

# Motoring

## What you should know... ABOUT MOSS MOTORS

In 1948, Al Moss bought his first TC, having fallen in love with one he saw being driven around Hollywood, California. He soon made contact with other MG owners, and became involved in early club rallying and racing. He also found a lack of shops willing to work on these "funny little foreign cars",

so he opened up a service and repair facility on Venice Blvd. in Los Angeles.

By 1960, however, Al found he was deriving more pleasure (and fewer headaches) from the sale of spare parts. He realized, too, that supplies were drying up for the earlier cars, so he started having obsolete items manufactured especially for Moss Motors. Thus began a close relationship with the factory, whence he obtained many original drawings as their manufacture of the parts was discontinued.

In 1963, the business moved to Goleta (adjacent to Santa Barbara, about 100 miles north of Los Angeles), where only parts were sold and service work was discontinued. Al began regular trips around the country and overseas, seeking dealers' obsolete stock, to fill the demand created by his rapidly expanding Catalog Mail Order business. A machine shop was added to enable closer control of the manufacturing of those parts which had become unavailable.

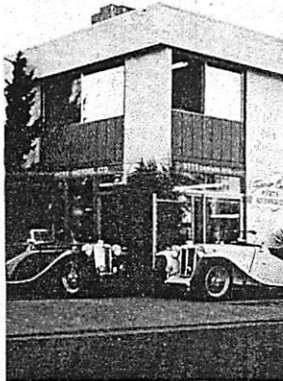
MG was still the prime market, with T-series the mainstay. Sales of MGA parts were beginning to grow, the MGA catalog having been published in

1962, and by the late sixties Moss Motors was selling to enthusiasts worldwide.

During the seventies, catalogs were printed for Triumph TR 2 thru TR 4A; Austin Healey 100-4, 100-6 and 3000; Jaguar XK 120, 140 and 150, to provide the same services available to MG

upholstery shop in Lompoc, CA, where exact reproductions of original interiors are manufactured in easy-to-install kit form, using top quality materials. The next year, a Restoration shop was added, to provide an in-house test-site for new products as well as turning out show-winning cars for customers.

In 1982, Moss began serious movement into the later car parts business by opening an official BL dealership, where new Jaguar cars are sold and serviced and a full line of BL parts is available. This gave access to late MGB and Triumph parts. Expansion into



Al's Goleta headquarters circa 1963.



owners. In 1978, the business moved to its present location, larger premises being needed for the expanded range of products available to British sports car owners.

1980 saw the opening Moss's own

these markets was further hastened by the acquisition of "Start Your Engines", a Beltsville, MD, parts supplier which specialized in these cars. New catalogs are being prepared to cover this new,

(continued on Pg. 8)

## MOSS • OPEN • HOUSE • DAYS

Two Big Days for Marque Owners To Visit Moss Motors In Goleta!

### Moss Healey Day



8:00 to 5:00

Saturday  
July 23rd, 1983

7200 Hollister Ave. Goleta, California

- Flea Market (shop soiled, obsolete, and misc. parts)
- 10% Discount On All Counter Sales
- Tours Of Moss Motors
- New Products On Display
- Mark your calendars Now for this big event!

### Moss Triumph Day



8:00 to 5:00

Saturday  
September 10th, 1983

7200 Hollister Ave. Goleta, California

- Flea Market (shop soiled, obsolete, and misc. parts)
- 10% Discount On All Counter Sales
- Tours Of Moss Motors
- New Products On Display
- Mark your calendars Now for this big event!

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## Customer Profiles

# Up Close and Personal With: Jim Alcorn

A native Californian, Del Mar resident Jim Alcorn has yet to suppress the "Automotive Urge" which first manifested itself some four decades ago. As a boy, Jim built CO-2 powered balsawood race cars, progressing to the excitement of constructing official Soap Box Derby racers for the annual hill challenge in San Francisco in the early fifties. (With a sponsor, no less!)

In 1952, Jim talked his parents into letting him acquire a "California Street Rod". This marvelous assembly had a 4-carb Ford V-8 in a '32 Ford chassis (with a chrome front axle!) under a 1929 Ford Model A Roadster body. After a 2-year rebuild it provided interesting and exciting transportation for the mid-fifties "American Graffiti" set.

Leaving high school for college signalled growth in more ways than one for Jim. The envelope-bodied MGA made its debut in 1956 and Jim was hooked! Encouraged by his future wife and by several friends who owned Morris Minors, he located a red MGA, 1500 with but 1,700 miles on the clock and bought it. Thus, two life-long romances began that summer—one with MG.

Then followed 5 years of Architecture school at Berkeley, one at Yale, 6 household moves, 2 Pontiacs, 2 Chevrolets, 2 Fords, 1 Anglia, 1 Oldsmobile, 4 Morris Minors, 5 Austins and 4 children! It was not until 1968 that the MG love affair began again in earnest, when Jim watched Gert Jensen, a Danish architect colleague, rebuild a beautiful, duo-blue PA Airline Coupe. From an ad in "Motorsport", Jim found an MG VA Tickford drop-head coupe, had it shipped over to San Francisco, and began what became a 10-year restoration. (See "Abingdon Classics" June 1983 issue for that story.) As parts for pre-war MG's are not generally available in the U.S., Jim spent a lot of time on overseas correspondence and developed a wide circle of contacts for these parts. His goal was a perfect restoration, so he went so far as to have some parts made to order, and the

commercial possibilities were obvious. One example was the rubber tool trays that the big pre-war MG's were fitted with. These he had made in Los Angeles from molds he provided, and the resultant parts now grace many cars around the world.

Remembering the joy his first MGA gave him, Jim decided a few years ago to renew his involvement with these roadsters. The VA had taught him that obscure models were not to be feared, so he picked the Twin-Cam as the model of MGA to pursue. Soon he found himself becoming a specialist in this model and he has bought and sold, restored, driven and enjoyed numerous examples in recent years. He is now known both in this country and overseas as quite an expert on this rare and exciting model.

As many of the parts for the Twin-Cam are the same as on the pushrod cars, the Moss catalog has been a useful tool in this enterprise. However,



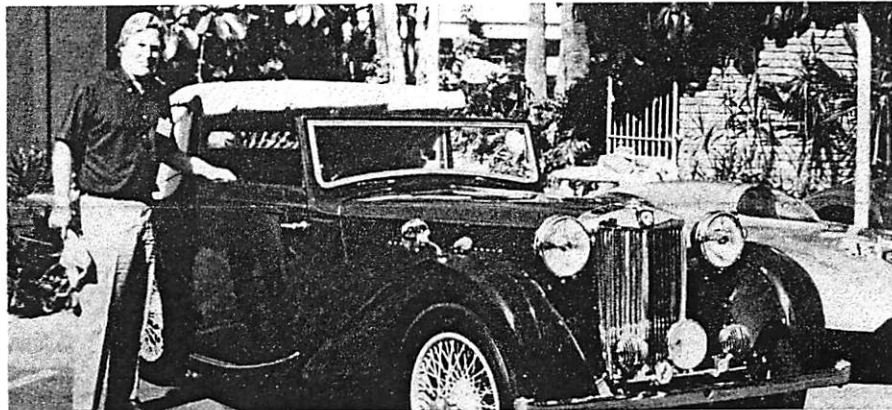
Jim alongside one of his prized MGA Twin-Cam's.

need for a Twin-Cam MGA. Even the rubber pedal draught excluder will be available later this summer, to the delight of many Twin-Cam and MkII DeLuxe owners. (This product has been developed in co-operation with Moss Motors.)

Jim's enjoyment of the MGA Twin-Cam matches the enthusiasm expres-

his beautiful example in West Coast historic races is proof of the legend "Safety Fast"! Thanks to Jim's enthusiasm and entrepreneurial skills, many more examples of this fine British sports car will be saved from the wrecking yard or from being "modified" to work with non-stock parts!

Footnote: James L. Alcorn, AIA, is



One of Jim's most notable projects, this MG VA Tickford Coupe took 10 years to restore and, as you can see, was well worth it!

when it came to unique engine and chassis parts, Jim had, again, to develop foreign sources and now he can supply most of these hard-to-find parts. With patience, Jim reports, it is possible to come up with everything you

needed for it by Bob Vitrikas and Graham Robson in their recent MGA anthologies. It is the model famous Abingdon mechanic, Henry Stone, claimed as his favorite from the fifty years he worked on MG's. Watching John Dormer drive

the design architect of the Oakland Alameda Coliseum Complex; Laney College, Oakland; the Ventura County Government Center, Ventura, Ca; the Brea Civic and Cultural Center, Brea,

(continued on Pg. 8)

## Moss Library

The MG Magnette K3

#15 in the Profile Publications Series  
Moss #212-115 \$2.95

"If the essential sports car is (as many believe) epitomized by a mid-thirties MG, then surely the K3 Magnette is the epitome of the MG". So concludes F. Wilson McComb, noted MG historian, at the end of this marvelous book about the K3. Most MG enthusiasts share this view, for the K3 was the most successful race car ever built by the Abingdon factory.

Today, the K3 is just a dream for most people as the remaining examples seldom come on the market and, when they do, they change hands for in excess of \$50,000. However, it's nice to be able to dream and even nicer to know what we are dreaming about! This Profile Publication gives us plenty

of material for those dreams, being a very complete and thorough history of the cars, with lots of technical data and detailed records of individual cars' histories.



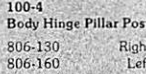
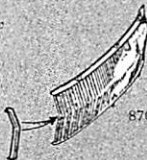
The Profile series of publications gained popularity when first published in England in the fifties and sixties. Each one featured one particular model of a famous manufacturer, and they dealt only with cars of real historical interest. Written by experts on the particular cars, their objective was to present as detailed and thorough a history as possible, with personal observation and comment added to the factual data.

The K3 Profile is an excellent example of this series. McComb writes with a love of the car that enables him to pass his enthusiasm along with a very accurate and full history of the 33 K3's that were built. Published in 1966, this particular edition has been out of print for many years. (We recently unearthed a

limited supply of original copies and are pleased to be able to make them available to our customers.) All MG enthusiasts should have a copy in their library for its collector value in addition to its unique value as a source of historical data on this most exciting pre-

war car. Its twelve pages are packed with text and photos that will make you an instant expert on K3 history and provide some serious dream material! Not a bad deal for \$2.95!

## New Healey Items!

	BJS Door Window Glass 021-860 Left Hand 021-861 Right Hand \$129.95 ea.	
	100-4 Body Hinge Pillar Post 806-130 Right Hand 806-160 Left Hand \$119.90 ea.	
		Radiator Grille Slat 870-070 \$4.25 ea. (39 required for full set)

## Moss Departments

# Meet the Moss Crew

As in our last issue, this column is where we introduce you to the people who make it happen within the various departments of the ever-expanding Moss family. This month, we take a glance at the guys who put it down in black and white (with an occasional splash of color); the Art and Advertising Department.



The Art Department, from left to right, Tom DiGenova, Dave Polarek and Hal Arneson.

### HAL ARNESON

Although each member has a hand in just about every project that the department is involved in, Hal is the 'kingpin' behind all illustration and advertising needs. Hal must often render freehand directly from the part and develop illustrations so precise that they may then be used in re-manufacturing that obsolete part. The advertising schedule of Moss Motors alone requires the co-ordination of new artwork and deadlines for over 25 publications monthly, not to mention the additional advertising demands of Moss Jaguar, Moss Santa Barbara and recently acquired Start Your Engines. Hal began his formative education as a liberal arts major at California State University at Fresno before earning his Bachelor of Fine Arts Degree from Cal State Northridge. He then pursued ambitions in the field of graphic communications with a certificate of completion from East Los Angeles Design Center. All of this, of course, keeping Hal close to the Southern California coastline and an active lifestyle that includes swimming, volleyball and as much surfing as the swells and his busy schedule will allow.

### DAVE POLAREK

Behind every successful team, you'll find a good quarterback. In the art department, that's Dave. He co-ordinates the production of virtually every publication, newsletter, update, sale flyer and office form from conception to delivery. Working often times from a vague idea concerning a specific job, and sometimes incomplete research, Dave must uncover the essential information needed for a given job, juggle the elements into a pleasing arrangement, then, assigning specific responsibilities to other staff members, he addresses the problems of typesetting, photographers' and printers' deadlines along with delivery to the mailing service. As with the other two members of the art department, Dave was a Fine Arts major before assuming his present role as graphic artist. Fulfilling his

undergraduate requirements at the college for creative studies at the University of the Pacific, he then moved on to U.C. Santa Barbara where he earned his Bachelor of Fine Arts Degree. An avid fan of 'top-down' motoring (and former mechanic), Dave



Dave & Dept. Manager Laurie Alexander piecing together the second edition of 'Moss Motoring'.

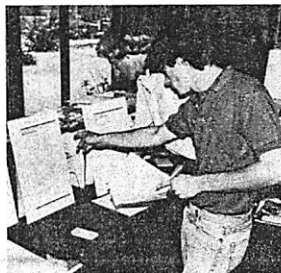
recently gave up on his aging Sunbeam Tiger in favor of what will be the next generation of Moss vintage spares--the Triumph TR 6.

### TOM DIGENOVA

With each new season, the need for more and more varied artwork steadily increases. With Hal and Dave's time at a premium, it was quite obvious last July that the addition of another person was essential in order to keep up with the work load. As the newest member of our art and advertising team, Tom's role involves every odd job from illustration and photography to sales graphs and sign making. As a fail-safe for any "needed yesterday" job, he provides an added talent that seems to invite new and creative projects from almost every other department in the Moss family. A graduate of Fine Arts from Ventura College, Tom turned his attentions towards graphic

arts when he moved to Santa Barbara 3½ years ago and enrolled in S.B. City College. As a graphic communications major, he developed skills that enabled him to join the department and ease the load on Hal and Dave. With his heart in the high country, Tom's 'mountain sport' enthusiasm is rarely dimmed living so close to the Pacific coast. . . He simply hits the foothills in his ragged but rugged Datsun pick-up!

Presently, as many of you may already know, the art department is in the process of producing two, fully-revised complete MGB and Triumph catalogs. The MG catalog will cover the MGB from 1963 thru 1980, while the Triumph catalog will cover all TR models including TR 250 and 6. We consider these editions to be a "new generation" in Moss catalogs as they



will have not only a fresh look but also several new features, at the same time maintaining the clarity and accuracy you've come to expect from Moss catalogs. In the future, all our catalogs will reflect this new approach with tech tips and handy information, reworked illustrations and revised research in a clear, concise format.

To facilitate the production of all Moss Motors publications, we incorporate state-of-the-art graphic equipment in-house. An Itek computerized typesetter coupled with a Pos 1 stat camera and processor keep us on an



even par with commercial art /ad agencies. This "no-expense-spared" approach to our production methods, combined with the careful selection of three talented, enthusiastic and hard-working men to staff the department, is the reason that Moss Motors' publications reflect such a high standard of quality and design.

## New Products

### MOTO-METER



Available once more after years of absence, these brand new Moto-Meters will add that "finishing touch" to your MG TC or TD. Easily installed by simply drilling a 7/16" hole in your radiator cap, this neat accessory will tell you the temperature of the water in your header tank, and give a true "classic" look to your car. Now there's no more need to hunt through swap meet junk to find a repairable old Moto-Meter! Your brand new unit is available from Moss Motors under our part number 230-104 at \$29.75.

### MG TRICK SUSPENSION BUSHINGS



One of the results of using the same front suspension set-up for 30 years is that the problems inherent in it become known to many people. This, logically, means that someone of the over 700,000 people who bought a TD, TF, MGA or MGB should have come up with an improvement for the lower A-arm inner bushings, which have an annoying habit of collapsing. (Often due to having been installed incorrectly, we might add. The nuts must not be tightened until the full weight of the car is standing at normal height, allowing the bushings to be in their most relaxed state at their normal position.)

Anyway, there is finally available a set of special bushings which will last longer and work better than the original type. Less expensive and more compliant than Delrin or Nylon, these bushings are made of a firm rubber with a steel center tube (much like the Silentbloc bush in your rear spring eye). They keep the suspension pivoting about its correct axis, helping preserve ride quality and steering geometry, and are much more durable than the plain rubber ones. Beware, however, if you are building a show car. They don't have the same appearance as the originals so, if this aspect is important to you, buy the original type and plan to replace them more frequently.

These new bushings, which mount only two per side, are from the V-8 MGB which was sold in the U.K. Available now from Moss as a set of four (part #280-498 at \$34.95) or singly (#280-495 at \$8.95) If you use your T-type, MGA or MGB a lot, you should have these new bushings in your front end!

# THE TRIUMPH TR SPORTS CARS

The TR story begins in the fall of 1952 with the debut of the TR 1 at the London Motor Show. Only one of this model was built. Based on customer reaction to the prototype and volume production requirements, the first real Triumph, the TR 2, went into production in August 1953. This first model proved to be enormously successful compared to its competitors, and for its time, had quite a reliable engine. The 2's had a 1991cc engine which had a top speed of 103 mph, did 0-60 in 11.9 seconds and averaged 33 mpg. Roadhandling and braking still left something to be desired and it was rather noisy, but these aspects would be corrected with subsequent models.

Sales and production continued to expand, but in 1955 the TR 2 was dropped in favor of the TR 3. Several new features were introduced at this point. An upgraded engine—rated at 95bhp instead of 90, an enlarged front grille and an optional rear seat, just to name a few. The TR 3 was also notable as it was the first British production car to have front disc brakes fitted as standard. 12,091 were exported (as compared to 5,805 TR 2's) up to September 1957 when the 3A was introduced. Mechanically, there was no real difference but externally, the nose panel was re-designed and new exterior door handles were added. Sales overseas went well as 56,340 3A's were sold up to October 1961. The price of this model remained unaltered from 1957 to 1961 which quite possibly could have been an important factor behind why Standard Triumph was in severe financial trouble by 1961 and was taken over by Leyland Motors. Production virtually came to a standstill even though the TR 4 debuted in August 1961. However, it was not received as enthusiastically as was hoped and consequently the TR 3B was produced (March — October 1962) specifically for export to the U.S. 3,331 3B's sold during this period as it seemed that its classic styling was still highly sought after as compared to the more 'modern' TR 4. The initial allotment of 530 3B's were much the same as the 3A's, but the remainder had 2,138cc engines with the all-synchro box.

Despite all of the preliminary upheaval, the TR 4 with its smoother lines and considerably more refined coachwork, finally went into full production during the fall of 1961. The principal mechanical changes were first, to upgrade the power plant to the 2,138cc unit previously available as an option on the 3A, and also added was the all-synchromesh transmission. The biggest changes, however, were in the body style. Design work was by Triumph's Italian consultant Giovanni Michelotti. Wind-up windows were now standard, the boot (trunk) space had been enlarged, and optional extras included overdrive, wire wheels, 4.1:1 axle ratio and the "Surrey" hardtop. The TR 4 has often been accurately described as a good interim car as it bridged the gap between classic and modern day sports cars as well as enabling Triumph to market a much more saleable product into the late 60's and early 70's.

To keep up with the ever-changing market demands, the TR 4A was heavily re-engineered and considerably more sophisticated. Appearing in January 1965, not much had changed externally except for a revised front grille and bonnet (hood) badge. However, it did have important refinements in the chassis plus the addition of independent rear suspension. Although this was the fastest TR to date—in 12 years—it was losing sales. Only 25,390 4A's were exported as opposed to 37,661 TR 4's, so the company unveiled the even beefier TR 5/TR 250.

While the 4A had a top speed of 110

and 0-60 in 11.4 seconds this all new breed of 6 cylinder cars topped at 120 and did the sprint in 8.8 seconds—overall, quite an improvement! This 2498cc powered model was introduced in the Autumn of 1967 as the TR 5 for general export and as the TR 250 in the U.S.A. The 250 model had some special color schemes, plus, regrettably, a 'de-toxed' engine with Stromberg carbs instead of the fuel injection of the 5 to meet the new Federal Emis-

sion Control Regulations. This rendered the 250 a bit slower than the its counterpart—the TR 5. Yet these models were relatively short lived as only 8,484 sold in North America and a mere 2,947 TR 5's elsewhere. So, it was no real surprise when Triumph hurriedly set out on the task of re-designing it in favor of the TR 6. An almost impossible job from the designer's point of view as Triumph insisted that the same basic body shell be retained yet a new nose and tail be designed, re-tooled and produced all in the space of 14 months. Michelotti was unable to handle the project at the time so the famous house of Karmann

With a story quite similar to the TR 3B/4 saga, the TR 7 was first produced in September 1974. Deliveries of the TR 6 continued until July '76 from the Coventry works whereas the 7 came out of Liverpool. This radically new wedge design body was principally for the U.S. market, and despite criticism for its styling, sales of over 110,000 make it by far the most popular Triumph to date. With its 1998cc engine, it produced 105 bhp, came with a 5 speed gearbox or optional automatic, had excellent roadhandling and brakes although rather limited luggage space. A V-8 version, the TR 8, was introduced briefly at the end of the model



accepted the commission. Beyond the fresh, sleek appearance of the body, Stromberg carbs did the best job they could under the circumstances on Federal cars and fuel injection was retained on all other exports. With the exception of the new Laycock 'J' series overdrive unit and minor cosmetic additions the TR 6 remained virtually unchanged throughout its lifetime and obviously with good reason—total sales for the 6 peaked at 94,619.

run, both in closed and convertible forms. Even this, however, was not destined to keep the marque alive. Problems internally at British Leyland and continuing employee disruptions became just too much by the end of 1981 and production was closed down. After all the effort put into creating such a successful line of sports cars, it does indeed seem to have been a great waste, especially for the British motor industry.



# An Introduction to the "Black Art" of S.U. Carburettor Maintenance

by Richard Wood

It is not the aim of this article to present a technical thesis on the S.U. carburettor; if that is what you need, you should buy an S.U. Manual. (Moss part no. 211-340 \$9.95) Rather, the attempt is to supply some basic "no frills know-how" to help you regain a speaking relationship with your British motorcar. Let's review the more common problems:

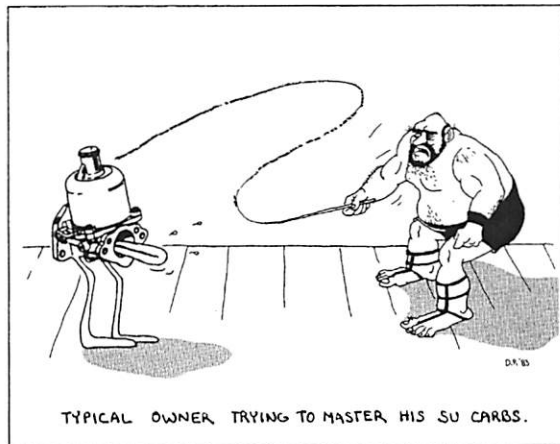
**Leaking** (An S.U. fact of life—like death and taxes.)

Leaks usually occur where they can drip fuel onto the hot exhaust system, making a full restoration imminent. Weekly checks should be made to see that all unions and fittings are tightened fully. It's a good idea to carry some spare fiber washers and jet seals in a small envelope in your tool box or glove compartment. If you have replaced your jet seals and installed a new jet, but you still have a leak from the jet carrier area, the jet itself could be the problem. (H-type carburetors only.) The new jets have the yoke secured to the tube by a square-headed bolt. Sometimes this is not tightened fully at the factory. Hold the tube by putting an awl or nail through the hole half-way down the jet tube and tighten the yoke with an adjustable wrench. (Unscrewing it first and putting a bit of silicone sealer on the threads, tightening it, makes sure it won't leak.) When replacing the jet seals, make sure there are no old seals stuck in the bottom of the jet carrier. Soaking the new seals in oil for a few minutes helps them compress to their new shape and be

fuel resistant.

Leaking is sometimes caused by fuel building up in the venturi. This can result from several things: Excessive fuel pressure (S.U.'s need 2 to 3 psi maximum); blocked overflow pipe; incorrectly assembled overflow pipe (the

correct level with 20 wt. oil. This often overlooked aspect of maintenance should be done at least once a month. If the damper has adequate oil, spitting generally indicates too lean a setting; screw the jet nuts down a few flats to richen the mixture. If this ruins your



fiber washer with the cutouts goes between the pipe and the cap); faulty needle and seat; sunken float; incorrect float height.

**Spitting** (A filthy habit, major league baseball notwithstanding.)

Spitting back usually occurs when opening the throttle. The first check is to make sure the damper is filled to the

idle, its time for . . .

**Adjusting the Beasts**

First, check the throttle shafts where they enter the body. If you can wiggle them sideways appreciably, they must be replaced before you can hope to adjust the carbs. If they are quite firm, take your trusty Uni-Syn, loosen the clamp that connects the two shafts,

balance the idle speed of both carbs, then re-tighten the clamp. (Make sure there are no leaks where the carb bolts to the manifold, or between the manifold and the head.) Next, check the mixture by lifting the piston (with a screwdriver blade—your finger will block the air flow) about 1/8". If the mixture is correct, the engine should speed up, then falter. If it stalls, the mixture is too lean; if the revs go up and stay there, it is too rich. Adjust by turning the jet nut up (to weaken) or down (to richen). Set both carbs to optimum position, then re-check the balance and idle speed with your Uni-Syn. With the motor off, you should also check that both pistons will rise all the way without sticking. (Unscrew the dampers before you check this action.) If they don't, remove the dashpot and clean the insides carefully, also the perimeter of the piston. Don't use anything abrasive! Do one carb at a time so you don't mix the pistons and dashpots. Be careful where you spill the oil when you turn the piston upside down! Also, be careful not to bend the needle. If the piston does not fall with a solid "click", your jet probably needs centering. (The book covers that procedure.) Remember to refill the piston with oil and tighten the damper after this exercise.

**A Final Word of Advice**

The problem with your S.U. Carburetors is often your Lucas distributor! In other words, before messing around with any of the foregoing adjustments, make sure your plugs and points are clean and gapped properly, your cap and rotor are in good condition, your wires are not corroded at their ends, and your timing is correct. It doesn't hurt to adjust the valves, either, as wrong valve clearances will never allow you to get the carbs set properly.

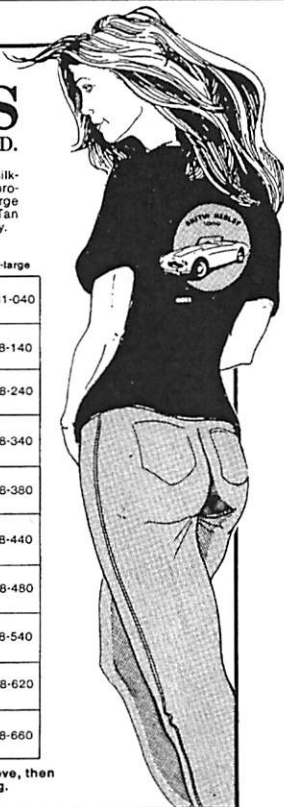
## Tee shirts

FROM MOSS MOTORS, LTD.

Hang out in one of our 100% cotton silk-screened T-shirts that incorporate the appropriate car insignia on the front and a large rendition of your sportscar on the back. Tan shirts with colorful artwork. Men sizes only.

	small	medium	large	x-large
MG TC	218-010	218-020	218-030	281-040
MG TD	218-110	218-120	218-130	218-140
MG TF	218-210	218-220	218-230	218-240
MGA	218-310	218-320	218-330	218-340
MGB	218-350	218-360	218-270	218-380
JAGUAR XK 120	218-410	218-420	218-430	218-440
TRIUMPH TR-3	218-450	218-460	218-470	218-480
HEALEY 100-4	218-510	218-520	218-530	218-540
HEALEY 100-6	218-590	218-600	218-610	218-620
HEALEY 3000	218-630	218-635	218-650	218-660

Find the size you need on the chart above, then indicate the part number when ordering.



## AUTO ACQUISITIONS

by Steve Hensley  
Davis, California

"Why are you selling it?" I asked. "Well, I'm just tired of that wind in the face feeling," he said, being more intent on his new Camaro and his new girlfriend than on the MG Midget sitting in the garage.

I eyed the car with a vengeance, looking for possible defects. The car was the same shade of glossy red all over, except for one patch in the back, where an entire section was painted an unusual shade of flat, old farm equipment red. I pulled on the front bumper and it broke loose, held on by only one bracket. "Who cares about front bumpers," I thought to myself as I visualized the potential of the car. After making it look like a street-bound SCCA production racer, I could even put a big front spoiler on it writing HUFFAKER ENGINEERING, or better yet, HENSLEY RACING, on it. Then I would get a roll bar, a fire extinguisher and racing seat belts for it. I could plaster it with SCCA decals and race down Russell Boulevard in Davis, looking more like I belong on the track at Sears Point or Laguna Seca.

It was a thoroughbred sports car, Handmade at Abingdon to the finest standards. Why the guy was selling it off in favor of an overstuffed Detroit


pretender was beyond me. Perhaps his girlfriend told him to sell it. Maybe he was suffering from temporary insanity.

On the other hand, I could have been suffering from permanent insanity. After all, I already had an MGA and a Fiat roadster, neither of which was capable of motion under its own power. But I felt this desire to buy and fix up yet another old sports car. If I had all of the money I spent buying old worn-out sports cars, I could buy a new sports car...

Why do car enthusiasts have this burning desire to acquire old sports cars that should be on their way to the junkyard? Is it out of pity for the cars themselves? Do we feel these cars have met an unjust end and deserve better? How could this beautiful piece of European machinery find itself up for sale to anybody with enough guts to drag it off? How many owners have mistreated them before you stumbled across that ad in the "Cars for Sale; Imported and Sports" classification in the local newspaper? If you don't buy her, will another inconsiderate turkey buy her and try to stuff a 455 Oldsmobile engine under her hood, or pile her into a guard rail while making a feeble attempt to drive under the influence?

What about the car's potential? Every thrashed sports car has the potential to become a concours winner, a road racing champion, or a tastefully done cafe racer. But only a few car

(continued on Pg. 6)



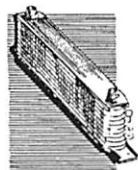
**AT LAST!**  
A fully illustrated, step-by-step  
**REPAIR AND RESTORATION GUIDE** for  
owners of 1963 through 1980 MGB's. Includes detailed  
information on: History; How-to-buy; Bodywork repairs  
Interior and top installation; Mechanical overhaul; Electrical  
repairs; Tuning and modifying; Specifications;  
Color schemes; Clubs; Values; Etc., Etc., (Also includes  
MGC notes). A must for the serious owner!  
MOSS PART NUMBER 211-365 \$19.95 ea.




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**MGA  
COUPE DOOR GLASS**  
Fits right or left side.  
456-470 \$39.95 each.



**MGA / MGB  
OIL COOLER  
RADIATOR**  
(without hoses)  
Replaces original  
leaky radiator.  
235-925  
\$49.95 each.  
(Uses 2 hoses - No. 435-580 \$32.70 ea.)

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**REAR COCKPIT WOOD RAIL**  
Now available for MGA  
from Moss Motors!  
453-265 \$27.50 each.



## Tech Tip

Windshield wipers spend most of their time laying down doing nothing. When you need them, the blades have often deteriorated or taken a set to one side from the pressure of the arm against the windshield. A good idea is to carry a spare set in your car to be used only when needed. Put them on when it rains; take them off and put the old ones back the rest of the time. Thus you have a new set for use whenever

you need them, without the expense of continually buying new ones. (This works for the family car as well as your sports car.)

Submitted by  
**Jane Alexander**  
Santa Barbara, Ca

Jane will receive a \$10 Gift Certificate from Moss for her contribution to this newsletter. We encourage any and all who might have a similar article to participate as well. Check the back page for details.

## Backorders- Yes or No?

Let's face it, nobody likes backorders! We at Moss certainly don't, for a variety of reasons. They are time-consuming to keep track of, expensive to administer, costly to ship and annoying to some customers. So why do we keep the backorder system? Interestingly enough, because many of our customers see it as a real benefit! Let's review the pros and cons and answer some of the most commonly asked questions about backorders...

**The "Pros"** You know the price of the part won't go up. (Especially important for Sale items!) You don't have to keep hunting for the part. You don't have to keep calling to check on availability; we ship backorders as soon as the parts arrive. If we receive only a few of a hard-to-find item, they go to customers with backorders first.

**The "Cons"** You don't receive the part as quickly as you would like. You have to pay for the part when you order it to put it on backorder.

**The Q's & A's** "How soon will the parts be in?" In the majority of cases, we cannot tell you because our suppliers do not guarantee us a delivery date. It is important to remember, however, that our computerized purchasing system usually enables us to schedule the arrival of new supplies before our stock is depleted. If sales increase so that we sell out sooner than expected, the delay is seldom more than a few weeks. (Those items sourced to domestic manufacturers are often replenished in less than two weeks.) Upholstery items should always be

ordered on a "backorder yes" basis as these are mostly made in our upholstery shop, which gives priority to making kits which are sold out.

"Why not keep larger stocks so you don't run out?" The cost of maintaining an inventory of over 11,000 different parts is extremely high, in terms of both money invested and warehouse space. To increase our stocks sufficiently that we never had to backorder would require a major price increase to cover the additional costs. We prefer to use the skill of our Purchasing Dept. to try to maintain stock levels at a minimum, bearing in mind re-order time, availability, sales levels, etc. Sometimes we are caught out by a spurt in sales or by a supplier who is late in delivering what was ordered on a timely basis, and that is when backorders occur.

"Why do backorders sometimes take months?" Every so often, a technical problem will result in our having to pull an item from stock, or a new shipment will arrive and be found to be below our quality requirements. Our vendors may also encounter unexpected major problems which can take a long time to resolve. In either instance, arranging for replacement stock to be manufactured can often take months resulting in delivery delays to customers. Usually, if we know how long resolution of the problem will take, we'll pass that info onto our customers. Occasionally, however, we are expecting the parts to come yet never know when they might actually show up. This situation seldom

## New Items

### Stainless Steel Exhaust Systems

Starting in July, Moss will be offering a line of stainless steel exhaust systems from a well established supplier in the U.K. The initial consignments will have systems for the following applications:

APPLICATION	PART NUMBER	PRICE
MGB-'63 to '74	454-560	\$197.50
MGB-'74 to '80	454-570	197.50
TR 2,3 & 4	860-100	197.50
TR 4A-early	860-110	375.00
TR 4A-late	860-120	297.50
MGA	454-875	197.50
AH 100-6, 3000 BJ7	610-120	375.00

These are all made for us in England by the "Double S Company" who have been making stainless steel exhausts since 1969. They supply original equipment to Lotus and to the Elford Turbo Mazda RX 7—well known throughout Europe. As "Double S" is a major supplier to the automotive aftermarket, we are fortunate to now be the importer/distributor for the above applications here in the U.S.

Their products are constructed from 304 Hyform stainless steel, including muffler exteriors, interiors, end plates and all tubing. Pipework is in 18 SWG and the silencer cases are double wrapped 22 SWG. All welds and brackets are also in stainless steel.

Although stainless has not yet taken the market by storm, our new line is well known to A.M.G.B.A. For the money and the guarantee (as long as you own your car), it really is a worthwhile investment—especially if you live in an area which gets a lot of rain or severe winters.

When compared to the conventional

mild steel systems offered by the trade, an SS system is the most sensible alternative. Once installed, you can forget about it for the life of the car! "Double S" systems are actually designed to fit your car exactly as the original drawings specify. In doing so, they avoid all the problems so often encountered when trying to install inferior brands. A frequent inquiry is what these systems sound like. We have one fitted to an MGB GT and it quite honestly sounds better than new. That good old British sports car exhaust note is still there, yet without attracting any adverse or unnecessary attention. The late MGB system does not have a catalytic converter fitted, and so it will carry a little note to say "for off road use . . . etc.", to conform with California State requirements.

For now, we will just carry these seven popular applications in stock. If the demand for other models increases then we'll obviously consider adding them as regular items in this range. So now, it's really all up to you . . .

## ACQUISITION

(continued from Pg. 5)

covers more than a half dozen of our total products, so the odds are pretty good you won't be affected.

To summarize, we would ask you, our valued customer, to remember the following points when considering backorders:

1. We average a 90% or higher original fill rate.
2. Most backorders take less than a month to be filled.
3. We gain nothing by putting parts on backorder, so you can be sure that we are doing our best not to backorder any parts.
4. The benefits of our backorder system outweigh the disadvantages.
5. Backorders may be cancelled for a full refund at any time before they are shipped.
6. We will not be able to tell you how soon your backorder will be shipped because we seldom know for sure when the parts will be in.



**TRIUMPH**  
GENERATOR MOUNT  
BRACKET  
(Will fit all models.)  
835-540 \$9.70 each



**STEEL SILL ASSEMBLY**  
Fits TR2 - TR3  
Made from stainless steel.  
Easy to install and  
priced to sell.  
R/H 855-850  
L/H 855-860  
\$79.50 ea.

enthusiasts have the ability to do something about it. Today's junker could become tomorrow's classic. All one has to do is buy it, fix it up, and wait. But the easiest and most exciting part is the acquisition stage, and for that reason, many of us never pass beyond that stage to the actual restoration. Because of this, there are hundreds of car enthusiasts scouring the countryside in the never-ending quest of acquiring yet another worn-out sports car. These are the symptoms of a psychological disorder, technically diagnosed as auto-acquisition mania.

This sickness can grow to the point of absurdity. Those who have 2 or 3 cars are only bush leaguers in this game. There is one gentleman in Sacramento who has 20 such cars in his front yard. He probably spends most of his time looking for yet another one. The ultimate set-up would be a large barn that could keep... say 50 or 60 cars. Don't bother to leave space for tools, because none of the cars would ever be restored. You'll be too busy scouring the want ads and shopping for other cars.

"Well what do you think?"

I was rudely interrupted from the realm of my deepest thoughts. "I'll take it." I mumbled reaching for my checkbook. "By the way... do you know anybody who has a small barn for sale?"

Steve will receive a \$25 Gift Certificate for his contribution.

# Moss Managers

Lawrie Alexander has been a fan of British sports cars ever since he was a youngster growing up in England. As a schoolboy in the fifties, he experienced first-hand the excitement of reading about Jaguar XK 120's, MGA's, TR's and Austin Healey's beating the worlds' best cars in races and rallies. Many hours were spent drooling in new car showrooms, reading road tests, comparing performance figures, as well as watching such greats as Mike Hawthorn, Stirling Moss, Peter Collins, et al, performing on Britain's great club circuits.

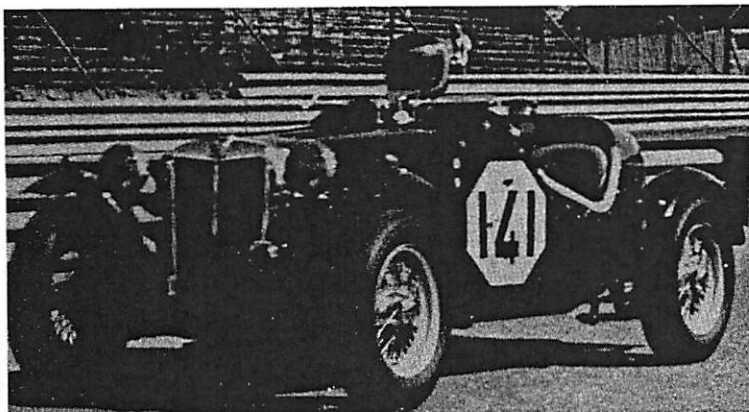
The typical 'impetuous enthusiast', Lawrie's racing career started with a succession of pre-war, clapped out sedans which were patched together to run, providing an excellent grounding in basic mechanics. In 1960, an MG PA (in pretty sad condition!) became his first 'real car'; in this, much was learned about driving quickly and the vagaries of owning a sports car. Marriage in 1963 saw the PA replaced by a Y-type MG sedan, which was sold when he left for Singapore for four years in 1964. There his competition career began in earnest, with a lot of rallying on jungle roads, sprints, hill climbs and driving tests in an Alfa-Romeo special and a much tuned Triumph Herald.

Coming to the U.S.A. in 1968, he drove "Detroit iron" for a few years until a '63 MGB started the juices flow-

ing again in 1972. A move to Santa Barbara saw the B sold, an MG TF 1250 purchased, and the beginning of his association with Moss Motors. The TF was the subject of a ground up restoration (it's the one on the Moss MGT-

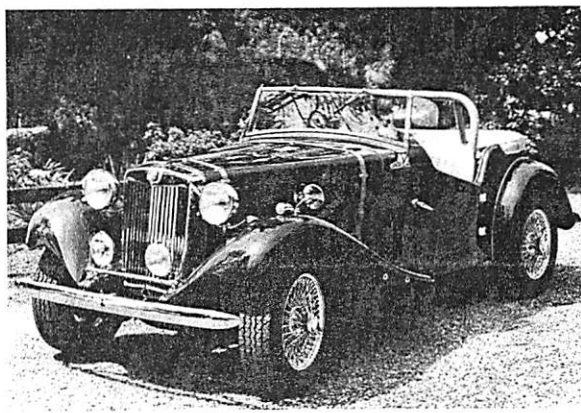
One is his famous "KT"—a TD special which is bodied to resemble a boat-tailed K3 and which has proven itself on the Vintage Race circuit since 1978. The other is his "TD Hot Rod"—a TD built with many of the custom features

found on these cars when they were on the roads in the mid-fifties, including a one-of-a-kind double overhead camshaft XPAG motor. Both these cars were built by Lawrie from spare parts and both attest to his mechanical ability and desire for perfection. In addition to his cars, Lawrie also enjoys bicycling, motorcycling, sailing a C-15, and playing raquetball. A busy man holding down a busy job at Moss Motors.



Don't miss the  
**HISTORIC CAR RACES**  
at  
**Laguna Seca California**  
August 26 & 27 1983

Lawrie in action at Laguna Seca (right), where his 'KT' placed first in the 'MG only' division in 1980. Below, his sparkling 'TD Hot Rod'.



20 catalog cover), and also led to his purchase of Classic Car Company. This business soon became more oriented toward sports cars than American Classics, and Lawrie became a big customer of Moss Motors as his business turned out numerous outstanding restorations. In 1980, Lawrie joined Moss's management team and Classic Car Co. became a division of Moss. He now puts his administrative talents to good use as Manager of the Sales and Art and Advertising Departments as well as Supervisor of the Restoration Shop.

The love affair with cars continues, as Lawrie now owns a Jaguar XJ 6, an Austin Healey 100-4 LeMans, an MG PA (awaiting restoration), an MG 1100 and two other, rather unique, MG's.

## Roving Representative: Paul Johnson

We would like to take this opportunity to give you a chance to meet some of the Moss Motors' people whom you might one day run across somewhere around the country...

Name: Paul Johnson  
Home State: Ohio  
Occupation: Moss East Coast  
Club Representative

I purchased my first MG, a 1948 TC, while attending college in Michigan. This was my only car, and was driven winter and summer, even though Michigan winters can be quite severe. After about 4 years I finally sold this car as a "well used sports car". I was without an MG for a two-year period and during this time was transferred to Chicago. One day while driving my Model A Ford around Chicago, I saw a 1948 MG TC for sale in a gas station parking lot. An immediate trade was arranged! With this my only car, I met, courted and married Addie. With Addie came a Volkswagen, which was a much more practical car for Chicago winters than was the TC, so the TC was eventually sold. During our first summer without the TC we realized how

much we missed the car and started looking again. It was not until after we moved to Cleveland that another MG was found, this time a 1935 PB. This car, although fun to drive, was not practical for the type of driving we liked to

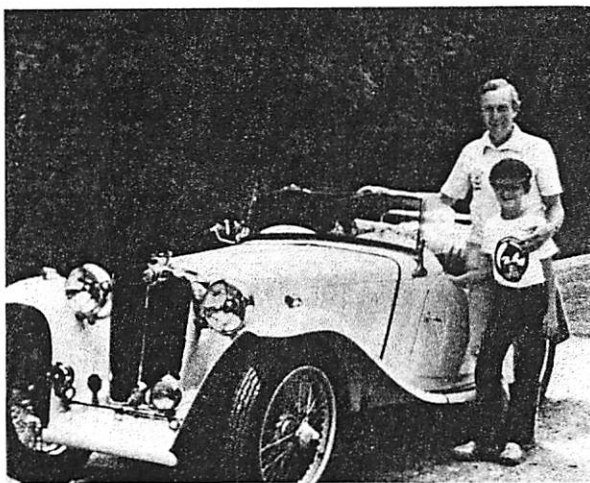
do, so the search went on.

I have since purchased a 1953 TD and my third 1948 TC. After the purchase of the PB, we joined the New England MG "T" Register and the Ohio chapter of this organization. I am currently Chairman of the Ohio Chapter, the largest in the "T" register, and as such am on the Board of Directors of the "T" register.

There have been many memorable

experiences in the 60,000 miles that I have driven the TD, but the most memorable was the "Sea-to-Shining-Sea Trophy Dash", organized by Jack Smolik and run from Staten Island, New York to San Diego in 1979. The response to Jack's challenge was minimal, and at starting time there were only two cars: Jack with his co-driver Fred Jaekel in Jack's 1953 TD and Tom Scott and I in my '53 TD. We all left the Holiday Inn parking lot at 5:10 p.m. and Tom and I arrived 50 hours and 28 minutes later at GOF West in San Diego, a distance of 2,972 miles. (To save you the trouble of calculating, this works out to a 58.85 average! For 50½ hours in a TD? Crazy! Ed.) Jack and Fred arrived much later; they had trouble with a broken luggage rack and also had other mechanical difficulties!

My current affiliation with Moss Motors, as a Club Representative, began in May 1982. Since that time I have attended approximately 18 meets. Among other things I relay feedback for new products and comments about Moss products and services. I have spent time working at both Moss locations (Goleta and Montville) so I have a good knowledge of how Moss systems and procedures work. I enjoy meeting our customers and being a link in the chain of communications which helps Moss respond to what the market is asking for.





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*Special Prices*

Tighten up your MGB steering with a brand new **Steering Rack**. Comes complete with tie rod ends, rack seals, etc. A limited supply of these racks is available at a very special price. When these are sold, we revert back to BL list price.



Limited Supply  
Moss part #453-620

Reg. \$275.00 ea.  
Now just **\$124.95 ea.**  
(Sorry, no backorders on this item.)



### TECH TIPS

Having your points or condenser go bad is a problem at the best of times, but when you are on a trip and it's raining or dark, the task of installing new ones is even more difficult. One way to make the job easier is to obtain a spare contact breaker plate assembly from an old distributor, and fit it with new points and condenser. The points can be set by installing this plate on your distributor (good practice for changing the plates!) then put the original plate back on and carry the spare plate in your toolbox or glove compartment. Should the need ever arise, you have a spare part handy and much easier to install than the components themselves.

Submitted by  
**Terry Peddicord**  
Santa Barbara, Ca

Terry will receive a \$10 Gift Certificate from Moss for his contribution to this newsletter. We encourage any and all who might have a similar article to participate as well. Check the back page for details.

### Classic-fied Ads

We will accept advertisements for British sports cars from our readers, for a publication fee of \$25.00 per car per insertion. Publication will be roughly every three months; deadline for our next issue is September 15, 1983. Be sure to include your name, address and phone number.

**1956 MGA ROADSTER** Very good rust free condition; new engine, brakes, tires, upholstery, carpets, top, etc., etc. (needs paint) For more information call Jerry Pirkle (313) 428-9128.  
317 Torrey St. Manchester, MI 48158

**1964 MG 1100** 2-door sedan. Less than 8000 miles since complete rebuild. Engine modified to Mini-Cooper specs, gives sparkling acceleration with 25/40 m.p.g. (depending on how you drive). A very nice example (blue with blue interior) of this fun sports sedan, great for commuting or taking the family to Club Outings. \$1895 or near offer will make you a happy driver! Call Lawrie Alexander, c/o Moss Motors, (805) 968-1041.

**1959 MGA 1500 ROADSTER** Mechanically excellent - engine recently completely rebuilt; gearbox, brakes, steering and suspension in great shape. California car so body and chassis are rot-free. Needs paint, interior and wiring harness to be perfect but is now a good everyday car. \$3950 Ray Attleberger, 623 W. Sola #A Santa Barbara, Calif. 93101 (805) 962-9608

**1961 AUSTIN HEALEY BN7** 2-seater. Rust-free California car, very sound and straight body with reasonably good light green paint. 72-spoke wire wheels have baked porcelain finish, white in color; hubs are excellent, wheels run very true. Front end, brakes and engine have all had complete rebuilds. Trans. and overdrive work great. Much of the chrome has been redone. Car has been re-wired. Needs upholstery redone to make it a complete car. Some spare parts and the original manual included. All for only \$4500! Call Duane Adams at (213) 331-6741. (Car can be seen in Covina, California.)

**'53 MG TD Red**, Body in Good Condition. Restoration almost complete - Driveable w/MGA drivetrain (Eng., Trans., RR End.) \$6000 or Best offer (805) 685-3226 after 5. Wes Elder

### WE'D LIKE YOUR INPUT!

Contributors whose material is selected for publication in this newsletter will receive Moss Motors Gift Certificates in amounts as follows:

#### \$50 Gift Certificates

Technical Articles, Marque reviews, Histories (cars, race teams, etc.), Personality Profiles. (500-700 words)

#### \$25 Gift Certificates

Book Reviews, Club Article Reprints (humorous or general interest) (250-350 words)

#### \$10 Gift Certificates

Technical Hints, Tips, Cartoons, Humorous Anecdotes, Photos.

Items for consideration should be mailed to Moss Motors, Editorial Department, P.O. Box MG, Goleta, CA 93116. Contributions, whether selected or not, will be returned only if accompanied by a stamped, addressed envelope. Contributors whose material is selected for use will be notified within four weeks of the date of mailing to us. We reserve the right to accept or reject any material on whatever grounds we decide; we further reserve the right to edit or change any material to suit the needs of our publication, without prior notification to the contributor. "Letters to the Editor" will be accepted for publication provided they are accompanied by a name, address, and phone number.

## About Moss

(continued from Pg. 1)

wider range of parts carried by Moss.

One key element of the change of direction that began in the sixties has been most instrumental in Moss's growth: the commitment to manufacturing items which have become obsolete. To date, a very substantial amount of money has been ploughed back into the business to tool up and make over 3,000 parts which would otherwise be "NLS". Rather than just selling those parts which are easily available, Moss believes that investing money and energy into remanufacturing is a vital step in helping enthusiasts keep their cars on the road. With the continued support of our many customers, we plan to keep on doing this for many years to come.

### Jim Alcorn

(continued from Pg. 2)

Ca. He maintains an architectural practice at 7734 Herschel Ave., Suite L, La Jolla, Ca 92037, from which address he also conducts his MGA Twin-Cam sales and parts business under the name of "Auto Vintagey".

Jim will receive a \$50 Gift Certificate from Moss Motors for his contribution to our newsletter. We encourage any and all who might have a similar article of general interest to our readers to participate as well. Check the back page for details.

### MG TC/TD/TF Owners

Moss Motors is contemplating a limited production run of chrome-plated 4-branch exhaust headers with integral intake manifold, (similar to the old Derrington-style headers). Indications are that they could be sold for about \$175.00 each.

Whether we proceed with this project or not depends on how great the demand is for them. If you would be interested in buying a set of these headers, please send a letter or postcard to:

Chris Nowlan P.O. Box MG Goleta, CA 93116

If enough people are interested, we will proceed with having them made and let you know when they become available.