

# MOSS MOTORING

Serving British Sports Car Enthusiasts Since 1948 • Our 12th Year of Publication • Spring 1995

## CLUNKER PROGRAMS AND WHAT YOU CAN DO TO STOP THEM

by Tony Thacker

### THE LIE-THE TRUTH

The lie: All old cars are clunkers-poorly maintained polluters that must be crushed.

The truth: The 10 to 20 percent of vehicles considered high polluters appear-consistently-in each and every model year category, not just in the pre-1981 model years which have been targeted in "clunker" programs. Most are actually newer than the 1980 models!

### THE DANGERS

Be wary of the following problems facing you, the hobbyist, with the establishment of "clunker" programs, also referred to as "old car buyback programs" and "accelerated vehicles scrapping programs". They are widespread and could forecast the end of your hobby.

First the destruction of pre-1981 vehicles eliminates the availability of many engines and other components to enthusiasts, hobbyists and collectors.

Second, big oil companies and utilities get "mobile-source emission reduction credits" for every vehicle scrapped under "clunker" programs (for which they pay \$800 or so, each); they are allowed to postpone the cleaning up of their facilities to reduce their own stationary-source emissions continuing to pollute at current levels for as long as three years!

Third, voluntary "clunker" programs may become mandatory, a government tactic not unheard of.

### THE OPTIONS

Alternatives to crushing, melting or scrapping "old" cars and light duty trucks already exist, such as recycling and rebuilding parts.

Recycling is possible for virtually every piece on the vehicle. For example, many subframes can be recycled to build other models; intake and exhaust manifolds can be recycled to later model-year vehicles; and many of the engine components can be rebuilt, giving you the opportunity to restore engines to their original configuration. Rebuilding or reconditioning parts saves a variety of precious engine parts-you name it, it's been reused.

### WHAT YOU CAN DO

Make your position clear to those with the power to fight for your rights:

- Write letters to your state's elected representatives, the governor, your state senator, your state assembly representative. It's their responsibility to listen and act on your behalf.
- Write letters to editors of local newspapers, car magazines and local television stations.
- Get your friends, fellow car enthusiasts, and car club members to do the same!

Tell them that, as an auto enthusiast, you strongly oppose any old-car buyback legislation that will send our classic cars to the crusher and fuel the pollution habits of oil and utility industries, especially when other options are available.

Speak up now...or risk the extinction of automotive history!

(Tony is Director of Public Relations at the Specialty Equipment Market Association, Diamond Bar, Calif. and we are grateful to "Import Automotive Parts & Accessories" magazine for allowing us to reproduce this vital feature.)

(Tailpiece: From USA TODAY. "California officials working with General Motors Hughes Electronics, have developed a \$50 car-mounted radio transmitter that would send a signal to state authorities if a vehicle's emissions began to exceed pollution standards!" And this is ten years after George Orwell's big brother scenario! Ed)

## The British Equivalent By Harry Newton



Moss Motors, California

This was the title of an article which appeared Last Fall in the new magazine, "EuroSport Car", a most excellent publication. Despite the fact that it was written by our regular contributor Harry Newton we feel that for the benefit of the many new customers we have gained over the past year, it is well worth reproducing in these pages to let them know where we came from, and a glimpse of where we might be heading!

### HARRY'S THEME!

For more than thirty years, owners of British sports cars have looked west toward California rather than east to England when seeking parts needed to restore or refurbish their cherished vehicles. This became even more true when, in 1980, MG ceased production. Today, owners of MG, Austin Healey, Jaguar and Triumph sports cars can almost rebuild their cars starting with just a serial number plate.

Moss Motors was founded in 1948 by Al Moss, a pioneer in the post WW II sports car movement. Based in Los Angeles initially, Moss dabbled in British marques and was an Allard distributor. He played a key role in sports car racing on airport circuits at places like Palm Springs and Santa Barbara. In those early days, MG was the primary focus of the import car business because, quite simply, that nameplate had a virtual monopoly on the sports car business in America. Surprisingly, his new car franchises were from the competing Rootes Group, Hillman, Humber and Sunbeam. In 1963, Moss moved his fledgling mail order parts and accessories business to Santa Barbara. A year earlier, the first catalog was published offering items for T Series MGs.

Among the items that gained an avid following for Moss were an oil filter conversion kit and a Tompkins steering kit designed to compensate for steering box wear. Today, more than 25,000 items are listed and Austin Healey, Triumph and Jaguar "bits and pieces" also are carried.

However, Al Moss no longer owns the company that bears his name. He sold the corporation in 1978 to the Goldman family, old customers who admired what Moss had accomplished. The Goldmans had the necessary energy and resources to embark upon an expansion program into more nameplates, and it was their goal to become a truly international company. Under the leadership of Howard Goldman, Moss Motors has achieved most of its goals. There are more than

three hundred employees including telephone sales people, parts pickers, research and development engineers; plus several English makers and marketers of parts for the same nameplates that now comprise Moss Europe Ltd. The Moss Motors sales people are trained to build

... "Involvement." He feels that a company like Moss Motors must be a participant in the activities of its customers

ongoing relationships with their clients, aided by sophisticated computer data on customers and their cars. President Glen Adams came on board in 1971 when there were a mere two dozen people on the payroll. And, as Howard Goldman eases into retirement, his son Robert plays an increasingly more important role in company operations.

When asked about the key factor responsible for the growth of Moss Motors into a dominant position in its specialized market, Howard replies, "Involvement." He feels that a company like Moss Motors must be a participant in the activities of its customers as they relate to the hobby, and this is where Ken Smith enters the picture. Smith and his wife, Barby spend several months each year traveling around the United States and Canada to attend as many British car enthusiast events as there are weekends. Moss donates product to many events and maintains a direct communication with most clubs. The company even makes annual awards to clubs whose newsletters its management admires.

As a publisher in its own right, Moss creates and distributes full-color catalogs for each of its nameplates several times per year, plus a publication, "Moss Motoring", that goes to each of the more than 125,000 active customers four times annually. Now, in addition to the marque-related parts and accessories, Moss offers a line of generic "era" accessories and life-style items to its client. There are other ways to broaden the scope of its offerings: concours, street and competition-oriented collectors in many instances can select items that have been engineered and manufactured specifically

for their particular budgets and types of use.

Now there are apparel and other life-style items, including soft luggage, T-shirts and sweaters. Back in the early days of sports cars, no driver would leave home without an emergency road kit. "Continental Spares Kit" was the name used by Triumph, and that again is available. A fan belt and a couple of spare spark plugs were the mainstays of this package, plus a spare set of distributor points. Other touring related pieces include a first aid kit and a thermo-electric cooler for drinks and sandwiches that operates off the car battery.

As the universe of vehicles ages, hard items like replacement crankshafts for the T Series MGs and steering wheel center sections for Triumphs and Austin Healeys are becoming big sellers.

Originally a supplier of replacement wear and handling improvement items, Moss has expanded to offer virtually every component that was found in the cars. Today, suspension, steering and brake parts are as much in demand as interior trim, which once was the dominant item. Exhaust systems can be purchased exactly "as was", or in longer lasting stainless steel. Even the trim items are available in leather and in vinyl to suit aesthetic and budgetary considerations.

In keeping with Howard Goldman's desire that Moss Motors should be looked upon as a club, a second annual British Car festival was held in June of last year. Staged up the California coast at Solvang, the family oriented weekend drew more than 200 cars. There was a rally through the neighboring wine country as well as several low pressure contests, and even hay rides and games for



Sometimes 600 orders each day!

the children. A tight, "through the cones" handling course was laid out in nearby Buellton, and this proved to be the most popular form of competition. As might be expected, nimble Mini Coopers and Sprites proved quickest in this event. A pair of V8-powered hybrid MGs, an A and a B, provided comic relief as they demonstrated that brute power isn't everything, knocking pylons about as if they were bowling pins. Other low-speed funkhana contests included blindfolded precision driving (with navigators directing the unseeing drivers around a course), a "balancing" act somewhat akin to an automotive see-saw, plus balloon bursting tests of motorized water pistol marksmanship.

Also welcomed were several represen-

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#### Contributions Invited

Contributions are greatly appreciated and every effort will be made to use appropriate material. Items for consideration should be mailed to our newspaper production office at the address below (right down the road from Moss Motors):

Editor: Moss Motoring  
400 Rutherford Street  
Goleta, CA 93117

We can accept contributions, type-written, laser-printed, or 3 1/2" disc only; text files from Mac or PC, ASCII preferred; double-spaced, typed information is also acceptable. 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:

#### \$125.00 Gift Certificates

Technical Articles, Marque Reviews, Histories (cars, race teams, etc.) and Personality Profiles

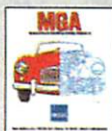
#### \$75.00 Gift Certificates

Book Reviews, Club Article Reprints (humorous or general interest)

#### \$35.00 Gift Certificates

Technical Tips, Cartoons, Humorous Anecdotes, Puzzles and Photos (not photo contest contributions, however)

### Our Catalogs!



We offer a full line of complete and comprehensive catalogs. Beautifully detailed illustrations of each car make finding the parts you need easy. Helpful tech-tips and hard-to-find accessories also aid you in the restoration, maintenance and enjoyment of your British classic. Call toll-free, 800-235-6954, for your FREE Moss catalog. (At publication date, our current price list is effective from January 17, 1994 till further notice.)

Choose from MG TC-TD-TF, MGA, MGB, Sprite-Midget, TR2-4A, TR250-6, TR7, Spitfire MkIV-1500, Austin-Healey 100-4, 100-6, 3000 and Jaguar XK120-150.

Keep costs down, ask your sales advisor if you have the current edition of our catalog.

A recent trip by your Editor to the land of his birth merely proved that the more things alter the more they stay the same. While the trip was of a personal nature one couldn't help but notice old things, new things, loved things and neglected things

So here are a few snapshots of England in 1994 under European Eunity:

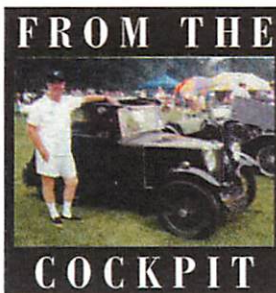
- Police video cameras everywhere-at stop lights, major road junctions and out on the highways. Some are very real, others are fake! Some are linked to the DMV at Swansea so they can check on whether the car recorded is taxed and registered. If you jump the red lights after twilight the flash of the camera catching your number plate will soon advise you that you have earned a ticket-and a fine-through the mail!

- Arriving at Heathrow it was a good ten minutes before we even saw an English made car. Audis, BMWs, Renault (what the heck is a Laguna?!), Citroen and Mercedes all passed before us until a Rolls Royce drove into view.

- The traffic in London was as bad as ever but kept moving assisted by the infamous English roundabouts and sequential stop lights.

- Lots of MGBs seen, plus a plethora of Morris Minors, several Triumphs, a super Riley 2 liter, and early Farina Austin. They do use their classics over there.

- English breakfasts-I'd almost forgot-



A couple of venerable veterans! Your editor and Jerry Goguen's 1930 MG "M" Type Doctors Coupe.

ten what they tasted like but soon re-discovered the old B.E.S.T! Bacon, Eggs, Sausage, Tomatoes, Fried bread, Black Pudding, Real-tea, toast and jam!

- Sticker shock as we filled up our borrowed MG Maestro with gas-equivalent to \$4 a gallon, and while the Imperial gallon is slightly larger than the US measure it still seems very expensive!

WARNING: "Filling up can damage your credit card!"

- Swooping through deserted, winding country lanes up in wildest Cumbria. This is what sports car driving in England is all about! The 2 liter fuel injected, front wheel drive MG Maestro was very

responsive and light to the touch but it would have been better in a real British sports car!

- Spending a whole day at the Heritage Motor Museum with Anders Clausager. Marvelling how they've got so many superb historic cars into the space available. Hearing how BMW (the new owners of Rover Cars) are very impressed with what's been achieved here. (See *Heritage Hi-Lites*)

- Finally a couple of days spent in and around Abingdon talking to the people who designed and built MGs. Seeing their eyes sparkle as they talked about the "old" days, and how interested they were to learn of your continuing enthusiasm!

- The Weather? English of course!

So while it was nice to go "home" for a little while to see family and friends, it's equally as nice to be back in my adopted "home" where we have made so many, many friends among the British Car fraternity. Hope to meet up with you soon and drop me a line if there's anything you'd like to see in "Moss Motoring"!

(Tailpiece: Some of you wrote to ask me what that funny looking "English"? car I was standing beside in the Winter issue of "M.M." I guess I'll have to own up and tell you it certainly wasn't English but the new Lamborghini Diablo which I had hoped Santa would bring me. No such luck! And with 0-60MPH in 3 secs and costing some \$300,000 maybe it's a good job he didn't!)

## Dear Editor...

First a letter from yet another of our many younger enthusiasts who have taken the time to write to us:

Dear Moss,

First I would like to compliment you on your outstanding publication. The information I have obtained from "Moss Motoring" is both entertaining and mechanically helpful. As all British car enthusiasts know, there aren't many (let alone enough), such publications around. I am writing to reveal my irreplaceable MG experience.

When I was fourteen my grandma gave me the opportunity to buy what is now my pride and joy, a 1976 Midget. After three years of numerous lawn mowing jobs and countless hours of shoveling snow, I can now call it mine. As I hadn't a driver's license at fourteen, most of my time with the car was spent admiring it or detailing it. Once I turned 16 I was driving that Midget with a feather foot and graceful acceleration!

I am now an 18-year-old college stu-

dent whose passion for British cars is akin to that of a mother to her newborn. As all former and present college students know, money doesn't exactly grow on trees. Ironically, regardless of that situation, I can always find a way to squeeze out those couple of bucks for my Midget. Whether it's going without Doritos for a week or skipping the visit to Ronald Mac's for a month, I have this quest to keep beautifying my MG.

At the end of each summer, my MG goes away to storage and so does a piece of my heart for the next eight months. Winters are spent trawling through the Moss catalogs for that perfect, what you think is going to be the last, finishing part... of course we all know better than to think that! When summer rolls around it's back to the streets for more superb countryside drives.

Again I would like to congratulate you on your fine newspaper and I look forward to receiving my next issue of "MM."

Sincerely,

Brent A. Brown, Cedarburg, WI

(Doesn't it do your heart good to read something like that in this day and age? Ed)

Dear Moss,

The Triumph Sports Car Club of San Diego wish to thank you for your participation at "Triumphest 94" held in Mission Bay. #

We feel this Triumphest was one of the most successful ever held with over two hundred cars registered for the show.

Your pre-show help was greatly appreciated and the support you gave us through "Moss Motoring" was invaluable. I did learn one lesson. Never allow my phone number to appear in a national publication! The phone never stopped ringing after your publication reached your customers!

Thank you again for your generosity and help, for we couldn't have held "Triumphest 94" without you.

Sincerely, Dave Johnson, Co-chair. San Diego, CA

### New S.U. Carburetor Sets

Brand new, exactly as original, S.U. carburetors are now being produced in England from a combination of original and new production tooling. No matter how fine a job is done in rebuilding carburetors, they just can't possibly compare to new units. Brand new carbs can make an amazing difference in the way your car runs, besides dressing up your engine compartment.

|                           |         |           |
|---------------------------|---------|-----------|
| MG TC Carb. Set           | 370-748 | \$1149.50 |
| MG TF Carb. Set           | 370-768 | \$1149.50 |
| MGA 1500 Carb. Set        | 370-778 | \$1032.50 |
| MGA 1600 & MkII Carb. Set | 370-788 | \$1049.50 |
| MGB '62-'68 Carb. Set     | 372-238 | \$349.95  |

(these replace AUD52, AUD 133, & AUD265)



|                       |         |          |
|-----------------------|---------|----------|
| MGB '69-'71 Carb. set | 366-488 | \$349.95 |
|-----------------------|---------|----------|

(these replace AUD326, AUD405, & AUD465)

|                      |         |          |
|----------------------|---------|----------|
| MGB '72-'74 Carb Set | 366-628 | \$439.50 |
|----------------------|---------|----------|

(these replace AUD493, AUD550, & AUD630)

### S.U. Square Body Fuel Pump

Brand new genuine S.U. "square body" fuel pumps as originally fitted to Jaguar XK120, 140, & 150, Austin-Healey 100-6 & 3000, and MGA Twin Cam, are now available after many years of being considered a "lost cause".

377-085 \$219.95



# Looking Ahead to Another Fabulous Moss Festival!

It won't be long now! You really should be making your plans to attend the third annual MOSS MOTORS BRITISH CAR FESTIVAL which will once again take place at the beautiful "Flag is Up" farms in the scenic Santa Ynez valley on JULY 14, 15 and 16th 1995.

Once again our hosts at this thoroughbred horse racing Mecca, Monty and Pat Roberts, will warmly welcome well over 200 British cars and their crews to their ranch set against the backdrop of the spectacular Santa Ynez mountains.

Of course we from Moss Motors will also be in attendance and have planned a great three days of fun and festivities! The famous wine tour rallye will be amended this year to include new 'ports' of call and our rallymaster for the T.S.D event, John Self has yet more fiendish routes planned to get everyone lost!

## ...Drive around with a paper bag over your head...

Out in the main arena we will again mount the tricky funkhana where you might try and balance your British car on the "teeter-totter" while your navigator desperately tries to equalize the center of gravity to achieve perfect balance! Or if you wish to emulate some of our politicians you might like to drive around with a paper bag over your head while being told where to go!

Fancy letting your car rip through the main streets of beautiful Buellton? Well, now's your chance, as we will again stage

the slalom through a forest of cones and several hundred interested spectators. The many shops and cafes will be open for you all to enjoy the Valley's hospitality. And if ladies, you were one of those "born to shop" we will again be running our mini-buses to the quaint Danish style town of Solvang, two miles up the road from the Festival. So quaint they will not let McDonalds open an outlet here as it felt it would not be in keeping with the totally Danish theme of the area! However, they do have a great factory outlet mall while a couple of miles further up the road is the Indian Casino where you might spend an hour at the tables.

Solvang however, is the real tourist attraction with hundreds of small shops, windmills, superb Danish pastries and memories of Hans Christian Anderson and the Danish culture on every corner.

Fancy flying high?! The local airfield will be offering glider and light plane rides throughout the weekend while Moss will be flying high by offering tours by bus or convoy in your own car, to our Goleta outlet where the widest possible range of quality "goodies" for your British classic can be purchased at discount, and you can enjoy a tour of the famous Moss facility.

For those of you who just wish to laze around in the sunshine at the event H.Q. our friendly staff will be in attendance with their computers and catalogs for you to place orders which will be delivered

direct to you at the site on a daily basis, or could even be shipped to your home address! Our knowledgeable, technical representatives will also be in attendance during the Festival to demonstrate the "right" techniques and assist any attending driver who might strike trouble!

And what of the kids-our junior enthusiasts of tomorrow? Have no fear, Mum & Dad, we'll look after them! There'll be games, treasure hunts, hay rides behind the Ranch's magnificent shire horses and our ever-popular Pinewood Derby racing will again be a highlight. (Get your kits now Dad-and



Just your size sir!

start whittling! Moss #231-290!

When the kids are exhausted and in bed, we will again welcome you to the giant marquee where during the evening the best entertainment in the business will be available for your pleasure. Country & Western groups, Line dancing, local artists will make the evenings go with a real swing!

Of course the Festival food will be plentiful and varied, but should you wish to visit one of the many local area restaurants we'll tell you where they are. However, you may wish to stay on the ranch and enjoy the bar hospitality safe in the knowledge that you don't have to drive anywhere, after having a noggin!

No matter how you travel to the MOSS FESTIVAL we urge you to try and be with us this year. Bring your British car, or your RV, or your tent, your bike- walk if you have to! The local hotels are offering great rates. And this year all the campers will be together, enjoying great hot shower facilities and bathrooms imported direct from Hollywood! Our security will be as tight as ever and the farm is perfectly safe for enthusiasts of all ages.

So, make your plans NOW!! Don't leave it until it's too late, make this the best family vacation you've ever had at very modest cost! Our Festival coordinator, Harry Haigh is bursting blood vessels trying to ensure you have a great time-and you will-just ask Charles Runyan!

For further information call us toll free on 1-800-235-6953



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**Special Price!** 211-035 \$29.95



## Lucas Headlamp Buckets

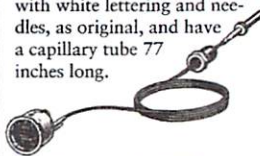
Genuine Lucas headlamp buckets with adjusters, but not including lamp socket & wiring, rims, nor rubber grommets. The three-adjuster bucket fits most 1953 - '59 applications using three adjusters and screw-retained outer rim, such as TF, '55-'59 MGA, TR2-3 (not 3A), 100-4 and 100-6. The two-adjuster bucket fits most applications from 1960-on.

3-Adjuster Bucket 144-797 \$45.95  
2-Adjuster Bucket 144-807 \$19.95



## Combination Oil Pressure/Water Gauge

This genuine Smith's combination gauge is a direct replacement for early Sprite, Midget, MGA, and MGB with chrome-bezeled gauges. These gauges have black faces with white lettering and needles, as original, and have a capillary tube 7 7/8 inches long.



361-761 \$119.95

## CHAPUT CHATTER

More thoughts from our Sales Manager, Mike Chaput

By the time you read this Christmas will be well past. It is during this time of year many of us reflect on what happened over the past twelve months. As we grow older it seems as though Father Time speeds up the clock. I can remember the beginning of last year, making resolutions I didn't keep. Soon the kids were cutting hearts out of construction paper as they made their Valentines. Easter passed, as quickly as Summer began, it ended, and Fall was upon us. Halloween came, and then Thanksgiving. As I write it is a week before Christmas. Time is a precious commodity and we should spend it wisely.

So you're probably saying, "OK Mike, what is your point?" My point is simply this, make plans now to do whatever repairs or improvements you need to do to your British Classic. Most of you out there are not as fortunate as some of us who can drive our Sports cars year round. Soon the driving season will be over and many of you will say to yourselves where did the time go? What keeps this hobby alive and strong is the pure enjoyment we get when we DRIVE our cars. Sure it is rewarding and pleasurable to restore and maintain our Sports cars. We all get that feeling of satisfaction. But how does that compare to a brisk drive up a mountain pass or a jaunt through the country? When was the last time you drove your car to a British car meet and swapped war stories with your fellow enthusiasts? Maybe this year you can plan to participate in a Rally or a Funkhana. These events are designed to enlist the participation of all British Sports car Drivers. Get involved with your local clubs and make 1995 a great year driving your car! Plan now, get your car ready for when Spring arrives.

As always (and since 1948) Moss Motors is here to help you with whatever your needs are. Remember, we are a full service Company. If you require technical help, we are here. If you want to know where your nearest local club chapter is, we have a database with over 500 hundred clubs. If you're interested in finding the next car meet in your area we are glad to help. Don't forget, our toll free number (1-800-MOSS-USA) is a tool for you to use. We encourage all types of calls, not just orders. Our interests lie in the long term future of this hobby. Whether it requires Moss to reproduce yet another discontinued part or giving you a name for your closest club, you can bet that tomorrow or ten years from now, Moss will be here for you.

We really do appreciate your business greatly, for without you, our valued customers we would be in another line of business altogether. Probably one not as friendly and certainly not as exciting!

If you have any comments or suggestions, please feel free to contact me.

Thanks-and happy motoring!

- Mike

Phone 1-800-235-6954 ext 3216  
or Fax 1-805-968-6910

## MORRIS MINORS-NEW LOVE FOR AN OLD CLASSIC

(On our travels around the country with the Moss Road Show we've been struck by the large numbers of Morris Minors and their enthusiastic owners we met. So we asked Tony Burgess of the Morris Minor Registry to give us an update on the "Mighty Minor" scene in the US today. Ed)

The Morris Minor has been called many things since its introduction at the Earls Court Motor Show in 1948...cute, ugly, practical and Volkswagen to name a few! The first of many brilliant accomplishments of Sir Alec Issigonis, the Minor was to set a new standard for British post-war automobiles. Sir Alec's later project the Mini Minor, later known as just the Mini, set a new standard for world class automobiles regarding the use of space and transverse-mounted, front drive power plant.

The Morris Minor was designed during World War II with the intent of replacing the aging Morris sedan line at the conclusion of hostilities. The concept car, named the "Mosquito" was built with a horizontally opposed, flat four cylinder engine, a unitized all steel body, and rack and pinion steering. Due to the merger of Morris and Austin during this same period, a last minute switch replaced the flat four with Austin's "A" series 918cc flathead engine. Another interesting item was

that just before production started, Sir Alec felt the car didn't look just right. He therefore had the prototype car cut in half, front to back, and had his designers slowly separate the left and right halves until it looked "just correct"! The added width was four inches. The problem was that production had already started on the front and rear bumpers so they were cut in half and a four inch 'fillet' plate was added to the bumpers until the existing stock was depleted. You can identify these early Minors by their three piece bumper set-ups.

During the Minor's production between 1948 and 1972, very few changes were made to the overall appearance of the car other than some functional and safety items. The headlights on the early British cars were mounted low in the grille, but were later moved up into the front wings due to safety regulations. "Low-lights" as these cars were called, were never imported directly into the United States, although some were brought in from Canada. Engine size grew from the original flathead to the final 1098cc "A" series in the last Minor 1000 model. Over one and three quarter MILLION cars were built and it was the first British car to reach the 1 million mark! To celebrate this occasion, 350 cars were produced as Minor 1,000,000 with special "Million" badges, Lilac paint, and White leather interior. Many of these cars are still on the road including half-a-dozen in



North America.

The Minor was available in six body styles, a two and four door saloon, a four passenger convertible (Tourer) a "Woody" wagon (Traveller) a pickup truck and a parcel van. The Woodies white ash box is functional in that it was assembled off the car, then bolted to the floorpan when complete! The metal panels between the wood simply fill in the spaces. To compensate for the additional weight on the wagon, the roof and rear "filler" panels are made of aluminum. (Moss Chairman, Howard Goldman, owns a superb 1959 example of the Morris Minor Woody! Ed).

Many owners have modified their cars with 1275cc engines, rib-cage transmissions, rear ends, larger drum brakes and front disc brakes from early MG Midgets and Austin-Healey Sprites since these cars were built using a basic Morris Minor platform and a sports car body. Consequently many parts are interchangeable.

In England the Morris Minor Club has over 10,000 members and is operated by a professional staff. Here in the US we are just as enthusiastic if not as numerous. If you have a Minor, or are interested in this little English wonder, contact the Morris Minor Registry 318 Hampton Park, Westerville, OH 43081-5723. You can call us on (614) 899-2394. We welcome owners and enthusiasts alike!

— Tony Burgess, President MMR



## Confessions of a British Import Car Dealer

A story that might just make you think again!

So you think your British sports car is absolutely, positively original eh? You think this is just as it left those famous factories in Abingdon or Coventry? Well, don't bet on it and I'm here after all these years to tell you why.

Even if you witnessed your precious new automobile being delivered straight off the transporter at your local dealer, it more than likely did not leave the assembly line in that particular configuration and likely would go through even more changes before it was sold to the customer by the dealer.



Despatch compound - Abingdon

First let's clarify the difference between an import Distributorship and a Dealership. Just as in modern times distributors bought the cars from the factory and then sold them to the various dealers within their designated districts. When a car left the factory gates all the pertinent serial numbers, commission numbers, engine, gear box, color of upholstery etc. were recorded and were probably correct. However, all is fair in love and war when it comes to getting that particular car into the hands of a retail customer.

"Get that car delivered", was the war cry, from the factory, from the distributor, from the dealer, from the sales manager from the salesman, "I don't care what it takes-move that car". That last statement is what was likely to change the specification of your car from what was original and which YOU still think IS original!

The British imported sports cars were transported by truck and train, then shipped across the ocean and were subject to all kinds of abuse from the elements and handling. The paint, upholstery, even mechanical parts could be damaged long before the car reached its first stop, the distributor, who usually, at the height of the British car invasion had many orders waiting to be fulfilled.

Let's say to complete one shipment to a dealer he needs a black car with a black interior but did not receive one in this particular shipment. However, he did receive a black car with a RED interior and a white car with a BLACK interior. Remember, "I don't care what it takes"? A quick swap of interiors and he has his order filled by fitting the black interior to the black car! The car is then delivered to the dealer who doesn't know about the swap, and really doesn't care, all he wants is to "deliver that car", and he does! The customer meanwhile sees his nice new black car with black interior roll off the transporter at the dealers and knows it is fresh and pristine and totally original!

The moral of this episode is, what the eye doesn't see...well you know the rest, but what you and other unsuspecting new car buyers never knew was that now there were two very unoriginal automobiles for future experts to contemplate, and pontificate over. Definitely, Positively correct-"I've had it from new!"

If my little homily has set you wondering, wait until the next installment! The particular scenario I've outlined above has only the distributorship involved, wait until you get the truth about what happened when cars reached the dealership!

— Imastnoesnoes

### Limited Slip Differentials



These British Quaife gear type limited slip differential units will

put more of the power from your engine to the road where it belongs. Great for racing, autocrossing, driving in the snow, or just for fun. Installation requires no more work than rebuilding a standard differential.

TR3 (from TS13046) thru TR6  
674-065 \$899.95

MGB with banjo type axle housing  
267-065 \$989.95

MGB & MGC with tubed type axle housing  
267-055 \$989.95

Sprite & Midget  
267-075 \$989.95

### New Books from the Moss Bookshelf

"S.U. Carburetors-Tuning Tips & Techniques"  
by G. R. Wade  
(also covers all S.U. Fuel Pumps)  
211-345 \$16.95

"Original MGB, C, V8"  
by Anders Ditlev Clausager  
(see book review on pg. 7 of this Moss Motoring),  
211-355 \$34.95

"Original Sprite & Midget"  
by Terry Horler,  
211-405 \$34.95

"MGB Service Guide"  
by Lindsay Porter,  
211-410 \$19.95

"The Last Open Road" (fiction)  
by B.S. Levy,  
212-145 \$25.00

"International Road-Kill Cookbook"  
by Buck Peterson,  
213-605 \$5.95

"Brake Handbook"  
by Fred Puhn,  
213-610 \$15.95

"Essential Austin Healey 100 & 3000"  
by Mike Lawrence,  
213-670 \$12.95

"Essential Triumph"  
by David Hodges,  
213-675 \$12.95

TR2-3 "Service Instruction Manual" (hardbound),  
212-520 \$47.95



# Triumph VIEW POINT

## CURES WORTH CONSIDERING FOR YOUR TRIUMPH

from J.R.Hill, Torrance, CA

Triumphs have been getting me from here to there for 40 years! Nobody does anything to my TR if there's any way I can do it myself, that's how I learned the following things the hard way!

### A Positive Change

Your TR2/3 is positive ground. After installing new battery cables, with negative going to ground and switching the two wires on the ammeter, changing the coil, and repolarizing the generator it becomes a negative ground! Sound too simple? Believe me it works.

I took about three years on and off of thinking and questioning before I felt I knew the answer. A letter from an electrical engineer confirmed what I had thought and I made the switch.

**CAUTION:** disconnect your radio/tape deck before the polarity change. This only changes the electrical components that run the car-if electrical components do not have a + or - switch they would have to be isolation mounted. This works with standard ignition set-up but if electronic ignition is installed after changing polarity a few problems might occur. However, think of the choices of new equipment now available!

### Easier Trans. Replacement

Replacing the transmission is made a lot easier if you fashion two 3" to 4" studs and use them to guide the trans. into position. Just screw the threaded end into the engine and the trans. will slide right into position with the matching holes in the transmission bell housing

penetrated by the stud ends. I use the horizontal holes furthest apart.

### Watch the oil level

If your transmission oil is 90SAE you can cruise around in start and stop traffic for years and not experience any problems. However, cruise along an open road, nice hot day, 60-70MPH for a couple of miles with the transmission oil 1/2" too low and you'll burn out the countershaft front needle bearing! The rollers break up and wipe out every bearing in the transmission, the counter shaft and the counter shaft hub!

Look at the transmission cut-away drawing in the factory manual. How does the oil get to that front needle bearing? Besides squeezing past close fitting parts, oil must flow through the hole in the countershaft exiting into the countershaft hub and flow forward. This might be OK except the steel bushing, in the path of the flow catches the oil and then slings it out through the holes drilled in it, and the countershaft hub.

The shaft should have been drilled through to an exit near the front needle bearing and in seventeen years of driving my TR2 the problem never occurred using 30/50SAE. My home remedy was to cut four notches in the countershaft thrust washers, using a 3/8" rat tailed file, and notching the transmission case to match.

### More clutch lore

Cleaning out the clutch hydraulics and refilling with silicone brake fluid will greatly increase the life of the system. Adjust your diaphragm clutch just enough to disengage, overflexing will make it unusable.

### It just fell off officer!

Look at the lower wishbone inner fulcrum bracket. Just one bolt holds it to the frame-the later TR6 has two bolts. Why? Because with the single bolt the frame mounting fatigues, breaks and the wheels fall off! I was lucky-my wheel fell off at about 20MPH making a tight turn!

Double bolting can be done right on the car. (Moss has a two stud bracket # 661-5951 Ed)

### Electronics for TRs

If you're not a stickler for originality, then doing away with the distributor, points etc. by installing an electronic ignition system with photocell is the way to go. Thirty years ago I had to make my own set-up but now there is a set-up ready to install. It really makes a difference in a positive way of course and your 4 cylinder will think it's a smooth running six! To keep it cool mount the amplifier inside the cockpit with two or



Triumphs at Bowie

three washers between the amplifier and firewall, under the mounting screws. There is NO cool place under the hood in the engine compartment and heat is the greatest enemy of electronics.

### Alternative wisdom

The original Lucas generator gave me too many problems and over 25 years ago I began using an alternator. When this installation was made it was necessary to use an external regulator. Nowadays a small alternator with one wire hook-up is easy to find, as with the external regulator the wiring gets too involved. It's given me really good service and I don't have to carry a spare-which might be a good idea if you stick with the Lucas!

### Slippery stuff

Molybdenum-Disulfide visually resembles graphite powder, however, it's a much better lubricant. Moly works in suspense and would be extracted by a fine filter, so it's not for the engine.

Moly is great for the transmission, universal joints, front wheel bearings, the differential and any place with a grease fitting.

"Valvoline" makes a moly grease.

I hope the foregoing will help other Triumph owners to enjoy these wonderful cars.

### British Equivalent

Continued from page 1

atives of non-Moss British nameplates, including examples from Lotus, Morgan and Jensen, even Bentleys.

To further enhance the British connotation, a caterer serving "bangers" and other typical British fare was on hand and did a brisk business. Picnic lunches were appropriate for the midday menu, but the Saturday night banquet definitely had a more elegant atmosphere, complete with speeches and an award ceremony.

Success sometimes worries the Goldmans, who look at the finite number of MGs, Triumphs, Austin Healeys and Jaguars, not exactly as a dwindling market, but as one offering limited opportunity for growth. There were 10,000 jaunty MG TC roadsters built in the years just after WW II, and these could be described as being the vehicles that created America's sports car appetite. There were 29,000 examples of the successor TD produced, and fully 22,000 were left-hand-drive versions for the U.S. market. With only a two-year production, far fewer TFs were built, but the majority found their way here.

Streamlining replaced boxy styling when the MGA was introduced in 1956. The MGA was subsequently replaced in 1962 with the MGB, which featured more creature comforts including roll-up windows. By 1980, more than a quarter million MGBs had made their way across the Atlantic Ocean to America.

In addition to exploring the potential for later model Jaguar E-Types and sedans, as well as for the ubiquitous Austin and Morris Minis, the Moss management is evaluating other nameplates as potential candidates for similar lines of maintenance and restoration parts.

### HERITAGE HI-LITE



The very last TR7 built in Fall of 1981

## TR Parts & Accessories

### TR6 Cowl Vent Screen

Handy screen fits under the plastic vent grille to prevent leaves and debris from entering. Fits 1973-'76 TR6 803-895 8.95

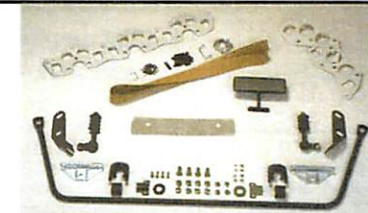
TR250 Steering Wheel Spoke Cover 853-705 \$34.50

TR3-TR6 Heavy Duty Manifold Gaskets TR3 from eng.# TS8997E-TR4A (pair) 695-070 \$6.75

TR250-TR6 thru 1971 695-050 \$6.75  
TR6 from 1972-'76 695-060 \$6.75

TR4-TR4A Repro. Steering Wheel 853-750 \$169.50

TR3A-3B Seat Frame Assemblies  
Fixed Back 643-925 \$199.95  
Tilting Back 643-935 \$199.95



TR4 Factory Type Sway Bar Kit 660-968 \$174.95

TR4-TR4A Seat Back Webbing Kit 681-330 (1 req'd. per seat) \$9.95

TR4-TR4A Windshield Mirror 801-070 \$18.95

TR2 Wedge-Mount Sidecurtain Sets  
Black Sidecurtain Set 259-218 \$248.95  
White Sidecurtain Set 259-228 \$398.50

### TR4-6 Windshield Frame Finisher Set

Correctly grained black plastic finishers which cover the exposed inside portions of the windshield frame. (Windshield must be removed for installation.) 801-268 \$49.25

### TR4A - TR6 Dash Support Covers

TR4A Support Cover 633-555 \$118.50  
TR250 Support Cover 633-565 \$118.50  
TR6 '69-'72 Support Cover 633-575 \$118.50  
TR6 '73-'76 Support Cover 633-585 \$118.50



## Classic-fied Ads

We accept ads for British cars only; no parts ads, replicas or exporters, please. Single insertion is \$35.00. Publication is quarterly, the deadline for the next issue is April 6, 1995. Place your ad well in advance, limiting it to 50 words or less. Ads received near the deadline may be held for the next issue. Late ads will run in the next issue unless you specify current issue only. Please include your name, address, state the car is located in, and phone number. Send payment with ad to: Moss Classic-fied Ads, 400 Rutherford Street, Goleta, CA 93117.

**1978 TVR Taimar:** One of 395 made. Burgundy/tan. Factory Ford 3ltr. V6. Fast, fun, reliable, and probably the nicest Taimar in the country. National TVR Car Club membership included. Own a truly unique British car, hand made by England's largest, present day, Sports Car manufacturer. \$14,000. Craig Gallun (303) 322-3961. Denver, CO.

**MGA Roadsters (3) 1961, 1959 and 1958:** Excellent condition, new chrome, rebuilt engines. Best offer over \$15,000 takes all three. Bill Downey, 6553 Niderdale Way, Middletown, OH 45042. (513) 423-5474

**1951 MG TD:** Restored - great condition. Cream paint work, black interior. Looks great, drives well. \$12,000. Washington, DC. (202) 898-4506.

**1953 MG TD:** Always garaged and covered. Red with Tan interior. Good original condition, complete with original 1951 California license plates and 1953 tabs! Lucas tripod headlamps. Same owner for past 9 years. \$10,950. David (916) 823-8958. Auburn CA.

**1960 MGA ROADSTER.** Maroon with Black interior 72 spoke wire wheels with new Bridgestone rubber. 2 litre MGB sprint engine with 1.6 MGA engine as spare. New top and rebuilt gearbox. Mechanically a "9"-Bodywise a "7". Detailed photos available. \$8000. John: (901) 759-9456.

**1971 MGB GT.** Overdrive, new valves, brakes etc. Great condition. Bob (805) 523-7431.

## MGB & MGC Alloy Hoods

British Motor Heritage has produced these previously hard to find alloy hoods from restored original tooling. MGB roadsters used alloy hoods through 1969, GTs until 1971, but these will fit all MGBs. The MGC hood also fits the MGB, and has been popular with those converting MGBs to V-8 power, as they provide increased under hood clearance and more aggressive styling.

|                       |         |          |
|-----------------------|---------|----------|
| MGB Hood              | 457-255 | \$424.50 |
| MGC Hood              | 457-235 | \$524.50 |
| MGC Hood Chrome Strip | 457-205 | \$24.50  |

The MG owner stared at the lug nut in his hand and silently cursed the gas station mechanic. Then he looked back up at the parts store. "Tiny's Auto Parts." The words were painted on the storefront window of a narrow brick building, sandwiched between a dry cleaners and a shoe repair. A dusty collection of hydraulic jacks and grease guns was barely visible through the grimy window. Not much to look at, but it was the only parts store within walking distance of the gas station. With a sigh of resignation, he walked inside.

"Tiny" was standing behind a wooden parts counter, talking on the telephone. He must have weighed at least 280 lbs, and was wearing what had once been a light blue work shirt. He glanced at the MG owner but continued talking on the telephone. The conversation seemed to be about a television show from the night before.

The MG owner sat on one of the cracked, red bar stools in front of the counter and surveyed the store. Under different circumstances, he would have considered the place a classic piece of automotive heritage. A few small displays of brake tools and automotive chemicals graced the customer area in front of the counter, but this was obviously not a self-serve store.

Long racks of parts bins stretched from the work area behind the counter to the rear of the store.

On the end of each rack, facing the counter, red pegboards held a variety of chrome plated hand tools. Beyond the racks, the back wall held a jumbled assortment of mufflers and tailpipes. Fan belts hung from nails driven into the top edge of the walls, just below the ceiling. The ceiling itself was an ornate pressed tin affair, caked with peeling paint and decorated by a few well populated fly strips. A large ceiling fan turned slowly above the counter.

"Whatcha want?" Tiny was off the phone now, ready for business.

"I need some lug nuts." The MG owner placed his lug nut on the counter. Tiny picked up the nut and chuckled.

"Bet you just came from old Dean Wilter's place. He just got hisself a new air wrench. This is the third time this week he's bugged up a lug nut. This one don't look too bad. You could still use it."

"This isn't one of the ones he stripped. I brought in a good one so you could see what I needed."

"What'd it come off of?"

"It's kind of an oddball. I'm sure you don't have any catalogs for it, but I thought maybe you could match the threads."

"I got a whole shelf 'a catalogs. What's it offa?"

The MG owner hesitated a moment before answering. "A 1957 MGA"

"Ain't got none."

"You didn't even look!"

"Don't hafta look. I know what I got

and I ain't got these. Ain't got any metric nuts."

"This isn't metric. It's SAE. Same as a Ford or Chevy."

"You said it was an MG, didn't ya? That's foreign. All them foreign cars use metric nuts. Hell, sometimes even American cars use 'em now. It's a scam to sell more wrenches. I don't believe in it, and I don't stock metric. If God had wanted us to go metric he woulda give us ten disciples."

"This is British. The Brits invented the inch. We got it from them."



Tiny looked at the nut suspiciously. "Ain't never yet seen a foreign car that wasn't metric." He thought a while longer. Then he put the nut back down on the counter. "Buddy 'a mine had a British motorbike once. The fuel pump went bad and we couldn't find no wrenches nowhere that would fit it." He looked at the MG owner in triumph.

The MG owner closed his eyes in resignation. "It must have been Whitworth," he whispered.

"What?" asked Tiny.

"Whitworth. I said it must have been Whitworth."

"Nah. It was a Triumph or something."

"Not the bike, the threads. The British used to use Whitworth nuts and bolts. They come in truly weird sizes. No other wrench will fit."

"Thought you said they invented the inch."

"They used Whitworth before they invented the inch."

Tiny looked at the MG owner suspiciously. Then, with an air of finality, he declared "Don't matter. I don't got none of these." Sadly, the MG owner picked up his lug nut. As he was turning to leave, he stopped, and looked back at Tiny. "Are you a betting man?"

Tiny eyed the MG owner warily. "Might be" he replied.

"I'll bet you a dollar that if you take a 1/2" bolt out of your parts bins it will thread right into this nut."

Tiny took the nut in his hand and examined it carefully. "OK" he said. He stepped back into the parts area. A few moments later he emerged with a smile on his face. "Don't fit. Told you it wouldn't. Gimme the buck."

The MG owner placed his dollar on the counter. "Let me see that" he demanded.

Tiny took the dollar and handed over the nut and bolt. The MG owner looked at it a few seconds and then he put another dollar on the counter.

"All right. I'll bet you another dollar that if you take a 1/2" fine thread bolt out of your bin it will fit this nut."

Tiny hesitated a moment, but realized he couldn't back out. He took the nut and disappeared between the shelves again. "Hey" he said with surprise. "It fits!" He started to take a dollar out of his wallet.

"You can keep the dollar" the MG owner said. "Just get me four 5/8" fine thread lug nuts."

"Don't stock 'em that way. I stock 'em according to what they fit."

"Well, can't you take that bolt back and find a lug nut that will fit it? If it fits that bolt, it will fit my car."

"That could take hours. I can't afford to spend that much time helping one customer search for some oddball part. I got a business to run."

The MG owner scanned the store. There was not another customer in the place, and the sidewalks outside were empty. He was about to ask Tiny if he had any other pressing transactions

to attend to, but thought better of it. Instead he decided to try a direct appeal.

"Look. I'm stuck here. I'm driving cross country to visit an old friend and be the best man in his wedding. I pulled off the Interstate to get gas and while I'm filling up I see a sign "We fix

flats." I've got a slow leak in my right rear tire, so I figure what the heck. Might as well get it fixed. Next thing I know, this ham-handed grease monkey strips my lug nuts and I'm stranded.

You've got the only parts store for miles around, and I think you've got the nuts I need in stock. But if you won't look for them, I'll miss my buddy's wedding.

Tiny appeared to soften a bit. Then he said "I'll see what I can find." He began rummaging through his parts bins, and in a few minutes he returned with four lug nuts.

"Great!!!" The MG owner almost jumped for joy. "Thanks for finding them. What do I owe you?"

*Continued on page 15*

## Carburetor Dashpot Oil

What kind of oil is best for S.U. and Zenith-Stromberg carburetors?

Carburetor oil, of course! We have found an oil specifically designed for this application, and heartily endorse its use. 125 ml. bottle.

220-225 \$7.95



## Jaguar Fender Cover



This good looking and very durable fender cover will protect your old or new Jaguar's paint from scratches and dirt any time you're working under the hood.

241-755 \$19.95



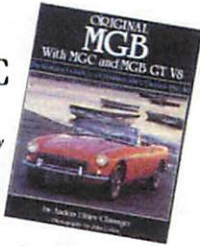
# MG

VIEW POINT

## Book Review

### ORIGINAL MGB with MGC and MGB GT V8

Authored by Anders Ditlev Clausager, Photography by John Colley



The "Original" series now numbering 15 volumes, has become one of the outstanding references for restorers, archivists and enthusiasts. Original MGB, the most recent addition to the series, is Ander's fourth contribution.

He writes from a unique position as Archivist for the Heritage Motor Center. Since 1979 he has had access to the records and the people most involved in the British automotive industry and he has used this accessibility to good effect. An automotive stylist with Austin-Rover earlier in his career, he also brings the eye of an artist to his books.

Probably no other single sports car ever had the popular acceptance accorded to the MGB during its 18 years of production. As the author points out in his introduction, there are more pages and pictures in this book than in any other in the "Original" series, and this is not hard to understand with over half-a-million MGBs produced. The list of production changes alone takes up some 12 pages!

Every major assembly in the MGB has a chapter of its own and all are illustrated with an extensive collection of beautifully detailed color photographs. John Colley, who started his career in automotive photography with Rolls Royce is responsible for the majority of the color work, supplemented by contributions from MGB owners throughout the world.

A great deal of effort was put into finding the best possible example of the car or part that would illustrate a particular model or accessory. Where model or part changes were of a more subtle nature, side-by-side examples have been meticulously photographed and explained.

With so many MGBs in restoration a question will usually arise concerning paint color and interior trim. Nine pages of charts and text cover all the various color permutations, both paint and upholstery, for the entire MGB production range. One of the most comprehensive paint charts we've ever seen also lists original colors and paint manufacturers part numbers for both British and

American companies. For those who are curious about the origins of their cars, the arcane system of numbers and letters that with the help of the Heritage files, can tell you the exact date your MGB was manufactured, are fully explained.

This is not a dull technical encyclopedia of facts and boring charts. To be certain, there are charts. However, the author uses them in a well-designed book and crisp prose to cleverly involve you in the history of the "B" and its larger engine variations. I would wager that there is something new here for even the most avid followers of MGB lore.

-JB.

Hardbound, 152 pgs. 9 X 12", 265 color photos. Moss # 211-355 Original MGB with MGC and MGB GT V8. \$34.95.

#### Double Clutching a further note for MGB owners

from Robert A. Stettler, Kelseyville, CA

Chris Ball and Steve Tom wrote excellent articles on double clutching and heel & toe downshifting. But neither went far enough when it comes to the MGB, also Steve is misinformed regarding at least one Datsun model.

I learned to drive a long, long, time ago; a time when double clutching was the hallmark of a skilled driver. Furthermore, the old truck I drove after school required it, and before long the technique became second nature.

When real sports cars came to the United States after the Second World War, I became aware of a technique called heel and toe downshifting which allowed drivers to dive into a corner while simultaneously braking and downshifting. Although I understood the principle, I never found a domestic car that had the proper arrangement of pedals to do this. Finally, in 1971 I was able to purchase a sports car, a shiny new Datsun 240Z. I soon discovered that the



1958 MGA Twin Cam sectioned chassis.

size and the arrangement of the brake and accelerator pedals in that car not only made heel and toe downshifts possible, but fun as well!

Several years after acquiring the 240Z, I purchased an MGA and an MGB. Both had weak synchros and had to be double clutched, but to my dismay I found I could not twist my right foot round to make the heel and toe down shifts I could make in the Z-car. The arrangement of the pedals was all wrong. Steve Tom describes double clutching, but not heel and toe downshifting his MG TC and MGB, so I assume he too discovered how difficult it is to put the ball of the foot on one pedal and the heel on the other, when they are about four inches apart, and about the same height from the floor. Personally I think it's impossible unless one is a contortionist!

One of the ways that MG drivers can enjoy heel and toe downshifts is if they are willing to modify the accelerator pedal. A popular approach is to fit a "Paddy Hopkirk" pedal, which is an aftermarket product which clamps to the existing accelerator pedal. This producing an accelerator pedal which is longer and offset to the left so that it can be more easily contacted with the right heel while keeping the ball of the foot on the brake pedal as pictured in Steve Tom's article.

(This correspondence is now closed. Ed) MOSS # 900-315

#### KEystone REGION MG CLUB

We were suitably chastened to receive a letter from Terry Allen, President of the Keystone MGs, pointing out that while he enjoyed our coverage of the Collier Cup at Watkins Glen, in the Winter issue

of "Moss Motoring", we failed to mention anything about the excellent MG concours which took place the Friday before the main event.

Over 50 fine cars entered the concours and overall close to 200 MGs comprised the car show over the two days, so we do apologize to those who show by concentrating our feature on those who go!

If you live in the Leigh Valley area of PA, and have an MG the Keystone Club would love to hear from you. Contact Terry at 404 Church Hill Rd, Kinterville, PA 18930. Phone:(610)847-5988.

## MG Clubs

The National Club addresses for MG are as follows however there are hundreds of local clubs for each marque. Contact us for further details of the club in your area, or send us details of your local club to add to our database!

New England MG "T" Register  
Drawer 220, Oneonta, NY 13820

North American MGA Register  
13420 Summit Hills Rd.  
Albuquerque, NM 87112

North American MGB Register  
P.O.Box MGB, Akin, IL 62805

American MGC Register  
34 Park Avenue  
Asheville, NC 28803

American MGB Association,  
P.O. Box 11401, Chicago 60611



## MG Parts & Accessories

MG TC L/H Mirror Bracket  
407-500 \$36.90

MG TC Horn Trim Kit  
145-107 \$38.10

MG TD Chrome Dash Trim  
454-110 \$114.50

Brass Dashpot Dampers  
TC-TD Damper 378-305 \$21.60  
TF Damper 370-745 \$23.95

MG TF Seat Back Spring  
456-645 \$27.50

MGA Battery Link Cable  
332-035 \$19.95

MGA-MGB Pedal Extension  
Accelerator pedal extension enables "heel and toe" operation on MGA and MGB thru 1967.  
900-315 \$19.95

MGB 1968-'716-Blade Fan  
434-330 \$59.95

MGB-GT C-Post Block Set  
Foam blocks fit inside rear "sail panels" to reduce panel drumming. Sold as a pair. 641-505 \$9.95

MGB O.E. Thermostatic Fan Switch  
Fits from 1977-'80 to car #511519  
542-216 \$35.50

MGB 1962-'64 Door Latch Repair Kit  
401-117 \$17.95

MGB 1962-'64 "Pull Out" Door Handles  
Left Hand 401-510 \$26.50  
Right Hand 401-520 \$26.50

MGB 1962-'67 Radiator  
456-880 \$159.95

MGB 1962-'69 Sunvisor Kit  
(not illustrated)  
224-108 \$8.95

MGB 1962-'67 Instrument Cowling  
233-790 \$19.95

MGB Battery Link Cable  
332-130 \$24.50

MGB Zenith-Stromberg Jet  
Replacement jets for 1975-'80 MGB carburetors have never been available before, even when the cars were new. They are now available from Moss! Since the original jets were pressed into the carb. bodies to a carefully determined height, replacement must be entrusted to a qualified mechanic/machinist.

366-105 \$10.95



## THE 1994 "MOSS MOTORING" PHOTOGRAPHIC COMPETITION

Well, you never cease to amaze us with your imagination and technique in entering our annual photographic contest and the hundreds of photographs received this year proved no exception.

Thanks to each and every one of you for taking the time to send us your work. Our judges really had their work cut out to arrive at the winners and to those people congratulations!

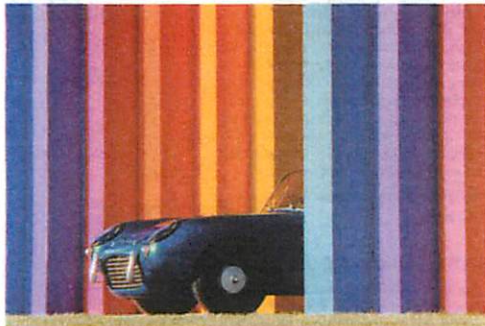
If you weren't successful this year, you'll have another chance next Fall in the 1995 "Moss Motoring" Photo Competition.



GRAND PRIZE WINNER - Photo by Jeff Cook, Bettendorf, Iowa



FIRST PLACE - Photo by Don Lee, La Conner, WA



SECOND PLACE - Photo by Doug McKenzie, Santa Barbara, CA



THIRD PLACE - Photo by Glen Toobert, Deer Park, NY

More great  
entries...



Gary G. Anderson, Los Altos, CA



Kurt Nezbeda, Savannah, GA



Charles Meyer, Bellingham, WA



Jeff Asperger / Joe Amenta, Chicago, IL





Edwin Mohler, Camp Hill, PA



"So Tired" - Photographer unknown.



Paula Wheeler, Campbell, CA



Paul Miller, Marina Del Rey, CA



Charlie & Melanie Hoch, Topeka, KS



"Who Needs A 4 x 4?!" Taken in 1951.  
- Audrey & Ron Paterson, Vista Terrace Baline, WA



"Gates to the Lost City"  
Ross Lawson, South Africa



Mr. & Mrs. Tuoky, Reno, NV



Mr. & Mrs. Doug Wille, Bridgewater, NJ



"The Experts" by Bill Olson, Brainbridge Island, WA



Matthew Curtis, Chapel Hill, NC



Neil Korpi, Minneapolis, MN



## MOSS SPONSORED MIDGET TAKES CHAMPIONSHIP!

*A driver's eye view from Stephen Newby.*

**THE EVENT.** This was the third in a three race series sponsored by the Sports Car Club of BC and the last race of the season in the International Conference of Sports Car Club championship race series. The championship points battle would be decided in this race.

**THE RACE.** Raceday dawned cold and foggy again, but as luck would have it, the weather broke late in the morning and the sun quickly boosted the temperature. The extra heat in the track proved to be exactly what we needed and our race setup was perfect!



*Class Winner Stephen Newby and his Moss sponsored Midget.*

**QUALIFYING.** The Newby Racing MG Midget was fitted with a different engine for this event due to the expiration of our "good" engine at our last race, in Seattle. Our reliable 'workhorse' motor was therefore fitted to see us through the weekend. Mission is a short track where horsepower is sometimes a detriment. The decision to install this motor was made of necessity, rather than good planning. However, we will gladly take credit for the right move! Qualifying on Sunday morning put us in the lead position for our class!

During the race we established an early lead which proved to be exactly what the doctor ordered. Eight laps into the race a rather nasty incident occurred in the fastest corner of the track with a car making heavy contact with an unforgiving wall! The driver was O.K. but debris was strewn all over the track necessitating a 'pace car' situation whereby we all had to line up in running position.

The clean up took a long time, meaning we ran behind the pace car until the

three-quarters mark when out came the checkered flag! We had been handed the win! And this win also had a bonus attached...the points lead in class! Once again we had won the points championship for our class for the NINTH time!!

At this point I glanced over to the pit wall to see my crew going crazy, cheering and jumping around! What a great feeling as we secured the championship by ONE point! Even the driver of the 2nd placed car congratulated on a fantastic season- it could have gone either way, at any time, and if it had, I would have been just as happy for them!

I would like to take this opportunity to thank Harry Haigh, Jonathan Lane and David Eichelbaum of Moss Motorsport for helping us win the championship yet again. Gentlemen, without your support, none of our successes would be possible! As for 1995? Stay tuned to these pages!

## FIREWORKS AT LAS VEGAS!!

*The Moss Motorsport MG-Triumph Challenge.*

**Thursday November 3rd.** 44 Degrees and raining! So this is "Lost Wages"? where normally the temperatures are so fierce even the rattlers hide from the sun under the brown desert rocks? However, this was Las Vegas in November, and the only heat was being generated inside the massive halls hosting the SEMA automotive show downtown on the strip.

Fortunately these abnormal weather conditions faded before the start of three days of motorsport at Las Vegas International Raceway, which included the MG/Triumph challenge event, run under VSCC regulations and sponsored by Moss Motors, so practice and racing were held in the normal sunshine expected in this little corner of never-never land!

**Friday November 4th.** The dawn air is shattered by the noise of jet aircraft not just one or two, but a whole flock of F-16s, F-15s, AWACS and C-130 Stratotankers! Not only were the Fighting Falcons faking it from nearby Nellis AFB, but we also had the Blue Angels and the Thunderbirds into the bargain! Many people pay big bucks for an air show like this- we saw it all for free and it continued throughout the weekend!

9:00pm-With F111s taking off, using reheat, the sky was lit up like a gigantic moving firework display. Maybe these jet jockeys were aware that November 5th is traditionally fireworks day in merry old England! Meanwhile down on the Raceway strip drag racing was starting to happen. Not just any old Top Fuel

cars or Funny cars but Police Cruisers drag racing for the "Supercop Challenge" National Police drag racing championships! What is this?! Only in Las Vegas I guess-land of the flying Elvis's! Lights flashed and sirens wailed as police officers from 57 departments across the USA challenged each other over the quarter mile in souped-up squad cars. Back home the officers use their dragsters in programs to promote social issues. Lt. Jack Snyder of the Nevada Highway Patrol, who founded the Challenge, told us, "Hundreds of thousands of kids are exposed to these programs each year, a drag car is a perfect tool to get your message across and make an impression". It certainly made an impression on us while we struggled to get some trackside "shut-eye", even as a jet powered dragster, chute deployed, hurtled past us, approaching the mid-night hour!

**Saturday November 5th.** Back to the real racing and soon many of our favorite Triumphs and MGs were gathering in pit road for scrutineering and first practice runs.

At the close of the day Moss Motors sponsored a huge Greek Bar-B-Q for some 300 drivers and their crews with Gyros etc. all crazily put together by an individual known as the "Mad Greek"!

**Sunday November 6th.** The great day at last! All eagerly awaited the show-down over the 1.6 mile track between 23 Abingdon and Coventry classic racers.

Kenny Rodgers in his 1965 MGB jumped into the lead from the start closely followed by Dan Longacre in a 64 MGB, the nearest Triumph being Leon Duhamel in a 63 TR4, running fourth.

By the third lap the original two leaders Rodgers and Longacre were battling it out well ahead of the pack but Leon managed to pass the third place MGB of Ron Hlavka. However this position was short-lived as Hlavka retook 3rd place on lap 6 and stayed there until the finish.

Retirements took their toll and only ten finishers crossed the line at the end of nearly 29 miles of hard racing, the final result being as follows:

1. Kenny Rodgers. Newport Beach, 1965 MGB
  2. Dan Longacre. Dana Point. 1964 MGB
  3. Ron Hlavka. Alya Loma, 1967 MGB
  4. Leon Duhamel Long Beach. 1963 TR-4
  5. Paul Smock. Long Beach. 1966 TR4A
  6. Neal Rupp. Yorba Linda 1957 MGA
  7. Jim Dickerson. Santa Ana, 1957 TR-3
  8. Jim Bush. Woodland Hills. 1962 Spitfire.
  9. Randy Keene. Seal Beach. 1966 MGB.
- All in all a great weekend's motorsport in which Moss was proud to play a significant part.

### Cross-Drilled Brake Rotor Sets

Drilled brake rotors increase your car's braking ability and decrease brake fade. Rotors are cross-drilled with a rotational pattern for increased effectiveness. Note: 586-518 fits TR3B TCF series (not TSF series).



|                               |         |          |
|-------------------------------|---------|----------|
| Sprite-Midget Rotor Pair      | 182-158 | \$149.50 |
| MGB Rotor Pair                | 182-178 | \$139.50 |
| TR3B thru TR6 Rotor Pair      | 586-518 | \$189.50 |
| Spitfire MkIV-1500 Rotor Pair | 586-528 | \$159.50 |

### MG Parts & Accessories

**Midget MG-Crested Lugnut**  
Beautiful chrome lugnut with stamped "MG" crest for 1275 and 1500 Midgets with ROstyle wheels.  
264-465 \$3.75

**ROstyle Wheel Paint Mask**  
462-695 \$12.95

**Midget 1970-'80 Seat Foams**  
Bottom 640-520 \$24.50  
Left Back 640-510 \$27.95

**Right Back**  
640-500 \$27.95

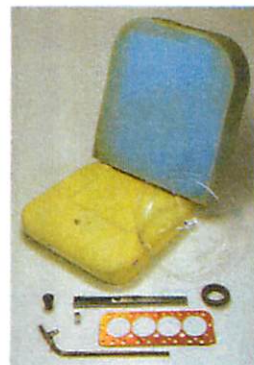
**Sprite/Midget Self-Triggering Trunk Stay**  
406-985 \$19.95

**Sprite-Midget 1275 Outer 1st Gear**  
461-945 \$89.95

**Sprite-Midget 1275 Competition Head Gasket**  
694-555 \$18.95

**Sprite-Midget 1098-1275 Original Type Shift Knob**  
462-775 \$8.95

**Midget 1500 Stainless Steel Heater Return Pipe**  
635-105 \$26.50





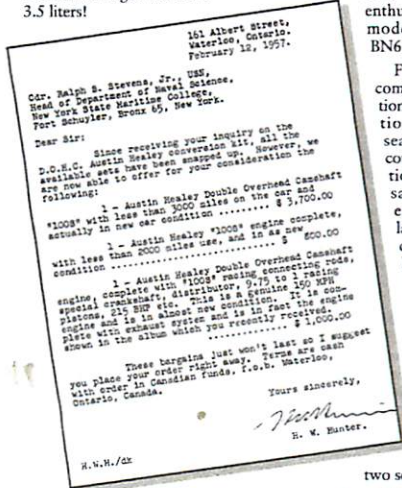
# HEALEY

## VIEW POINT

### THE ONGOING SAGA OF HAROLD HUNTER

Dear Moss,

I thought your Healey readers might be interested in the attached note from Harold "Red" Hunter way back in 1957. Incidentally the 'demon' 215 BHP engine was one enlarged to about 3.5 liters!



which follows:

"Exactly 4,150 BN6 'Mille Miglia' roadsters were produced at Abingdon between 1958 and 1959 (the 12-port car was originally marketed as the Austin-Healey Mille Miglia). My goal is to locate as many of them as possible. These later 100-6s are excellent and have many advantages for the enthusiast over other Big Healey models. I myself own a 1958 BN6.

First, they are very rare as compared to all regular production Big Healeys (with the exception of the early 3000 two seaters) and while this rarity could cause parts and information problems, it will, at the same time appeal to many enthusiasts. Secondly, these later 100-6s are better sports cars than the reputation left behind by early 100-6s would suggest. In fact 12 port cars are equal to early 100's and very similar to early 3000's in performance. Also the value of these cars is exceptional as their prices are still relatively affordable. However, the biggest appeal of these cars is their beauty, closely resembling the original two seat 100's.

I would therefore be very grateful if you could give me any help in locating the owners of these fine cars. Thank you for your interest and assistance in this endeavour and happy motoring!"

(If you have one of these Healeys write to Paul at 118 Laurel Dr. Auburn. AL 36830 or call him on (205) 887-6696.)

And we received this just before Christmas but felt you Healeyheads might enjoy albeit rather belatedly!

My wife and I were married in 1963 and went on honeymoon in a 1960 Austin-Healey. On our 25th anniversary I drove home a 1966 A-H 3000. It was in very bad shape but still beautiful. My wife was in very



good shape and still beautiful! We are soon to celebrate our 32nd anniversary, The Austin-Healey is restored and in very good shape and even more beautiful than ever. My wife is also more beautiful than ever and helped me restore the Healey.

Cue poem:

"It's the time before Christmas and as you can see, it's Tully and Wanda's red Austin-Healey.

Salvaged from the junkpile, all rust and all dent, even the grille and the bumpers were bent.

With hammer and dolly and much elbow grease, every dent was removed, every small crease.

With a Gold credit card and understanding wife, with Discover and Visa, I'm in debt for life!

The years have come and the years have went, many parts have been purchased, it's money well spent.

So thanks Moss and the others for the parts that we need, for restoring our Healey to a gallant proud steed.

With its bright red paint and its engine that purrs, you don't need a saddle, you don't need no spurs.

Just turn the key and away you will go, to deliver your greetings with a Tally Ho, Ho!

- Tully Johnstone, Vidor, TX.

### THE NUT BEHIND THE WHEEL

by Ron Phillips

Sometimes it's hard taking your own advice. But here's an example when it really paid off. I wrote this article on the day I delivered my 1955 BN1 Austin-Healey to the paint shop a few months ago for the final body work and re-spray. Re-spray ain't the half of it, however. Allow me to reminisce a little.

Way back in 1983 I started the restoration on my very crisp BN1 right after the house fire that singed it a little more than somewhat. Do you remember seeing it on the trailer as a running, rolling chassis at Healey West in Monterey in 1985? Did you see my son Timothy and I aboard in same running, rolling chassis, circling the track at Laguna Seca that same weekend ... in the midst of all the ashes and smoke from a local brush fire? How's that for a trial by fire, for a machine that has truly risen from the ashes? Maybe Phoenix wouldn't be a bad name for it, after all?

Fast forward several years and several Healey restorations later. You see, I just got stuck trying to align that last door and wing seam. And that's where I gave up. Well, at a local Austin-Healey Association club event I got to talking with one of our members about how he had gotten stuck on his restoration and suggested that he get professional help rather than doing nothing (which was what I certainly was doing!)

Well, the more I thought about it, the more I decided my advice to others was just as applicable to myself. Enter one of our quality restoration shops in my local area. I delivered the car to the shop one weekend, and picked it up two weekends later, all metal work on that last seam and pillar post completed. The shop owner handed me my homemade wing patch panel and told me to keep it as a souvenir. Maybe I should chrome it and keep it as a reminder that there ain't one of us that can't use professional help sometimes!

Now there are a couple of things I would like to point out about the previous paragraph. First of all, the work done was what I had requested. Second, the price was what was quoted. And finally, it was completed within the timeframe predicted. Is my BN1 unique or is this the way this particular shop treats all of his customers? You judge for yourself. (By the way, that's a compliment about the shop in case you missed it!)

So there I was, returning from the shop with the Healey on the trailer

Continued on page 12



The very first Austin-Healey 3000, 1959

### Austin-Healey & Accessories

Austin-Healey First Gear  
Outer ring only. Must be used with original inner hub. Fits all 4-speed 100-4 through 3000.  
021-258 \$169.95

Austin-Healey Conical Reflector  
544-670 \$16.95

Austin-Healey Steering Box Components  
Fit from 100-6 BN4 car #68960-on. Cam & Column Ass'y.  
667-615 \$394.50  
Sector Shaft Ass'y. 667-685 \$298.50

Austin-Healey 100-4 Side Curtain Stowage Bag  
248-930 \$45.95

Austin-Healey Harmonic Balancer  
031-206 \$264.50



Austin-Healey BJ7 & BJ8 Vent Window Glass  
Right 021-875 \$69.95  
Left 021-865 \$69.95

Austin-Healey Fender Cover (not illustrated)  
241-735 \$19.95

### Donald Healey Collection Set

This excellent series of four full color art prints is produced by Brian Healey. The Healey 100 print is signed by the original body designer Gerry Coker, and the 100S print by Roger Menadue, the Chief Experimental Engineer. The artist, Nick Beringer, has signed the 100-6 and 3000 prints. The prints are 16" X 22" on acid-free archival paper, and are enclosed in a large illustrated envelope.  
213-140 \$87.50



### Austin-Healey Clubs

The National Club addresses for Austin-Healey are as follows, however there are hundreds of local clubs for each marque. Contact us for further details of the club in your area, or send us details of your local club to add to our database!

Austin-Healey Club of America

603 E. Euclid  
Arlington Heights, IL 60004

Austin-Healey Pacific Club  
P.O. Box 6197  
San Jose, CA 95150

Austin-Healey Sports & Touring Club  
21 N. Rockburn Street  
York, PA 17402

Sprite Club of America  
1421 Chocolate Ave.  
Hershey, PA 17033

## TECH TIPS

Have you heard any interesting tech tips lately? We're interested in publishing new and exciting hints and tips if applicable. Send your tech tip contributions to: Editor, Moss Motoring, 400 Rutherford Street, Goleta, CA 93117. If we can use them, you'll receive a \$35.00 gift certificate.

### TECH TIP 95

#### MISSING OIL IN MIDGET

I enjoy getting your newsletter very much and when it arrives I devour it cover to cover! I especially enjoy the Tech-Tips and Under the Bonnet features and get a lot of useful information from them. Owning a 1976 MG Midget can be quite a challenge at times!

Recently every 50 miles or so, I had to top up the dashpot with oil and this got to be a pain after a while. The Midget has a Zenith CD 150 carburetor which has been rebuilt. This carb. has an adjustable metering needle that adjusts using a special tool. To adjust the needle there is an adjustment screw at the bottom of the dashpot and this screw has an "O" ring that is supposed to keep the oil in.

After taking the top off the carburetor, I removed the air valve from it and holding the air valve upright I filled it with oil. Placing the damper in the dashpot and looking at the bottom around the metering needle seat, I pressed the damper assembly down. Oil would leak out every time I pushed the damper down! The next problem would be to get the adjusting screw out of the dashpot.

Looking at the diagram of the carburetor I noticed there was a retaining ring holding the screw in. Trying to pry it out from the top was not the way to do it! The only way was to push it from the bottom. So I removed the needle and after pouring out the remaining oil started to look around for a rod or something that would work. Having no rod but having a nice set of nut drivers I tried these, and finding one that was a fairly good fit I began to press the screw out along with the retaining ring. Checking the "O" ring on the adjusting screw I found it was hard and worn after some eighteen years and needed replacing.

I had a set of "O" rings and selecting one that fitted I replaced the screw and retaining ring in the dashpot. I pressed everything back into place with the nut driver making sure the "O" ring was snug and sealing the screw. Finally checking that it was easily adjustable I reassembled the carburetor and it hasn't leaked since! The Midget does not now miss on acceleration and it's also nice

not to have to get out of the car every 50 miles or so to top up the dashpot!

- Chris Lutz, York Haven, PA

(May we also suggest for other readers facing similar problems to Chris, that they purchase at modest cost, the excellent manuals on SU and Zenith carburetors published by Haynes. Moss #'s 211-340 and 212-940 respectively or 2n-345 great new S.V. book. These contain vital information on all aspects of these unique carburetors.)

### TECH TIP 96

#### GAUGE THE PROBLEM

Earlier this year, both the fuel and temperature gauges on my 1978 MGB went "inop". I followed the suggestions offered in your MGB Catalog, Version 4.2, page 65, to no avail. Using your recommendations, the gauges tested OK. Replacement of the temperature sending unit yielded no improvement. I decided to replace the voltage stabilizer, and since installing it, (what a pain!) the gauges appear to function properly.

May I suggest that you add the voltage stabilizer as a possible cause of fuel and temp. gauge malfunction (at least if they go at the same time). I noticed that the new stabilizer showed a resistance of 3.17 megohms between the two lugs. The old one had electrical continuity which indicated a short or similar malady.

Can I, in closing, suggest that the item listed as the ballast resistor in the MGB catalog be amended? This item is actually the drive resistor for the coil.

Regards,

Robert C. Galli, Des Plaines, IL

### TECH TIP 97

Some of our NAMGAR members have had a heck of a time getting a good gasket seal when changing out the gas tank sending unit on our MGAs. Troublesome gasket leaks can occur at the main gasket, at the smaller rectangular gasket on the front of the unit and at the electrical connection stud at the bottom of the unit. The rubber gasket that currently comes with replacement units has a tendency to squeeze out after a short exposure to gasoline and can present you with a real "gusher"!

Our fix is to make or buy cork gaskets to replace the rubber ones and to liberally apply Loctite 819 Hylomar Hi-Temp gasket dressing (part # 81997) to all surfaces. This stuff is gasoline resistant and withstands the tests of time. It can also be used successfully at metal-to-metal connections where a small gasoline leak is a problem, such as the fuel pump filter access nut.

Without using "819" or something similar that works as well you could easily find yourself with the garage floor covered in gas after changing a sending unit. Highly dangerous! Nuff said!

Don Holle, Albuquerque, NM.

(Don is the Registrar of the North American MGA Register. His address is under MG Viewpoint on page 7.)

### TECH TIP 98

Many owners of American collector cars will routinely pour in a small quantity of light oil into the running engine (via the carburetor) just prior to shutting down for the winter. This is done to provide the interior cylinder walls and valve surfaces with a protective oil coating during storage. While I've found this practise to be useful, it is necessarily quite difficult with the side draft carburetors some of our British cars use including the Strombergs on my TR6.

Fortunately the marine industry has developed a product specifically for this purpose. Available in most any marine supply shop under several brand names, it comes in a spray can and is known as "Fogging Oil". This material can be sprayed into the carburetor for the same desired effect and is sprayed into the engine until a blue exhaust smoke is noted at which stage the engine is shut down with the oil spray continuing. Naturally all of this material is burnt off immediately the engine is restarted come spring.

- David Waldorf, Coraopolis, PA

## The Nut Behind the Wheel

Continued from page 11

behind the ever faithful "Big Brown Cruiser" and as I drove up to my driveway, I noticed that a very large limb had broken off one of our very large pine trees on our parkway. Well, that ruined the rest of my Saturday. I had already made the commitment to deliver the car to the paint and body shop Monday morning. Fortunately, I was still able, in spite of the tree debris, to get all the little remaining tasks finished on the BN1 so it could keep its Monday morning appointment with my local paint and body shop.

### Absolutely worst thing you could ever tell someone is to tell them to use your project as a "fill in job."

So what's 11 years worth of experience in restoring a car worth? Not much. But I always like to share. So this one's for you.

Probably absolutely the worst thing you could ever tell someone is to tell them to use your project as a "fill in job." That never works, in my experience. The cost will still be the same because the amount of labor does not change that is required to accomplish a given task. That labor will be charged at prevailing rates. When was the last time you heard a body shop owner tell his men that this is a fill-in job and they have to work for less because it's so? What a fill-in job means is that no scheduled completion need be given. For whose benefit is that?

Certainly not your own!

Together with "fill-in jobs" go horror stories. You know the ones. About the Healey that burned up in a shop fire. Or about the Healey that was parted out or lost when the shop went out of business. And so on. People change. Things change. Had a schedule been negotiated, and the owner followed up on the project, and wasn't afraid of removing his vehicle from the shop when the promises were not forthcoming, then many of the "legends of horror" would not have happened. After all, no-one cares more about your car than you do. It's just another job to the body shop or restoration shop. Setting reasonable expectations on the front end of a business agreement will never discourage either you or the professionals that work on your car.

What are some of the other things that worked out well for me? Not to shine this one on too much, but I left the chrome plating for last. I decided it didn't make any sense to spend a lot of money and time re-plating anything until just before it was due to go back on the car. Chrome plate will just deteriorate in time anyway, and 11 years is a lot of time. Why pay to have the same part plated twice? And by the way, prices haven't gone up all that much in 11 years. Good decision, Ron! One thing I could have done better was to select, label, and sort all the chrome bits and organize them in a box or location. While I do know what goes where, I haven't sorted out the "best of the best" yet. So, more hours will now be needed just when I've got those vital juices flowing again. The good news about this approach, however, is that a lot more quality reproduction parts are available now that were very scarce 11 years ago. It pays to check this out as some of the chrome repro parts are less expensive than having used originals replated. Shop around. But take your original with you if that's what

Continued on page 15

### Battery Cut-Off Switch

Quickly and effectively disconnects your battery. Sized for negative battery posts, these should be used only on negative ground systems.

145-795 \$12.95



### Shop Aprons

Keep yourself clean with our new 3/4 length blue aprons sporting your favorite marque logo. Made of a 50/50 cotton/polyester blend, these aprons are easy to clean, and feature three front pockets.



MG Shop Apron  
217-200 \$18.95

TR Shop Apron  
217-210 \$18.95

### S.U. High Performance Fuel Pumps



Double-ended S.U. pumps deliver nearly twice the volume of standard S.U. pumps, and keep pumping even if one side fails. Well suited for high performance engines with S.U. or Zenith-Stromberg carburetors, as no pressure regulator is required.

(Mounting brackets are not included, but MGB brackets are available and can be easily adapted to most installations.)

Negative Ground Pump  
377-035 \$249.50

Positive Ground Pump  
377-045 \$249.50

## Under The Bonnet

Welcome to *Under The Bonnet*, our quarterly technical column dealing with the basic maintenance and repair of your British car. We'll be covering topics here that have been the cause of recurrent problems and questions by customers as well as our own staff members. While much of this may be rudimentary to old-time mechanics, we'll be exploring various short-cuts as well as talking about tricks-of-the-trade not mentioned in manuals. If you're interested in a particular topic, please write: *Under The Bonnet*, 400 Rutherford St., Goleta, CA 93117.

### FRONT WHEEL BEARINGS

by Eric Wilhelm

The condition of front wheel bearings is of vital importance to your safety, but is often overlooked. Main concerns are cleanliness, lubrication, and adjustment (where adjustment is possible). Bearings which have suffered a lack of any of these will usually need to be replaced. While reference to a good workshop manual specific to your car is essential for proper servicing and installation of these bearings, some factory manuals do present ambiguities or gloss over some operations for which the novice mechanic needs more explanation. It is these information "gaps" that this short article hopes to fill.

The first step in dealing with wheel bearings is to decide if they need any attention or not. Signs of bearing problems include noise (often sounding like bird chirps) and vibration. Front wheel bearing noise does not change intensity when accelerating or coasting, but may diminish with a light application of the brakes. The best way to check for these problems is to set the front of the car on jack stands and rotate the wheels by hand. (If you have disc brakes, ensure that the pads are not dragging on the rotors.) The wheels should rotate smoothly and quietly, with no feeling of roughness or tightness. Then, grasp the tires at top and bottom and alternately push with one hand while pulling with the other. None but the very slightest looseness, if any, should be felt.

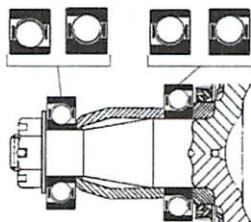
If you have ball bearings and they pass these tests, they are almost certainly in good condition. You may, however, wish to "have a look inside" to ensure they have adequate grease for continued safe operation. If you have tapered roller bearings, I advise having a look at the outer bearings anyway, as they usually develop problems before the inner bearings do. This is very easily done on disc wheel cars, but a bit more difficult on cars fitted with wire wheels. In any case, try to avoid unnecessary removal and refitting of the bearing races in the hubs - they are press fits, and too many removal and replacement cycles upset the tolerances required, as well as increasing the probability of physical damage to the bearings and their seats in the hubs. It is a little known fact that the inner races should be slip fits on the axles to allow them to "creep". Consult your workshop manual if you have the slightest doubt how to remove or replace bearings.

Visual inspection of bearings will sometimes show faults which are not

apparent from the function tests outlined above. Reject bearings which show pits, spalls, smears, uneven wear, serious discoloration, or any other obvious signs of incorrect condition. If in doubt, replace the bearing.

Cleanliness is absolutely essential in any dealing with bearings. A tiny piece of foreign matter or a burr between a bearing race and the recess it is pressed into can cock the bearing enough to produce accelerated wear, while dirt in the bearing or its grease can quickly cause failure. Handling of bearings should be kept to a minimum - use of clean cotton or surgical gloves is recommended by bearing specialists. If it is necessary to clean a bearing, use only clean solvent, and blow dry with clean, dry, filtered compressed air. (The air from your home air compressor does contain water and other contaminants.) Do not spin bearings with compressed air - this is not only dangerous to you, but is guaranteed to ruin the bearing.

The radial ball bearings used in MG T-series and MGA present no problems as long as workshop manual instructions are followed. Problems can arise, however, with the angular contact ball bearing assemblies used in Sprites, Midgets, and early Big Healeys, as they can be installed backwards, allowing the hubs to come loose from the axles. Workshop manual instructions for these bearings state to install the sides marked "thrust" on the outer race towards the bearing spacer. This is correct if you are using new old stock factory bearings, but most bearings currently available are not marked. To further complicate things, some manuals mention bearings marked "thrust" on the inner races; bearings so marked must be installed with the "thrust" marking away from the bearing spacer. The following illustration shows the correct orientation of possible configurations of angular thrust ball bearings. Note carefully the thrust ("strong") and non-thrust ("weak") sides of the bearing races and their orientation.



Tapered roller bearings, unlike ball bearings, require end float adjustment. As front wheel bearings, they must not have a preload. Since methods and specifications vary considerably, please follow your workshop manual procedures and specifications. In all cases, the bearing races must be fully seated before adjustment can be performed. MGBs and later Big Healeys use spacers and shims between the inner and outer bearings to maintain the end float adjustment. While time consuming and often frustrating to set up, once they are set, they tend to stay set. Triumphs and Jaguars, which use only the axle nut for adjustment, can be adjusted in just a few seconds, but seem to require more frequent attention.

Lubricant specifications, particularly for older cars, can be a problem when the greases specified are no longer available. In this case, use a high temperature disc brake wheel bearing grease, even on a "low temperature" drum brake car. While it could be argued that this is like using 100 octane gasoline in an engine requiring 80 octane, it will do no harm, may work better, and the cost difference is minimal. On the other hand, trying to economize by using the cheapest chassis grease you can find is definitely a false economy, as it will not do the job.

If you do not have a bearing packing tool (and you really should), the approved method to grease the bearings is to put a supply of grease in the clean and dry palm of one hand, or, better yet, use a clean cotton or surgical glove. Holding the bearing in the other clean and dry (or gloved) hand, scrape the bearing against your palm (if tapered roller bearings, scrape with the larger end), forcing the grease completely through the bearing. The bearing cups of roller bearings should be coated with grease before assembly. General practice is to partially fill the space in the hub between the two bearings, although some workshop manuals say not to do this. When in doubt, follow the manual.

The best way to prolong the life of wheel bearings (and all other components of your car) is to follow the manufacturer's maintenance schedule found in your owner's manual. Keep things clean and well lubricated, and your car can last almost forever.

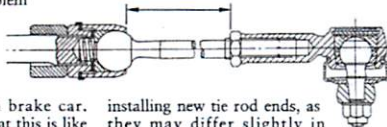
**ERRATA:** In the last "Under the Bonnet" article on Steering System Lubrication, it was erroneously stated that oil should be used for MG TD-TF steering joints instead of the required grease. We apologize for any problems this may have caused.

### REPLACING STEERING RACK GAITERS:

To replace steering rack gaiters, the outer tie rod ends and their locknuts must be removed. As re-assembly of these requires careful adjustment to reestablish correct toe-in of the front

tires, the "trick" is to somehow retain the original setting after the tie rod ends have been removed and replaced. Unfortunately, this problem is not addressed by workshop manuals.

The best "trick" I have heard of to get around this problem is to accurately measure with indicating calipers the distance from a fixed position on the inner tie rod end ("ball joint") assembly to the outer tie rod end or its nut, as shown in the accompanying illustration. Record the separate measurements for both sides, as they will not be exactly the same. After putting the new gaiter on the tie rod, but before securing the inner (larger) end, assemble the outer tie rod end and its nut on the tie rod to the measurements previously made. Please note that this is not advised if you are



installing new tie rod ends, as they may differ slightly in length from the old ones.

### THE CARE & CLEANING OF WIRE WHEELS

A timely reminder for Spring from David N. Reilly.

As we stood around a "Baker's Dozen" of beautiful Jags during the Jaguar Touring Club's outing to Sugarloaf, NY, we admired and commented upon various features of the fine examples before us. One of the new members asked me, "How do you keep your wire wheels so clean?" I explained briefly but later on the three hour drive back to Southern New Jersey I refreshed my memory about this noticeable aspect of classic car care.

Like many things in life, it all starts at the beginning. If your wheels aren't clean to begin with you cannot keep them clean! I've found over the years that a once-a-year, off-the-car cleaning is the key and the way to start. I always do this in the Fall just before the car is placed in hibernation. That way, as part of the Fall maintenance the wheels are protected all through the winter and there is less to do in the Spring! While the following is particularly applicable to chrome wire wheels, I hope that those of you with painted wires, disc or mag wheels, will find some points useful.

First step is a very thorough cleaning off the car. It is possible to do this one wheel at a time, but I find it a lot easier to put the car on jackstands and have all five wheels on the bench at the same time. Yes, I said five because you want to keep the spare in just as good a condition

Continued on page 14

### English Dull-Coat Tops



These are top-quality tops with zip-out rear windows and fully installed mounting hardware. Their British dull coat vinyl is significantly heavier than most other tops, and all seams are stitched and heat welded. Installation instructions are included.

|                    |         |          |
|--------------------|---------|----------|
| MGB Top (1970-'80) | 242-685 | \$179.95 |
| TR250-6 Top        | 640-115 | \$179.95 |

### "Helmet Head" Cable End Set

These vintage style battery cable ends are duplicates of one of the most attractive types used by Lucas as far back as the 1940s. Each piece is made from pure lead in heated moulds, and carefully hand-finished to produce a product of superior quality to the originals. Each set includes one positive and one negative terminal and installation instructions.



332-200 \$24.95

### Inertia Reel Seatbelts

While not exactly like any of the several fitted by the factories as original equipment, these are excellent replacements. The Triumph belts directly replace the originals on TR6. Some TR4, 4A, and 250s may require captive nut plates welded to the wheel arches. MGB/Spridget belts directly replace originals on 1975-'80 MGBs only. Earlier MGBs, Sprites, and Midgets require mounting brackets or captive nut plates. Call for information on mounting brackets.



|                       |         |          |
|-----------------------|---------|----------|
| MGB/Spridget Seatbelt | 222-120 | \$119.95 |
| TR Seatbelt           | 222-105 | \$64.95  |

## THROUGH THE WINDSCREEN CLUB NEWS AND EVENTS

Ken Smith, Club & Events Coordinator

As I write this sitting comfortably ensconced in my California home, it seems light years ago that we ended the season of British car events. And yet, it's only a few short weeks ago that we finally put the "Mossmobile" into store following the MG/Triumph Challenge at Las Vegas. Time is such a precious commodity and as we get older it seems to slip through our fingers like sand.

Yet already the 1995 calendar on my office wall is filling with great events to come this year! No time to waste-less than a month to the first event of the season and what a season to look forward to!

From California to Chicago, Washington to Who knows Where-we'll be out and about on the road



to meet and greet you with the 1995 Moss Roadshow. There are very few places we've have not visited over the past six years, and before the people down south say, "He's never been here", I do assure you that we are going to try and travel south of the Mason-Dixon line later this year! Send us details of your event(s) as soon as possible and we'll see

what we can build into our journey plan. One of the problems we face is that we have to maximize the audience we can take the "Mossmobile" to, and this invariably tends to take us to the larger national meets which take place during the year usually at the height of the Summer. We also have to bear in mind the most economical route when planning our itinerary.

Our friends down south tend to hold their events "off-season" however, when the heat and humidity are perhaps lower and it's these that we wish to learn of, so we might visit with you next Fall.

So to those show organizers in the south such as, Tennessee, Louisiana, Alabama even Florida call me with the date of your show as soon as possible. Even if we don't make it in person, we'll certainly put the date in our British events calendar you see on the opposite page!

Don't forget if you want a little help from Moss Motors with an event you're mounting, we need at least six weeks written notice for Club Support donation requests, and only one request per annum, per club please!

We look forward to meeting you somewhere along the great American road!

- Ken Smith

### Wire Wheels

Continued from page 13

as the others. A second reason to do them all is that this is a good time to rotate your tires and, third, if you enter your car in concours class, the spare will be judged to the same standard as the four on the ground.

If your wheels haven't been cleaned thoroughly in some time, you will find bits of road tar, small stones and other strange things on the inside of the rim. This must all come off! You can use degreaser, tar remover, lacquer thinner (not on painted wheels!) or anything else that will get every nook and cranny clean. One other suggestion, NEVER use Brillo or steel wool on your wheels. I think it's much too harsh for the chrome. I use a wire wheel brush, (available from Moss Motors # 386-940 and shaped like a banana!) which, if properly manipulated, will reach every area of a wire wheel and, for very difficult stuff, I use Drass wire wool which is available from Eastwood.

Once your wheels are very clean inspect them for broken spokes. I usually find three or four each year that have broken. I keep a supply of chrome spokes (there are only two lengths in a Jaguar wheel) and nipples and by carefully manipulating the replacement through the cross-spoke pattern any spoke can be replaced without dismantling the tire. Occasionally you may have to deflate the tire and lever the bead away from the rim to get clearance to start the nipple onto the new spoke or, if the spoke is broken too close to the nipple, to remove the nipple and insert a new one. It is easiest to tighten the spoke if you have a spoke wrench (Moss # 385-800) but I have also done many with a standard wrench.

Tighten the new spokes using the

Service Manual standard of "correct tension can be closely estimated from the high pitched note emitted when the spokes are lightly tapped with a small hammer." I myself use a plastic hammer to be sure there is no damage to the chrome and I check all the spokes in the wheel. Normal driving usually results in a couple of "dead notes" per wheel. Now you know what "tuning" your wheels really means! Also look closely at your spoke threads and any other areas that may be beginning to show a little rust. Treat even the smallest spot carefully with a rust inhibitor. I have used Naval Jelly in the past but I now like Metal Ready, (available from POR 15) which both treats the rust and primes the spot with zinc phosphate. When it is dry, it can be given a spot of silver paint and will hardly be seen. Many years ago I found a little dispenser of "Liquid Silver" with a built in brush and it works wonders!

One further thing that will help prevent your wheels from looking nasty is to lightly coat the spoke ends inside the hub with a silicon sealer. This keeps the grease on your splines from being thrown outward by centrifugal force and causing those ugly oil streaks along the spokes. Of course, if you have already done this, when replacing a spoke, be sure to reseat the inner end.

We are now nearly finished with the initial (or yearly) cleaning. All that remains is to carefully polish the wheel rim, hub and spokes. I use Simichrome Polish on all of the chrome on our Jaguar 3.8S. I might mention here that all the foregoing tasks should be done with the balance weights off the wheels. I mark the location of each weight on the tire with tire chalk and then after polishing put on new weights each year. Alternatively you could wire brush the old weights before you replace them and

they'll look pretty good.

Now, before regreasing the splines and remounting your wheels, take a close look and be sure they are really clean and gleaming with no rust showing. Be patient, you will find your maintenance for the next year will be really easy if you do a careful job now.

One last task, if you want a really bang up look, is to clean the parts that can be seen through the wire wheels. On most cars this is the brake calipers in front and the calipers or drums in the rear. If these parts are really greasy or oily, use a degreaser first and then disc brake cleaner and they should look really top notch. If you have any corrosion, again use a brass brush not a steel wire brush. Because of the heat, aluminum front calipers sometimes continue to look dull and if you have this problem a coat of Alumablast will make them look like new. Iron drums can be painted with the appropriate color high temperature paint.

Now, with your wheels back on and everything looking good you want to keep them that way. This is the easy part! After each outing or event, I clean the whole car, inside and out, but as this is about wheels how do I tackle them? First, wash with soap and water using the wire wheel brush to be sure road dirt and brake dust is removed from every crevice. Next, hose off with plain water and apply a wheel cleaner. I use Westley's Chrome Wire Wheel Cleaner and, after a final hosing off, find that it leaves the wheels sparkling and spot free.

That's it. Before a show I use a little Simichrome Polish on the outer rim and the knock offs. If you put your time into your yearly cleaning and maintenance, the rest of the year it's just wash, clean and hose off for beautiful wire wheels!

## THE MOSS MOTORS CLUB JOURNALISM AWARDS 1994

As we expected our judges had one heck of a job deciding which winners to choose from literally hundreds of entries for our contest. Entries were judged on a variety of parameters ranging from Design/Graphics, Editorial Content, Impact, Entertainment and Frequency of publication. The size and resources of the submitting clubs were also taken into account. During an intensive three hour session at the Moss Corporate headquarters the final decisions were as follows:

### Large Club Category

(over 1000 copies published)

1st-"Austin Healey Magazine" Austin Healey Club Pacific Center.

Editor: John Trifari.

2nd-"White Lady" -Association of Jensen Owners.

Editor: Sandi Baker.

3rd-"Cascade" -Cascade Austin Healey Club. WA.

Editor Sean Johnson

### Not so large Club Category!

1st- MG Vintage Racers Newsletter.

Editor: Greg Prehodka

2nd- "The Spanner" -British Auto Club of Las Vegas.

Editor: Ibsen Dow

3rd- "The Roars" Houston MG Car Club.

Editor: Marshall Henderson.

### Honorary mentions:

(In no particular order!)

"Oil Spots" -United British Sports car Club. Sacramento.

Editor: James Messineo

"MG Talk" -The Southeastern MG GT Register

Editor: Don.S. Harmer.

"Jammers" -Jensen Motorcar Club.

Editor: Sandi Baker

"Charter" -Emerald Necklace MG Register.

Editor: Dee Zimmerman

"British Wheels" -British Car Club of Hawaii.

Editors: Mark & Linda Kulinsky,

"Texas MG Chapter News"

Editor: Mark Dent.

"Ye Olde Valve Clatter" Club "T" MG of Portland,OR.

Editor: Mary Margaret Hite.

"Octagram" -West Michigan Old Speckled Hen MG Car Club.

Editor: Bruce Wyckoff.

"Meshing Gears" -MG Car Club Central Jersey Centre.

Editor: Rick Brown.

"Offside/Nearside" -British Motor Club of South Jersey

Editor: Ken Baxter

"Elva" -Elva Owners of America.

Editor:Lee Brennetson.

"Chicagoland MGB Club News"

Editor: Kim Tonry.

So there you have it! Congratulations to the winners and in fact to everyone who took the trouble to enter. The standard of the publications amazed our learned panel, and they have asked me to pass on their thanks for a most enjoyable morning perusing your work.

The winners will receive suitably appropriate plaques, plus a Moss Motors gift certificate to be used as the publishing club decides, and the honorable mentions will receive certificates acknowledging their achievement.

### Lucas 7" "Flamethrower" Fog Lamp

These genuine Lucas "Flamethrower" fog lamps were optional equipment for Jaguar XK120, and were used on various race and rallye cars during the 1950s and '60s. These chrome-plated beauties have been upgraded with quartz-halogen bulbs for greater lighting efficiency without affecting their authentic period appearance.



162-850 \$198.50

### MG & TR Crested Key Blanks

The large logo-crested key blanks which were so popular in the 1950s that MG featured them prominently in much of their advertising have returned! Our key blanks are of highly polished solid brass, and should be cut locally. Order by the series designation of your lock.



|         |         |        |           |         |        |
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| FP (TR) | 163-360 | \$6.95 | MRN (MG)  | 163-310 | \$6.95 |
| FA (MG) | 163-320 | \$6.95 | AA-2 (MG) | 163-370 | \$6.95 |
| FS (MG) | 163-330 | \$6.95 |           |         |        |

# FIFTY WAYS TO SHOW YOUR LOVE FOR BRITISH SPORTS CARS



You will no doubt have seen our giant calendar of events on page 9 of this issue of "Moss Motoring" and we are justly proud of our claim that this is the most comprehensive listing of British sports car events you are ever likely to see! Over fifty events-nationwide!

Some of these events are local, some are Regional and several are National events. Whatever, they all deserve your support, so get out there and go to at least one of these events this coming summer.

In regard to the National events there are some which we would like to highlight and urge you to attend. We showcase here, by marque, exactly what's in store for your delight!



Healeys will be in Quebec for Conclave.

First, on July 12-16th, we are here at Moss Motors have an interest in an event just 'down the road' in Ventura, CA which promises to be a feast for pre-war MG enthusiasts. We refer of course to GoF West which this year will be a special salute to the "Triple M" MGs-those with the overhead cam and the funny vertical dynamo drive shaft! (Triple M?-Midgits, Magnas & Magnettes!)

Our own Chris Nowlan and Al Moss, along with Leo Pederson and the Santa Barbara Special T's will be hosting what could be the largest gathering of pre-55 MGs to be seen in this part of the world for many years, as 40-60 rare and unusual pre-war MGs are expected plus an additional 200 T-series MGs!

The "Mossmobile" will be in



Pre-war MG's to star at GOF WEST.

attendance and we hope that many GoF West participants will also be able to make it to our Survivors Car Show, at the Moss British Car Festival, on Sunday July 16th.

Now we mustn't forget another GoF taking place in Galesburg IL at the same time! This is the GoF Central and again a super display of early MGs is expected to be on show in a beautiful part of Lincolnland. There are also GoF's in Plymouth MA, and later in the year at Lake Placid NY.

If your MG is of the later variety then the place to be is in scenic Lake Tahoe for

the North American MGB Register Convention on June 26-20th where the Sacramento Valley MGCC will host MG 95-a giant meeting to which all MGs are welcomed.

One of the biggest meets has to be the Vintage Triumph Register Convention in Rockford IL, during late July where hundreds of Coventry's finest are expected to attend. The Clock Tower Resort will make a great backdrop for this prestigious meet, which this year will feature the TR7.

The Triumph Register of America will hold their annual get-together in Cincinnati, Ohio starting June 22nd and here you will be able to see some of the earlier Triumphs such as TR2's and TR3's.

Like to travel? Like Austin-Healeys? Want to go abroad? Then why not head for Quebec up in Canada for CONCLAVE 95 on July 17th? Even as we speak over 200 registrants are looking forward to a scenic spectacular at the Chateau where famous Healey sporting personality John Chatham will be in attendance plus other overseas guests.

The other big Austin-Healey event is ENCOUNTER 95 in Mount Laurel, New Jersey, where during August you will be able to see a fine show of cars and possibly meet with Bic Healey.

These plus many other fine events await your pleasure, but you can't have the pleasure if you don't go! Check the dates and telephone numbers on our events page and call now to reserve your place!

## Nut Behind the Wheel

Continued from page 12

you are into. And check the faithfulness of the repro carefully if concurse and/or originality is your thing.

What I am happy about is that I've got the whole car assembled as close to original as I can make it. I relied on the shop manual, the factory parts list, numerous drawings and pictures I made during disassembly, and I've kept all the original, fire scared panels, for reference for what screw holes go where.

And, I've looked at bunches of other Healeys over the last 11 years, looking for those answers to those really nit-picky questions that some of us lie awake nights pondering. Just kidding! So, the very kind of advice I would give anyone, I even take myself!

As for my prediction that the car would be a long way toward done at this time, well, I'm realistic. It will probably take the best part of the winter to finish the assembly as the interior and all the trim items that need to be re-attached. All these "fiddly bits" take time and I'm realistic, what with the four letter word "work" and family obligations. Not to mention attending every Healey event I can and assembling the new-to-me 1969 Mk4 Sprite with 19,000 original miles that another friend found for me recently. (Of course it was a basket case!)

When it takes several weeks elapsed time to organize the parts and install just one grille twice until I got it right, you get the drift of my meaning. Special thanks go to one of our club members who helped out with the right stuff in this particular task. So, in the fullness of time, as they say, my BN1 will be ready for this summer's Healey events. To paraphrase one of our club members, "if it ain't ready, I ain't gonna go." And nothing short of a catastrophe will keep me away from next year's CHW '95 and Healey West!

Till next time, Ron Phillips.

## The Lug Nuts

Continued from page 6

Tiny consulted a small paper chart taped to the cash register. "That'll be forty one dollars and sixty cents."

"What??"

"Yep. That's ten bucks apiece for the nuts, plus a dollar sixty for the Governor."

"Ten dollars apiece... for lug nuts????!!!!"

"Hey. These ain't just any nuts. These fit one of them fancy British sports cars!"

With the help of a good lawyer, the MG owner was able to prove that he was a victim of customer abuse. His long, unhappy history of searching for British car parts elicited sympathy from the jury. Cramming the lug nuts down Tiny's throat was found to be justifiable homicide.

- Steve Tom

(Author's Note: This story is loosely based on an experience I had several years ago, before I discovered Moss Motors and their fast delivery service. If it happened today, I'd just call Moss. Back then, I was at the mercy of the local parts store!)

## Zenith-Stromberg Chrome Dashpot Cover



Highly polished chrome to really dress up your engine bay!  
Fits TR250-6 & MGB.

222-385 \$17.95

## MYSTERY CAR CONTEST AND RESULT OF WINTER COMPETITION



Can you identify this car?

Well, the mystery car in our last issue got quite a few of you stumped! We'll let the owner, John ALLARD tell you a little bit about it and then we'll give you the winner.

Moss and Allard go way back together, to the founding of Moss Motors, (Al Moss was the Allard distributor for California) and this is a 1954 ALLARD PALM BEACH Mk1. One of 75 Palm Beaches made, this particular car is powered by a 400HP small block Chevrolet that transfers its power through a Muncie four-speed and a 49 Oldsmobile rear end.

Many people don't realize that the British jobbed out many of the parts for their cars and by doing a little

detective work and applying logic, sources can be found for rarities such as this and other cars. Moss Motors came to the rescue with items like the proper style door and trunk hinges, parking lights, headlamp bezels and many other small items too numerous to mention.

Moss is my #1 supplier-thanks to the efforts and understanding of your parts staff!

John Allard, Yakima, WA. Now for the Winner who is DAVID REDMOND of Westchester, PA. Congratulations Dave-your prize is on its way!

Now why not have a go at this issue's mystery car depicted here? Send your answers on a postcard only please to:

Mystery Car Competition, "Moss Motoring", 400 Rutherford Street, Goleta, CA 93117. to reach us by April 6th 1995.

-and don't forget to put your name and address on the card!

## TR2-TR4A Rear Crankshaft Seal Conversion

Tired of your clutch being oiled by a leaky rear crank seal? This well-engineered conversion allows use of a modern lip type seal. The scroll at the rear of the crankshaft must be machined and polished to 65 mm diameter, but installation is easier than setting up the stock type seal. Instructions are included.



837-005 \$98.50

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