies including Santa Barbara Concours D'Elegance. Flawless condition throughout. Asking \$19,710 obo (805) 569-0553. CA (Central)



1961 Triumph TR3A. 46k original miles. TR4 full-synchro gearbox. Weber carbs. Garaged and driven on weekends. Hence excellent condition \$9500 (805) 494-1527 CA (South)



1959 Triumph TR3A. New upholstery, carpets, tires, brakes, side curtains and top. Engine in good condition and car runs well. Very clean Southern California car \$9500 (562) 420-2680. CA (South)

AUSTIN-HEALEY



1957 Austin-Healey 100-6. Complete restoration inc. engine, transmission, upholstery, top, front end, new wiring and chrome wheels. S/S exhaust system. 6k miles since restoration-46k miles in total. \$17,500. (864) 288-6214. SC.

1960 Austin-Healey Sprite. Cream & Red. 1275 cc. New rib-case trans. Disc brakes, new upholstery, padded roll bar. Front hinged bonnet, Hard & soft tops. Walnut dash. \$9500. (831) 7412. CA. (North)

JAGUAR

1974 Jaguar XKE V12 Roadster. Regency Red w/Tan int. New tan top, tonneau, tires and Woodheads. A/C Auto. One of the best! Not restored but original with 42k miles. \$37,900 (817) 473-3425. TX.

OTHER BRITISH



1968 Morgan +4 Roadster. Green, black wings and leather. 60k miles. Not rebuilt but looked after. Recent paint, tires, generator. Many new parts, Strong runner and everything works! Asking \$25,000. (414) 272-3657. WI

1973 Jensen-Healey Roadster. Custom red paint w/Black interior 46k miles on rebuilt Lotus engine. 4 speed. Monza exhaust. Sway bar, top and tonneau. Extras. Excellent condition! \$6500 (909) 596-3959. CA.



1967 Rover 3 Liter Saloon MkII. 6 cylinder, 3-speed, overdrive, 116k miles. 8k miles on rebuilt engine. All tools, shop; and owners manuals. Same owner last 26 years. Reliable touring saloon. \$4300 (559) 227-8973. CA (North)

53 Singer 4 AD. Project car-not fast. Hillman drive train. Not running. Car is in Scottsdale AZ. \$1500 obo. (602) 905-1898. AZ

The Nut Behind the Wheel (Continued from Page 23)

Now that the windshield and all the pillar post hardware are assembled, it's time to put the assembly on the car. Here, it is especially important that the windshield assembly fit the scuttle just exactly. For all three types of windshields, the parts lists call for "packing" pieces, basically just strips of aluminum, shim-like stock, that are used to take up minor differences in the bodies and make sure there is no tension introduced to the windshield assembly. If you draw in the bottom of the pillar posts, it will tend to pull the top apart leading to separating of the components on top and compression of those on the bottom. If one side is too far forward, you risk twisting the assembly. Twisting and separating can lead to cracking. The objective is to place no strain in any direction on the windshield when attached to the car. On the late model cars, the vent window frames can be used as an alignment guide provided they, too, haven't been removed for restoration. On the earlier cars, side-curtains can be used to some extent if they fit the old windshield. But be

careful if you have never used them as they are adjustable, may have come loose, or never fit properly in the first place, and so aren't worth a darn as a guide. More importantly, the hood (as in convertible top) can also be used to check for alignment and that the windshield does, indeed, fit!

A last thought. If your hood has shrunk with age, it may not fit the windshield in any case. I've known several owners who hadn't had their tops up in years, had replaced a windshield, and in cold weather did manage to get the top to clamp closed only to come out the next morning and find a cracked windshield. Too much tension! Don't let your passenger use the top of your roadster windshield as a grab handle. Have them use the grab handle on the dash. That's why it's there! I hope this helps you to get this important component installed correctly the first time whether you have a glass shop do it or you do it yourself. It's not real fun experiencing the dreaded "crack of doom" after spending many hours reglazing your windshield. ■

Oh, The Joys of This Motoring Game, Ratty!

(Continued from Page 15)

offenses such as defective lights or speeding, only usually incur two or three points whereas dangerous driving can incur up to nine points! Conviction for driving under the influence of drink or drugs is outside the points system and results in automatic disqualification for at least a year! Once you hit the 12 points target, you lose your license, the points are wiped out and you start again with a clean sheet (and take a new test and pay higher insurance premiums!). Needless to say being booked for an offense, carries not only a points penalty but also a substantial monetary fine, so the poor politicians don't suffer...

One other major difference I've noted between our respective countries is that, on the whole, the American driver is noticeably more considerate than the European one. In Europe, driving is viewed as something of a competition a lot of the time. The 'laid back' style is rarely seen, 'cut & thrust' might be a better phrase to describe British urban and Motorway driving. France is even more frenetic, while Italian city driving defies belief! In Germany there is still no overall speed limit and on the autobahn one is overtaken by a constant stream of

large German saloons traveling between 100 and 140 mph. By and large, the driving is pretty safe, but when they do have accidents, my goodness, they tend to be big ones! European drivers tend to be sharper and more alert, but then they have to be—traffic densities tend to be higher and speeds certainly are. In conclusion I am given to understand that the overall accident rate is much the same in Britain as in the U.S.A., but the driving styles certainly differ. Perhaps this can best be summed up by re-telling an old British joke. Question: What is the definition of a split second? Answer: The time between the lights turning green and the fellow behind you blowing his horn! ■

REMEMBER

The Closing Date for ads in the next issue of Moss Motoring is July 1, 1999

Feeling Lucky?



Why play a game of chance? At Moss Motors you can always get help to find the right part, at the right price. Plus all your purchases are covered by Moss' money back guarantee. What else would you expect from the company with the world's largest, most

extensive inventory of British car spares? How about free catalogs, 7 days a week ordering and same day shipping? So when you need that elusive British car part, call Moss and leave the dirty hands for working on your classic...

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MARKETPLACE



British Avon Turbospeed Radial Tires & Wire Wheels

These classic British Avon Turbospeed radial tires were recently imported from England as an internal Moss development exercise but not used. These are brand new, mounted on brand new Dunlop chrome 60 spoke wire wheels and are fully balanced. The tires are 165mm wide on either 14 or 15 inch rims. They have the correct height to width ratio to properly fill out your wheel arches. The tread design is a classic from the early 1970's. Unfortunately, only one set of 4 of each size is available. The 14" set is appropriate for MGs, while the 15" set fits MGAs, Big Healeys and Triumph TR2-TR3. Filled with genuine English air.

111-118 14" Wheel & Tire Set \$1295.00
111-128 15" Wheel & Tire Set \$1395.00

TC-TD Heavy-Duty Radiator and Thermostat

Our TC-TD radiators and thermostats are guaranteed to delight the purist as well as the hard driving performance enthusiast. Our triple row radiator cores are very significantly more efficient than two row originals. Our original style cast iron thermostats incorporate the by-pass cutoff feature which was never duplicated in any of the previous aluminum bodied reproductions. Cure your chronic overheating problems with these quality products.

980 Radiator Assy. \$419.95
168 Thermostat Assy. \$82.45

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MGA Crankshaft

MGA crankshafts are prone to cracking and breakage. You should always have original cranks crack tested during the course of a rebuild. These brand new forged steel cranks are a sure fire cure to the crack of doom that will sooner or later do in your original crank!

Fits 1500 and 1600.
451-520 Crankshaft \$595.00

TD-TF 4.55:1 Ring & Pinion

4.55:1 ratio ring & pinions offer the perfect compromise between effort-less highway cruising and the pulling power required to get the best performance out of windey and hilly terrain. These factory gear sets use original TD-TF pinion flanges but heavier duty MGA type pinion bearings and spacers. The installation requires good general mechanical skills and the full procedure is carefully outlined in Cari Cedarstands excellent conversion manual which is sold separately.

267-185 Ring & Pinion Gear Set \$249.95
212-350 Ring & Pinion Manual \$14.50

New Badges!

These unique sports car badges are brand new to the Moss line up! Choose the bright British Racing & Sports Car Club badge or show your traditional colors with the Queen Elizabeth badge. Both feature heavy chrome backing.

408-376 Queen Elizabeth Badge \$39.95
408-379 BR & SCC Badge \$39.95



MGA Under Dash Heat/Sound Insulation Pad Set

Excellent heat and sound deadening pads are simple to fit during the course of a complete restoration but are time consuming to install on a complete car. These were factory fitted to some MGA coupes.

241-980 Pad Set \$46.95

Oil Pressure/Water Temp. Gauges

This selection of brand new gauges incorporate authentic style faces.

360-070 MG TC-TD \$298.50
021-555 Austin-Healey 100-4 \$298.50
021-558 Austin-Healey BN4 to 68955, and BN6 to 2029 \$298.50
021-561 Austin-Healey BN4, BN6 from 2030, BN7 BT7, BJ7 \$298.50

Austin-Healey High Performance Oil Pumps

High performance precision oil pumps by Dennis Welch insure maximum pressure & reliability.

100-4 \$36-025
\$329.95
100-6 & 3000 Gear Type \$229.00
100-6 & 3000 Vane Type \$299.95

MGA & MGB Vernier Cam Gear Timing Kit

This clever and affordable kit allows for fine tuning of camshaft timing without the weight of adjustable sprockets. Timing can be adjusted in two degree increments from -8 to +8 degrees. Duplex kit fits all MGA's and 63-72 MGBs. Can be fitted to late MGBs when the early tensioner is used.

MGA Heavy Duty Radiator

New improved triple row core provides 25% increase in cooling efficiency compared to our earlier reproduction units.

455-050 \$229.95

MGA Twin Cam & MkII Deluxe Owners!

We are pleased to offer these two new important items to suit your rare MGA.

413-030 Right Engine Mount \$16.95
280-715 Foot Pedal Excluder \$22.95



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TIRE GUAGE

Solid brass precision geared movement and a bronze bourdon tube are features which produce long-lived accuracy. Not affected by changes in temperature, humidity or altitude. A push button valve allows you to bleed off air to the desired pressure.



225-715 Reg. \$19.95 Sale \$16.95



BRITISH WHITWORTH WRENCHES & SOCKET SETS

Have you ever noticed that none of your wrenches are the right size for your SU carbs? That's because the factory used British Standard hardware. Also all MG T-series and Austin Healey 100-4s were manufactured using British Standard nuts and bolts. If you have one of these or any other vehicles which use this peculiarity English pattern hardware, you need our professional quality wrenches & sockets.

3/8" Drive Socket Set (7 piece)
381-608 Reg. \$75.95 Sale \$62.95

1/2" Drive Socket Set (5 piece)
382-308 Reg. \$54.95 Sale \$38.95

7 Piece Combination Wrench Set
383-108 Reg. \$89.95 Sale \$66.95

4 Piece Long Open End Wrench Set
383-608 Reg. \$42.95 Sale \$34.95

3 Piece Box Wrench Set
384-408 Reg. \$42.95 Sale \$34.95



WIRE WHEEL SPOKE WRENCH

The wide face and long handle make it perfect for adjusting spoke nipples without rounding them off.

385-800 Reg. \$19.95 Sale \$14.95



GUNSON'S COLORTUNE

Take the guesswork out of mixture adjustment on your carburetors. Different fuel/air mixtures burn with different colors. If you can see the color, you know how rich or lean your engine is running. Colortune is a glass topped spark plug which allows you to see the color of combustion in your cylinders. Colortune takes the guesswork out of mixture adjustment. The complete kit includes a special glass topped spark plug, reflective viewing system for difficult plug locations, cleaning supplies and an information packed wall chart which includes a three step tuning procedure complete with troubleshooting guide.

386-210 Reg. \$52.95 Sale \$42.95



SHOCK ABSORBER FLUID
Don't risk damaging your shocks with the wrong type of hydraulic oil! Our shock fluid is custom blended for us specifically for British Girling and Armstrong lever action shock absorbers. The durable plastic bottle has a convenient flip-on pouring spout for easy on-the-road top-ups. 6 fluid ounces.
220-304 Reg. \$9.95 Sale \$6.95



BLUE WIRING HARNESS TAPE
We have imported this English "just like the original" blue wiring harness tape so you can restore the look of your serviceable but slightly ratly looking wiring. This tape, as original, is not self-adhesive. Examine your old harness carefully to see how ends and branches are accomplished.
162-030 Reg. \$4.25 Sale \$3.50

FUEL TANK PRODUCTS

Step 1: Bio-Degradable Cleaner
This is an industrial strength gas tank cleaner that allows you to clean out your car's gas tank yourself. We recommend using this cleaner in conjunction with our etching liquid when planning to seal a tank. 1-gallon jug.
220-620 Reg. \$29.95 Sale \$24.95

Step 2: Fuel Tank Etching Liquid

Use this bio-degradable etcher as a prep to our slushing compound to give maximum adhesion of the sealer. Our tank cleaner should be used first to remove oils or grime. 16 oz.
220-630 Reg. \$14.25 Sale \$11.95

SILICONE BRAKE FLUID

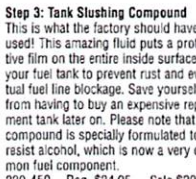
This revolutionary product won't absorb moisture from the air like ordinary brake fluids. As a result, brake cylinders and hoses will last much longer. An added bonus is that accidentally spilled fluid will not harm your car's paint. One quart is enough to change the fluid completely in at least one car—maybe two if you're careful.
220-410 Reg. \$24.95 Sale \$20.95

LOCKHEED BRAKE FLUID

This genuine British brake fluid is compatible with all British brake systems. Available in 500ml cans, approximately one pint.
220-400 Reg. \$3.95 Sale \$3.25



220-630 Reg. \$14.25 Sale \$11.95



FLASHTEST
Gunson's Flashtest provides a quick way to check the condition of your car's ignition high-tension circuit, by measuring the voltage at the spark plugs. Low voltage wastes fuel and causes poor engine performance!
386-875 Reg. \$9.95 Sale \$7.95



MITYVAC

"A useful little sucker." Bleeding hydraulic systems has always been problematic. Why not let it be nice if you could use a vacuum to draw fluid through the system, or perhaps generate just a wee bit of air pressure at the master cylinder to force fluid through empty lines? Mityvac is the answer. This clever hand vacuum/pressure pump comes with in depth instructions on not only brake bleeding but also a wealth of other ideas of how Mityvac Kit can help you do the job, quickly.
386-215 Reg. \$39.95 Sale \$34.95



CARBURETTOR SYNCHRONIZER

Used to synchronize airflow between multiple carbs, this is an indispensable tool for the serious home mechanic. 1600cc engines & up.
386-200 Reg. \$31.95 Sale \$24.95

SU JET WRENCH

Mixture adjustments on SU carbs (except HIF type) are much easier with the proper tool.
386-400 Reg. \$3.15 Sale \$2.50

5/16" CENTERING TOOL

Centering is critical on older fixed needle SU carbs. This simple tool makes it a snap.
386-500 Reg. \$14.55 Sale \$11.95

SU TOOL KIT

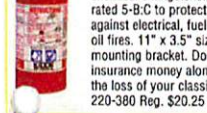
An assortment of handy tools for the home mechanic. Instructions included. Suitable for all cars with SU carbs.
386-300 Reg. \$18.95 Sale \$14.25

ZENITH-STROMBERG MIXTURE TOOL

An essential tool for tuning carburetors. 386-310 Reg. \$9.75 Sale \$7.95

TUNE-UP KIT

Fits most British cars with DM2 and 25 25D distributors.
152-220 Reg. \$5.75 Sale \$4.50



FIRE EXTINGUISHER

The disaster of a fire can usually be averted by timely use of a fire extinguisher. We now stock a 2.5 lb. dry chemical extinguisher, U.L. rated 5-B-C to protect against electrical, fuel and oil fires. 11" x 3.5" size, includes mounting bracket. Don't kid yourself, insurance money alone won't make up for the loss of your classic. Keep one in all of your cars.
220-380 Reg. \$20.25 Sale \$16.95



EEZIBLED KIT

EEZibleD makes brake bleeding a one person job. The kit includes a pressure vessel to hold new fluid, a pipe with interchangeable caps to fit most hydraulic master cylinders and an air hose to connect to a tire. Hook it up, open your brake bleeders one at a time until clean airtless fluid comes out, and you're done! Instructions are included. Kit does not include caps for MG TD/TF, Triumph TR250/6 and Jaguar XK 120/140.
386-868 Reg. \$46.95 Sale \$38.95

RAIN-X

Raindrops will just blow off! You'll be amazed at being able to drive in a downpour without using your wipers. Will not smear or damage wiper blades, and one bottle provides many applications.
221-550 Reg. \$6.95 Sale \$5.95



COMPETITION HEAD STUDS & CONNECTING ROD BOLTS

Not just upgrades from stock hardware, these are the strongest and best available, specially engineered and produced for the most demanding competition use. Rod bolts are rated at 220,000 psi, and the head studs at 190,000 psi. Special moly-base lubricant and torque instructions are included with each kit. At only 21 to 33 percent above the cost of ordinary stock components, doesn't your engine deserve the best?

MGA & MGB Head Stud Kit
322-858 Reg. \$156.25 Sale \$119.95

MGB '60-'80 Rod Bolt Kit
322-848 Reg. \$109.50 Sale \$99.95

MGB 5-Main Bearing Cap Stud Kit
322-878 Reg. \$143.30 Sale \$109.95



STELLINGS & HELLINGS STYLE FILTERS

Exact reproductions of the air filter first introduced in the 1950s for Healey, Triumph and MG sports cars. These brilliantly chrome plated slim line filters really look great!

Filter for 1 1/4" SUs
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Filter for 1 1/2" SUs
223-200 Reg. \$25.95 Sale \$19.95



NOVUS PLASTIC POLISH

Cleans, polishes and restores plastic surfaces to brilliant clarity. Perfect for use on convertible top windows. The #1 Polish cleans and polishes plastics to give a gloss protective finish that resists dust build-up, light scratches and aging. Leaves a glaze that is anti-static and anti-fogging, too. The #2 Polish restores the original appearance of plastics by removing fine scratches, surface discoloration and haziness. 8 fl. oz. bottle. The #3 Polish removes heavy scratches and abrasions from most acrylic surfaces. Final finishing requires Novus #2.

Novus Plastic Polish #1
220-605 Reg. \$4.95 Sale \$3.95

Novus Plastic Polish #2
220-610 Reg. \$5.95 Sale \$4.95

Novus Plastic Polish #3
220-615 Reg. \$7.50 Sale \$5.95

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Cleaner oil changes will result if you change your engine from the messy original canister filter to a modern spin-on filter. Moss Motors' adaptor kits are designed for their specific applications. Each kit includes all necessary pieces for installation.

MG TD from (e)14224 & TF
235-865 Reg. \$64.95 Sale \$54.95

MGA & MGB 1956-'67
235-940 Reg. \$33.95 Sale \$27.95

Austin-Healey
635-840 Reg. \$29.95 Sale \$23.50

Spin-On Oil Filter Element
235-880 Reg. \$5.95 Sale \$5.25

BRASS MG CRESTED CARBURETOR CAPS

These very distinctive solid brass dashpot damper caps make any engine compartment unique! Your original damper rod must be re-used and pressed into the new cap. Sold as a set of two.
370-735 Reg. \$19.95 Sale \$17.50

SU TUNING TIPS & TECHNIQUES

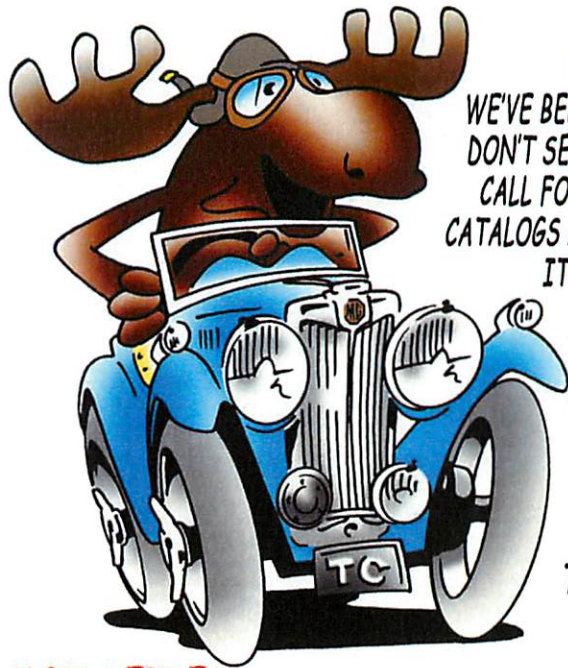
By G. R. Wade
If you only buy one book on SU carbs, this is a good one. Combining years of collected and factory published information, it'll help you solve all the standard SU carb problems.
211-345 Reg. \$18.95 Sale \$15.95



HOW TO POWER TUNE MGB 4-CYLINDER ENGINES

By Peter Burgess
You need this book if you want even your "stock" MGB to perform the way it should. With much practical information on which modifications are or aren't worth the effort (or cost), this book will help you build a powerful and reliable engine, whether for street or competition use. Since performance is not the responsibility of only the engine, carburetion, ignition, exhaust, cooling, drivetrain, suspension, brakes and tires are also discussed in detail. Softbound, 8 1/2" x 9 1/4", 112 pages.
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WE WELCOME



IT ALL STARTED WITH THE TC. HERE ARE SOME PARTS TO GET YOU GOING...

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- TC-TD-TF DISTRIBUTOR CAP**
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- TC-TD CHAMPION SPARK PLUG L&C**
Fits up to (e)22734 with 1/2" reach.
152-110 Reg. \$2.15 Sale \$1.75
- TC-TD-TF CHAMPION SPARK PLUG N5**
Fits from (e)22734 on with 3/4" reach.
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171-618 Reg. \$29.95 Sale \$22.95
- TC-TD-TF IGNITION COIL**
Screw-in high tension lead and terminals.
543-020 Reg. \$25.75 Sale \$19.95
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146-310 Reg. \$0.70 Sale \$0.50

TC-TD-TF DISTRIBUTOR BUSHING
For distributors #40367 and 40368D/H.
153-100 Reg. \$39.95 Sale \$32.95

FUEL SYSTEM

- CARBURETOR MASTER REBUILD KIT**
This very complete kit, for two carburetors, are produced exclusively by SU and feature only SU components. This kit includes all of the items that are normally replaced during a rebuild, as well as throttle shafts, butterflys, hardware and much more. Metering needles are not included to allow you to select the best one for your needs.
- TC-TD Master Rebuild Kit**
375-508 Reg. \$109.95 Sale \$94.95
- TD Midl and TF Master Rebuild Kit**
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16", fits between pump and carb.
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- TF STAINLESS STEEL FUEL LINE**
16", fits from carb. to carb.
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- TC-TD M2II STAINLESS STEEL FUEL LINE**
18", fits between pump and carb.
376-090 Reg. \$29.95 Sale \$22.50

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434-010 Reg. \$139.95 Sale \$109.95
- TC-TD-TF WATER PUMP PULLEY**
434-060 Reg. \$57.75 Sale \$46.95
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Reproduction of the original cast iron unit with non-removable thermostat.
434-168 Reg. \$82.45 Sale \$64.95
- TF UPPER RADIATOR HOSE**
434-420 Reg. \$9.75 Sale \$6.95
- TF RADIATOR CAP (4 PSI)**
202-020 Reg. \$6.15 Sale \$4.95
- TF RADIATOR CAP (7 PSI)**
Raises boiling temperature.
583-004 Reg. \$4.95 Sale \$4.25

BRAKE SYSTEM

- TC BRAKE MASTER CYLINDER**
Supplied disassembled and does not include the rear extension or valve body.
180-601 Reg. \$244.95 Sale \$199.95
- TD-TF BRAKE MASTER CYLINDER**
Lockheed part.
180-730 Reg. \$204.20 Sale \$159.95
- TC BRAKE SHOE LINING SET**
Four linings with rivets for two wheels.
182-240 Reg. \$53.95 Sale \$44.95

TD-TF FRONT & REAR BRAKE SHOE SET
182-130 Reg. \$89.95 Sale \$74.95

- TC HAND BRAKE CABLE**
331-050 Reg. \$68.45 Sale \$57.95
- TD-TF HAND BRAKE CABLE**
331-060 Reg. \$34.95 Sale \$27.95

OIL SYSTEM

- TD-TF PAPER OIL FILTER ELEMENT**
435-355 Reg. \$5.75 Sale \$4.50
- TD-TF FELT OIL FILTER ELEMENT**
Fits from (e)14223 on.
435-350 Reg. \$10.95 Sale \$8.95
- TC-TD OIL FILTER ASSEMBLY**
Fits up to (e)14223. Cast aluminum housing with replaceable element.
435-380 Reg. \$94.95 Sale \$79.95
- TC-TD OIL FILTER ELEMENT**
For our Filter Assembly #435-380 only.
435-390 Reg. \$18.95 Sale \$15.95
- TC-TD-TF REAR CRANKSHAFT OIL SEAL CONVERSION KIT**
This clever kit eliminates annoying leaks at the rear of your crankshaft. Requires drilling one 1/8" hole in rear bearing cap, and includes ins-tions, modern lip type oil seal, adapter housing, allen key and cap screws.
433-415 Reg. \$209.95 Sale \$169.95
- TC-TD-TF REAR CRANKSHAFT OIL SEAL**
For 433-415 kit above only.
433-420 Reg. \$26.70 Sale \$19.95

SALE STARTS ON MAY 31
AND RUNS THRU JULY 2, 1999

MGA

IGNITION SYSTEM

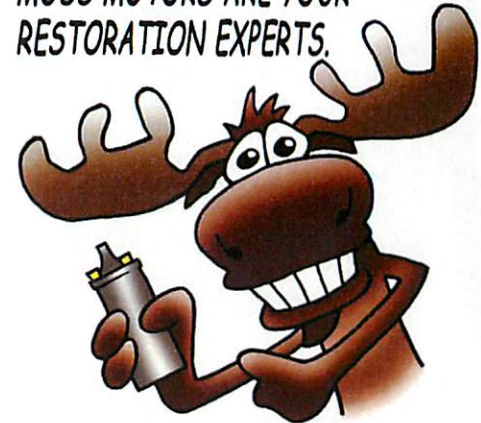
- GASKETS**
- TC-TD-TF ENGINE GASKET SET**
Fits 1250cc to (e)22734.
297-708 Reg. \$106.60 Sale \$84.95
- TD-TF ENGINE GASKET SET**
Fits 1250cc to (e)22735.
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- TF ENGINE GASKET SET**
Fits 1500cc engines.
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290-300 Reg. \$8.95 Sale \$6.95
- ENGINE STUFF**
- TC-TD ROCKER SHAFT**
Short version, 14" long, fits to (e)9007.
451-170 Reg. \$64.95 Sale \$54.95
- TD-TF ROCKER SHAFT**
Long version, 147/8" long, fits from (e)9008 on.
451-180 Reg. \$64.95 Sale \$54.95
- TC-TD ROCKER ARMS**
Fits up to (e)9007.
#1.433-150 \$34.95 Sale \$29.95
#2.433-170 \$34.95 Sale \$29.95
#3.433-180 \$34.95 Sale \$29.95
#4.433-130 \$34.95 Sale \$29.95
- TD-TF ROCKER ARMS**
Fits from (e)9008 on.
#4.8 433-140 \$34.95 Sale \$29.95
#1.8 433-160 \$34.95 Sale \$29.95
#2.433-170 \$34.95 Sale \$29.95
#3.433-180 \$34.95 Sale \$29.95
- TR-TC-TD-TF CRANKSHAFT**
451-490 Reg. \$1795.00 Sale \$1495.00
- TD-TF GENERATOR BRUSH SET**
147-200 Reg. \$3.95 Sale \$2.95
- TD-TF REAR SPRING SEATING PAD SET**
281-488 Reg. \$9.95 Sale \$6.95
- TC ALTETTE HORN**
165-900 Reg. \$129.95 Sale \$99.95
- TC-TD-TF MG CRESTED GRAB HANDLE**
229-100 Reg. \$28.95 Sale \$24.95
- TD-TF URETHAN SHOCKLE BUSH**
280-615 Reg. \$5.95 Sale \$4.95
- TC-TD-TF URETHAN SPRING BUSH**
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- MGA LUCAS POINT SET**
151-720 Reg. \$4.00 Sale \$3.25
- MGA REPLACEMENT POINT SET**
153-900 Reg. \$3.75 Sale \$2.75
- MGA REPLACEMENT CONDENSER**
154-000 Reg. \$2.75 Sale \$1.95
- MGA LUCAS ROTOR**
151-710 Reg. \$2.55 Sale \$1.95
- MGA REPLACEMENT DISTRIBUTOR CAP**
163-800 Reg. \$16.95 Sale \$11.25
- MGA LUCAS DISTRIBUTOR CAP**
163-805 Reg. \$19.95 Sale \$15.95
- MGA IGNITION WIRE SEPARATOR**
171-550 Reg. \$1.95 Sale \$1.50
- MGA IGNITION WIRE LABEL SET**
171-630 Reg. \$3.95 Sale \$2.50
- MGA CHAMPION SPARK PLUG N5**
152-120 Reg. \$2.15 Sale \$1.75
- MGA IGNITION COIL**
Screw-in high tension lead & terminals.
543-020 Reg. \$25.75 Sale \$19.95
- MGA DISTRIBUTOR BUSHING**
153-100 Reg. \$39.95 Sale \$32.95
- MGA 1500-1600 VACUUM ADVANCE UNIT**
163-605 Reg. \$59.95 Sale \$50.95
- MGA 1600 MKII VACUUM ADVANCE UNIT**
163-615 Reg. \$59.95 Sale \$50.95
- MGA VACUUM ADVANCE PIPE ASSEMBLY**
163-620 Reg. \$32.95 Sale \$24.95
- MGA IGNITION SWITCH**
141-300 \$30.95 Sale \$24.50

FUEL SYSTEM

- MGA 1500 CARBURETOR REBUILD KIT**
Complete set for two carbs.
375-238 Reg. \$83.95 Sale \$67.95
- MGA 1600 CARBURETOR REBUILD KIT**
Complete set for two carbs.
375-248 Reg. \$83.95 Sale \$67.95
- CARBURETOR MASTER REBUILD KIT**
For 11/2" SUs. This very complete kit, for two carburetors, are produced exclusively by SU and feature only SU components. This kit includes all of the items that are normally replaced during a rebuild, as well as throttle shafts, butterflys, hardware and much more. Metering needles are not included to allow you to select the best one for your needs.
375-518 Reg. \$114.95 Sale \$99.95

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RESTORATION EXPERTS.



- MGA CARBURETOR GASKET SET**
One set does both carbs.
298-228 Reg. \$17.95 Sale \$13.95
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Fits from carb. to carb.
376-070 Reg. \$29.95 Sale \$24.95
- MGA STAINLESS STEEL FUEL LINE**
Fits between pipe and carb.
376-350 Reg. \$21.95 Sale \$19.95

COOLING SYSTEM

- MGA RADIATOR CAP (4 PSI)**
Raises boiling temperature.
202-020 Reg. \$6.15 Sale \$4.95
- MGA RADIATOR CAP (7 PSI)**
Raises boiling temperature.
583-004 Reg. \$4.95 Sale \$4.25
- MGA THERMOSTAT HOUSING GASKET**
296-380 Reg. \$0.60 Sale \$0.50
- MGA UPPER & LOWER RADIATOR HOSE**
470-270 Reg. \$5.75 Sale \$4.25
- MGA WATER PUMP TO PIPE HOSE**
434-487 Reg. \$4.75 Sale \$3.75
- MGA HEATER HOSE (14")**
473-060 Reg. \$2.95 Sale \$1.95
- MGA RADIATOR DRAIN TAP**
460-020 Reg. \$18.95 Sale \$15.95

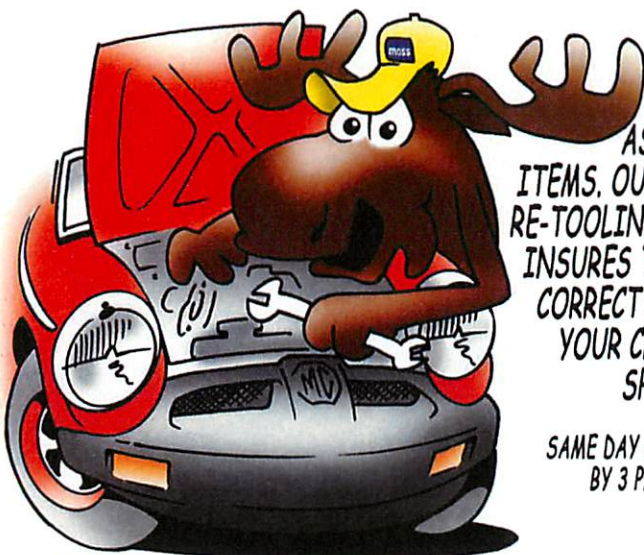
MISC. ODDS & ENDS

- MGA PAPER OIL FILTER ELEMENT**
435-355 Reg. \$5.75 Sale \$4.50
- MGA FELT OIL FILTER ELEMENT**
435-350 Reg. \$10.95 Sale \$8.95
- MGA GENERATOR BRUSH SET**
For original generators marked 22258.
147-200 Reg. \$3.95 Sale \$2.95

- MGA GENERATOR BRUSH SET**
For generators not marked 22258.
147-250 Reg. \$3.20 Sale \$2.70
- MGA STAINLESS STEEL FLEXIBLE OIL LINE**
376-060 Reg. \$27.45 Sale \$19.95
- MGA WINDSHIELD WIPER BLADE**
164-980 Reg. \$9.95 Sale \$7.95
- MGA BRAKE MASTER CYLINDER FILLER CAP**
180-210 Reg. \$2.55 Sale \$2.00
- MGA FLYWHEEL RING GEAR**
190-040 Reg. \$65.95 Sale \$56.95
- MGA BRAKE & CLUTCH PEDAL PAD SET**
281-588 Reg. \$5.45 Sale \$4.25
- MGA ROCKER ARM BUSH**
Must be drilled for oil holes and reamed.
330-150 Reg. \$2.70 Sale \$1.95
- MGA VALVE COVER BREATHER HOSE**
372-050 Reg. \$8.95 Sale \$6.95
- MGA ROCKER SHAFT**
451-340 Reg. \$23.95 Sale \$19.95
- MGA ATR HOSE**
4" x 16". Fits from bulkhead to carb.
456-110 Reg. \$17.50 Sale \$14.95
- MGA OIL DIPSTICK BOOT**
460-040 Reg. \$2.10 Sale \$1.95
- MGA VALVE COVER RUBBER BUSHING**
460-120 Reg. \$0.55 Sale \$0.40
- MGA TAPPET & PUSHROD SET**
Complete set of 8 tappets and 8 pushrods.
460-638 Reg. \$89.95 Sale \$72.50
- MGA FRONT EXHAUST PIPE TO MANIFOLD SEALING RING**
470-230 Reg. \$3.95 Sale \$2.95



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SAME DAY SHIPPING, IF YOU ORDER BY 3 PM YOUR LOCAL TIME

SALE STARTS ON MAY 31, AND RUNS THRU JULY 2, 1999

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IGNITION SYSTEM

MGB '62-71 DISTRIBUTOR

This is a visually different Lucas replacement distributor for original units numbered 40897, 41155, 41220, 41288, 41290, 41264 and 41339. 143-110 Reg. \$179.95 Sale \$144.95

MGB '62-74 LUCAS POINT SET

Not for distributors with Lucas numbers 41427, 41599 and 41644. 151-720 Reg. \$4.00 Sale \$3.25

MGB '62-74 REPLACEMENT IGNITION POINT SET

Not for distributors with Lucas numbers 41427, 41599 and 41644. 153-900 Reg. \$3.75 Sale \$2.75

MGB '62-74 LUCAS POINTS SET

For distributors #41427, 41599 and 41644. 153-915 Reg. \$5.45 Sale \$4.25

MGB '62-74 REPLACEMENT CONDENSER

Not for distributors #41427, 41599 and 41644. 154-000 Reg. \$2.75 Sale \$1.95

MGB '62-74 REPLACEMENT CONDENSER

For distributors #41427, 41599 and 41644. 154-020 Reg. \$5.95 Sale \$4.95

MGB '62-74 LUCAS ROTOR

151-710 Reg. \$2.55 Sale \$1.95

MGB '62-74 REPLACEMENT ROTOR

151-800 Reg. \$2.50 Sale \$1.85

MGB '75-'80 LUCAS ROTOR

151-855 Reg. \$2.95 Sale \$2.45

MGB '75-'80 REPLACEMENT ROTOR

151-850 Reg. \$2.35 Sale \$1.75

MGB '62-67 REPLACEMENT DISTRIBUTOR CAP

Side entry. 163-800 Reg. \$16.95 Sale \$11.25

MGB '62-67 LUCAS DISTRIBUTOR CAP

Side entry. 163-805 Reg. \$19.95 Sale \$15.95

MGB '62-67 REPLACEMENT DISTRIBUTOR CAP

Top entry. 163-810 Reg. \$7.95 Sale \$5.95

MGB '62-67 LUCAS DISTRIBUTOR CAP

Top entry. 163-815 Reg. \$11.95 Sale \$9.50

MGB '75-'80 REPLACEMENT DISTRIBUTOR CAP

151-870 Reg. \$7.15 Sale \$5.95

MGB '75-'80 LUCAS DISTRIBUTOR CAP

151-875 Reg. \$10.95 Sale \$8.95

MGB '62-67 IGNITION COIL

Can anyone tell me what this fits. 163-630 Reg. \$46.95 Sale \$39.95

MGB '62-74 REPLACEMENT IGNITION COIL

Screw-in high tension lead and screw-on terminals. 543-020 Reg. \$25.75 Sale \$19.95

MGB '62-74 LUCAS ROTOR

With push-in high tension lead and spade connectors. 143-220 Reg. \$24.95 Sale \$19.95

MGB '62-74 REPLACEMENT ROTOR

143-220 Reg. \$24.95 Sale \$19.95

MGB '62-74 REPLACEMENT ROTOR

143-220 Reg. \$24.95 Sale \$19.95

MGB '75-'80 BALLASTED IGNITION COIL

143-230 Reg. \$27.95 Sale \$24.95

MGB '62-74 IGNITION WIRE CABLE SEPARATOR

171-550 Reg. \$1.95 Sale \$1.50

MGB '62-74 IGNITION WIRE SET

Fits all with side entry cap. 171-628 Reg. \$32.95 Sale \$24.95

MGB '62-67 IGNITION WIRE LABEL SLEEVE SET

Fits all with side entry cap. 171-630 Reg. \$3.95 Sale \$2.50

MGB '62-74 IGNITION WIRE SET

Fits all with top entry cap. 171-658 Reg. \$14.50 Sale \$11.95

MGB DISTRIBUTOR BUSHING

153-100 Reg. \$39.95 Sale \$32.95

MGB '77-'80 DISTRIBUTOR ANTI-FLASH COVER

154-040 Reg. \$24.95 Sale \$18.95

MGB '62-80 DISTRIBUTOR O-RING

163-750 Reg. \$0.70 Sale \$0.50

MGB VACUUM ADVANCE UNIT

Can anyone tell me what this fits. 163-630 Reg. \$46.95 Sale \$39.95

MGB VACUUM CONTROL UNIT

Fits distributor number 41290. 560-150 Reg. \$49.95 Sale \$39.95

MGB CHAMPION SPARK PLUG NSV

152-130 Reg. \$2.15 Sale \$1.75

MGB '62-67 RADIATOR

456-880 Reg. \$219.95 Sale \$159.95

MGB '62-67 RADIATOR DRAIN TAP

460-020 Reg. \$18.95 Sale \$15.95

MGB '62-74 FAN BELT

460-970 Reg. \$6.35 Sale \$4.95

MGB '62-67 RADIATOR CAP (7 PSI.)

834-820 Reg. \$4.95 Sale \$3.95

MGB '68-76 RADIATOR CAP

10 psi. Fits roadsters from (c)138401 thru 386000, GTs from 1394722 on. 202-090 Reg. \$4.95 Sale \$3.95

MGB '62-74 RADIATOR CAP

13 psi. Fits roadsters from (c)386601 thru 410000. 202-100 Reg. \$4.95 Sale \$3.95

MGB THERMOSTAT HOUSING GASKET

296-380 Reg. \$0.60 Sale \$0.50

MGB '62-64 WATER PUMP

434-000 Reg. \$99.95 Sale \$89.95

MGB '65-71 WATER PUMP

434-030 Reg. \$47.95 Sale \$39.95

MGB '72-74 WATER PUMP

434-035 Reg. \$40.95 Sale \$34.95

MGB '62-76 WATER PUMP TO PIPE HOSE

434-487 Reg. \$4.75 Sale \$3.95

MGB UPPER & LOWER RADIATOR HOSE

Fits all years upper and thru '71 lower. 470-270 Reg. \$5.75 Sale \$4.25

MGB '72-74 LOWER RADIATOR HOSE

470-310 Reg. \$10.25 Sale \$8.95

COOLING SYSTEM

MGB '62-67 RADIATOR

456-880 Reg. \$219.95 Sale \$159.95

MGB '62-67 RADIATOR DRAIN TAP

460-020 Reg. \$18.95 Sale \$15.95

MGB '62-74 FAN BELT

460-970 Reg. \$6.35 Sale \$4.95

MGB '62-67 RADIATOR CAP (7 PSI.)

834-820 Reg. \$4.95 Sale \$3.95

MGB '68-76 RADIATOR CAP

10 psi. Fits roadsters from (c)138401 thru 386000, GTs from 1394722 on. 202-090 Reg. \$4.95 Sale \$3.95

MGB '62-74 RADIATOR CAP

13 psi. Fits roadsters from (c)386601 thru 410000. 202-100 Reg. \$4.95 Sale \$3.95

MGB THERMOSTAT HOUSING GASKET

296-380 Reg. \$0.60 Sale \$0.50

MGB '62-64 WATER PUMP

434-000 Reg. \$99.95 Sale \$89.95

MGB '65-71 WATER PUMP

434-030 Reg. \$47.95 Sale \$39.95

MGB '72-74 WATER PUMP

434-035 Reg. \$40.95 Sale \$34.95

MGB '62-76 WATER PUMP TO PIPE HOSE

434-487 Reg. \$4.75 Sale \$3.95

MGB UPPER & LOWER RADIATOR HOSE

Fits all years upper and thru '71 lower. 470-270 Reg. \$5.75 Sale \$4.25

MGB '72-74 LOWER RADIATOR HOSE

470-310 Reg. \$10.25 Sale \$8.95

FUEL SYSTEM

MGB ZENITH CARBURETOR FLOAT PLUG O-RINGS

377-070 Reg. \$0.75 Sale \$0.50

MGB ZENITH CARBURETOR DIAPHRAGM

366-040 Reg. \$3.75 Sale \$2.95

MGB '71 FUEL FILTER

377-300 Reg. \$3.25 Sale \$2.95

MGB '62-74 AIR FILTER ELEMENT

372-390 Reg. \$5.75 Sale \$4.95

MGB AIR FILTER ELEMENT

For cars with Zenith-Stromberg carbs. 373-905 Reg. \$7.95 Sale \$6.25

EMMISSION CONTROLS

MGB AIR PUMP

Complete brand new replacement kit includes pump and belt. Use pulley from your old pump or order a new one, #434-490

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MGB '74-76 AIR PUMP BELT

434-390 Reg. \$5.00 Sale \$3.95

MGB '77-80 AIR PUMP BELT

434-400 Reg. \$4.75 Sale \$3.95

MGB AIR PUMP FILTER ELEMENT

360-795 Reg. \$4.90 Sale \$3.95

MGB '68-'80 GULF VALVE

366-010 Reg. \$69.95 Sale \$59.95

MGB '62-74 PUMP CHECK VALVE

367-100 Reg. \$27.95 Sale \$22.95

MGB VAPOR ABSORPTION CANISTER

367-100 Reg. \$59.95 Sale \$43.95

MGB '64-'69 PVC VALVE

360-630 Reg. \$51.95 Sale \$39.95

MGB '64-'69 PVC VALVE DIAPHRAGM

360-635 Reg. \$7.65 Sale \$5.95

ELECTRICAL SYSTEM

MGB GENERATOR

140-200 Reg. \$80.95 Sale \$59.95

MGB GENERATOR BRUSH SET

147-250 Reg. \$3.20 Sale \$2.70

MGB ALTERNATOR BRUSH SETS

1968 for alternator #23548 130-225 Reg. \$2.15 Sale \$1.75

'69-'72 for alternator #23716. 130-235 Reg. \$1.90 Sale \$1.50

MGB '62-69 FUSE BOX

560-100 Reg. \$13.50 Sale \$10.95

MGB '70-'80 FUSE BOX

162-510 Reg. \$33.35 Sale \$24.95

MGB '63-74 LICENSE LAMP

Not for cars with split rear bumpers. 144-210 Reg. \$39.95 Sale \$34.95

MGB '62-74 LICENSE LAMP

For cars with split rear bumpers. 144-215 Reg. \$31.95 Sale \$26.95

MGB '75-76 CHROME LICENSE LAMP

144-220 Reg. \$27.95 Sale \$19.95

MGB '77-80 BLACK LICENSE LAMP

144-230 Reg. \$17.10 Sale \$13.95

MGB '72-76 COURTESY LAMP

158-920 Reg. \$28.95 Sale \$22.95

MGB '62-69 STOP/TAIL LAMP LENS

Reproduction. 164-720 Reg. \$7.95 Sale \$6.95

MGB REAR FLASHER LENS

Reproduction. 164-730 Reg. \$7.95 Sale \$6.95

MGB '62-67 STARTER SOLENOID PUSH-BUTTON RUBBER COVER

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ENGINE STUFF

MGB '62-70 FELT OIL FILTER ELEMENT

435-350 Reg. \$10.95 Sale \$8.95

MGB '62-70 PAPER OIL FILTER

435-355 Reg. \$5.75 Sale \$4.50

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Fits 186G thru 18V engines. 328-640 Reg. \$26.95 Sale \$19.95

MGB 1950CC PISTON SET

Big bore special cast alloy pistons for serious performance seekers only. While this kit is the ultimate way to add horsepower to your MGB, there are some risks involved with the boring procedure. Due to the fact that the block is being bored to the maximum possible oversize, inconsistencies in the original block casting process, the possibility of the block having been subjected to extreme stress at some point in its life, not all attempts may be successful. Having said that, several hundred of these conversions have been accomplished with complete success. Must be fitted with the late type 18V connecting rods.

420-408 Reg. \$95.00 Sale \$499.95

MGB CONNECTING ROD BEARING SETS

Fits all 5-main bearing engines. Std. 425-760 \$31.95 Sale \$26.95

010" 425-770 \$31.95 Sale \$26.95

020" 425-780 \$31.95 Sale \$26.95

030" 425-790 \$31.95 Sale \$26.95

040" 425-795 \$31.95 Sale \$26.95

MGB CONNECTING ROD BEARING SETS

Fits all 3-main bearing engines. Std. 425-760 \$29.95 Sale \$23.95

010" 425-800 \$29.95 Sale \$23.95

020" 425-800 \$29.95 Sale \$23.95

030" 425-900 \$29.95 Sale \$23.95

040" 425-905 \$29.95 Sale \$23.95

MGB MAIN BEARING SETS

Fits all 5-main bearing engines. Std. 425-060 \$31.85 Sale \$27.95

010" 425-070 \$31.85 Sale \$27.95

020" 425-080 \$31.85 Sale \$27.95

030" 425-090 \$31.85 Sale \$27.95

040" 425-095 \$31.85 Sale \$27

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**SALE STARTS ON MAY 31,
AND RUNS THRU JULY 2, 1999**

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IGNITION SYSTEM

SPRITE-MIDGET LUCAS POINT SET

151-720 Reg. \$4.00 Sale \$3.25

SPRITE-MIDGET REPLACEMENT POINT SET

153-900 Reg. \$3.75 Sale \$2.75

SPRITE-MIDGET REPLACEMENT CONDENSER

Fits 948, 1098 & 1275.

154-000 Reg. \$2.75 Sale \$1.95

SPRITE-MIDGET 948-1275 REPLACEMENT ROTOR

151-800 Reg. \$2.50 Sale \$1.85

SPRITE-MIDGET 948-1275 LUCAS ROTOR

151-710 Reg. \$2.55 Sale \$1.95

MIDGET 1500 REPLACEMENT ROTOR

151-850 Reg. \$2.35 Sale \$1.75

SPRITE-MIDGET 948-1275 REPLACEMENT DISTRIBUTOR CAP

Side Entry.
163-800 Reg. \$16.95 Sale \$11.25

SPRITE-MIDGET 948-1275 LUCAS DISTRIBUTOR CAP

Side Entry.
163-800 Reg. \$16.95 Sale \$11.25

SPRITE-MIDGET 948-1275 LUCAS DISTRIBUTOR CAP

Top Entry.
163-810 Reg. \$7.95 Sale \$5.95

LUCAS DISTRIBUTOR CAP

163-815 Reg. \$11.95 Sale \$9.50

MIDGET 1500 REPLACEMENT DISTRIBUTOR CAP

151-870 Reg. \$7.15 Sale \$5.95

MIDGET 1500 DISTRIBUTOR ANTI-FLASH COVER

154-040 Reg. \$24.95 Sale \$18.95

SPRITE-MIDGET 948-1275 IGNITION COIL

Screw -in high tension lead and terminals.
543-020 Reg. \$25.75 Sale \$19.95

SPRITE-MIDGET 948-1275 REPLACEMENT IGNITION COIL

With push-in high tension lead and spade connectors.
143-220 Reg. \$24.95 Sale \$19.95

MIDGET 1500 BALLASTED IGNITION COIL

143-230 Reg. \$27.95 Sale \$24.95

SPRITE-MIDGET CHAMPION SPARK PLUG N5

Fits 948 and 1098.
152-120 Reg. \$2.15 Sale \$1.75

SPRITE-MIDGET CHAMPION SPARK PLUG N9Y

Fits 1275.
152-130 Reg. \$2.15 Sale \$1.75

MIDGET 1500 CHAMPION SPARK PLUG N12YC

860-051 Reg. \$2.15 Sale \$1.75

SPRITE-MIDGET IGNITION WIRE SET

Fits 948-1275 with top entry cap.
171-660 Reg. \$18.95 Sale \$15.95

SPRITE-MIDGET IGNITION WIRE CABLE SEPARATOR

171-550 Reg. \$1.95 Sale \$1.50

SPRITE-MIDGET IGNITION WIRE LABEL SLEEVE SET

Fits all with side entry cap.
171-630 Reg. \$3.95 Sale \$2.50

MIDGET 1500 IGNITION WIRE SET

171-670 Reg. \$15.95 Sale \$11.95

FUEL SYSTEM

BUGEYE SPRITE CARB REBUILD KIT

Fits 948 with 11/8" SU H1 carbs.
375-460 Reg. \$83.95 Sale \$64.95

BUGEYE SPRITE CARB GASKET KIT

Fits 948 with 11/8" SU H1 carbs.
375-465 Reg. \$19.95 Sale \$14.95

SPRITE-MIDGET CARB REBUILD KIT

Fits 948 (not Bugeye) with 11/4" SU HS2 carbs. Complete set for two carbs.
375-450 Reg. \$83.95 Sale \$66.95

SPRITE-MIDGET CARB REBUILD KIT

Fits 1098 and 1275 with 11/4" SU HS2 carbs. Complete set for two carbs.
375-410 Reg. \$83.95 Sale \$66.95

SPRITE-MIDGET CARB REBUILD KIT

Fits 1275 with 11/4" SU HS2 carbs AUD32B & 404. Complete set for two carbs.
375-420 Reg. \$97.95 Sale \$77.95

SPRITE-MIDGET CARB GASKET KIT

Complete set for two carbs.
375-435 Reg. \$7.95 Sale \$6.50

SPRITE-MIDGET CARB REBUILD KIT

Fits 1275 with 11/4" SU HS2 carbs AUD502 & 549.
375-430 Reg. \$97.95 Sale \$74.95

MIDGET 1500 CARB REBUILD KIT

375-440 Reg. \$29.95 Sale \$22.95

MIDGET 1500 CARB DIAPHRAGM

366-670 Reg. \$7.35 Sale \$5.95

MIDGET 1500 ZENITH CARB FLOAT PLUG O-RINGS

365-470 Reg. \$0.75 Sale \$0.50

SPRITE-MIDGET AIR FILTER ELEMENT

For cars with 11/2" HS2 carbs.
373-430 Reg. \$5.75 Sale \$4.45

MIDGET 1500 AIR FILTER ELEMENT

366-720 Reg. \$9.95 Sale \$8.50

OIL FILTERS

SPRITE-MIDGET FELT OIL FILTER ELEMENT

435-620 Reg. \$8.75 Sale \$7.95

MIDGET 1500 OIL FILTER

833-460 Reg. \$7.85 Sale \$6.50

COOLING SYSTEM

SPRITE-MIDGET 948-1098 UPPER RADIATOR HOSE

470-370 Reg. \$6.00 Sale \$4.95

SPRITE-MIDGET 1275 UPPER RADIATOR HOSE

Cars with vertical-flow systems.
470-375 Reg. \$5.85 Sale \$4.95

SPRITE-MIDGET 948-1098 LOWER RADIATOR HOSE

470-380 Reg. \$11.65 Sale \$8.95

SPRITE-MIDGET 1275 LOWER RADIATOR HOSE

Cars with vertical-flow systems.
470-385 Reg. \$13.95 Sale \$10.50

SPRITE-MIDGET 1275 UPPER RADIATOR HOSE

Cars with horizontal-flow systems.
470-390 Reg. \$7.20 Sale \$5.50

SPRITE-MIDGET 1275 LOWER TUBE TO PUMP HOSE

Cars with horizontal-flow systems.
470-395 Reg. \$9.95 Sale \$8.50

SPRITE-MIDGET 1275 RADIATOR TO LOWER TUBE HOSE

Cars with horizontal-flow systems.
470-400 Reg. \$4.80 Sale \$3.95

MIDGET 1500 THERMOSTAT TO RADIATOR HOSE

470-405 Reg. \$7.20 Sale \$5.95

MIDGET 1500 UPPER RADIATOR HOSE

470-410 Reg. \$9.25 Sale \$6.95

MIDGET 1500 LEFT LOWER RADIATOR HOSE

470-415 Reg. \$7.65 Sale \$6.50

MIDGET 1500 RADIATOR TO PUMP HOSE

470-420 Reg. \$10.55 Sale \$8.95

SPRITE-MIDGET HEATER VALVE HOSE

Fits 948, 1098 and 1275.
363-320 Reg. \$6.15 Sale \$5.10

SPRITE-MIDGET HEATER VALVE HOSE

Fits 1275 with hoses on the same side
363-330 Reg. \$5.95 Sale \$5.10

SPRITE-MIDGET BYPASS HOSE

Fits all 948-1275 with vertical-flow cooling systems.
434-530 Reg. \$2.20 Sale \$1.50

SPRITE-MIDGET 948 FANBELT

Fits 1098 and 1275 thru '67.
460-875 Reg. \$4.95 Sale \$3.95

SPRITE-MIDGET 1275 FAN BELT

Fits cars with cross-flow systems.
434-600 Reg. \$4.95 Sale \$3.95

SPRITE-MIDGET 1275 AIR PUMP BELT

434-580 Reg. \$4.80 Sale \$3.50

MIDGET 1500 FAN BELT

434-590 Reg. \$6.90 Sale \$4.95

MIDGET 1500 AIR PUMP DRIVE BELT

379-620 Reg. \$4.75 Sale \$3.75

SPRITE-MIDGET RADIATOR CAP (7 psi)

Fits 948 thru 1275 with vertical-flow radiator.
583-004 Reg. \$4.95 Sale \$4.25

SPRITE-MIDGET THERMOSTAT HOUSING

Fits 948 thru 1275.
296-380 Reg. \$0.60 Sale \$0.50

MIDGET 1500 ENGINE BLOCK OUTLET PLUG

328-485 Reg. \$0.95 Sale \$0.75

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PHONE US MONDAY THROUGH FRIDAY FROM 6 AM TO 7 PM PST AND 7 AM TO 4 PM SATURDAY AND SUNDAY.

EMISSIONS STUFF

SPRITE-MIDGET PVC VALVE

Fits 1098 & 1275.
360-630 Reg. \$51.95 Sale \$39.95

SPRITE-MIDGET PVC VALVE DIAPHRAGM

Fits 1098 & 1275.
360-635 Reg. \$7.65 Sale \$5.95

SPRITE-MIDGET AIR PUMP FILTER ELEMENT

360-795 Reg. \$4.90 Sale \$3.95

SPRITE-MIDGET GULP VALVE

366-010 Reg. \$69.95 Sale \$59.95

SPRITE-MIDGET AIR PUMP CHECK VALVE

367-000 Reg. \$27.95 Sale \$22.95

SPRITE-MIDGET VAPOR ABSORPTION CANISTER

367-100 Reg. \$59.95 Sale \$43.95

MISC. ELECTRICAL

SPRITE-MIDGET GENERATOR

Fits 1098 & 1275 thru '71.
140-200 Reg. \$80.95 Sale \$59.95

SPRITE-MIDGET GENERATOR BRUSH SET

140-2098-1275 thru '71.
147-250 Reg. \$3.20 Sale \$2.70

SPRITE-MIDGET FUSE BOX

Fits 1275 from '68 thru 1500.
162-510 Reg. \$33.35 Sale \$24.95

SPRITE-MIDGET 1098-1275 FUSE BOX

Fits 1275 thru '67.
560-100 Reg. \$13.50 Sale \$10.95

SPRITE-MIDGET INTERIOR COURTESY LAMP ASSEMBLY

Fits Sprite MkIII on & Midget MkII on.
158-920 Reg. \$28.95 Sale \$22.95

OTHER STUFF

SPRITE-MIDGET 58-67 WIPER BLADE

164-980 Reg. \$9.95 Sale \$7.95

SPRITE-MIDGET 77-80 WIPER BLADE

165-045 Reg. \$9.95 Sale \$7.95

SPRITE-MIDGET 68-72 WIPER BLADE

165-055 Reg. \$8.95 Sale \$7.95

SPRITE-MIDGET BRAKE MASTER CYLINDER FILLER CAP

Fits 948 & 1098, plastic replacement.
180-210 Reg. \$2.55 Sale \$2.00

SPRITE-MIDGET 948-1275 VALVE COVER UPPER BUSHING

20 Reg. \$0.55 Sale \$0.40

MIDGET 1500 EXHAUST MANIFOLD FLANGE GASKET

296-690 Reg. \$8.85 Sale \$6.95

MIDGET 1500 VALVE COVER GASKET

694-100 Reg. \$3.75 Sale \$2.95



**JAGUAR XK
IGNITION SYSTEM**

XX120-140 DISTRIBUTOR POINT SET

152-200 Reg. \$11.50 Sale \$8.95

XX150 IGNITION POINT SET

872-861 Reg. \$9.40 Sale \$7.95

XX120-140-150 ORIGINAL SPARK PLUG CLIP

171-530 Reg. \$4.95 Sale \$3.95

XX120-140-150 'CHAMPION' SPARK PLUG CLIP

171-625 Reg. \$9.95 Sale \$7.95

XX150 & 150S DISTRIBUTOR CAP

872-800 Reg. \$21.95 Sale \$19.50

XX120-140 CONDENSER

872-721 Reg. \$8.95 Sale \$7.50

XX150 & 150S ROTOR

872-790 Reg. \$4.95 Sale \$3.95

XX120-140 REPLACEMENT ROTOR

872-795 Reg. \$2.95 Sale \$1.95

XX120-150 IGNITION WIRE SET

Complete with clips, nuts, washers and separators.
011-287 Reg. \$69.95 Sale \$54.95

XX120-140-150 IGNITION COIL

Screw -in high tension lead and terminals.
543-020 Reg. \$25.75 Sale \$19.95

XX120-140-150 IGNITION WIRE SEPARATOR-THICK

546-160 Reg. \$5.95 Sale \$4.95

XX120-140-150 IGNITION WIRE SEPARATOR-THIN

546-170 Reg. \$5.80 Sale \$4.95

XX120-150 IGNITION WIRE CARRIER

031-923 Reg. \$36.95 Sale \$29.95

WE WELCOME



XX140-150 BOTTOM RADIATOR HOSE

011-178 Reg. \$5.95 Sale \$4.25

XX120 THERMOSTAT HOUSING GASKET

011-602 Reg. \$1.25 Sale \$0.95

OIL SYSTEM

XX120-140 OIL FILTER

Element measures 4 1/2" x 3 1/2".
800-009 Reg. \$18.95 Sale \$15.95

XX140-150 OIL FILTER

Element measures 6 1/4" x 2 1/2".
800-011 Reg. \$14.50 Sale \$10.95

XX120-140-150 BRAIDED STAINLESS STEEL FLEXIBLE OIL LINE

590-046 Reg.

TR2-TR4A

IGNITION SYSTEM

TR2-LUCAS POINT SET	Reg. \$10.75	Sale \$8.95
TR2-TR4 LUCAS POINT SET	Reg. \$4.00	Sale \$3.25
TR2-TR4 REPLACEMENT POINT SET	Reg. \$3.75	Sale \$2.75
TR2-TR4 REPLACEMENT CONDENSER	Reg. \$2.75	Sale \$1.95
TR2-TR4 REPLACEMENT DISTRIBUTOR	Reg. \$16.95	Sale \$12.95
TR2-TR4 LUCAS ROTOR	Reg. \$2.95	Sale \$1.95
TR2-TR4 REPLACEMENT ROTOR	Reg. \$2.50	Sale \$1.85
TR2-TR4 REPLACEMENT COIL	Reg. \$24.95	Sale \$19.95
TR2-TR4 IGNITION COIL	Reg. \$24.95	Sale \$19.95
TR2-TR4 REPAIR KIT	Reg. \$24.95	Sale \$19.95
TR2-TR4 REPLACEMENT HOSE	Reg. \$3.20	Sale \$2.65
TR2-TR4 UPPER RADIATOR HOSE	Reg. \$3.20	Sale \$2.65
TR2-TR4 LOWER RADIATOR HOSE	Reg. \$3.20	Sale \$2.65
TR2-TR4 WATER PUMP	Reg. \$3.20	Sale \$2.65
TR2-TR4 FAN BELT	Reg. \$3.20	Sale \$2.65
TR2-TR4 FAN BELT	Reg. \$3.20	Sale \$2.65
TR2-TR4 FAN BELT	Reg. \$3.20	Sale \$2.65

COOLING SYSTEM

TR2-TR3 RADIATOR CAP	Reg. \$4.95	Sale \$4.25
TR2-TR4 RADIATOR CAP (7 PSI)	Reg. \$4.95	Sale \$4.25
TR2-TR4 RADIATOR CAP (17 PSI)	Reg. \$4.95	Sale \$4.25
TR2-TR4 RADIATOR CAP (7 PSI)	Reg. \$4.95	Sale \$4.25
TR2-TR4 RADIATOR CAP (7 PSI)	Reg. \$4.95	Sale \$4.25
TR2-TR4 RADIATOR CAP (7 PSI)	Reg. \$4.95	Sale \$4.25
TR2-TR4 RADIATOR CAP (7 PSI)	Reg. \$4.95	Sale \$4.25
TR2-TR4 RADIATOR CAP (7 PSI)	Reg. \$4.95	Sale \$4.25
TR2-TR4 RADIATOR CAP (7 PSI)	Reg. \$4.95	Sale \$4.25
TR2-TR4 RADIATOR CAP (7 PSI)	Reg. \$4.95	Sale \$4.25

TR250-TR61

IGNITION SYSTEM

TR250-LUCAS POINT SET	Reg. \$10.75	Sale \$8.95
TR250-TR4 LUCAS POINT SET	Reg. \$4.00	Sale \$3.25
TR250-TR4 REPLACEMENT POINT SET	Reg. \$3.75	Sale \$2.75
TR250-TR4 REPLACEMENT CONDENSER	Reg. \$2.75	Sale \$1.95
TR250-TR4 REPLACEMENT DISTRIBUTOR	Reg. \$16.95	Sale \$12.95
TR250-TR4 LUCAS ROTOR	Reg. \$2.95	Sale \$1.95
TR250-TR4 REPLACEMENT ROTOR	Reg. \$2.50	Sale \$1.85
TR250-TR4 REPLACEMENT COIL	Reg. \$24.95	Sale \$19.95
TR250-TR4 IGNITION COIL	Reg. \$24.95	Sale \$19.95
TR250-TR4 REPAIR KIT	Reg. \$24.95	Sale \$19.95
TR250-TR4 UPPER RADIATOR HOSE	Reg. \$3.20	Sale \$2.65
TR250-TR4 LOWER RADIATOR HOSE	Reg. \$3.20	Sale \$2.65
TR250-TR4 WATER PUMP	Reg. \$3.20	Sale \$2.65
TR250-TR4 FAN BELT	Reg. \$3.20	Sale \$2.65
TR250-TR4 FAN BELT	Reg. \$3.20	Sale \$2.65
TR250-TR4 FAN BELT	Reg. \$3.20	Sale \$2.65

COOLING SYSTEM

TR250-TR3 RADIATOR CAP	Reg. \$4.95	Sale \$4.25
TR250-TR4 RADIATOR CAP (7 PSI)	Reg. \$4.95	Sale \$4.25
TR250-TR4 RADIATOR CAP (17 PSI)	Reg. \$4.95	Sale \$4.25
TR250-TR4 RADIATOR CAP (7 PSI)	Reg. \$4.95	Sale \$4.25
TR250-TR4 RADIATOR CAP (7 PSI)	Reg. \$4.95	Sale \$4.25
TR250-TR4 RADIATOR CAP (7 PSI)	Reg. \$4.95	Sale \$4.25
TR250-TR4 RADIATOR CAP (7 PSI)	Reg. \$4.95	Sale \$4.25
TR250-TR4 RADIATOR CAP (7 PSI)	Reg. \$4.95	Sale \$4.25
TR250-TR4 RADIATOR CAP (7 PSI)	Reg. \$4.95	Sale \$4.25
TR250-TR4 RADIATOR CAP (7 PSI)	Reg. \$4.95	Sale \$4.25

FUEL SYSTEM

TR250-TR4 CARBURETOR	Reg. \$3.75	Sale \$2.95
TR250-TR4 CARBURETOR ASSEMBLY	Reg. \$3.75	Sale \$2.95
TR250-TR4 CARBURETOR ASSEMBLY	Reg. \$3.75	Sale \$2.95
TR250-TR4 CARBURETOR ASSEMBLY	Reg. \$3.75	Sale \$2.95
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TR250-TR4 CARBURETOR ASSEMBLY	Reg. \$3.75	Sale \$2.95
TR250-TR4 CARBURETOR ASSEMBLY	Reg. \$3.75	Sale \$2.95

SPITFIRE!

IGNITION SYSTEM

SPITFIRE 1500 CARBURETOR	Reg. \$3.75	Sale \$2.95
SPITFIRE 1500 75-90 REPLACEMENT	Reg. \$3.75	Sale \$2.95
SPITFIRE 1500 75-90 REPLACEMENT	Reg. \$3.75	Sale \$2.95
SPITFIRE 1500 75-90 REPLACEMENT	Reg. \$3.75	Sale \$2.95
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SPITFIRE 1500 75-90 REPLACEMENT	Reg. \$3.75	Sale \$2.95
SPITFIRE 1500 75-90 REPLACEMENT	Reg. \$3.75	Sale \$2.95

AUSTIN-HEALEY

IGNITION SYSTEM

AUSTIN-HEALEY 1500 CARBURETOR	Reg. \$3.75	Sale \$2.95
AUSTIN-HEALEY 1500 75-90 REPLACEMENT	Reg. \$3.75	Sale \$2.95
AUSTIN-HEALEY 1500 75-90 REPLACEMENT	Reg. \$3.75	Sale \$2.95
AUSTIN-HEALEY 1500 75-90 REPLACEMENT	Reg. \$3.75	Sale \$2.95
AUSTIN-HEALEY 1500 75-90 REPLACEMENT	Reg. \$3.75	Sale \$2.95
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AUSTIN-HEALEY 1500 75-90 REPLACEMENT	Reg. \$3.75	Sale \$2.95
AUSTIN-HEALEY 1500 75-90 REPLACEMENT	Reg. \$3.75	Sale \$2.95
AUSTIN-HEALEY 1500 75-90 REPLACEMENT	Reg. \$3.75	Sale \$2.95
AUSTIN-HEALEY 1500 75-90 REPLACEMENT	Reg. \$3.75	Sale \$2.95

TR7

IGNITION SYSTEM

TR7 1500 CARBURETOR	Reg. \$3.75	Sale \$2.95
TR7 1500 75-90 REPLACEMENT	Reg. \$3.75	Sale \$2.95
TR7 1500 75-90 REPLACEMENT	Reg. \$3.75	Sale \$2.95
TR7 1500 75-90 REPLACEMENT	Reg. \$3.75	Sale \$2.95
TR7 1500 75-90 REPLACEMENT	Reg. \$3.75	Sale \$2.95
TR7 1500 75-90 REPLACEMENT	Reg. \$3.75	Sale \$2.95
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TR7 1500 75-90 REPLACEMENT	Reg. \$3.75	Sale \$2.95
TR7 1500 75-90 REPLACEMENT	Reg. \$3.75	Sale \$2.95

MISC. STUFF

MISC. STUFF	Reg. \$3.75	Sale \$2.95
MISC. STUFF	Reg. \$3.75	Sale \$2.95
MISC. STUFF	Reg. \$3.75	Sale \$2.95
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MISC. STUFF	Reg. \$3.75	Sale \$2.95
MISC. STUFF	Reg. \$3.75	Sale \$2.95



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 FAX 805-692-2525

MOSS
 ALL TRIUMPHS HOSTE THE STRIP
 REG. \$0.60 SALE \$0.40

TR7
 TR7 REPLACEMENT ROTOR
 For cars with Lucas distributor.
 151-850 Reg. \$2.35 Sale \$1.75

TR7 REPLACEMENT DISTRIBUTOR CAP
 For cars with Lucas distributor.
 151-810 Reg. \$7.15 Sale \$5.95

TR7 BALLASTED IGNITION COIL
 Fits cars with Lucas distributors.
 143-230 Reg. \$27.95 Sale \$24.95

TR7 OIL FILTER
 071-100 Reg. \$4.95 Sale \$3.95

TR7 WATER ASSEMBLY/CONVEYER
 367-100 Reg. \$39.95 Sale \$34.95

TR7 100-4 3000
 100-4 3000 REPLACEMENT COIL
 With push-in high tension head and
 spade connectors.
 143-220 Reg. \$24.95 Sale \$19.95

100-4 DISTRIBUTOR BUSHING
 153-100 Reg. \$39.95 Sale \$32.95

100-4 DISTRIBUTOR CAP
 163-750 Reg. \$0.70 Sale \$0.50



TR2
 TR2 REPLACEMENT ROTOR
 For cars with Lucas distributor.
 151-850 Reg. \$2.35 Sale \$1.75

TR2 REPLACEMENT DISTRIBUTOR CAP
 For cars with Lucas distributor.
 151-810 Reg. \$7.15 Sale \$5.95

TR2 BALLASTED IGNITION COIL
 Fits cars with Lucas distributors.
 143-230 Reg. \$27.95 Sale \$24.95

TR2 OIL FILTER
 071-100 Reg. \$4.95 Sale \$3.95

TR2 WATER ASSEMBLY/CONVEYER
 367-100 Reg. \$39.95 Sale \$34.95

TR2 100-4 3000
 100-4 3000 REPLACEMENT COIL
 With push-in high tension head and
 spade connectors.
 143-220 Reg. \$24.95 Sale \$19.95

100-4 DISTRIBUTOR BUSHING
 153-100 Reg. \$39.95 Sale \$32.95

100-4 DISTRIBUTOR CAP
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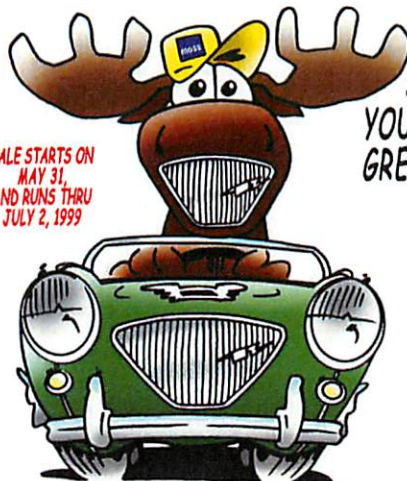
TR7 OIL FILTER
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100-4 DISTRIBUTOR BUSHING
 153-100 Reg. \$39.95 Sale \$32.95

100-4 DISTRIBUTOR CAP
 163-750 Reg. \$0.70 Sale \$0.50



SALE STARTS ON
MAY 31,
AND RUNS THRU
JULY 2, 1999

YOU WILL BE
SMILING TOO WHEN
YOU GET IN ON THESE
GREAT PRICES...

COOLING SYSTEM

- 100-6 FAN BELT**
834-045 Reg. \$8.75 Sale \$6.95
- 3000 FAN BELT**
Fits BN7, BT7, BJ7 and BJ8 to 29K-H10271, 3/8" wide.
834-050 Reg. \$5.20 Sale \$3.95
- 3000 BJT FAN BELT**
Fits from 29K-H10272 on, 1/2" wide.
834-060 Reg. \$8.50 Sale \$5.95
- 100-4 RADIATOR CAP (4 PSI.)**
834-800 Reg. \$4.95 Sale \$4.25
- 100-6 & 3000 RADIATOR CAP (7 PSI.)**
583-004 Reg. \$4.95 Sale \$4.25
- 100-4 TOP RADIATOR HOSE**
021-067 Reg. \$11.70 Sale \$8.50
- 100-4 BOTTOM RADIATOR HOSE**
021-068 Reg. \$16.95 Sale \$12.95
- 100-4 BOTTOM RADIATOR HOSE**
570-021 Reg. \$13.65 Sale \$10.25
- 100-6 & 3000 UPPER RADIATOR HOSE**
570-083 Reg. \$9.80 Sale \$7.95
- 3000 BJT WATER PUMP**
Fits from 29K-H10272 on, 1/2" pulley.
580-010 Reg. \$127.85 Sale \$99.95
- 100-4 WATER PUMP**
021-065 \$174.95 Sale \$135.25
- 3000 WATER PUMP**
With 3/8" belt.
835-020 \$126.20 Sale \$99.25
- ENGINE MISC.**
- 100-4 THRU 3000 PAPER OIL FILTER**
833-000 Reg. \$4.75 Sale \$3.50
- FELT OIL FILTER**
800-012 \$11.95 Sale \$9.75
- 100-4 .020" ROD BEARING SET**
021-030 Reg. \$59.95 Sale \$51.95

100-4 MAIN BEARING SETS

- Std. 021-035 \$69.95 Sale \$59.95
010" 021-036 \$69.95 Sale \$59.95
- 100-4 CAM BEARING SET**
550-645 Reg. \$54.95 Sale \$43.95
- 100-6 & 3000 CAM BEARING SET**
021-048 Reg. \$43.95 Sale \$33.95
- 100-4 CAMSHAFT TIMING GEAR**
021-366 Reg. \$109.95 Sale \$94.95
- 100-4 HEAD GASKET SET**
Includes all gaskets and seals from the cylinder head up.
524-012 Reg. \$98.95 Sale \$84.95
- 100-6, 3000 HEAD GASKET**
529-103 Reg. \$10.95 Sale \$7.25
- 6 PORT HEAD GASKET SET**
524-051 Reg. \$84.95 Sale \$66.95
- 100-4 ROD BEARING SET**
Std. 550-040 \$59.95 Sale \$52.95
010" 550-041 \$59.95 Sale \$52.95
- 100-4 STD. THRUST WASHER SET**
555-105 Reg. \$18.65 Sale \$15.95
- 100-4 OIL DIPSTICK BOOT**
460-040 Reg. \$2.80 Sale \$1.95
- 100-4 BNI CLUTCH DISC**
591-020 Reg. \$125.95 Sale \$104.95
- 100-4 CLUTCH PRESSURE PLATE**
021-135 Reg. \$149.95 Sale \$119.95
- 3000 '63- PRESSURE PLATE 9.5"**
021-139 \$131.95 Sale \$106.95
- 100-4 BN2 9" CLUTCH DISC**
021-140 Reg. \$94.95 Sale \$69.95
- 3000 '59-63 CLUTCH COVER 10"**
021-136 \$160.95 Sale \$127.95
- 100-6, 3000 LIFTER**
021-365 \$14.95 Sale \$11.95
- 100-M MANIFOLD SET**
366-760 Reg. \$229.95 Sale \$249.95

FUEL SYSTEM

- 100-M CARBURETOR GASKET SET**
Cars with 13/4" SU H6 carbs.
698-010 Reg. \$8.95 Sale \$6.95
- 00-4 & 100-6 CARBURETOR MASTER REBUILD KIT**
For BN1, BN2 and early BN4. This very complete kit, for two carburetors, are produced exclusively by SU and feature only SU components. This kit includes all of the items that are normally replaced during a rebuild, as well as throttle shafts, butterflies, hardware and much more... Metering needles are not included to allow you to select the exact one for your needs.
375-518 Reg. \$114.95 Sale \$99.95
- 100-4 & 100-6 CARBURETOR GASKET SET**
Fits BN1, BN2 and BN4.
698-000 Reg. \$7.95 Sale \$5.95
- 3000 BJT CARB-TO-AIR CLEANER GASKET**
696-030 Reg. \$0.80 Sale \$0.60
- 100-6 & 3000 CARB INSULATOR BLOCK**
Fits late BN4 thru BN7/BT7.
696-000 Reg. \$3.95 Sale \$2.95
- 100-6 & 3000 CARB-TO-AIR CLEANER GASKET**
Fits late BN4 thru BN7/BT7.
696-020 Reg. \$0.90 Sale \$0.60
- SENDING UNIT**
021-571 \$79.95 Sale \$61.25
- SUSPENSION SYSTEM**
- 100M, 100-6 & 3000 ANTI-ROLL BAR MOUNT**
021-767 Reg. \$1.70 Sale \$1.25
- 100M, 100-6 & 3000 ANTI-ROLL BAR**
031-281 Reg. \$129.75 Sale \$99.95
- 100-4 BNI REAR SHOCK ABSORBER LINK**
031-398 Reg. \$48.95 Sale \$35.95

- 100-6 & 3000 FRONT SUSPENSION COIL SPRING**
Fits BN4 from C.E.35077, BN6, BN7 to (c)10328 and BT7 to (c)10302.
661-910 Reg. \$59.95 Sale \$49.95
- 3000 FRONT SUSPENSION COIL SPRING**
Fits BN7 from (c)10329 and BT7 from (c)10303.
661-920 Reg. \$61.95 Sale \$49.95
- 100-4 BNI REAR AXLE BUMP STOP BOX**
Fits up to C.E.221535.
806-190 Reg. \$28.85 Sale \$22.95
- 100-4 THRU 3000 REAR AXLE BUMP STOP BOX**
Fits from C.E.221536 on.
806-180 Reg. \$26.95 Sale \$21.95
- 3000 LOWER A-ARM BUSHING**
021-187 \$2.95 Sale \$1.95
- 3000 KING PIN SET**
021-188 \$149.95 Sale \$120.25
- 100-6, 3000 LEAF SPRING**
021-370 \$109.95 Sale \$83.95
- 3000 '63-68 FRONT SHOCK**
655-066 \$199.95 Sale \$167.25
- TIE ROD ASSY**
667-550 \$29.95 Sale \$47.50

- BRAKES**
- 100-4 BRAKE MASTER CYLINDER**
021-142 \$324.95 Sale \$255.00
- 3000 BRAKE MASTER CYLINDER**
581-100 \$244.75 Sale \$199.25
- 100-6, 3000 BRAKE/CLUTCH MASTER CYLINDER**
513-318 \$104.95 Sale \$82.50
- BRAKE MASTER CYLINDER**
513-326 \$129.95 Sale \$85.95
- GIRLING SERVO REPAIR KIT**
OE type.
021-164 \$89.95 Sale \$71.25
- 3000 REPLACEMENT BRAKE SERVO**
981-173 \$443.95 Sale \$375.00
- 3000 BRAKE ROTOR**
Fits from 26704 on.
021-170 \$67.70 Sale \$49.95
- BRAKE CALIPER KIT**
Fits one side.
513-207 \$10.25 Sale \$7.50
- 100-6, 3000 REAR BRAKE SHOE SET**
519-031 \$75.95 Sale \$66.00

- AUSTIN-HEALEY 100-6 & 3000 REAR HEAVY-DUTY SHOCK VALVES**
About 25% stiffer than stock ones. These competition shock valves are just the ticket for improved road holding. Sold individually.
655-070 Reg. \$74.95 Sale \$59.95

MORE ACCESSORIES!



BACKMOUNT FOG AND DRIVING LAMPS
Our super quality lamps are exact reproductions of the old Lucas SLR/SFT lamps which were commonly fitted in the fifties and sixties. We have fog or long-range driving lamps. Each supplied complete with bulbs.

Backmount Driving Lamp
162-760 Reg. \$97.95 Sale \$79.95

Backmount Foglamp
162-770 Reg. \$97.95 Sale \$79.95



IGNITOR ELECTRONIC IGNITION

- Completely self contained. No external control boxes to mount or clutter your engine compartment.
- No points to set or change. Engine timing remains "spot on" for longer.
- Hall effect sensor is impervious to dirt, dust, moisture, or vibration and retains stock advance curve.
- Unaffected by distributor shaft wear, maintains accuracy to within 1/4", reduces spark scatter over full rpm range.
- Full one year warranty.
- Fits negative ground systems only.

MGB (points-type), MGA, Sprite/Midget (except 1500), and Triumph TR3-4A with 250 distributor.
222-405 Reg. \$99.95 Sale \$84.95

Austin-Healey 3000 and Jaguar XJ6 with 2206 distributor
222-415 Reg. \$99.95 Sale \$84.95

TR250-TR6 with 2206 distributor
222-395 Reg. \$99.95 Sale \$84.95

MGB 1975-79 with Lucas 45DE4 distributor and Integral amplifier
222-425 Reg. \$99.95 Sale \$84.95

MGB '62-'71 Replacement Distributors
Fits Lucas #41427E type 45D4 distributor, our part #143-110
222-435 Reg. \$99.95 Sale \$84.95

Triumph TR7 and MGB '76 on with DM4 distributor with remote amp.
222-475 Reg. \$99.95 Sale \$84.95



LUCAS-STYLE WINDTONE HORNS
IG TD-TF, MGA, Triumph TR2-3 and many British vehicles of the 1940s and 50s. The original horns were produced in a number of slightly different variations and ours is the later triangular trumpet style, with quality exceeding that of the originals. The tone is commanding yet pleasant. MGA owners please note, high note horns were an option on MGAs and require bracket #405-800 for an easy installation.
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Replace old worn out and loose rubber and improve handling.
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GROSE JET
Fits all but HIF SU type carburetors
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This clever tool makes brake bleeding a one person job. Simply place the hose over a bleeder screw, put the special check valve in an empty container, open the bleed screw and start pumping the pedal. When clean, air bubble free fluid can be seen in the hose, you're done!
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STAINLESS STEEL EXHAUST SYSTEMS
Guaranteed to be the last system you'll need for your car, our stainless steel systems also sound right and fit properly. Constructed entirely of top quality stainless steel, this is the system for your car if you live where winter road conditions are harsh. Includes everything you need from the manifold flange back, except clamps and hangers. Guaranteed for life against corrosion only.

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Triumph Spitfire 73-74
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The fast and easy way to move a car in any direction. Set a dolly in front of each wheel, roll the car forward onto the dollies and its ready to move anywhere in your garage or workshop. You can use two dollies and a floor jack or four, one for each wheel. The best system we've seen to help maneuver cars in a tight space.
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Mallory's classic dual point distributor is a favorite among performance minded enthusiasts. It produces a hotter spark than original Lucas distributors, and its mechanical advance system can be tailored to suit any engine tune. The Mallory dual point is particularly well suited to Weber carb installations. Fits 4-cylinder cars (not Spitfire-TR7). 143-180 Reg. \$208.95 Sale \$179.95



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If you want improved ignition performance AND the originality of Lucas electrics, the sports coil is for you. 40,000 volt output gives more reliable starting power, and greater performance at high rpm. Works with non-ballasted ignition systems only. 143-200 Reg. \$39.95 Sale \$32.95

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LUCAS COIL DECAL

For late style coils. Just the item to complete the restoration of your engine bay. 215-630 Reg. \$2.15 Sale \$1.75

SALE STARTS ON MAY 31, AND RUNS THRU JULY 2, 1999



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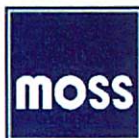
AUSTIN-HEALEY 100-4 POLISHED ALUMINUM VALVE COVER

Quiets valve clatter while making your engine bay look great. Features a chrome quick-release oil filler cap. 852-095 Reg. \$229.95 Sale \$194.95



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A very popular performance accessory for the BMC/BL Competitions Department from the late '50s thru '70s. Its bright yellow and black coloring led to its descriptive nickname. This solid copper wire is so good that Lucas still lists it for high performance applications. Sold by the running foot. 571-020 Reg. \$1.75 Sale \$1.20



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