

# Motoring

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## MARQUE DAY SCHEDULE

The favorable response to our Austin Healey and Triumph Marque Days in 1983 has encouraged us to plan a full schedule for 1984. With three counter locations now (Rockaway, NJ, Beltsville, MD and Goleta, CA), many more of you will be able to visit us on our Marque Days and take advantage of the special happenings.

With the assistance of local car clubs, we plan to have Car Displays, Swap Meets and other activities open to all owners attending the Marque Day. In addition, all purchases at the Moss Counter that day will receive a 10% discount off all regularly priced items.

Full details of the exact plans for each day will be available from each location a couple of weeks prior to each Marque Day. If you or your local club would like to help in the organization of one of the Days, our managers would be glad to hear from you. The Swap Meets will be open to private individuals or companies wishing to sell

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## SPRING SPECTACULAR SALE!

Spring means it's time to get the sports-car out of the garage and fixed up for the summer months! It also means Spring Cleaning, the annual chore of tidying, reorganizing and cleaning up the shelves and corners that sometimes get overlooked.

Moss is joining the spirit of the season with a Giant Spring Cleaning Sale! To help you ready your car for another summer's fun, and to help us make space for our warehouse reorganization, we are pleased to offer you a wide selection of items at very special prices.

From May 15th through June 30th, this Sale—featured in the center spread of this issue—offers you four pages of quality Moss products at bargain prices! Not shop-soiled items, not obsolete merchandise; just a range of parts that we want to move out quickly, that you can use to fix up your car while saving many dollars!

Orders must be received here no later than June 30th to get these special prices, so get your orders in soon! Don't forget to add shipping and sales tax (CA, NJ and MD) if you're sending a prepayment with your order; see our current Price Update for shipping and handling charges.

On top of our thousands of new, lower prices, these special Sale Prices reaffirm our commitment to making Moss Motors your best source for quality British Car parts!

# Moss On A Roll!

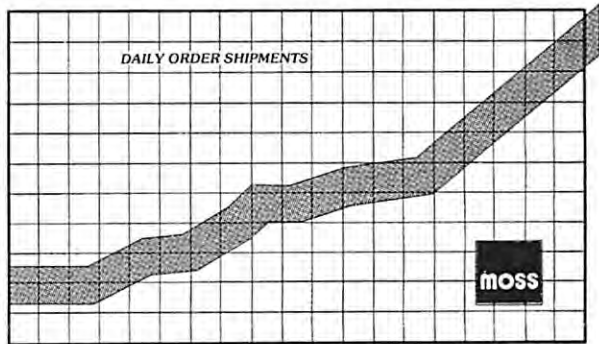
If you're one of the hundreds of people who have been put on "hold" or had to be called back, you'll know that Moss is BUSY these days! During the first Quarter of 1984, we processed a record number of orders, and April brought an even greater amount of business!

Naturally, we are delighted by this situation, although it presents us with numerous problems (or opportunities, as the Jaycees would put it!). In a short period of time, we have had to add and train personnel, find additional space, telephones, desks, etc., and cope with unexpected (though welcome) movement of merchandise. All this happening on top of our adding thousands of new late MGB and Triumph items to our inventory has meant lots of overtime for us and some occasional delays in processing your orders.

If you have been inconvenienced by busy phone lines, shipping errors or out-of-stock situations, we ask your pardon. We have been (and continue to be) working to remedy the manpower and stock shortages which this sudden expansion of business has brought about. Our two shipping warehouses will soon again have adequate stocks of all our products, and our Beltsville, Maryland, store is quickly being furnished with supplies of a wider range of Moss products to serve owners of all the cars Moss sells parts for.

Our upholstery shop is close to completing the backlog of orders from the Great Moss Leather Sale, and soon will be back on track with the development and addition of those Austin Healey, late Triumph and late MGB items that are still not yet available. Our seat, panel and carpet kits are so good that it seems everybody wants a Moss Kit in their car! Bear with us a little longer and you, too, will be able to restore your car's interior to its original glory at a fraction of the cost of a custom upholstery job.

So, our thanks to all of you who are making life so hectic for us these days! We appreciate your business (and your patience), and take this strong growth as a solid compliment to our goal of offering the best possible service and products at the most reasonable prices! With your continued support, we can only do even better.



## 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 Reports (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 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.

### SEAT DIAPHRAGM KITS

Are you tired of driving your MGB or Triumph while sitting on the floor? Then restore your car's seats to their original firmness with a SEAT DIAPHRAGM KIT from Moss Motors. These nicely reproduced kits come complete with clips, are easy to install, and will enable you to see over your dashboard once again!

Each kit does one seat.

**MGB 281-828 \$16.50 ea.**  
**TR4-6 281-838 \$12.75 ea.**

Prices valid until September 14, 1984

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## The Restoration Division Of Moss Motors

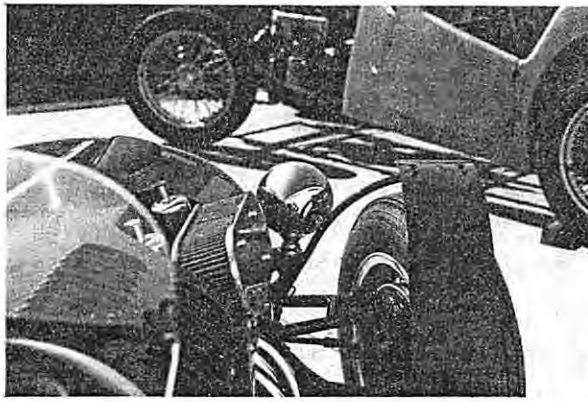
# CLASSIC CAR COMPANY

Not too many parts suppliers can boast of having their own Restoration Shop as part of their operation! The Restoration Division of Moss Motors is *Classic Car Company*, located at 5921 Mathews St. in Goleta, about four miles from Moss headquarters.

The decision to add a restoration facility was made in 1980 with a two-fold purpose in mind: the finished cars would showcase the quality of Moss products, and the in-house facility would assist Moss in the development and quality control of new products. In both areas, we have been very successful. Cars restored at *Classic* are delighting their owners and showing how well Moss products enable British sports-cars to be returned to their original condition. Many new products have been tested and modified as necessary before being introduced, and the development of our own line of upholstery kits has been hastened by our being able to actually install them in customer cars. We have also been able to respond to customer complaints about products by trying them ourselves and taking corrective action where necessary.

*Classic Car Company* came into being in its present form in 1975 when Lawrie Alexander (Moss' Sales and Marketing Manager) bought out a one-man shop which worked on both sportscars and American classics. The following couple of years saw the emphasis change to the repair and restoration of MG's (Lawrie's first love), and Moss acquired a rapidly growing customer. Numerous show-winning cars were produced under Lawrie's leadership, and the company became well-known on the West Coast for the exceptional quality of the work performed. In January, 1981, Lawrie joined the Moss organization and *Classic Car Company* became part of Moss Motors.

Now, under the leadership of Nels Miller, *Classic* offers a wide range of services: total, frame-up restorations; "street" restorations where mechanical integrity is



the main priority, with appearance still to a high standard but not as fully detailed as the show cars; mechanical overhauls of all kinds; minor rebuilds of carburetors, etc.; routine service and maintenance and minor repairs; body and paint repair. In essence, *Classic* is a full-service shop with the emphasis on quality work, originality and pride in doing the job correctly the first time.

Customers bring (or send) their cars to *Classic* from all over the country. It seems that the knowledge that the job will be done properly outweighs the transportation expense, especially for people living in areas of the country where there are no local shops that understand how (or care) to work on their British sports-cars. If you have a car you would like restored or repaired by caring people who know how to do the job the right way, and you can arrange the transportation to Santa Barbara, please call Nels Miller at (805) 964-8010 one afternoon (2:00 pm to 4:30 pm P.S.T.) to discuss how *Classic Car Company* might help you.

## The Staff At 'CLASSIC'

**Terry Peddicord.** A native of Ojai, California, Terry grew up in Santa Barbara, attending local schools. After attending SBCC, he entered a mechanical engineering program at Cal Poly, San Luis Obispo. Terry's father was a restorer of Model A Fords, as well as an all-around car and motorcycle buff, so Terry acquired a fascination for mechanical things at an early age. Before graduating, he owned an MG TD and a Velocette Thruxton. The latter has been restored, while the TD has just been retired from six years of everyday use to undergo a full restoration. Terry presently runs around in an MG Midget and claims he has no need to own a "real car"! Terry joined the staff of *Classic Car Company* in the Fall of 1980 and is well versed in all the mechanical aspects of restoration and repair work. When not playing with cars, Terry enjoys sailing.

**Don Leal.** The Santa Maria area was where Don grew up, completing his schooling with a technical course at Hancock College. During his school days, Don was involved in motorsport, building dirt track and dragster cars. His final project at Hancock was the design and building of an Endurance-class Go-Kart, which subsequently ran very well at major tracks on the West Coast. After leaving school, Don worked as a Custom Painter and came to the attention of the Moss crew with a stunning red MG TD paint job that he had done for a Moss customer. He moved to Santa Barbara with his wife, Tina, and has been the mainstay of *Classic's* paint shop since May of 1981. Don enjoys sportscar rallies and presently owns a Jensen Healey GT and an MGB which is slowly being restored for Tina.



Terry Peddicord, mechanical perfectionist.



Don Leal, *Classic's* ace painter and bodyman.

## Moss Managers

# Nels Miller



The skills required to run a Restoration Shop are quite different from those needed to run an ordinary garage. Instead of an ever-changing array of cars with a variety of ailments, the work involves a few cars which stay around for a long time. The restorer must have a strong will to resist (a) becoming too attached to the car as he sees it transformed from a junker to its original glory, or (b) becoming totally bored with the project and thus neglectful of its needs. Rather than simply replacing defective parts to correct a problem, restoration involves the rebirth of an automobile. Often this requires fabrication of parts which are not available; always it demands the ability to detect and correct modifications from the original. The restorer must-of course-be above average in his ability to disassemble, diagnose, repair, reconstruct, reassemble, etc., with an ex-

ceptional eye for detail and flawless work.

Beyond this, the administrative requirements are unusual. There is the scheduling of the work flow on several concurrent, long-term jobs, the co-ordination of parts buying, sublet machine-shop and plating work and the physical management of the storage of a number of totally disassembled vehicles. Cash flow management, to consider the company's needs as well as the customer's when the job runs over a period of several months, calls for yet another talent. Last but not least is the ability to explain what a restoration is; determine what the customer really wants and can afford; explain (tactfully) why the whole car cannot be rebuilt for what it cost when it was new; justify the expenditure of more than the car might ultimately be worth if the customer wants a 100-point car; explain the unavoidable delays that so often crop up; and many other dealings with customers that are quite different from what the everyday service manager has to do.

If you conclude that this made it tough to find the right man for the job of running *Classic Car Company*, you're right! However, we are fortunate in having found Nels Miller, a man whose background, training and personality lend themselves perfectly to the task. Nels, a 4th-generation Californian, has had a life-long involvement with sportscars. His father was a well-known SCCA racer in the late 1950's, so Nels was lucky enough to be exposed to the excitement of the California sportscar racing scene in its heyday. This gave Nels a love for British sportscars that led to his becoming an apprentice to Bud Hand after leaving college. Hand ran a very successful service and repair shop in West Los Angeles, where he specialized in British

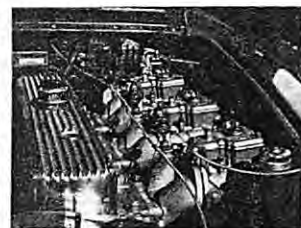
sports and race cars. Under his guidance, Nels acquired a wealth of skills and knowledge in all aspects of designing, building, tuning and maintenance.

During his four years with Bud Hand, Nels took over the ex-Ken Miles MG Special, R-1, which his father owned. Nels rebuilt the car and proved himself to be an excellent driver, running the car as a Formula 2 car in SCCA racing. Leaving Bud Hand, Nels operated his own business for awhile and expanded his racing activities. He was a mechanic with Carroll Shelby's Cobra team and was Jerry Titus' Crew Chief the year Titus won the National B-Production title in a Ford GT-350. Then followed a stint running the Car-Am series with Skip Scott in a McLaren, then with Jim Garner's FIA Lola coupes. After driving a BMW 2-litre to the Pacific Championship, Nels also raced a Grand National car in the Western NASCAR series.

Tiring of a full-time competition career, Nels then spent a couple of years working for Xerox but eventually realized that a coat and tie job in the Los Angeles area was not what he wanted, either. He moved to Santa Barbara and renewed his involvement with cars by undertaking a complete restoration of R-1 to its original specifications. He raced the finished car in the Laguna Seca Historic Races in 1976, winning his race and being selected to show the car in the Pebble Beach Concours d'Elegance. His efforts were rewarded by his winning the Pebble Beach Cup for excellence of restoration of a race car! To further his automotive career in Santa Barbara, Nels opened *The Jag Shop*, specializing in service and repairs of Jaguars, and developing the first commercially viable Jaguar V-8 conversions. A couple of years later, Howard Goldman

(owner of Moss Motors) chose Nels to join the Moss team to set up the Service operation at the newly opened Jaguar dealership, *Moss Jaguar*.

After this venture was established successfully, Nels took a year's sabbatical to pursue some independent projects. In the Fall of 1983, Nels rejoined the Moss organization to take over the running of *Classic Car Company*. Under his leadership, *Classic* continues to produce outstanding restorations, and his wide knowledge has enabled us to expand the range of cars worked on to include Jaguars, Triumphs and Austin Healeys. Nels' diverse background, organizational skill, problem-solving ability and mechanical talents combine with his mellow personality to make him a great favorite with his staff, his customers and the rest of the Moss crew. We consider ourselves very fortunate to have such a man as our Restoration Shop Manager, and hope many more Moss customers will have an opportunity to enjoy his work on their cars!



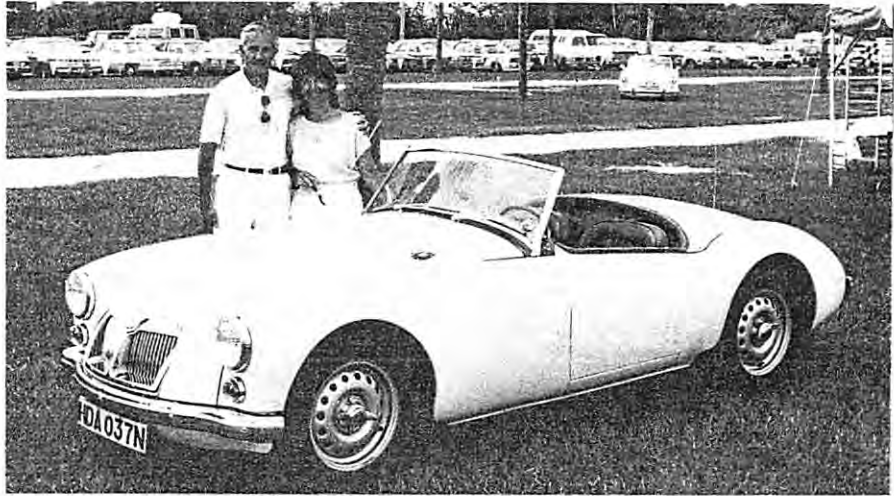
A slightly modified 'Big Healey' currently in the works at *Classic*. The triple Webers should really bring out the beast in this car!

Customer Profile

# RUTH AND LEN RENKENBERGER

Ruth and Len Renkenberger recently resigned their positions with the North American MGA Register. Along with Mac Spears and John Wright, Ruth and Len established the Register in July of 1975. At that time, Len took over editing the newsletter and Ruth was secretary/treasurer. The first issues of the NAMGAR newsletter were printed in Len's basement on a hand-printer of MGA vintage. Ruth typed them on a typewriter of the same vintage, and the newsletter was assembled in the kitchen. After about three years, Len went to a printer, as he had gotten to the saturation point of hand-cranking out about 20,000 pages each issue. At about this time, Ruth became Chairman of NAMGAR. Ruth and Len have continued to watch over the growth of NAMGAR, but they felt that after eight years it was time for others to become involved. Their interest in NAMGAR continues to be strong, and they count among their closest friends many NAMGAR members. Ruth fondly remembers driving Len's MGA MK II Deluxe (affectionally called Albatross) around the Indy track with 100 MGA's following behind at the NAMGAR national meet of 1982. Ruth and Len have driven Albatross to all the national meets of the Register and many regional meets, an eight-year record of approximately 25,000 miles. Albatross ran the 7500-mile trip to GT-5 at Lake Tahoe and returned in 115° heat without missing a beat. He continues to be the principal long distance cruiser of their cars. (Ed. note: Interesting that Ruth assigns the male gender to this car...!)

Interest in British autos has been strong in the Renkenberger family for many years. Back in the early '60's, Len purchased a basket case MG TC, which was carried home in a dump truck. Len knew no-one who owned a TC, so he couldn't look at an assembled one. He proceeded to build his car with the assistance of two pictures from an old *Road & Track*. Shortly after he got the TC on the road, they discovered the New England MG 'T' Register. They became Chairmen of the Chesapeake Chapter of the NEMGTR in 1970 and continue to hold this position. Meeting



Len and Ruth Renkenberger with their beautiful MGA MKII Deluxe, 'Albatross'.

with other MG 'T' type owners was a great experience, but Len wished he had known about the club when he was building the TC; it would have made the job easier. With this thought in mind, he later accepted the positions of National Newsletter Tech Editor for the Triumph Register of America and the Triumph TR-6 Owners Club (known as "6-PACK"). Len still holds these positions. Ruth and Len are also among the founders of "6-PACK", and Ruth is the Public Relations/Advertising Officer.

The Renkenberger children also became involved in their parents' hobby. Son, Lenny drove his Austin Healey throughout his school years, owned a TVR, and now has a TD ready for restoration. Lenny is now a professional auto painter, specializing in classic British cars. Daughter, Shiril, is the proud owner of an MGA 1600 (driven daily throughout her high school years

and to the Colorado GT when she was sixteen, an MG TD and a Triumph TR-6.

Ruth and Len count in their auto stable MG's (TC, TD, TF), Albatross the MK II Deluxe, an early TR-3, a late TR-3, two TR-6's (Len claims he needs a back-up TR-6), a TVR, a '40's Bentley, and several 1950's-era American vehicles. All of the Renkenberger cars have been restored by Len personally. Len's restoration credits also include an MG TC which placed first at the AACA National Meet at Hershey, PA in the fall of 1983.

You will often find Len in the passenger seat of the cars he builds, with Ruth at the wheel. His first love is building cars, not driving or maintaining them. Ruth says she loves to drive them, and another special bonus is all the wonderful people they meet along the way.

Thanks Ruth & Len for letting us put you in the spotlight this issue.

**MG TD LUGGAGE RACK**

The original 50's accessory 'low mount' luggage rack. Easy to install and use.

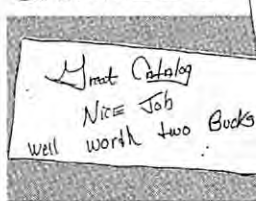
**243-700**

Safe, secure storage for your luggage without obscuring your rearward vision. An ample supply is now available for the summer season...

Just \$179.95 plus shipping.

(Price valid until September 14, 1984)

## MGB CATALOG



We knew we'd done a good job with our new MGB-02 catalog, but the response has been even better than we'd hoped! The above two notes are typical of many we've received in writing, and lots of people have phoned to tell us what a great book we've published.

The 104-page catalog contains the most comprehensive, best illustrated breakdown of all the mechanical, electrical, body and trim parts of 1963-'80 MGB's. In addition, there are 30 pages of accessories, books and speed equipment, and dozens of tech tips, helpful hints, production tables and other valuable information. All for only \$2.00 (or \$1.00 with an order!)

If you have an MGB, make sure you have this new catalog. A letter or phone call will get one sent to you, along with our current price list, which also contains many pages

of highlighted items and new products. If you know someone else who has an MGB, be sure to mention our new catalog to them, too! They'll thank you for making them aware of this great new book, which is without doubt the best MGB catalog available anywhere in the world today!

## MARQUE DAYS

Continued From Page 1

used parts (no new part vendors, please!), and Moss will probably have some shop-soiled stuff to sell at each Day, too.

So, note the following schedule on your calendar now. Plan to join us for a great day of fun and bargain-hunting!

Marque	Date	Location*
MGA/MGB	Saturday, June 2nd	Rockaway
MGA/MGB	Saturday, June 16th	Goleta
All British	Saturday, June 23rd	Beltsville
MG T-Series	Saturday, August 4th	Goleta & Rockaway
MG T-Series	Saturday, August 11th	Beltsville
Triumph	Saturday, July 21st	Goleta & Rockaway
Triumph	Saturday, July 28th	Beltsville
Austin Healey	Saturday, October 6th	Goleta & Rockaway
Austin Healey	Saturday, October 13th	Beltsville

*Rockaway 114 Beach St. Rockaway, NJ 07866 (201) 625-3616	*Goleta 7200 Hollister Ave. Goleta, CA 93017 (805) 968-1041	*Beltsville 6798 Mid Cities Ave. Beltsville, MD 20705 (301) 937-0313
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## THE FIRST RIDE

A Short Story By Paul DesRosiers

I remember the day as if it was only yesterday. It seems hard to believe that it was over ten years ago.

The sticker price was \$4255.35, including preparation and polish and inland freight. The TR-6 was one of two in stock. It

was French blue, while the other one was red with the optional hardtop and wire wheels. My thoughts were (and still are) that hardtops belonged on other cars, but not on TR-6's. Thus, the cosmoline blue one was the only choice.

It was May 3, 1973, a perfect day. Low 70's, bright and cloud-free, it was a nice day to pick up that first new car. My father had agreed to drop me off at the dealership. Yes, I had called the insurance agent and, yes, the car would be insured as of noon on 5/3/73. And, yes, I knew that it was only 11 A.M. And, yes, I knew that the insurance rate for a sports car was considerably more than for a "normal" car. And, yes, this "paper-topped British piece of junk" would be troublesome and expensive.

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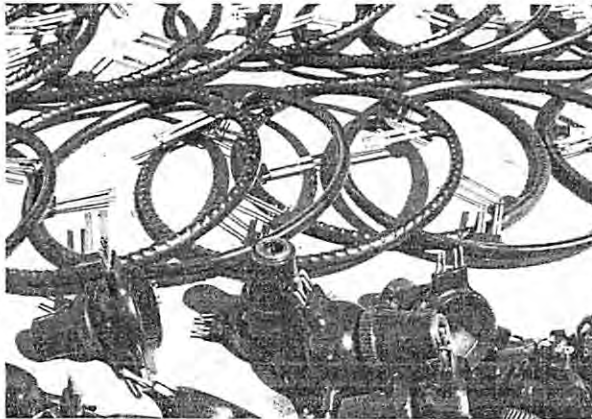
# QUALITY IS IMPORTANT!

As a Moss Motors customer, you want to be sure that the parts you buy are the best possible quality for the price you pay. We thought you'd be interested in seeing some proof that we share your desire!

The photo shows what happened to a shipment of reproduction steering wheels that were made for us late last year. We were excited at being able to make this obsolete Austin Healey adjustable wheel available again, and promoted it heavily when the shipment arrived. Then, to our extreme dismay, we noticed that one or two of the rims were starting to crack.

Rather than run the risk of selling a product which might fail prematurely, we immediately pulled all the wheels out of stock and contacted the manufacturer. He surmised that the plastic must have cured too fast on some of the batch, resulting in the rims being under a compressive stress. He did not think they would all be bad, but couldn't suggest a way of determining which were and which were not.

We decided, therefore, to scrap them all! We are now waiting for the next shipment to arrive, and relying on the manufacturer's assurance that a change in material specifications will prevent this problem from happening again. Our apologies to



all you Austin Healey owners who are now waiting for your new adjustable wheel. We hope you agree with our course of action!

Actually, this is but one example of our dedication to quality. All incoming products, and any reports of in-service failures, are examined carefully to ensure that

our desired level of quality is maintained. If you ever feel the need to comment (either favorably or unfavorably) about the quality of a Moss product, please drop a line to our Product Development Dept. at P.O. Box MG, Goleta, CA 93116.

## TESTING THE COLORTUNE 500

In recent years, ads have appeared for a product called "Colortune 500", a device which is designed to allow you to tune the mixture of your carburetors by actually seeing the color of the flame in the cylinder. After hearing many reports of how good it is, Moss decided to offer it as part of our accessory line.

Rather than try to impress you by writing a sales pitch about how good a product Colortune 500 is, we decided to reprint an article published in "MGA", the North American MGA Register magazine, by John Wright, NAMGAR's Technical Editor. We believe this will speak for itself! Our thanks to John, and NAMGAR, for permission to reprint this article.

When I was asked to test the "Colortune 500," I was admittedly unenthusiastic at first. This was primarily due to my basic mistrust in gadgets and other "tools" that are supposed to make a sometimes difficult job quick, clean and simple.

The "Colortune 500" test spark plug kit is one of the few tools that meets its claims and is really quite a useful addition to the British car enthusiast's toolbox. The



amount of usefulness depends on the user's previous skills and adeptness as an S.U. tuner.

The Colortune is a carburetor adjusting tool like no other. It is not a wrench or a vacuum gauge or an exhaust analyzer. It is basically a glass-clear spark plug that allows the user to see the color of the com-

bustion flame, which can be compared to the included color-tuning chart.

The Colortune's intended use is for fine carburetor tuning and troubleshooting. I believe it to be of great use to the novice tuner, but to a lesser degree to the expert or accomplished MG specialist. Herein lies the only "problem" (if there is one) with the Colortune; basic S.U. adjustment is quite simple for the experienced, and a carburetor setup that is in good mechanical condition can be adjusted in a few short minutes without the need for anything other than possibly an S.U. wrench and a "Unisyn."

Troubleshooting is a different story. This is where I feel the Colortune is worth its weight in pure gold. I have had occasion to use a Colortune about a half dozen times, the first being about six or eight years ago when I was building a 90hp 1275 Sprite engine for my Bugeye. The standard jet needles were very weak for the engine, so we obtained several sets from various Cooper and Cooper S-type Minis. From these, with the help of Colortune, we were able to select the most appropriate jetting.

The next time I put the Colortune to work was while trying to tune Joe Schiavone's newly rebuilt MGC motor. Standard tuning methods just could not get that ol' six banger to idle smoothly. The use of the Colortune confirmed the fact that an intake gasket was faulty.

The most impressive "fix" the Colortune has done for me involved a Lotus Elan I was restoring. The Lotus had Stromberg CD carbs., which are an emission type and can be very difficult to tune correctly due to the fixed jet. On later versions of this carburetor, the needle is adjustable through the damper tube with an Allen wrench. On this one, the needle is fixed with very little movement, as in an S.U. Anyway, the Lotus had been de-smogged and wouldn't run without being fully choked. As a starting reference, I raised the needle all the way up into the piston, as far as it would go. Then I installed the Colortune plug and adjusted the needle down until the mixture was correct according to the Colortune chart. The Lotus ran as a Lotus should, which is very impressive to say the least.

The most recent use was just a few days ago on one of our newest member's BMW equipped with a Weber carb. Marvin and Gail Gatten's (#2552) BMW 2002 had been misfiring at highway speeds. We installed the Colortune, and it pinpointed the problem exactly. We were showing a "white" flame and, upon removing one of the jets, Marvin discovered several pieces of grit that, once cleared, allowed the Bimmer to carry on in a more sophisticated fashion.

So, you may consider the Colortune 500 for your garage or workshop, especially if you enjoy working with your cars to get them right on in adjustment. Keep in mind that other facets of the tune-up must also be in order, as carb. adjustment is usually the last area attended to.

Colortune 500 is Moss Part No. 386-210, priced at just \$29.95 for the full kit, plus shipping.

## WANTED!

Two very specific vacancies exist in the Moss organization. If you meet the qualifications, and if you are available to move to Santa Barbara, please write to the department managers listed below, giving your background and salary expectations:

**Jaguar Mechanic.** Moss Jaguar has a vacancy for a mechanic with experience (and, preferably, factory training) on current Jaguar sedans and XKE's (Rolls Royce experience also a plus). Your own tools and a desire to do only excellent work are necessary. Write to: Harry Haigh, Moss Jaguar, 132 E. Montecito St., Santa Barbara, CA 93101.

**Restoration Mechanic:** A sound mechanical knowledge of early MG's, Austin Healeys and Triumphs is most important for this position. Experience as a professional mechanic is not required, but preferred. Paint and body skills are not necessary, although you should understand disassembly and re-assembly of these cars. Neat work habits are essential. Write, with references or pictures of past work, to: Nels Miller, Classic Car Company, 5921 Mathews Street, Goleta, California 93117.

### MG TC-TD-TF STELLITE EXHAUST VALVES

Moss now has in stock Heavy-Duty Exhaust Valves. Manufactured in England, these valves are highly Burn Resistant, due to a coating of Erosion Resistant Stellite. For Reliability and Longevity Moss Stellite Exhaust Valves are the choice for your MG.

MG TC-TD 423-025 \$12.95 ea.  
TD MKII-TF 423-045

Prices valid until September 14, 1984



## CUSTOMER COMMENTS



We enjoy hearing from our customers, even when they write to draw our attention to problems with products or service! Without their input, we don't know what we're doing wrong, so we cannot put it right.

As it happens, it seems we're doing a pretty good job! Customer Comment Cards are sent out with most orders, and a good percentage are returned to us. The ratio of favorable comments to complaints runs about 10 to 1, which we read as a very good indication that our customers are happy with us. After all, if you've got a pro-

blem, you are virtually certain to want to let us know, whereas if you are satisfied with your shipment, you may feel that is what you paid for and there's no point spending another 20 cents to tell us!

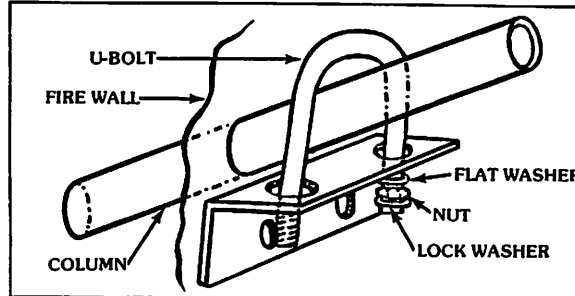
So, if you have anything to say about our service, please use the Customer Comment Card from your order. We assure you that they are all read, and every one which reports a problem is investigated. Usually, a letter is written to confirm what we find unless the problem has already been taken care of by phone.

## TECHNICAL TIPS

# TR4-6 STEERING COLUMN WOBBLE

Does your steering column flex when you pull up or down on the wheel? If so, check the flexible rubber steering column couplings first. If these appear to be in good shape, check the lower mounting bracket for cracks. It's located below the dash where the column passes through the firewall. You may have to move the flexible hose going to the defroster duct in order to see it. The bracket itself is spot-welded to the firewall and provides a mounting point for a U-bolt-type arrangement which goes over the column and holds it steady. Cracks usually appear along the top edges where the U-bolt passes through the bracket. What causes this? Probably using the steering wheel for support when entering or exiting the car. This puts a lot of stress on the bracket, which is made of very thin metal to begin with.

If you've determined that the bracket is, in fact, broken, you can now decide how to go about fixing it. This is where the problems begin! First, must everything be kept 100% stock for Concours, or are modifications acceptable? If dealing with a show car, the bracket need only be welded or brazed back together to remain stock. Sounds simple, right? Wrong! No way are you going to weld or braze anything under the dash without burning wiring and hoses and putting spatter burns in your rug. Good luck, show car people! You've got to remove quite a few things to get adequate clearance to tack-weld. However, if you don't mind a minor change, a new bracket can be fabricated from aluminum angle without much trouble. Find some angle stock 1" by 1/4" thick by approximately 3" long. Drill this to accept a 1 1/4" wide U-bolt on one side and two 1/4" bolts on the other.



Now, working under the dash, remove the old bracket by first disassembling the U-bolt holding the column to the bracket, removing the felt padding and then, with the help of vise grips or pliers, bending the bracket back and forth until it snaps off the firewall. With this out of the way, you can now position your new bracket. Place the bracket against the firewall below the column so that the bracket touches the bottom of the column and supports it in its proper position. Slip the U-bolt over the

column and through the bracket to check proper fit. Then mark the firewall, drill two mounting holes and attach the bracket. Tighten the U-bolt, and your steering column should be free of the shakes from now on.

Submitted by Alan Stryeski  
Lansdale, PA

Alan will receive a \$50.00 Gift Certificate for contributing this solution to a common Triumph steering malady.



# AUTOMOTIVE JUSTICE

## Or 'I Never Should Have Sold It'

The 10W-40 Castrol dripping on my sweaty face added yet another dimension to the word "masochism." I'd been under my '65 TR-4 for 20 minutes trying to deal with the infamous canister element oil filter. Would the gasket leak? Will I have to spend another five minutes taking the securing nut off that mile-long thread? Did I take the old gasket out?

As I pull my aching, filthy arm out from under the 5" ground clearance (who said you could do it from inside the engine compartment?), a neighbor pulls into the parking space beside me. 50-ish stockbroker, recently divorced, behind the wheel of a full boot BMW 633Li. I waited for the standard fare.

"Hey, guy, you working on that thing because you lost an election bet?"

"It's my mental hygiene break, keeps me from having all clean clothes."

"Right. Try driving sometimes, if you can. It's fun."

Oh well, I reflect as he goes into his apartment, how many other 2138cc engines take 13.2 pints of oil? Or have refillable rear lever shocks? Or static ignition timing? I look over at the shiny alloy-wheeled, fuel-injected, air conditioned, hi-tech kraut car. Not that beast, for sure!

Several hours later, the clutch slave cylinder has been rebuilt with genuine Girling parts, the Stromberg dashpots topped off, all 18 (count 'em) grease fittings have been lubed. And the owner exhausted.

In the shower I wonder if it's all worth it. What price nostalgia? Spend half a Saturday ministering to the damn thing. How about one of those allegedly bullet-proof

Japanese or German sports coupes? Maybe I could actually put some miles on the car.

As the sun sets, my five-year-old returns from play. "Hey, Dad, can we go for a ride the the Triumph?"

A ride, not a drive to go someplace. Why not? Only five minutes to stow the removable top in the boot and the frame under the rear flaps. After firing it up, I watch the temperature gauge (in degrees Centigrade, thank you) move up.

My neighbor is out again, too. He stops

by my side and pats the roll bar. Affectionately?

"Mine was a TR-3B. It only ran on good days, like today. But it was worth it, every minute." He glanced over at the Bimmer. "I never should have let her go. You can't buy that feeling today, can you?"

I eased the clutch up. "You're right, you can't. Thanks for the advice."

Our thanks and a \$25.00 Gift Certificate go to Ed Boylan of Hingham, MA for his contribution to our newsletter.

# FIRST RIDE

Continued From Page 3

sive to fix and keep running. And teachers don't make a lot of money, and there is still time to cancel the deal and buy a Pontiac.

The trip to the dealer was indeed a long one. But as we drove up to the dealership, the 'TR' was parked on the front line, poised as if to say, "I've been made for you." My heart and mind weren't normal for those few moments while the papers were signed. The handshake ended the transaction, and the keys were handed over. A lesson on folding the "paper top" followed. Finally, that long-awaited, glorious moment arrived.

"What do you mean, it's only 11:45 and I can't drive the car home yet? There won't be any problems. By the time I get to Route 72, it will be noon and I will be insured. Okay, I'll be very careful."

I turned the key, my heart stopped as the car roared instantly to life. The exhaust note was instantly etched into my brain. I checked all the instruments and gauges. Wow, I can't believe this. This must be a dream. A TR-6! All those years of reading, studying and comparing. A TR-6! "Well, here goes!"

I eased the clutch out and slowly drove away. My father was behind me, and I could barely hear him yell, "You be careful...still ten minutes...insurance!"

Those first few minutes on Route 15 will always be fresh in my mind. Oh, that exhaust note. The large tachometer needle as it gracefully swept across the large face. The smell of a new car, not any car, a TR-6! The wood dash. I still was not fully in control. I glanced in my side mirror and my father was still there. I looked up and the light in front of me was yellow, no, red! I couldn't believe it! In the car 90 seconds, and I had missed the first red light that I had come upon! I was glad to see that my father had the sense to stop. I shifted into third.

A \$25.00 Gift Certificate is on the way to Paul DesRosiers of Portland, CT for contributing this short story to our newsletter.

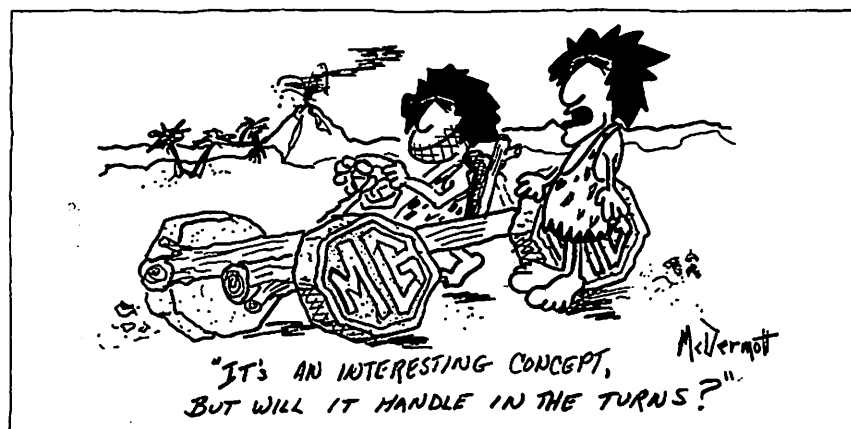
## Technical Tips

### SLUGGISH CLUTCH

Sluggish clutch action (hard to engage, slow to release) may be caused by deterioration of the flexible clutch hose due to age or proximity to engine oil and grime. Even if the hose looks okay, the inside may be swollen shut.

Submitted by Jerry Johnson  
Vero Beach, FL

Thanks for the tip Jerry. A \$10.00 Gift Certificate is on the way to you.



Jim McDermott of Troy, New York will receive a \$10.00 Gift Certificate from us for his 'octagonal' cartoon.

# SANTA BARBARA DIVISION

## SPECIAL SAVINGS

Some great deals from Moss' Santa Barbara Division, the division that specializes in supplying parts and accessories for British Leyland cars not covered by a Moss catalog. The Special Sale Items listed below are just a small sampling of the parts Moss' Santa Barbara Division can supply. With many thousands of parts in stock and others available through special order, Moss' Santa Barbara Division can supply the parts you need for your MG Midget, Austin Healey Sprite, MG 1100, Austin, Rover, Triumph TR7, TR8, Spitfire, Stag, Jaguar XKE, XJ6, XJS, and many other BMC & JRT cars. No parts catalogs are available for these cars. Parts Orders for these cars, as well as the Special Sale Items listed below, MUST go to our Santa Barbara Division at 132 East Montecito St., Santa Barbara, California 93101; or give us a call at (805) 964-0741. These prices are strictly limited to stock on hand.

Remember, Phone (805) 963-0741 for Specials Below!

### SYNCHRO CONE

Triumph TR 7 4 speed, Spitfire MK 4 & 1500, GT 6 MK 3  
150328 List \$37.80 SALE \$14.75



### BRAKE ROTORS

Triumph Spitfire, front, all models (each)  
208715AM List \$34.75 SALE \$22.35  
Jaguar XJ 6, Series 1, 1969-'73, front (each)  
C30432AM List \$94.70 SALE \$67.25

### OIL FILTERS

Triumph Spitfire and 1500 Midget (each)  
BLM 107020AM List \$4.95 SALE \$3.15  
Jaguar E type, Series 1 & 2  
GFE101AM List \$3.10 SALE \$2.25  
Jaguar XJ 6, 1969-'76½ to (e)8L28178  
GFE140AM List \$4.95 SALE \$3.95  
Triumph TR 7 & Triumph Stag  
GFE147AM List \$1.95 SALE \$1.25  
Jaguar XJ 6 1976½-'77 from (e)8L28179 to 8L50475,  
XJ 12 1975-'79, all XJS  
GFE154AM List \$13.25 SALE \$8.60

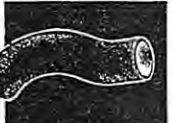


### AIR FILTERS

Jaguar XJ 6, Series 1 & 2 to 1977, Series 2,  
E type 1969-'71, 6-cylinder  
GFE1040AM List \$7.05 SALE \$4.45  
MG Midget 1500  
GFE1060AM List \$4.60 SALE \$3.45  
Jaguar, XJ 12 1975-'79 & XJS 1976-'80  
GFE1088AM List \$11.95 SALE \$6.25

### RACK GAITERS/SEALS

Jaguar, Late XJ 6 and XJ 12  
C45315 Sold Individually. SALE \$14.95



### TOP HOSE

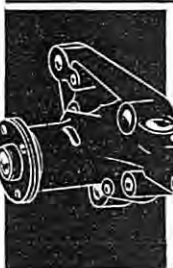
Triumph, GT 6 all models, Spitfire 1969-'78  
GRH533 List \$3.95 SALE \$2.75

### LOWER HOSE

Jaguar XJ 6 all models to 1982 (radiator to pipe)  
GRH565 List \$11.45 SALE \$6.85

### U-JOINTS

Jaguar, all E types, XJ 6 & XJ 12 (driveshaft)  
GUJ108AM List \$22.45 SALE \$7.97  
Jaguar, all models with independent  
rear suspension (axleshaft)  
GUJ111AM List \$30.95 SALE \$12.95



### WATER PUMPS

Triumph Spitfire, 1971-'74  
GWP128 List \$52.25 SALE \$34.25  
MG Midget 1968-'74  
GWP132 List \$19.95 SALE \$12.95  
Triumph Spitfire 1963-'70  
GWP200 List \$22.50 SALE \$13.75  
Triumph Spitfire 1979-'80  
GWP205 List \$82.10 SALE \$57.40  
Jaguar, XJ 12 1973-'79 (e)7P39895, XJS 1976-'80 (e)8S13039  
GWP421 List \$233.75 SALE \$149.95  
Triumph Spitfire 1975-'78, MG Midget 1500  
UKC774 List \$132.25 SALE \$69.95

INTAKE VALVE Triumph TR 7 1975-'81  
UKC181AM List \$10.85 SALE \$6.90

GAS CAP Triumph TR 7, small cap from commission #ACW30001 (approx. '77½)  
YKC3398 List \$10.45 SALE \$6.25

STEERING WHEEL Jaguar XKE Series I & II, Exact Reproduction Manufactured by Moto-Lita.  
905205 List \$229.50 SALE \$189.95

ROAD WHEELS JAGUAR XJ6 Series III, Factory Alloy 'Take-Offs'.  
Complete Set Of 5 Road Wheels. SALE \$300.00

Remember, Phone (805) 963-0741 To Order Specials Listed Above!

### TECHNICAL TIP

## DISTRIBUTOR BREAKER POINTS



**Function:** The function of the points is to make and break the electrical circuit to the coil. Each time the points open, the circuit is broken, causing the magnetic field around the ignition coil to collapse. When this field collapses, a high voltage spark is created that fires the spark plug. The points must open sufficiently to break the circuit and minimize arcing. The points must remain closed long enough for the magnetic field to regenerate before the next spark plug is fired. The distance the points open is called "gap", and the amount of time they remain closed is called "dwell". On a four-cylinder engine operating at 3,000 RPM, the points open and close 7,000 times per minute.

**Problem Areas:** Each time the points open, a very small amount of metal is transferred from one side of the points to the other. This transfer is uneven, and in effect closes the point gap. The second problem area is the fiber block that rides on the distributor cam and opens the points. This fiber block not only seats itself on newly installed points, but wears on points that have been in use for long periods of time. The combination of wear and metal transfer will eventually close the points completely, and the engine will no longer run.

**Symptoms:** As the gap begins to close beyond some rather broad limits, the engine will start to misfire under hard acceleration. As the gap closes even further, the engine will start to miss at normal road speeds. Further closing of the gap will result in an engine that is hard to start and impossible to make idle properly. These symptoms are very similar to those of fuel starvation caused by faulty fuel pump, plugged fuel line or filter, or dirty carburettor.

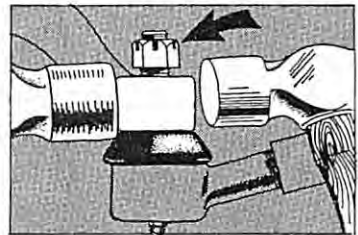
**Conclusion:** Before taking the fuel pump apart or tearing into the carburetors—both messy jobs—check the point gap.

**Additional Information:** During the past summer, I assisted at least nine different owners that thought they had fuel starvation problems, when in reality they had points that had closed beyond their limits. It is a good idea to carry a spare set of points in the car, as a badly burned set of points are nearly impossible to set.

Submitted by Paul W. Johnson  
Moss Motors Club Representative  
Lakewood, Ohio

### TECHNICAL TIP

## REMOVING BALL-JOINT STUDS



You don't need a special tool to remove a ball-joint stud. Loosen the castellated nut several turns. Now all you need are two heavy ball-peen hammers of equal weight. Strike the support with the other hammer. Several hard blows should loosen the ball joint. Remove the castellated nut, and take the stud out of its support.

This method is not only relatively easy; it does not damage the rubber grease boot—important if the ball joint is to be reused. **Caution:** When removing upper or lower ball joints, follow the manufacturer's instructions for compressing springs; otherwise, injury could result.

# WAS IT THAT LONG AGO?

I remember when the paint was bright, the tires were new, the oil clean and the odometer had just a few miles on it. It was a clear day, the top down, and I would cruise around with nothing to do but look for members of the opposite sex. One would pass those odd-looking Super 90 speedsters with their 6-inch windows (going the other way, of course), and those high, rolling fenders of an XK-150 would zip by and the driver would never give you a glance. All you would ever see was the back of her head; never did get to see what she looked like.

A friend would drive by and soon you would be sitting in the parking lot of the local supermarket. Soon a collection of just about everything would be lined up, as if to race. There was Kenny with his "bug-eyed Sprite", which he drove under a cow one night while he was out road-racing himself. (The cow was just prior to the four fence posts he had driven over.) There was

Rich in his green Morgan; how the cabinet maker misses him! It was hard on that wooden frame to dirt-track the Morgan in a corn field! Here would come Bill in his light-blue TR-3. Ever drive down the highway at 90 mph in a heavy rain storm in a TR-3? Top up or top down, didn't make much difference as long as the jack-plugs were removed so the water could run out. Then the other Bill would tool up in his Corvette. I don't think we ever convinced him that a Corvette was not a real sports-car. Then there was Paul in his Austin Healey, which he asserted was the only true sports-car. And lastly there was Dale; it was in Dale's gray TR-3 that my future wife found out what it was like to sit on the hump of a TR and go over a very severe bump. She said later that she walked bow-legged for a week after that ride!

The talk would be of Dinos and Birdcages. (I always talked up the W-165's or the 300 SL's myself, to put a little class in

the conversation); of drivers such as Fangio, Moss, Hill, Hawthorn and Gurney, on courses such as the Mille Miglia, Watkins Glen, Monza or the Nurburgring.

Now that I think of it, was it really that long ago? By the way, I was the guy in the American-built Hog, a Chevy convertible. Boy, did I spend the money trying to improve the suspension so I could keep up whenever we all went somewhere as a group!

I did finally get my sport car; well, sort of, anyways. I got my first TR-3 from a car dealer. Its previous owner must have loved very long, bright gold shag carpet! The second TR-3 came from a guy who couldn't get it out of his basement after putting in his patio doors, except in pieces. The third TR-3 (minus frame and wheels) came from the edge of a wheat field where, unknown to the landowner, it was deposited by its owner. Last fall I got the last one, a chrome-bumpered MGB from a used car lot, because it looked so lonely among the Hogs and Jap metal. It will be my wife's car; she has always wanted a little red sports-car. (Actually, we met because I needed a date for a sports-car race 300 miles from home.)

As for me, I'll just wait until I finish my green TR-3 with the white LeMans stripe! Then I can return to that time that wasn't really so long ago—was it?

*Darrell D. Vessell of Festus, Missouri contributed the story above to our newsletter, for which he will receive a \$25.00 Gift Certificate from us.*

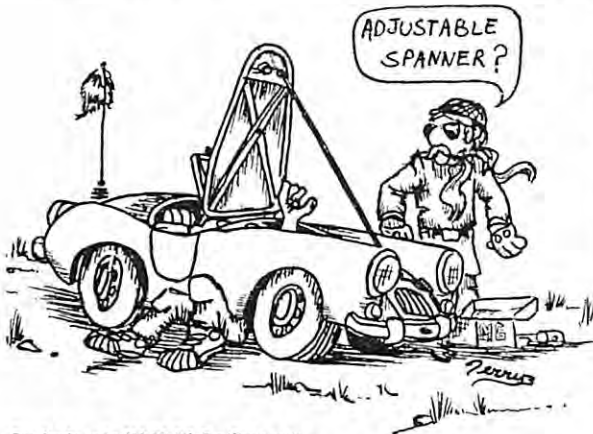
# NEW PRODUCT SUGGESTIONS

We want them! While it is not always possible to locate supplies of, or re-manufacture, items which we don't stock, we want to know what our customers need that we don't currently supply. This input enables our Product Development Department to prioritize the sourcing and manufacturing of new items.

If there is something you wish we would add to the range of parts for the cars for which we have catalogs, please let us know! Just mail a card or letter telling us the year and model of car, what the part is, where it fits (and our part number, if we catalog it but don't price it). We will review your suggestion and, if enough people are looking for the same item, treat it as a "priority one" new item. Mail your suggestions to:

Moss Motors, Ltd.  
P.O. Box MG  
Goleta, CA 93116  
Attn: Product Dev. Dept.

One more thing: If you believe you know of a steady source of a part which we don't carry, but you think we ought to list, please let us know. We believe we have all available sources on file, but some may have escaped our notice!



Our thanks and a \$10.00 Gift Certificate go to Terry Bernhardt of Mandan, North Dakota for the cartoon above.

# BET YOU CAN'T OWN JUST ONE!

I received a call the other day from an MGA owner looking for used parts. He mentioned owning a couple of roadsters. Why is it, I thought to myself at that point, that most British sports car owners have more than one. It's just like the old potato chip commercial. You can't own just one. In my local MG Club most of the officers own more than one MG. The president owns two and just bought a third one for his daughter. Suurre he did! He was driving the third one himself at the last club tour. Of course a British car enthusiast will go to any lengths to buy a second, or even a third car.

As soon as one purchases that first British sports car, a chemical reaction takes place in the brain that sets off the tireless pursuit of the number two sports car. There are many ways of justifying owning two British sports cars. The first

and most logical reason is so that one has something to drive when the number one car breaks. Have you ever tried to haul the dead engine block of one British sports car in another British sports car?

Then there is always the infamous parts car that needs 'only a little work' to get running. Or if you don't want two of the same model you could always say you need variety in your sports cars, for example, an MG for work and a Healey for the week end. Maybe you need a Spitfire for the summer and a GT6 for winter, or a Sprite to commute in and a XKE for the occasional night on the town.

Finally there's the race car. Needing a race car is the best excuse known to man for getting that second sports car. If you want to go vintage racing you have to get something older. If you want to go SCCA

*Continued On Page 8*

# THE JOY OF RESTORATION

Some of us have been bitten by the bug of answering an ad for an older foreign car and, upon seeing it, knowing that we must take it home. The owner always claims that the speedometer's mileage reading is accurate. He will also swear on the Constitution of the United States that the "little beauty" has never been in an accident and has never been filled with bondo to cover the rusted areas.

In the many times I have responded to ads and seen the "little beauty", there have been extremely few with accurate speedo, mileage. And, living in the salt-laden winter roads of the Northeast, I've seen almost none without some advanced stages of rust or rust repair!

However, in 1980 I again took the plunge and purchased a Jaguar XK120 roadster after first sitting down and calculating the restoration costs with myself doing much of the work. Now I'm in my third year of restoration, and have exceeded my calculations in all areas by 50% to 100%!

Once an individual starts to tear the "little beauty" apart, he finds the abuses of previous owners who played "Saturday morning mechanic". A few of the problems I've encountered on the JAG XK120 are

the use of an American-made electric fuel pump mounted on the firewall, changing of the exhaust system to XK150 specifications and the cutting away of the rear tonneau panel to make a jump seat. These non-standard items were easily corrected.

I've yet to hear the roar of the twin stainless steel exhaust system, to feel the crisp acceleration of the fresh engine and the firm brake pedal pushing the silicone fluid through stainless steel lines to the brass-sleeved wheel cylinders. I think of these things as I write another check for more parts, my wife standing in the doorway with folded arms watching her dreamer. I guess that we're all dreamers taking a piece of machinery and returning it to a work of art again. Many of us fall prey to boredom, lack of funds or just plain discouragement. But in my mind I can hear the music of that twin overhead cam as I tear through the gears. Well, maybe next Spring!

Submitted by John S. Burda  
Unionville, CT

Thanks for the contribution, John. A \$25.00 Gift Certificate is on the way to you.

# There's More To Moss . . .

For 25 years, Moss Motors has built a tradition of offering quality spares for vintage MGT, MGA, MGB, Austin Healey, Jaguar and Triumph sportscars. Now, with the expansion of our MGB catalog (covering all B's thru 1980), and the soon-to-be-released Triumph TR250/6 catalog, Moss is moving to supply the next generation of classics with the same comprehensive selection of new original, reproduction and accessory items. Call or write today for the catalog of your choice.



MGB (edition MGB-02)  
TRIUMPH TR2, 3, 4 (edition TRI-02)  
TRIUMPH TR250 & 6 (edition SYE-01)  
JAGUAR XK120, 140, 150 (edition JAG-08)

MGA (edition MGA-10)  
MG TC, TD, TF (edition MGT-20)  
AUSTIN HEALEY 100-4  
100-6, 3000 (edition AHY-03)

Catalogs are just \$2.00 each, or \$1.00 with order.

# FEED THAT HIDE!



As a major supplier of leather seat kits, we are often asked for tips on the care of new leather interiors. Sportscar seats are especially vulnerable, as the leather gets so much direct exposure to sunlight. The recent trend toward leather interiors in domestic and imported sedans (usually an expensive optional extra) has meant that even more people are wondering how to keep their leather supple and beautiful.

Very simply, the way to preserve leather is to feed it regularly! The questions, there-

fore, are what kind of "food"? and how often is "regular"? Fortunately, the nutritional requirements of the average dead cow wrapper are not too demanding; oil will do the trick, but the stuff that keeps old tractors running tends to make for messy seats. What is needed is an oil that will soak in, leaving no sticky surface residue, while still keeping the fibres supple to prevent dryness and cracking.

The best product we have found is one made by the people whose name is always associated with the finest leathers: Connolly. Their "Hide Food" is recommended for use on auto interiors, luggage, furniture and even leather jackets and other personal items. It softens and restores leather without leaving any stickiness or wet look, and is very easy to apply. Used every couple of months, this Hide Food will prevent aging and cracking in all types of leather.

So, while your new Moss interior is still fresh, or to rejuvenate any other leather items, why not start a program of regular leather care? Feed that hide with Connolly Hide Food, Moss #220-210, just \$8.50 for an 11-oz. jar (enough for many months' supply, unless your herd is really hungry!)



## JUST ONE

Continued From Page 7

production racing you need one not quite street legal car as well as something to tow it with, requiring not only a second but a third car. Some racers even think XKE's make classy tow cars.

The garage racer that never leaves the garage is the most cost effective way of not going racing. This beast is the second car of the bench racer who will someday build his number two car into a racer. It sits

there with a stripped out interior, waiting for the full race engine that its owner still can't afford. Garage racer owners can pose as race drivers without ever risking getting their doors blown off just by saying they have a car but they're still scrounging pennies for a set of Goodyear Bluestreaks. These bench racing garage racer owners seem to have found the most impressive reason for owning more than one British sports car.

Contributed by our sports car competition correspondent Steve Hensley of Stockton, CA. A \$25.00 Gift Certificate is on the way.

### Technical Tip

## The Difference Between Right & Left



When replacing front brake rotors on cars with wire wheels, be especially careful not to confuse the right and left side splined hubs. They are identical in appearance except for the knock-off thread rotation. A hurried job may well result in the wheel coming loose and propelling itself in advance of your car. Even at low speeds, the fender damage from a loose wheel is astounding—at high speeds the resultant damage could be fatal. Surprisingly, most manuals don't include this caution!

Submitted by Philip Sebulsky Wheeling, WV

Philip will receive a \$10.00 Gift Certificate for sharing this 'tech tip' with us.

# 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 July 1st, 1984. Be sure to include your name, address and phone number.

1963 Triumph TR3. One of 3,331 manufactured. Has never been in salt. 3,500 miles on restored engine with Weber carbs. New clutch and brake master cylinders. New rear brake shoes and cylinders. Original mileage 45,470 miles. Will take \$25,000, worth much more. George A. Nash, 1201 Madeira, S.E., Apt #206, Albuquerque, NM 87108. No phone.

FOR SALE: Restorable Healey 100-4 body, complete suspension on wire wheels. Has: Radiator, grille, tank, steering, chrome trim, dash, instruments, windshield

Needs: Upholstery, rugs, wiring, top, engine and transmission.

Have engine, transmission and overdrive unit in another 100-4 in poor condition, but towable on complete chassis with wire wheels. Will separate major units:

Complete rebuildable engine	\$400
Complete good transmission	\$500
Good overdrive unit	\$300
LeMans hood	\$200
First car	\$1500
Second car	parts only

Call: Don Faughnan, (415) 327-3158, (8:00 A.M.-12:00 A.M. best)

1948 MG TC. Excellent condition, fully restored in 1980. Red with black interior, right-hand drive. Asking \$20,000. Phone evenings and weekends to Mrs. M. Brady, (402) 333-6328, (Omaha, NE).

1950 MG TD #FLC 347. Completely original, rebuilt motor (approx. 2,000 miles), good overall condition. Has side curtains, soft top. Spare parts include: extra carburetors, coil, fuel pump, air cleaner assembly, Henry Meeter, 9730 E. Rosecrans Ave., Bellflower, CA 90706, (213) 867-1218 after 4 P.M. (P.S.T.)

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