



Motoring

PUBLISHED BY MOSS MOTORS, LTD. P.O. BOX MG, 7200 HOLLISTER AVENUE, GOLETA, CALIFORNIA 93117 © OCTOBER 1984

MORE ROOM FOR MORE PARTS

Moss Expansion Nears Completion

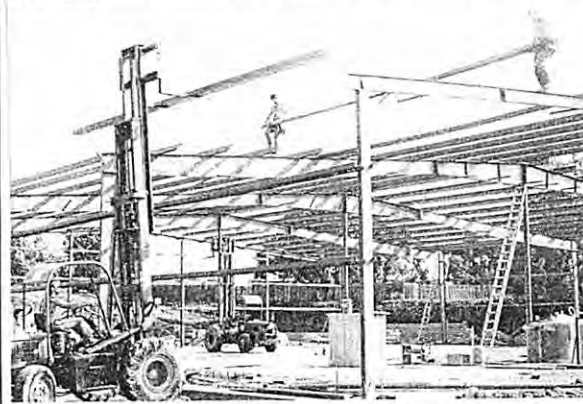
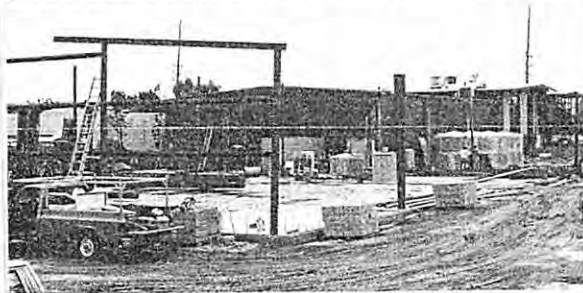
The last few months around Moss Motors have been unusually chaotic. To cope with our need for additional warehouse space, a new 12,000 sq. ft. addition has been going up behind our main building in Goleta. After the lengthy "paperwork battle", getting all the necessary permits, etc., the actual construction is going very quickly. From bare slab to covered building in three days impressed your writer, anyway!

As soon as all the electrical and plumbing hookups are made, we will be setting up the inside to accommodate the shelving for all those items we've been storing in offsite locations. With the recent addition of MGB 1968-80 and TR6/250 parts, the total number of different parts we stock has grown to almost 16,000! Not only are we expanding our storage capability, we are also taking this opportunity to re-organize the warehouse so that the fastest-moving parts are located in one area. This will cut down the amount of walking our parts pullers have to do, so that they can pick even more orders each day.

In addition, we are moving our Quality Control and Packing Stations into the

new building. Instead of the heavily over-worked present set-up, we will have more room to set up more stations. This, too, will expedite our order processing, help minimize errors and give you faster, better service.

Although we are excited by all this expansion, we realize that it means a great deal of extra work for all of us. The order flow cannot stop while we make all the moves, so we anticipate a few more months of chaos before the full benefits can be realized. Fortunately, enthusiasm runs high at Moss, so our people are willing to accept the problems, knowing that the solution is just around the corner! We hope you will be patient with us, too.



Pictured above (top) is the 'ground breaking' just before the bulldozers started. Doing a little 'manual labor' for a change and turning the first spade of earth are from left: Al Moss, our founder and president; Howard Goldman, Chief Executive Officer, and Glen Adams, Executive Vice-President, while the rest of the Moss Crew make sure they do a good job. Center Photo: A couple of weeks later and it's starting to go up! Bottom Photo: We can't wait to move in.

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, Marquee 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 Dept., P.O. Box MG, Goleta, CA 93116. Contributions, whether selected or not, will be returned only if accompanied by a stamped, self-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 need 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.

Seasons Greetings!

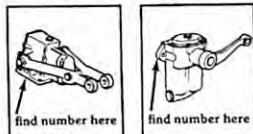
To All Moss Customers

It's hard to believe 1984 is almost at an end! (Fortunately, George Oruell was wrong!) We hope '84 has been as great a year for you as it has for us at Moss Motors. Despite some problems associated with our growth and expansion, we've delivered more parts to more customers at better prices than ever!

Without you, our customer, this could not have happened. May we, then, take this opportunity to thank you very sincerely for your business and wish you Very Happy Holidays and a terrific 1985!

The Moss Crew

WANTED! Shock Cores



We need old shocks to keep our rebuilt shock program alive! We are paying \$10.00 per shock for the following rebuildable Armstrong cores-

	Front	Rear
MGTD-TF	5697	5698
MGA	6172	6066
MGB	8177(front only)	

This offer good only at our Beltsville, MD location. Please bring or mail your old shocks pre-paid (no C.O.D's) to 6798 Mid Cities Ave., Beltsville, MD 20705 or call (301) 937-0313 for more info.

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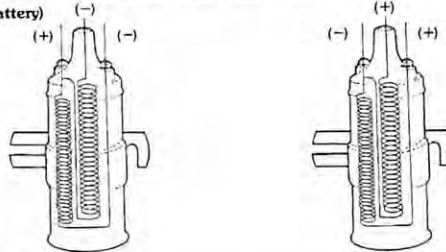
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COIL POLARITY

I was converting my older British car over from positive to negative ground when I came across the question of coil polarity. I discovered coil polarity is very much misunderstood. In researching it out it got me very confused until I found out there are two definitions of coil polarity. I talked to 3 or 4 knowledgeable people on the subject and read several technical books and articles. Everything made sense in itself but didn't jive together until I found out they were talking apples and oranges.

Definition #1 Coil Polarity (in relation to battery)

The polarity of the coil should match that of the battery by connecting it so (+) goes to (+) and (-) connects to (-). But don't worry about which way you install the battery (positive or negative ground) or which way you install the coil (regardless of coil markings) it will automatically adjust itself. The coil will work efficiently and put out the same voltage either way it is hooked up, but, the spark plugs are more sensitive when it comes to polarity hence our 2nd and more important definition.



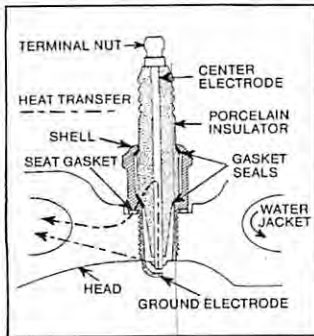
Definition #2 Coil Polarity (in relation to spark plugs)

Coil polarity should be such so as to provide negative polarity to the spark plug's center electrode.

It has been found that it takes approximately 15% less voltage to form an arc at the plugs if the hotter center electrode is negative and the cooler (by comparison) ground electrode is positive. The center electrode is hotter since heat transfer from the tip must make its way through the porcelain insulator, past the sealing gaskets, to the shell, block, and then to the water jackets. The ground electrode heat just has to get from the shell, to the block, then water jackets.

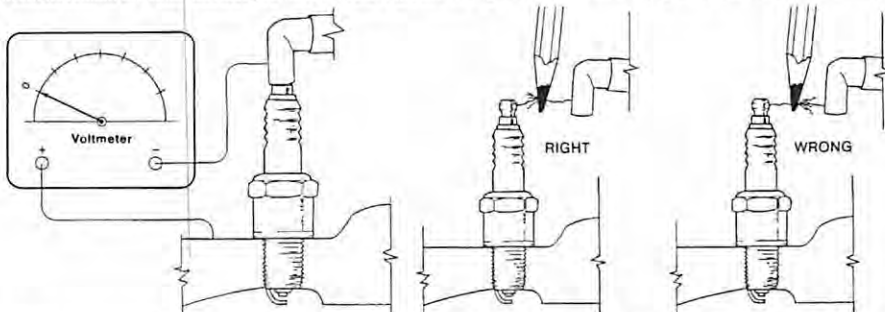
If your center electrode is positive your car will probably still run fine until with its 15% handicap, it exceeds the coil output. If you live where temperatures dip down to 0° you may not get your car started. Driving with a full load and accelerating hard up a hill may cause an ignition miss. If your ignition system is well worn to where you have a lot of various voltage losses, you could get a miss. Correct coil polarity won't eliminate these problems, just put them off by 15%.

If your coil has - & + markings by the primary terminals you will be pretty safe by hooking it up by those marks but test it for correct polarity anyway using one of the tests listed further on. If your coil has CB & SW, or BAT & DIST



markings there is no way of telling if the coil was marked in relation for a positive or negative ground car and the only sure way to tell if the coil is installed right is to test it out.

You test for correct polarity by hooking up a voltmeter with the negative lead to the plug terminal, which should be of negative polarity, and the positive lead to the block, which should be of positive polarity. Set the meter on the highest volt range. These connections remain the same whether you have a positive ground or negative ground electrical system. The secondary winding's



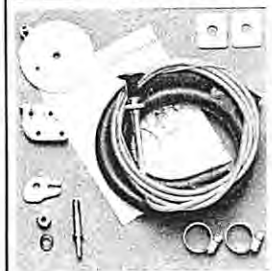
polarity, which we are testing, is determined by the combined hookup of the battery and primary windings so it may or may not match the battery's ground.

Cranking the engine over (you don't have to start it) should show an upward swing of the voltmeter needle (don't be concerned with taking a reading.) If the needle swings down off the scale your coil is hooked up wrong. To correct, reverse coil primary leads. Do not worry about the coil markings (refer to definition #1.)

If you don't have a voltmeter, test by removing a plug wire from a plug and hold a plain lead pencil point in the path of the arc. A flair (hard to see) towards the plug shows correct polarity while a flair towards the coil shows reversed polarity.

Our thanks to David Edgar of La Mesa, California for his contribution to our Newsletter. In appreciation we are sending him a \$50.00 Moss Gift Certificate. If you have an interesting technical article that could be of value to our readers, send it in!

MGB MANUAL CHOKE CONVERSION



Ever wondered why so many owners of late model MGB's have eliminated their single Zenith carb with the earlier type twin SU set-up? It's probably because, like you, they were having automatic choke problems with their Zenith carb and didn't like the high cost of replacement.

Well, you can beat the system by installing this inexpensive alternative that will give you full control of starting your car.

386-320 \$39.95

MOSS Price valid until March 14, 1985

MY TRIUMPH

By Dawn Nichols

It was fall of 1980- the phone rang- it was my husband Mike- he said, 'Meet me on Garretson Ave.- I want you to see something!'

My first thought was, 'Oh boy?!' Another car to restore- I wonder what it could be this time! (I had put my order in years ago for a 'little red sports car' but of course, he never seemed able to find one of those!)

Well, anyway, I left immediately. I saw his car on Garretson and pulled over. What I saw was an old, ugly, rusty, black Triumph sitting in this front yard. My thoughts were, 'Oh, you've got to be kidding- there's no way that thing is restorable!' Well, I got out of my car and went into the yard by my husband who said, 'Well, what do you think?' (of course, I didn't tell him that I thought it was horrible!! No way could this thing be fixable!!) He told me it was a 1961 TR3A and the owner was moving and had to sell it. (Meanwhile, the saying 'There's a sucker born every minute' seemed to keep popping into my head!) I did like the body style but there was very little 'body' left! So, Mike said, 'Well, what do you think?' Having the confidence in his body work that I do, I said 'I love it!'

Well, we had it towed to the garage and, once there, started worrying about things like 'Where in the world are we going to find parts for this??' (Nice time to think about a small (?) detail like that!) After making a few phone calls we found out about a place called 'Moss Motors' in California. 'Oh Great!' I said, 'Now it will take months to get the parts we need.' Well, we needed the parts so we placed an order. Imagine our surprise when the order arrived only 10 days later! 'Fantastic!' (Now we have our New Jersey warehouse, shipping to East Coast customers is generally even faster. Ed.)

We started on the car immediately and, slowly but surely, it actually started looking half-way decent! All the while we worked on it, Moss Motors was there

Continued on page 6

MOSS SLR/SFT ACCESSORY LAMPS



These Moss-made lamps are outstanding reproductions of the Lucas units fitted as factory optional equipment on many British sports cars in the Fifties and early Sixties. First class quality in all respects. Supplied complete with bulbs.

Driving Lamp (clear lens) 162-700 \$89.95 each
Fog Lamp (clear fluted lens) 162-800 \$89.95 each

Prices valid until March 14, 1985



Moss Motors, Ltd. is proud to be a B.L. Heritage Ltd. Authorized Supplier and Manufacturer

SOMEDAY I'M GOING TO RESTORE A CLASSIC... A DREAM COME TRUE

By Robert A Bonsack

The dream of owning and restoring a classic auto is shared by many of us. Transforming that dream into reality can be filled with excitement, (some frustration) satisfaction, and success, or it can be a disaster. The difference often is how you go about planning, selecting, and carrying out your project.

The purpose of this article is to share the experience of one dreamer (an amateur) who has completed several restoration projects and is still dreaming about the next one. Earlier projects involve vintage Fords; the current effort, almost complete, is a 1956 Jaguar XK140 fixed head coupe. Based on these experiences, I will discuss the selection of your project, planning to make your dream come true, how to get started and some lessons learned.

SELECTING YOUR PROJECT

Selecting your dream car has to go well beyond: 'Gee, I always wanted one of those.' True, long time love affairs have a lot to do with it, but remember: before you pick your car, you have an infinite choice of what you can bring home. Once you have it in the garage, you're committed!

Here are some of the things you

opinion as to what suits you best. Your final decision will come when you actually start looking and find the car that fits your dream- and your realities!

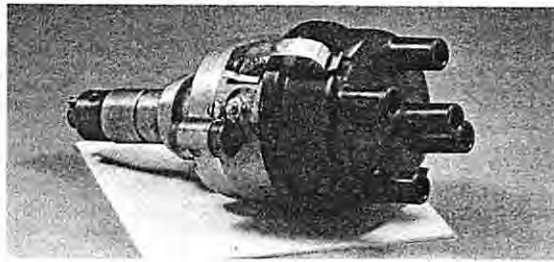
Select Your Car This is one of the most exciting steps in your project- equal only to rolling your restored classic out of the garage for neighbors and friends to view your dream-come-true. Think about resale value- some models are much more popular than others; sometimes a year either way in age can double the value. Are parts readily available? Does the condition of the car match your skills, pocket book, and time budget?

If you've done your homework (and keep your head) when the right car comes along, you'll know it. Go for it!

PLANNING YOUR PROJECT
The magic day has arrived! Your not-so-shiny dream is ready for rebirth. A love/hate affair is about to begin. Take time to do some more detailed planning to assure you get started on the right foot. Frustrations can come easily. See if you can outsmart them.

Read - Read - Read Reread some of the material you've collected. Get an owners' manual, restoration books, parts lists, for

MGTC-TD-TF MGA MGB MALLORY DUAL POINT DISTRIBUTORS



These high performance distributors easily replace stock Lucas distributors used on MG T Series, MGA and MGB cars built between 1945 and 1980. These high-tech looking precision units incorporate mechanical advance only which is totally and easily adjustable to suit the requirements of both stock and modified engines. Driving gears or dogs should be ordered separately or removed from the original distributor otherwise installation and adjustment is straightforward. A long term solution to many distributor problems. We also stock replacement points, rotors, caps and condensers, should the need arise. Prices valid until March 14, 1985

MOSS

143-180 \$139.75

hand, you are about to dive in. Here are some thoughts to help you get off to a good start and avoid frustrations later.

Record Your Work In addition to the pleasure and self-satisfaction of before and after photographs, a camera is invaluable to record how something looks before you take it apart. Take photos of complex or difficult areas so you can remember several months later how that thing went together. If a camera isn't good enough (like with wiring) draw a diagram and file it for use during reassembly.

LESSONS FROM EXPERIENCE

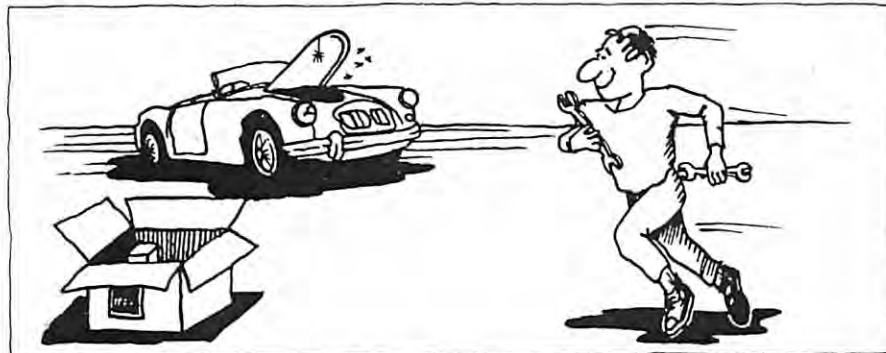
These are some of the things learned from having been through projects like yours before, the things that can help assure your dream will become reality, and you'll have fun doing it.

Don't be impatient. A good restoration takes a lot of time, particularly when you're doing it at night and on weekends. Pick a task- like remove, clean, and inspect all chrome parts- and stick with it until it's done. Don't jump around. You'll forget things and waste a lot of time. By the way, when sending parts out for re-chrome, be sure to list them and have your supplier verify the list to be sure you get back everything you sent out.

Check out your outside service resources before you give them work to do for you. If he's a body man, look at some of his work on other classic cars to be sure he's good. Get some references and talk to them. If you have an auto museum nearby, find out who does their work. Check prices too. Rates of \$35 to \$45 per hour are not uncommon. The more 'shopping' you do, the better off you'll be. I took my wire wheels to a paint stripper before taking them to an alignment shop, only to find out the alignment shop would have stripped them for me as part of their service. I paid for it twice.

If you are going to take parts to a stripper to clean off old paint and rust, be sure you know whether the parts are aluminum or steel. My rear fenders came back with the brass edge strip loose because the aluminum rivets disintegrated in the stripping tank.

Choosing paint and colors is a major
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should consider before making the final choice:

What is Your Objective? Do you want a concours car to show? Do you want a fun car to drive around on weekends and in parades? Do you want to fix up, resell, and make a few bucks? Your objective will help focus on what to buy and how much you should spend.

Know Your Limitations If you have a lot of skill and a lot of time, a basket case may be for you. If you are primarily a mechanic, maybe body and upholstery work will have to be farmed out, or you may want to buy a car that is cosmetically okay but needs mechanical attention. The author's Jag needed mostly body and interior work, little mechanical, and he used about 500 hours over 1 1/2 years to complete the job. That's about 2 weekends per month. Are you ready to give up some other things to do this? Your tool inventory and available funds are obvious considerations.

Read - Read - Read And listen, listen, listen. A lot has been written about auto restoration and anyone involved in classic cars loves to talk about it. You can learn a great deal from those who have gone before you; seek them out, read, listen, and then form your own

the car you've purchased. Revisit some of the helpful folks you've met along the way.

Take An Inventory Get acquainted with your car. Crawl in and under it, take loose stuff out of the trunk, glove box, and from behind seats. Chip away some rust and scrape off some paint to reveal the secrets underneath. Start making lists and notes of what you discover about parts missing, things that don't work, things that do work, non-original parts that should be replaced, and anything else you can think of.

Develop A Plan Based on the condition of the car, decide on how you are going to tackle the job. Break the work down into major tasks and set up the sequence of work. Plan your work space, storage space for spare parts and disassembled pieces, and how the family car will fit in around it, if necessary. Start making lists of tools and equipment needed and when you'll need them. Set up an overall schedule, at least for the first few weeks or months. Set up a record keeping system to record costs, collect parts catalogs, important information on contacts, resources, and a diary, if you're so inclined.

Now it's time to get your hands dirty. Let's get started!

GETTING STARTED- FINALLY

With wrench, hammer, and WD-40 in

Brown Bag It Keeping track of small parts, nuts and bolts, is critical if you want to avoid confusion and mistakes during reassembly. Go to your local hardware store and get a bundle of the smallest brown bags they use for bagging their merchandise. When you take something apart- like removing the left rear fender- the bolts and washers in a small bag, label it with a felt tip marker ('Left Rear Fender Bolts') and note anything you need to remember ('2 missing'). Staple it and store the labeled bags in a cardboard box and set aside for re-assembly time.

Dis-assembly Hints In addition to bagging your parts, don't rely on your memory for re-assembly. If there are more than one hole into which a bolt could go, like on the head liner bows in the Jaguar, use a large felt tip marker to circle the holes through which the screws go. If it's a hole in the dash or fire wall, circle the hole and mark what goes through it- wires, tubing, choke cables, etc. If you're going to paint over the area, you may need a diagram instead.

Continue making notes to yourself as you dis-assemble so you won't forget things later- 'part A goes on top of part B'- 'Door hinge shims have slots facing inward'- 'Hold spring on left air vent needs replacing'- etc.

MGB GRILLE GUARDS!

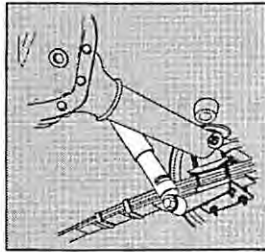
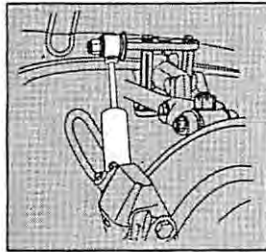


This traditional style grille guard looks really sharp on any chrome bumpered MGB. Saves your grille from land yacht owners who park by ear! Made exclusively for Moss Motors.

244-110 \$49.50
Price valid until March 14, 1985

MOSS Moss Motors, Ltd.
P.O. Box MG Goleta, Calif. 93116

TUBE SHOCK CONVERSION KIT



Now you can replace the archaic leaking lever shock system on your MGB with this simple bolt-on kit that is sure to enhance the road manners of your car. Our complete tube shock conversion kit (does both front and rear axles) includes all necessary brackets, hardware, and 4 Gabriel non-adjustable shocks. The detailed instructions allow for a very simple bolt-on installation.

MOSS Moss Motors, Ltd.

Fits all MGB's, 1963 to 1980.

268-118 \$267.50

Price valid until March, 14, 1985

SYMBOLS AND MEMORIES

By Dave Ramstad

I wear the 'colors'. I believe it's compulsive. Dudley Haines, writing from Juneau for the February *Healey Highlights*, states a fact known to all of us. The bonafide Austin-Healey lover is distinguished by the trait that he must have his beloved machine somewhere nearby at all times. Many others have proclaimed the same observation. Curious nervous quirks begin to appear should we go on too long without our 'fix'. You know what I'm talking about.

But managing to sustain a lifestyle in which one's Healey can always be close at hand is not that easy. So we turn to facsimiles or colors or symbols. One cat installed an absolutely perfect 1/24th scale likeness of his cherished 100-Six on the dashboard of the family sedan. I'm not kidding. And many keep snapshots of their mechanized mistresses (please forgive the sexism, ladies; I know that you regard your Healeys even dearer than many of the guys.) in the old wallet, next to the family. So they can pop 'em out at the slightest provocation to dazzle lesser mortals. A local yokel Cascade Region fanatic (who shall go nameless, but will be instantly recognized) has affixed a shiny, well-preserved Healey Hundred grille over his living room fireplace mantel. Very dangerous, if you ask me. An open provocation to that crazed restorer who stalks the subdivisions searching for that very item!

Oddball hats are all the rage in America today. The True Believer of this category goes no where without his treasured chapeau. Consider the once strictly juvenile ballcap. Now, today, this is no ordinary ballcap. It is festooned with no less than 15 pounds of Healey club patches, AH wings, 8 or 10 owners meet pins, several rude sayings and the obligatory Union Jack. And then, of course, we have the t-shirts; having once been merely the upper half of the male's unmentionables... now the core of an entire universe of apparel. But, we needn't go into that, need we?

Cutesy hats are not my thing, and everyone knows that t-shirts are not wearable year around in western Washington. (Who said they're marginal even in summer? Truthfully, our goosebumps do get a lotta exercise in those unusual 55° July days!) At the risk of compromising my image as a lifetime nonconformist, however, I shall admit to owning a

couple of the former, and a drawerful of the latter.

No, my thing is *The Jacket Patch*. Bright, colorful patches are tastefully stitched on everything I own. If it isn't the Pacific Centre logo, it's the Healey wings,



if not the wings, then the lovely Cascade Region design, or perhaps that nostalgic old BMC symbol. No matter what the season, I'm covered. The winter parka, my beloved navy issue p-coat (I paid my dues, folks), field jacket for spring or fall, a couple of wool shirts, a few flannels, and so forth. They all proclaim the faith. Something's gotta be done about the durability of today's patches though. The club crest makes a mere half dozen trips thru the Maytag on my skivvies and comes out all puckered up. The patch, not the skivvies. How do you think that makes me feel at our annual club slumber party? Humiliated is not the word for it. There is only one solution. Don't know why I didn't think of it before. Kathy will simply have to go back to school for a degree (any degree) so that the completely understandable costs of dry-cleaning my underwear can be supported. I mean, what's more important here gang? Yeah!

It is difficult to carry the 'colors' into one's office or workplace to a real satisfying degree. Ever compulsive, I give it a hell of a go. Now, I spend a large chunk of each weekday slaving over a hot drawing board conjuring up floor beams and body frames for the Boeing 747. Can you visualize that drawing board? It is about 4 x 7, a size according to some drones suitable only for unrolling structural engineering drawings. How unimaginative. I, on the other hand, see it as the logical display base for Healey art. The entire history of two decades of happy ownership is revealed to all. Truth to tell, this pulchritude merely occupies the board's border-career objectives require that I maintain some space for airplane drawings. The sacrifices one makes,

what?

This display causes some comment, as you might imagine. A multitude of dusty old memories pour forth from passers-by. Have you noticed? Everyone in America over the age of 30 once owned a Healey... or if they did not actually own one, their brother/father/roommate/girlfriend owned one. And although the actual model is not known, the car was always red. I don't know why Jensen Motors didn't just spray those damn bodies red and forget any other hues. The Healeys in peoples' memories are always red. Unbelievable!

A total stranger stopped frozen in his tracks while passing my board this week. It may have been my cherished, full color portrait of Soupy Sales (doing 'The Mouse... who could forget that dance?'), but I rather believe it was the Healey art. The point is, he was struck immobile. When he could again move his jaw (it had dropped a good six inches!) a veritable avalanche of Healey stories poured forth. 'I remember the time... Have you ever... Did that happen to you too? ...No bull!'. Some of you have experienced this. After several of these sessions with strangers many of these cherished vignettes take on similarity. As a matter of fact, many enthusiasts claim that these little dramas bore the bacon off them; not me... I never tire of the spontaneous joy, nostalgia and rapport they produce. Stranger hereafter referred to as Jesse, became so stimulated with the rush of sweet memories, that before long he felt so compelled to share with me his finest recollection. El Numero Uno!

The Scene: Seattle's University District, a hot summer night many years ago and well after the witching hour, bathed in the luminous brilliance of a full moon. (You say 'Impossible, it never gets over

alongside, also topdown, also booming along nicely in third. Apparently this beauty approached the bridge from Roosevelt Way, a major north Seattle thoroughfare. Rolling along almost as one now, the speeds of the two vintage three-liters synchronize, and that terrific exhaust resonance is doubled. *But wait.* It not only doubles, but the two resonances commence to mingle, intertwine, and then actually *pulsate*. An acoustic phenomenon known only to World War II fighter pilots and a few privileged Austin-Healey drivers occurs. It has been described as many things- often as a 'beat-note'- but in the opinion of this writer mere words cannot do the experience justice. Quite incredible!

This pair of Healey handlers, still total strangers, become so exhilarated by what they feel and hear and share that involuntary grins instantly split their faces. The sensation of power and glory are indescribable. For just these few moments as the pair roll across University Bridge, that rare instant rapport between strangers burns bright, and the knowledge of sharing a matchless experience charges them both. The grins spread even wider, two right arms shoot skyward in a mutual clenched fist salute, and a pair of spontaneous shouts of joy burst forth. The bridge's end is finally reached, and the two Healeys, one red, one white, part ways to seek their own individual destinations.

One hot summer night in Seattle. Two Healeys. Two strangers. But a memory never to be forgotten.

If you have an interesting story to share with our readers, send it in! Dave Ramstad of Everett, Washington will receive a \$25.00 Moss Gift Certificate for his contribution to our newsletter.

LETTERS TO THE EDITOR

I just completed reading your article in *Motoring* (Vol.3 No.3) on installing MGB window seals.

I just completed this task on my 1969 MGB Roadster and found that by simply removing the padded stop blocks in the bottom of the doors (channel rests on when rolled all the way down) you can roll window down farther, letting you drill out rivets and replacing seal without removing glass.

In my case I was repainting my car so did remove vent windows to install new rubber seals. But it shouldn't be necessary in either case to remove window glass. Hopefully I can save someone some labor time.

Bill Cowieson, Riverside, Ca.

(Now why didn't we think of that...? Ed.)

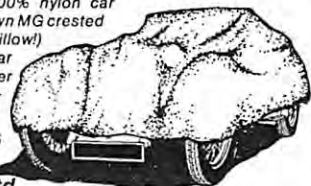
MG TC-TD-TF NYLON CAR COVER

Our durable yet lightweight 100% nylon car cover comes complete with its own MG crested stuff bag (makes a great travel pillow!) Excellent for use as a travel car cover or an economical dust cover for garage use. Tailored for a perfect fit, medium blue in color.

236-015 \$48.95

MOSS Moss Motors, Ltd.

Prices valid until March 14, 1985



LESSONS FROM THE SHADE TREE

That master automotive humorist and talented journalist, Peter Egan, penned some 'Tech Tips' for an issue of 'Road and Track' several issues back. We enjoyed them so much, we are reprinting, with the gracious permission of R & T, an excerpt from Peter's article. (If you don't already subscribe to Road & Track, you should! Peter's columns appear quite often, and the other chaps aren't bad writers either! Ed.)

Tip 1.

If, while assembling a transmission late at night, you suspect a detent ball has fallen out of the shifting mechanism and rolled into the garage drain, but are too lazy to hunt for it with a flashlight and magnet, you will later find yourself trying to convince a prospective buyer that all 1959 TR-3s jump out of 2nd gear with enough force to fling the shift knob into the back seat.

Tip 2.

If you step on a brake pedal after the front brake rotors have been removed, the brake caliper pistons will shoot out onto the garage floor in a shower of brake fluid. If you pick up the pistons and then touch the car door, you will have to repaint the car door.

Tip 3.

If you sell a restored sports car to a sorority person named Cindy, her mom and dad will call to inform you that the convertible top leaked during a heavy rainstorm and ruined Cindy's beautiful white cashmere sweater.

Tip 4.

If you put the front end of a car up on jackstands with the engine in gear and then short the exposed lead of a Lucas starter to the engine block with a 7/16 Whitworth wrench, the car will leap forward off its jackstands and flatten your trouble light, making it suitable for framing.

Tip 5.

If you crawl under a car and poke your forehead on a sharp object, you will in-

stinctively jerk away from the sharp object, slamming the back of your head on the garage floor. The pain will cause you to jerk instinctively away from the garage floor and slam your forehead back into the sharp object on the underside of the car. And so on. This destructive cycle will continue indefinitely, until you either pass out or have the presence of mind to crawl out from under the car.

Tip 6.

If you sell a restored sports car to a sorority person named Cindy and she leaves the lights on, her mom and dad will call up and demand a brand-new Sears DieHard battery.

Tip 7.

If you need any of the following items, you can always find them by ripping the carpeting out of a hopelessly shot old British sports car: a short crayon, some paper clips, a pink comb, a ball point pen full of rusty water, all six bolts that are supposed to be holding your motor mounts in place, a green penny with a dog hair stuck to it, some broken tonneau snaps, an empty Buss fuse tin and the remains of an unpaid parking ticket.

Tip 8.

If you store enough engine parts on a very old piece of plywood in the rafters of your garage, they will eventually fall through and land on your motorcycle.

Tip 9.

If you don't pay your phone bill, the phone company will disconnect your phone and Cindy's lawyers won't be able to call you up any more.

AUSTIN HEALEY 100-6 & 3000 'RALLY TYPE' ALUMINUM VALVE COVER

We now have in stock this really superb reproduction of the cast aluminum rally type valve cover as fitted to the 'works' rally cars.



Comes complete with cap and provision for breather adaptor. Looks great, reduces valve noise and minimizes oil leak problems!

MOSS MOSS MOTORS, LTD.

852-108 \$134.40

Price valid until March 14, 1985

...A DREAM COME TRUE

Continued from page 3

decision. This largely depends on how authentic and original you want to be, and who is going to do the painting. Books on your car usually provide this information, at least for the more popular cars. To paint enamel, you need a spray booth. You can do lacquer in your garage and it's much more forgiving if you make a mistake. The key to success in painting is preparation. Good bodywork, judicious use of bondo or lead, and lots of primer and sanding are key. If the primer isn't perfectly smooth, the finish won't be either. If you're going for show points, bondo is a no-no; use lead. If you're going to paint the car yourself, be sure your compressor develops at least 40 P.S.I. pressure, and that you have a high quality gun- and use a lot of thinner to keep it clean.

If your car has wood parts- structural members, interior trim, or dash parts- chances are that screw holes will be worn out. Drill these holes out, plug them with dowels of the right diameter, and drill new holes. If new veneers are needed, Constantines, in the Bronx, New York, has an excellent assortment available at reasonable prices. Be sure to use good quality veneering glue and match grain patterns correctly.

Classic car restoration is fun, reward-

ing- and can be a dream come true. Before you commit yourself do some research, set your goals, plan the project, and then go for it! Good luck- and enjoy!

Thanks to Robert A Bonsack of Costa Mesa, California for some sound advice. A \$25.00 Moss Gift Certificate is on the way to help on his next 'Dream'.

GROSE JETS



Grose Jet carb float valves eliminate fuel overflow, leaking and sticking, problems associated with traditional needle and seat valves. With their patented ball bearing design, Grose Jets will outlast the original style needle and seat.

SU H-Type, SU HS-Type and HD-Type
386-330 All side float bowl carburetors (T-series MGA, early MGB, TR 2-4 and Austin Healey) **\$6.50 each**

SU HIF-Type
386-340 Bottom float S.U. type carburetors (later MGBs) **\$6.50 each**

Zenith-Stromberg
386-350 **\$6.50 each**

MOSS MOSS MOTORS, LTD.

Prices valid until March 14, 1985

MOSS SALES FORCE

In a business where sales result from incoming mail and phone orders, the salespeople have a very important yet slightly unusual role. Their primary task is not really to sell; rather, they assist customers who want to place orders. At the same time they cannot be just 'order takers'. They must be able to understand what is being ordered so that they can notice errors or omissions, and so sell you what you really need.

We believe the ideal salesman should have the following: a complete understanding of our company policy and procedures; first-hand knowledge of the close to 16,000 parts we stock; an intimate understanding of every model of car for which we sell parts; complete familiarity with every catalog we've ever published; a never-failing sense of humor and the stamina to field calls virtually non-stop for eight or more hours a day. In addition, some of our customers also expect the salesmen to know how long it takes a truck to go from California to any town they've never heard of, to diagnose engine problems from verbal renditions of the noise it's making, or predict to the minute when an overseas supplier will get his backorder to us!

How well does our sales force measure up to our 'ideal'? We, and most of our customers it seems, think they do a pretty good job! When you call, we can assure you of a courteous, friendly voice to help you. If you have a question which the salesman cannot answer, they'll transfer you to one of our managers or arrange for you to be called back. None would be so bold as to claim to know everything but they all make every effort never to ask the same question twice! You can be assured your order is getting the best possible attention when you call us.



Pictured above is our friendly and knowledgeable sales team. Top photo from left to right: D.J. Soklow, Mike Chaput, Tracy Consoli and Steve Hardy. Bottom photo: Steve Wurster, Laura Elitherington, Randy Carpenter and Ginger Volkman-Gruffy.

Tech Tip

BATTERY CORROSION

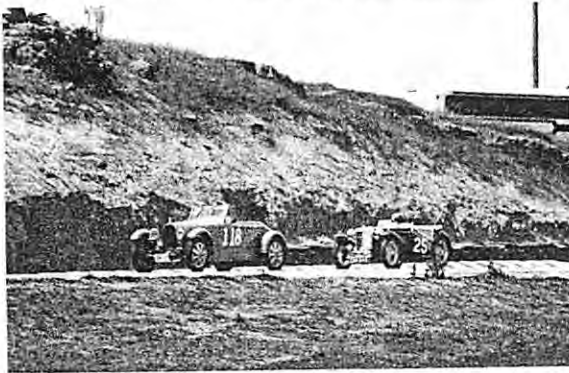
To avoid acid residue build up on battery terminal posts and cable clamps, place a copper penny on top of the battery between the battery posts. (The copper penny will usually stay in place without falling off.) The copper in the penny will absorb the acid residue from the posts and keep the terminal posts and cable clamps clean. On older batteries that appear to give off more acid residue, add an additional penny and place each penny one to two inches from the posts. Make sure that there are no exposed areas of the battery cables near the post terminal clamps, since the stranded copper cables will also absorb acid residue. In about 6 to 9 months, the penny will turn into a small lump of greenish powder. Merely wipe off the powder with a paper towel and replenish with another copper penny as required.

Submitted by Ray Murray of Oxnard, California to whom we are sending a \$10.00 Gift Certificate.

MOSS VINTAGE RACERS AT LAGUNA SECA

Vintage racing is increasing in popularity around the country and Moss Motors has two active participants: founder, Al Moss, and Sales/Marketing Manager, Lawrie Alexander. Business pressures curtail their travel to other states to race but both are regulars in the 'granddaddy' of vintage events, the Historic Car Races held annually at Laguna Seca Raceway in Northern California.

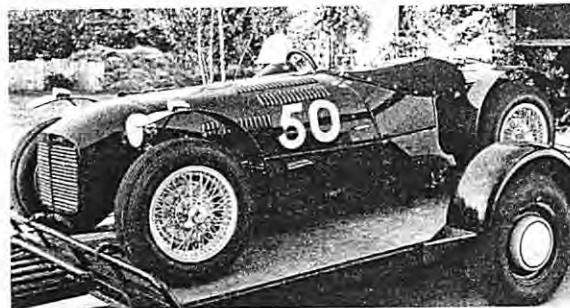
This year, Lady Luck was looking after someone else! Al, driving the supercharged TC he has owned since 1948 (the one on the MGT Series catalog), had two



Al Moss and his TC (#25) chasing a Bugatti before the trouble started.

successful practice sessions but, in the race itself, the supercharger seized up. This ended an exciting dice with another TC and a couple of Bugattis.

Lawrie was not driving his famous 'KT' TD Special, having been asked to drive the ex-Ken Miles special, 'R-1' (see MG-The Sports Car America Loved First, Moss #211-230). This wonderful little car has recently undergone some renovation at the hands of its new owner, Patrick Hart, and hopes were high that it would per-



form well in its first track outing in 8 years. The first practice saw the first problems appear: a radiator leak, which was able to be repaired by some hasty wrenching and a trip to Monterey. Saturday morning, practice was going well until, after five laps, the crankshaft broke! So, R-1 fans will have to wait till next year to see this piece of MG history make its mark again. Fitted with a new Moss crankshaft and rebuilt with the care and precision that Pat Hart brings to all his work, R-1 will be back next year!

FUEL TANK SEALER

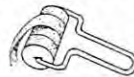
If your car tends to sputter upon heavy acceleration and you have to replace your fuel filter every couple of weeks or so, it's time to get serious about all that scaling rust in your fuel tank. Our Fuel Tank Sealing Compound lays down a protective coating on the walls of your tank, sort of like Pepto-Bismol, effectively taking care of rust problems as well as sealing any pin-point leaks your tank may have. This stuff is so good that it isn't even absolutely necessary to have your fuel tank commercially boiled out first. You do have to remove your fuel tank to 'slush' this compound around. So when you get serious about rust problems in your fuel system, remember we stock the answer in one-quart cans.



Prices valid until March 14, 1985

220-450 \$14.95

Tech Tip LINT REMOVAL



For the owners of cloth top cars having trouble getting the lint and dirt from them, try this: Cut a 4 or 5 inch section of 2" wood rod, then form a piece of 1/2" strap iron to a handle to use the rod as a roller. Cover this roller with double sided masking tape, sticky side out. Roll this back and forth over the cloth top and it will pick up all the lint and dirt.

Our thanks and a \$10.00 Gift Certificate go to Ray Westcott of Ontario, Oregon for his Tech Tip.

FOR THE RECORD OOPS!

In our last issue, we published an article on the easy way to install Rust Repair Panels. Unfortunately, during the layout of the article we omitted the 6th paragraph, which dealt with the actual welding! So, for those of you who wondered, here is the missing paragraph #6...

Now you can begin fitting the new repair panel. When everything is trimmed and tidied so that the new panel fits

to your satisfaction, clamp it in place with vise grips or C-clamps. You then carefully weld it in place, making sure you do not concentrate in one spot long enough to warp the panel.

(If you did not receive a copy of Vol. 3 No. 3, which included the rest of this article, please write for one. We have a few left but when they're gone, they're gone!)

MY TRIUMPH

Continued from page 2.

whenever we needed anything! Anyone who works on cars knows how discouraging it can be if you have to wait too long for parts!

In May of 1981 MY TRIUMPH was finished and it was beautiful! I couldn't believe it was the same car that was towed to the garage in the fall!

I have had my TR3A for 3 years now. I drive it daily (in the summer). I have only entered it in 2 car shows so far but it won 1st and 3rd place trophies! Needless to say, it's 'my baby' and I wouldn't sell it for anything! (No one but me has ever driven it well, I did let my husband drive it about 5 times!)

Dawn Nichols of Michigan City, Indiana submitted this story to us, for which she will receive a \$10.00 Gift Certificate.

Special Notice

Re: Silicone Brake Fluid

It has come to our notice that some users of Silicone Brake Fluid have experienced problems with strange-feeling pedal. Since silicone brake fluid exceeds Dot-5 standards, there can be no possibility that the fluid is doing strange things when in use! The problem seems to stem from the fact that silicone brake fluid retains air bubbles more stubbornly than regular brake fluid. Therefore, some special precautions are needed when filling and bleeding systems with Silicone Brake Fluid.

Filling. Do not shake the can of fluid before opening. Pour very slowly with minimum agitation of the fluid. After filling, allow to settle for 10 minutes before bleeding.

Bleeding. Preferably, use a power bleeder. If none are available, depress the pedal with slow, careful strokes, rather than a violent pumping action. Continue until firm pedal is obtained, making sure that you keep the reservoir topped up slowly and gently.

With these precautions followed, you should be able to get an air-free system which will give you years of perfect operation.

ORIGINAL TYPE AIR CLEANERS

TRIUMPH These great reproductions even include the original style decal for you to apply. The TR2 type is for SU carbs with 2-bolt manifold fixing.

TR2 Air Filter Assy.	371-500	\$19.95 each.
TR3-4 Air Filter Assy.	371-520	\$19.95 each.

AUSTIN HEALEY Faithful reproductions of the factory 'Coopers' air filters.

All 6-cylinder cars except early 100-6 BN4 and BJB

Front	806-016	\$29.95 each.
Rear (with breather adaptor)	806-010	\$29.95 each.

All 3000 MKIII BJB's

Front	806-017	\$29.95 each.
Rear (with breather adaptor)	806-012	\$29.95 each.

MGA Beautifully reproduced with great attention to the details, complete with original type replaceable element.

Front Air Cleaner Assy. (with breather adaptor)	372-120	\$19.95 each.
Rear Air Cleaner Assy.	372-130	\$19.95 each.

MG TF Correct in every respect. No TF is complete without a pair of these under the hood!

372-165 \$108.95 pair.

MG TC With one of our polished 2-piece cast aluminum manifold sets and one of our perfectly reproduced cannister assemblies your TC will be breathing and looking the way it was meant to!

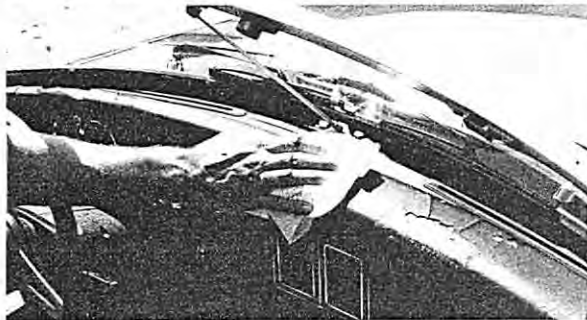
Air Cleaner Cannister	372-150	\$97.25 each.
Polished Manifold Set	372-145	\$88.75 set.

PRICES VALID UNTIL MARCH 14, 1985

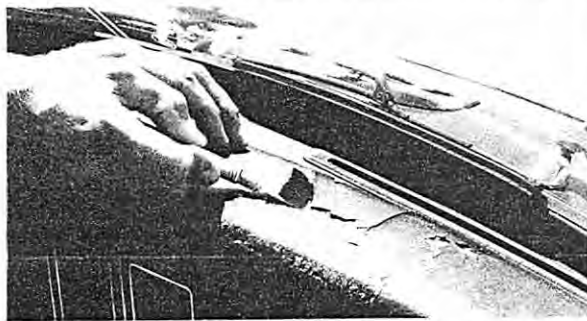
NEW PRODUCT

THE ULTIMATE SOLUTION FOR CRACKED MGB DASH TOP PADS

If you own a 1968 to 1976 MGB, you more than likely have a cracked, rotted and basically ugly dash top pad. Don't despair, Moss has the answer for this common disease. Our fully molded ABS vinyl DASH PAD COVER quickly and easily glues on top of your existing dash. Makes even the worst sun-cracked dashes look fresh again. For 1968 thru 1972 cars, order part #453-890; for 1972 thru 1976 cars, order part #453-895. At just \$39.90 each you can't afford not to take care of your dash-rot problem! Each DASH PAD COVER comes complete with glue and instructions. We tried it out on our office manager's car and the results were spectacular. Here's how it's done:



1) Thoroughly clean the dash and dash cover with ammonia-based cleaner.



2) Trim away any loose pieces or high spots with a razor blade or exacto knife.



3) Apply a bead of adhesive (provided with the panel) to the underside of the repair panel. Position the panel on top of your rotted dash, using tape to hold down the edges as necessary. Heavy objects (phone books etc.) should be placed on the pad to ensure a tight fit. Let 'cure' for 24 hours.



4) Remove tape, books etc., to reveal your beautiful "new" dash!

Tech Tips

GETTING READY FOR WINTER STORAGE

Many of our customers live in parts of the country where it is preferable to store their cars for a period during the winter months. There are numerous opinions on the do's and don'ts of storage, but we thought we'd convey some concepts that our collective experience has shown to be good for short-term (2-6 months) storage.

- 1) Renew engine oil and filter
- 2) Renew anti-freeze mixture
- 3) Top up the tank with fuel—the higher the octane the better, since gasoline tends to lose some of its octane as time goes on.
- 4) Start car and run until normal operating temperature has been achieved. This helps burn off some of the moisture that accumulates in the exhaust system. Otherwise the condensation will prematurely rust out your exhaust system come Spring. (Installing a stainless steel exhaust system on your car is a nice piece of insurance against such an event!)
- 5) Disconnect power to your fuel pump and continue to run engine until carburetors are dry. Turn off ignition, re-connect fuel pump. (This is also a good time to remove float bowl covers and clean any moisture or sediment out of your float bowls.)
- 6) Remove Air Cleaners and tape over the carburettor intakes. Plug the end of the exhaust pipe with rags. This prevents moist air entering the engine and forming rust on the faces and seats of the valves which are open.
- 7) Thoroughly wash interior and exterior of car, paying particular attention to the underside and wheel well areas, being sure to rid the area of damaging road salt and other corrosive materials.
- 8) Next, wax the painted and chrome surfaces as well as applying Armor-All to all rubber and vinyl, including the interior. Apply a particularly heavy coat on the convertible top rear window inside and out. This will help extend the life and transparency of the rear windows.
- 9) Remove battery/batteries and store indoors being sure not to store directly on a concrete floor.
- 10) Store the car on jack stands to prevent

flat spots in tires. Be sure to place jack stands under suspension components, so the car rests on its suspension rather than remaining fully extended for a long period. Leave handbrake in the 'off' position.

- 1) Use a full car cover to keep the dust off, as well as sunlight that may come in from a window. It is advisable to keep the car windows closed to keep mice and other rodents from setting up shop inside your car!

For the initial start-up in the Spring, a few precautions:

- 1) Remove car from jack stands and re-check tire pressure. Set handbrake on.
- 2) Re-install battery/batteries and top up with distilled water if necessary. It is a good idea to give battery a slow charge on a battery charger to restore life.
- 3) Remove the tape from the carburetors and the rags from the exhaust pipe. Check that the pistons in the carburetors move freely up and down. (Remove dashpots and pistons and clean out the 'gum' if they are stuck.) Take out the spark plugs and squirt a little oil into each cylinder. Spin the engine with the starter until oil pressure registers on the gauge. Re-fit the spark plugs and start the engine.
- 4) Run the engine gently till normal operating temperature is reached, then make any necessary adjustments to carb. settings, timing etc. Refit air cleaners.
- 5) Remove radiator cap (carefully!) and make sure coolant is circulating. (Thermostats have been known to stick in the closed position during periods of inactivity!)
- 6) Test drive, slowly at first, making sure brakes are working evenly, etc.

How To Order From Us...

By Mail: P.O. Box MG, Goleta, CA 93116

By Phone: 800-235-6954 or 800-638-0257 (Cont. U.S. except CA)
800-322-6985 or 800-638-0257 (California only)

In Person: Stop in at one of our three locations . . .

General Offices,
Showroom &
Main Warehouse
7200 Hollister Ave.
Goleta, CA 93116
(805) 968-1041

East Coast Warehouse
& Showroom
114 Beach Street
Rockaway, NJ 07866
(201) 625-3616 (relating
to counter purchases only)

Used & Rebuilt
Parts Center
and New Parts Counter
6798 Mid Cities Avenue
Beltsville, MD 20705
(301) 937-0313

Payment: We accept VISA/Master Card, or we can ship COD. (COD's over \$400.00 require cash or Certified Check.) Mail orders can be accompanied with check or money order, although personal checks may delay shipment.

Complete information about ordering, pricing, shipping and other procedures are contained in our *Price Update*, available at no charge by calling our Order Phone. Catalogs are also available for each of the cars we sell parts for, at \$3.00 each. Please order catalogs by number, as follows:

Austin Healey 100, 100-6, 3000
Jaguar XK120, 140, 150
MG TC, TD, TF
MGA
MGB
Triumph TR2, 3, 4, 4A
Triumph TR250/TR6

#AHY-03
#JAG-06
#MGT-20
#MGA-10
#MGB-02
#TRI-02
#SYE-01

CLASSIC-CAR ADS

We will accept advertisements for British sports cars from our readers, for a publication fee of \$25.00 per car insertion. Publication will be roughly every three months; deadline for our next issue is December 31, 1984. Be sure to include your name, address and phone number.

1967 Triumph TR4A. One owner California car. Original and in good condition but needs a little TLC. White with red interior. \$2500. Gloria Ballerina, 1077 Santo Antonio #24, Colton, California 92324. (714) 824-1026.

1952 MG TD. British racing green with biscuit leather interior. Ground up professional restoration. Never driven, not broken in. All new chrome, interior, curtains, top and tonneau, tires, most moving parts, battery, exhaust, etc. Ready for show or pleasure driving, absolutely mint collector's piece. Realistically priced at \$19,500. Tom Cavin, 212 Warren Creek Road, Arcata, California 95521. (707) 822-0038 even/weekends. (707) 445-3295 days (leave message).

1962 Triumph TR-JA. Rebuilt motor with new crank, cam, pistons, steel sleeves, valves, oil pump and gaskets - 2,400 miles since being rebuilt. Rebuilt transmission, starter, generator and 175-CD Zenith Stromberg carburetors. Rebuilt master cylinders for clutch and brake. New brakes, wiring harness, light switch, fuse box and tail lights. New tube tires with black spoke rims and a spare tire. New floor boards, rocker panels and floor panel in trunk. New white convertible top and seats redone in black. Body has 4 coats of primer and 5 coats of red paint. New glass for side curtains. Dzus fasteners for hood and side curtains, hinges for hood and trunk. Has a slot in the radiator for crank start.

Price \$5,200. David Cross, 1830 E. Spring St., New Albany, IN 47150. (812) 948-9526, home; (812) 282-7531, work.

1969 Triumph TR-6. 85,000 miles. Fiberglass hardtop and ragtop. Runs good. Needs minor fender work. New original pre-cut carpet - needs to be installed. Excellent fixer-upper. \$1,600 or make offer. Skip Brown, 1520 W. 227th St., Torrance, CA 90501. (213) 533-1759.

1962 MGA 1600 MK II. White/red. Never been on salty roads. Driven daily, runs great. Also \$3,000 in spare parts, including spare motor and all parts to rebuild it. Your \$7,000 takes all! William Holt, 422 Pine Valley Rd., Jacksonville, NC 28540. (919) 353-0329.

1957 MGA - Disassembled. Engine and transmission have been rebuilt. Seeking the best offer. John C. McMillan, San Francisco, California. (415) 285-9892 or (415) 349-8551.

1954 MG-TF. Ground-up restoration, (85% complete), black with tan leather, wire wheels, motor needs restoration. Over \$12,000 invested. Asking \$8,000. John Fredertson, 7583 Gingerwood Dr., Traverse City, MI 49684. Call 616-276-9014.

1954 MG TF. Original, non-restored and complete. Repainted maroon by second owner in 1959 - was yellow. Red interior. Great shape, runs good. No rust & perfect wood. Has not been in the rain since 1971 - 12 years in my possession. Bargain @ \$9,500. Also a TD engine in parts mostly complete. Joe Stecher, Route 2, Box 28, St. Clair, MO 63077. Photo on request.

1960 MGA Convertible. Anthracite grey exterior, new black leather interior. Owned by an executive who just doesn't have time to drive and enjoy this car. My total investment in this car has been \$7,500. It is in very nice condition, and I will consider reasonable offers. Michael Ross c/o ROSCOM, Inc., Trenton, NJ. (609) 393-4200.

Fleet of 6 MGA's: 1957 Roadster, 1958 Coupe, 1958 Roadster, 1959 Roadster, 1960 Coupe and 1961 Roadster. Make offer - Grandpa is getting too old to finish restoration of these beauties. A. H. Rocky Knutson, 5616 Pembroke St., Ventura, Ca 93003, (805) 642-6608

1948 MGTC - Completely restored over the past 8 years from the bare frame up. Beautiful ivory exterior with biscuit interior. Kept under cover in a dehumidified garage and driven on dry sunny days. \$16,500 to a good home. Numerous spare parts also available. Send \$3 for photo and spare parts list. Laird Parry, 14229 95th Ave. N.E., Bothell, Washington 98011. (206) 821-5020.

1960 Triumph TR-3. 26,000 actual miles. Engine rebuilt and clutch replaced at 19,000 miles. Excellent original condition. Extras too numerous to list. Records verifying mileage and repairs, a recent appraisal, photo and complete information upon request. Best offer over \$5,500. N.A. Unger, 12551 S.E. 90th, Clackamas, OR 97015. (503) 654-4604.

1968 Triumph TR-4A IRS. Signal red California car, no rust whatsoever. Balanced engine. Brand new S.U.'s. Stainless exhaust. Tight transmission & differential. Upgraded suspension. Rebuilt steering gear. 3 window "Snugtop". Hobrecht roll-bar. Michelin XZX's on four-spoke alloys. Needs only interior tidying. This car is fast, firm and fan-tastically maintained. Price \$3,400. J. Jeffries, 210 Sedgwick Rd., W. Hartford, CT 06107. (203) 521-8053.

1956 Austin Healey BN-2 LeMans. Blue/white. Hardtop, wind wings, vacuum gauge, overdrive. Excellent condition, only 74,500 miles. \$5,500. R.F. Entwistle, 3604 Poe St., San Diego, CA 92106. (619) 224-2364.

1958 MG ZB 'Magnette' classic 4 door sedan, good condition - runs well - excellent for restoration project - also, second car for parts with disassembled engine in trunk. \$2600 for both - O/B/O. Joe Di Peri 805-982-6464 or even 805 484-8669.

1953 MG TD MKII, original body parts all in excellent condition. 10,000 miles on rebuilt engine. Needs paint and tires, along with TLC. Always garaged, and completely restored in 1966. Owned for 19 years. You can make money at this price! \$9,000. Photos available (\$2.50). M.C. Ralstin, Jr. 8411 Fairview Ave., Boise, ID, 83704, (208) 888-6939.

1962 MGA MarkII. Rare collector's item with 4 wheel disc brakes. Excellent condition. New paint, radials and top. Original wheels chromed 1600 cc engine, \$5,500. Also 1968 MGC-GT (6 cyl. 2900 cc engine) Exc. cond. 5 chromed wire wheels, original leather seats, only 84,000 mi., \$3,250, ph.(916) 482-9180, 5450 Gibbons Dr., Carmichael, Calif. 95608.

For Sale: 1967 Austin Healey 3000 MKIII. Second owner, meticulously maintained, stock and original, immaculate condition, beautiful black on black, 12,000 miles on re-build. Includes overdrive, factory luggage rack, tonneau and boot covers, no rust. Asking \$12,000 U.S., O.B.O. Roger Nottingham, 411 4th St., New Westminster, British Columbia, Canada, U3L2L5, Ph. (604) 521-9189.

1980 MGB roadster. Only 1,100 miles. Car is in super immaculate condition. Never exposed to rain or wet roads. In dry garage/storage. Oil changed frequently. Color Vermillion Red/Black interior. Blaupunkt stereo FM/Cassette. Roastie wheels and Tonneau. Asking \$11950. Call Dr. R. Hertzog, Houston, Texas, 713-438-9151.

1955 Jaguar XK140 Roadster. Put the top down and watch the heads turn as you blow by in this little gem! Completely mechanically rebuilt. New top and red leather interior set off the white body. Car is fitted with 15" wire spin-off wheels and new radials. I have the fine original 16" wire wheels, all in excellent condition. This car has been fitted with E-type front carriers and disc brakes to much improve stopping. The original drums (which I have) can be replaced by a simple nut and bolt operation. Lots of extras, bills and photos of rebuild. Appraised at \$26,000; open to serious offers. K.F.T. Price, 2151 Quamichan Park Road,

Duncan, B.C. Canada, V9L3B5, Ph. 604 746-5445.

1955 MG TF: only 3500 built; 1500 cc engine; fully restored; red with black interior, top; never winter driven; on display for last year. Price \$20,000 Canadian. Buy with U.S. dollars and save on exchange rate presently close to 25%. No taxes, duties to enter U.S.; photos on request; should be in southern U.S.A. Contact Mr. Warren #207-1433 St. Paul Street, Kelowna, B.C. V1Y 2E4 Canada or telephone (604) 764-7333 evenings or (604) 860-3177 days.

1954 MG TF. Rare factory installed wire wheels. Black in colour with new tan top and tonneau and WW tyres. Excellent condition \$15,000. Bill King, W. Garzas Rd., Carmel Valley, Calif., 93924. Phone after 5pm, 408-659-4685.

1951 MG TD. Red with black leather interior. Very low miles since 1977 ground up restoration. Very nice car, serial number XPAG/TD/LHX/5070 \$16,000 or best offer. Telephone: 913-743-6448 all day Wed. and weekends and after 9pm other days. Neal E. Berner, RR#1, Box 10, Collier, Kansas, 67631.

1962 MGA 1600 MKII roadster. One of the very rare 'Deluxe' optioned cars (twin cam chassis, knock-off disc wheels, 4 wheel disc brakes, CR gearbox.) It is estimated that only 500 were ever built. This restored car also has a Twin Cam engine with low compression ratio pistons. Is this the ultimate street MGA? Red with tan leather interior and tan canvas top. Pictures on request. Dave Hanson, 4030 Virgin Forest Dr., Dausman, WI, 53118. Phone (ofc.) 414-261-5676. Asking \$12,000.

1953-TD. Fully restored from-up, LHD, red body with red leather and tan top and tonneau, superb condition throughout. Rare original accessories include radio in glove box, luggage rack and much more. \$16,000 or best offer. William Longstreet, phone: 203-651-9419 (Connecticut)

1948 MG TC 1. owner, never wrecked, engine rebuilt by a professional, body disassembled, sanded and ready for prime coating, car in closed storage for 20 years. All parts original and in A.1. condition. Asking \$15,000. Mrs. Jack Hayes, 721 350 6/10 Road, Palsade, Colorado, 81526. Phone 303-464-7435

For Sale: 1960 Austin Healey 3000 4-seater. I'm the second owner of this car, which has been maintained by the same expert, Austin-trained British mechanic for its entire life. Ground up restoration just completed on the car. New engine, clutch assembly, transmission and overdrive. Frame-off restoration with 8 coats of hand-rubbed laquer, 2-tone dark red and claret red, with milk chocolate interior restored to original. Meticulously serviced. Exquisite. Everything on the car is new or rebuilt, with many original racing parts. \$16,000. David Rosen, 3521 Midvale Ave., Oakland, CA 94602. (415) 530-5284

Question: Why are there so few high-rise buildings in England?

...Because Lucas makes elevators...



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