



# MAGNETTE

Safety



fast!

Dear Enthusiast,

I hope that everyone had a safe and enjoyable Holiday season. We didn't get to work on our Magnette much this winter as the garage was just too cold. We did however, get a lot of small detail work done in the basement, so the winter wasn't a total loss.

I attended the University Motors technical seminar in February for three days of MG tech talk. John Twist, who is a Registry member, conducted a thorough training session. Also attending the seminar was registry member Dave Houser. In addition to his Magnette, he owns a TD, and is very involved with the Conn./N.Y. Chapter of the New England 'T' Register. Nice meeting you Dave.

Registry member Bob Young has offered to make reprints of the factory workshop manual and parts manual available to us. See details in newsletter. Bob also wrote an article about refinishing your interior woodwork. Thanks for all of your help Bob.

Thanks also to Terry King who supplied the MG advertisement in this newsletter. This ad is unusual due to it's focus on the racing history of MG's rather than the Magnette's luxury features that are usually written about. Even more unusual was that this technical based ad is not from a motoring magazine.

Magnette's have been getting a lot of print lately, the February '89 issue of Special Interest Autos contains an article by F. Wilson McComb about Z types. A very nice story as it also has a small interview with Gerry Palmer, the engineer that designed the Z Magnette. The March '89 issue of Thoroughbred and Classic Cars has an article about a complete restoration of a '58 B Varitone.

While we were at an Auto Swap Meet in Milwaukee, Sharon found the paint chart that is printed in this newsletter. Not all of the colors that were available are listed. The formula numbers are no longer used, but a Rinsched-Mason dealer can cross reference these numbers to a color that they say is very close to the original. DuPont published charts like these for BMC cars, but the only Magnette colors that we have found are for MKIII and IV Farinas.

This summer we will be attending the NAMGAR GT-14 in Indianapolis, Ind., and the University Motors Summer Party in Grand Rapids, Michigan. Looking forward to meeting more Registry members.

Until the Fall,  
Safety Fast!

Jeff



From every point of view the M.G. Magnette is a good-looking car. The elegance of its airsmoothed line is matched by the all-round excellence of its interior finish. Deep, comfortable seats are upholstered in best English leather—unsurpassed for appearance and enduring quality—non-wearing parts in leathercloth. The craftsman-built facia panel and handsome door cappings are in beautifully grained polished walnut, whilst floor carpet adds the final touch of luxury.



Terry and Martha Anne King  
4717 Tara Drive  
Fairfax, VA. 22032  
(703) 978-0127  
'59 ZB  
Serial #KAC41/32811

David and Laurel Lively  
2596 Rio Bravo Circle  
Sacramento, CA. 95826  
(916) 366-9185  
'57 ZB Varitone  
Serial #KATT43/22988

Roy Licari  
13103 Parkridge Circle  
Ft. Washington, MD. 20744  
(301) 292-1600  
'58 ZB  
Serial #KAL43/26699

Alan Bernstein  
500 E. 83rd street  
New York City, NY 10028  
(202) 288-5491

Harvey S. Schnaeer  
9635 #8 Sepulveda Blvd.  
Sepulveda, CA. 91343  
(818) 780-0546  
'58 ZB  
Serial #\_\_\_\_\_

David A. Wittmer  
3895 St. Rt. 546  
Lexington, OH. 44904  
(419) 884-2310  
'58 ZB  
Serial #KAA43/28984

Paul and Steffi Rollins  
9884 Brunswick Way  
San Ramon, Ca. 94583  
(415) 829-6793  
'58 ZB Varitone  
Serial #KAAA43/34303

MG Magnette ZA and ZB Factory Manuals  
\$36.00 Workshop Manual (reprint)  
\$ .00 Parts Manual (reprint)

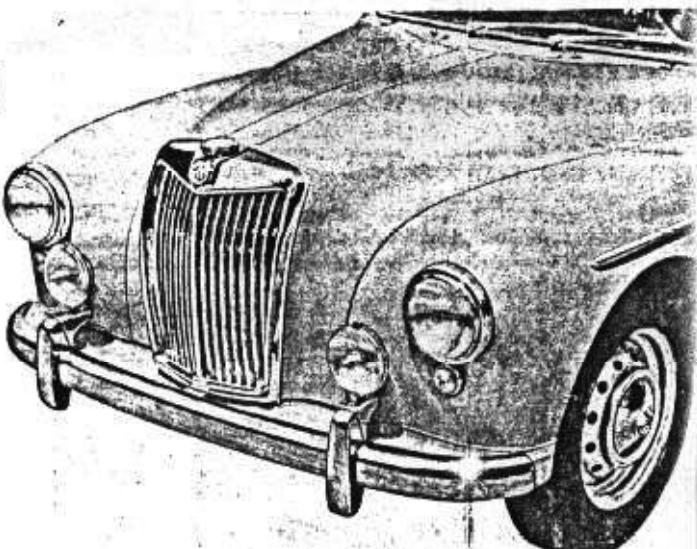
To keep the prices down, the manuals are not bound, but are punched to fit in a loose-leaf notebook. These manuals are very helpful for repairing and finding the correct parts for your car. Please send orders in before May 30th, 1989 to:

Bob Young  
P.O. Box 1745  
Vallejo, Calif. 94590 (707) 642-2502



## Top sports car performance!

Those who fully appreciate the real pleasures of driving will find much to delight them in the MG Magnette. For while this sleek sports sedan admittedly makes lavish concessions to luxurious comfort, it adheres rigidly to basic sports car principles. Its magnificent one and a half litre, overhead valve, short stroke engine, teamed with incomparably smooth, synchromesh transmission, delivers power to spare in every gear. Firm, wishbone-type suspension assures the utmost in agile cornering and oversize brakes provide amazingly precise, straightline braking on demand.



► DRIVE A MAGNETTE

*-it brings  
out the  
expert in you!*



A regular Rally-goer, the lively M.G. Magnette boasts a distinguished record of sporting success in all quarters of the globe.



**EVERY DETAIL OF M.G. DESIGN MAKES FOR  
PERFECT HANDLING—and that means safer motoring!**

STRANGERS TO M.G. MOTORING are apt to regard the M.G. Magnette, with its race-track pedigree and imposing background of sporting successes, as a car that demands more skilled handling than the normal run of family saloons.

They find, on taking their first trial run, that the reverse is true, and that in fact the M.G. Magnette is such a delightfully easy car to handle that their driving automatically improves. They discover something which M.G. designers have always known to be true—that the production of a thoroughbred car involves far more than nice bodywork and a powerful engine.

VITAL 'SAFETY-FAST' FACTORS

For many reasons the Magnette is a car which never fails to bring out the best in a driver.

The experience and care that evolves record-breaking M.G. Specials is embodied in every production model, and goes deeper than engine performance. The Magnette accelerates briskly and will maintain high cruising speeds when called upon to do so, but at all times its behaviour is absolutely predictable and one's sense of mastery complete.

This is because sparkling performance has been

matched by three vital "safety-fast" factors—a superb system of well-damped suspension, steering that combines finger-tip lightness with pin-point accuracy, and really powerful hydraulic braking. Controls respond readily and smoothly to the touch, gear changing is sweet and precise, and seating is specially planned to ensure comfort and correct posture—another important contribution to better driving.

Ask your M.G. dealer to arrange a test run. You will find the Magnette is indeed a delightful car to drive and one that insists on being driven really well.

SPECIFICATION IN BRIEF

**Engine:** Four cylinder 1500 c.c. o.h.v. with twin S.U. carburetors. Develops 68 b.h.p.

**Transmission:** Central gear change. Four speeds with synchromesh on second, third and top. Hydraulic clutch. New high back-axle ratio.

**Suspension:** Coil-spring independent front suspension with telescopic dampers.

**Steering:** Direct rack and pinion.

**Body:** Magnette Variolite available in choice of six two-tone colour finishes. Manumatic two pedal control is an optional extra on both models.

**M.G. Magnette (Standard model)**

£714.0.0 plus £358.7.0 P.T.

**M.G. Magnette (Variolite)**

£749.0.0 plus £371.7.0 P.T.

©



*For Safety fast motoring*

*it must be an*



**Stirling Moss achieves 245 m.p.h.  
in his 1,500 c.c. M.G. Special**

At Bonneville Salt Flats, Utah, U.S.A. Stirling Moss recently captured five new International Class F Records for Britain. Record shattering performances like this provide important data for future M.G. developments.



Twelve Months'  
Warranty and  
backed by  
BMC Service—the  
most comprehensive  
in Europe.

THE M.G. CAR COMPANY LIMITED, SALES DIVISION, COWLEY, OXFORD  
London Showrooms: Stratton House, 86 Piccadilly, London, W.I  
Overseas Business: Nuffield Exports Ltd., Oxford and 41 Piccadilly, London, W.I

### MONOTONE VARITONE

Is this a contradiction of terms? It would seem so, but not with Z-type Magnettes.

The Varitone Model was conceived as an inexpensive upgrade from an existing model to create new sales, especially in the U.S. Most American cars of the time were heavily chromed, brightly painted, and almost all had wrap-around glass.

At the time of introduction the British publications referred to the new model as Duo-Tone, which was the common term for Two-Tone. Shortly thereafter the term Varitone was adopted. The new model may have been called Varitone, but as serial numbers indicate, some Magnettes were given the Varitone trim package of extra chrome, wrap-around rear glass, and were painted a single color.

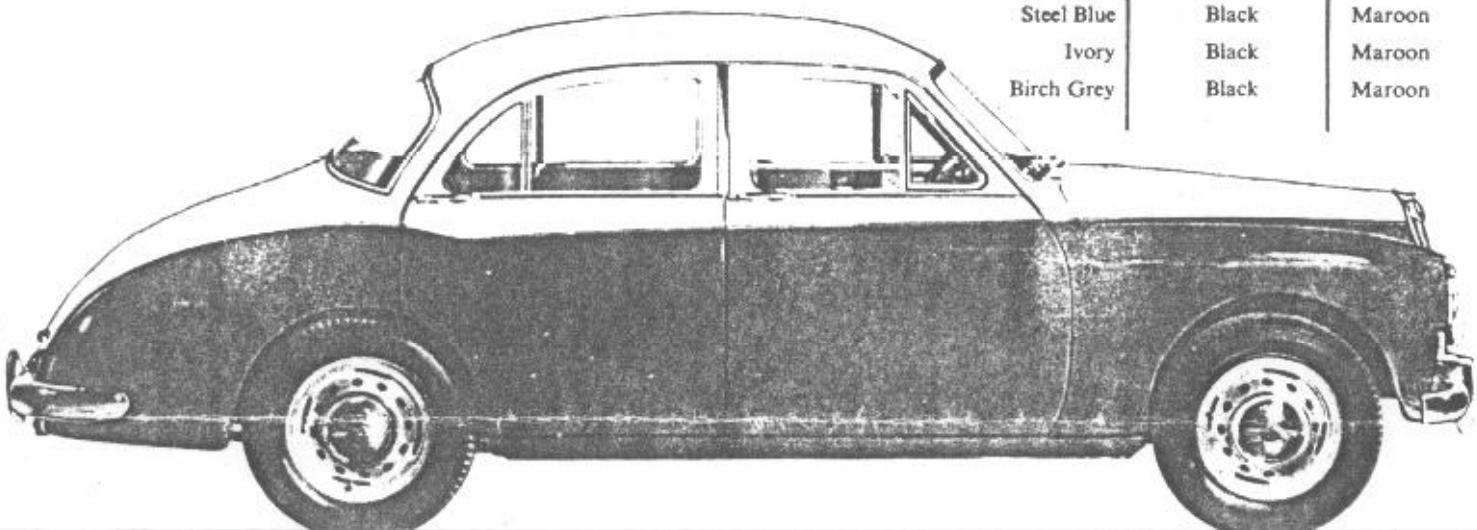
This Registry has fifty-two Magnettes accounted for in either running or scrapped condition. Sixteen of the cars are Varitones, and four of these are Monotone. This very small sampling of cars shows that one quarter of the Varitones were Monotone. Is this a correct assumption or do we have a unusually high percentage of these cars? It is interesting to note that all four cars in the Registry are different in color and that the serial numbers span several years indicating that this was a routine practice, although I have not seen any factory photos or advertisements with a Monotone Varitone.

Listed below are the owners and statics for these four registered Monotone Varitone ZB's:

|                         |              |              |
|-------------------------|--------------|--------------|
| David and Laurel Lively | KATT43/22988 | Island Green |
| Paul and Steffi Rollins | KAAA43/34303 | Black        |
| Jack Sanft              | KALL43/34652 | Steel Blue   |
| J. R. Boye              | KABB43/35535 | Birch Grey   |

### **DUO-TONE SCHEMES FOR THE MAGNETTE**

| TOP BODY COLOUR | LOWER BODY COLOUR | UPHOLSTERY        |
|-----------------|-------------------|-------------------|
| Island Green    | Reseda Green      | Green or Black    |
| Steel Blue      | Mineral Blue      | Grey or Black     |
| Ivory           | Autumn Red        | Maroon or Biscuit |
| Birch Grey      | Twilight Grey     | Maroon            |
| Island Green    | Black             | Green             |
| Steel Blue      | Black             | Maroon            |
| Ivory           | Black             | Maroon            |
| Birch Grey      | Black             | Maroon            |



# IMPORTED CAR COLOR LISTING

| Color Name | Color Ref. | Formula Numbers |         | Car and Year | Color Name | Color Ref. | Formula Numbers |         | Car and Year |
|------------|------------|-----------------|---------|--------------|------------|------------|-----------------|---------|--------------|
|            |            | Lacquer         | PeR-Max |              |            |            | Lacquer         | PeR-Max |              |

## THE BRITISH MOTORS CORPORATION

**Austin, Austin-Healey, Austin-Healey Sprite, Austin Princess, MG, Morris-Oxford-Minor 1000,**

### Magnetite, Riley and Wolseley

|                  |     |        |         |   |
|------------------|-----|--------|---------|---|
| Spring Green     | 35D | 53A32  | 253A32  | 1953 Austin   |
| Spruce Green     | 43  | U3473  | 2U3473  | 1957-59 Austin  |
| Spruce Green     | 43  | 54A31  | ..      | 1954 Austin-Healey  |
| Stardust Blue    | 52  | 54A21  | 254A21  | 1954 Austin   |
| Steel Blue       | 52  | U2305  | 2U2305  | 1957-8-9 M.G. Magnetite                                     |
| Steel Dust Gray  | 51D | 48A13  | 248A13  | 1948-53 Austin  |
| Steel Gray       | 51B | U1375  | 2U1375  | 1960 Austin   |
| Steel Gray       | 52  | U1172  | 2U1172  | 1957-8-9 Riley  |
| Stone            | 50  | U1471  | 2U1471  | 1962 Austin Princess  |
| Streamline Blue  | 52  | 55A22  | 255A22  | 1955-59 Austin  |
| Surf Blue        | **  | U2611  | 2U2611  | 1962 Austin & Morris  |
| Sutherland Green | 39D | U3562  | 2U3562G | 1958-59 Austin  |
| Swiss Gray       | 48A | U1168  | 2U1168  | 1957-8-9 Wolseley Models<br>6/90, 15/50                     |
| Swiss Gray       | 48A | U1170  | 2U1170  | 1957-8-9 Morris-Oxford<br>and Minor 1000; 1957-8-9<br>Riley |
| Tan              | ... | U8817  | 2U8817  | 1957-59 Austin  |
| Tartan Red       | 4   | U5596R | 2U5596R | 1958-59 Austin  |
| Thames Blue      |     | U235   | 2U235   | Morris Truck  |
| Tintern Green    | 35C | U3401  | 2U3401  | 1956-59 Austin  |

|                 |     |       |         |  |
|-----------------|-----|-------|---------|--|
| Titian Beige    | 29  | U8182 | 2U8182  | 1964 Austin  |
| Toga White WT-5 | ... | U9933 | 2U9933  | 1964 Austin  |
| Trafalgar Blue  | ... | U2594 | 2U2594  | 1962 Wolseley  |
| Turquoise       | 66  | 55A21 | 255A21D | 1955 Austin  |
| Turquoise Blue  | 66  | U2309 | 2U2309  | 1957-8-9 Morris-Oxford<br>and Minor 1000   |
| Tweed Gray      | ... | U1176 | 2U1176  | 1957-59 Austin   |
| Tweed Gray      | ... | 55A11 | 255A11  | 1955-56 Austin   |
| Twilight Gray   | 56  | U1167 | 2U1167  | 1957-8-9 M.G. Magnetite  |
| Tyrolite Green  | 37  | U3404 | 2U3404D | 1956 Morris  |
| Tyrolite Green  | 39  | U3469 | 2U3469D | 1957 M.G. Series MGA   |
| Vale Green      | 65A | U3612 | 2U3612  | 1957-8-9 M.G. Magnetite<br>1957-8-9 M.G. Magnetite   |
| Whitehall Beige | 46B | U8893 | 2U8893  | 1959 Wolseley Model 15/60;   |
| Windsor Gray    | 51B | 53A11 | 253A11  | 1953 Austin  |
| Woodland Green  | 43  | U3320 | 2U3320  | Riley (MG) Truck   |
| Yukon Grey      | 54  | U1169 | 2U1169  | 1957-8-9 M.G. Magnetite;<br>1957-8-9 Riley 1.5 and<br>2.6; 1957-8-9 Wolseley<br>Models 15/60, 6/90, 1500 |

\*\* Peacock Blue, 1956 Ford

Printed in USA 2/66

**RINSHED-MASON COMPANY**

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### OBITUARIES

With their registrations, some members included serial numbers of cars that had been parted out and scrapped - all are ZB's.

A moment of silence please, for these cars which once gave their owners many moments of pleasure:

KAC43/30661  
 KAL43/34730  
 KAL43/24730  
 KAL43/30661  
 KAL43/29923  
 KAJ43/24478  
 KABJ43/21387 Varitone #676  
 KAT43/24800

The Leyman's Guide to Refinishing Wood  
as Applied to the MG Z-Series Magnette  
and Other Cars of that ilk.

There are many reasons to own an MG Z-Series Magnette, one of them certainly being the fine appearance of the wooden dashboard and trim. It is surprising, then, that many Magnettes have wood in need of refinishing or repair (or both), particularly when the work is relatively easy and inexpensive, and can be very satisfying. I've had the opportunity to examine about 25 Magnettes here in California, and with just a few exceptions, the wood I saw was in various states of decay, in need of refinishing to seal it against the elements (primarily moisture), or improperly refinished with redwood stain (!), paint (!!) or, in one case, a dark, gummy substance that defied identification.

If the wood in your Magnette is in need of attention, and you have little or no experience in refinishing wood, let me offer some suggestions, and encouragement, to you. I certainly am not an expert, and have learned through experience rather than training. Indeed, after reading this article, perhaps other members of the Register will offer suggestions of their own concerning techniques that have worked for them. Start with the pieces easiest to refinish first: the windscreens surround, consisting of the three pieces framing the windscreens, and, on the ZA and ZB (standard), the rear window surround, consisting of the four pieces framing the rear window. All of the pieces are easy to remove, generally in urgent need of care because of leaking seals and, being solid mahogany, can endure considerable sanding, if necessary, without damage. (The door trims and most parts of the dashboard are covered with veneer, and greater care, and a different technique, are needed with them. If there is sufficient interest, perhaps a future article can cover this subject.) After removing these pieces, examine them carefully. They probably will be in one of the following conditions: the surface is cracked or "crazed," or missing, but the stain underneath is intact; the same condition, with the exception that the stain is damaged, discolored, bleached by the sun or blackened by water stains; or bare, discolored wood. For wood in the first condition, the treatment is simple - remove the remnants of the outer surface with a product like Homer Formby's Furniture Refinisher or, in extreme cases, paint remover. The original finish is rather hard, and may not be removed easily; in this case, paint remover may be used, but do not leave it on the wood any longer than is necessary to cause the original finish to soften and begin to separate from the stain underneath. Use a plastic putty knife or scraper to lift the paint remover and finish from the surface, and then a product such as Formby's Paint Remover Wash to remove any residue left on the wood. Alternatively, buff the surface lightly with steel wool (start with medium grade, 00, and finish with a very fine grade, 0000), which absorbs residue while smoothing the surface. Incidentally,

you will have noticed, after removing the wood, that a finish or coating was not applied to the sides of the wood that are not visible when it is in place. Do not repeat this oversight - lightly sand these surfaces and plan to apply a finish to them as well, to completely seal the wood against moisture and prevent warping. When you have finished buffering the visible surfaces of the wood, they should be very smooth, almost reflective in the light, and the grain patterns and different colorations of the mahogany should be pronounced. Bear in mind that the finish you eventually apply will show up, even emphasize, scratches and other imperfections on the surface.

For wood in the second condition, where the finish and stain both are damaged, it probably is best to remove everything. Use paint remover and sand paper to clean the surface, but sand no more than is necessary to remove as much of the old stain as is practicable (the stain in the grains of the wood generally requires too much sanding to be completely removed). Wood darkens as it ages, often beautifully, and this "patina" can be damaged or erased easily by overly-aggressive sanding. If the wood itself is damaged, from bleaching by the sun or water stains, begin with a medium-grit sandpaper (100 or 120); otherwise, begin with a fine-grit sandpaper (150 or 180), work your way to a finer grit (220 or 240) and finish by buffering lightly with steel wool, as above.

For wood in the third condition, where the wood itself is badly discolored or damaged, the procedure above would be followed, but more initial sanding, probably with a coarse-grit sandpaper (60), may be required. Ideally, the wood should be free of discolorations when you've finished, but use good judgement here. Some stains may be so deep that they cannot be removed except by sanding so much that the original colour of the wood is changed. I've found this to be the case more than a few times, particularly with the lower piece of the rear window surround. Some of the pieces I've refinished have traces of water stains underneath the finish, because I decided I could do no more with them. In any case, you may have to sand the wood to the point that "fresh" wood, free of stain or any other coating, and having no patina, is exposed. As with the wood in the other conditions above, work your way to the finer grits of sandpaper, and then buff lightly with steel wool.

After the surfaces of your wood have been prepared to your satisfaction, consider the kind of finish you want to apply. You may want to duplicate the original coffee-with-cream shade of stain, followed by satin or semi-gloss varnish or polyurethane, or use one of the combination finishes, made by Minwax and others, which contains stain, sealer and top-coat in one product. Take your time making a decision, as stain, once applied, can be difficult to remove completely, and remember that when staining older wood, the color and shade of the wood will affect the final result. After you have decided, choose products of known quality (I use Formby's products, in general, and have been satisfied with all of them), follow the directions carefully, work on you wood, and

allow it to dry thoroughly, in a dust-free environment, and then sit back and enjoy your work.

If you are not set firmly on restoring your wood to its original appearance, consider using what I use for my Magnettes - tung oil. No, it isn't made from animal tongues, or spittle, as some have asked me, but from the tung nut, native to China. It has several advantages for this application: being an oil, it "lubricates" older wood and replenishes at least some of the oils lost through aging; it dries very hard, almost as hard as polyurethane, and is completely waterproof; it does not yellow after exposure to the sun, as some varnishes and polyurethanes can (however, it offers virtually no protection against the sun bleaching the wood underneath); it displays the contrasts in coloration and the grain patterns of the woods with which we are concerned - ribbon-striped mahogany, walnut and burlled walnut - as least as well as any other finish available and better than most; finally, it is easy to apply. Interested?

I apply tung oil over the existing, original stain, which complements and highlights it, as well as fresh wood, where I've had to sand away damage to the surface. I do not use stain at all, for two reasons: stain generally gives a "muddy" look to the surface that is inappropriate unless there is something that should be hidden; and, as I've suggested, it is difficult to know the final result (color) when staining older, darker wood. Tung oil adds a golden tone to the surface and works very well with existing patina, highlighting it and, depending on the number of coats rubbed into the wood, causing it to sparkle and change color like a diamond when rotated in the light. By applying tung oil, without stain, to wood with its original stain intact, with patina present or to fresh wood, you may find that the wood from one Magnettte ranges in color from the pale-straw of an average American lager beer, to the intense gold of Samuel Smith's Old Brewery Pale Ale, to the rich amber-copper of Thomas Hardy's Ale, to the deep cocoa-brown of Newcastle Ale, with all variations inbetween. A word of warning, then - if you want the wood of your Magnette to be relatively matched in coloration and shading, try to stain it to approximately the same color, as MG's Woodmen did originally, and use tung oil, either semi-gloss or gloss, as the top-coat. One other advantage of tung oil is that it can be removed relatively easily, using Formby's Furniture Refinisher, which allows you to change your mind if you are not satisfied with the result. The first application of tung oil will tell you, while it is still wet, what the final result can be after several coats.

Yes, I did say several coats. Depending on the dryness of your wood, the tung oil you apply may be absorbed completely until about the third or fourth application, when it will begin to well up on the surface and develop luster. At that point, you will know that your wood is relatively healthy again, that it is not as dry, powdery or brittle as it had been. I use Formby's Tung Oil and, in spite of what the directions may say about applying it with a brush or gloved hand, I rub it into the wood with the palm of my hand for two

hours. It may look, it can harbor small particles of dust or other contaminants which will stick to the surface as the tung oil develops its luster, and more importantly, I can tell when the oil "turns," that is, becomes less fluid and more like an oil (which can happen relatively quickly, depending on temperature and humidity), at which point the rubbing stops and the "smoothing" begins. Tung oil levels itself very well, but I always smooth the surface of the piece I'm working on before I set it down. I spoke earlier about sealing all sides of the wood, not just those that are visible, and it can be done easily with tung oil. Pour about a tablespoon full of oil into the palm of one hand and, holding the piece of wood in the other hand, rub the oil in, covering all the surfaces. When all of the oil is on the wood, begin rubbing with both hands until the oil "turns," smooth the visible surfaces, and set the piece onto something that won't stick to it as the oil dries, such as pieces of wire suspended across your work area. Once the surfaces of your wood are properly prepared, and the technique of rubbing tung oil into wood is learned, refinishing becomes an assembly-line procedure - one piece is oiled, set down to dry, the next piece is oiled, etc. I find I can rub tung oil into wood for about 15 minutes, sometimes longer, before the oil on my hands becomes too sticky for me to work. At that point, I squeeze the plastic bottle of tung oil until the level inside comes into the neck of the bottle and then cap it tightly, to prevent the oil from jellying (buy the smaller 8 ounce bottle unless you have a lot of wood to coat, to prevent wastage). Mechanic's hand cleaner works very well to remove the oil from your hands.

I usually oil wood in the morning, to allow it to dry while the demands of the day are met. The oil usually is dry by the following morning, but a word of caution - don't try to speed the drying process, especially by turning on heaters in your work area, or doing anything else that might stir up the air, and move dust around.

I'm sure I've forgotten to mention something, and I'm just as sure that readers of this article will try to follow my suggestions and discover whatever I've forgotten to mention, and then take my name in vain. I'll be happy to correspond with members of the Register or talk by telephone (between 6 - 9 p.m., PST) about anything I've discussed here unless you do want to take my name in vain, in which case I'm not home.

BOB YOUNG

## NEW FLASH!!

San Mateo, California. Ed Archers Antique and Collector Car Sale on February 18-19:

'1955 MG Magnette in #3 condition sells for \$5000'. #3 condition in a 1 to 5 rating (#1 being a perfect car), is in the middle of the scale and the above car is most likely a driver needing some paint, interior, and mechanical attention.

## CLUBS

North American MGA Register  
856 Notre Dame  
Grosse Point City  
Michigan 48230

The MG Car Club LTD.  
P.O. Box 251  
Studley, Warwickshire  
B80 7AT England U.K.

## MAGAZINES

MG Magazine  
P.O. Box 321  
Otego, New York 13825  
Ron Embling, Editor

MG Enthusiast  
P.O. Box 11  
Dewsbury, West Yorkshire  
WF12 7UZ  
England, U.K.  
Martyn Wise, Editor

British Car Magazine  
P.O. Box 1045  
Canoga Park, Calif. 91304  
David Destler, Editor

Special Interest Autos  
P.O. Box 904  
Bennington, Vermont 05201  
David Brownell, Editor  
For back issues:  
Customer Service  
P.O. Box 196

Thoroughbred & Classic Cars  
Reed Business Publishing  
Prospect House  
9-13 Ewell Road  
Cheam, Surrey SM1 4QQ  
England, U.K.  
Same for back issues

**FACTORY INFORMATION** about your Magnette is available for a \$10.00 bill and your Vehicle Identification Number:

Anders Ditlev Clausager, Archivist  
British Motor Industry  
Heritage Trust  
Castle Road  
Studley, Warwickshire B80 7AJ  
England, U.K.

## TECH HINTS

Magnette ZA and ZB front shock absorber replacement. Use any year SAAB 900 front shocks, they bolt right in. To save money, any brand of shocks to fit the SAAB can be purchased at most auto discount stores. Example: Boge #27-911-0 can be used though it is not a SAAB factory part.

Duplicolor DS-CC-337, 1983-85 Chrysler Corp. paint closely matches the paint on the Lucas interior rear view mirror.

## CARS FOR SALE

1958 ZB Steel Blue. Stored inside for several years, disassembled and complete, must sell, make offer.  
Vincent Chan (312) 973-5691

1959 ZB Complete runner, NAMGAR registration #V2, many new and used parts and panels, shop manual, literature, etc.  
\$2500.00 or swap for MGA.

Terry King H:(703) 978-0127 W:(703) 321-4393

I received a note from a Registry member in January telling me about the cars listed below. According to the area codes, both cars are in the Seattle area. This is all the information that I have on them:

1958 ZB \$900.00 Ruth Cox (206) 221-2712  
1959 ZB \$2500.00 Elaine (206) 743-7237

## CARS WANTED

Former Magnette owner and Registry member wants a ZA or ZB in excellent condition. Call:  
Alan Bernstein (202) 288-5491

## PARTS WANTED

Front and rear bumper overriders, ZB air filter assembly, gear shift lever rubber boot, clutch and brake pedal pads, steering wheel center cover, temperature gauge and sending unit. Call:  
Paul Rollins (415) 829-6793

## PARTS FOR SALE

New windscreen and rear window seals. Original stock type so that you can use your stainless steel trim, not the after-market plastic seal that NTG supplies.  
Windscreen seal - \$55.00 Standard rear window seal - \$35.00  
Call: Jeff Powell (312) 344-2268

Paul Rollins writes that Varitone rear window seals can be purchased for \$50.00 from:  
Jarl's Foreign Car Service  
1520 2nd Ave.  
Walnut Creek, California 94596  
(415) 935-2423