

## Moss Motoring: Issue Four

It is said that practice makes perfect! By that rule it should be getting easier to produce **Moss Motoring** in that this is the fourth issue to be published. Unfortunately it isn't true! After each issue is sent out we look back and realise that there are areas for improvement, either in the articles and news items we select or in the product sales section. So the task gets harder. In addition we now produce **MM** entirely "in-house". Up until the last issue we utilised the DTP facilities of Moss Motors in the USA; some of the equipment has now been shipped over and a whole new language has had to be learnt. Instead of discussing part numbers and vehicle applications we are now into point sizes and leading, autowrap and text-flow. Little did I realise when I first met Pete Buckles in 1972 that some 18 years later we would be discussing lead articles rather than extolling the virtues of TR3's. (We still do the latter, though mainly when talking to colleagues whose roots are in MG!) Whilst I hope that we "get it right" one day, I also realise that if we ever think the publication cannot be improved we are probably being complacent!

Issue 4 is being sent solely to confirmed customers of Moss Europe or to those of you who have expressed an interest in receiving the publication even though you don't own one of our "classic" cars. If any of your friends/acquaintances would like to receive their own copy, please ask them to contact any of our branches.

As we have now completed the validation of the original mailing list, the donation scheme to Great Ormond Street has all but finished. To date, over £1300 has been donated by Moss Europe. **Thank you for your replies.**



One of the factors that makes the hard work worthwhile is customer reaction, be it positive or negative. Today's post produced the following comments from John Parker in New Zealand. "Damn Good Publication, good to see it and receive same.....Keep it up!" *Thanks John, your letter has been filed and will be produced at pay-review time next March!*

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## MGB GT Body Shell

### The Scarlet Pimpernel of the MG Spares Scene

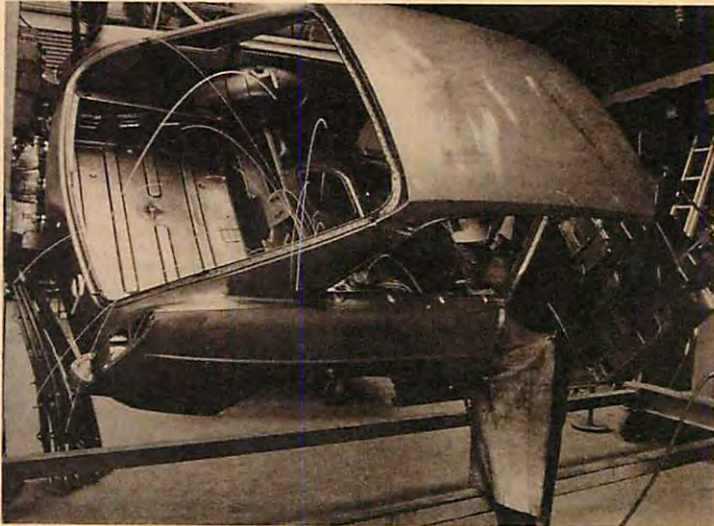
*Peter Buckles, Managing Director Moss Europe comments on the new MGB GT bodyshell.*

After weeks of press speculation, and carefully worded press releases from the manufacturers, British Motor Heritage (BMH) introduced the new MGB GT Bodyshell at the recent MG World show. A welcome new companion to the Roadster shell, the GT variant is bound to sell well. This new product is obviously the most significant development in the MG spares scene this year. Yet you will not see Moss advertisements promoting this shell or announcing the price! Why? Simply because the availability is such that we have already sold our 1990 allocation, and possibly even that for 1991!

With these shells, as was the case when the Roadster shell was introduced, our policy is to take orders from retail and trade customers alike and simply put them on a list with an allocated number. Everyone then takes their turn. It's fair to everyone! We all heard rumours of the remanufacture of the GT shell and, without comment, received orders and created a "waiting list". We have heard similar rumours about a Midget shell. It's not our position to comment on the speculation that such a shell will be produced.. We will take orders for this product on the strict understanding that if the shell is not manufactured you won't get one, if it is you will get yours when your number comes up on the waiting list. As a hint as to possible availability, BMH are currently introducing a large number of the smaller, and somewhat obscure, Midget panelwork. We hold them all in stock.

As regards the roadster shell the current waiting list is over a year long, given the current production rate. All we can offer is to put our name on the waiting list and serve you in turn.

Is our policy negative? I don't believe that it is! We are one of a select group of Distributors appointed by BMH to sell their product. We believe their efforts to be immense in the support of the Classic Car movement. BMH



GT Shell Under Production at Farringdon

Managing Director David Bishop has put tremendous personal effort into the production of literally hundreds of previously obsolete MG and Triumph components. The thousands of miles he drives each year, the hundreds of hours he works each month, are the actions of a deeply committed enthusiast. In case you think he's biased in favour of the MG marque, let me tell you that he owns a TR3A and a TR4 Dove. In the dim and distant past I remember David visiting our shop in Market Rd. Richmond and serving him with a large number of parts for his rebuild. He and I are similar in that we both have our roots in an enthusiasm for the cars for which we make and sell parts.

Should we be critical over the supply problems? No! Whilst the success and high demand for the BMH products is now well established, who could have foreseen this situation. When the Roadster project was first mooted, Rover were, as I understand it, somewhat cool and pessimistic. Fortunately Rover had retained the tooling and assembly jigs

utilised by Pressed Steel Fisher in the manufacture of the MGB and David, as an ex-employee of PSF of 18 years standing, knew just where to look for these crucial elements of the manufacturing process. Rover soon became enthusiastic supporters of the Heritage scheme and provided the not inconsiderable capital investment necessary to pay for the collection and moving of tooling and the set-up of the Farringdon manufacturing facility.

### Hindsight, a popular planning tool

Why though, you may well ask, should we have to wait over a year for this manifestly popular product! Whilst hindsight is a popular planning tool, the answer is simple! When David Bishop first conceived this mammoth project he discreetly consulted respected people in the MG field. This included my fellow director Graham Paddy who has been in the MG parts business for more years than

*Continued Pg 2*

## Keep Calling: The Manor Road Phone System

Neil Aldred, Sales & Marketing Director



For those customers with cauliflower ears, developed from waiting too long on the phone, the swelling should now be going down!

After the initial excitement and high expectations created by the opening of the new Manor Road shop, we suffered severe difficulties with our new telephone system. Callers received a ringing tone whilst our phones did not show the call, and lines kept on failing.

These faults have now been corrected. Who was to blame? B T or the system installers, we don't know. In any event we are now up to full strength and you should not have to wait more than 30 seconds for an answer during normal opening hours. (It can take a little longer during the lunch period.)

Our apologies to all those who suffered, please let me know if, at any time, you do not receive good service on the telephones.

MossMotoring is published by Moss Europe Ltd.

Editor: Adam Blackaby

Although we make every effort to ensure the correctness of technical articles, Moss Europe Ltd assumes no liability for the accuracy, safety or legality of these contributions. All technical material should be weighed against commonly accepted practice. Any opinions expressed in this newsletter are those of the authors and do not necessarily reflect the opinions or policies of Moss Europe Ltd.

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#### Contributions Invited

Contributions are greatly appreciated and every effort will be made to use appropriate material. We regret that we cannot return any material, unless a SAE is included. We reserve the right to accept or reject any material and to edit or change any material to suit the needs of our publication, without prior notification to the contributor. Letters to the Editor will be accepted for publication provided that they are accompanied by a name, address and phone number.

Contributors whose material is selected for publication in **MossMotoring** will receive Moss Europe Gift Vouchers in the following amounts.

#### \$50.00 Gift Vouchers

Technical articles, Marque Reviews, Histories (cars, race teams, etc.) and personality profiles.

#### \$25.00 Gift Vouchers

Book reviews, club article reprints (humorous or general interest).

#### \$10.00 Gift Vouchers

Technical hints, Tips, Cartoons, Humorous anecdotes, Puzzles and Photos.

Prices in this edition of **MossMotoring** are valid until 30th. November 1990.

## THROUGH THE WINDSCREEN CLUB NEWS AND EVENTS Worlds Apart?

By Ken Smith, Club & Events Coordinator Moss Motors Ltd

(Ken was asked to write this article, describing differences between the UK and USA club scenes. Uniquely qualified being a life-long MG enthusiast with years of involvement in the UK, before his move to California early in 1989. Ken has now broadened his interests to include the TR range.)

It has often been said that one half of the world doesn't know how the other half lives. This is certainly true in the classic car field. Since the Moss Group expanded internationally in early 1989, I have been able to observe, at close hand, events on both sides of the Atlantic, coming to the conclusion that the only thing they have in common are the British sports cars and the enthusiasm necessary to sustain interest in such vehicles.

In the UK, one rarely has to travel more than a hundred miles or so to attend one of the many Club events that take place every weekend during the summer. The majority are one day events where one can view hundreds of cars of a particular marque. Only the really large clubs consider stretching the activities to a whole weekend!

How different to the club scene in the United States where attending one of the major marque events often requires that you take part of your annual holiday!

British car meetings in America which are single marque events, such as the American MGB Convention in Atlanta, Georgia, or the National Triumph Convention in Boulder, Colorado, to be held this year, will attract enthusiasts from all parts of this huge country. Some journeys made to attend these meets will entail covering in

excess of 2,000 miles just to get there (and another 2,000 to get back home!). Long distance awards are really earned on these occasions, and at least one organisation has a sub-group called the "Thousand Mile Club". Participants who have covered 1,000 miles to get there, are rewarded with a special dash plaque! Just to give you some perspective on this distance thing, let's imagine that you own an MGA in Denver and intend to drive to the National MGA meeting in Williamsburg, Virginia, that's just about as far as London to Athens!

Events such as those described above are usually held over a three or four day period, and involve taking over a top class hotel or resort complex where each and everyone attending the event can be accommodated under the same roof. The resort venues in particular are popular with family club people as they incorporate every enjoyment facility within the confines of the complex, including pools, saunas, tennis, golf, riding - you name it, they provide it! The larger hotels likewise provide excellent locations for major club events, usually giving special rates and bending over backwards to accommodate car shows (concours!), the technical sessions and other activities such as driving tests, within the confines of the hotel grounds. Some events we have been to even had the "Car of the Show" driven into the ballroom during the awards presentation evening!

In most other respects, the American meets follow very much the same pattern as in the UK with side shows and trade specialists invited to attend and sell their products. Great efforts are made to involve all the family with

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## MGB GT Shell

Cont. from Page 1

he cares to remember. Graham had the dubious privilege of having purchased the last 100 MG roadster shells from the factory. These were stored in a field in Surrey whilst we started a sales campaign, with advertisements directed at the retail customer and telephone calls to all our trade customers. The demand was disappointing, in the end many of the shells were sold at under cost as the storage bills were out-stripping the possible profit.

With this sort of background, would you, in David's shoes, build a massive assembly plant capable of producing 50 shells a week? The argument that cost didn't matter as Rover had lots of money does not hold water. It was David Bishop's job that would have been the first victim of profligate spending, a wonderful thing to focus on when trying to get it right! David assembled a wonderful team of ex PSF and Abingdon workers at the new Farringdon unit. Two huge generators were placed in the yard so that the local village lights wouldn't dim every time the welding guns were in use. The investment by Rover was immense. It was changes in the industry in which we serve, changes that have produced a level of demand that was unforeseen when the initial capacity decisions were made, that created the problem. Unfortunately we cannot just turn on the tap, get a few more Jack Ballinger's, and double production. It's a fact, a sad fact! But we should be grateful for what we have got. Even though the wait is long, the thrill of building your own car is unparalleled. How many other vehicle manufacturer's offer bodies for cars they produced over twenty years ago?

**The wait will be worth it. Hang in there!**

P.S. I tried to get David Bishop to write this article. He makes the Scarlet Pimpernel look positively available!



## Single Marque. The Future For Classic Car Shows?

By Adam Blackaby, Group Marketing Manager

Would a specialist classic car show, dedicated to a single marque, and held in the spacious environment of the NEC be a success? The organisers of the recent 'MG World' exhibition clearly believed the risk worth taking.

I doubt that many of us actually appreciate the degree of risk associated with staging a classic car show. Whilst the principle of such shows is now well established, this doesn't make it easier to persuade exhibitors to exhibit and visitors to visit. If anything the proliferation of shows over the last few years makes the task harder. The organiser needs to persuade potential exhibitors and visitors that their show has a unique attraction.

The concept of a single marque show gave the organisers the opportunity to attract both exhibitors and visitors alike. The problems that now arose: - Was the MG market large enough to support such a venture? Were there enough exhibitors/clubs to fill a hall? Were there enough members of the public who would visit?

The events of the 18th/19th August provided most of the answers. Overall the show was a success. By virtue of extensive advertising in the MG press (both national and club) and the involvement in the show of all three major MG clubs, the visitors came. Estimates put this figure at just under 11,000. Whilst this figure is lower than that achieved at the normal type of show, from the exhibitors standpoint the attendance was excellent. Virtually everyone attending had an interest in the MG marque and

the show took on the feel of a trade exhibition.

However, as John Cole of Plus Shows commented, the number of exhibitors was lower than hoped, "due to scepticism of this new concept event and reflecting the national economic down turn". Whilst the major companies, major in terms of both commitment to the marque and size, for example, Moss Europe, Brown & Gammons, M & G, Ron Hopkinson, attended, there were many others notable by their absence.

For those who did exhibit, the absence of other traders meant that visitors spent more time on each stand. But for the visitor, the absence of many of those who purport to be MG enthusiasts as well as successful traders was disappointing.

With the show being scheduled for repeat next year, the organisers have a novel problem, one though which John Cole is already addressing. Obtaining more exhibitors for 1991 is not the problem - those who didn't go are kicking themselves for having missed out on what was the premier MG event of the year. The challenge that faces John is to get the 11,000 back in 1991. We believe he deserves to succeed. We are already planning our stand for next year!

To revert to the original question: is there a future for single marque shows? The answer is yes, but only for marques large enough in terms of numbers of traders and owners. There is only one marque meeting



Derek & Scott Major, Best MGB of Show

these criteria - MG!

To really stir things up, do we want the one marque concept to succeed? If it does, many MG companies, clubs, and owners, may concentrate their efforts on this one event, and thus not involve themselves with the normal multi-marque classic car shows. The

quality of such could then diminish and thus deprive the smaller marques and companies of the opportunity to participate in a prestigious national event.

**I do not know the answer, do you?**



## Callow & Maddox: The Leaders in Classic Car Trim

By Michael Maddox, Managing Director, Callow & Maddox Bros Ltd.

"The day war broke out" is the start of a music hall monologue, but for two Coventry families it signalled a complete reshaping of their futures.



View of the Trim Shop

Bill Callow and the four Maddox brothers (a coachbuilder, three trimmers and a butcher respectively) were all gainfully employed in 1939. Six years later they attempted to resurrect their individual careers but soon realised that shortage of work, and the demolition of many thriving businesses by the German bombers, meant they had to look elsewhere for a means to support their growing families.

Callow & Maddox Brothers Ltd. was conceived and created in a tiny watchmaker's loft a few hundred yards from the centre of the devastated city. Today, 45 years after the initial "family gathering", it has grown into healthy, thriving organisation, capable of competing against the best in the world in the skilful art of creating vehicle interior trim.

Gone is the old hand cart which once col-

lected furniture from houses for re-upholstering. Now Callow & Maddox lorries roar up and down the motorways. Gone too, but not forgotten, are the founders who carefully

steered the company through its adolescence, often working round the clock for days on end to meet urgent deadlines. The growth has continued since 1977 in the hands of a second generation of family and friends, who have spear-headed the drive to achieve international recognition from many of the world's leading automobile manufacturers. Callow & Maddox proudly lists amongst its customers names like Rolls Royce, Jaguar, Ford, Rover, Honda, Nissan, Lotus and Toyota.

Not all the company's 300 plus employees are involved in the manufacture of seats and soft trim for modern day vehicles. The Specialist Cars Division manufactures seats and interior trim for the classic car market on a regular scheduled basis. (Incidentally it is

currently also training Japanese engineers in the art of producing leather seats.) Yet there were no plans to enter this field until Peter Mitchell (Managing Director, British Motor Heritage), then running the Coventry Motor Museum, required restoration work to a 1958 Daimler. Having successfully completed this, Callow & Maddox began to render their skills on a regular basis and the Specialist Cars Division was created. What evolved from this simple beginning has become a highly skilled and motivated workshop, staffed by some of the cream of Coventry's trim artists.

BL Heritage approval was soon forthcoming and we now trade regularly with many members of the Heritage network. The prime account is Moss Europe. Over the years our personnel have worked closely with Pete Buckles and Graham Paddy to develop the products. Care is taken to ensure that every detail contained in the original specification is either matched or recreated as authentically as possible.

In the continuing process Moss have loaned us their original MG & TR vehicles, as well as the regular services of Graham Paddy, for pattern making, tooling and product testing. We currently have Terry Hurrell's TR7 onsite to assist in the development of TR7 trim, an example of a new seat is shown. When finished these products will compliment the existing range which covers MG T Series, MGB, Midget, TR4-6 and Spitfire.

The Specialist Cars Division has recently moved to the company's new headquarters near Coventry Airport at Baginton. This 80,000 sq.ft. factory, sitting in 12 acres of expansion land, is now the flagship of the company with two other sites of 52,000 sq.ft. and 40,000 sq.ft. at Exhall and Keresley. All cutting and sewing is carried out at Exhall with the complete seat covers shipped to Baginton where the skilled trimmers assemble the seats ready for despatch to the customer.

Callow & Maddox has recently launched a

joint venture with an Italian seating specialist, Lazzarini, to produce seats for the bus, coach and rail industry. This too is based at the new head office and is seen as an important part of the future.

Whilst our engineering division is looking ahead three to four years on seating development, we keep a watchful eye on the trim of yesteryear. The range covers vehicle trim produced during almost all of the company's 45 year history. With an enthusiastic board, supported by a hard working management team and skilled work force, its positive attitude towards quality and service and a rapidly broadening customer base eager to place business, the company seems set for a great future.

**Callow & Maddox, has come of age.**

(Ed's note: In addition to running a company as committed to the classic car market as to the higher volume, OE manufacturers, Mike Maddox is a leading light among the group of Heritage Specialists. His time is freely given to the organisation of exhibitions and he has contributed greatly to the improvement in stan-



A new TR7 seat, developed by C&M

## Classic Car Insurance For The Enthusiast

The following item has been received from Graham Martin, recommended insurer of the TR Register. If you are interested in having Graham pursue his ideas, please get in contact. Whilst their involvement has been primarily with TR owners, there are obviously many "true enthusiast" MG owners who could possibly benefit from such a scheme.

The connection between Flint & Co and TRs goes right back to the formation of the TR Register. After a couple of years, we were insuring quite a high number of TR Register members but felt that their premiums were very high in relation to the risk actually carried by the insurers. Most of the TR Register members were "true enthusiasts". They lavished their time, effort and money on the TR which, in return, gave them the pleasure of classic motoring.

With this attitude to their car, we reasoned, they were much less likely to "come to grief" than the average motorist. We set out to find underwriters who would follow the same philosophy and agree to provide discounted rates for these enthusiasts of group 6 and 7 sports cars. Sports cars at that time fell into the "I'm sorry we would rather not quote" category, so it was a bit of an uphill struggle.

Persistence ultimately brought its reward and the TR Register scheme was launched. Initially this was for TR's up to the TR4A. ("The others are still a bit new, chaps"). As time passed the TR5, 6 and ultimately the 7 were accepted.

Over the years there has been a considerable upsurge of interest in classic cars and, as a result, their insurance. Major insurers, such as ourselves, have developed their own policies and specialist brokers negotiated their own range of schemes to fulfil the need of particular areas of the classic car market.

The success of all these schemes relies on being able to identify the "true enthusiast" from the "it's a pretty car and I can get cheap insurance by joining the club" brigade. With the rapid increase in classic car values, the latter is getting rarer but does still exist.

The greatest problem from an insurer's point of view is distinguishing one from the other. There is no easy way to do so without actually talking to the person and finding out the sort of things that are never revealed on an insurance proposal form. This is a purely personal point of view with which some underwriters may well disagree (underwriting is after all an art not a science). I was, however, recently in conversation with an underwriter who in general agreed with this personal philosophy of mine.

It may well be that with the proliferation of classic car schemes, there is no requirement for yet another. I would, however, be interested to hear from any readers who feel that they are "true enthusiasts" but not being treated as such. If there are enough of you out there, I may take matters further.

Graham Martin, Flint & Co, St Mary's Street, Wallingford, Oxon OX10 0EN. Tel 0491 38877



### Gear Knob Overdrive Switch

From Richard Searle, Feltham Middx.

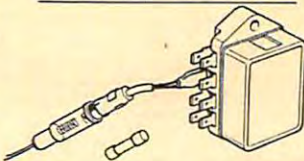
Whilst being in the most usable place, there is a flaw in having the overdrive switch on the gear knob on post 1976 MGBs. (This tip applies to all vehicles with similarly placed overdrive switches.) The wires feeding the switch enter the car via the gear lever hole, and through time are 'nipped' to the point where they short on the car bodywork.

The fuse for the overdrive is shared with other circuits in the car, and is thus a heavy duty 35 amp (blow) fuse. The wires for the overdrive are 8 amp rated; the result of a short circuit is that the fuse remains intact while the wires overheat and melt possibly starting a fire.

Replacing the damaged wire is time consuming and tricky since about a foot of the car harness has to be detaped to route the wire correctly to the fuse box. The tape to recover the harness is not easily come by.

#### The Remedies:

1. Insert a lower rated 'in line' fuse in the circuit, either adjacent to the fusebox or at the connection just below the brake master cylinder.



2. Cut a heavy gauge black bin liner into a continuous one inch strip - this gives several yards of harness tape, which once applied may be sealed at either end with small amounts of insulating tape.

A £10.00 Moss voucher is on its way to Richard for this contribution.

# Moss Europe Ltd Autumn Product News & Specials

**Sale Prices Are Valid Until  
30th. November, 1990**

**Pricing Notes:**

All parts detailed in these pages are available from your local Moss Europe Ltd outlets as detailed at the bottom of each page. All listed sale prices are net retail prices, there are no further retail discounts available.

To comply with the guidelines laid down by the D.T.I., all prices include VAT at the current rate ruling, 15%. It is important that this is remembered when making price comparisons between those listed in these pages and those quoted by other suppliers.

Prices quoted do not include carriage. Carriage charges, where applicable, can be obtained from your local Moss Europe outlet at time of ordering. For further details, see "How To Order", page 4.

All special price offers apply only so long as stocks are available. Customers will be advised if goods ordered are no longer in stock. Back-orders will be held if specifically requested by the customer. Parts will then be invoiced at the retail price ruling at the time of supply.

## How To Order

Products listed in **MossMotoring**, plus any other in the large range of standard or tuning components available for your vehicle, can be ordered from your local Moss Europe Ltd outlet or Speciality Supplier if appropriate. For full address/telephone details see back page.

All outlets offer full Retail, Mail-Order and Export facilities, thus expediting your purchasing. Speciality parts can be ordered for supply through your local Branch, though this can, of course, mean delays in supplying your requirements.

Please note that sale items listed will be supplied at the quoted prices only so long as stocks remain. If a sale item becomes nil-stock, you will be advised at the time of ordering. If you so wish, the item will be supplied at the retail price ruling at the time of supply.

**Retail Counter Sales**

As stock situations alter dramatically in a very short time-span, it is strongly recommended that you ascertain availability of any items that you may require before visiting your local Branch. A little time spent before setting off could prevent disappointment and a wasted journey.

All locations accept Access and Visa

Cards. Cheques are accepted, subject to the normal guarantee limits.

**Mail Orders**

As previously stated, all prices include VAT but exclude carriage costs. If payment is being made by accepted credit cards, this amount will automatically be added to the goods total when your account is charged. If payment is being made by cheque, we strongly recommend that the amount details are left blank and the cheque endorsed "Not to exceed £.....", where the amount £..... is set at approx 10% above the total value of the goods ordered. This will allow for the order to be processed without delay.

**Note: With all mail orders please be sure to include the following details:**

Full name and address  
Day-time telephone number (where you can be contacted)

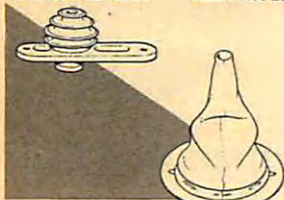
Delivery address if different  
Full vehicle details—Year, Engine Number, Chassis Number and RHD/LHD.

If paying by credit card: include Card No., expiry date, full name as shown on card, and full address where registered if different from above

## MGB, MGC & V8

**Ashtray MGA/B/C Up To 72**

AHH7061 R.P. \$8.18 Sale Price £7.36



**Gear Lever Gaiter MGB up To 67**

AHH1710 R.P. \$6.21 Sale Price £5.59

**Gear Lever Gaiter MGC 71 on**

BHH2072 R.P. \$7.14 Sale Price £6.43

**RH MGB Door Lock**

BHH972 R.P. \$5.38 Sale Price £4.84

**LH MGB Door Lock**

BHH973 R.P. \$5.38 Sale Price £4.84



**Door Locks, Pair. Matching Keys**

BHH973P R.P. \$10.56 Sale Price £9.50

**Door Lock Gasket**

BHH972G R.P. \$0.41 Sale Price £0.37

**Glove Box Lock 62-76**

AHH6331 R.P. \$5.49 Sale Price £4.94

**Glove Box Lock 76 On**

HZA5413 R.P. \$10.25 Sale Price \$9.22

**Glove Box 62-75 RHD**

AHH6338 R.P. \$8.28 Sale Price £7.45

**Glove Box 62-67 LHD**

AHH6339 R.P. \$8.28 Sale Price £7.45

**Handle Surround 68 On**

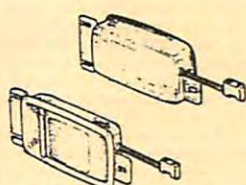
CZA2259 R.P. \$0.62 Sale Price £0.56

**Door Lock Striker RH**

CZA3310 R.P. \$7.76 Sale Price £6.99

**Door Lock Striker LH**

CZA3311 R.P. \$7.76 Sale Price £6.99



**Interior Door Handle 68 On RH**

CZK3792 R.P. \$10.25 Sale Price \$9.22

**Interior Door Handle 68 On LH**

CZK3793 R.P. \$10.25 Sale Price \$9.22

**Handle Exterior 68 On**

AHH8885 R.P. \$13.46 Sale Price \$12.11



**Window Handle 68 On**

CZA7109 R.P. \$1.71 Sale Price \$1.54

**Window Handle 62-67**

34G2528 R.P. \$3.11 Sale Price \$2.79

**Door Cap Finisher Set of 4, Roadster**

AHH6422C R.P. \$12.94 Sale Price \$11.64

**Door Capping Screw Set**

GBK3005 R.P. \$1.04 Sale Price \$0.93



**MGB Side Lamp Back Plate**

**With wires**

BHA4966A R.P. \$10.35 Sale Price \$9.32

**Without Wires**

SML2 R.P. \$8.80 Sale Price \$7.92

**Side Lamp Rim**

516308 R.P. \$5.18 Sale Price \$4.66

## MGB, MGC & V8



**Badge Tailgate Red**

BHH2685 R.P. \$12.42 Sale Price \$11.18

**Badge Tailgate Gold**

HZA5021 R.P. \$13.80 Sale Price \$12.42

**Badge Tailgate Blue**

BHH855 R.P. \$9.83 Sale Price \$8.85

**Badge Tailgate Black**

HZA5024 R.P. \$9.83 Sale Price \$8.85

**Badge MG Front Gold**

CHA507 R.P. \$5.12 Sale Price \$4.61



**Badge MG Boot Gold**

CHA508 R.P. \$8.05 Sale Price \$7.25

**Badge MG Front Black**

CHA544 R.P. \$3.93 Sale Price \$3.54

**Badge MG Front Red**

BHH2688 R.P. \$4.14 Sale Price \$3.73

**Badge MG Boot Metal**

CHA545 R.P. \$7.04 Sale Price \$6.33



**Badge GT Flash RH RR**

BHH1400 R.P. \$7.76 Sale Price \$6.99

**Badge GT Flash LH RR**

BHH1401 R.P. \$7.76 Sale Price \$6.99

**Front Spring Lowered**

AHT21 R.P. \$15.01 Sale Price \$13.51

**Front Spring Roadster Up To 72**

AHH6451 R.P. \$13.87 Sale Price \$12.48



**Front Spring MGB GT 72-75**

BHH1077 R.P. \$14.49 Sale Price \$13.04

**Front Spring 72 on Roadster, 75 on GT**

BHH1225 R.P. \$14.49 Sale Price \$13.04

**Rear Spring GT 75 On, Repro**

BHH1767B R.P. \$28.46 Sale Price \$25.62



**Rear Spring GT 65-75, Repro**

AHC31B R.P. \$28.46 Sale Price \$25.62

**Rear Spring GT 65-75, OE**

AHC31 R.P. \$33.12 Sale Price \$29.81

**Rear Spring GT 75 On, OE**

BHH1767 R.P. \$33.12 Sale Price \$29.81

**Rear Spring V8 72-74, OE**

BHH1133 R.P. \$37.26 Sale Price \$33.53

**Rear Spring V8 75 On, OE**

BHH1771 R.P. \$37.26 Sale Price \$33.53

**Rear Spring MGC GT, Repro**

AHC791B R.P. \$36.80 Sale Price \$33.12

**Rear Spring MGC Roadster, Repro**

AHC797B R.P. \$36.80 Sale Price \$33.12

**Rear Spring Lowered**

AHT20 R.P. \$33.93 Sale Price \$30.53

**Rear Spring Roadster 62-74, OE**

GSV1006 R.P. \$33.12 Sale Price \$29.81

**Rear Spring Roadster, Repro**

BHH1779B R.P. \$25.88 Sale Price \$23.29

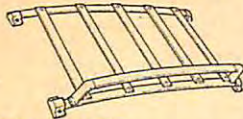
**Rear Spring Roadster 74 On, OE**

BHH1779 R.P. \$33.12 Sale Price \$29.81

To obtain any parts listed above, contact your local MG outlet of Moss Europe Ltd.

Note: All prices listed are special net prices, including VAT. Carriage is not included.

# MGB, MGC & V8/Midget & Sprite



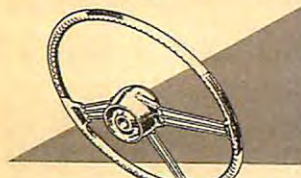
**US LE Boot Rack MGB**  
GAC4003B R.P. \$56.93 **Sale Price \$51.23**

**Grille Air Intake**  
AHH6102 R.P. \$10.35 **Sale Price \$9.32**



**Interior Mirror Assembly MGB 62-69**  
BHA4806 R.P. \$12.42 **Sale Price \$11.18**  
**Interior Mirror Assembly MGB 70 on**  
BHA4960 R.P. \$11.90 **Sale Price \$10.71**

**Gear Lever 62-67 O/D**  
22H251 R.P. \$21.56 **Sale Price \$19.41**



**Steering Wheel MGB**  
AHH9284 R.P. \$82.80 **Sale Price \$74.52**  
**Quarterlight Seal Roadster**  
RH 17H2505, LH 17H2506  
R.P. \$7.25 **Sale Price \$6.52**

**Quarterlight Seal GT**  
RH AHH7435, LH AHH7436  
R.P. \$6.99 **Sale Price \$6.29**

**Quarterlight/Door Seal Roadster**  
RH AHH7478, LH AHH7479  
R.P. \$2.85 **Sale Price \$2.56**

**Quarterlight/Door Seal GT**  
AHH7529  
R.P. \$0.72 **Sale Price \$0.65**

**GT B Post Finisher RH**  
BHH596 R.P. \$7.61 **Sale Price \$6.85**

**GT B Post Finisher LH**  
BHH597 R.P. \$7.61 **Sale Price \$6.85**



**MGB Brake Disc Back Plate**  
RH BTB412, LH BTB413  
R.P. \$5.74 **Sale Price \$5.17**



**12 Volt Battery Cover**  
HZA4935 R.P. \$9.20 **Sale Price \$8.28**

**6 Volt Battery Cover**  
AHH6716 R.P. \$12.42 **Sale Price \$11.18**

**Battery Seating Rubber**  
AHH6351 R.P. \$0.83 **Sale Price \$0.75**

**Battery Cover Seal**  
AHH6352 R.P. \$1.55 **Sale Price \$1.40**



**Petrol Pumps**  
**MGB Neg Earth**  
AZX1307 R.P. \$40.88 **Sale Price \$36.79**

**MGB Pos Earth**  
AZX1318 R.P. \$43.99 **Sale Price \$39.59**

**Sprite/Midget 1098/1275**  
AUF214 R.P. \$30.02 **Sale Price \$27.01**

**Midget 1500**  
RKC1624 R.P. \$14.49 **Sale Price \$13.04**

**Sprite/Midget 1964-74 Pump Mounting**



**Pump-Floor Bracket**  
AHA7384 R.P. \$2.88 **Sale Price \$2.59**

**Pump Clamp**  
AHA7385 R.P. \$1.73 **Sale Price \$1.55**

**Mounting Rubber**  
AHH6708 R.P. \$2.02 **Sale Price \$1.82**



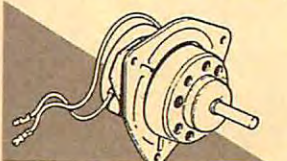
**Silver LE Stripe Kit**  
BHA2690A R.P. \$46.00 **Sale Price \$41.40**



**Jubilee Stripe Set**  
HZA5026/31R.P. \$57.50 **Sale Price \$51.75**

**Copper/Hide Hammer**  
C27290 R.P. \$12.42 **Sale Price \$11.18**

**Lead Alloy Hammer**  
88G329 R.P. \$6.73 **Sale Price \$6.05**

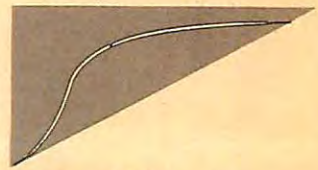


**Heater Motor MGB and Midget/Sprite**  
(From GAN4 604407, HAN9 72034)  
37H7913 R.P. \$43.70 **Sale Price \$39.33**

**Heater Matrix, Midget 1500**  
37H8818 R.P. \$44.28 **Sale Price \$39.85**  
**Heater Trunking Sprite/Midget up to 64**  
13H58 R.P. \$6.21 **Sale Price \$5.59**  
**Heater Trunking Sprite/Midget 65-74**  
AHA8501 R.P. \$6.21 **Sale Price \$5.59**  
**Heater Case Clip Sprite/Midget up to 74**  
17H1595 R.P. \$0.51 **Sale Price \$0.46**  
**Heater Control Valves**



**MGB**  
BHA5298 R.P. \$14.28 **Sale Price \$12.85**  
**MGBV8**  
BHA5297 R.P. \$15.99 **Sale Price \$14.39**



**Heater Control Cables**  
**MGB 62-70 Metal**  
BHH679 R.P. \$3.62 **Sale Price \$3.26**  
**MGB 74 On**  
BHA5407 R.P. \$3.62 **Sale Price \$3.26**



**Heater Control Switch Cables**  
**Sprite MK1** 13H55  
**Sprite II/Midget I** BHA4205  
**Sprite/Midget 1966-68** AHA8317  
**Sprite/Midget 1968-1974** AHA8318  
**Midget 1500** CHA445  
R.P. \$20.01 **Sale Price \$18.01**

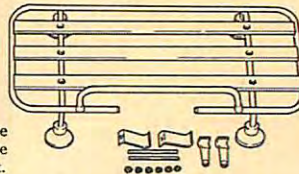
## New Product Announcement

In the continuing quest to bring you quality products we are pleased to announce the imminent introduction of clamp-on **Stainless Steel Boot Racks**. These are suitable for the majority of our sports cars.  
Manufactured from seamless 5/8th stainless steel tube, the racks are to a Bright Polish 304 specification.

Two Styles will be available, introductory Retail Prices as below:

**Steel Frame/Wooden Slats:**  
GAC4005SS Retail Price \$41.40  
**All Steel:**  
GAC4004SS Retail Price \$46.57

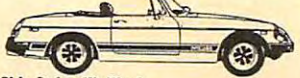
An initial, pre-production, batch will be available early October. As demand will be high, order early to avoid disappointment.



**MGB Chrome Bumper Pump Mounting**

**Fuel Pump Bracket**  
AHH6709 R.P. \$5.95 **Sale Price \$5.36**

**Mounting Rubber**  
AHH6708 R.P. \$2.02 **Sale Price \$1.82**



**Side Stripe Kit Black**  
MM215-370 R.P. \$40.25 **Sale Price \$36.23**

**Side Stripe Kit Silver**  
MM215-375 R.P. \$40.25 **Sale Price \$36.23**

**Side Stripe Kit Gold**  
MM215-380 R.P. \$40.25 **Sale Price \$36.23**

## Moss Europe Ltd Catalogues

As part of our commitment to the market Moss Europe publish a comprehensive range of catalogues for the MG marque and Triumph and MG Special Tuning. During 1990/91 we plan to issue UK versions of the Triumph catalogues available from Moss in the USA. For your copy of the catalogue(s) please send the form below to your relevant Moss Europe outlet, enclosing \$3.50. Price includes UK postage. **Overseas owners, please contact any Branch for applicable carriage quote. Please tick catalogue(s) required.**

MG T Series TA-TF .....\$3.50  
MGA .....\$3.50  
Sprite MK1, MK II, Midget MK1 .....\$3.50  
Sprite MK III, Midget MKIII, 1500 .....\$3.50

MGB .....\$3.50  
MGB, with V8 supplement .....\$3.50  
MG Special Tuning .....\$3.50  
Triumph Tune .....\$3.50

Name \_\_\_\_\_  
Address \_\_\_\_\_  
Town \_\_\_\_\_  
County \_\_\_\_\_  
Post Code \_\_\_\_\_  
Vehicle Type \_\_\_\_\_  
Vehicle Year \_\_\_\_\_

MM3/90

To obtain any parts listed above, contact your local MG outlet of Moss Europe Ltd.

Note: All prices listed are special net prices, including VAT. Carriage is not included.

# MGB, MGC & V8/Midget & Sprite



### MGB Heater Control Knobs

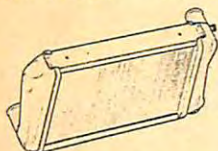
- 62-74  
BHA4328 R.P. \$4.54 Sale Price \$4.08  
76 On  
BHH1866 R.P. \$2.39 Sale Price \$2.15  
MGB Air Control Cables  
Up To GHN/D5 303703  
BHA4337 Metal R.P. \$3.62 Sale Price \$3.26  
GHN/D5 303704 On  
BHH1230 Plastic R.P. \$2.82 Sale Price \$2.54  
MGB Air Control Knobs



- 62-70  
BHA4329 R.P. \$4.54 Sale Price \$4.08



- 70-74  
BHH738 R.P. \$4.54 Sale Price \$4.08  
76 On  
BHH1866 R.P. \$2.39 Sale Price \$2.15



- Midget 1275 Crossflow Radiator, New  
ARA318 R.P. \$56.93 Sale Price \$51.23



### Sprite/Midget Wheel Clamps

- For Wire Wheels  
AHA6664 R.P. \$5.75 Sale Price \$5.18  
For Steel Wheels  
24A1032 R.P. \$5.18 Sale Price \$4.66  
For Rostyle Wheels  
AHA9940 R.P. \$5.18 Sale Price \$4.66



### Carburettor Heat Shields

- Sprite MKI (H1)  
AEA395 R.P. \$8.28 Sale Price \$7.45  
Sprite/Midget 948-1098-1275 (HS2)  
12G1460 R.P. \$8.80 Sale Price \$7.92  
Midget 1500 (HS-0)  
UKC8372 R.P. \$10.35 Sale Price \$9.32

- Parcel Shelf, Without Bar  
AHA8275WO R.P. \$10.93 Sale Price \$9.83  
Chrome Numberplate AH Sprite  
127916 R.P. \$12.42 Sale Price \$11.18



### Bonnet Hinge

- 14A4684 R.P. \$12.42 Sale Price \$11.17  
Trim Kit Blue 61-62  
TBL3010 R.P. \$90.56 Sale Price \$73.35



### Interior Lamp Assembly MGB, Sprite, Midget

- BHA5138 R.P. \$13.46 Sale Price \$12.11  
Interior Light Bracket Sprite/Midget  
AHA9769 R.P. \$2.59 Sale Price \$2.33



### Boot Stay Midget

- AHA9716 R.P. \$5.28 Sale Price \$4.66  
Door Lock RH Midget  
AHA8531 R.P. \$5.38 Sale Price \$4.84  
Door Lock LH Midget  
AHA8532 R.P. \$5.38 Sale Price \$4.84



### Badge Sill Set Midget

- 18G8761 R.P. \$7.25 Sale Price \$6.52  
Rear Spring Midget 1500 Reprro  
CHA493B R.P. \$22.77 Sale Price \$20.49  
Boot Lock Mechanism  
AHA5807 R.P. \$4.14 Sale Price \$3.73  
Locking Boot Handle 62 on  
AHA6357 R.P. \$9.83 Sale Price \$8.85  
Door Winder Bezel 64-67  
ADB709 R.P. \$3.00 Sale Price \$2.70



### Rear Spring Reprro, Semi Elliptic 1275/1098

- AHA8093B R.P. \$22.77 Sale Price \$20.49  
Rear Spring Heavy Duty, Qtr. Elliptic. Fit in Pairs only  
AHA5468B R.P. \$34.44 Sale Price \$31.00

To obtain any parts listed above, contact your local MG outlet of Moss Europe Ltd.

## Classic Car Colours Classic Car Colours Classic Car Colours

### SEE YOUR CLASSIC CAR IN ITS TRUE COLOURS

As a classic car owner you'll be well aware that minor paint repairs can represent major problems when discontinued colours are involved! To tackle stone chips, scratches and small abrasions, the solution is Classic Car Colours, developed in conjunction with a leading automotive paint manufacturer.

The range includes exact matches to colours used in classics from 1940 to the 1980's. Using OE specifications, we can supply paint for popular classics like MG, Triumph, Austin-Healey, Jaguar, Rover, Austin Morris and Ford, and for rarer marques such as Alfa Romeo, Vauxhall, Jensen, Renault, Singer, Sunbeam, Hillman and more.

300ml aerosol top coat colours are complemented by a range of primers including one for plastic and 500ml brush-on engine paint in 4 colours.

MG and Triumph colours are available from all the relevant Moss Europe outlets. If you're the owner of another marque, please contact Moss Dunnington. Whatever you drive, you'll find we're more than a match for your classic.



## Classic Car Colours



### Sprite/Midget 61-74 Side Lamp Backplate With Wires

- SML101 R.P. \$9.83 Sale Price \$8.85  
Without Wires  
SML1 R.P. \$5.18 Sale Price \$4.66  
Side Lamp Rim  
57H5155 R.P. \$5.18 Sale Price \$4.66



### Disc Brake Back Plate Sprite/Midget 63 on

- RH BTA472, LH BTA473

- R.P. \$8.23 Sale Price \$7.41

### Ashtray Sprite/Midget

- AHA9728 R.P. \$8.28 Sale Price \$7.45

### Sprite/Midget Interior Mirror Ass

- 14A5473 R.P. \$11.90 Sale Price \$10.71

### Sprite/Midget Quarterlight Seal

- RH AHA7416, LH AHA7417

- R.P. \$6.21 Sale Price \$5.59



### Gear Lever Gaiter 948/1098

- ACA5208 R.P. \$2.59 Sale Price \$2.33

### Battery Tray Sprite/Midget

- DMA9465 R.P. \$4.92 Sale Price \$4.42

Note: All prices listed are special net prices, including VAT. Carriage is not included.

# MG T Series

# MGA

## New Lines

Steering Box Sector Shaft  
Fits TA/B/C  
M190

Retail Price £ 69.00



Steering Box Bearing  
Fits TA/B/C  
M184

Retail Price £ 4.02

Steering Box Bearing Cup  
Fits TA/B/C  
M183

Retail Price £ 5.40

TD/TF RHD Conversion Items  
Steering Rack  
M166A

Retail Price £ 373.75

Pedal Box  
H166

Retail Price £ 69.00

Brake Pedal  
H167

Retail Price £ 27.03

Clutch Pedal  
H168

Retail Price £ 27.03

Accelerator Pedal  
H170

Retail Price £ 46.00

Pedal Shaft  
H133

Retail Price £ 4.14

Shaft Bush  
H130

Retail Price £ 2.01

Pedal Shaft Chassis Tube  
H171

Retail Price £ 6.90

## Sale Items

Hood Frame  
Fits TC

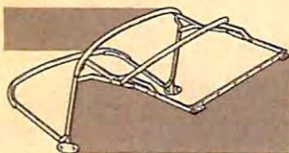
T147A R.P. £ 86.25

Sale Price £ 74.75

Hood Frame (2 Bow)  
Fits TD

T147B R.P. £ 86.25

Sale Price £ 74.75



Hood Frame (3 Bow)

Fits TD

T147C R.P. £ 97.75

Sale Price £ 86.25

Hood Frame

Fits TF

T147D R.P. £ 97.75

Sale Price £ 86.25

Luggage Racks

TA/B/C

F228 R.P. £ 63.25

Sale Price £ 56.92

TD

F229 R.P. £ 63.25

Sale Price £ 56.92

TF

F230 R.P. £ 74.75

Sale Price £ 67.27

## Interior Trim Kits

We are about to be faced with a 10% price increase from the supplier of our interior trim. Despite this rise we will hold the current retail prices for the next two months. When ordering please state model and year.



## Complete Seats (Pair)

TA-TD

Available in Red, Green & Beige

Retail Price £ 425.50

TF

Available in Red, Green, Beige & Tan

Retail Price £ 736.00

## Seat Covers

TA-TD

Available in Red, Green & Beige

Retail Price £ 258.75

TF

Available in Red, Green, Beige & Tan

Retail Price £ 281.75



## Interior Trim Panel Kit.

Colours: Red, Green, Beige, Tan

TA-TF PVC.

Retail Price £ 143.75

TA-TF Leather

Retail Price £ 195.50

## Finisher Kit

Comprising interior piping, wheel arch covers and felts, lid strap. PVC material

Colours: Red, Green, Beige, Tan

TA-TF

Retail Price £ 47.15

## Black Carpet Set

TA-TC

Retail Price £ 65.55

TD

Retail Price £ 74.75

TF

Retail Price £ 70.15

## Duck Hood\*

TA-TF

Retail Price £ 127.08



## Duck Side Screen Covers (Set of 4)\*

TA-TF

Retail Price £ 139.15

T123

Duck Full Tonneau\*

TA-TF

Retail Price £ 94.88

T125

Duck Half Tonneau\*

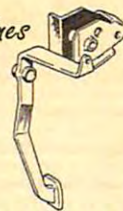
TA-TF

Retail Price £ 65.21

T126B

\*When ordering, please state model and colour, black or beige.  
On TD, please state 2 or 3 bow hood frame, not including the front one on windscreen.

## MGA New Lines



## Original Gear Lever Knob

1G3706 R.P. £6.90

Sale Price £5.87

## Rear Rebound Strap

AHH5081 R.P. £4.43

Sale Price £3.76

## Disc Pad Set

8G8379 R.P. £ 22.77

Sale Price £ 17.08



## Rear Shocker Link

97H2031A R.P. £16.56

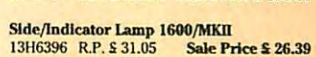
Sale Price £ 14.08



## Clutch/Brake Master Cylinder

GMC109 R.P. £ 183.57

Sale Price £ 156.04



## Side/Indicator Lamp 1600/MKII

13H6396 R.P. £ 31.05

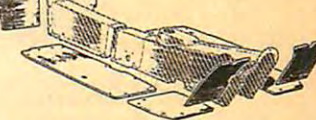
Sale Price £ 26.39



## Speedo Cable

GSD109 R.P. £ 8.97

Sale Price £ 7.62



## 7 Piece Floorboard Set

AHH5262C R.P. £ 69.00

Sale Price £ 58.65



## Twin Cam New Lines

### T/Cover Oil Seal

AEJ5

Retail Price £ 4.14

### Cylinder Head Banjo Bolt

AEH602

Retail Price £ 5.75

### Sump Drain Plug

2H4685

Retail Price £ 4.03

### Water Pump Seal

AEB156

Retail Price £ 4.71

### Water Pump Felt Seal

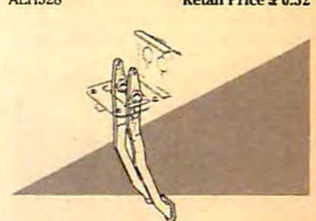
AEH524

Retail Price £ 0.52

### Water Pump Felt Seal

AEH528

Retail Price £ 0.52



## Throttle Pedal RHD

AHH5300

Retail Price £ 18.98

## Pedal Mounting Bracket

AHH5302

Retail Price £ 10.06

## Pedal Fulcrum Pin

AHH5306

Retail Price £ 2.24

## Pull Off Spring

AHH5624

Retail Price £ 0.92

## Carb Tag "AUE 784" 1500

CRCP392

Retail Price £ 1.15

## Carb Tag "AUE 943" 1600 & MKII

CRCP393

Retail Price £ 1.15

## Carb Tag "AUE 873" Twin Cam

CRCP394

Retail Price £ 1.15

## Clutch Pedal 1500,1600 & MKII

AHH5841

Retail Price £ 30.42

## MGA Sale Lines

### Crankcase Vent Pipe

1H871

R.P. £ 8.80

Sale Price £ 7.48



### Fan Blade Assembly

AEG129

R.P. £ 23.00

Sale Price £ 19.55

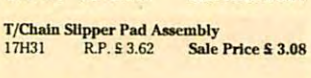


### Rear Exhaust Mounting

GEX7188

R.P. £ 4.43

Sale Price £ 3.76

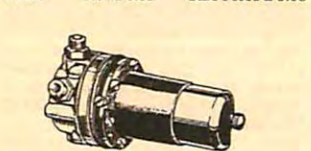


### T/Chain Slipper Pad Assembly

17H31

R.P. £ 3.62

Sale Price £ 3.08

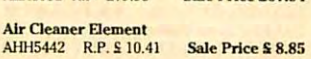


### Fuel Pump Assembly

AZX1332

R.P. £ 79.93

Sale Price £ 67.94



### Air Cleaner Element

AHH5442

R.P. £ 10.41

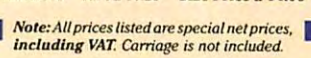
Sale Price £ 8.85

### Heat Shield Assembly

AHH5533

R.P. £ 17.25

Sale Price £ 14.66



### Clutch Pedal RHD

AHH5694

Retail Price £ 27.37

### Brake Pedal RHD

AHH5693

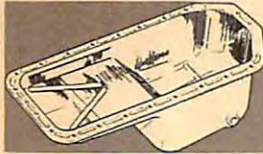
Retail Price £ 30.36



To obtain any parts listed above, contact Naylor Brothers MG Parts-T Series Spares, Moss Darlington-MGA Spares.

Note: All prices listed are special net prices, including VAT. Carriage is not included.

# Triumph TR2/8, Spitfire & GT6

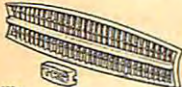


**Glove Box Lock, Black**  
631404 R.P. £6.21 Sale Price £5.58  
**TR5/6 Interior Door Handle**  
621770 R.P. £4.89 Sale Price £4.15  
**TR5/6 Interior Winder Handle**  
621811 R.P. £8.63 Sale Price £7.33  
**Handle Escutcheon**  
621221 R.P. £0.57 Sale Price £0.48  
**Handle Pin**  
ALH1527 R.P. £0.17 Sale Price £0.15  
**TR7 Rear Shock absorber**  
GSA374 R.P. £11.50 Sale Price £9.20

**TR5/6 Engine Sump**  
307834 R.P. £45.43 Sale Price £36.34  
**TR6 Hub Caps**  
**Black**  
718295 R.P. £6.90 Sale Price £5.87  
**Grey**  
722898 R.P. £6.90 Sale Price £5.87  
**Chrome Wheel Nut**  
154470 R.P. £2.01 Sale Price £1.71  
**Wheel Nut Washer**  
154466 R.P. £0.08 Sale Price £0.07  
**Hub Cap Badge**  
627502 R.P. £5.75 Sale Price £4.88  
**Dash Board Knob Sets**  
**TR5/6, upto 1971**  
GKS6005X R.P. £10.35 Sale Price £8.80  
**TR6 1971, onward**  
GKS6006X R.P. £10.35 Sale Price £8.80  
**Union Jack Decal**  
Left Hand 726830, Right Hand 726831  
R.P. £5.75 Sale Price £4.89



**TR4A/5/6 Road Springs**  
Front, standard ride height/spring rate  
213165 R.P. £17.54 Sale Price £14.91  
Rear, standard ride height/spring rate  
216275 R.P. £17.83 Sale Price £15.15  
**Front Spring Collar**  
100751 R.P. £1.84 Sale Price £1.56  
**Rear Spring Collar**  
138823 R.P. £2.30 Sale Price £1.95



**TR6 Grille**  
821295 R.P. £74.75 Sale Price £63.54  
**Grille Badge (Late)**  
ZKC1224 R.P. £14.38 Sale Price £12.22  
**TR5/6 Bonnet Catch**  
619580 R.P. £13.80 Sale Price £11.73  
**TR4/6 Bonnet Release Cable**  
Inner 603468, Outer 603469  
R.P. £2.87 Sale Price £2.44

**TR4A/6 Door Check Strap**  
613622 R.P. £5.18 Sale Price £4.40  
**Check Strap Gaiter**  
613623 R.P. £1.15 Sale Price £0.98  
**TR5/6 Exterior Door Handle**  
712837 R.P. £10.70 Sale Price £9.09  
**TR6 Boot Lock Barrel & Keys**  
518102 R.P. £6.90 Sale Price £5.87



**TR6 Petrol Cap, Fits TR4 onward.**  
725117 R.P. £20.70 Sale Price £17.60



**TR7 Brake Servo Unit**  
GSM122 R.P. £137.99 Sale Price £110.39

*Special Price*



**Brake Pressure Valve**  
Fitted to all post 1977 TR7/8s  
TKC3667  
BL Retail Price \$81.65 Our Price £22.42  
**TR8 Fuel Pump**  
TKC3410 R.P. £57.50 Sale Price £46.00  
**TR7 Front Radius Arm**  
R.H. TKC878, L.H. TKC879  
R.P. £57.50 Sale Price £46.00

**TR7/8 Parts Book**  
The early one that includes the TR8 variant  
RTC9020B R.P. £18.00 Sale Price £14.40  
**TR7 Parts Book**  
Includes convertible model  
RTC9828CCR.P. £16.00 Sale Price £14.40  
**TR4/5 Interior Door Handle**  
608454 R.P. £5.98 Sale Price £5.08  
**TR4/5 Window Winder handle**  
613017 R.P. £4.54 Sale Price £3.86  
**TR4/5 Boot Handle**  
612184 R.P. £11.04 Sale Price £9.38  
**TR4/5 Boot Lock**  
714485 R.P. £2.88 Sale Price £2.44  
**TR4/4A Exterior Door Handle**  
Requires adjustment to fit  
701560X R.P. £18.40 Sale Price £15.64  
**TR4/5 Interior Door Pull Handle**  
650306 R.P. £7.13 Sale Price £6.06



**TR5 "2500" Rear Wing Badge**  
621964 R.P. £6.90 Sale Price £5.87  
**TR2500 "TR250" Rear Wing Badge**  
621866 R.P. £4.03 Sale Price £3.42  
**TR5/2500 "Overdrive" RR Badge**  
622152 R.P. £6.33 Sale Price £5.38  
**TR4/4A Crankshaft Bolt**  
128319 R.P. £4.03 Sale Price £3.42  
**TR4/4A Dash Knob Set**  
GKS6003X R.P. £20.70 Sale Price £17.60  
**TR4 Rear View Mirror**  
614090 R.P. £10.35 Sale Price £8.80  
**TR4/5 Rear Overrider**  
LH 705905, RH 705906  
R.P. £24.15 Sale Price £20.53



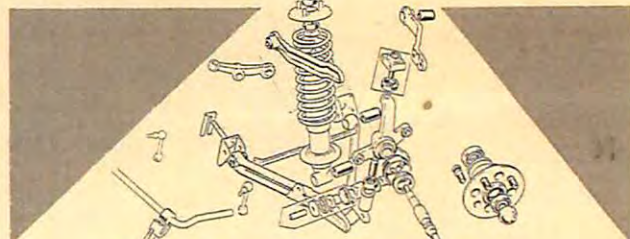
**Steel Heater Pipes TR2-TR6**  
**TR2/3A** 201947  
**TR4/4A** 208606  
**TR5/6** 214404  
R.P. £6.90 Sale Price £5.87

**Wing Mirrors TR2/4A**  
Convex, RH WM1904, LH WM1905  
Flat, RH WM1906, LH WM1907  
R.P. £7.48 Sale Price £6.35



**Hub Caps TR2/4A**  
201870 R.P. £8.63 Sale Price £7.33  
**Hub Cap Centre Badge TR2/3**  
(Lockheed Axle)  
101042 R.P. £5.75 Sale Price £5.18  
**Hub Cap Centre Badge TR3/4A**  
(Girling Axle)  
113256 R.P. £4.60 Sale Price £4.14  
**TR2/3A Seat Slide Sets**  
LH Seat MM801-400, RH Seat MM801-405  
R.P. £19.55 Sale Price £16.62

**TR3A Boot Handle**  
607070 R.P. £10.93 Sale Price £9.29  
**TR2 Boot Lid Lock**  
607070X R.P. £6.10 Sale Price £5.18  
**TR2/3A Glove Box Lock**  
602139 R.P. £6.10 Sale Price £5.18  
**TR2/3A Rear Wing Stoneguards**  
Large Stoneguard LH 800539, RH 800540  
R.P. £7.48 Sale Price £6.35  
Small Stoneguard LH 601992, RH 601993  
R.P. £4.03 Sale Price £3.42



Spitfire/GT6 Front Suspension Components

**Front Road Spring, Spitfire**  
TKC1884 R.P. £17.08 Sale Price £15.18  
**Front Road Spring, GT6**  
212425 R.P. £18.11 Sale Price £15.40  
**Upper Wishbone Arm**  
119272 R.P. £13.80 Sale Price £11.73  
**Lower Inner Wishbone Bush**  
119451 R.P. £1.84 Sale Price £1.65  
**Top Ball Joint, non original**  
GSJ155B R.P. £9.78 Sale Price £8.31  
**GT6 Steering Arm**  
RH 205504, LH 205505  
R.P. £7.36 Sale Price £6.26  
**Front Shockabsorber, Uprated**  
GSA267 R.P. £17.25 Sale Price £14.66  
**Anti Roll Bar Link**  
RH 125481A, LH 125482  
R.P. £9.20 Sale Price £7.82  
**Lower Wishbone Assembly**  
RH 206685, LH 206686  
R.P. £52.90 Sale Price £42.32

**TR2/4 Competition Rear Leaf Spring**  
TT4016 R.P. £36.80 Sale Price £31.28  
**TR2/3A Crankshaft Bolt**  
108498 R.P. £5.75 Sale Price £4.89

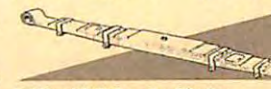


**Spitfire 1500 Rear Lamp Assembly**  
LH TKC940, RH TKC941  
R.P. £28.75 Sale Price £23.00

**Spitfire 1500 Workshop Manual**  
AKM4329 R.P. £14.50 Sale Price £13.05  
**Spitfire MKIV Workshop Manual**  
Soft Cover 545254  
R.P. £16.00 Sale Price £14.40

**Hard Cover 545254HC**  
R.P. £20.00 Sale Price £18.00

**Spitfire MKIV/1500 Door Lock Barrels, Pr**  
576469/2 R.P. £9.20 Sale Price £7.82  
**Spitfire MKIV/1500 Boot Lock Barrel**  
722675 R.P. £14.95 Sale Price £12.71  
**Boot Lid Stay**  
612473 R.P. £6.90 Sale Price £5.87



**Spitfire MKIII Rear Leaf Spring**  
305894 R.P. £66.70 Sale Price £60.03  
**Spitfire MKIV/1500 Hood Storage Cover**  
Black, when Hardtop fitted, 822431  
Chestnut, when HT fitted, 822433  
Chestnut, when Soft Top fitted, 822403  
R.P. £28.75 Sale Price £24.43

**GT6 Heater Water Pipe**  
217467 R.P. £5.18 Sale Price £4.40  
**Spitfire MKI/III, GTD MKI, Oil Cap**  
113569 R.P. £11.50 Sale Price £10.35

**Trunnion Bush Kit, OE**  
514191 R.P. £7.25 Sale Price £6.16  
**Lower Trunnion, OE**  
RH 140919, LH 140920  
R.P. £34.50 Sale Price £29.33

**Lower Trunnion, Replica**  
RH 140919B, LH 140920B  
R.P. £14.95 Sale Price £12.70

**GT6 Vertical Link**  
RH GSJ267, LH GSJ264  
R.P. £51.75 Sale Price £41.40

**GT6 Stub Axle**  
132065 R.P. £25.30 Sale Price £21.51

**Front Hub Bearing Kit, Spitfire**  
GHK1021 R.P. £18.63 Sale Price £14.90

**Front Hub Bearing Kit, GT6**  
GHK1011 R.P. £16.45 Sale Price £13.15  
**Hub Grease Cap, Spitfire**  
102689 R.P. £3.16 Sale Price £2.84  
**Hub Grease Cap, GT6**  
132665 R.P. £2.76 Sale Price £2.48

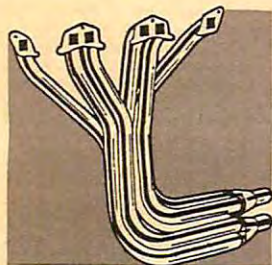
To obtain any parts listed above, contact your local TR outlet of Moss Europe Ltd.

Note: All prices listed are special net prices, including VAT. Carriage is not included.



# Triumph Tune & MG Special Tuning

**TR6 Stainless Steel Exhaust Manifold**  
FS1230 R.P. £224.25 **Sale Price £201.83**



The competition manifold is now available in stainless steel, manufactured in pairs of three pipes for easier installation. Outlets can be adapted to any sports twin exhaust system or have a 2-1 junction for a single system.

**Valves, Springs, Valve Guides etc.** TR5/6, GT6, Spitfire, TR7, Dolomite.

During the winter why not treat your car to a cylinder head overhaul. For those of you without the luxury of a garage, a job that you can do in the warmth of the Kitchen. (We suggest you obtain permission to use the work surfaces in this manner before commencing work!)

The TriumphTune range of valves are specially designed for gas flowed cylinder heads, a worthwhile modification even for a standard road car. As the valves are made from EN214 material they are also suitable for fitment to lead free heads. (Remember that to successfully convert to lead free different valve seats must be fitted and the compression ratio lowered.)

Inlet Valves	Exhaust Valves
2.5 Ltr. Models TT1214 R.P. £8.63 <b>Sale Price £7.33</b>	All 6 Cyl. TT1215 R.P. £8.63 <b>Sale Price £7.33</b>
2 Ltr. MKII Models TT1714 R.P. £9.20 <b>Sale Price £7.82</b>	Spitfire, Std. 1.17" TT1315 R.P. £8.63 <b>Sale Price £7.33</b>
Spitfire, Large 1.475" TT1434 R.P. £8.63 <b>Sale Price £7.33</b>	Spitfire, Large 1.25" TT1435 R.P. £8.63 <b>Sale Price £7.76</b>
TR7, Dolomite 1850 TT1514 R.P. £9.20 <b>Sale Price £8.28</b>	TR7/ Dolomite 1850 TT10115 R.P. £9.20 <b>Sale Price £8.28</b>
Dolomite Sprint TT10114 R.P. £8.63 <b>Sale Price £7.33</b>	Dolomite Sprint TT10115 R.P. £8.63 <b>Sale Price £7.33</b>

## Valve Spring Sets



The uprated valve spring sets listed here are suitable for road-cars. For details of competition sets please telephone.

All 6 Cyl. TT1207 R.P. £22.43 <b>Sale Price £19.06</b>
Spitfire TT1407 R.P. £14.95 <b>Sale Price £12.71</b>
TR7/Dolomite 1850/Sprint TT1507 R.P. £16.68 <b>Sale Price £14.17</b>

## Alloy Valve Caps

Specially designed lightweight valve cap, with greater strength and considerably lighter than the standard fitment.

All 6 Cyl./Spitfire TT1216 R.P. £2.01 <b>Sale Price £1.71</b>
TR7/Dolomite Range TT1516 R.P. £2.88 <b>Sale Price £2.59</b>



**Dolomite Sprint Road Wheel**  
We have a limited quantity of these alloy wheels.  
RKC 219 R.P. £64.40 **Sale Price £51.52**

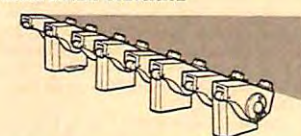
## Rocker Feed Kit

This TriumphTune designed external rocker feed supply pipe increases the amount of oil supplied to the rocker shaft, thus alleviating a problem common to the Triumph 4 & 6 cylinder engines.

TT1026 TR2/4A R.P. £17.82 <b>Sale Price £16.04</b>
TT1226 TR5/6, GT6, Spitfire R.P. £16.10 <b>Sale Price £14.49</b>



## Roller Rocker Conversion



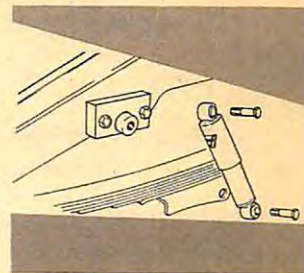
For the best in rocker performance we offer this conversion for both 6 Cyl engines and the Spitfire range. For full details of the kit, and associated parts please telephone.  
All 6 Cyl. TT1248 **R.P. £333.50**  
Spitfire **R.P. £218.50**

## MGB Suspension Kits

### Improved Rear Telescopic Conversion

Featuring adjustable Koni shock absorbers, this new kit is designed for both chrome and rubber bumper vehicles. Benefits include improved ride and axle location and unlike other kits on the market, the ground clearance at the back is not reduced. The shockers come pre-set for fast road use, but can be easily adjusted to other specs.

TMK30717 **Introductory Price £92.00**



### Front Coil Over Damper Conversion

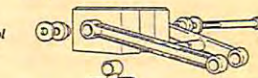
Following a successful testing programme we are now receiving the first supplies of this revolutionary kit. By replacing the original shock absorber with new top wishbones mounted to a substantial upper mounting block, the standard spring can be discarded and replaced by a coil over damper unit. The damper unit features integral ride height and damper rate adjustment. A new lower wishbone pan will accept both standard and negative camber wishbone arms. Three spring rates are available; road 450lbs, fast-road 500lbs, and competition 550lbs. The complete kit carries a two year guarantee.

Road TMG40750  
F/Road TMG40751  
Comp. TMG40752

**R.P. £287.50**  
**Telephone Telephone**

Special tool to drill upper crossmember included in kit

Polyurethane bushed for firm control of wishbone arms



Standard bush

Damper of all steel construction with stainless steel adjuster



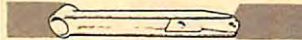
New spring pan to locate damper unit

Adjustable ride height 1.5" Easy adjustment to damper rate

## Negative Wishbone Arms

Specially lengthened to give negative camber, for improved road holding for both road and race cars. Set of four.

TMG30727 R.P. £40.25 **Sale Price £34.21**



## Cylinder Head Overhaul Components

**Valve Spring Sets**  
Our road uprated valve springs are designed to suit all our camshafts with standard rockers. Full details as per manual.

MGB. TMG10707 R.P. £20.70 <b>Sale Price £17.60</b>
MGC. TMG11707 R.P. £32.20 <b>Sale Price £27.37</b>

## Bronze Valve Guides

These guides feature a shorter stem length to increase life of the component. Gas flowed tips improve flow.

MGB TMG10719 R.P. £25.30 <b>Sale Price £21.51</b>
MGC TMG11707 R.P. £46.00 <b>Sale Price £39.10</b>

## Valves, MGB

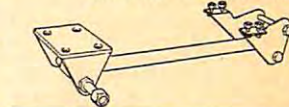
Designed to improve gas flow, made in EN21/4N to provide maximum strength and reliability. Larger size necessitates seat recutting.

Inlet TMG10734 R.P. £10.35 <b>Sale Price £9.32</b>
Exhaust Valve TMG10735 R.P. £9.20 <b>Sale Price £8.28</b>

## Anti Tramp Kit

These specially designed anti-tramp bars prevent "wind up" in the rear springs and thus stop wheel patten on take off or quick exiting from corners. The bars are fitted between the front eye bush and the centre spring mounting by special brackets that are supplied as part of the conversion.

Chrome Bumper TMG30730  
R.P. £85.68 **Sale Price £77.11**  
Banjo Axle Cars.MGS30730  
R.P. £89.13 **Sale Price £80.21**



## V8 New Products

### Roller Chain Kit

New design of roller gears and chain to provide optimum camshaft drive

TT1828 **Retail Price £101.20**

### Fast Road Cam

For all V8 engines, giving improved power from 1500-4500 RPM, yet docile for town use.



KCR214 **Retail Price £139.15**

To obtain these tuning parts, please contact Triumph Tune at 081-948 6668 or MG Special Tuning at 081-948 6665, or 061-477 7778, as appropriate.

Note: All prices listed are special net prices, including VAT. Carriage is not included.

## Tuning Your MG: Performance, Part 1



By Rick Hockney, Sales Manager MG Special Tuning, Manchester

As I have written in previous editions of **MossMotoring**, I am the type of MG owner who loves the marque and in particular my own MG. The performance of the standard car can only be described as disappointing when compared to modern vehicles, which emphasises the cars' lack of "get up and go". It would seem that even the lowliest 'shopping trolley eurobox' can show a standard MG a clean pair of heels. After attending to some of the MG's handling and braking weaknesses in previous issues of MossMotoring, it now leaves the problem of 'punch' to be considered. This is a more complex route to follow than the braking and handling and I will deal with it generally in this issue and more specifically in future ones. I hope to give you a simple formula for small improvements up to a specification that will wipe the smile off the faces of the "hot hatch pilots".

The very first step on any car is to ascertain the current state of your engine to decide whether it is worth spending money on. Is it in good condition or an old clunker of an engine which may well blow up in short order when stressed? This is the ideal opportunity to subject your beloved car to its first rolling road tune, preferably by a specialist who knows the MG and its performance intimately.

Amongst the many checks and tests involved in a rolling road tune is a compression test and possibly a leakage test thereafter. These will ascertain the state of the bores and cylinder heads. If the car passes the test with flying colours then work will proceed to setting up the ignition and carburetors to their optimum settings and a power test will complete the picture. Quite often, an improvement in the order of 10-30% in power and fuel consumption can be achieved just by a rolling road tune. I cannot emphasise enough the value of a rolling road in the hands of a capable operator; it is by far the cheapest increase in performance and reliability that you will experience and it also boosts

your confidence in your car's reliability after a successful tune up.

Many MG owners ask me if electronic ignition will give them any benefits in performance as is often claimed. I have only found three positive uses for electronic ignition: one is to maintain the ignition settings at optimum during the service interval; the second is to enable an engine to be revved over 6000 rpm repeatedly without suffering from points bounce. The third is probably the one most people find useful in that some systems which replace the points, particularly the Piranha, will compensate to some degree for a worn distributor giving a more accurate spark. These factors added together make for more efficient ignition which will help to keep your car 'in tune' longer.

However, if the results of the rolling road tune are not encouraging and the engine needs attention, you may decide to abandon the idea of an increase in performance in favour of a cylinder head without cracks or a camshaft with a full set of lobes. Hold on! If you are having to have your head or cam replaced, why not consider an uprated item which should not cost more than standard? This is a good policy to adopt when dealing with other parts of the car as well as the engine. I propose to discuss the various options in the next issue of MossMotoring, starting with the MGB.

For anyone who would like their car examined on a rolling road, I would recommend John Hewitt at the MG Shop in Manchester, Aldon Automotive in the Birmingham area, Red Line Tuning, West Drayton, in London, and Osell Engineering in Oxford. (If you are interested in tuning your MG, but don't know where to start, a phone call to either Rick in Manchester or Dave East in Richmond will give you some ideas. See also Page 9 for this month's special offers on MGST products.)



**Wheel Nut Problems.** From Peter Beadle, MG Research & Development Manager

### 1. Sprite/Midget, 1958-1969

For cars with steel wheels, (not the Rostyle pattern) it is essential that wheel nuts of a spherical seat pattern are used. Part No. 88G322. See illustration below.

BL parts book AKM0036, 1st Edition Feb. 1977, and all fiche issued before 1990 are incorrect. They list a wheel nut, Part No. 88G577, of a conical/taper seat pattern. This is only suitable for use on Morris Minors!

88G322



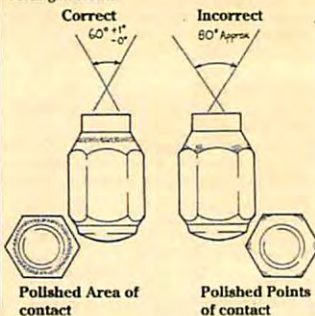
88G577



### 2. MGB LE, 1978 Onwards

We have found that some LE wheel nuts, Part No. BHH2269, have been machined with an incorrect taper. See illustration below. If you have purchased MGB LE wheel nuts in the last 5 months please check that you have the correct nuts fitted. This can be easily ascertained by checking the contact marks on the nut.

If you have fitted LE wheels to a pre-1978 MGB, please note the following text from the last MGB owners handbook (AKM3661, 5th Edition.) "Owners are recommended to check the wheel nuts for tightness each week. Take care not to overtighten, torque wrench setting...55lb.ft."



Polished Area of contact

Polished Points of contact

## The Pirelli Classic.....

Evan Mackenzie Reports on his adventures in the Pirelli Marathon in the Moss sponsored TR4. Whilst there have been many press reports on the car, that in October Classic & Sportscar deserves particular attention from all TR Enthusiasts.

It was a splendid sight. The elegant surroundings of London's Wellington Barracks were the perfect backdrop for a breathtaking display of old cars. All were models that had rallied internationally in their youth, yet few showed their age. Decked out with competition numbers and rally plates, they looked the part. From Austin A40s to Jaguar XKs, from Jowett Javelins to Sunbeam Alpines, the choice was far richer than one could have imagined. Of course, there were Mini Coopers and MGBs, Austin Healeys and Sunbeam Tigers all in traditional red and

Commentating at Tower Bridge, the official start was Graham Robson, guru of the classic car movement and of course team manager at Triumph when they ran the famous rally TR4s. A wave, a thumbs-up and kind words on the public address system showed his appreciation of our efforts to recreate one of his charges. Very pleasing.

From the congestion of South London, the route ran down to Kent for two very short tests. The parkland roads of Valence School and a vast slalom at Lydden Hill warmed us up for the real tests to come. Only the collapse of my home-made gear lever knob caused concern - the overdrive wires kept shorting out and the car leapt and grunted its way to the finish in a very unsporting way.

William Kimberley (Deputy Editor of Motor Sport) was on his very first rally and had



The TR4 at speed on one of the many special stages

white; the Pirelli Marathon would not be the same without them. Aston Martins and E Types also glistened in the sun. But competitive and demanding though the route ahead was to be, the organisers had not forgotten that this was also a festival, a recreation of the spirit of motor sport in the decades after the war. The major rallies then were so much about escaping the gloom of the post-war North to the lands of wine and sun as they were about winning; two thirds of the entrants just wanted to finish and to take home a case full of memories. Family saloons, drum braked and bench seated, big luxury tourers and economy runabouts all found a place. And here they all were again, drawn up in lines neat enough to please a Sergeant Major.

This was not an event for the faint-hearted. Time schedules left no room for anything more than fuel; any repairs would mean a lot of hard driving to make up for minutes lost. Few motorways were used, rather the rally took the select 130 cars through beautiful valleys, over every hill or mountain and along every twisting back road on the map. Seven non-stop days each packed with at least eight hours of press-on motoring tested drivers and cars alike. A "Finishers Plaque" for completing the route without penalty seemed inaccessible.

Our "works replica" TR4, proudly bearing the colours of Moss Europe was much admired. With its period Minilite wheels, glorious paint finish and spare wheel on the boot, it was very much the connoisseur's choice. Those legendary figures, Bill Price and Den Green of the old BMC Competitions Department spent a great deal of time looking and touching. "It's right", they said, and patted the roof; there could be no greater praise!

had much advice from me: "It is better to be late on the right road than early on the wrong one". "If in doubt, stop the car and talk it through". "We are always right and the other competitors are always wrong". On the Sunday evening we found ourselves in the middle of Belgium following a convoy of competitors; all turned right down a country lane. "No", said William, "the mileage is not quite right, the road book says we are looking for a cross-roads and this isn't one, so straight on". It was a nice feeling being overtaken later by a hoard of embarrassed rally cars!

The organisers had borrowed some special stages from the Belgian round of the European Rally Championship. What seemed to be featureless roads over flat countryside provided unexpected excitement; each bend was different and third overdrive springs lead us into tight unannounced corners with welcoming ditches on the outside. On the road lurid tyre marks proved how hard some of us were trying. Old in years but not in spirit, these Marathon cars.

### Ought you to slow down when passing a church?

Further south in the Ardennes Forest, the timed stages ran through beautiful villages and over steep hills. Dozens of miles of flat out, no holds barred competition. Three, two, one, go! Wheelspin in first and 5500, bang into second, flick the switch for overdrive. Climbing country lanes with hedges touching both sides of the car, loose gravel and third for the descent past carefully tended lawns. "T left" by the village store and up the main street. Third gear again and more to come. Ought you to slow down when passing a church? Scrub off speed desperately for a "hairpin left by pub", the local police waving you on with

## .....A True Marathon

urgent gestures.

At the end of the second day as we drove into the ancient town of Trier in Germany and booked into the control in the cobbled central square, we learned that our efforts had moved us up to 21st overall. A brand new car, a virgin navigator and an old stager whose last rally was ten years ago retired happily to the comfort of a night's rest.

The car had been built to my requirements. "Just like the factory cars. Minimum weight, no trim and race car suspension". But at the end of Tuesday we began to wish we had asked for a standard car. Belgian pave is murder! An early start set us off to cross half of Europe and to climb over its mountain backbone. Fourteen hours enlivened only by the odd timed hill climb is a long time to spend in anything with the suspension of a go-kart and the acoustics of a major outdoor pop concert. As we finished the final "Regularity" test down the mountain pass into Italy the comforts of Meraño beckoned. A hotel room with nothing noisier than the clunk of ice in a glass seemed like a mirage.

And then disaster. A tankful of Super Unleaded proved to be half full of water and a strange yellow powder. Parked astride a roadside gutter, we pumped it all away. Furious cleaning of filters and carburettor float chambers ensued, the organizers rescue team kindly providing a couple of fresh gallons to see us to the night halt. William, as if born to the task, stood aside monitoring the time and distance left and a nice Japanese man gave useful advice. As we blasted off to try to make the next time control, William said, "That will make good television". I had half wondered what a Japanese was doing in the middle of rural Italy; I had never even seen the camera crew. Watch for us on Sky TV!

### The Stelvio Pass...one of the greatest tests in motor sport

The Stelvio Pass is one of the greatest tests in the world of motor sport. Bobby Unser, who knows a thing or two about driving up hills, said, "It's second only to Pikes Peak". 49 hairpins, nearly 10,000 feet up at the top, 14 kilometres long, fast and bumpy, it has proved a fine test of rally cars for decades. I'm sure that Triumphs were built for it. Big sloggers of engines, torque by the bucket full, a gear ratio for every occasion and hooligan handling with a tail that asks to be booted round tight corners. The 4 flew up. First gear for each hairpin, second, second overdrive, third, all served to keep the engine on the boil; it never stopped accelerating. We even overtook previous winners Atkins and Lyall in their TR4. At the top we wrote "TRs rule" in the snow. "Oh well, sixteenth will have to do". "Best TR". "Faster than the Morgans?" "Great!" "How many of Ron Gammons MGBs did we beat?" "Oh well, there's always next year!" Incidentally, congratulations to Malcolm Gammons on his superlative performance. Second fastest overall!

Going down the far side was almost as exciting. Hairpin after hairpin and no relaxation in the time schedule saw us boil the brakes, DOT 5 fluid and all! As if by magic, the organisers rescue crews were waiting at the bottom. Making up the time lost was going to be difficult and the Italians loved it!

Not everyone understood our decision to go unleaded. Uncertainties about availability, the effects of altitude and even performance were raised. But we had no problem finding Super Unleaded even in the remotest Italian villages. The car out-performed the other TRs on several occasions and is running better now than at the start. And we enjoyed the unexpected bonuses; there was never a line of cars waiting at the unleaded

pump. The first and only car to complete the Marathon on unleaded, we were able to prove Chestnut House Sports Cars claims for their conversion.

Every day the demands grew greater. More mountains and hairpins to climb, more and longer tests. Still no real time to work on the car. Only at the end of each day could one find a moment or two to check the fluids or adjust the brakes. Little else could be fitted in. Luckily only the gearknob broke. We changed brake pads once, more a way of winding up rivals than necessity, and the distributor points closed a couple of times. A spring washer and a large screwdriver put a stop to that nonsense.

The Pirelli Classic Marathon attracts people for many reasons. Many, old and young, are true competitors incapable of driving slowly when the clock is running. Lovely people, like the Barhams from Norfolk in their Riley One Point Five, whose cars' staid looks belied amazing agility. Stirling Moss, RAC winner Roger Clark, Gijs van Lennep who won Le Mans for Holland, all could never parade meekly round Europe. Paddy Hopkirk, 57 years to his credit, was under his car, fettleing, fixing and fiddling as he never did as a works driver on his way to winning the Monte Carlo. Certainly there were those who had set out simply to drive round the route, but even they ended each day with a little brake dust on their front rims and smiles like naughty schoolboys.

For the media it was heaven. Even the dullest photographer could make beautiful photographs. A few professionals went up to the snowline, to the passes where the clouds and mists swirl unexpectedly, to the loose surfaced descents guarded only by the odd concrete pillar. Only cars in their prime should go up there; steering and suspensions, brakes and transmissions are tested to their limits. Yet half an hour later one could be driving again past herds of cows with mournful bells clanging incessantly. Lovely pictures perhaps but not where the real Marathon earns its name.

Cortina will be justifiably famous when the awfulness of the product named after it is long forgotten. With dramatic Dolomite peaks in the distance it welcomed the survivors to its charming main street. A sturdy wooden ramp had been erected near the town's famous church tower; we were made to feel like heroes. I wonder how many competitors noticed that the clock tower strikes the Westminster chimes each hour? Was it a tribute to the eccentric British? Who knows?

Our times on the tests suggest that the TR4 is well capable of a top ten finishing position. Were it not for a simple error by the crew, we could have finished 16th and one or two slight changes to the car will help enormously. To begin with we won't carry half a workshop in the boot; it does not help going up hills quickly! Our preparation for next year has begun already.

It would be nice to show our appreciation of the help Moss Europe have given us in our quest to recreate a factory team TR4 by ordering a large pile of parts for the rebuild for the 1991 event. But sadly this won't be necessary. In typical TR fashion, nothing has worn out! As their staff beaver away ensuring that everything is available to keep our much loved cars on the road I would like all at Moss Europe to know how much pleasure their efforts give to their customers... and even to little old ladies in rocking chairs in rural Belgium! Thank you all.

P.S. William Kimberley's version of the story will be in the August edition of Motor Sport magazine. I can't wait to read it myself!

## Curiosities! The Marina/MGB V8 Pickup

Peter Taylor, Marketing Department Moss Europe

Back in the early 1970's the Special Tuning Department of British Leyland produced several Morris Marinas equipped with the beloved Rover V8 engine for use in special rally events. I can also remember reading about a V8 Marina in Car & Car Conversions at about the same time, but until coming to work for the Sprite & Midget Centre, I'd never seen one of these unusual vehicles in the flesh.

I recall standing in the shop in Manor Road, Richmond, after closing time one rainy Saturday afternoon, watching Graham Paddy and Peter Beadle with armfuls of silencers

sat low in the engine bay, the motor filled the space completely longitudinally - when peering in through the radiator grille the front of the water pump pulley is observed to be less than an inch from the grille! The only other body modification was to 'stretch' downwards the centre of the front valance to clear the oil pump assembly.

This work completed, Graham set about fitting a slightly narrowed MGB rear axle, complete with modified differential carrier to take the MGB V8 crown wheel and pinion. Having subsequently fitted the brakes (MGB



Graham Paddy and Peter Beadle beside the V8 Pick up outside Victoria Villas

trying to ascertain which one would replace the expired item on the smart black Millitleshod Marina Pick-Up outside. Graham was quite apprehensive about driving home with a broken exhaust - I dismissed the situation as a lot of fuss over very little until the pick-up moved away; the hair-raising banshee wail emitted instantly gave away the presence of an eight cylinder motor under the standard looking bonnet.

Conceived as a replacement for his red MGB 1800 powered Marina pick-up, the V8 version went through a three year gestation period before finally being registered in 1984. Remarkably it was then allocated the registration A754GPJ instead of one of the then new 'Q' plates, reserved for vehicles of indeterminate age or origin. Graham spent more time proving to the authorities with a bulging file of receipts that the car was in fact built with all new components (except for the fascia, which, to fit the bodyshell, had to be a second hand item of the style used in pre-1975 saloons). On the registration documents it used to say 'Declared new on first date of registration but utilising a fascia which was not new'; this comment line has now reverted to the more kit car-esque 'Assembled from parts, some or all of which were not new'.

The new major units employed included a built up MGB V8 engine, purchased some time before from Roche Bentley of the MG Owners Club, and an MGB V8 overdrive gearbox retrieved from a Leyland dealer in Zambia! (the tale behind that might be retold another day). These were fitted by Abingdon Classics, the company who also produced the 'SEC' variants of the MGB around the end of that models production life. They cut back the front suspension turrets to clear the MGB V8 cast manifolds (the more compact tubular equivalents not being freely available at that time) and fashioned a split radiator to mount either side of the front of the engine. Whilst it

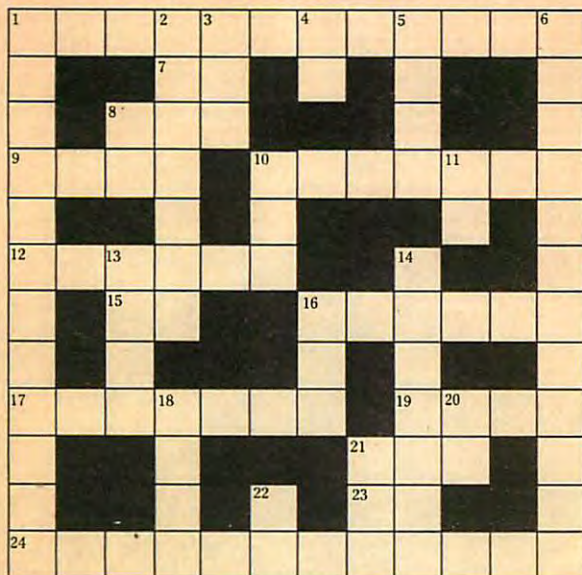
rear, Dolomite Sprint at the front) and electrical equipment, the pick-up was then shipped to Callow & Maddox, the trim specialists, for the interior to be finished. New Triumph Stag seats were bolted in over the specially made grey carpet set, and all the liners and trim panels fitted. The glazing was tinted; even this presented a slight problem - whilst most of the tinted windows were shared with the Marina Saloon, no one had requested a rear tinted window for a pick-up before, and a special one had to be made.

John Aley of 'Aleybars' fame supplied a roll over bar to fit in the load bay and a unique load bay tonneau cover came from Callow & Maddox. With the modifications carried out to construct the car coupled to Graham's unyielding policy to only use new parts, the total cost was fairly high, Graham estimates that about £9,000 was spent.

Two and a half years after putting it on the road, Graham received, in the form of licence endorsement, official evidence that the pick-up was easily capable of cruising at speeds greatly exceeding 100 mph! After that, not fully trusting his self-discipline in the car, Graham sold A754GPJ to Martin Fields of MG Services in Rickmansworth. A further three years elapsed, after which it came up for sale once more, and to the obvious delight of Graham, it was bought back to the Moss fold by Peter Beadle, MG Research & Development Manager. As the Spares Secretary of the V8 Register/MG Car Club, Pete was well qualified to become the new custodian. The development still continues - recently Mike 'The Pipe' Randall supplied a new, slightly quieter (but far sweeter) exhaust system, and thoughts on better front suspension are on line.

Often to be seen waffling through Richmond at 30 miles per hour in overdrive top, the black V8 pick-up seems to have carved itself a niche in the company mythology.

# INTERNATIONAL SPORTSCAR PUZZLE



Put your knowledge of the European sportscars of the 50's, 60's and 70's against that of our in-house experts. Warning. The last crossword in MM #1 attracted several hundred replies, though few were correct. Good luck on this one, I think it's harder! (Ed.)

## Across

- Mid 60's British V8 sportscar. (7.5)
- Who's interested in old sportscars? (Slang) (2)
- Once in production, the MG 'EX 182' became this. (3)
- Italian styling house, latterly associated with Ford. (4)
- 30's Riley sporting saloon. Name of a London theatre. (7)
- Manufacturer of 1 across. (6)
- Americans who took fond memories of MG home after WW2, abr. (2)
- Goes with Lago. (6)
- Latterday MG, badge engineered version however. (7)
- Italian tuner and manufacturer of the 50's and 60's. (4)
- Your wire wheel spinners have 8 or 12 of these. Initials. (1.1.1)
- Initials meaning fuel injection, not english. (1.1)
- Small, fast, Alfa Romeo. (6.6)

## Down

- Pre-war sportscar that sounds as though it could be a 24hr. sewing machine. (6.2.4)
- Fine French/Italian sportscar. (7)
- Pre-war British racer, now a customised Mini!. (3)
- Kimber's creation. (2)
- Giugiaro's styling house. (4)
- Early 60's glassfibre sportscar. (7.5)
- Either a modern plastic or an advanced breaking system. Abbr. (1.1.1)
- TR5, TR6, Abbr. (1.1)
- Designer of the Scimitar. (4)
- The "RAK 2" of 1928 was one of these. (3.4)
- How many horses for this classic French car? (3)
- ..... elliptic spring. (4)
- Initials of manufacturer of most instruments and gauges. Their namesake is big in crisps! (1.10)
- US terminology for "track rod". (3)
- Body style originating in Italy. Signifies a combination of sporting performance, comfort and luggage carrying capability. (2)

## Crossword Prize Details and Entry Form.

Please send completed entry, photo-copy accepted, but please only one per entrant-to: Moss Europe Ltd, Crossword Competition, Victoria Villas, Richmond, Surrey, TW9 2JX. The first correct entry drawn from the hat on Wednesday, 31st October will receive a Moss Gift Voucher for £25.00. Please ensure that the details below are completed along with your entry.

Name: \_\_\_\_\_

Address: \_\_\_\_\_



MM4

## Worlds Apart? .Cont

fancy dress competitions and other activities for the kids, 'design a T-shirt', photographic competitions and craft displays for those adults not totally afflicted with British car mania!

You might imagine that the numbers of cars attending such meetings (considering the numbers of British sports cars registered in the USA) would be quite large. This is not the case, due to the two factors mentioned earlier - time and distance. The largest MG meeting ever held in the States attracted somewhere around 450 cars, and usually, the larger events see only between 100-200 cars on the field at showtime.

To counteract this relative lack of numbers, an increasing trend is towards the "British Car Day" - a single day event which brings together all makes of cars emanating from the UK. Thus, apart from the popular classic sportscars on the field, one sees many other vehicles, ranging from London taxis through Range Rovers and Minis, to Rolls, Bentleys and Astons. Morris Minors are extremely popular here in the USA, and of course Jaguars command the ultimate respect and admiration from all.

These gatherings of all things "British" can see well over 800 vehicles in the display, and go quite a way to offsetting the costs involved in mounting such a show. The spectator response is enormous and the field is usually thronged with people who even though they may never have owned one of these funny little English cars, and normally drive a huge, gas-guzzling 'aircraft-carrier', never cease to admire, and long for, "a little piece of England on wheels in the US of A!"

While the American British classic car owner and his counterpart in the UK may be poles apart in distance, in enthusiastic, almost passionate, feeling towards these cars they are very close. At last year's British Car meet in Washington, a gentleman commented - "The possession, maintenance and care of British cars is far more than just a hobby, it is a way of life!"



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