

# MOSS Motoring

Winter 1988

## I NEED THAT YESTERDAY

Picture this: It's 8:00 AM, and you're about 90 miles from the site of the National British Car Day (the event you've been waiting for, for six months). The friendly, but not so helpful, station attendant has informed you that he can't help you ("Naw, we don't carry enny parts fer those kina cars enny more... whut kina car izzat ennyway?"). You know how to fix it — all you need are the brushes for your Lucas generator...the problem is that you need them NOW. In your wallet is that little plastic card Moss Motors sent you with your first order. You call the toll free number. Ten minutes later your order is in process — UPS picks it up about 4:00 in the afternoon. That night the package is on a jet on its way across the country. Early the next morning the local UPS office decides which driver will deliver it, and by that afternoon you are back on the road.

*That night the package is on a jet on its way across the country.*

Reality? Yes. with our new Next Day Delivery Service, we can get you what you need, and get it to you overnight. Magic? No, just hard work. And it isn't just for those roadside emergencies either. We have all started on a project, only to find that something totally unexpected has come up...like a fuel pump that won't, or a distributor that can't. We've all scrounged parts locally when we needed something right now, but a lot of these parts aren't available locally any more, and sometimes the prices have been a bit high. Now, you get what you need from Moss, and get it fast.

How does it work? Like most orders, it starts with a phone call. Once the salesper-

*Continued on page 6.*

## UPDATE ON MGB BODY SHELLS

The good news is that British Motor Heritage is now cranking out MGB bodies at the rate of 10 per week! They have also by now completed their 200th new body. A fair number of born-again MGB's have been completed and are now back on the highways and byways of England.

The bad news is that there is still a backlog of orders due to the overwhelmingly successful English launch in June of this year. British Motor Heritage feels that in view of the tremendous amount of very favorable TV and Press coverage received that they must at least partially satisfy the UK demand prior to satisfying new export markets.

All bodies produced to date are strictly intended for RHD use and do not include a number of minor, yet necessary, holes, clips and brackets which are required for LHD applications. This was a conscious decision

*Continued on page 6.*



## WAREHOUSE OVERFLOWS

This is the largest buy-out from any source in Moss Motors history. The buy-out from Jaguar Cars warehouses in Leonia, N.J. and Brisbane, CA is allowing us to see just how far we can bulge the rafters in our warehouses, just how many 'pieces of eight' we can shelve without going treasure blind.

Close your eyes for a moment and imagine a football field, say, the Astro Dome, and cover that astroturf with box upon box of parts. Imagine rows of parts that will finally make your Triumph, MG, Rover 3500 or Austin Healey run smoothly, that will add that classic stripe to your TR7, or sun visors to your Spridget, or a grille to your TR6. Most of all, imagine parts that will significantly improve our ability to serve you. Just think: you need it, you order it, you have it the next

day. (Of course using our Next Day Air service will make this all the more possible...)

So far we've only gotten through the Brisbane shipment, which is the smaller of the two we've received. This alone is 5278 different part numbers with some of the quantities being very large. We are expanding our product ranges accordingly.

The acquisition of such a large inventory is just another indication of how dedicated Moss Motors is to getting all the parts you need, when you need them, as quickly as possible in order to make maintenance and restoration of your British cars as stress free as we can.

Everything that we could fit into our existing inventory has been converted to Moss *Continued on page 4A.*

### AUSTIN ROVER



#### PRESS RELEASE

**NEW AUSTIN ROVER PARTS DISTRIBUTION IN US WILL IMPROVE SERVICE.**

Owners of some 300,000 classic but ageing British sports cars are in the US — such as MG, Triumph, Rover, Austin and Austin Healey — should find parts more readily available in future.

Rover Group, of Coventry, England, working in conjunction with British Motor Heritage and the major European auto parts organisation Unipart International, will now supply direct via a carefully chosen new US network of five franchised distributors.

This move follows the decision by Jaguar Cars Inc. to cease handling these parts through its own outlets in order to concentrate on its mainline business areas — a logical development now that Rover Group and Jaguar are no longer within the same company.

To facilitate a smooth transition, the very large parts inventory held by Jaguar Cars Inc. is being purchased by Moss Motors, of Goleta, California.

Commenting about the changes, David Lansdowne, Rover Group's Parts Director, said:

Indeed, because vital parts — all to original equipment specification — will become easier to obtain, the end result should be that many more of these distinctive sports cars will be kept 'alive' indefinitely in the US than might otherwise have been the case.



*Just a few of the new parts obtained in our recent buyout.*

## IN THIS ISSUE

- Vanishing Cars (page 2)
- More Tech Tips (page 4)
- It's A Puzzle (page 4)
- Winter Sale! (page 4B)
- Laguna Seca '88 (page 4H)
- Factory Bulletin (page 5)
- Rebuilt Bargains (page 6)
- Cars For Sale (page 8)

Moss Motoring is published by Moss Motors, Ltd.  
Editor: Laura Eltherington

Although we make every effort to insure the correctness of technical articles, Moss Motors, Ltd. assumes no liability for the accuracy, safety, or legality of these contributions. All technical material should be weighed against commonly accepted practice. Any opinions expressed in this newsletter are those of the authors and do not necessarily reflect the opinions or policies of Moss Motors.

MOSS MOTORING is ©1988 Moss Motors, Ltd. All rights reserved. Editorial Office: Moss Motors, P.O. Box MG, Goleta, CA 93116 (805) 968-1041

**CONTRIBUTIONS INVITED**

Contributions are greatly appreciated and every effort will be made to use appropriate material. Items for consideration should be mailed to: Moss Motors, Editorial Department, P.O. Box MG, Goleta, CA 93116. We regret that we cannot return any material. We also reserve the right to accept or reject any material on whatever grounds we decide; we reserve the right to edit or change any material to suit the needs of our publication, without prior notification to the contributor. "Letters to the Editor" will be accepted for publication provided they are accompanied by a name, address and phone number.

Contributors whose material is selected for publication in *Moss Motoring* will receive Moss Motors Gift Certificates in the following amounts:

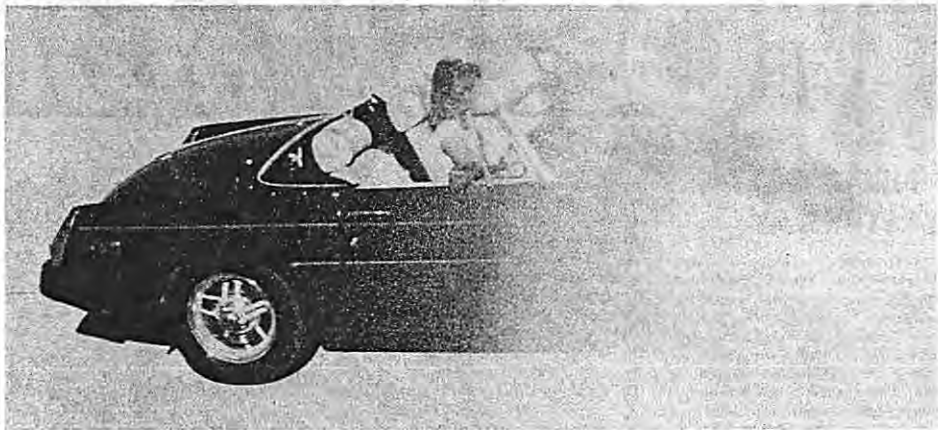
- \$75.00 GIFT CERTIFICATES**  
Technical Articles, Marque Reviews, Histories (cars, race teams, etc.) and Personality Profiles
- \$40.00 GIFT CERTIFICATES**  
Book Reviews, Club Article Reprints (humorous or general interest)
- \$20.00 GIFT CERTIFICATES**  
Technical Hints, Tips, Cartoons, Humorous Anecdotes, Puzzles and Photos

**Prices**

Sale prices are valid from 11/7/88 through 1/1/89.  
Highlight prices are valid through 1/1/89.



Say cheese, it's photo contest time.



**WHERE HAVE ALL THE SPORTS CARS GONE?**

By Chris Nowlan

Have you noticed that there doesn't seem to be as many old sports cars on the road as there used to be? Remember when, in any American town, on a nice summer day, you saw British sports cars buzzing around with tops down? So where have all the sports cars gone? The junkyard scroungers know our beloved cars aren't winding up there as the pickings these days can be slim indeed. Many owners of the older, more valuable examples feel their pride and joy is too valuable to actually drive, so they trailer them to the occasional show and otherwise pass around odd wallet photos to impress their friends.

Have you noticed the want ads for sports cars in the local papers and publications? "Wanted: MG's Austin Healeys, Jaguars and Triumphs, all years, all models. Cash available. Highest prices paid." The truth is that British sports cars and other old interesting cars are being exported from our shores by the hundreds and thousands. Most of these ads represent American agents for foreign enthusiasts and entrepreneurs who are buying our cars at an alarming rate. This is particularly true for the West Coast and Sun Belt states, where foreigners find our rust-free examples irresistible. Our cars are going to Japan, Germany, Switzerland, Aus-



tralia, etc., the list goes on. A visit to the docks in L.A. is reminiscent of the 50's, only now the rows of cars are going, not coming. What does all this mean? It means that if the trend continues, in a few short years there will be far fewer old sports cars available for current and future generations to enjoy. It means that prices will be driven up due to lack of availability. It means that the best rust-free examples won't be around anymore, perhaps at any price. It certainly seems that the overseas investors and enthusiasts actively buying in this country are only indirectly driving up prices as the available stock dwindles. Generally, these buyers are only interested in buying at "wholesale"

prices and can well afford to pick their prey since the anxious buyers back home are not necessarily very discerning, and any unusual vehicle is quickly snapped up. Any significant profit in this international trade is usually realized by the middleman, not the actual sellers nor ultimate buyers.

Moss Motors has seen this shift for some years and ships an amazing amount of product to the far flung corners of the world daily. Our UK operation is now serving more early sports car owners in the UK and Europe than we previously thought existed.

What can we do about it? Perhaps not a lot. After all there is nothing illegal or even immoral about selling old cars to anxious enthusiasts in foreign lands. Perhaps it's even appropriate that old cars fall into the hands of those most willing and able to preserve them regardless of where they live. But personally, I'd rather sell my sports cars to a fellow local enthusiast as I already miss the sight of hundreds of neat old sports cars right here in sunny downtown Goleta. I miss the chat with the XKE owner at the local supermarket or the friendly dice with the Healey owner on the way up local mountain roads. I miss the prospect of stumbling into one more sports car at a super bargain price. Ah well, if I ever get to Japan, maybe...

**GOODBYE**

We regret to announce that our Moss Motoring Editor Bob Goldman has left our employ. His abilities with computers and love of desktop publishing have drawn him away from us. He has decided to go off on his own, to greener pastures, bigger and better things. Bob in his time with Moss has worked in our warehouse, worked as a knowledgeable and helpful salesman, set up and managed our New Jersey distribution center, worked in catalog development and, for the last few years, has been the driving force behind Moss Motoring. His personal knowledge of these cars we love, his writing style, and his wit will be missed on these pages. We hope to be able to have him as an occasional contributor. We wish him well! All correspondence to *Moss Motoring* should be sent to our new editor, Laura Eltherington.

Chris Kepler  
General Manager  
Moss Motors

**LETTERS**

Dear Mr. Grant:  
Thank you for your superb assistance in shipping the parts for my TR-3A. The Federal Express driver was walking up my driveway at 8:30 AM Saturday morning. My faith in Moss was restored and the Triumph was on the road Sunday afternoon.

Your help cannot be overstated. With the few decent weekends left before winter in Minnesota it was critical to have those parts that weekend.

Again thank you for your help. I know problems do happen and one day usually doesn't make much difference but it did in this case. I remain a Moss customer.

Sincerely,  
Raymond James Thorne  
Brownsville, MN 55337

(If you use our Next Day Delivery Service, you can ask for Saturday delivery. UPS doesn't deliver on weekends, so we use Federal Express. There is an additional \$10.00 charge.-Ed.)

Dear Moss Employees,  
Thanks for all your help in restoring my MGB. Ordering from you was a real pleasure and everyone was very helpful.  
Thanks again,  
Clyde Hollor  
Statesville, N.C.

Dear Sirs,  
Thanks for the excellent 3-point harness. It's excellently made and fits beautifully... in my '67 Sunbeam Alpine! You can bet I'll let people know about this find, as I haven't seen a single Sunbeam supplier that carries them.

Want an easy way to foil car thieves? Pop the bonnet, pop open the distributor and put the rotor in your pocket/purse. How's that for easy protection?

Thanks again,  
Lance Rocketteller  
E. Greenwich, R.I.

# SO YOU WANT TO BUY ONE OF THESE CARS

by Craig Cody

Here at Moss Motors, we get frequent requests from people interested in purchasing one of the types of cars we work with. They want to know what to look for as far as mechanical weaknesses, body and structural problems and, "most desirable" models.

I will make this a kind of "generic" run-down because each car has different trouble areas and it would take too long to cover specifics on every model. A few quick guidelines are in order though. MG T-series have wood framed bodies which



*"Just needs a little clean 'in up to make it a show car."*

are prone to rot after all these years. Make sure the body is sound. Triumph IRS cars have rust problems in the frame and the differential mounts are prone to breakage. Inspect the rear of the frame carefully. Big Austin Healeys rust everywhere. Look for large amounts of bondo along the bottom of the fenders and sills. The sills on an MGB are structural (part of the car's basic frame). If you can see through the rocker panel and the metal behind it, you're looking through part of the frame. Jaguar engines are almost unburntable, but all Jag parts are costly. Take along a Moss catalog and price list, they will give you a guide to the availability and cost of parts which must be replaced.

Some models may be more desirable than others. How does one describe desirable? Well, there are a lot of factors involved, such as rarity, number produced, etc. The bottom line however, is which car stirs your soul. People will say no matter what car you buy, that you should have gotten something else. But hey, you're the one signing the check. The nomenclature "rare" or "desirable" seems to be doing nothing more than drive up prices and make it expensive for the average person to buy and enjoy a

*The bottom line however, is which car stirs your soul.*

car. So, if you see what you want, and feel comfortable with the price, that is really all the desirability you need.

O.K., so you have decided what type or make and model you want. Now, what condition (i.e. how many pieces is it in, one, or three thousand?) is it what you want? Some people want a perfect turnkey car, others want a project. You should consider your budget (a project car always ends up costing more than you thought it would) and allow yourself a comfortable cushion for a few extras.

*Continued on page 6.*

# I THINK MY CAR IS CHEATING ON ME

by J. Dawson Gieger

"Good morning" I said to my Bugeye, as I filled the cat's water dish. She said nothing.

"Have a good night?" I queried. "Was a little chilly," she answered, "and please tell that feral cat you feed to stay off me. It left footprints everywhere."

As you can guess, things were not hunky-dory between us. She was always like this when I brought her home from Randy's heated garage. This time she had spend three weeks over there. It was worse than ever. I was sure she and Randy were having an affair. You see, when I first got her, I took her to this mechanic named Randy. She really looked bad. Years of being ignored showed, especially being parked in there next to all those neat Austin-Healeys, Jags, MG's and a Lotus. Randy was not too impressed with her. He put in a new transmission and quickly shoved her out the door. I think she took that as a challenge. She was used to people oohing and aahing when they saw her, not treating her as a common car.

It wasn't long before she had reason to go back to him. Nothing major. But then she had reason to go again. And again. Pretty soon she was spending an awful lot of time over there and, each time she went, she came back looking better and better.

I was not suspicious but I found myself stopping in there unannounced and at different times. I never found him working on her, yet things were getting done. Finally, one day I asked him, as casually as I could, "Randy, I never see you working on her. When do you

*...each time she went, she came back looking better and better.*

get all this done?" "Oh," he replied, "I work on her at night." I froze. My mouth went dry. His words echoed in my ears.

"At night, at night, at night." This Gestalt flashed in front of me: The radio playing, everybody gone, just the two of them, with him lying under her, reaching up and touching parts of her that I didn't even know existed. The incense of Castrol everywhere, the clink of wrenches, muffled conversations, dizzy moments of silence, giggles, sharing, caring, just the two of them, huddled there together until all hours of the night.

I had to get out of there. It all made sense now; she never broke when she was out of his reach, but she always needed something so she had to be over there. Then she always came home in a 'distant-mood' and I found little things he had done for her — at no charge! But, if there was any doubt, it disappeared a week later when she found a way to spend three weeks with him. She spit all the lay-gear bearings out of her new transmission.

That upset me. I wanted to have it out with her, there and then. I imagined how the conversation would go.

I would say, "You seem to be spending a lot of time with Randy, is there anything going on?" She would say, "No."

I would continue, "It seems funny you are always finding reasons to go over there. Do you like being there?" "It's okay."

"Okay, is that all it is? For 'okay' you sure find a lot of reasons to run to him. Some of them are not even real, like the time you told me you were overheating and I took you over and it

turns out your gauge is lying. You knew that, but you had me take you anyway, just so you could see Randy."

I could see her tense up, before she answered. "All right, if you must know, I do enjoy being there. Randy knows how to treat me. He works on me and makes me feel better. He really knows his way around a British car. Things are exciting at Randy's. Things are always happening, cars in, cars out, phone ringing. Here, nothing happens, I sit here for weeks without you even looking at me, and then when you do take me out, where do we go? To some dull club meeting or a short trip to the store. Big Deal!

Wow, that snapped me out of that imaginary

We drove on, nearing the Alki lighthouse, where the road curves and then goes right up to the water's edge. The wind was calm so none of the waves were making it over the curb.

"Dawson," she said softly.

"Yes."

"Do you like me?"

"Yes, very much," I replied.

"Do you like me because I am British or do you just like me?"

"Both," I replied, as I checked traffic.

"Have you owned other British cars?"

"Yes, I have."

"Did you like them very much, too?"

That got my attention. When a female starts



*Two views of author's Bugeye.*

conversation. She could be harsh. If she wanted to be. But, she could be right. Maybe I wasn't fulfilling her needs. Maybe it would be better for her if we parted. I don't have the tools or knowledge to do any skilled work on her.

That's how I felt three weeks ago but, while she was gone, I really missed her. I went shopping for a factory hardtop for her. They are really hard to find. Luckily, I found one just two days ago. I put it on her last night. She liked it.

I told her about an all British car tour to Vashon Island sponsored by the Tyece Triumph Club planned for the following day. I purposely hadn't invited a female of the human persuasion, I felt we needed the time alone. Maybe in a romantic setting like an island, we would find each other.

"Well, Bugeye, are you ready to go?" I asked the next morning as I loaded the picnic basket. She didn't answer but her smile indicated that she was.

As we drove along Alki Beach, she saw a ferry coming out of Elliott Bay.

"Is that what we are going on?" She asked.

"One just like it," I answered.

"Gee, they are big!"

"Haven't you ever been on one?"

"No, where will they put me?"

"See those portholes, just above the water line?"

"Yes."

"Well, you will be right in there, surrounded by all your cousins from England."

"I'll like that," she said.

"How is your new transmission?"

"It feels good. Will there be a lot of British cars there?"

"I don't know."

talking to you like that anything can happen — a rod through the side, a hole in the radiator equal to Mt. St. Helens, a wheel passing you. I had to answer her carefully. I thought for a moment, then said, in a quiet voice, as I studied all the gauges.

"Little Bugeye, listen, we are on a nice pleasant drive here. All those things are important but they are in the past. Sure, we will talk about them, but now let's just enjoy the moment."

I could tell by her well-thought-out "okay" that she had put whatever thoughts she was having out of her mind and had settled in to enjoy the day.

The tour was to leave from the Fauntleroy Ferry Dock on the 10:20 A.M. ferry to Vashon Island. Fauntleroy is located about three miles from Alki Point, the birthplace of Seattle. The three mile drive along the beach is one of the prettier ones in Seattle.

We were both now quiet and on our best behavior as we inched along this scenic route. When we got to the dock, there were already thirty to forty British cars there with tops down and balloons up. It looked very festive. People climbed out of their cars, talking and laughing. Many of them gave us the 'thumbs-up' as we drove in. I guess they liked her new factory hardtop, too.

I got out and milled around. As I passed back by the Bugeye, I noticed a spot on her. I leaned over to get a better look. It was a cat print. As I released my focus, I could see my face reflected in her paint, the cat print now looked as if it were on my face. I understood how she felt. I straightened up and looked around. No one was watching so I wet the corner of my shirt with my tongue and

*Continued on page 7.*

# TRICKLE REBUILD

By Chris Nowlin

Most British sports cars are suffering from years of hard use, but with a little TLC they can be restored to their original splendor (or near enough for government work). You can do it through a 'frame-up' restoration, or 'trickle' rebuild, rebuilding your car a bit at a time. British sports cars of any year, make and model were engineered to be fun to drive and when new they all provided tight, responsive, rattle free and reliable motoring.

Frame-up restorations can be extremely rewarding but certainly constitute a major commitment of time and financial resources. On the other hand, 'trickle' rebuilds can be carried out as a series of weekend projects with near instant gratification as each sub-system is rebuilt and road tested. Most mechanical assemblies, with the exception of engines and gearboxes, can be rebuilt over the course of a weekend. By

tackling mechanical systems one at a time, amazing progress can generally be made over a short period of time without taking out a second mortgage. The logical sequence with most models is the same: start with front suspension, followed by steering, rear suspension and brakes, including the handbrake. Tearing into your doors can easily restore easy action to window winders and put a quality accent back into the "clunk" of those doors. Once your car really drives and handles as it should, it may take more and more self-control to stay home on weekends.

In the ten years and 10,000 plus miles I've driven my 1967 MGB-GT as everyday transportation, I've rebuilt virtually every aspect. The car looks very respectable, is extremely reliable, but most important, it's fun to drive. After all, isn't that what British sports car motoring is all about?



This issue's columnist in his award winning MG TC.

## TECH TIPS

Have any interesting tech tips lately? We're interested in publishing new and exciting hints and tips if applicable. Send your tech tip contributions to the Editor, and, if we can use them, you'll receive a \$20.00 gift certificate.

### TECH TIP 1

#### Fused circuit short

This is not uncommon—every time you put in a new fuse, it blows before you have a chance to figure out where the problem is... Next time, replace the fuse with an old turn signal flasher (one that works). Attach the two leads of the turn signal flasher to the contacts where the fuse normally sits; the flasher will click on and off, which gives you a chance to sort out the problem without going through a box of fuses or burning up the harness.

### TECH TIP 2

#### Car overheating?

Don't assume that removing the thermostat is going to help. More often than not it will make the problem worse. Thermostats, aside from limiting water flow to the radiator when the engine is cold, control how fast water goes through the radiator. This may not be a big deal with the car sitting still and the engine idling, but once you get going, the faster you go, the faster the water goes through the radiator. Unless you slow the water down, it does not lose enough heat as it goes through the radiator, and the car will overheat. If your car overheats, find out why and fix it. Sooner or later it will cost you money.

### TECH TIP 3

#### Fan Belt

Next time you poke your head under the hood (bonnet, sorry) check your fan belt. Now check the factory workshop manual and readjust it if necessary. We see an awful lot of cars with fan belts tuned to the key of E. This will cause you to wear out the generator bearings, the water pump, and in extreme cases will split the two piece riveted crank pulleys found on the MGA and TR2-4A.

### TECH TIP 4

#### Fuel pump leave you stranded?

SU fuel pumps have, perhaps unjustifiably, earned a reputation for poor reliability in spite of the fact that most original pumps function flawlessly for a great many years.

None the less, when they do get old and tired and suddenly stop functioning, there may yet be hope! Try lightly tapping on the side of the pump with a light hammer or wrench. This will frequently shock your SU back to life. If this fails, remove the plastic end cover and clean the points. Sometimes, manually separating the points with the ignition on will also be necessary. If this succeeds in getting you to your destination, make plans to rebuild or replace the pump as soon as possible, as these temporary fixes won't keep you going indefinitely.

### TECH TIP 5

#### Checking your distributor

Next time you pop the cap on your Lucas distributor, take a moment to put a few drops of oil on the screw under the rotor—there are holes under the screw and the oil will lubricate the cam bearing. While you're at it, lubricate the advance mechanism and the breaker point pivot. Use light engine oil. If you are out of grease, a drop on the breaker cam lobes won't hurt.

## PUZZLE By G.M. Jardin

Unscramble the letters to form auto related words. Then, take the circled letters and unscramble them to form the answer.

Clues:

SOAC

GISREN

ITAAS

OGNARM

ROMSRI

Answer: "Good News"—optional clue

Answer on page 7.

## PRE-TOURING INSPECTION

by Norm Nock



Big Healeys touring the Autumn countryside. Photo: Sharon Horzmann

**WATER PUMP**—Hold the fan blade at tip and move it fore and aft, there should be no movement or looseness. Look for a rusty stain or a coolant leak from the hole in the bottom of the pump.

**COOLING SYSTEM**—Check the accuracy of your temperature gauge against a thermometer inserted in the top of the radiator, with cap removed and car idling. Any temperature readings over 195° F (except in extreme conditions) on the gauge, while driving, should be investigated to avoid overheating and engine damage. Replace both radiator hoses every spring, check condition of heater hoses and if hard or mushy replace them.

**GENERATOR**—If your generator starts to make a grinding sound, the bush and/or bearing are badly worn. This is often caused by a fan belt being adjusted too tightly. The belt should not be "twangy" tight, it should have a little looseness.

**BATTERY**—Check that the specific gravity of your battery shows at the fully charged mark of 1.280. If not, charge the battery and check the specific gravity again. If it has not reached the fully charged state, replace it before it causes you a "no start problem."

**OIL LEAKS**—If your car leaks oil every time you park your car, don't assume it could only come from the engine. Check the transmission level. Also, water/antifreeze can sometimes look like clean engine oil so be sure and check the coolant level. Don't forget to check the engine oil as well. Keep a close watch on your fluid levels and avoid an

expensive overhaul.

**BRAKES**—This is a major safety item and should be checked regularly by a qualified mechanic. Pulling, soft pedal, no power, locking, grinding or squeaking are some of the reasons to get your brakes checked for safe operation.

**CLUTCH**—Clutch engaging when foot is almost off of the pedal could be a sign of a slipping clutch. A soft pedal is usually a hydraulic problem. A clutch pedal that is hard to push down and a slipping clutch could be caused by the flexible hose going to the slave cylinder being partially restricted inside, limiting the flow of fluid. Wear between the clutch pedal arm and the master cylinder clevis pin could cause grinding going into first and reverse.

**DRIVING OVER 6,000 FT.**—At high altitudes, your engine will have a 3% per 1,000 feet decrease in power and the idle will be slower. If you do not drive regularly above 6,000 feet it is not necessary to change your carburetor adjustments or the Ignition timing. If you live at these high altitudes check with your local mechanics who will advise you about how to change your Ignition timing to suit the altitude.

**REGULAR MAINTENANCE**—Checking your car regularly for potential problems and keeping it tuned-up will help to prevent problems on your tour.

(Although this article was written with the Austin Healey in mind, most categories are relevant to the average British sports car-Ed.)

## MY TR2- I LOVE HER, SHE HATES ME

By Bruce Foster

I am the proud owner of a red 1954 TR2 - long doors, aluminum bonnet with inside release, no cowl vent, all the goodies. I wanted very much to drive her to Triumph Marque Day in Goleta this year, but we have a love-hate relationship - I love her, she hates me.

I should have seen the handwriting on the wall on Tuesday before the Saturday show when the brake side of her master cylinder failed on the way to the car wash. We skipped the wash and I nursed her home gingerly applying her hand brake so as not to scuff her rear tires.

I extracted her master cylinder Tuesday night and rebuilt it Wednesday night, still determined to make the show. Not wanting to drive the 240 miles from my home to Goleta untested, I drove her to work on Thursday. Quite pleased with the results of my labors, I drove her into town for lunch and back to work with no problems. Her brakes and clutch seemed to work as well as when she was young.

Then came the trip home. At the first stoplight, about a mile from work, we stopped for only a moment. I slipped her gearbox into



Kathy Fleury's Triumph TR2

first, negotiated the right hand turn, then went for second gear. Something broke and the engine raced slightly before I could release her throttle as we gently coasted to a stop at the curb.

After performing some quick drivetrain tests we determined that her clutch, gearbox, and propeller shaft were working properly. She seemed to have developed paralysis in her hind quarters. Preliminary diagnosis: something fractured within her rear axle housing.

From a nearby business I phoned a co-worker to tow us back to our place of business. We thought if we were careful we could hook the chain onto her bumper support

*Preliminary diagnosis: something fractured within her rear axle housing.*

bracket. After all, it was only a mile. All went well until we turned off the main road onto the side street. There we had to ease across a storm drainage gutter. I'm sorry, but the old girl's brakes didn't work as well as the truck's. The chain went slack. When the truck pulled forward the chain snapped taut and bent the left side of her front bumper. The damage was not severe, but she thought her bumper was perfect before and she was understandably upset.

I hate to leave her alone at work overnight. I knew she would be frightened and lonely, but she understood I had no choice and she agreed.

The next day, Friday, I had lost most hope

## THROUGH THE WINDSCREEN AND EVENTS

CLUB NEWS

### DONALD HEALEY HONORED AT PALO ALTO, CA. ALL BRITISH MEET

By H. Richard Bush

Record crowds came to honor the late Donald M. Healey at The Tenth Annual Palo Alto British Car Meet on September 11. Thousands admired the over 870 cars on display varying in condition from restoration projects and daily drivers to show winners. Healey-built cars abounded. The



British sports cars, big crowds, and fun in the sun. The winner! (Above insert.)

of showing her off in Goleta. I took the day off work to tow her home and find the actual cause of her paralysis. If there was any chance at all for her, I was going to try.

I borrowed a two-wheel towing dolly from my boss. We pushed her rear end up onto the dolly to tow her backwards in order to not do more damage to her ailing hindquarters. After securing everything we started off towards home. I watched the front; she watched behind.

About 1 1/2 miles from work we stopped to check everything over again. This was all new to us, this towing business. All seemed secure on her right side, so I walked around to her front, which faced rearwards, and checked the holddowns on her driver's side. As I walked back towards her front, I noticed the knock-off was gone from her left front spoke wheel. My heart stopped as I realized what had happened. I rushed around to her right front wheel - that knock-off was holding by only one thread. The TR's wheels are designed to tighten by forward motion. She isn't supposed to travel long distances backwards. We both felt we were lucky we didn't lose a wheel and cause much more damage than a bent front bumper.

I unhooked the dolly from the truck, drove back to work to get some help. We jacked up her front, removed her front wheels, and swapped her splined hub adapters side for side. When we replaced her wheels and tightened her knock-offs, she was ready for a relatively uneventful tow the rest of the way home.

As soon as we reached home, my wife and son helped push the TR into her garage. After we swapped the front wheels back it didn't take long to find the reason for no power to her rear wheels was a broken axle shaft on the right side. Everything else looked fine, but my hopes of driving to the Saturday show were dashed - no spare axle shaft to transplant. My wife and I decided my best bet of obtaining an axle shaft was to go ahead and go to Triumph Marque Day and leave the TR2 at home like we did last year. We arrived (my wife and I, not my TR and I) about 12:30. First I checked with the people selling used parts - no axle shaft. So we went inside the showroom and placed our parts order. I was informed that the TR2 axle shaft

was no longer available. Heavy sigh!

By about 2:30 the awards had been given for the people's choice car show and the cars began to clear out of the parking lot. Luckily for us, some of the people who had displayed their cars stayed a while longer and the people selling used parts still had to load up their unsold wares. Through conversations with these friendly and helping people, we developed some possibilities for a replacement axle shaft for the TR2. So far none of those possibilities have turned into realities. She's still on jack stands in her garage, but we're hoping that her convalescence will not last much longer. She's getting so restless.

As for Triumph Marque Day, I have a whole year to convince the old girl that you can still be beautiful even if a few of your parts are not original issue.

Bruce will receive a gift certificate for his contribution.

### Buyout

Continued from page 1.

six-digit numbers. We also have received parts for some models for the first time, but before you dial to order, read on.

The time necessary to research and produce a new catalog, much less several, is too long to make interested customers wait. To expedite the use of these new parts, we have transferred a considerable portion of our buyout stocks to Moss Jaguar, Ltd., in Santa Barbara, and added a toll-free order phone! The number is (800)444-6914, and is good all over the U.S. and California.

### PHOTO CONTEST REMINDER

There's still plenty of time to take out your camera and snap several exciting, unique and festive photos for the Moss annual photo contest. Keep in mind that the photos must be British car related, and our deadline is December 31, 1988. Keep those photos coming!

Austin-Healey Pacific Centre won the Club Participation plate with 70 Big Healeys in attendance, second place going to the Sprite Group with 54 Bugeyes and Spridgets. Along with the Jensen-Healeys and the non-member cars there were over 130 Healeys including a very rare Silverstone.

The coveted People's Choice Award was won by Wayne Bier's incredible red trimmed, black '56 TR3. Wayne finished his pristine restoration at 8:00 the morning of the show. Long distance honors went to Paul Asgerisson who drove his clean '67 Morris Minor for Portland, OR.

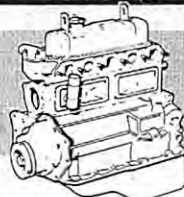
The largest in California to date, this event attracted cars as diverse as a Cad-Allard, an early Morgan trike and an '89 Jaguar. Next year's Meet is scheduled for September 10, 1989 in Palo Alto and our 7th Annual event at Woodley Park in Van Nuys.

Richard will receive a gift certificate for his contribution.

### EVENTS CALENDAR

We are interested in publishing your major British car events in our quarterly events calendar. If you would like to list an event in the Moss Motoring, please send a short description, including date and telephone number. We will list as many events as possible in our available space. Send your entries, attention: Moss Motoring Events Calendar. Our next deadline closes Dec. 31, 1988.

### MGA Rebuilt Engines



These MGA engines have been rebuilt in England to the highest standards and are sold outright, no core required. They are complete less water pump, flywheel, starter, generator, carburetors and valve covers. (Early 1500 engines with low starter mount can be identified by their absence of the #280-015 rubber starter drive cover listed on page 27, #25 of our MGA-11 catalog.) A limited quantity of these engines have just arrived from our English Rebuilder. All engines are warranted for 12 months or 12,000 miles.

Early 1500	041-100	\$1595.00
Late 1500	041-102	\$1595.00
1600	041-103	\$1595.00
1600 MKII	041-104	\$1595.00

# MONTEREY HISTORIC RACES 1988 LAGUNA SECA

A photographic essay by Jamie Pfeifer



Phil Hill in 250 F Maserati.



1970 McLaren in F1 demonstration race.



Sterling Moss in birdcage (Maserati T61).



Down the "corkscrew".  
John Willbarn leads with his Triumph powered  
1959 Peerless Le Mans.



The heavies on the pregrid. How many cars can you  
identify?



James Alder drove his 1952 Jaguar XK120 race car  
all the way from Reno, removed his hubcaps, taped  
his headlights and raced... just like they did in the  
old days.



Al Moss drives the Von Neumann MG TD special  
(featured in October 1988 Road & Track).

The 15th Annual Historic Races were held August 19-21, 1988 at Laguna Seca Raceway in Monterey. "Salute to Maserati" was the theme of the weekend, with plenty of red cars and dignitaries such as Sterling Moss, Carroll Shelby and Phil Hill in attendance. For those of us from Moss that ventured the 200 miles north for the weekend, it was the rare British sports cars that really made the event special. Those of you with the opportunity to attend next year, shouldn't miss the fun. 1989 is The Year of the Aston Martin.

## TROUBLE SHOOTING THE RUNNING-ON CONTROL VALVE

By David R. Lewis

The running-on control valve (R-OC valve) is fitted to MGB's manufactured after 1973. It is located on the right (passenger) side of the engine compartment near the firewall, forward of the vapor cannister. It is controlled by an oil pressure switch mounted on an oil line lying flat on the firewall shelf next to the vapor cannister. The valve shuts down the engine by causing a massive momentary vacuum leak in the intake manifold as the ignition is switched off. The oil pressure switch momentarily grounds the valve which, when activated, dumps additional air into the manifold and effectively prevents residual fuel from igniting within the engine. The valve operates electro-magnetically. If it stays on for more than only the few seconds as the engine shuts down, it can drain a battery in no time.

Even if all other emission equipment is to be removed from the MGB, this valve is worth maintaining because it prevents potential damage to engine bearings and valves caused by running-on (dieseling) as the engine tries to run backwards. Running-on is caused by the modern lower octane fuels. Keep the valve. Its presence does not consume additional fuel or harm performance in any way, while at the same time it offers worthwhile protection.

Check the operation of the R-OC valve with the ignition off and key removed. Remove the slide connector (slate/yellow wire) from the oil pressure switch. Ground the connector. You should hear the valve operate. If you do not, use a test light to see that the slate/purple wire connected to the top of the valve (terminal #1) is hot. If it is not, the problem may be in the running-on control valve line fuse (fuse with a slate wire on one side, slate/purple wire on the other). Trace back through the circuit to find the problem. Note: If the ignition is on, the line will not be hot.

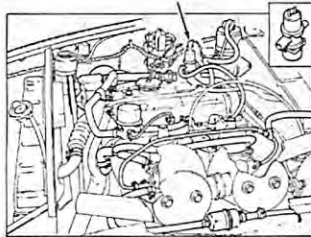
If it is hot, reconnect it to the valve. Check to see that the other valve terminal (#2) has power. If it isn't hot, the valve (Part #367-110) must be replaced. It is not repairable. If it has power, reconnect it and check the connector at the end of the wire where it plugs into the oil pressure switch. If the end connector has power but does not, when grounded, activate the valve, the R-OC valve is stuck and must be replaced.

Check the oil pressure switch (Part #141-715) with the engine off.  
To test the switch you must reverse the function of the test light. Usually a test light lead is grounded to search for hot terminal (the #7 fuse terminal in the fuse box is a good choice). Now when the test light comes on you know you have a ground.

Test the base of the switch. The light should glow as it is grounded well. Now check the male connector on the oil pressure switch. The light should not glow as it should not be grounded. This terminal is grounded only when oil pressure is in the system, as it runs and shuts down. If it does glow, the switch is faulty.

A faulty switch need not always be replaced. Most of the time the switch can be cleaned. Oily vapors coat the inside of the switch after a period of time and it becomes sticky, slow or incapable of operating. Usually the switch sticks in the closed (male terminal grounded) position causing the running-on valve magnet to operate continually when its action should be only momentary.

Remove the valve to clean it. Squirt some



MGB engine compartment showing  
location of run-on valve.

carburetor cleaner in the bottom hole of the valve. Shake the switch and continue cleaning until it rattles. Reinstall and check with a test light connected to a hot terminal with the engine off the male switch terminal should be dead (neither hot nor grounded). With the engine on, it should be grounded (hot, as the test light is on a hot terminal).

**PROBLEM**  
Wire to R-OC valve hot at terminal #1 (SP-wire).

**SOLUTION**

Engine off- NORMAL CONDITION

Engine on- fault in ignition switch.

**PROBLEM**

Wire to R-OC valve dead at terminal #1 (SP-wire).

**SOLUTION**

Engine on- NORMAL CONDITION

Engine off- blown line-fuse, bad wire, try cleaning line fuse contacts.

**PROBLEM**

Terminal #2 (SY wire) on valve dead while terminal #1 (SP wire) is hot and connected.

**SOLUTION**

(Engine off) clean terminal and connector make sure wire connected is SP and hot faulty valve, replace.

**PROBLEM**

Terminal #2 (SY wire) on valve hot, but connector at oil pressure switch dead.

**SOLUTION**

(engine off) clean terminal and connector replace wire and connector.

**PROBLEM**

Oil pressure switch reads grounded.

**SOLUTION**

Engine on- NORMAL CONDITION

Engine off- clean switch or replace it.

**PROBLEM**

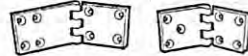
Oil pressure switch reads dead (neither hot nor grounded).

**SOLUTION**

Engine off- NORMAL CONDITION.

David will receive a gift certificate for his contribution.

### TR2-3 Door Hinges



Very early Triumph door hinges were cast iron and have been since replaced by the factory with the later style steel hinges. This is a factory supercession and is correct for all early TR2s and TR3s.

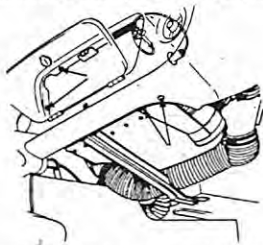
Right Top	803-460	\$13.75
Left Top	803-470	\$13.75
Right Bottom	803-480	\$12.50
Left Top	803-490	\$12.50

## OPENING YOUR TR6 HOOD THE HARD WAY

Next time you have the hood (bonnet) up on your TR6, take a good long look at the release mechanism. It sits up there behind the engine, well out of harms way, and, as some of you have found out, way out of reach if the cable breaks.

After talking this over with a couple of TR6 owners who have gone through this particular test of character, it became clear that there is a way out of the dilemma short of selling the car. While there may be individual variations in the technique, the "accepted" method seems to be the only logical approach. If your cable does break go ahead—look through the grill, crawl around under the car, and try and figure out an easy way to get the hood open. When you give up, try this:

1. Remove the glove box, carefully.
2. Remove the hoses that feed air to the defroster outlets, and the vent hoses. As long as you have them out, check them for cracks.
3. You will find that the heater hoses are in the way—so remove them. Before you do, lay a flat pan like a cookie sheet in the passenger's footwell. Drape some plastic over the trans tunnel so the coolant from the hoses drips onto the plastic and is collected



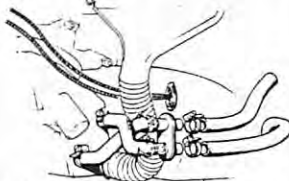
Remove glovebox securing screws as indicated by arrows.

in the pan. If the hoses are old (who ever replaces them before they need to?) replace them with new hoses.

4. Find the heater control cable and the choke cable. They run through a grommet in the firewall, and this grommet also blocks the "emergency hood release hole." Force the grommet out of the way.

5. Get out and stretch. The next part is really fun.

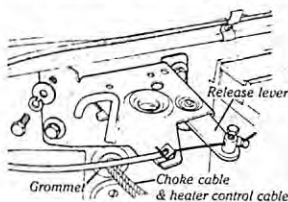
6. Since the engine compartment is really dark, a small flashlight with a "gooseneck" is handy. You can feed it through the hole and



Inside location of heater & choke cable grommet.

see what you are doing. If you don't have one of these, put it on your Christmas list and have a sympathetic helper hold a trouble light up in the engine compartment from underneath the car.

7. If you hold your head just right you can see the bottom of the release lever. From the hole you're looking through, it is "up" and a little toward the driver's side of the car. The hood release cable pulls this lever to the right—toward the passenger's side of the car (or it did until it broke) and this is the



Release lever  
Grommet  
Choke cable & heater control cable

lever you have to move.  
8. You need a long, stiff metal shaft—by sticking it up through the hole at an angle, you can put the end of the shaft against the left side of the release lever. The trick is to pry against the edge of the hole, forcing your end of the pry bar to the left. This moves the release lever to the right. Move it far enough, and the hood will pop open.

While it can be done in about an hour, this procedure is not what I'd suggest for fun on a wet and rainy night... so check that cable every time you check the oil. I'd be tempted to run a second release cable from the lever down to a point under the car I could reach without too much trouble. If anyone has done this, we'd like to hear from you.

*Note: Variations of this have appeared all over in various newsletters. We think credit should be given to Steve Dever, Ralph Dorwin, and Tom Dillard, as well as those who figured this out in the first place.*

## NOBODY'Z PERFECT

Factory and dealer Service Bulletins contain a wealth of valuable and interesting information often not found anywhere else. In the "interesting" category are admissions of mistakes, solutions (?) to problems, and a pervading feeling of optimism that the problems addressed had been solved. From our current viewpoint, it is truly hilarious that a "Confidential Service Memorandum" was issued on July 12, 1963 which read:

### MGB DOOR PANEL CRACKING

If a sharp edge has been left in the corner of the door window aperture at "A", it is possible that a crack may develop as shown should the quarter ventilator mounting become slack.

This condition may be rectified by brazing or gas-welding the crack with a fillet of weld in the corner at "A" to prevent any reopening of the crack.

Action has now been taken in production to eliminate this possible weakness.

Was this a prank played by a soon to be released disgruntled employee? Did Engineering forget to tell production? Whatever happened (or didn't happen), MGBs right up to the end of production in 1980 seem to suffer the infamous "crack of doom"—the same doorskin crack which the factory said they took care of back in 1963.

We have all heard and created jokes about how pollution-controlled vehicles were "designed to run poorly", or something to that effect. Well, this has long been known, but not openly admitted by automobile manufacturers. "Technical Service Bulletin" 2 A 1 9 from British Motor Holdings (USA) Inc., dated August 1, 1968 clearly states:

### TO ALL DISTRIBUTORS AND DEALERS:

Re: Backfiring, High R.P.M. Under Closed Throttle  
All Sports Cars Fitted with Exhaust Emission Equipment  
You may have received customer complaints of a momentary backfiring condition occurring on the above models at high engine R.P.M. under closed throttle conditions. Immediately after the clutch pedal is depressed, when upshifting after a heavy acceleration or downshifting at high R.P.M.s, one or two sharp pops occur followed by a diminishing rumble in the exhaust system. This is caused by a very small amount of mixture being ignited in the exhaust system prior to the gulp valve opening at this high R.P.M. and is considered normal on manual transmission vehicles with air injection.

There you have it. Backfiring being considered normal does not describe what I would

call a properly skirting engine.

Ever joked about certain inaccessible parts on a car which must have been installed by elves with 10" long fingers? A Technical Service Bulletin dated May 1, 1968 illustrates such a case in describing the "Recommended Procedure for Removing Speedometer and Oil Gauge" on 1968 and later MGBs:

### TO ALL DISTRIBUTORS AND DEALERS: Re: Recommended Procedure for Removing Speedometer and Oil Gauge MGB, MGB/GT, 1968 Models On

Disconnect Battery.  
Remove both skirtings from under fascia panel, remove four screws from radio console and pull forward. With right arm fully extended, remove right angle drive from speedo head. Remove all bulb and holders from speedo. Remove right hand speedo securing knurled nut and leg. Turn speedo clockwise and remove other leg. Note: ground wires on leg. Remove speedo as above and tachometer. Using a 1/4" A.F. socket 1/4" drive ratchet, remove two securing nuts from gauge—remove gauge.

This bulletin ends with the note: "A technician with a small enough hand may be able to reach both oil gauge securing nuts by removing the tachometer only". Said technician would almost have to be the mythical elf, and double-jointed, at that!

Have you ever wondered which way the crankshaft thrust washers in your MG are supposed to be installed? If you refer to an older (pre-1963) factory workshop manual, you will be told to fit them with the oil grooves facing towards the (crank) bearing. On the 1st of March, 1963 they finally wised up and issued the following memorandum:

### CRANKSHAFT THRUST WASHERS MGA

MGB  
These should be fitted with their OIL GROOVES AWAY FROM THE BEARING and not as described in the relevant Workshop Manuals, which will be corrected in the near future.

The Factory also had a hard time deciding what type of oil should be used in "their" gearboxes. Most of us know that MGAs and MGBs "must" have engine oil in their gearboxes. Let's take a look at what "the Factory" had to say in the memo illustrated in the center of this article.

*Our thanks to Eric Wilhelm, chief troubleshooter from our Research and Product Development department, for compiling these "special" factory bulletins.*

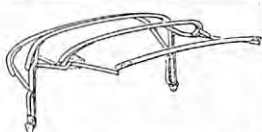
### Sprite-Midget Sun Visors



These high quality black vinyl padded sun visors are a great addition to any Sprite-Midget. Reproduced to factory specifications, two of our new visors will add originality as well as shield your eyes from the direct glare of the sun.

RH Visor	233-340	\$18.95
LH Visor	233-350	\$18.95

### MGA Top Frame



These English hand made reproductions are fully painted and are ready to install. They do not include the wooden top bow (#453-250), wing nuts (#406-200) or top peg sockets (#406-920).

406-890 \$195.50

## Next Day Air

Continued from page 1.

son writes up the order, we have the parts "pulled"—everything on the order is collected and set aside in a special holding area in the warehouse. If we're out of anything, we'll call you back and let you know at that time—usually within an hour of placing the order. If we have everything, or if you want us to ship what we have, the order is entered into the computer system. We do have a backup system that allows us to process Next Day orders even if a power failure cripples our computer. While the shipping documents are being prepared, we carefully check the order for completeness and accuracy (like our regular orders) before it is packed. Once the shipping documents are prepared, the order is ready to go. UPS picks up the Next Day packages every afternoon, and they guarantee that you'll have the package the next day.

There are a few limitations. The order must be placed by 9:00 AM California time. This service is available only to customers in the 48 states, and the orders must be prepaid with a chargecard. We ask that you limit the order to 15 to 20 items. We can arrange for delivery on Saturday, but this costs an additional \$10, and is not available in some remote areas of the country. (If we can't arrange for delivery on Saturday, we'll let you know.)

So what does it all mean? You now have a choice: regular UPS ground (7-10 working days), UPS Air (3-4 working days), or Next Day Delivery. The cost for having any order shipped Next Day can be looked up on the shipping chart in the current Price Update. Because of the time difference across the country, and because we're open from 6:00 AM, getting that order in by 9:00 is not a problem. So the next time you need it tomorrow, call us. If we have it, you'll get it. Guaranteed.

## Body Shell

Continued from page 1.

on the part of BMH in the hopes of discouraging the unofficial, premature export of MGB body shells. As such, Moss Spares UK, LTD., has sold every single body they could get their hands on, but have been unable to ship a single body to us here in the States.

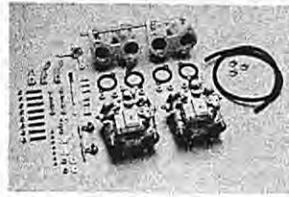
We are hoping to receive our first shipments by April 1989, but with additional slippage, initial supplies may not arrive until June 1989. We continue to accumulate a considerable list of customers interested in these bodies and would encourage anyone interested to get their name on our list as these people will be notified as soon as these bodies become available.

Looking for a bargain on a British sports car? Check out the "classified" ads on page 8 of the Moss Motoring.

## Racing Sidedraft Carburetor Kits



Designed for competition, SK Racing Carburetors will give your British sports car the ultimate in performance. All kits come complete with manifold(s) and linkage. SK Racing Carburetors feature externally adjustable accelerator pumps and float levels, and utilize the same main, air and idle jets as the DCOE. If your competition plans include a carbureled engine, let our SK Sidedraft Carburetor Kits make you a winner!



SK Manual	212-825	\$4.95
Sprite-Midget	621-700	\$314.95
MGA 1600 & MKII, MGB 1963-'74	621-710	\$329.95
MGB 1974 1/2-'80	621-720	\$314.95
TR3-4A (Dual SK Conversion)	621-730	\$629.95
TR6 1973-'76 (Triple SK Conversion)	621-740	\$929.50
Austin Healey 6 Cylinder (Triple SK Conversion)	621-750	\$1225.00
(Except early 100-6 BN4 with 2 part head)		

## Buying one of these cars

Continued from page 3.

This ties in with judging the soundness of the car you want to buy. A reputable seller will be happy to provide you with receipts for major work that has been recently completed and perhaps even let you talk with the mechanic who performed the work. We quite often hear horror stories from people who have bought what was supposed to be a "ground up" restoration. It is puzzling exactly what was ground up to do it, so thoroughly check out "restored" cars. We have seen cars described as restored that have plastic filler an inch thick over rusty panels. A magnet will tell a lot of tales about what is under the paint. Structural soundness cannot be judged by standing back and looking. You must get under the car, crawl around and get dirty. Remember that undercoat can hide a lot of evils, so don't be afraid to poke around with a screwdriver looking for

rusted panels and frame structure. Of particular interest are sills and rear suspension mounting points. (The latter particularly on IRS Triumphs.) Repair of IRS mounts can be frightfully expensive. On front suspension, look for bent A-arms and uneven tire wear. With the front wheels off the ground, spin the wheels and listen for wheel bearing rumble.

The engine should be checked over including a compression check and visual inspection for fuel, oil, and coolant leaks. A "listening test" is a good idea. What to listen for? Tappet noise, even idle, fan belt noise, water pump and alternator/generator noise. When you first (cold) start the car, check the oil pressure and then check again when it is hot. Low oil pressure can mean major problems, particularly an indication of bad bearings. If you hadn't planned on an

engine overhaul, avoid the car.

Now it's time for a test drive. Check out clutch action for smoothness, there should be no clutch "judder"; it should engage smoothly, with engagement/disengagement occurring toward the top of the pedal. With the car in neutral, engage and release the clutch a few times and listen to the transmission. Is there bearing noise? When driving from a standstill, does it clunk or make noise? A clunk can be as simple as bad u-joints, or it could indicate a worn rear end or worn IRS hubs.

All of the above pointers are great for the "do-it-yourselfer", but no matter how mechanically adept one is, if there is any doubt as to the soundness of a particular car, get help! Even if it involves paying a shop, a little money spent now may save hundreds, or even thousands later.

## Rebuilt Components from Moss

We offer a growing line of superior quality rebuilt components. Buy a complete, ready-to-install unit, and send your core back to us for your refund! There's no need for expensive shop time, special tools, or the wait of do-it-yourself rebuilding. Every item we offer has been rebuilt to the highest standard of quality—and that's reflected in our 12 month, unlimited mile warranty.

### MGB Engines

Application	Part No.	Price	Core Charge	After Refund
MGB (1963-'64) (3 main)	041-105	\$1747.00	\$175.00	\$1572.00
MGB (1965-'67) (5 main)	041-106	\$1695.00	\$175.00	\$1520.00
MGB (1968-'71)	041-107	\$1572.00	\$175.00	\$1397.00
MGB (1972-'74 1/2)	041-108	\$1774.50	\$185.00	\$1589.50
MGB (1974 1/2-'80)	041-109	\$1774.50	\$175.00	\$1599.50

### MG & Triumph Gearboxes

Application	Part No.	Price	Core Charge	After Refund
TR3A (from TS50001) thru TR3B (TSF series)	041-431	\$725.00	\$75.00	\$650.00
TR3B (TCF series) and TR4 (all synchro gearboxes)	041-432	\$695.00	\$75.00	\$620.00
TR4A	041-435	\$725.00	\$100.00	\$625.00
TR250/6 (TR6 thru 1972)	041-433	\$729.50	\$75.00	\$654.50
TR2-3 (to TS50000, o/d*)	041-437	\$725.00	\$85.00	\$640.00
TR3A (from TS50001) thru TR3B (TSF series, overdrive*)	041-438	\$725.00	\$85.00	\$640.00
MGA (late 1500 - early MkII) (10 spline first motion shaft)	041-402	\$795.00	\$60.00	\$735.00
MGB (1963-'64; 3 main)	041-404	\$795.00	\$60.00	\$735.00
MGB (1965-'67)	041-405	\$925.00	\$65.00	\$860.00
MGB (1965-'74)	041-406	\$755.00	\$90.00	\$665.00
MGB (1975-'77)	041-407	\$695.00	\$60.00	\$635.00

\*Overdrive units and adaptor plates not included.

### EFFECTIVE IMMEDIATELY:

All cores must be returned to our Goleta, CA warehouse.

### Triumph I.R.S. Hub Assemblies

Application	Part No.	Price	Core Charge	After Refund
TR4A thru TR6 (each)	041-550	\$239.50	\$50.00	\$189.50

### Differential and Axle Assemblies

Application	Part No.	Price	Core Charge	After Refund
TR3 (10" brakes)	041-507	\$995.00		
(from TS13046 to approx. TS56376)				
TR3A-B (9" brakes)	041-501	\$829.95	\$200.00	\$629.95
(from approx. TS56377)				
TR250 and TR6	041-505	\$695.00	\$100.00	\$595.00

### Rebuilt SU Carburetors (Sold Per Pair)

Application	Part No.	Price	Core Charge	After Refund
MGA 1500 (AUC784)	041-701	\$349.50	\$65.00	\$284.50
MGB 1968 (AUD625)	041-705	\$325.00	\$45.00	\$280.00
MGB 1969 (AUD326)	041-706	\$329.50	\$45.00	\$284.50
MGB 1970 (AUD405)	041-707	\$345.00	\$45.00	\$300.00
MGB 1971 (AUD465)	041-708	\$344.00	\$50.00	\$294.00
MGB 1972 (AUD493)	041-709	\$337.50	\$65.00	\$272.50
MGB 1973-'74 (AUD550)	041-710	\$329.50	\$75.00	\$254.50
TR2 (AUD721)	041-730	\$425.00	\$110.00	\$315.00
TR3-3A (AUC768) (banjo fittings on float lids)	041-731	\$364.50	\$80.00	\$284.50
TR3A-4 (AUC878) (push-on fittings on float lids)	041-732	\$359.50	\$75.00	\$284.50
TR4A (AUD284)	041-734	\$375.00	\$70.00	\$305.00



**Cheating**

*Continued from page 3.*

quickly wiped the print off. We loaded onto the ferry, fifty-seven cars, all British and all very good looking. There were Triumphs of all kinds, several different Lotuses, MG's, some beautiful Austin-Healeys, a Morgan, and a vintage Jaguar, and one Bugeye — us.

As we steamed across Puget sound, we held a driver's meeting on the forward deck of the ship, the Seattle skyline behind us and Vashon Island with its secret, twisty paved roads in front of us. It was beginning to look like a very good day. We were to caravan all over the island, taking some roads that only the people who built them knew about.

We were running one of those secret, tight, twisty roads when all of a sudden the cars in front of me, a Lotus Seven, a Lotus Elan, and Austin-Healey 3000 and a Morgan, stopped and turned around. I quickly realized we five had lost the main body of cars.

The others' speeds increased dramatically as they tried to correct this error. I didn't particularly like this. Here, I had been looking forward to a nice leisurely drive. But now I was faced with a choice; let them go and be lost forever or try to stay with them. I decided to try to stay.

I revved up higher before I shifted as we went into the first corner. I could see that this got Bugeye's attention. We were on a very tight course that required no more than third gear. Good thing, or the superior horsepower of the others would have been overwhelming.

I started selecting my line through the corners carefully, picking up speed. As we exited one corner, we touched dirt. Bugeye yelled, "Slow down, are you trying to get us both killed?"

"It's okay," I yelled back. I was full on the throttle as we touched the apex of each corner, then hard braking as we entered the next corner.

"Slow down!" yelled Bugeye. "There are trees and canyons everywhere."

"It's okay."

"Dawson, you don't want to die. Think of your job, your house, the other British cars you have owned."

I could see she was really scared, maybe even thinking she was in the hands of a

jealous, crazed lover, so I yelled back, "It's okay. I used to race sports cars."

"You never told me that." "never came up," I answered, as we came out of a hard left-hander, then full throttle into a sweeping right-hander.

It was starting to come back to me. I got smoother as we went on. I could sense her starting to help as best she could with her skinny tires and soft suspension. As we worked together, she became as predictable as possible. At times, she even felt like some of the formula cars I had raced. Then I started to 'heel and toe' on the down shifts.

"What are you doing?" She asked breathlessly.

"Heeling and toeing." "I have never had that done to me. It feels good."

We ran this way for about two miles. Each corner — we got better. Working together. Trying. Succeeding. We couldn't gain on the other cars, but they couldn't get away. We had become quite a team.

Finally, our little group closed up to the main body of cars. We slowed down to join their tail.

It felt good to relax and snuggle into her seat. My heart rate was coming down, as was her temperature. We drove along quietly, with the sun in the ocean sometimes blinking at us through tree-lined canyons.

Then she said, "That was wonderful. Did you enjoy it too?"

"Yes." "I never knew you raced. Did you do it long?" "Seven years."

"The way you drove, I bet you won every race you were in."

"Hardly. I won a few."

"I have always wanted to be a race car. When I was at the factory, they built the Sebring Sprites. I got to see them. A reverent hush fell over the factory as they rolled them through. I was very envious. Sometimes I fantasize about racing. I have this favorite one where I am at Le Mans, up against the Jaguars and the Porsche 962's. It has been a hell of a race, I am on the last lap, and leading. I am leading because they have had mechanical problems, but they are closing in on me fast. The crowd is cheering and going crazy because they can't believe that the little Bugeyed Sprite is going to win the race.

Then on the last corner, one of my tires blows out and rips off a suspension part. Gas spills out and I catch fire but I won't stop. I am smoking and burning. Sparks are flying and the others are closing on me but I keep going. I beat them to the finish line by inches. The crowd goes wild! Pretty silly huh?"

"Not at all," I reply. "I have fantasies like that, too."

"You do? That is neat. Sometimes I change the location or what happens on the last lap but I never change the ending."

"Wouldn't be yours, if you did."

The cars in front of us were cresting a small hill. As we came over the top we could see the other cars stretched out for over a mile. Local residents stopped to watch us go by.

"Do you think we will do things like this again?" Bugeye asked.

"Yes, I think so. I enjoyed it very much. Did you?"

"Yes, especially the fast part." She blushed a little and added, "I really like being heeled and toed."

We were both silent for a while, just the purr of her exhaust. Then she asked suddenly, "Dawson, you won't ever sell me, will you?" Suddenly the brake lights and turn blinkers of the cars in front of us flashed.

"Hold on," I said, "looks like we have arrived at our lunch stop."

"Oh, it is beautiful," she said.

**SPORTS CAR GALLERY**



*Richard Gesner of California shows off a before and after shot of his 1952 MG TD. Richard will receive a gift certificate for his contribution.*

Welcome to Sports Car Gallery, a new quarterly section where we will feature a memorable British sports car photo in each issue of the *Moss Motoring*. Please send your photos to: Editor, Moss Motoring Sports Car Gallery.

**TR3 DZUS FASTENER TIP**

By William W. Froehner

The picnic site was a gently sloping paved parking area ending at a boat-launching ramp. Off to the right was a grassy, treed area with picnic tables.

"Quick, where do you want to be parked?" I asked, as the cars moved to find spots.

She looked around. "Over there, with that red Healey. The one with the right-hand drive. I came over with her and the others on the ferry. They are a fun group."

I nosed her in carefully so that conversation would be easy, got my picnic lunch and headed toward some friends on the grassy area. As I left, I overheard "...he doesn't work on me, but he used to be a race driver." It sounded like Bugeye. I glanced over by shoulder. All her friends were staring at me. It was embarrassing.

As I took a bite of my sandwich, I looked over at her. She looked so small and cute. I thought, maybe I should get her some racing suspension parts. Tires, too. Randy would probably put them on her but that didn't matter. I think from now on she will look upon Randy as just someone who gets her ready for me. One thing for sure, tonight I would put a blanket on her to keep her warm and protected.

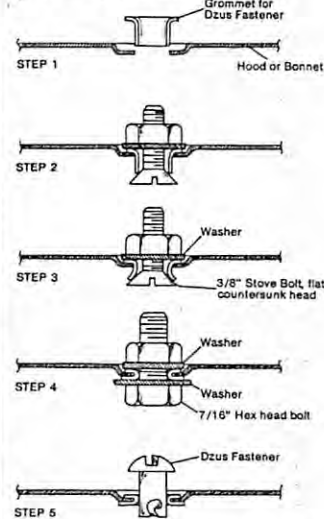
*J. Dawson will receive a gift certificate for his contribution.*

**Puzzle Solution:**

**OSCA  
SINGER  
SIATA  
MORGAN  
MORRIS  
OSIGSTMONMOR**

Unscrambles to Moss Motoring.

*G.M. Jardin will receive a gift certificate for his contribution.*



In order to install the grommet for the Dzus fastener in the hood or bonnet of my Triumph TR3, I successfully used the above-illustrated method that I devised. This method worked beautifully and is far less likely to damage the surrounding paint than other recommended methods that involve using a hammer to flare the grommet. One additional comment though, between steps 4 and 5, a tapered rod, such as a drift pin, may have to be used to enlarge the hole slightly to allow the Dzus fastener to pass through.

*William will receive a gift certificate for his contribution.*

**Do You Own One?**

- Spitfire/GT6
- Austin Marina
- Rover 3500
- Jaguar XK or V12

**If you do, read on...**

Thanks to our recent Austin Rover buyout (see front page), Moss Jaguar, Ltd. can now supply many of your parts needs. With a new toll-free order phone and fast mail service, America's No. 1 Jaguar dealer is just what you need. This operation is separate from Moss Motors, so please make a note of their phone number for parts not covered by Moss Motors.



**800-444-6914**

Call Toll-Free In Continental US

Foreign or local 805-963-0741

# CLASSIC-FIED ADS

We accept advertisements for British Cars only: no parts ads please. One time insertion is \$35.00. Publication is quarterly, the deadline for the next issue is December 31, 1988. We suggest you place your ad well in advance, and please limit it to 50 words or less. Cars which are realistically priced have a better chance of being sold. 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 send typewritten copy, include your name, address and phone. Payment must be sent with ad.

**1960 Bugeye Sprite:** New black paint, carpets, tan canvas top, tires, battery, generator. Roll bar, Simpson 4-point seat belts, maniflo headers. Rust-free, Southwestern car. \$3,750. Call David (213) 434-2226, evenings.

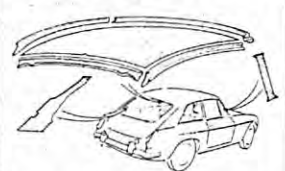
**Austin Healey 3000 MKIII:** Completely restored to show condition, 2 tone, candy apple red and white, original interior, overdrive. \$9,500, or best offer. Call (201) 453-3023 or 3664. Ask for Drew.

**1968 MGC/GT:** California car, no rust, license 68 MGC/GT. New BRG paint, new seats/carpet. Runs fine, nice car, lost interest. \$2,835. Bob DeLong, 1627 Benita Marie Crest, Redlands, CA 92373. (714) 792-5171, evenings.

**1961 Daimler SP-250:** 2.5 liter hemi-head V8, 140 (no kidding) horsepower, four wheel disc brakes, fiberglass bodied roadster. Car is disassembled in preparation for restoration. Frame has been sandblasted, primed and undercoated, front suspension 90% restored. Body sandblasted, ready for fiberglass restoration. Second body and frame, numerous spares, some new parts. Son going to college, must sell. \$5,000. OBO. Bruce Martin, 505 Balmoral Rd., Winter Park, FL 32789, (407) 628-8342.

**1965 MGB:** Good running condition, clean interior, top in good shape. White with original wire wheels, good tires (even the map light and window washers still work). Pictures available. \$1,500. Leonard Lopez, 5801 Magnolia Ave., Whittier, CA 90601, (213) 699-1138.

**MGB GT Headliner Kits**



These long sought after kits include fully covered A & C post panels and rear deck cover panel. Our tan vinyl is genuine factory material as fitted from 1968 on and is only slightly different from the original 1967 style grain. Our gray and tan fabric headliner kits are a deluxe option that, combined with one of deluxe interior kits, will make your MGB GT look better than ever before!

Gray Vinyl	643-900	\$199.75
Tan Fabric	643-905	\$229.95
Gray Fabric	643-915	\$229.95

**1951 MG TD:** Ground-up restoration. Black with cream interior. Located in Midland, Texas. \$12,000. Tom Barr, P.O. Box 198, Midland, TX 79702, (915) 685-0115.

**1980 Limited Edition, black MGB:** Very good condition with 32,000 actual miles. \$6,000. (208) 336-3499.

**1968 MGB:** Body w/3 convertible top frames; 2 rigid, w/1 rag, 1 retractable w/rag. Removeable hardtop w/detachable window. 2 rear ends, 9 spoked wheels w/tires & chains. 5 main engine from MGB-GT w/trans. Block punched .060 over w/new pistons & new, balanced horizontal split rods. Isky Cam (T-32 grind), crankshaft cross-drilled & hardened, large SU carbs., tow-bar, parts tank & engine stand plus many extras. \$1,500. Write to: Frank Michaels, 3326 E. Anaheim St., Suite 121, Long Beach, CA 90804.

**1958 MGA 1500 Coupe:** White with red interior, 60 spoke wires, excellent condition in and out. Runs great... Last road trip- 31 MPG Hwy., garaged, non-smoker. R.T. Palsgrove, Oak Harbor, WA 98277, (206)675-4809.

**MGC roadster, MGC GT:** both in good running condition. California cars with wire wheels and overdrive. \$10,000 for both or will sell separately. Will supply photos on request. John Haines, 338C E. Carson St., Carson, CA 90745. (213)834-9254.

**1967 MG Midget, British Racing Green,** 90% restored; 1971 MGB, Mustard Gold, excellent restorable condition; 1973 MGB GT, Black Tulip, excellent restorable condition. Plus set of wire wheels and parts for 1970 MGB. Hoping to sell as one package for \$4500. Will sell individually. Jeffery Rinek, 100 Perrine Road, Monmouth Junction, N.J. 08852. (609)799-4763.

**1980 MGB:** BRAND NEW and in heated storage since new. Only eleven actual miles. Medium blue color. One of the very last cars made. \$20,000. Jack Crane, 5610 Woodcrest Drive, Minneapolis, Mn. 55424. (612)927-8126.



## NEED A CATALOG?



Moss offers you a full line of complete and comprehensive catalogs. Beautifully detailed illustrations of each car make finding the parts you need easy. Tech tips and accessories also aid you in the restoration, maintenance and enjoyment of your British classic. Clip out this coupon, check the box for your car type, and send it to Moss Motors, Ltd., P.O. Box MG, Goleta, CA 93116 for a free Moss catalog. (Don't forget to specify a catalog by checking the appropriate box.)

- |                    |                          |        |
|--------------------|--------------------------|--------|
| MG TC-TD-TF        | <input type="checkbox"/> | MGT-20 |
| MGA                | <input type="checkbox"/> | MGA-11 |
| MGB                | <input type="checkbox"/> | MGB-03 |
| TR2-4A             | <input type="checkbox"/> | TRI-02 |
| TR250-6            | <input type="checkbox"/> | TRS-01 |
| Austin Healey      | <input type="checkbox"/> | AHY-04 |
| 100-4, 100-6, 3000 |                          |        |
| Jaguar             | <input type="checkbox"/> | JAG-07 |
| XK120-140-150      |                          |        |
| TR7                | <input type="checkbox"/> | TRZ-01 |
| Sprite-Midget      | <input type="checkbox"/> | SPM-01 |

## HOW TO ORDER

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

**By Toll Free Phone:**

**800-235-6954**

*USA except California*

**800-322-6985**

*California Only*

**805-968-1041**

*Customer Service*

**658473**

*TELEX#*

**805-968-6910**

*FAX#*

**You'll find us in:**

**Goleta, California**

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

**Santa Barbara, California**


Moss Jaguar, Ltd.  
614 Chapala Street  
Santa Barbara, CA 93101  
(800) 444-6914  
*Parts Sales Counter & Distribution Center for  
British Cars not covered by Moss Motors  
Catalogs*

**Dover, New Jersey**

Hamilton Business Park, Unit 4A  
Franklin Road  
Dover, NJ 07801  
(201) 361-9358  
*East Coast Warehouse & Distribution Center,  
Showroom and Sales Counter*

**Payment:** We accept VISA/Master Card, or we can ship COD. (CODs over \$400.00 require cash or Certified Check.)

Mail orders can be accompanied by check or money order, although personal check may delay shipment. Complete information about ordering, pricing, shipping and other procedures is contained in our Price Update, available at no charge by calling our Order Phone.

 Moss Motors, Ltd. PO Box MG, 7200 Hollister Ave., Goleta, Ca. 93117 <b>Dated Material-Please Rush</b>	Bulk Rate US Postage <b>PAID</b> Permit #908 Van Nuys, CA
--	---