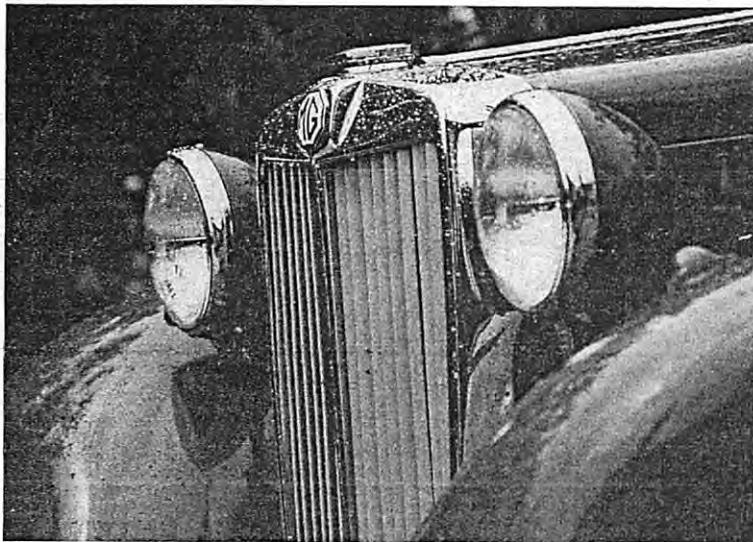


**moss**

# Motoring

VOL 3 NO 3 Summer 1985

## DAY OF RAIN MARQUE PARADE



### Day of Rain Marque Parade of Enthusiasts

Moss's Rockaway New Jersey facility played host to the first and second Marque Days of 1985. The first, co-hosted on March 23rd by the New Jersey MG T Register attracted approximately three hundred enthusiasts who enjoyed free Moss catalogs, our special free shipping and the ten percent discount at our sales counter as well as the special offers on Moss parts. Rain drove most of the crowd indoors, but the flea marketeers and hot dog vendors reported brisk business in spite of the weather. Customers at the parts counter were five deep at times but no-one seemed to mind as good cheer prevailed.

The second ECF MG Marque Day was held on June 1st and was co-sponsored by the New Jersey Centre of the MG Car Club. Another large enthusiastic crowd attended who thoroughly enjoyed the event- this time in the sun! This was our second year for the MG Marque attracting a larger crowd than last year.

We at Moss are very excited and pleased by your participation and are looking forward to next year's prospects. We would like to thank all who participated and helped Moss Motors make our first 1985 Marque Days some of the best ever!

## MGA CATALOG . . . Soon To Be Released

MGA edition eleven, the latest in the Moss comprehensive catalog line is set to appear in about 2 months.

Our new MGA catalog includes tech tips and production information as well as the most comprehensive coverage of MGA parts available anywhere. A large selection of books and accessories, many produced by Moss Motors, help make this the best MGA catalog we've ever produced.

Edition eleven features completely redrawn illustrations with revised and clarified applications of all the mechanical, electrical, body and trim parts on the MGA, as well as many new products offered here for the first time.

If you are an active MGA customer you will receive a free copy of this catalog automatically. If you are new to us, a note or phone call accompanied by three dollars will quickly get you a copy.

Our recent update featuring new products and highlights of special items as well as the current issue of Moss Motoring will accompany your new MGA catalog. All this makes that three dollars the best money you can spend on your MGA! Remember, catalogs are only a dollar with your parts order.

## MOSS SURVEY RESULTS

Responses to our customer survey (Moss Motoring Vol 3 #2) are still coming in. Your participation was beyond our wildest dreams- we needed extra help to wade through the mail.

We have reviewed the results and would like to share some of the highlights with you.

The overwhelming majority of your responses were complimentary-some exceedingly so. A very few were not so felicitous, and yet were stated fairly and objectively, expressing concern for specific problems. We do realize that we can't please everyone all the time, but are making an effort to do so.

Most people look forward to receiving Moss Motoring. The most popular features are the tech tips and the sale items included in each issue.

Seventy percent of our respondents have one car, 21% have two and 4% have four more. (We're acquainted with a few of these folks.) A not surprising 60% of these owners carry out all of the work on these cars which are used for pleasure by 51% of the respondents. Twenty-three percent use the car for daily transportation and 25% for therapy, which we hope includes a large amount of time on the road.

According to your responses, Moss catalogs are practical and easy to use and are often viewed as being better than the factory parts lists. Sixty nine percent felt the illustrations were clearly presented with 28% of the users finding them above average. Both the Moss Motors catalogs and the factory service manual are consulted when technical help is needed by a majority of the respondents.

Adjustable steering wheels for the TR 2 & 3 and Jaguar Brooklands steering wheels were on the list of parts our customers want to see reproduced. ('My whole car' headed one list!) Although we are currently developing several dozen new parts, whole cars we're sorry to say are not on the current list! There is a demand for 'factory' radios. This is interesting as almost no British sports cars were sent to the U.S. with radios installed. The great majority of cars were fitted with whatever the dealer had on hand, usually something 'universal' from Motorola. Radios from the '50s and '60s are found in quantity at most swap meets. NOS units are still available and priced reasonably.

Sprite/Midget and GT6/Spitfire parts were included on many lists, reflecting the recent surge of interest in these cars. Both these projects are in the development stages. The Spridget catalog will be out soon, following the comprehensive MGA catalog, edition 11. We greatly appreciated the suggestions from our customers. Your ideas and needs play a big part in determining what is eventually offered.

Moss parts quality is met with approval by the majority of our customers; 98% to be exact. Our pricing was viewed as fair value for the product by over half of the respondents. Twenty two percent found our pricing usually very reasonable.

In comparison with other British specialists only 8% found us 'average', the majority perceived us as 'better than most' or 'far superior'.

There are other suppliers in our market, and some of you order from them when necessary. In a constantly growing and changing market it is difficult to cater to every need, but we find a number of you willing to plan your purchases in view of future needs just as we must if we are to earn your loyalty and stay in first place in the British parts business.

We feel our sales staff are the best in the business and your responses bear this out; 98% of you felt they were knowledgeable and willing to help. High marks were also scored by our warehouse and shipping crew.

We hope that you have enjoyed participating in our survey- we have found it a very worthwhile project and value each of your responses.

# EDITORIAL R B HART

Getting the wrong parts for your project is frustrating and time consuming for all concerned. We at Moss make every effort to see that you get what you have ordered and that what you have ordered is the appropriate part.

Here are a few hints that will help you to get 'the right stuff' in the least possible time.

Make sure that what is out in the driveway is what you are ordering the parts for. As basic as it seems, the differences in some of the British car models are very subtle and it is easy to misidentify your car. We realize that not everyone is conversant with the wild array of models, types and numbers that make up the British nomenclature, but if

you are not sure of what you have, get some help from someone with experience in the marque. A little research will pay off not only at the parts counter, but at the car meet as well.

If you do not have the Moss catalog for your car, please let us provide one. If you are a regular customer, you will receive regular mailings of our updates and catalogs as they are issued. If you have missed the most recent catalog which applies to your car, we are always glad to send one. Our sales staff are always ready to help you, and will see that a current catalog is included with your order should you desire.

Make up your parts list before you call. Please in-

clude our part numbers and descriptions and check that your quantities are correct. Have your customer number and credit card numbers at hand, then double check your list. A transposed number can get you a set of pistons instead of a shift boot!

When you receive your order, check the contents of the package against the packing slip. Any back ordered items will show up on this slip. For your convenience use our 'back order OK' system. Using this system, any items not available at the time of initial shipment will come to you automatically, as soon as we are restocked.

The importance of test fitting parts before installation can't be overstressed.

We cannot accept items for return that have been altered or soiled in an unsuccessful attempt to fit them. Soft goods such as tops, tonneaus, seat kits, and the like are especially susceptible to damage by installation and it is important to make sure that the item at hand is the item that you ordered and that it is correct for the application intended.

We realize that getting the wrong part is frustrating at best, and of the thousands of orders that are shipped from all three Moss locations each month very few are incorrect. With your help we can insure that all orders are 'the right stuff.'

# Letters

## WELL PLEASED

Gentlemen:

I have been well pleased with the quality of your products, the promptness of your service and the conduct of your business in an ethical manner. You and your products were recommended to me by people that have used Moss Motors and have been very pleased with the results. Incidents have been related to me by people that have used Moss Motors and have been very pleased with the results. Incidents have been related to me that indicate how well Moss stands behind its products and service, which is a major reason for doing business with you. My purchases from you are by mail order which is a golden opportunity for things to go wrong. That has not been the case with Moss, and I do not expect it to be the case. Keep up the good work!

In connection with possible improvements, I would consider the grouping of sale items in your Moss Motoring newsletter by type automobile if possible. Other than that, congratulations on a nice touch that helps maintain the enthusiasm in dealing with these cars.

Michael R. O'Donnell  
Birmingham, AL

## HAD A FOREIGN CAR

Dear Sir:

This is just a short note to let you know that I'm very pleased with the service from Moss Motors.

During the past 10 years I have owned 4 Bugeyes, 2 TR-3's and 2 MGs (also 1 model A Ford, but that was a mistake). During this time I have used Moss Motors numerous times for hard to find parts, and I have never been disappointed.

I'm most impressed with the professional manner of taking orders via the telephone. Your sales people are tops!

I'm in the graphic arts business, and have been for the past 14 years. With this past experience, I feel that I know a Top Quality Publication when I see one, and I must say that Moss Motoring is first rate.

Patrick E. Neibert  
Nappanee, IN

## WANTS A MONTHLY

Dear Moss,

Not only do I look forward to receiving the next issue of 'Moss Motoring', I often go to the mailbox each day hoping that you have decided to make it a monthly publication.

I heard about Moss from the gentleman who sold me my '57 MGA, and have been hooked on you ever since. Your quality parts, fantastic service, and honest, straightforward business practices are a breath of fresh air.

I am a customer for life!

Dalton Smith  
Kingsburg, CA

## JUST A NOTE

Dear Moss Motors:

Just a note to thank you for the service your company has rendered to myself and many others. The excellent parts and technical information have helped keep my '69 Roadster in the best of running condition. For years I've written to many British parts specialists to obtain parts, but no other can match the quality of parts combined with reasonable prices and friendly atmosphere of Moss. Please keep up the good work!

Tony J. Hickman  
Killeen, TX

## COLLECTS PARTS

To Moss Motors:

I buy parts from any source that I can (new & used). For mail order new parts, I regard Moss Motors as No. 1. Keep it up!

The XK Jaguars are my interest. I buy parts for mere collecting as well as repair and restoration.

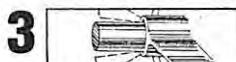
Dan Parpart  
Beaverton, OR

*I used to collect parts... one day I made them into a car.*  
Ed.

## Contents



Results are in and ratings look good!



Complete carb rebuild! Rebuilding bodies and fitting new throttle shafts.



Unique Twin Cams. A look at 3 vintage modifications of MGT engines.



TR's At The Movies. Test your knowledge of Triumph cinema trivia.



Another Great Sale! See pull-out Center section for details.  
Sale valid from Aug 1 - Sept 14, 1985



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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.

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Technical Hints, Tips, Cartoons, Humorous Anecdotes, Photos

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# A COMPLETE CARBURETOR REBUILD

Rebushing carburetor bodies and fitting new throttle shafts is a major part of a proper carb rebuild that is often overlooked. Vacuum leaks due to worn bodies and shafts cause rough idle, poor performance and poor fuel economy.

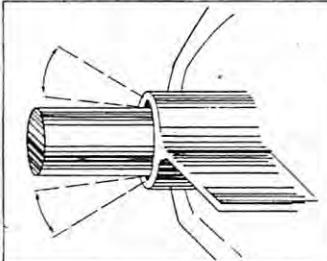
Checking the shaft and body clearance is a simple matter of wiggling the shafts up and down. Any appreciable play indicates wear on the bushings and shafts. Some wear is to be expected, but performance is seriously affected when clearances are over .005. Verification is done with the engine running at idle speed. Spray the joints of the shafts with carburetor cleaner. If the engine speed changes, the shafts leak.

Quite often, the problem can be fixed by simply replacing the throttle shafts. Mark the butterfly plates with a felt tip pen to record which way they face and which way up they are installed, then remove the two securing screws. (You'll have to pinch together the split ends which are widened to prevent loosening, needle nose pliers or pushing with a screwdriver will do this.) Pull the plates out, then slide the shafts sideways till an unworn section of shaft is in each side of the body. Now wiggle them to gauge whether any play is still present. If none, a new pair of shafts will solve the problem. Oversize shafts (if not already fitted) can be purchased to take up a small amount of play. Oversize shafts are about .005" larger in diameter. If the bodies are worn as well as the shafts, rebushing will be necessary.

To rebush bodies, the old bushes (or the bodies, if your carbs don't have bushes) must be drilled out, just short of entering the venturi. Since each side of the carb must be

drilled separately, accurate alignment of the two holes is difficult to maintain. We have found that an easy way to do this is to chuck the proper sized drill in a lathe and run the carb body into the drill with the tailstock center. New bushes are then pressed into the bodies, and reamed to fit the new spindles with the minimum clearance which allows rotation of the spindle. This is best accomplished with a 5/16" adjustable reamer with a pilot long enough to ride in the oversize bush. Sometimes it is necessary to lap the spindle in the bushes.

This is done by chucking the spindle in a hand drill and running it dry in the reamed bushes. Do not use any abrasive compound, the dark oxide that is formed will be enough. Add a drop of oil, and continue until the shaft rotates freely in the bushes. Refit the butterfly plates and



drill the shaft for the adjusting levers, drill the taper pin holes with the throttle completely closed. The drilling is best done from the underside on a drill press with the parts clamped in a jig. The hole must be drilled exactly on center or the shaft will be spoiled.

After the reinstallation of the throttle plates and installing the return springs, the rest of the carburetor rebuild is routine. Keep in mind that the throttle plates must be centralized before the screws are tightened.

If all of this seems rather complex, it is. Rebushing carburetors takes patience, specialized tools, and experience.

The easiest alternative for the average enthusiast is to buy a pair of rebuilt carburetors or have yours professionally rebuilt. Call our rebuilt parts division (301-937-0313) about your carburetor rebuilds.

## Tech Tip

### A 'Knock Knock' That Was No Joke

A knock in a worn engine is relatively easy to diagnose, but what about a knock in a freshly rebuilt engine? Especially one which has been assembled with great care in respect of bearing clearances and piston fit? We recently came across a very annoying problem which had an unusual cause...

Subject: An MG TD engine which had been rebuilt from the bare block up. Virtually all moving parts had been replaced and the engine had, of course, been bored oversize and the crank ground undersize. Re-installed in the car, the engine had good oil pressure, started easily and ran quietly. After the initial period of fast idle (to let the new cam and lifters seat), the engine proved crisp and responsive when revved. Valves were re-adjusted, head nuts re-torqued, and the carbs adjusted. Smoother and quieter than before! So, test drive time....

Problem: About three minutes into the test drive, a rattling noise begins. The car pulls over and the noise goes away while its source is being sought. Everytime the car is driven, this pattern recurs. After a fifteen minute drive, the noise becomes so loud that a chase car following (in case of emergency!) can hear the knock! Again, it goes away within a minute or so of the car sitting at idle. Oil pressure and

water temperature were normal throughout this exercise. Cause: We won't bore you with details of all the attempts that were made to find the source of the knock. Suffice it to say that several partial tear-downs found nothing, so the car was driven for a couple hundred miles to see what happened. The theory was, it would either go away or something would break but, of course, neither happened. When the engine was taken out of the car and dismantled completely, the cause finally came to light.

It was discovered that the pistons were just hitting the cylinder head when the heat generated by driving under load caused the pistons to expand. Apparently, the cylinder block had been surfaced once too often; the pistons now protruded and the compressed head gasket was not thick enough to prevent them reaching the head when they expanded.

Moral: Always check whether your pistons protrude from the cylinder bores when you have had an old block surfaced. If they do, have a machine shop turn off the top of the piston on a lathe, tapering from the outside edge (as many thousandths as necessary) to the center of the piston (no metal removed). The alternative is to run two headgaskets cemented together with a good gasket compound.

## Additional Leather Tips

Dear Moss Folks,

Thanks for the great newsletter! I read your recent leather upholstery tips and from my long experience with leather seats I would like to offer the following additional tips:

1. Consumers should be aware that while 'Lexol' will in fact soften even severely dried leather it will also *darken* it progressively with each application. This is particularly evident on pastel color leathers, any product containing neatsfoot oil will have a darkening effect.

2. Heat and sunlight are traditional enemies of vinyl and leather but *cold* is just as deadly a killer. Extremes of temperature that cause expansion and contraction of leather should be avoided at all costs. Take your leather seats inside for the winter!

3. Dusting and vacuuming seats is, of course, necessary but some cleaning with saddle soap or very mild soap is also required to allow 'Hide Food' to do its best. This should be based on use and done before applying Hide Food.

4. Perhaps the greatest threat to leather seats is the unknown effect of silicone-based polishes and protectants. These products are wonderful for vinyl but spell doom for leather since they will eventually clog the pores of the leather and prevent penetration of the needed oils in 'Hide Food'. Leather seats (even factory top coated) are not meant to be shiny and treatments used for vinyl should be carefully left off leather seat faces. Other 'clear seal' products made for the shoe industry are far too effective for leather seats and should be avoided if they contain silicone and used extremely sparingly in any other case. If you are worried about spills on the seat, get a temporary cover rather than load up the surface with clogging topcoats.

*Ed. Note: One of the greatest advantages of real leather upholstery is that it is largely impervious to spills and soiling. If your seats are protected with Hide Food or Lexol, a spill can be easily wiped up, 'no harm done.'*

Michael A. Mascelli  
Latham, NY

## MGB AIR SPOILER

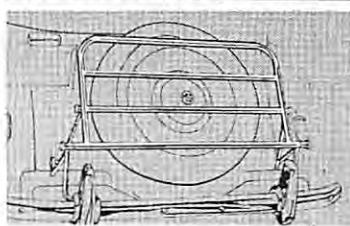
Racy and very contemporary, this is the air spoiler fitted to the 'Limited Edition' MGB by British Leyland. It greatly improves the looks of either the rubber bumper or chrome bumpered MGB's.

### MGB AIR SPOILER

475-180      \$109.95



## TF LUGGAGE RACK



*This popular MG TF luggage rack is once again in production. Made by Amco exclusively for Moss Motors, this is a beautifully made accessory that is easy to install. Its fold-down feature makes it a practical addition to your TF. (Essentially identical to TD shown)*

243-800 FOLDING LUGGAGE RACK(TF)\$174.95

# The Laws For British Sports Cars

By Don Hayward

Many distinguished scientists have worked their entire lives to try and figure out why British autos never seem to obey any scientific laws known to man.

Most of us are familiar with the physical laws thought up by Isaac Newton, the guy who invented gravity. He said things like 'For every action there is an equal and opposite reaction' and if you sit under a tree long enough, an apple will eventually fall on your head, provided you are sitting under an apple tree.'

Isaac was considered very intelligent and was eventually responsible for the invention of calculus, which was a new kind of math for people who thought math wasn't already hard enough. He is also the reason why, even today, people who work in apple orchards often wear large, protective hats.

Newton's Laws made sense for hundreds of years, and everybody believed them. They believed them right up until the time when British sports cars were invented, when it was suddenly realized that a whole new bunch of laws was going to be needed.

Many distinguished scientists have worked their entire lives to try and figure out why British autos never seem to obey any scientific laws known to man.

These eminent scientists, with names like Morris, Healey, Leyland, Mowog, and Murphy, shook the scientific community when they published their new theory of mechanical behavior called 'THE LAWS FOR BRITISH SPORTS CARS'. Many people are not familiar with the five major laws, so they are listed below with a brief explanation of each.

## 1. LAW OF PECULIAR RANDOM NOMENCLATURE

'The name of a British Sports Car shall consist primarily of letters and numbers, with said letters and numbers chosen in random fashion so that the resultant vehicle name is wholly devoid of meaning.'

This law explains why British cars always have spectacularly bad names like 'XKE' or worse yet, 'MGBGT.'

## 2. LAW OF CRYPTIC INSTRUCTIONS

'Any book manual, pamphlet, or text dealing with the maintenance, repair, or restoration of a British Sports Car shall be written so that at least every fourth word will be unknown to the average reader. In the event that any portion of the text is understandable, the information contained therein shall be incorrect.'

Most people are familiar with this law. Here is an excerpt from page 132 of the MGA shop manual: 'Before rebushing the lower grunion banjos, you must remove the bonnet fascia and undo the A-arm nut with a #3 spanner.' All attempts to publish an English-language version of this manual have failed.

## ROLL BARS!

MG & TRIUMPH



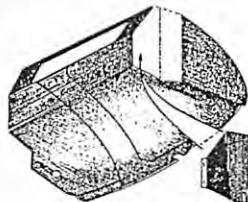
The one accessory we hope you'll never need! Our bolt-in roll bars are engineered for maximum protection with minimum restriction of cockpit space. They will fit inside convertible tops and are easy to install with hand tools. Finished in gloss black.

459-000 MGB ROLL BAR (rdstr.) \$134.95  
856-090 TR4-6 ROLL BAR \$107.95

Must be prepaid and shipped Truck Freight Collect.

## HARDURA KITS

AUSTIN HEALEY



(available in black only)

Austin Healey trunk liner kits in the original jute-backed 'Hardura' vinyl material. These are the correct fit and material to give your car the 'proper British look'. Order the panelboard filler neck cover #805-990 to complete your set.

249-910 100-4 TRUNK LINER KIT	\$112.50
249-930 100-6, 3000, 4 SEATERS	\$ 94.50
805-990 FILLER NECK COVER	\$ 4.95

## Tech Tips OVERHEATING?

Just a couple of things I figured out the hard way. First of all, on overheating. If the heater is on when the engine is running hot, and the condition of the heater valve is at all questionable, it is not advisable to turn off the valve. As long as the heater core is included in the coolant's flow, the car will run cooler, but if there is hot coolant in the heater core, and the valve is shut off, the coolant in the heater core will contract, while the coolant in the radiator expands. This can cause the heater valve to leak onto the distributor, shutting down the engine. The solution is to replace the valve, or install a distributor waterproofing kit (#282-665), both of which are preferable to being towed home on the nicest day of the summer.

Steve Close  
San Francisco



## BLOCKED HEATER CORE

A blocked heater core is often responsible for poor coolant circulation. It is easy to flush the heater core without removing it from the car. This is most easily done in conjunction with an engine compartment wash or a cooling system overhaul, as everything gets pretty wet.

Disconnect the hoses to the heater and back flush the core with a garden hose. On cars that have the nipples in tight places, leave the hoses on the core and flush through the hoses. Flush in both directions until the water runs clean. Stand back, the water will really shoot out of the core carrying with it an amazing amount of rust and scale.

Carefully inspect the hoses and clamps. Any questionable parts should be replaced at this time while it is easily done with parts at hand.

In the good old days the dealer would supply you with a touring kit that included, among other spares, a set of hoses. This is still a good idea especially if your trip will take you through areas of the country where the corner parts store is not likely to stock parts for your car.

## BINDING BRAKES

Many MGA owners seem to be experiencing problems with the brakes 'binding', especially right after a brake system rebuild. The common complaint is that the brakes begin to drag as the car is driven, which creates tremendous heat and eventually stops the car possibly damaging your new linings, pads, disc, etc.

The Factory Workshop Manual (Moss part #210-410) gives explicit instructions on setting the master cylinder pushrod, which sometimes cures the problem. However, even with the proper 'free play' in the pedal, the brakes can still bind up. The problem is that the master cylinder piston is not coming far enough forward to uncover the bleeder orifice that allows the expanded fluid to bleed into the reservoir.

Solution: Add a shim between the master cylinder block and the cover plate. This shim allows the piston to come a little further forward, thus uncovering the bleeder orifice.

I cut my shim from .020" brass shim stock, using the gasket (Moss part #180-020) as a template but allowing a 1.00" diameter clearance hole for the brake piston. I used two 180-020 gaskets, modifying one to include the 1.00" diameter hole, but leaving the other one standard.

S. Mark Palmer  
Lansdale, Pa

## UNIQUE MG TWIN CAMS

by Lawrie Alexander

The double overhead camshaft engine fitted to the MGA Twin-Cam models was known as much for its notorious unreliability as for its 108 b.h.p. output. Clearly, this head design extracts more power from a given displacement and some manufacturers achieved solid commercial success with it (Alfa Romeo, Fiat, Jaguar, to name just a few). MG, however, discontinued the twin-cam in the face of poor sales and thus the only post-war MG factory engine of this design passed into history.

Few historians have documented other, non-factory supported attempts to produce twin-cam MG engine conversions. Realizing the performance potential of the double overhead cam head, a number of privateers in the U.S.A. experimented during the 1950's. All shared a common goal: to make a race-car go faster. Sadly, they all also met the same lack of success. Here we will deal with four variations of the twin-cam theme, based on XPAG/XPEG blocks. Two are fairly well known, thanks to publicity in the 'Hot Rod' press at the time they were built. The other two are virtually unknown and this is the first documentation of their history and their existence.

### THE UIHLEIN TWIN-CAM

Readers of the September, 1953, issue of 'Speed Age' were treated to a cover shot of a low, sleek two-seat racer, and a 3-page story on what the editors called... 'a serious threat to foreign domination of the 1.5 litre class'. Built in Milwaukee, the brainchild of David V. Uihlein, the aluminum body topped a modified TD chassis. Under-hood lay the twin cam, XPAG derived engine designed by Weikko Leparen, reputed to give 90 b.h.p.

The head and cam housings were cast of nickel-alloy steel and provided 360 degree water cooling around the 1 7/16" valves. The cams were gear driven from the crankshaft via an all new gear drive arrangement, although the original cam remained to drive the oil pump and distributor. Combustion chambers were hemispherical with centrally located spark plugs. Dual SU's were mounted on the left and four long, straight pipes exited on the right.

Speed Age reported 'The Uihlein special retired with minor mechanical trouble in its initial test at the Chanute Field sports car event at Rantoul, IL, on June 14th. But Uihlein and his companions in this venture are confident the bugs common to any new design will be eliminated'. Sadly, this was not to be! There are no known reports of the car ever performing in a convincingly successful manner.

### THE RUNYAN TWIN-CAM

March, 1956, saw an XPAG-based twin cam engine publicized in 'Hot Rod' magazine. Not a great deal of information was given, but dynamometer readings of 78 to 80 b.h.p. were reported, and over 110 b.h.p. was projected for the engine in its final development stages.

The engine was developed by Dale Runyan, Bill Zimmerman, and Norman Timbs, presumably in the Los Angeles area. It was to be offered as a \$500 kit but no mention was made in the article as to where you could buy one of these kits. Whether many people did, or if the engine was ever successful, remains undocumented. Two are known to exist today, although neither is installed in a car or running.

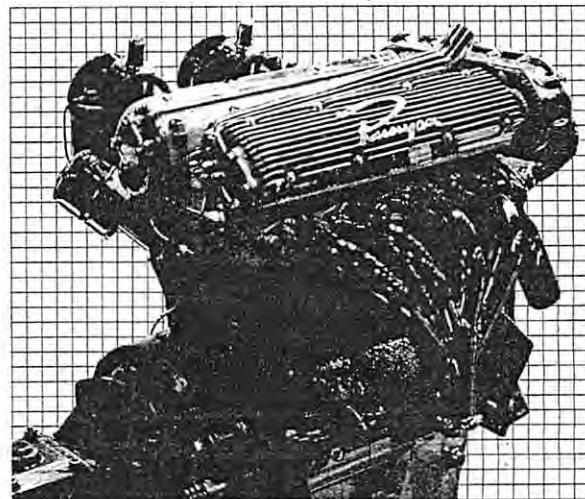
### THE KEN MILES TWIN-CAM

This one surfaced in 1977, when a chap showed up in Santa Barbara with photographs of a TC engine with a double-overhead cam head. Shortly thereafter, Chris Nowlan (Moss Motors' Product Development Manager) purchased the engine and an assortment of spare parts.

The engine was, in fact, built around one of the factory 1500 competition blocks made for the EX 179 Record attempt in August 1954. The head, machined from a solid billet of aluminum and extensively decorated by damasceneing ('a la Bugatti'), had hemispherical combustion chambers, two cams chain driven via an idler on the original camshaft, a Lucas magneto driven off the rear of the exhaust cam and provision for a dry sump system. No induction system was fitted but the spare parts included four Amal motorcycle carburetors which neatly bolted to the head. Likewise, there was no exhaust manifold, just four stub pipes off the head. An interesting note was that the firing order was 1-4-3-2, although the crank and rods were stock TF 1500 with high-top pistons. The engine had

obviously been run, had seized up from lack of oil (\*3 rod bearing had spun) and the block bore evidence of an external fire on the exhaust side. The likeness to a TC engine came from the fact that the motor had a narrowed TC front bearer plate.

Many months of enquiries shed no light on the engine's history. Eventually, it became reasonably certain that it had been built by Ken Miles for his second famous MG special, 'The Flying Shingle'. Miles had been one of the drivers (along with George Eyston) of EX179 and rumor had it that a number of the spare engine parts were Ken's 'thank-you' from his involvement in the successful record attempt.



Both Miles specials had used TC bearer plates, and the centers on the engine fit exactly the mounts on 'Shingle's' chassis. This was confirmed by 'Shingle's' present owner, who also found that the specially built dry sump oil pan included in the spares Chris bought fit the chassis layout perfectly. 'Shingle' used a TC gearbox and the engine's lightened flywheel was an early, small flywheel which had been modified to run an 8" clutch in a TC bellhousing. The most positive clue came from one old-time racer who remembered seeing 'Shingle' driven in a club event between the one full season Miles raced 'Shingle' and the next year when he first drove the 'Poorer', or Porsche-Cooper special. This was probably 'Shingle's' last outing in Miles' hands and the old-timer remembers it retired when an oil line broke and caused an engine fire... Not proof that it was Miles' engine but enough circumstantial evidence to sway most juries!

Where is it now? Don Martine of Pacific Grove, California acquired it from Chris and fitted it, reworked, to a TC special which first appeared at the Santa Barbara GOF in 1982. The car was then raced in a few West Coast Vintage events, putting up some very creditable lap times. Unfortunately, it also suffered many minor problems culminating in a dropped valve. It now awaits further development.

### THE PUMA TWIN CAM

In 1980, a chance meeting led Lawrie Alexander (Moss Sales Manager) to another one-off twin cam conversion

**MGA LEVERS**

Do a complete rebuild on your MGA carburetors! These levers have been unavailable for years, but are now made by Moss.

370-680 FRONT LEVER (MGA) \$9.95  
370-690 REAR LEVER (MGA) \$9.95

PUMA, an acronym for Purdy-Muller Associates, was the name given to this head, which was built in 1955 by Hatton Purdy and Rudy Muller in Los Angeles. Rudy was a pattern-maker who had built a number of such heads for V-8 engines; Hatton was a machinist and sometime racer. They had planned to race this engine in a TD, then sell complete kits, but never went beyond the first engine.

The head was cast aluminum as were the valve covers, water manifolds, timing chain covers and numerous small fittings. The cams were specially made, operating directly on valve buckets (similar to the Jaguar set-up), driven by gears from a chain driven central gear. Two induction sys-

tems were prepared, one using two 1 1/2" SU's on a log manifold, the other with a pair of homemade (!) twin-choke SU's on a direct-feed manifold! A T-series water pump was mounted to one side of the new timing cover, cooling the engine via special manifolds.

After acquiring the engine, Lawrie found the reason the project was abandoned: the head was cracked. After several attempts to repair what proved to be a very porous casting, the engine eventually went together and was installed in a TD for its first real test drive—3,400 miles to GOF in Victoria, B.C., and back. This trip proved the conversion had potential, so the engine was removed for additional work to cure its numerous oil leaks around the head and cam drive gear. It is also being fitted with re-profiled camshafts (to enable the timing and clearances to be set with less guess work), and different carburetors. If all goes well, it will reappear later in 1985 fitted to Lawrie's boat-tailed TD racecar.

In a world where many MGA Twin Cams are still cherished by their owners, there are four known twin-cam versions of the XPAG/XPEG design. Are there more?

### TWIN CAM HEAD GASKET

Now available! Copper asbestos headgasket for the MGA Twin Cam. Order a spare for your parts box.

296-395 Twin Cam Head Gasket \$39.75

### WRENCH SETS

Did you know that the size of a Whitworth wrench will always be 1/16" smaller than the bolt shank? For example, a 1/4" (4/16") bolt takes a 3/16" wrench. Most British cars built before 1956 have a confusing array of hardware sizes. Whitworth, or British Standard are common and few U.S. sized wrenches will fit these systems. You will need Whitworth wrenches to avoid damaging your hardware. Most later British cars use standard U.S. (SAE) or Metric hardware.

381-608 Set of 7 3/8" drive sockets \$22.95  
383-108 Set of 7 Combination Wrenches \$33.50



Prices Valid Thru September 14, 1985

# Automobiles Anonymous

By Pete Cosmides

I call it automobilism; the burning desire for things automotive. That's anything automotive: real cars, models, toys, posters, photos, etc. You know you're really hooked when you start spending ridiculous amounts of money for an auto part only because its NOS (new old stock) or NLS (no longer supplied); whether you need it or not, it may not even be for a car you own, but if it is hard to find and you found it, you've gotta have it. You might even have a spare room in your house devoted to all these peculiar bits of automobile collectibles, in the hope that someday you'll have a houseguest that really cares to see this display of obsessive behavior.

Those of you who have this condition I call automobilism know exactly who you are. In my case it started when I was eleven years old. My older sister had a date with a guy who had an MG Midget. From that point on it was a hopeless battle. I tried getting involved in sports, but it just didn't work. Between the age of twelve and seventeen I made my weekly bicycle trek down to the MG dealer to sit in my dream car. I saved every penny I could get my grubby little hands on so when it came time for me to buy a car, I wasn't stuck driving a 5 year old Dodge. It was an MGB I wanted, and it was an MGB I got.

Ever since the first day of ownership 9 years ago, that has ruled my life. I am its slave!

Of course to apply for automobilism anonymous it doesn't have to be an MG. Any car type will do, even Corvairs have their cult followings. There is always a very strong following of German cars particularly Porsches. I've noticed a particularly strong automobilism rate among British car enthusiasts.

As for us British car owners, the first symptom of trouble is the pure obsession with owning more than one British car. Followers of other car types blame this obsession on the lack of reliability of British cars, and that owning two cars is almost a necessity to travel. However we know better, let's be realistic: the more British cars we have, the more places we have to put all those Union Jack stickers we've accumulated over the years.

What about those of us who read our Bentley manuals while eating our Corn Flakes in the morning? We read them like a great novel, we just can't put them down. Corn Flakes and milk dripping from our chin while our eyes are fixed on a Lucas wiring diagram. It's a sad sight, but it happens to the best of us.

How many of you young executives out there have a separate Charge Card account billed to your office for the purchase of your British car parts? If your spouse found out about that secret balance due, that lovely little British car would be history.

Now, of course there is hope for this condition I call automobilism. You can attend therapy sessions and share your experiences with others; these 'meetings' are called Car Shows, and if you're not careful you could be attending one every weekend from May through October. It's at these car shows that we Car-aholics can show off our pride and joy sports cars. In addition we can now begin to divulge all the bits and pieces of sports car trivia we've all studied so hard at. After all, this is your big chance. Where else can you ramble on and on about your recent restoration of a Triumph Mayflower? The guys on the bowling team certainly don't want to hear about it!

So you see, if you're willing to devote your life to automobiles, it can be rewarding. You might even win a trophy at one of these shows. Which brings us back to that spare room in the house - you will need a place to keep the trophies! It's a vicious cycle, but it's great! If any of you have any symptoms I've described, I guess I'll see you at the next 'meeting'.

Tech Tip

By Bob Barcus

## Bumper Beautification

My heart skipped a beat just over a year ago when I got my first look at the deep red 1974 MGB in a garage outside of Cleveland. The ad said it was in 'excellent condition' and that it was. Stored winters and run only on dry summer Sundays, the owner said he didn't know how badly the top leaked since he'd never had it out in the rain! I knew I'd buy it the moment I saw it. I also immediately knew that some day soon I'd have to replace those beatiful big black bumper blocks which stuck out at me like battering rams. Having previously owned a 1969 B, I knew what any self-respecting MGB bumper SHOULD look like.

So I studied the Moss catalog and looked at several other B's around town and concluded that the old style bumper overriders would replace the rubber blocks just fine. And now, having completed the project, I thought I'd share my know-how with other '74 MGB owners who long for the more traditional look. Not only do the older chrome overriders look better but you get rid of a lot of weight hanging out in perhaps the worst possible spots for snappy handling.

The most important tip is to order four FRONT overriders (part #454-310). The rear overriders have fittings for the license plate lights, but the '74 MGB has lights fitted to the license plate holder. The front overriders fit fine on the rear as well as the front bumper. Another tip is to replace the overrider bolts as the originals will be too long (part #322-085).

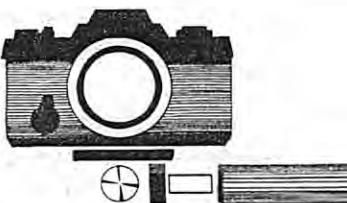
Removal and installation are easy if the bolts come free. Soak them first with a penetrant and if they break instead of turn as my rear bolts did, just remove the bumper. They come off easily and can make the process simpler.

If you don't remove the bumper you may have to hack-saw the bolts after removing the overrider because they are too long to push out - the head hits the body first. I grabbed them with a pair of vise-grips to hold them while sawing them shorter.

Don't forget to order a packing set (part #400-418). The little rubber gaskets make the overrider to bumper fit smooth and neat.

The whole process took only a little over an hour and the car looks infinitely better. The only disappointing part is that you really don't notice the change much because the new parts blend in so well. And no one walks up to you and says, 'Hey, that's a nice looking car, but where are the big ugly black things that usually stick out from the bumper?'

So, maybe you'll have to do what I've been doing and point out to everyone you can corner saying, 'Hey, did I show you my new bumper overriders yet?'



## Photo Contest Reminder

The Moss Motoring photo contest closes September 1st. There is still time to send your photos. Remember, just like a British TV show, just about anything goes! Shots of your car, your activities, vintage races or humorous situations, all are most welcome. Here's your chance to get published in Moss Motoring and collect a nice prize. Every entrant gets a \$5.00 gift certificate...you can't lose! (See Moss Motoring, Vol. 3 #2, page 5, for full entry details, or call RB Hart at Moss Motors.)

## OIL COOLER KIT

AUSTIN HEALEY



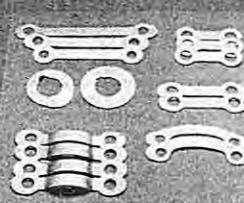
If you live in a hot climate, or like to drive your car hard, an oil cooler will definitely prolong the life of your engine. This kit comes complete and is easy to install; a super addition for your Healey! For 6 cylinder cars only.

635-808

\$123.50

PRICES VALID THRU SEPT 14, 1985

## LOCKTAB KITS



New lock tabs are the essential finishing touch to a professional rebuild. Don't risk metal chips from reused locktabs when our lock tab kits are so reasonably priced.

328-635	948-1098 Sprite Midget	\$7.25
328-620	1275 Sprite Midget	\$7.25
460-005	MGA	\$7.25
328-630	MGB 3 Main	\$7.50
328-640	MGB 5 Main	\$7.50
837-575	TR 4/4A	\$3.95

Prices Valid Thru September 14, 1985

## JAGUAR BOOK

Jaguar - A Tradition of Sports Cars by Bernard Viart and Michel Cognet.

This is a brand new look at Jaguar by two French enthusiasts who put an 'intriguing perspective' on these great cars. Features over 380 photos, the majority of which have never been seen before. Specifications, production data, and performance figures are also included. Hardbound, 8½ by 10, 440 pages, 450 illustrations.

Jaguar - A Tradition of Sports Cars

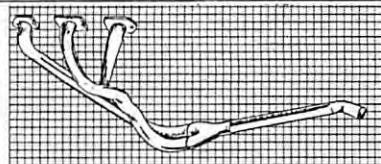
212-875

\$39.95

## MGB HEADER

This header is particularly useful when used with Weber carburetor conversions. It will improve the performance of single carb MGB's and is an economical replacement for cracked cast iron manifolds.

459-015 Stainless Steel MGB Header \$137.50



## TR'S AT THE MOVIES

by Bea Meyer  
Fogelsville, Pa

We all know that the real star of the movie 'Diner' was a red TR-3A, but Triumphs have appeared in many other films, both American and foreign. Test your knowledge to see how many of the following questions you can answer correctly. The answers follow.

1. In what movie does Ann Margret bring her Triumph into Elvis' garage for a check-up and what model is it? (2 points)
2. Anthony Perkins drives Ingrid Bergman around Paris in a TR-3A. What's the film? (1 point)
3. Albert Finney once starred with Audrey Hepburn and a Triumph. Name the movie. (1 point)
4. In one of the James Bond movies, Sean Connery gives up his Aston Martin DB5 (temporarily) for a Triumph. Name the movie and the car. (2 points)
5. A famous Italian film features a Triumph. What is the film and who is its equally famous director?
6. There is a science fiction movie that has nothing memorable in it except the TR-6 a scientist used to pursue his clone. What's the movie? (1 point)
7. Ann Margret again. In what spy film is she driven around in a black TR-4, and who does the driving? (2 points)
8. What car does Ryan O'Neal use to chauffeur Ali McGraw around Boston in 'Love Story'? (1 point)



## NEED A MOSS CATALOG?

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| MGA                 | <input type="checkbox"/> MGA-11 |
| MGB                 | <input type="checkbox"/> MGB-02 |
| TR 2-4A             | <input type="checkbox"/> TRI-02 |
| 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:

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

### Tech Tip RANDOM KNOCKING

A random 'knocking' or 'clattering' sound at idle on MG's with the 3-bladed fan may be due to bad rubber grommets in the fan mounting holes. The sound is similar to that made by a bad water pump bearing.

\* To check the fan, rotate it first one way and then the other (engine off). If you hear any metallic contact, replace the grommets (Moss #282-830). You'll probably have to remove the radiator to get to the lock tabs. At this point, check the pulley mounting flange of the water pump for any wiggle (as you would wiggle a tire for a loose wheel bearing). Any play and/or knocking sound indicates a bad water pump bearing, even if it's not leaking.

The clattering at idle from either source is virtually indistinguishable, so both tests are worthwhile to do.

Kevin Edgley  
Duncan, OK

*Ed note: Check the fan grommets, waterpump, and fan belt as part of your regular tune-up routine. It's a good idea to have a spare water pump on hand.*

### Triumph Trivia Answers

1. Elvis gives the once-over to Ann Margret and her TR-3A in 'Viva Las Vegas' (1964)
2. Snappy as it is, the car never quite wins Ingrid over in 'Goodbye Again' (1961) even though it has PL headlamps.
3. 'Two for the Road' (1967).
4. Jolly good choice, James. For part of 'Diamonds Are Forever', Bond drives a Stag.
5. Federico Fellini's 'La Dolce Vita' (1961).
6. 'The Clones' (1974)
7. Dean Martin, as Matt Helm, is behind the wheel in 'Murderers' Row' (1966)
8. O'Neal drives an MGTC. If you named a Triumph here, deduct five points from your score and eat an old Haynes manual, page by page.

#### Scoring

- 12-10: You're spending too much time watching old movies. Get out there and work on your car.
- 9-7: Very good. You probably like to rebuild carburetors in front of the TV set.
- 6-4: You're paying too much attention to the plot. Forget the story; just watch for the cars.
- 3-0: You do know what a Triumph looks like, don't you?



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# CLASSIC-FIED ADS

We accept advertisements for British cars only; no parts ads please. One time insertion is \$25.00. Publication is quarterly, the deadline for the next issue is September 1. We suggest you place your ad well in advance. 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.

**1963 JAGUAR XKE 4.2 LITRE COUPE:** Less than 6000 original miles. Immaculate original mint condition. Serious buyer please direct inquiry to Mr. Goldstrand Hygiene, CO (303) 772-5684.

**1970 ROVER 3500S 4-DOOR:** Full power and air conditioning, 64,000 miles. Call Mr. Goldstrand (303) 772-5684. (CO.)

**1958 JAGUAR XK150 DHC:** Red, all new black leather, tan padded top. Manual transmission with overdrive. Extensive restoration work, driven 600 miles on new mechanicals including stainless steel linings in brake cylinders \$19,000. Jack Lutzaou 240 Detours, San Francisco, CA 94103. (415) 663-6628

**1960 MGA 1600:** Excellent running condition. Good body (needs minor body work). Original black paint still on car. Never wrecked, no rust. Brand new top, new tires, rims, batteries up-holstery kit (not installed), spare parts \$2000 or best offer. Ron Fagan 24342 Baxter Drive, Malibu, CA 90265. (213) 456-9118 or (213) 456-4818.

**1974 MGB GT:** White body and paint redone pro-

fessionally. Engine is in excellent condition. 69,000 original miles. Original owner asking \$22000 OBO. Don Kaiser, 10 Heritage Ct., Clinton, CT 06414. (203) 669-9697 or (203) 563-0511.

**1957 MGA:** Fire engine red, new top and carpets. Has two sets of wheels, wire rims. All the manuals and some spare parts. Photos available, asking \$3000. Frank Kearney, P.O. Box 343, Carmichael, CA 95608. (916) 483-6373.

**1950 MG TD:** Excellent condition—looks great, runs well. Red with black interior. Some spare parts included. Owned since 1973. \$9000. L.B. Massey, 700 Margarita Ave., Coronado, CA 92118. (619) 433-6507.

**1966 Austin Healey BJ8 3000 MK III:** Less than 30,000 miles. Brand new black top, new white paint (Both original quality). Great body and engine condition. For sale by the original owner. \$15,000. Write L.V. Hobson, 100 North Sixth St., Ft. Smith, AR 72901. (501) 783-8933.

**1973 MGB ROADSTER:** Burgundy with original Navy blue interior. Original owner-\$10,000 inver-

ted in restoration. New top, paint, motor, brakes, tires, clutch, exhaust system. 5 chrome wire wheels with knock-offs, original tonneau cover and boot. All receipts and papers including original window sticker. Mahogany steering wheel, and AM-FM stereo cassette w/aux reverse. Car in storage, shown by appointment. Movie East forces sale #3500 firm. Jim Baranga, 4135 Laurel Canyon #10, Studio City, CA 91604. (818) 769-8712 or (213) 939-3121.

**1933 MG J2:** Cycle fenders, body in original condition, needs upholstery and top. Engine and transmission are in excellent condition and are correct \$3700 OBO. Consider trade for Twin Cam MGA or other interesting auto. Dave Burrows, 7440 Cascade Woods S.E., Grand Rapids, MI 49506. (616) 942-1512.

**1965 AUSTIN HEALEY 3000 B.B.:** Professionally restored, complete interior, chrome and paint. A joy to drive. \$8500. Dale Greenlee, Rt. 1, Box 235A, Enterprise, OR 97282. (503) 426-4853.

**1954 MG TF:** Professionally ground up restoration. Black lacquer undercarriage, creme lacquer, beige leather. Wire wheels \$20,000 invested. Absolutely one of the nicest T's you'll ever see! Must sacrifice for \$12,000 or best offer. R. Morris, 13808 178th Ave. NE, Redmond, WA 98052. (206) 883-2023.

**1957 MGA ROADSTER:** Silver paint with wire wheels, fully restored. Asking \$8500. For details or photos write or call Gene Maguire, 306 Webber Farms, Inc. Box 460, Cynthiana, KY 41031. (near Lexington) (606) 234-5154.

**1976 MGB ROADSTER:** White with black interior. Excellent condition, rebuilt engine. \$7000 or best offer. Shirley LaDelle, P.O. Box 441, Hopland, CA 95449. (707) 744-1159 after 6 p.m.

**1957 JAGUAR XK140 ROADSTER:** New Royal Blue lacquer, black interior, wire wheels, full tonneau. Full sheepskins, 6000 miles on engine restoration. California car, no rust. Photos on request. David Sanders, 2004 Padre St., Bakersfield, CA 93307. (805) 399-6734.

**1960 AUSTIN HEALEY 3000:** One owner, original condition. Hard top soft top, tonneau covers. New paint \$6500 or best offer. Al Perrelli, 809 Via Sierra Nevada, Riverside, CA 92507. (714) 788-5842 or (714) 688-5622.

**1950 MG YT:** Rare classic four passenger convertible, \$12,500. Car is in Rehoboth Beach, Delaware. John Y. Taggart, 351 E. 84th St., New York, NY 10028. (212) 977-9600, ext 491 weekdays.

**1965 TRIUMPH TR 4:** Completely restored to factory specification. Signal red with black interior. New leather seats, dash and carpets. New top and tonneau. Complete engine rebuild, new sleeves, pistons, bearings and valves. Rebuilt transmission, hydraulics and electrics. Never any rust. Always garaged, many extras. Send \$2.00 for photos and information. \$3500. John Hill, 848 W. Bonita, Apt. N, Claremont, CA 91711. (714) 625-2764 or (213) 593-5654.

**1966 AUSTIN HEALEY 3000:** White, good all around condition. \$7000 or the best offer. R.L. Muhern, P.O. Box 12400, Civic Center Station, Santa Ana, CA 92712. (714) 827-7057.

**1958 MGA ROADSTER:** Rebuilt engine and transmission. Runs beautifully. New top and chrome knock-off wire wheels. \$3000 OBO. Write John Carroll, CG Group YBL, San Francisco, CA 94130. (415) 261-6236.

## Tech Tip

### No More Dirty Shirts



Stra,

I've been driving British sports cars for well over 10 years, but had never done any business with your firm until a few months ago when I dropped by your showroom while on a trip down the coast. I was very impressed with what I saw, and decided I have definitely been missing out all these years not knowing about you. I also really like the newsletter and '800' phone number. Both demonstrate a real commitment to the customer. My favorite part of the newsletter is the tip-offs. I even have one to share. On long trips in the TR-4, I like to carry a few extra quarts of oil, but they have a way of always rolling into something sharp, or crushed by whatever else is in the trunk, which means that when I go to use the oil, it's usually everywhere but in the can, a real mess! So now I simply put each quart in an empty coffee can with a resealable plastic lid. A rag stuffed in the side keeps the oil can from rattling, and gives you something besides your shirt to wipe your hands on. I also include a 'church key' can opener so I always have something to open the cans with.

Keep up the good work Moss, I hope to do more business with you in the future.

Tom Monroe  
Rescue, CA

pivot pin (325-140) for wear. Along with your new seals, cylinders, and linings, this makes your brake rebuild truly complete!

S. Mark Palmer  
Lansdale, PA

## Tech Tip

### Tail Lamp Reflectors

A significant improvement in tail lamp brightness can be achieved by making a reflector out of silver mylar.

Don't bother trying to cut the mylar to exact size. It's too flimsy to work with easily. Fold an oversized piece into quarters, cut off the corner to make hole just large enough for the base of the lamp. Insert the lamp through the mylar as much as possible and attach the lens assembly. Trim the excess with a razor blade.

You should be able to get silver mylar at a hobby or science shop. Those big silver balloons at carnivals are made of mylar. Aluminum foil may work, but mylar is stronger.

While you're at it, clean the lens and lamp. Polish the lamp base, socket, and contacts. Also check for a good ground contact.

Ric Maltzen  
Glenview, IL

## MARQUE DAY SCHEDULE

All events are from 9:00 am until 3:00 pm.

WHEN FEATURED CAR TYPE WHERE

August 10	MGT & MGA Marque Day	Goleta, CA
August 31	Triumph Marque Day	Beltsville, MD
September 14	Triumph Marque Day	Goleta, CA
October 12	Austin Healey Marque Day	Goleta, CA

### Goleta, California

Moss Motors, Ltd.  
P.O. Box MG 7200 Hollister Avenue  
Goleta, CA 93116 (805) 968-1041  
General Offices, Mail & Phone Order Processing  
Showroom, Main Warehouse & Distribution Center

### Rockaway, New Jersey

Moss Motors, Ltd.  
114 Beach Street  
Rockaway, NJ 07866 (201) 625-3616  
East Coast Warehouse & Distribution Center,  
Showroom and Sales Counter

Ric Maltzen  
Glenview, IL

### Santa Barbara, California

Moss Motors / Santa Barbara Division  
132 East Montecito Street  
Santa Barbara, CA 93101 (805) 963-0741  
Parts Sales Counter & Distribution Center for  
British Cars not covered by Moss Motors Catalogs

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800-235-6954

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If busy try 800-638-0287 in the Continental USA & Hawaii

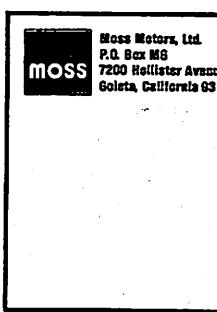
800-322-6985

California Order Phone  
If busy try 800-638-0287 in the Continental USA & Hawaii

### Customer Service:

805-968-1041

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## Tech Tip

### Brake Linkage Wear

A frequently overlooked, but important, part of a brake/clutch hydraulic rebuild is the set of parts that make up the pedal assemblies and linkages. On cars with medium to high mileage, these parts can be surprisingly worn at the pivot points, creating quite a bit of lost motion. For instance, on the MGA, the following parts are often quite worn: push rod forks (180-300), push rods (180-040), the clevis pins connecting the pedals to the push rods (325-150), the bolt that forms the pivot for the pedals (321-648), and the associated bushings and distance pieces (330-180). Without good, close fits in these areas, your pedals will feel sloppy and will not provide full stroke at the master cylinder piston. Once the master cylinder links are in order, be sure to check the slave cylinder push rod (180-200) and