

## Where Did We Come From... Where Are We Going?

BY LAWRIE ALEXANDER

When we began this newsletter several years ago, we ran an article on the history of Moss Motors. Since that time, we have expanded the scope of our services to the British sports car enthusiast. We have also acquired several thousand new readers so perhaps it is timely once again to tell who we are and why we can do so much for you.

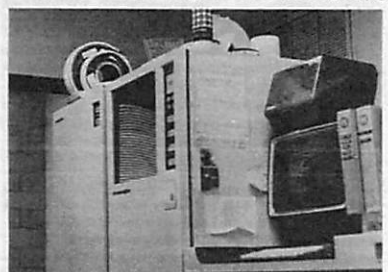
In 1948, Al Moss bought an MG TC and soon found there was a need for a company to specialize in the repair and service of the ever-growing number of British sports cars in Southern California. For the first fifteen years, Moss Motors was a major service center for MG's and Jaguars as well as being an authorized dealer for Hillmans, Sunbeam Talbots, Humbers and Commers. Al also had the first West Coast Agency for Allards. During these years, Al was already stockpiling parts for MG's, buying up dealer inventories and obsolete parts.

1963 saw Al leave the service and sales business in Los Angeles and move the MG parts business to Goleta. Here he began the serious expansion of our mail-order business, began manufacturing already-obsolete parts and continued the search for inventories of older parts that BMC dealers no longer wanted to carry. The early catalogs reflect the relative simplicity of the operation which Al ran primarily as a family concern. As the years went by, the business grew and Moss Motors became known as a major source for T-series MG parts.

As MGA's and early MGB's came to be considered 'collector' or enthusiast cars, rather than just enjoyable everyday sports cars, the range of parts carried by Moss Motors grew to cover these models, too.

New catalogs were planned and added, more parts had to be manufactured, and more space and people were needed for the business. In 1977, Al concluded a deal to sell Moss Motors so that he could devote more time to his active hobbies. The new owner, Howard Goldman, aided by Moss General Manager Glen Adams and the rest of the Moss staff, was quick to realize that the future lay in providing the same excellent parts service to as many other British marques as possible.

1978, therefore, witnessed a move to much larger premises, the first serious computerization of our operating



systems, and the development of catalogs for Triumph TR 2-4A, Austin Healey 100-3000 and Jaguar 120-150. As the business grew, our in-house Art Department expanded and our catalogs became more comprehensive, our Product Development and Purchasing Departments widened their sources for New-old-stock, Replacement and Reproduction items, and our ability to meet the needs of our thousands of customers grew commensurately.

In 1982, we bought out the ailing company, Start Your Engines, which hastened our expansion into late-model MGB and Triumph TR 250 and TR 6. The success of our complete interior kits necessitated opening our own Upholstery Manufacturing facility and, to better serve our

East Coast customers, we opened a distribution warehouse in New Jersey. Our R & D Department has been expanded so that we can continue to develop new catalogs; each reprinting of our existing catalogs sees them become more detailed; our manufacturing and in-house chrome-plating facilities have the latest in equipment to produce more and better parts which would otherwise be obsolete. Our Data Processing Systems have been hard pressed to keep up with our expansion and we are currently investing heavily in new hardware and software so that, in 1986, we can operate on a 'real time' basis and give our customers even faster and more accurate service.



The Moss Motors of 1985 is very different from that of 1975! Let's review what we offer you today:

- Three Toll-Free Order Phone lines.
- Ten salespeople to handle your calls.
- Close to 20,000 different part numbers for over 20 different British sports cars.
- Fully illustrated catalogs for MG T-series, MGA, MGB, TR2-4A, TR 250 & 6, TR 7, AH 100-3000, Jaguar XK120-150. Coming soon: catalogs for Sprite & Midget, Spitfire & GT-6, XKE.
- Three sales showrooms - Goleta, CA, Rockaway, NJ, and Beltsville, MD
- Prompt shipment from two warehouses, one on each coast.
- A wide selection of Used & Rebuilt components from Moss-SYE for MG and Triumph.
- A quarterly newsletter featuring new products and Sale items.
- Over 4000 items we manufacture which would otherwise be obsolete.
- Our own Upholstery Shop, which makes dozens of different interior and carpet kits to exacting, original specifications.
- A Jaguar new car dealership and non-catalog parts division for other British car parts.

You, our customer, are the reason we are where we are today. We know we can remain successful only by doing our best to provide you with the parts you need, at fair prices, and in a timely manner. We realize we occasionally fall short of our goals, but we hope you'll understand that we will always try to make every effort to resolve any problems to your satisfaction.

We thank you for helping us become what we are today and promise our continued efforts to be the best British parts supplier you could hope for!

## Weber Carbs

AND THE BRITISH SPORTS CAR BY MATT WEISNER

Here is an interesting retro-fit available for MGB, Spitfire/Midget 1500, and TR-6 and TR-7; the versatile Weber 2 barrel progressive downdraft. You may ask 'why put an Italian carb on a British sports car?' We will try to answer that and a few other questions here.

When the words 'Weber Carburetors' are used in conjunction with 'British Sports Cars' all sorts of images are conjured up in the enthusiast's mind, visions of the legendary DCOE sidedraft carbs installed on highly modified engines that are able to cope with (and make the most of) all that extra fuel/air mixture that is on tap.

Now you can conjure up another image - Weber carbs as a replacement for the hopelessly horrible Zenith/Stromberg 'emissions' carb and just plain tired S.U.'s.

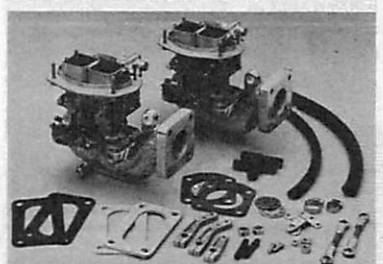
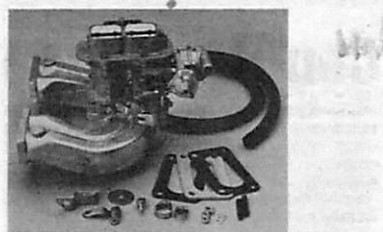
When we talk in terms of replacement, we mean a conversion that is not as complicated as the DCOE competition type set-up, and for the time and money spent will put the 'sports' back into your car.

The conversions in question utilize the Weber 32/36 DGV and DFV series carbs. This series of carburetors have proven themselves on a broad spectrum of vehicles, ranging from Audi to Volvo, and the kits for British cars have been engineered to give you a sensible alternative to the O.E. carb.

For instance, the conversion kit for late model (1975 on) MGBs replaces the trouble-prone Zenith/Stromberg unit with your choice of either a manual or automatically activated choke. The kit includes a carburetor, intake manifold, the proper linkage and a high performance air cleaner assembly, for about the same cost as a new replacement Zenith. Of course, you will also have to replace the exhaust manifold which will further improve the breathing ability of your 'B'.

Why use a Weber instead of the O.E. unit? Because Weber gives you the best of both worlds - power and economy.

How do they do it? By using a 2 barrel 'progressive' carb that features a 32mm primary barrel and a 36mm secondary barrel, you are able to choose for yourself simply by



Top: MGA & MGB Downdraft Conversion  
Bottom: TR 6 Dual Weber Downdraft Conversion

Continued on page 3

# Meet Our New General Manager



Moss Motors is pleased to announce the appointment of Chris Kepler as our new General Manager. In true Horatio Alger fashion, Chris began work at Moss as a parts packer in 1971, and has worked his way up

through the organization since then. He demonstrated, very early, a unique talent for memorizing numbers and earned a reputation for being able to cite the Moss number and factory part number for any part we

had in stock, from memory!

This orientation toward our products meant Chris's primary involvement was with sales and warehousing for most of his Moss career. In recent years he has overseen the rapid expansion of our product line, the setting up of our East Coast distribution system, including a year spent managing our Beltsville location. His most recent position was Operations Manager, overseeing the day-to-day operations of the company.

Over the years, Chris has owned more than a dozen British sports cars of a variety of makes. He has restored a TD from the frame up and is now debating whether to do the same

to his TR2 or MGA. Chris says he always pushed for Moss Motors to expand so that more people would be able to keep more British cars on the road! A keen club man, Chris also enjoys attending car shows, especially the 'British Car Days' which are now so popular.

In his new position, Chris will bring to bear all his experience throughout the company, so much of which has been product and customer oriented. Under his guidance, we will continue to strive to bring out new products that are currently obsolete, to further improve our service and to enable more and more people to experience the joy of British sports car ownership.

## Letters

### REWARDING

Dear Moss,

A few miscellaneous ramblings if I may. My faith in Moss products is very high. If no one else carries the part, you generally do. I can also count on it being of unimpeachable quality and/or workmanship.

In part this faith stems from my father's experiences with you in the 1960's. He kept a bevy of MG's running (2 TD's and an Australian B.R.G. TC). The first car I ever remember was his 1952 MG TD.

Dad no longer has his 'British Iron', but that irrational love of Quibotic machinery lives on in me (mine is a B.R.G. '68 MGB with wires and O.D.). Who else but an enthusiast would put up with all the hassles—oil leaks, a sometimes electrical system, and lever shocks gone bad. The rewards far outweigh the problems... cruising top down just can't be beat!

My wife says I'm going through withdrawal. After all 'Monty' is up on blocks, waiting for a new 'skin'. (Rust here in the Chicago area is very bad.) The panels for my B are coming, so it's time to haul out the compressor, get out the sandblaster, and then fire up the welder (I had to have something to put the new panels on with!)

Tom Sotomayer  
Streamwood, IL

### WON'T RIDE IN PICK-UP

Dear Moss Motors,

Since you are giving away \$5.00 Gift Certificates, I thought this would be a good time to write. After all, buying new pieces for these little MGB's is a constant process. I bought my 1970 MG new and still have to drive it to work. It burns less gas than my pickup truck. I've had the car longer than I've been married, but the MG is still easier to get started on a cold morning. I usually take the kids to school in the morning and they don't want to ride in the pickup either. No class. I don't know what all you other 'Classic Sports Car' buffs listen to while motoring around, but my radio only plays Oldies. Stuck in the Sixties, you know. I have the only six year old in the world who knows the words to Teen Angel and Sympathy for the Devil. My four year old thinks the B is little so he can get in it easier, and he tells on me when we honk at girls.

My sister-in-law bought me one of those British-looking tweed hats last Christmas as a joke. I like to wear it when the top is down as it cuts down on the glare off my disappearing hairline. The B was the first stick shift my wife ever drove, and the learning process was a gear grinding experience. Plus when she was pregnant with the kids either her belly touched the steering wheel or her feet wouldn't touch anything.

I quit taking my car to the local mechanics when they started asking what kind of car it was. I must say to their credit, however, that they all know what a pickup truck is. I was tempted to sell the thing a few years ago because I was having trouble finding parts. All of a sudden I came across a catalog from Start Your Engines, and I realized the situation wasn't hopeless. And when the complete Moss Motors MGB catalog arrived I stayed up all night looking at it. No wonder my wife hates that little car. I especially enjoy the technical tips sent in by customers. They have saved me many hours of scratching my head over a seemingly unsolvable situation.

I would like to comment briefly on the car itself. When I bought mine the muscle car era was still alive and many of my friends couldn't understand why anybody would buy a dinky four banger. Now, of course a good running MG will leave most new cars in the dust. Gas mileage was not a factor back then either with 100 octane gas selling for 35 cents a gallon. Today 28 mpg without overdrive won't win any prizes, but it is nothing to sneeze at either. Many of the controls, such as horn, wipers, dimmer and gear shift were laid out in a superior pattern than comparable American cars of the time. Several drawbacks stand out as well. Those weird shocks are something else, not to mention two batteries back there where you forget to look, and those plastic rag top windows that turn yellow and crack into a thousand pieces after thirty minutes of exposure to sunlight. The car is fairly easy to work on, (thank Goodness!) and most of the systems are fairly simple. It is actually a very reliable car when given good maintenance.

Well, thanks for the soap box and a big hello to all those other car nuts out there. Keep up the good work.

Doug Boggs  
Perry, FL

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PHOTO CONTEST WINNERS!

The winners are announced!

Sale

Another great Moss sale.

Thanks to all of our contributors to this issue of Moss Motoring. Ten dollar Gift Certificates go to technical contributors David R. Farlow of Cambridge City, IN and Keith Dannacker of Alberta, Canada. Ten dollar Gift Certificates go to George Jardin of Walnut Creek, CA, The Sanders of Hudson, FL, and John Keefe of Carmel, CA. A Twenty-five dollar Gift Certificate goes to Bruce Utting of Wellington, New Zealand for his article 'First Love'.

## Contributions Invited

Moss Motoring is the official quarterly newsletter of Moss Motors, Ltd. of Goleta, California and is sent free of charge to Moss Motors' current customers. Additional copies are available by request but are subject to availability.

Contributions are encouraged, and every effort will be made to use appropriate material. All material must be the original unpublished work of the contributor, and must be free of copyright encumbrances and include release forms where applicable. We regret that we cannot return any material. Keep a copy of your submission. No payment other than the gift certificates referred to in this statement can be made. Contributors whose material is selected will be notified by mail upon publication.

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Letters to the editor will be accepted for publication but must be accompanied by the correspondent's name and address. The editor reserves the right to edit for length and appropriateness.

Send your Contributions to:

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P.O. BOX MG  
GOLETA, CA 93116

Contributors whose material is selected for publication in Moss Motoring will receive Moss Motors gift certificates in the following amounts:

### \$50.00 Gift Certificates

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

### \$25.00 Gift Certificates

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

### \$10.00 Gift Certificates

Technical Hints, Tips, Cartoons, Humorous Anecdotes, Photos

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# MOSS ORIGINAL INTERIOR KITS

TECH ARTICLE BY JOHN SARENA

We have recently begun selling original seat and panel kits for MGB's (1970-80) and Triumph TR 250-6. Our catalogs state that these kits are quite straightforward to install and they really are. The manufacturer, in England, thinks that they are so simple that he does not include any instructions with them, which some customers find intimidating. We thought we'd give a brief outline, therefore, of the steps you follow so that you can see how straightforward the procedure is.

**PANEL KITS.** The kits we sell are made as original, so that the panels will fit in the same way as your old ones. Whether clips or screws are used, you re-use your old ones (or buy new ones); where screws are used, you may find the holes are in slightly different locations. Handle this by holding the panel in position, poke a pencil or awl through the panel holes to mark the metal, then drill 1/8" holes for the screws.

The Triumph kits include wheel arch covers, rear close-out panel and B-pillar support covers, all of which glue or screw in place, as original. You will either re-use your door top padded rails or, if they are cracked, you can buy new ones from Moss to complement your new panels. The MGB kits contain the necessary vinyl to recover your door top rails, a pre-sewn piece for the rear cockpit rail, as well as the door and kick panels, and new brush seals for the door top rails.

**SEAT KITS.** Quite a few cars have already had their seats recovered by a local upholsterer or had slip-covers fitted over the original seats. It is important, therefore, that you compare what you have to what we send you before you tear your seats apart. If major differences exist, try and find a local car of the same year and model and see whether its seats match yours or ours, to verify what is original. Then

remove and disassemble your seats (do one at a time so you've always got a complete one to look at!) and study carefully how the upholstery is installed. Originally it was held in place with clips around the frame rails of the seat, with maybe a couple of screws to pull odd corners into



place. Simply remove the hardware and clips and the old covers will slide off.

Now check the frame for broken welds or bends and repair as needed, finishing with a coat of semi-gloss black paint. Replace the rubber diaphragm with one of our new ones if the old one is at all torn or stretched; the condition of the diaphragm is critical to the support your seat gives. The early rubber diaphragm can be fitted to later MGB's with webbing bases for a firmer seat. All diaphragms require a hefty stretch to be put into place, and a cotter pin tool - a sort of miniature shepherd's crook - will help enormously. Deteriorated seat back webbing on Triumphs can be replaced with Danish Webbing, available at furniture up-

holstery shops. The original plates and attachment hooks can be re-used from the old webbing; drill out the factory rivets with a 3/32" drill bit, then install the new webbing and the plates with 3/32" pop rivets.

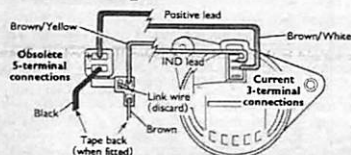
The condition of the seat foam is very important to the proper fit of the covers. Foam cushions which have collapsed or deteriorated must be replaced or repaired by having new foam glued into place. Trim the old, bad foam away with a razor blade, (an electric carving knife works really well if the wife will let you borrow it!) and shape the new foam after the glue has set. Foam of suitable firmness can be obtained from most upholstery shops. Once the foam is properly shaped and installed on your cleaned-up frame, you can install the covers.

The center sections of both back and bottom need to be glued into place in order to retain their proper look and position. Glue a piece of muslin to the foam before you attempt to glue the cover in place; it'll help your contact cement attach the inside of the cover securely to the foam cushion. After the glue has set, stretch the sides around and clip them to the frame. The 'sleeve' type of seat back will slip into place more easily if you cover the top 8" or so of the foam with plastic or mylar film, sprayed with silicon spray.

This has just been a quick look at how easy it is to install one of our original interior kits. We think you'll agree it is a very straightforward procedure. If you feel you can handle the panels but not the seat reconstruction, or if your seats are really broken down, find a local upholstery shop whose work looks really good (don't be afraid to ask for customer referrals to see what they've done for other people) and have them install the seat kit. When the job is done properly, you'll be proud of your accomplishments and your car will look great again.

\*NOTE: See Webers in Sale Section

## Tech Tip



## Alternator Terminal Conversion

Many British cars are wired for 5 alternator terminals. As the 5-terminal alternators are now obsolete, 3-terminal alternators may be supplied. These wiring instructions provided by Lucas outline the conversion procedure. To wire a 3-terminal Lucas alternator in place of the now obsolete 5-terminal alternator, use plug kit (#540-280) and proceed as follows:

- Disconnect battery.
- Cut off wiring terminal plugs from alternator wiring.
- Remove and discard link wire (see illus. above).
- Remove wiring harness tape approx 1 inch.
- Slide small insulator over remaining IND wire (brown/yellow), and solder to the small terminal.
- Slide larger insulator over positive lead wire (brown/white), and solder to the larger terminal.
- Separately tape back onto harness, the brown and black wires not used as they are no longer required.
- Connect the small brown/yellow IND wire to the small terminal on the alternator.
- Connect the large brown/white positive lead to either of the two large terminals on the alternator.
- Re-connect the battery.

## Webers

CONTINUED FROM PAGE 1

using your brain (and your right foot) the blend of economy (the 32mm primary) and power (the 36mm secondary) that's right for you. When you press down on the 'go' pedal the first 2/3rds of throttle travel opens only the primary barrel, so in effect you have a single barrel 32mm carb. Past that point the secondary barrel opens engaging an additional 36mm throttle plate, for the extra power needed for passing on the freeway, avoiding the floating road hazard known as Old Men in Hats, or just plain having fun.

All of this is done via a mechanical linkage built into the Weber so you will find it simple to take advantage of this feature.

Another interesting feature of the DGV/DFV series carbs is that there are 2 separate circuits that provide the correct fuel/air mixture, throughout the entire rev range of the

engine. These circuits act like 2 carbs in 1 with the low speed (idle) circuit feeding the engine the proper mixture up to approximately 2500 rpm and a high speed (main) circuit to take care of the engine's needs in the upper rpm ranges. Both of these circuits are tunable via changeable jets. (All of our kits come pre-jetted for each application based on a stock engine). If you have made any modifications, you will find it quite easy to 'dial in' the Weber to match the needs of a camshaft, higher compression pistons, etc.

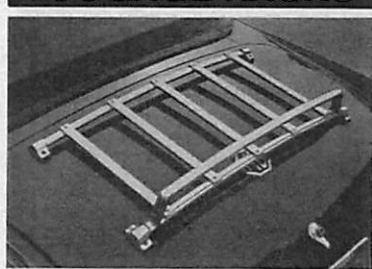
The installation of our kits has been designed to make it almost as easy as the replacement of the original carbs. If you are able to do a complete tune-up on your car (including setting the valves) you probably possess the skill to install a Weber conversion, as each kit comes with complete instructions to make the switch to Weber carburetion an effective way to improve your fun.

## VALVE COVER



This traditional accessory will brighten the appearance of your engine bay and muffle valve noise. It fits all MGA & MGB engines, but has no provision for attaching a crankcase breather. (Re-route the breather to your air cleaner). Cap, rubber bushings, and washers are included; order a new gasket (part #296-310) if your needs replacing.

## LUGGAGE RACKS



These brightly chromed, 'factory' luggage racks are the originals offered by British Leyland dealers when the cars were new. Easy to install, durable, and attractive.

244-010	MGB (from '75 on)	\$79.95
244-040	Spridget	\$79.95
244-050	TR7	\$79.95

PRICES VALID THRU DECEMBER 15, 1985

## BUSH KITS

Works better and lasts longer than the original bushings. These are factory original bushes as fitted to MGB V8's and highly recommended for MG TD/TF, MGA and MGB.



(Complete set of 4 does both sides)

280-498 A-Arm Bush Kit \$19.95

224-508 Valve Cover \$74.50

# Chicken On The Grille

BY JAN MACLEOD

*Twice a dark and stormy night  
when Henny out of fright  
flew over the hill  
stuck to his grille  
and rode home on his TD that night*

It was a warm wet night in the late summer of '84. While Hurricane Diana lay off the Florida Coast, heavy rains fell along the cities of the south eastern seaboard. Inspector McLeod was manning his post on the night shift at Paramount Poultry in Jacksonville. As the evening hours drew on toward early morning, and the rain continued to pour down, McLeod regretted that he had chosen that evening to drive his MG TD to work. The clock showed 1:55 am as McLeod reached for his rain coat and scotch cap and hastily made for his car. It had been a long night and he hoped to get the TD home before it floated away.

Some 20 minutes later after connecting with I-95 he had made the Orange Park Exit and was soon pulling in the drive of his residence. Leaving the car light on, he dashed to the garage door, pulled it up and switched the light on. Then something strange happened. As McLeod returned to the car to pull it inside, he noticed a very wet and bedraggled white hen, perched on the splash apron of the TD. She was hunched against the radiator with a look of terror in her startled blue eyes. McLeod let out a hoot and pulled the chicken and the car inside.

Too surprised to fully appreciate the fine features of this newly acquired hood ornament, he sought to find someone else to share this moment. Now in the meantime yours truly was fast asleep in a warm bed having dreams of Robert Redford in color. McLeod comes creeping into the bedroom

with a mad giggle, awakens me, and asks that I follow him to the garage... in the middle of the night. Rubbing the sleep from my eyes I reluctantly went to the garage. There sat this soaked chicken stuck to the front of the TD. It was the funniest looking sight. We laughed until we cried.



But for her bravery and heroism, she would have been on the menu at Bojangles the very next day. Somehow there she was. She must have flown over the fence at the plant and found a place to hide, before the harrowing ride down the expressway in the rain, on this most unlikely perch. Some 4 months later now, she is big and fat and only looks complacently at the plastic brown egg (placed in her pen for incentive). No eggs yet, but all things considered, who could eat Henny Penny????

The above story appeared in the Suncoast Classic MG Club's newsletter and was submitted by the Sanders of Hudson, FL. Story written by Jan Macleod of Jacksonville, FL.

# Tech Tips

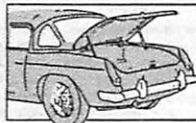
## PROP PROBLEMS

Many owners of MGB roadsters from 1971 on have trunk lids that are bent or creased. This is caused by the telescopic trunk lid prop fitted to these cars which replace the 'rod type' props fitted to earlier models. The trunk lids on these cars are very heavy and require more support than the original BL design allows.

One can correct this problem by adding a second prop to the right side of the trunk lid. This addition allows the lid's weight to be evenly distributed and keeps the lid from bending.

First purchase a second trunk lid prop (Moss part #457-465). Then, using scrap sheet metal, fashion two brackets to hold the new prop in place. These new brackets must be attached carefully to insure that they are the correct distance from the edges of the trunk opening. If this distance is not the same as on the original prop, only one of the props will latch causing us to be again using only one prop. These brackets can be attached using bolts, pop-rivets, or (for the well-equipped enthusiast) welded on. After attaching the new prop be sure to grease its track and oil the latches, not only to ease operation but also to prevent rust.

Although the addition of a second prop does make it a little more difficult to close the trunk, it does go a long way to extend the life of your MGB's trunk lid.

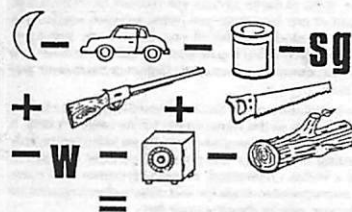


David R. Farlow  
Cambridge City, IN

# PUZZLE

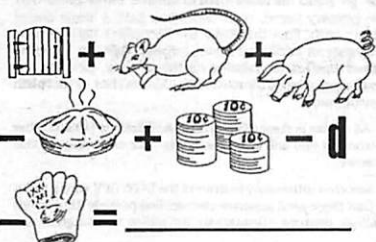
SUBMITTED BY GEORGE JARDIN OF WALNUT CREEK, CA

The following puzzle was submitted to Moss Motoring by George Jardin of Walnut Creek, CA. Send us your answer for a drawing of all the correct answers. The winner will



\*Please send to: Editor, Moss Motoring, P.O. Box MG Coleta, CA 93116

receive a \$25.00 Gift Certificate good on your next Moss mail order. The answer and the results will appear in the next issue. Entry deadline is December 15, 1985.



## OIL CLEAN-UP

To demonstrate the integrity of his Hispano-Suiza cars, Marc Birgit would drive a production model from Paris to Cannes and back and then park on a white linen sheet with nothing else showing but tire marks. Your Triumph was never built to the exacting standards of the Birgit, but it can be maintained or rebuilt so that it will never commit an indiscretion on your or a friend's driveway.

The valve cover is the most likely spot to spring a leak and often requires no more than a bit of tightening or renewal of the fiber washers underneath the locknuts. If you do a fair amount of work on your car, the valve cover will be on and off several times a summer. The standard valve cover gasket is OK for a new engine. For a more mature vehicle, you will have to straighten a few warps & bows before installing a new gasket.

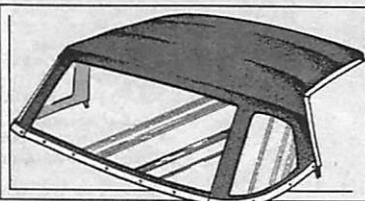
Oil leaking from the bottom of the engine is probably due to loose oil pan screws or an oil pan gasket that has reached retirement age. Put the car on axle stands and try tightening the bolts holding the pan to the bottom of the block. If this doesn't stop the flow of oil, then there's no way around the problem except to put the car back up on stands, drain the oil, drop the pan and clean off the old gasket. This is an afternoon's job since the TR chassis has no cross-members to make removal of the pan interesting. Clean the pan of sludge while it's off and check small end and main bearing clearances if oil pressure has been low. The gasket should be assembled between the pan and block with Permatex or other sealant, remembering that the number of holes is different on the front and back of the block.

Another place oil leaks from the engine is the timing chain cover, either around the gasket or at the front oil seal. In any case, the fan has to come off to remove the cover which also means that the radiator must be removed.

Because the crankcase and valve cover gaskets are the biggest ones on the engine, often they will spring an oil leak through no fault of their own. If the PCV valve (top and rear of engine on the carburetor side) is blocked or the hoses in or out are kinked, then pressure from combustion products leaking past piston rings (engine blow-by) can build up inside the engine and force oil out. Since these two gaskets show the longest face to the interior of the engine, then they are most likely to leak. Cleaning the PCV valve and ensuring the hoses are open is an essential part of eliminating oil leaks. Earlier TR engines vented blow-by directly to the air through an oil filler cap filled with metal mesh. While this efficiently removed the crankcase gases, it also took a fair amount of oil with it, depositing them on the engine and other places in the engine compartment. There's no hope for an engine in this state except to go for a ring job.

Keith Dannacker  
Alberta, Canada

## TR6 TOPS

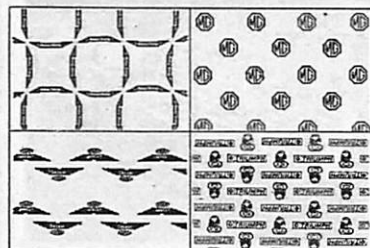


Moss TR6 tops are carefully cut and assembled to original factory specifications from the finest crush-grained vinyl bonded to heavy-weight mildew-proof fabric.

Original Black TR6 top with reflective strip and zip-out rear window 640-150 \$195.00

An economical replacement for all TR6's. Black with zip-out rear window. 640-120 \$129.95 (no reflective strip)

## WRAPPING PAPER



Just in time for the Holidays! This wrapping paper is blue on white and you get 3 sheets (20x30) with each order. Order several and wrap all your presents this Christmas.

221-880 Austin Healey 221-890 Jaguar  
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\$2.50 Value \$1.75 Now through Christmas On \$25.00 minimum order



# First Love

A SHORT STORY CONTRIBUTED BY BRUCE UTTING OF WELLINGTON, NEW ZEALAND

It was 1960, and I was 18.

She was about 12 years older than I, but that didn't bother me, if anything, it made her all the more appealing. You wouldn't describe her as elegant, cute would be more like it. And although she wasn't all that sexy, she sure looked like a lot of fun.

I was working down the road, and for days I watched her sitting there, always in red. It was a colour that really suited her. A couple of times I plucked up the courage to approach her, but there was no response. I couldn't understand the set-up. She was too attractive to remain neglected for long, and she'd clearly had a lot of tender loving care lavished on her at one time. Yet now she seemed almost abandoned. Crying out for love, certainly.

One day I sat astride my motorbike alongside her, just looking and dreaming. After a minute or so, I noticed a minor flurry of activity in a nearby house, and a man came running down the path towards me. I could always accelerate away if he made trouble, so I just sat there, wondering what would happen. As he got closer, I could see that he looked friendly, and I was suddenly hopeful. Could it be that I was going to get somewhere with her after all?

'Are you the bloke who's been leaving notes around?' he asked. 'I'm sorry I haven't responded, but I've had to write away to a mate to ask him what to do with her.' My pulse quickened. I took off my helmet and got off the bike. 'You

'Oh what the hell' he said. 'My mate's left me a barrel of trouble to clean up, and he owes me four months back rent. It's no skin off my nose. Make it ninety-five for the car and slip me a fiver and she's yours!'

I couldn't believe my ears. I'd almost talked myself out of buying it with my sales pitch, but the fact was, I'd have gone to a hundred and fifty if I'd had to. But there it was. We went up to the house, and nipped out a sort of legalistic paper to the effect that he was authorized to sell the car on behalf of his mate, I was buying it 'as is where is' in good faith, the ownership papers would be forwarded in due course, and so on. It probably wouldn't have stood up in court, but it made me feel a bit better.

I nearly got claustrophobia the first time I sat in the car. With the hood up my head touched the clammy fabric roof, there was no room for my feet, although I did have my motorbike boots on, that was true. The steering wheel was so big, and so close to my chest I didn't see how anyone could drive her. The windscreen was only about 6" deep, and most of the view seemed taken up by the wipers! The sidescreens were virtually opaque yellowing perspex, and the back window was too small to see out of. I could certainly understand why they called them MG Midgets, although I hadn't realized that it helped to be one to drive one. Still, she felt great. Great!

My long-suffering father towed me home, and on the way, I slipped the little car into gear, hoping she might start. The first time I tried this the clutch felt funny, and there was a terrible grating noise from the gearbox, which I figured was probably something to do with the clutch being stuck. But she freed up, and the engine turned over quite smoothly, although Dad's Zephyr was grunting a bit. But she wouldn't fire up. Probably just out of petrol I thought.

Still, wouldn't do any harm to let her keep turning over for a while to blow out the cobwebs. Maybe the generator would put enough juice into the system to start the fuel pump ticking over. Suddenly there was a terrible rending noise immediately below my seat, followed by a loud metallic scraping as something dragged along the road. I tried desperately to get Dad's attention, but fortunately it soon proved unnecessary as the extra drag made the tow-ropes snap.

We coasted to a stop, and I got out, feeling numb. But it could have been worse. It was only the drive shaft, dragging on the road after a flimsy-looking fabric universal joint had broken. The end of the shaft looked a bit mangled, but it was just torn bits of rubber and canvas. Nothing serious, but a timely warning that she was a bit on the fragile side.

Eventually we made it home, after a few more heart-stopping moments, when it took all of the strength in my leg to get the brakes on hard enough to avoid pranging the back of Dad's car when he went downhill. Still, she was built to go, not to stop, wasn't she?

Days of happy work followed. Finding out why a car won't go is a process of elimination. Start with the obvious, simple things first, and if they're OK, progress to the trickier areas.

**She was an MG,  
she was running,  
and she was mine.**

In this case, the obvious was a stuffed battery, which made a bit of a dent in the old exchequer, and petrol, which was to be expected. What was not so obvious were the corroded points in the fuel pump, the stuck needles in the SU carbs, the perished insulation on the plug wires, and without wanting to get technical, a few other really tricky problems. Still, finding all of these made me feel clever, and eventually the day came when she burst into life, blowing clouds of blue smoke for a few moments before settling into a lumpy idle. That was when I found out that the exhaust system was shot too, but it didn't matter. She was an MG, she was running, and she was mine.

I'd adjusted the brakes, and made up a new universal out of the side of an old tyre. To my surprise, she easily passed her warrant check, although to be truthful, the mechanic was too big to get into the car, so he had to take my word for it that the brakes were up to scratch. They were too, if you had legs like Samson.

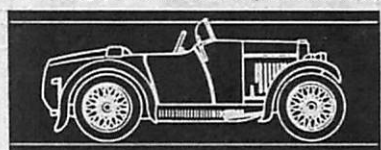
An idyllic few days followed. My mates were a bit jealous. It didn't bother me. She was no XK 120 Jag, but so what?

I did notice that she was getting harder to start, even

though I'd forked out for a new battery. It soon went completely flat, and I was a bit unhappy, but guessed it must have a short somewhere. So I charged it up and kept driving, for a few days more, when it went flat again. Eventually I figured out that it wasn't getting a charge, and in due course, I discovered why.

Early MG's had the generator mounted vertically in front of the motor, driving the overhead camshaft. I'm getting technical again, but basically, this was not a good arrangement, and was in fact, the Achilles Heel of these cars, and the old Morris Minors as well. The problem was that oil could leak down into the generator and stop it charging. A repair was not all that difficult, but did necessitate partly stripping the engine, and forking out a few bucks to have a modern seal fitted.

I was under a bit of financial pressure by this time. I'd had to borrow to pay for such frivolities as insurance for the car,



and registration, and although I was trying, the Triumph motorcycle would not sell as it was winter. So even a few dollars for a new oil seal was beyond me. My Uni studies were suffering a bit too, as I was burning the midnight oil in the garage, instead of at my desk. I was under pressure from Mum and Dad, from the bank, and from a neighbor, who coveted the car and had the money to tempt me.

And so, in a fit of depression, I caved in and sold it. For two hundred and eighty dollars.

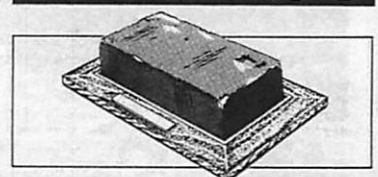
Nearly a hundred profit I was elated. It was fantastic! But on the other hand, I was heartbroken to see the car go. She had real character, and I had hardly gotten to know her. I'd received her ownership papers through the post a few days previously, and had added my name to the forty or so already there. These made fascinating reading. Most dated back to the early days of the war, and nearly all gave their address as care of Wigram Air Force Base, Christchurch.

I could imagine her then. She must have been in her element. Hood down, covered with laughing bobs as she careered from party to party, trundled around the base, or stood parked by a Tiger Moth, looking rakish. What tales she must have been able to tell. Stories of windblown young men and girls, stories of the carelessness of youth.

But one by one they'd got their wings, sold her to a mate, and left for service overseas. Doubtless most of them soon sacrificed their innocence defending a country they'd never lived in against an enemy that, if truth be told, was probably much like them.

Yes, I'd made a quick buck, but I'd left a little of my own innocence in her worn little cockpit, full of those big whirling instruments and the nostalgic smell of hot oil. She was a symbol of idyllic days long gone. I'd give anything to have her, and them, back again.

## SOUVENIR BRICKS



A real piece of history, in every sense! These bricks were saved from the actual buildings at Abingdon where MG's and Austin Healey's were built. Supplied mounted on a polished hardwood base with a brass plate verifying the brick's authenticity, signed by the great John Thornley and Sid Enever. A must for the true sports car buff's memorabilia collection. Supply definitely limited!

229-670 Souvenir Brick \$49.95

## For a 1931 MG 'M' Type there were few chances I wouldn't take...

must be the Bruce on the notes' he said. 'Well, what do you think of her?' She certainly looks OK, but does she go?', I said. I heard a snort of disgust. I thought it was the chap I was talking to, but later I wondered. Maybe it was her. She'd certainly met my type before. Does she go? he spluttered. 'Does she go? Course she does, or at least she did a few months ago. The battery is probably flat now. Anyway, she's for sale. As is where is' so you'll have to take your chances.'

For a 1931 MG 'M' Type there were very few chances I wouldn't take, particularly if the price was right. And she was for sale! I walked around the little car, taking it all in for the umpteenth time. The skinny tall wire wheels with their narrow tyres, narrower than those on my Triumph motorbike. The octagonal hubs with the big MG on them, they looked like knockoffs but weren't, the wheels were held on with four big nuts. The lovely rows of louvers on both sides of the tall narrow bonnet, and even across the top. She looked 'right' from every angle. Her red paint was unmarked, but badly faded and oxidized from months parked in the weather. Someone had obviously gone to a lot of trouble to do her up at some stage, but why had she been left to rot? It was strange, and a bit suspicious.

'What's the story I asked. How come she's been neglected all these months?

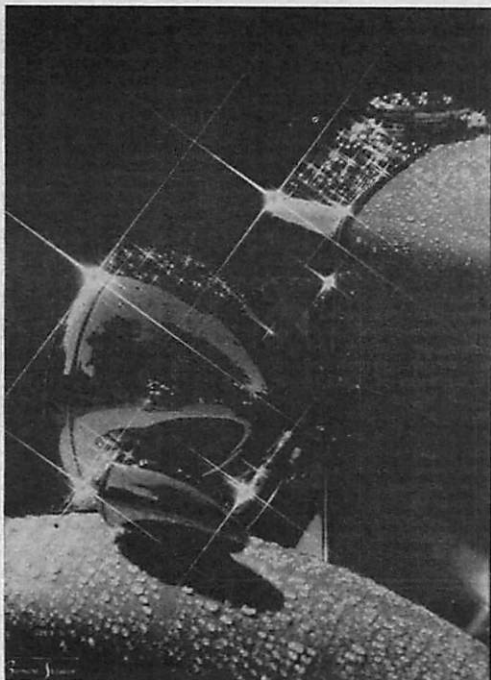
It transpired that she'd been restored all right, but her owner had decided to try to pick up some cash working in Australia over the summer, and had only just written to his mate advising him that the pickings were so good he'd decided to stay. He'd asked him to sell the MG for what he could get. No price had been mentioned, so it was a case of 'make an offer'.

I hated these situations. You never knew where to start. If you offered too much you'd kick yourself later, and too little often proved insulting. With a car as rare as this one, there was no telling how much she was worth. Still, there was one way to approach it. I had one hundred and forty in the bank, so that would have to be it. Take it or leave it!

The owner's mate hummed and hawed. It didn't sound like much for such a little beauty. He'd have to phone his mate in Aussie and that'd cost money. Anyone could see she was worth more than that. It had cost more before it was restored. And so on, ad infinitum.

'Look! I said. It's really quite simple. A hundred and forty dollars is all the money I've got in the world. The car's probably stuffed. I don't know whether it goes or not. It's got no Warrant of Fitness, and the registrations run out. You probably haven't got a signed change of ownership form, and I'm taking a heck of a chance offering you anything at all. For all I know it's not yours to sell. So I may be a fool, but a hundred and forty it is. Take it or leave it.'

# PHOTO CONTEST WINNERS!



1st Place

## 1st Place:

**Bernard Stelman**  
Wethersfield, CT.  
His MG TD was shot  
with a Nikon FE

## 2nd Place:

**Raymond Riggen**  
Morrison, IL  
His MG TD was shot  
with a Nikon F.

## 3rd Place:

**Fred Egan**  
Kirkland, WA  
1951 Jaguar XK120.



2nd Place



3rd Place

## Honorable Mentions:

1. **Richard Toronto**  
Vallejo, CA
2. **Stan Loewen**  
Mt. Lake, MN
3. **Joanne K LaMonte**  
Los Angeles, CA
4. **Stephen E Thomas**  
Buffalo, NY
5. **Richard A Carr**  
Springfield, VA
6. **Jim Mayer**  
Boulder, CO



4



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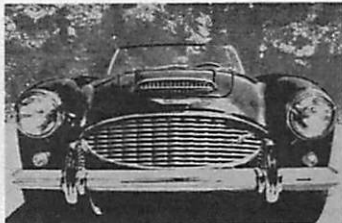
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9

# MGB REBUILT ENGINE SPECIAL OFFER

**Normally \$1,625      Now Just \$1,395**

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**SHIPPED BY TRUCK AT NO CHARGE TO YOU**  
(Continental U.S. only)

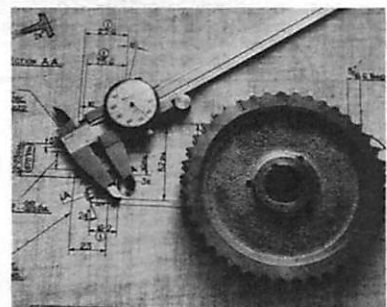
Rebuilt by skilled technicians in our own workshops, these engines are all hot-tanked, magnafluxed, rebored and assembled with careful attention to critical tolerances. Every engine contains at least the following:

Reground crankshaft	Reground camshaft	New cam bearings
New rod & main bearings	New pistons & rings	New wrist pin bushings
New rockershaft & bushes	New timing chain	New oil pump
New valves & springs	New gaskets & seals	New pressure relief valve

The finished assembly is painted the correct color and packed for careful shipment to you. For full details of delivery and ordering procedure, please call the Moss Rebuilding Division at 301-937-0313. (Sorry, no information available on our Toll Free lines)

## Product Development Update

Based on customer comments, information regarding new reproduction parts is of major interest to a great many of our valued customers. We are pleased to report that our product development department is finally turning the tide on hundreds of items that had been discontinued in recent years and months by British Leyland. Although BL (now the Austin Rover Group) generally maintains stock of most replacement parts for at least 7 years, parts for late model MG's and Triumphs are being discontinued at an alarming rate. This is largely due to the fact that the models and even the factories where they were produced were discontinued and/or destroyed over 5 years ago.



Our purchasing department works closely with product development to advise them of newly discontinued products. In many cases we are able to resource, retool or otherwise reproduce these products before we totally exhaust our supply of factory parts. Incidentally, our policy of stocking genuine factory original parts whenever possible remains unchanged.

Our inventory of MGB parts is now better than ever while our TR 6 inventory is steadily improving in spite of the demands caused by the introduction of our complete TR 250/6 catalog earlier this year.

While 'resourcing' discontinued items so as to not interrupt the supply is a little like putting out brush fires, reproducing long obsolete 'Goodies' is another story.

Chris Nowlan and Wally Harriman, our product developers, tell us their greatest satisfaction is in developing those 'Goodies', items that were discontinued long ago. Enthusiasts really appreciate the attention to detail that goes into so many of our fine reproduction items and some never cease to be amazed at how seemingly obscure some of our new product additions can be.

Our new cast alloy MG T-series racing screens may seem like a product that's 20 years past its peak, but to the diehard, fold down the windshield, bugs in the teeth brigade, it is just what good old Cecil Kimber would have recommended. (Besides, Chris Nowlan wanted a pair for his TCI) Chris says other particularly satisfying products include our redesigned side curtains for Austin Healeys and MGA's, a particularly challenging set of dash knobs for TR4's and our range of spring spoke steering wheels for early MG's and Austin Healeys.

Product development currently has over 200 products in various stages of development. Due to the inevitable production snags and delays on new items, we are reluctant to advise when an otherwise obsolete product might again be available. While we are committed to producing any and all obsolete parts for which there is reasonable demand (this translates into your valued support!) we can't reproduce everything as fast as we would like and priorities must be made. Your input is most valuable in determining what obsolete components are most urgently needed. While we are unable to acknowledge your suggestions, your input sent to us on the adjoining product suggestion form will assist in 'Maintaining the Breed'.

NAME \_\_\_\_\_  
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ADDRESS \_\_\_\_\_  
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STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_  
PRODUCT SUGGESTIONS \_\_\_\_\_  
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**MOSS**

Moss Motors Ltd.  
Attn: Chris Nowlan  
P.O. Box MG  
Goleta, CA 93116

Chronicles FOR THE BRITISH SPORTS CAR

## MGA ON FIRE

BY JOHN KEEFAUVER CARMEL, CA

In the mid-sixties I was driving my MGA from Carmel to Santa Barbara along the California coast when I smelled something burning, then saw smoke coming from the seat I was sitting on. At first I thought I'd caught the seat on fire with embers from a pipe I was smoking. I stopped immediately, and when I jerked up the seat, flames came up, too.

Fortunately, I had a bottle of red wine in the trunk, which I grabbed and poured on the fire. What a stunk! But it worked.

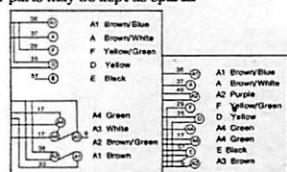
I still have my A and I still have a hole the size of a half dollar in the floorboard, right above the exhaust pipe. Somehow the hot pipe had been knocked up against the wooden floorboard, I learned when I put the car on a lift at the first service station I reached. I pulled the pipe down and all was, and has been, well.

**You can avoid adventures like this by fitting our exhaust pipe heatshield (#451-728).**

'Chronicles For The British Sports Car' is designed to let you, our readers, share those incredible stories from the road. Send us your story along with your name and address and Moss will send you a \$10.00 dollar Gift Certificate good on your next counter or mail order.

## Regulator Interchange

The Lucas RF 95/2 (Moss part number 141-900) nine post regulator which incorporated a fuse box was replaced in 1951 by the Lucas RB 106/1 (142-000) regulator and SF6 fuse box (162-500). The nine post has since become a rarity. It is perfectly acceptable to replace a bad nine post regulator with the later regulator and fuse box. No permanent modification need be made; the wiring remains the same (except for a change of color in the horn wires) and nothing need be deleted or added. If a working nine post is found it is an easy matter to revert to the older system. The newer parts may be kept as spares.



## SPARK PLUGS

Stock up now and save! Top quality British Leyland/Unipart spark plugs. You won't find these at your local auto store! Long lasting plugs for the most classic applications—now available to you at this everyday low price. **95¢ ea.**

**Part # 175-015**

for Austin Healey 3000, Sprite (948 & 1098 engines), Jaguar (3.4 & 3.8 engines), MG Midget (948, 1098, & 1500 engines), and Triumph Spitfire (1974 thru '80), Stag and TR7.

**Part # 175-025**

for all Jaguars with 4.2 liter engines

**Part # 175-035**

for all Jaguars with V-12 engines

**Part # 175-045**

for MGA, MG TD (from (e)22735) & MG TF, Austin Healey 100 & 100-6.

**Part # 175-055**

for Austin Healey Sprite (1275 engines), MGB & MG, Morris Mini, Triumph TR250/6, GT6 & Spitfire ('67-'74).

**Part # 175-065**

for Triumph TR2 thru TR4A & Spitfire ('62-'66).

**Part # 175-075**

for MG TC & MG TD (up to (e)22734).





# CLASSIC-FIED ADS

We accept advertisements for British cars only; no parts ads please. One time insertion is \$30.00. Publication is quarterly; the deadline for the next issue is December 15th. We suggest you place your ad well in advance, and limit it to 50 words or less. Cars which are realistically priced have a better chance of selling than those which are unreasonably priced. Due to space availability, ads received near the deadline may be held for the next issue. Late ads will run in the next issue unless the advertiser specifies current issue only. Please include your name, address, zip and phone number.

1965 AUSTIN HEALEY MK3000: Original owner, 20 years excellent care, very clean, garaged. Zero miles totally rebuilt engine October, 1984. New tires, battery, stereo AM/FM/Cassette, 2 Pirelli snow tires, red paint, original black interior, 92,111 miles. Major surgery dictates reluctant sale. \$14,450. John Tasso, 691 Williams Dr., Winter Park, FL 32789. (305) 647-6651.

1959 AUSTIN HEALEY 100/6: 2 door roadster. Very good condition. Red with black convertible top & interior. \$6000 OBO Margie & Bob Rahilly, 8202 E. Cypress, Scottsdale, AZ 85257 (602) 945-3085.

1974 1/2 MGB ROADSTER: Limited Production, 1975 Body with 1974 powertrain (10 HP extra), grey with black interior, engine strong, clean interior &

exterior, perfect for restoration, \$1950 OBO Roberto Ilagan, 15271 Nantes Circle, Irvine, CA 92714. (714) 559-7137 eves & weekends

1967 Austin Healey BJ8 3000: Less than 9000 miles on rebuilt engine. New tires. Two coats of white lacquer on an undented body. Upholstery, carpets and top redone like new. Owned since 1976. \$8500. F.G. Zepeda, 1241 Brookmere Rd., Pasadena, CA 91105. (818) 441-4939.

1967 TR 4A: Original, excellent condition, runs good, looks good. Completely rebuilt engine. Original green paint with black interior. Wire wheels, good tires. Needs no work - drive it home \$2500. Bob Green, 9900 Tunney Ave., Northridge, CA 91324. (818) 886-4931.

1953 MG TD: Beautiful classic, black with new red vinyl interior, wood floorboards recently replaced. In 1984 owner spent \$8300 on rebuilding the engine, gear box, and fuel system. Body and chrome are in excellent condition. Pictures available. \$13,500 or best reasonable offer. Call or write to: Thomas Knobloch, 10047 Buffon, St. Louis, MO 63123. (314) 631-3235.

1933 MG Z: Cycle fenders, body in original condition. Needs upholstery & top. Engine and transmission are in excellent condition and correct \$3700 OBO. Consider trade for twin cam, etc. Dave Burrows, 7440 Cascade Woods S.E. Grand Rapids, MI 49506. (616) 942-1562

1972 TRIUMPH STAG: The most classy and classic of the Triumphs. Red, automatic, power steering, power windows, wire wheels, 55,000 miles. Body, upholstery, running gear, instruments and removable hardtop all in excellent condition. Very realistically priced at \$9000. Dick Kandt, (818) 919-5052.

1958 MGA ROADSTER: Rebuilt engine and transmission. Runs beautifully. New top and chrome, knock-off wire wheels. \$2700 OBO. Write: John Carroll, CG Group YBI, San Francisco, CA 94130. (415) 261-6236.

1957 AUSTIN HEALEY 100-6: Electric overdrive, new Michelin tires, wire wheels. Runs perfectly. Looks like new \$10,500 or best offer. Also 1961 Triumph TR 3-A rebuilt engine, transmission, overdrive. Approx. \$3000 invested in car. 80% restored. All parts, labor documented. \$4000 or best

offer. David Bjorall, 409 Unumb Dr. Alexandria, MN 56308. (612) 762-0533 or (612) 763-4023

1968 MGB-GT: New red paint, interior, front suspension, shocks, steering, tires, battery, FM/Cassette deck w/ auto reverse. Has wire wheels, rebuilt engine & speedometer. Extensive restoration work. \$5000. Brian Yarbrough, 8960 Village Ave., Sun Valley, CA 91352. (818) 768-6013 or (818) 768-0149 after 6 p.m.

1959 MGA TWIN CAM ROADSTER: Red, owned 23 years, engine rebuilt in Sept. '84, interior redone July '85, last ground up 1978. Very nice condition & completely original. Manual & parts book. Spare engine. \$7600/negotiable. Carl Gaderian, %Chief Train Dispr., 1600 Vernon St., Roseville, CA 95678. (916) 782-6068.

1971 MGB/GT: New muffler set. No spin differential 4 speed with overdrive. Chrome (roof) luggage carrier. Hatch back platform insert. Cherry body, needs head gasket, paint, interior work. Restorable, will start negotiations at \$4000 or best offer takes Jack Reedy, 12725 Harlow Ave., Riverside, CA 92503. (714) 735-3886.

1956 MGA-B: New paint, top and radial tires. Roll bar, tuned spoke wheels. Recently overhauled engine. Extra parts. \$2800. Steve Christensen 1910 S 9th St. Lebanon, OR 97353. (503) 258-8159.

## Need A Moss Catalog?

Moss offers you a full line of complete and comprehensive catalogs. Beautifully detailed illustrations of each car, makes finding the parts you need easy. Tech tips and accessories also aid you in the restoration, maintenance and enjoyment of your British classic. Send \$3.00 today for each catalog, and we'll send you a \$5.00 Gift Certificate good on your next mail order. (specify catalog by checking appropriate box)



### CURRENT CATALOGS:

MG T Series	<input type="checkbox"/> MGT-20
MGA	<input type="checkbox"/> MGA-11
MGB	<input type="checkbox"/> MGB-02
TR 2-4A	<input type="checkbox"/> TRI-01
TR 250-6	<input type="checkbox"/> TRS-01
AH 100, 100-6, 3000	<input type="checkbox"/> AHY-04
JAG XK120, 140, 150	<input type="checkbox"/> JAG-06
TR 7	<input type="checkbox"/> TRZ-01

### CATALOGS IN THE WORKS:

SPRITE/MIDGET	<input type="checkbox"/> SPM-01
SPITFIRE/GT6	<input type="checkbox"/> GTS-01
JAGUAR XKE	<input type="checkbox"/> XKE-01

## Electrical Smoke

The following was sent by Bob Goldman from our East Coast facility to our computer center here in Goleta. It seems he was having some trouble with his computer terminal. He credits a story he'd read some years ago with the original idea. We thought it was worth passing on to our readers . . .

As I understand it, electrical components use smoke as an operating fluid. Have you ever noticed that when the smoke leaks out of an electrical item, it no longer works? Sometimes, if the leak is small, the device continues to function after the leak is fixed. A large leak is usually fatal.

Further evidence of this theory is provided by the following example. A plug (smoke feed pipe) is placed in a wall outlet. The device develops a leak, so the feed pipe is removed from the outlet and the leak stops.

Experimentation with Lucas electrical systems tends to bear out the original hypothesis. In our case, however, something else must be at fault as no smoke has been seen to leak out of our terminal.

Hmmm, I wonder. Does the smoke have to be visible? Food for thought, as they say. I hope this helps you figure out our problem as well as answer some questions you may have had concerning the B1800.

### Goleta, California

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P.O. Box MG 7200 Hollister Avenue  
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East Coast Warehouse & Distribution Center,  
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### Order Toll Free:

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If busy try 800-638-0257 in the USA

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