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Kathleen M. Mangan photo

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David S. Wallens photo

Removing a car from storage is a little more complicated than making sure there's air in the tires. Turn to page 27 for some tips.

Editorial contributions to British Motoring are welcomed, and should be mailed to Moss Motors, Ltd., 440 Rutherford St., Goleta, CA 93117. Moss Motors assumes no responsibility for lost or damaged materials. Materials accepted are subject to such revision as required to meet the requirements of this publication. Unless otherwise specified, all correspondence will be considered for publication. All materials accepted become the sole property of Moss Motors, Ltd., which reserves the right to reprint/republish accepted materials.

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Published by Moss Motors, Ltd., 440 Rutherford Street, Goleta, CA 93117
800-667-7872

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Morning Meetup

British car gatherings tend to slow down during the winter months, but this February, *Classic Motorsports* gave Central Florida car nuts a good reason to open the chokes and go for a spin. The magazine hosted the British Motor Trade Association's annual conference, and the weekend schedule included a morning meetup for area enthusiasts. The parking lot quickly filled with a huge variety of cars, while members of the industry—including Moss Motors' Kelvin Dodd—circulated among the owners. More photos can be found online at classicmotorsports.net/events/bmta/.



Scott R. Lear photo

Lane Motor Museum: More Than Just the Odd and Unusual

The Lane Motor Museum is home to a wide range of quirky, offbeat vehicles ranging from the pint-sized 49cc Peel Trident to the 194,000-pound LARC-LX, a Cold War-era amphibious military transport vehicle. The collection contains a few British standards, too, including a sizable collection of Minis plus an Austin-Healey Sprite, Triumph TR8, and several MGs. Next time you're in Nashville, Tennessee, check them out. Details and directions can be found at lanemotormuseum.org.



David S. Wallens photo

Cool Stuff at Carlisle

The Carlisle Import & Kit Nationals is a swap meet and car show aimed at those of us who grew up with SU carburetors, knockoff wheels, and Lucas driving lights. This year's show takes place May 20-22 at the Carlisle Fairgrounds in Carlisle, Pennsylvania. Learn more at carlisleevents.com.



Tim Suddard photo

MG2011: Register Now

Thinking of heading to MG2011? Don't forget that early registration ends May 14. The event rolls into Reno, Nevada, June 13-17 and celebrates all things MG. Learn more at mg2011.com.



Kathleen M. Mahan photo



photo courtesy NAMGAR

Drive Your MGA and Magnette

The North American MGA Register has designated May 7 as Drive Your MGA and Magnette Day. The club is also soliciting photos taken that day; check out namgar.com for details.

MossTV Is Always On

Not sure how that doohickey fits into the thingamabob? Maybe some one-on-one instruction would help. Moss Motors hosts a series of how-to videos on their website, mossmotors.com/MossTV

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You have questions and we have trunnions—we mean answers! Compliments, comments, and castigations are all welcome at Motor Mail. Please send yours to editor@mossmotors.com or via USPS to:

British Motoring

Attn: Motor Mail
440 Rutherford Street
Goleta, CA 93117

Subject: 1973 MGB daily driver

I have owned British cars since I could drive. In high school (I graduated in '78) I worked at the local BMC dealership. I bought this '73 MGB last summer with the intention to restore it this winter. Now, due to unforeseen circumstances it has become my daily driver during one of our coldest and snowiest winters in years. I drive 30 miles one way for work (I work construction) and get some rather strange looks from people. I wish I had \$1 for every time I have been asked if it has a heater. It is actually not too bad as long as the temperature stays above 15. I thought you might find this an interesting story.

Mike Mellon



Triumphant Mistake

I was reading your article on Triumph TR 1-3 history and noticed the enclosed photo depicting the interior of the car. The photo actually shows an Austin-Healey 3000 MK1 Dashboard and Steering not a Triumph TR2.

Tom Barrett, Bethesda, MD



Pictured: Not a TR2



RetroMod Speakers by RetroSound

The RetroMod range of speakers by RetroSound complements the range of Model One and Classic radios. These speakers have been designed and manufactured from the ground up to meet the demands of modern high performance amplifiers and play digital music sources. With compact dimensions and mountings, these speakers offer a wide variety of configurations for easy installation, making them ideal for many classic cars where speakers were not originally installed. Selected models feature black mesh grilles which are more in keeping with the style of interior trim used on many classic cars. Others are supplied without grilles for fitting to original speaker positions.

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Exhaust Skid Plate for Austin-Healey BJ8

The BJ8 stock-type exhaust hangs very low. The lower front edge of the two mufflers under the driver's seat (LHD) can catch on speed bumps, high spots in the road and driveway slopes. Hit something hard enough and you can actually damage the entire exhaust system. This skid plate protects the mufflers and takes the abuse that would otherwise damage the exhaust.



Exhaust Skid Plate - BJ8	850-003	\$35.95
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Midget 1500 & Triumph Spitfire	171-663	34.95
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GO PLAY

Kathleen M. Mangan photo



Cool Car Events You Won't Want to Miss

BY KATHLEEN M. MANGAN
PHOTOS AS CREDITED

Camaraderie with people who share our interest and enthusiasm in classic cars is one of the biggest reasons why we love this hobby. Getting together with others to celebrate these cars is a blast.

We've put together a list of some of the best events of the year to participate in or attend; all have a number of different activities. You'll get an opportunity to talk with owners about maintenance issues, see the ingenious solutions others have found for problems, admire the best of the best, put your own car to the test, see the results of detailed prep for judging and racing, and enhance your love of the design, speed, and quirkiness of classic cars. Make your travel plans now and start getting your car ready to go.

MG2011

June 13-16, Reno, Nevada, MG2011.com

This all-register meet, sponsored by the North American Council of MG Registers, happens only once every five years. So the five MG registers—MMM, MGT, MGA, MGB, and MGC—will all gather together for this massive MG event in Reno. Party time!

One of the event highlights is a special event and dinner at the National Automobile Museum featuring the Harrah Collection. There's a car show, tech sessions, five driving tours, rocker cover races, and a fun auction. Each of the registers host their own events on one of the evenings. Some of the registers are hosting their own driving events too—MGA owners plan a Lake Tahoe driving tour, while MGT owners plan a funkhana and a rally.

You can also take bus tours around Lake Tahoe or to historic Virginia and Carson Cities, attend MG Night at Reno Acres Baseball, participate in Reno Fernley Raceway Driving Experiences, and attend the gala banquet.

East coasters can join the Rallye to Reno, June 4-12, driving across the country on scenic roads in the company of other MGs. It starts in Ocean City, Maryland, and traverses historic Route 50 to Reno. After MG2011, there will be a rallye extension to San Francisco. Imagine a road trip with 150 MGs! Visit RallyetoReno.com for more information.

TRIUMPH REGISTER OF AMERICA 2011 NATIONAL MEET

June 15-19, Holiday Inn at the Coliseum, Fort Wayne, Indiana, TRA2011.com

Triumph Register of America welcomes all Triumphs and non-TRA members to attend their annual soiree in America's heartland. One of the highlights is the tour of the Auburn Cord Duesenberg Museum, located in the old factory where ultimate luxury cars were built by hand for the likes of Greta Garbo, Clark Gable, Al Capone, and Howard Hughes. It hosts the most extensive collection of these automobiles in the world.

The meet also features a car show and concours, driving events, rallies, tours, parts auction, tech workshops, and social events. You'll enjoy a drive through the Grabill Amish Community with picturesque farms and horse-drawn carriages for wonderful photo opportunities.

HEALEY RENDEZVOUS 2011

June 27-July 1, Heathman Lodge, Vancouver, Washington, cascadeahc.homestead.com/Rendezvous.html

At the Austin Healey Club USA's annual event, think twisty mountain roads through big trees in the Pacific Northwest. Perfect for all Healeys. Regional highlights include Mt. Saint Helens, the dramatic Columbia River Gorge, Fort Vancouver, Pearson Air Museum, and Pendleton Woolen Mills.

With the theme of Rockin' '50s & '60s, the weekend features a show, concours judging, Columbia River cruise on a sternwheeler boat, picnic in the park, driving tours, and more.

AUSTIN-HEALEY CONCLAVE COLORADO 2011

July 3-8, Crowne Plaza Hotel, Colorado Springs, Colorado, austinhealeyconclave.com

Spend a special Fourth of July weekend with the Austin-Healey Club of America in Colorado Springs. The car show will be part of the festivities at the U.S. Air Force Academy on the Fourth, with concerts by the Air Force Band and Colorado Springs Philharmonic Orchestra, followed by fireworks.

Other Conclave activities include a Fuel Economy Run, rallies, scenic driving tours, and a chuck wagon dinner at Flying W Ranch. There's a club gymkhana/funkhana at Pikes Peak International Raceway, with a chance to do the Richard Petty Driving Experience, Legends Cars Driving Experience, or open wheel driving experience.

While in the area, drive your Healey up the 19-mile road to the top of Pikes Peak and across the quarter-mile Royal Gorge Bridge, America's highest suspension bridge.

Want to join the four-day group tour from San Diego to Conclave, June 29-July 3? The tour will follow secondary roads driving 280 to 340 miles each day, with a chase repair truck just in case. The scenic route takes in the high

desert, the red rock formations of Sedona, and stunning mountains with a few high passes. For more information, contact Udo Putzke at Putzkes@cox.net.

SPEEDFEST AT THE CLASSIC MOTORSPORTS MITTY

April 28-May 1, Road Atlanta, Braselton, Georgia, themitty.com

This is a car fest with an enthusiastic following and a lot going on. While this year's meet gives some extra love to Japanese cars, there's still plenty for the fan of British machines. The Classic Motorsports Small Bore Cup Race will provide some hotly contested racing action for pre-1965 small-bore cars. Grand Marshall is IMSA veteran Jim Downing.

Moss Motors sponsors a pub in the evening with live music, cold drinks, dart board, slot car racing, and bench racing. The Classic Motorsports tent hosts events from racer autograph sessions to a party sponsored by Hella USA. There's a MegaMeet for cars with MegaSquirt engine management systems, car corrals, and loads of other events.



VINTAGE TRIUMPH REGISTER 2011

August 17-21, Beaver Run Resort, Breckenridge, Colorado, VTR2011.com

There's nothing like a Triumph on a mountain road in the dramatic Colorado Rockies. The Vintage Triumph Register presents "Triumph in the Rockies III" with a Peak-to-Peak TSD Rally, funkhana, autocross, fun tour, and a panoramic photo of all the Triumphs after the Lake Dillon Breakfast Run. A car show, concours, and technical sessions are as popular as the driving events.

You can also take a walking tour of the host town of Breckenridge, a Victorian-era mining town. It's at 9000 feet of elevation, so bring sunscreen and a hat for topdown driving. You may need to adjust your fuel mixture for the high mountain passes. Qualified British automobile mechanics will be on hand to help you get your car running smoothly at altitude.



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Scott R. Lear photo

PITTSBURGH VINTAGE GRAND PRIX

July 15-24, Pittsburgh, Pennsylvania, pvgp.org

Recall racing the way it used to be: on city streets. The Pittsburgh Vintage Grand Prix is held on city streets, echoing the epic races of the past. There's

a full week of activities, sure to satiate the most ardent auto enthusiast. And there's a popular British Car Day (500 cars!) in the mix. Porsche is the marque of the year, and the spotlight is on the cars of Carroll Shelby.

There are four distinct car shows on different days: the exclusive Walnut Street Invitational Car Show, Car Cruise at the Waterfront, Downtown Race Car Parade & Display, and the granddaddy, the International Car Show at Schenley Park with about 2,000 cars and concours judging.

Racing events include vintage (before 1960) and historic (after 1960) racing at BeaveRun MotorSports Complex, and vintage races on the streets of Schenley Park. There's a fun Kickoff Road Rally through the streets of Pittsburgh too.

MONTEREY AUTO WEEK 2011

August 15-21, Monterey, California, seemonterey.com/concours

This is the penultimate auto event, one you simply must do at least once in your life. The classic car event fills a week's schedule with car shows, driving events, vintage racing, auto auctions, and social events. Jaguar is the year's featured marque.

At the Pebble Beach Concours d'Elegance, 175 of the best collector cars in the world roll onto the fairway to compete



David S. Wallens photo

for top honors. The Quail, A Motorsports Gathering, showcases the best in automotive design; highlights this year are the Jaguar E-Type.

Flat out vintage racing is a treat at the Rolex Monterey Motorsports Reunion at Mazda Raceway Laguna Seca. The Pebble Beach Tour d'Elegance give you a chance to see these collector cars on the road at slower speeds. And if you want to take one of the impressive cars of the weekend home with you, check out one of the five auto auctions happening during the week.

ALL BRITISH FIELD MEET OF PORTLAND, OREGON

September 2-5, Portland, Oregon, abfm-pdx.com

Portland International Raceway is the place to be Labor Day weekend with your classic car. The British meet is one of the biggest in the country with over 800 British cars, race cars, and motorcycles.

Weekend highlights are the show and the Columbia River Classic Road Race, a vintage race sponsored by the Society of Vintage Racing Enthusiasts (SOVREN). Land Rover adventure rides on a treacherous motocross course raise money for charity. Race pit walking tours, car slalom, off-road excursions, TSD rally, swap meet, vendors, and barbecue dinner round out the events.

THE BRITISH INVASION

September 16-18, Stowe, Vermont, britishinvasion.com

Orange maple leaves light up the Green Mountains of Vermont for this event during peak fall foliage. There are over 60 car classes from highbrow to low-slung, including Bentleys, Morgans, MGs, Triumphs, Austin-Healeys, Rolls Royces, Aston Martins, Jaguars, and Rovers. Displaying over 650 cars on the field, it's New England's biggest British car event.

The event includes a concours d'elegance, color competition, British tailgate picnic competition, driving tours, Mr. Pickwick's British Pub tent, car corral, and British Marketplace. You'll want to drive your car on the tight switchbacks through Smuggler's Notch, but be careful of the rocks! Stop at Ben & Jerry's ice cream plant to choose your favorite experimental flavors.



Tim Suddard photo

Check out the list of regional car events at the back of this issue.

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MGA: THE ARCHETYPAL SPORTS CAR



BY KATHLEEN M. MANGAN

For many people, when someone says vintage sports car, the MGA is the iconic image that comes to mind. The flowing, curved body design with oval hood is one of the great automotive designs of all time, and it was a radical departure from the staid, upright MG TC, TD, and TF.

Plus designers paid great attention to details and performance. To streamline design, there were no exterior latches. To reduce weight, the doors, hood, and trunk lid were skinned in aluminum. The XPAG engine found in the TC, TD, and TF was replaced with the more modern B-series engine from the MG Magnette. The MGA was among the first high-volume production cars to offer four-wheel-disc brakes and a twin-cam engine as options.

Is it any wonder that the MGA captured the imagination of car enthusiasts when it debuted in 1955? The car went on to sell more than 100,000 units, the first British sports car to do so.

Production Delay A Benefit

The MGA was originally designed to debut years earlier. The first prototype for what became the MGA (known as UMG 400 and EX172) was a re-bodied MG TD designed by MG's Syd Enever for George Phillips to race in the 1951 24 Hours of Le Mans. Only a scale model was wind tunnel tested, but Phillips hit 116 mph on the straights at Le Mans thanks to the aerodynamics.

A road-going version of the car was proposed to British Motor Corporation management in 1952 as the TD

replacement. The full prototype (EX175, registered as HMO 6) had the old TD running gear and 1250cc XPAG engine combined with a wider chassis and MGA body shell. Faced with limited corporate resources, Leonard Lord gave priority and funding to the Austin-Healey 100 instead.

The two-year production delay enabled MG to refine the design, and launch the car with the newer 1489cc inline four-cylinder B-series engine and transmission. The delay also meant that the car could be thoroughly race tested. The company entered three aluminum-bodied prototypes (EX182) into the 1955 Le Mans, and they finished respectably. So when the model debuted soon after the race, its competition record helped establish the pedigree of the breed.

MGA Models

When it launched, specs for the MGA 1500 in stock trim were good for its day: 68 bhp; 77 lb.-ft. of torque; top speed 91 mph; and 0-60 mph in 15 seconds. The separate body and frame, lever shocks, solid axle, rack-and-pinion steering, and low center of gravity made it handle well. The car weighed 1,988 pounds and featured drum brakes, bolt-on steel disc wheels, wood floorboards, synchromesh on the top three gears, a soft top, and side screens.

Over the eight-year run, there were four models—the 1500, Twin Cam, 1600, and 1600 Mark II—and there were Deluxe versions of the 1600 and 1600 Mk. II. All the models were produced as roadsters and coupes, although less than 10

percent were coupes. There were few exterior changes between models.

To give the model a huge leap in power and an advantage on the race track, MG introduced the Twin Cam in 1958. The B-series engine displacement grew to 1588cc, and an aluminum cylinder head incorporating dual overhead camshafts was added. The model also received Dunlop disc brakes all around and center-lock disc wheels. It had 108 hp and 105 lb.-ft. of torque with top speed of 114 mph.

But the bugs hadn't been worked out in the rush to production, and the car

was labeled as quirky and unreliable. Although the remedy was determined fairly quickly, the early reputation did the model in, and only about 2,100 were made during the two-year run.

In 1959, the 1600 launched with a



pushrod version of the 1588cc engine producing 80 hp and 97 mph top speed. Disc brakes were on the front wheels only.

The 1600 Mark II debuted in 1961 with a larger displacement engine (1622cc), an

improved cylinder head, bigger valves, revised grille, and some interior refinements. It produced 93 hp and delivered a 102 mph top speed. Deluxe versions

Insider's Info:

The numbering for the MGA production run began at chassis 10101, a straight continuation from the last TF off the line, chassis 10100. The first six cars were used for testing and development.

The MGA double-wishbone, coil-spring front suspension with rack-and-pinion steering was designed by Alec Issigonis, father of the Mini, in 1938, and was carried over from the MG TF. It was such a strong design it continued to be used to the last MGB in 1980.

Without door handles on MGA roadsters, owners have to reach inside and pull a cable. There are no door locks, either.

The coupe versions had a high curved roofline and larger windshield than the roadsters, plus wind-up windows, outside door handles, door locks, and a trimmed dash.

MGA proved itself well on the racetrack with good finishes at the Mille Miglia, Sebring 12-hour race, Le Mans 24-hour race, Monte Carlo Rally, Alpine Rally, and Goodwood Whit Monday.

The 1956 MG EX179 was basically a MGA with a streamlined shell designed to challenge land speed records on the Bonneville Salt Flats. Top speed was 170 mph; at one time it held nearly 100 international and world records. Stirling Moss set class records in the revised EX181; it featured a supercharged MGA Twin Cam engine and hit 245 mph at Bonneville in 1957. Phil Hill hit 254 mph with a tweaked version of EX181 in 1959, making it the fastest MG in history.

The original selling price of the 1956 MGA 1500 Roadster was \$2,195 in the U.S. The 1962 MGA 1600 Mk. II Roadster sold for \$2,499.

Current prices range from about \$5000 for cars needing restoration work, to \$40,000-plus for perfect cars—both single- and twin-cam versions.

The MGA has been featured in loads of movies and television programs, from the James Bond movie, *Diamonds Are Forever*, to *The Mod Squad*, *The Avengers*, *Mission: Impossible*, *Top Gear*, and even the *Beverly Hillbillies*!

The North American MGA Register is the model's largest national organization. It offers members a bimonthly magazine, annual Get Together, members-only technical information on the website, and a network of 2,300 enthusiasts. There are 52 regional chapters with meetings and events too. (namgar.com)

For quick model identification, look at three key elements: rear lights, wheels, and badging. The 1500 and early Twin Cam had a single red vertical rear lamp; the late Twin Cam (engine shown above) and 1600 had two rear lamps with a round indicator light mounted above the tail/brake light; and the 1600 Mk. II had a single horizontal rear lamp. If the car has center-lock wheels, it's a Twin Cam or Deluxe. The 1600, 1600 Mk. II, and Twin Cam have the model name next to the front/top engine air vents and under the MG logo on the trunk lid.



MGA Popular Replacement Parts

377-042	\$149.95	S.U. Fuel Pump
140-200	\$159.95	New Generator
242-310	\$313.95	Black Vinyl 3-Window Top
263-100	\$239.95	Steering Rack Assembly
180-671	\$179.95	1500 Master Cylinder
264-791	\$69.95	Rear Brake Drum
460-950	\$39.95	Water Pump
456-955	\$189.95	Late 1500/1600 Floor Board Set
454-880	\$119.95	Front Bumper (3 piece)
456-071	\$359.95	Windshield Glass, Triplex brand (roadster)
454-879	\$339.95	Stainless Steel Exhaust System



Goin' To Graceland: Forget the mansion, check out the King's Automobile Museum! One of the highlights is the 1960 MGA 1600 Roadster that Elvis drove in the movie *Blue Hawaii*. He kept the MGA after the movie shoot, but later gave it to an employee and it changed hands many times before returning to Graceland. To see it, plus his pink Cadillac and other cars, get a Platinum or VIP tour ticket. Better yet, take your car to Graceland for the Memorial Day weekend car show, May 27-29, and have your photo taken in front of the mansion with your car, do a night tour of Graceland, and attend other special weekend events. For more information, call (800) 238-2000 or visit elvis.com.



of these two models used leftover Twin Cam frames, brakes and wheels; 395 were produced.

MGA production ended in 1962 as the MGB took over the MG flagship honors.

Drivability Determines Value

Kelvin Dodd, Moss technical expert and MGA owner, admits that the Twin Cam is the holy grail since it's the most developed of the MGAs, but points out that they are rare and expensive. He believes it possible to build a better performing car so long as you're willing to veer away from originality.

"It seems MGA values are still based on drivability," explains Dodd. So a MGA 1500 in stock trim isn't worth as much as a MGA 1500 with an 1800cc MGB engine, so long as it appears original looking.

"You could take an original MGA 1500 that is reasonably priced since it has the smallest engine and drum brakes, and bolt in a number of upgraded components without permanent modifications, and you'd be able to knock a Twin Cam into the weeds performance-wise," says Dodd. "I get calls about this all the time."

The Ultimate MGA

Dodd's ultimate MGA incorporates an 1800cc engine from an MGB, a five-speed gearbox, a supercharger, an aluminum head, performance exhaust header, stainless steel

exhaust, MGB front suspension kingpins, new MGB adjustable front sway bar, and Wilwood disc brake kit.

Engine swaps are popular since the 1800cc engine is available and is a direct bolt-in, explains Dodd. "The five-speed gearbox makes the car a lot more drivable...it gives you synchro on first gear, an 18-percent gear reduction on the rear end, and more comfort while driving at highway speeds. A stock MGA can handle 70 mph, but it's winding out, noisy, and thrashy at that speed. It's screaming for a five-speed gearbox conversion."

The supercharger provides up to a 40-percent power improvement for the bigger MGB engine, as well as the three original MGA engines. Dodd adds, "Remember that Judson made superchargers for the MGA back in the day, so it's a period accessory."

The aluminum head is lighter and cools better, says Dodd. If you don't install a supercharger, a cross-flow head enhances your car's tuning potential with four intake ports instead of the stock head's dual ports. The performance exhaust header offers efficiency and improved exhaust flow-through, and is especially important with a supercharger, he explains. Combine that with a polished stainless steel exhaust system that replicates the original and uses the original hangers. "It's a stunning work of art," he says, adding that it's the newest of the Moss-exclusive MGA products.

A front anti-sway bar makes a big difference, says Dodd.

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Moss sells an exact duplicate of the factory-supplied part, which mounts above the front fender support. He notes that installation requires a later-model front bumper support, and is best to install when in the midst of a restoration. As an alternative, you can install the new MGB adjustable front sway bar under the frame rail, but it requires some modifications.

With MGB front suspension kingpins, you can use the Wilwood Brake Kit that includes Wilwood aluminum four-piston calipers, drilled and slotted rotors, and braided stainless steel brake lines. “This brake setup is more sensitive, has better stopping power, and is less prone to overheating with a better caliper and larger piston area,” says Dodd.

MGA Enhancements

Even in stock trim, the MGA has a lot going for it since the car was well developed, says Dodd. So the original-spec dual SU carburetors, camshaft, valves, valve springs, rack-and-pinion steering, shocks, and suspension are perfectly acceptable.

But for owners looking to enhance their cars to make them safer, more reliable, and better running on an affordable budget, there are plenty of options. You could replace

your cast iron cylinder head with a lighter aluminum head that won’t crack. A gear reduction starter is a real benefit, especially with the larger engine conversion, Dodd adds. You can replace the twin six-volt batteries with a single 12-volt. Replacing headlights with halogen lamps improves night driving.

In the electrical system, changing from a generator to an alternator provides a better charging rate and charging at idle, which is a good thing in traffic. But you’ll have to change the car over to negative ground, which is safer for jump-starting and a necessity for extras like a radio, explains Dodd. A conversion to an electronic ignition like a Pertronix with modern Cobalt

plug wires is also popular. If you want it to look original, you can drop a Pertronix module into your original distributor and run original-type spark plug wires.

Cooling is an issue since the engine compartment doesn’t vent well. Employ a fan shroud, and be sure the seal between the radiator and bonnet are intact, advises Dodd. An oil cooler conversion kit helps too. Moss is working on a multi-blade plastic fan that should be available in the spring. For heat radiating into the passenger compartment, put Dynamat insulation around the transmission tunnel, he suggests.

Braking Options

Dodd says the drum brakes in good condition work fine if adjusted correctly. But owners installing a bigger engine or

supercharger may want better stopping power, he says. Plus disc brakes are easier to work on and reject heat better. The 1500 had drum brakes, while the 1600 had disc brakes on the front, and the Twin Cam and Deluxe models had Dunlop disc brakes on all four corners.

Your options for converting a 1500’s front drum brakes to disc brakes depend on the type of wheels on the car. With wire wheels, all parts are available new. You’ll need MGA 1600 wire wheel hubs, MGA caliper brackets, calipers and MGA rotors. You have two options on calipers: original MGA calipers are now available new (recently introduced!), or you can get an alloy conversion bracket for MGB calipers, giving you a wider range of brake pad options.

You’ll have a bigger challenge if your car has disc wheels since the hubs are no longer available. If you can’t find used MGA disc wheel hubs, consider a MGB brake conversion using rebuilt kingpin assemblies. Dodd says there are many benefits to this approach: a stronger kingpin (MGA kingpins are prone to cracking), better wheel bearing design and less expensive rotors. The MGB calipers also open up more brake pad options.

But the downside is a more complicated installation. You’ve got to shorten the steering rack tie rods, and adapt the MGB upper kingpin to the shock. You can do this by installing MGB shock arms, or installing hardened spacers between the shock arm and upper trunnion, he explains.

Speaking of wheels, Dodd says that if your MGA has original steel wheels, be sure to get them crack tested. Wire wheel conversion kits are available. If your car has the original 48-spoke wire wheels, he recommends an upgrade to 60-spoke wheels.

Moss-Exclusive Products

There are plenty of MGA products that are Moss exclusives in addition to the stainless steel exhaust system and supercharger. There are exact reproductions of the turn signal switches; the MGA grille manufactured with a brass base covered with chrome plating like the original; an aluminum side curtain set based on the hard top side curtains; and fog lights and brackets made to the original specifications.

Interior and aesthetic elements are also available with pre-cut, structural-grade plywood floorboard kits, a bolt-in burl wood dashboard to replace the steel dash, burl wood steering wheels, and custom-made seat covers just like originals with leather facings. There are plenty of options on tops, tonneaus and car covers, too. Grille badges with a badge bar can also be used to personalize a car.

“MGA is a Moss favorite. We carry a full line of accessories for period-original and modified cars, and we continue to develop new products to meet the needs of MGA owners,” says Dodd. **BM**



MGA Production:	
1500 (1955-59)	58,750
Twin Cam (1958-60)	2,111
1600 (1959-61)	31,501
1600 Mk. II (1961-62)	8,719
Total	101,081

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ROBERT GOLDMAN: Moss Visionary

BY KATHLEEN M. MANGAN

What does Robert Goldman, co-owner of Moss Motors, love about his job? “I like going down to R&D and taking out a company supercharged MG for a test drive, and pushing it until it breaks. I call it destructive testing; you can learn from it. And I enjoy the fact that I can make a living while keeping the cars I love on the road,” he says.

But British cars weren’t his first love, vintage airplanes and American muscle cars caught his fancy as a kid. And he never expected to be working in the automotive parts business, Goldman always thought he’d work in the family restaurant equipment manufacturing business.

His father, Howard, took him around the corner to Moss Motors at age 15 to start working weekends. Little did Goldman know that his dad was negotiating with longtime friend Al Moss to purchase the company. He soon learned that although the Dripcut syrup servers sold by his grandfather are fun to play with at the pancake house, an Austin-Healey on a mountain road is a lot more fun.

Now 48, Goldman oversees the niche automotive parts and accessories business serving British car, Miata, Mini, and Mustang owners. The company has facilities on both coasts, a robust research and development program for unique product offerings, a lineup of 30,000 active part SKUs, and over 200 employees worldwide.

Goldman began his career in the warehouse; started driving on his father’s right-hand-drive 1948 MGTC; and was initiated into the enthusiast scene at his first MG Gathering-of-the-Faithful in Dearborn in 1977. At his first competitive driving event, he beat Al Moss when Moss went off course.



“I developed curiosity about British cars; they all needed work,” explains Goldman. “I read shop manuals and catalogs, and did simple wrenching.” The first car he bought was an Austin-Healey 100 but he couldn’t afford to insure it (he still has it as a future project car). Instead he rebuilt a ’67 MGB GT to take to college.

Through the years Goldman picked orders, made kits, handled receiving, made upholstery, did sales, opened and ran the warehouse in New Jersey, and edited British Motoring magazine. When

desktop publishing debuted, he went to work for a printing company for three years to learn state-of-the-art pre-press and printing, then returned to take over the art department. He handled the writing, photography, layout, color separations, and printing for the first color catalogs. As marketing manager, he developed the corporate style.

Moss grew steadily over the years with strategic industry acquisitions and then expanded beyond the British realm. The company introduced the first non-British accessories catalog in 1994 for the Mazda Miata. “We wanted to concentrate on an iconic nameplate,” explains Goldman. “The Miata is what every British car should have been by 1994. It was a bit of a culture shock for the company and our customer base. The cover of the first catalog featured my dad in his TC and me in a Miata, illustrating that we think this car is cool like the old British cars.”

When Howard decided retirement looked good after 20 years at the helm in 1998, he sold the company to Robert and Glen Adams, who had been with the company since 1972 and was president. Since then the company has doubled revenues; developed significant components like supercharger kits; added accessories catalogs for Classic Mini, BMW Mini, and Mustang; and bought back Moss Europe after it was sold and went into bankruptcy.

In recent years, the company has been investing in logistics to make work flow more efficient and customer delivery more rapid. The new Virginia facility took the operation to a new level. “Infrastructure and systems aren’t highly visible, but they improve service quality and make a difference in a down economy,” says Goldman.

As for future direction, Goldman says they intend to keep the product offering viable, look for areas of growth, and expand the existing product line. “Historically Moss products were geared to restoring cars to original condition,” says Goldman. “But there’s a more open attitude to modifications that make these cars more usable in daily traffic, like better brakes and five-speed transmissions. Products like gearbox and air conditioning conversions enhance the car and the driving experience.”

As original parts supplies dry up, Moss puts more emphasis on remanufacturing parts directly, explains Goldman. The Moss engineering team has designed, developed, and manufactured several thousand products over the past 35 years. Many of those parts were no longer available. The division has ramped up to ensure design, material, and manufacturing quality; often the part quality is better than the original.

The company also puts more emphasis on detailed installation instructions for parts, as well as



technical videos and customer support. “As more British car shops close down, more of the mechanical work is being done by owners,” Goldman says. He adds that the hobby will have to work harder to generate enthusiasm for these classics with people who never saw them new on the road.

He sees the Miata, Mustang, and Mini following the same pattern as people who aspired to own one when young find the time and money to acquire one and personalize it. “They’re future classics. Engaging automobiles require an enthusiast base, good support, and steady parts supply. That’s where Moss comes in,” says Goldman.

So what does Goldman have in his personal classic car collection? A bit of everything—a 1935 MG PB, ’62 TR4, ’72 MG Midget, ’67 Morgan 4/4, 2000 Mini, ’64 Mustang convertible, plus a Bugeye Sprite shell and a ’54 Austin-Healey 100 in pieces. And he has access to the company fleet of R&D cars. He admits that if he could only have one, he’d choose his TR4: “It’s the best combination of classic and useable.” Of course, his sports a heavily modified engine and a Moss supercharger. **BM**



Moss Motors has its own in-house R&D department, and Robert can frequently be found there checking in on the latest project.



WRECK RELIEF

Your Classic Represents a Real Investment, So Have It Properly Insured

BY JOHN WEBBER
PHOTOGRAPHY COURTESY
ECLECTIC MOTORWORKS



Some collectors start with a pile of crusty bits, and then spend countless hours and a safe full of money turning it into a show winner. Others buy their toys already restored. Either way, you need to protect that investment.

Classic car insurance grew out of the fine art insurance business more than 50 years ago. Car collectors—and insurance providers—saw the need to protect valuable antique and classic cars, much like they did costly paintings, jewelry, and sculpture.

Those fine art items are appraised and values are agreed upon to set premium costs and loss payoffs. This is how most collector car policies work today, and dozens of companies compete for your business across the country.

Oddly, despite the low premiums and very generous coverage, a large number of classic car owners aren't taking advantage of this service. Costs depend on a number of specifics, but a recent hypothetical quote for zero-deductible coverage on a \$90,000 vintage Jaguar would

run a little more than \$700 per year.

What about less expensive cars? Coverage for a nice Triumph TR6 would cost less than \$200 a year.

Your Car Is Unique

Let's say you've just bought that creampuff 1970 Triumph TR6. You want to take advantage of your policy's multiple-car discounts, so you call your agent and add the Triumph to your family policy. Most of the time, the agent will do exactly that.

This is a bad idea. You're adding the Triumph to a policy designed for daily use vehicles.

"Those insurance agreements are different," explains Ford Heacock, president of Heacock Classic Insurance. "Your family auto policy provides coverage on an actual cash value basis, meaning that in case of a total loss, you'll get paid the actual cash value of your car. That value is not determined when you buy the policy; it's determined at the time of the claim, and it is the depreciated value."

Some collector car owners with cash value coverage end up coming to a dismaying realization: The day after an accident—or fire, theft, or other loss—is not the best time to establish a vehicle's value. Sometimes it gets worse from there: Often the repair shops favored by family agents can't help when a damaged classic needs specialized bodywork.

Agreed Value With a Specialized Provider

Classic car insurance experts recommend an agreed value policy, which specifies the amount the owner will be paid in the event of total loss. To establish this value, the provider uses a combination of experience, database research, expert contacts, and price guides, along with your input, photos, and documentation. For megabucks exotics or customs, a provider may require a professional, written appraisal—possibly done at the owner's expense—to help establish an agreed value.

Stated value coverage, which sounds similar, is not the same. "Say, for example, your big Healey has a \$45,000 stated value," said Jim Fiske, U.S. marketing manager for Chubb Personal Insurance Group. "You assume you will get \$45,000 for it, but what a stated value policy means is you're actually going to get the lesser of \$45,000 and the current actual cash value of the car. Stated value is a provision written to protect the insurance company."

Only with agreed value coverage do you have a guarantee. If your classic is valued at \$85,000 and it must be written off, that's what you'll collect: \$85,000.

If an owner feels that his car's value has appreciated, or if improvements have been made, more coverage can be added. To make this easier, some companies automatically make the adjustments. American Collectors, for example, writes policies with an automatic "inflation guard" that increases the agreed value coverage by two percent per quarter.

Restrictions May Apply

Once value is established, classic car policies are written with restrictions. A policy may have specified annual mileage limits—2000, for example—or wording that limits use



to shows, parades, and club events. Some providers allow "pleasure driving" as well.

Even if a policy does not limit mileage, wording will often still describe when a car is covered. "All specialty plans limit use or mileage," says McKeel Hagerty, CEO of Hagerty Insurance. "Intended use is part of the decision to insure you. We don't have mileage restrictions; we look at limited usage. We only insure cars used for enjoyment and enthusiast activities, not for primary or daily use."

Providers agree that mileage plans and use restrictions are based on the honor system, and their claims experience shows that the majority of collector car owners observe these restrictions.

Making the Cut

Before they write a policy, providers check driving records, including tickets and at-fault accidents. In addition, providers verify that an applicant also owns a dedicated daily driver. This is to ensure that the classic vehicle isn't being used for general transportation. Companies usually want proof that the classic is stored in a secure, safe place. They may even request photos of the garage or storage building.

Most policies don't insure drivers younger than 25, and some prohibit people under 25 from driving the car altogether. However, there are companies that require only five years of licensed driving.

Other restrictions, as they say, may apply, but few policy holders bother to read the fine print. One provider told us, "Most of our customers know more about their cell phone contract than they do about their classic car policy."

Insurance on the Cheap

Considering what a classic can be worth, premiums are a bargain. For a typical collector car with an agreed value of \$25,000, expect to pay about \$250—a fraction of what it would cost to cover a daily driver with a similar value. (Of course, we need to state that exact premiums vary depending on home state, driving record, modifications made, vehicle storage location, and a few other factors.)

Providers offer coverage at these prices because their experience demonstrates that classic cars are generally well cared for, driven responsibly on a limited basis, and stored



securely. One insurer summed it up nicely: “Some of these cars get more attention than spouses.”

Of course, the greater a car’s value, the higher the premium. Having a plan that allows more mileage can also lead to higher rates. Some policies reward those with multiple collector cars by allowing them to pay for liability coverage on just the first vehicle.

Having a deductible on the policy can also affect premium cost. Some companies even offer payment plans.

After an Incident

It’s the call that all classic car owners hate to make: “Hello, some guy ran into me.” After an incident, normal accident procedures apply. Check for injuries, call the cops, take photos, and call your agent ASAP. If you can, secure the car so it doesn’t suffer further damage.

For help on the road, some classic insurance policies include flatbed towing and roadside assistance. We learned—no surprise here—that classic car drivers are six times more likely to use this service than folks with daily drivers.

Providers know that classic cars need specialized attention. Most will allow owners to choose the shop when it’s time for repairs. Some will even let owners make their own repairs.

Detailed documentation of a car’s condition before the accident always helps smooth a claim. Naturally, to minimize fraud, providers will investigate claims.

Silver Lining

Despite the gloom that has shrouded the auto industry—and our economy—for the last two years, the classic and collector car hobby has remained relatively robust. The insurance providers say that owners are still driving and enjoying their cars.

As McKeel Hagerty puts it, “We’re pleased at how resilient the hobby has been. There is a stable core of people who are really into it.”

Paul Jakubowski, senior underwriter for J.C. Taylor Specialty Auto Insurance, adds that unlike some investments that have taken a beating during the downturn, collectors view their cars as tangible, enjoyable assets: “Their car is right there. They can view it and touch it and drive it and know that it’s still worth \$25,000 regardless of what the stock market is doing.”

If you’re still undecided about why you need to protect your baby with specialized coverage, remember the old adage: accidents happen, but fortunately they don’t have to be a financial crisis. And if you run across a classic insurance representative at a car show or hobby event, have a chat. They’ll be happy to share a dozen more stories just like those. **BM**

A version of this story originally appeared in Classic Motorsports magazine. To request a free copy of the latest issue, visit classicmotorsports.net.

Insurance Tips From the Experts:

- Choose a company that specializes in classic insurance. If you’re new to the hobby, join a club or online forum, and ask members about their insurance and claims experiences.

- Most providers offer similar packages and pricing, but restrictions and special features vary widely. Do your research. You’ll find a plan that’s tailored to your needs.

- Insist on agreed value coverage.

Review that value annually, sooner

if you make significant improve-

ments. Document

upgrades and keep detailed, up-to-date records.

- Read the fine print, including restrictions and exclusions. Know exactly what coverage you have. Make sure you’re getting what you paid for.

- Claim service is paramount. Ask your provider exactly who will process your claim and how it will be handled, including where you can take the car for repairs.

- Tell your provider about changes that affect your policy, like moving to another storage location, or putting your car in a shop for long-term restoration or repair.

- Check your storage place regularly and make sure it’s secure. Classic insurance carriers are seeing an

increase in car theft, especially in urban areas.

- In some cases, your local agent can write a classic car policy. For example, did you know that a sizable amount of Hagerty’s business comes through Allstate agents?

- Pay those premiums on time. You never know when Murphy will pay you a visit.



Sources

American Collectors

(800) 360-2277
americancollectors.com

Chubb Personal Insurance

(866) 324-8222
chubb.com

Hagerty

(800) 922-4050
hagerty.com

Heacock Classic

(807) 809-7898
heacockclassic.com

J.C. Taylor

(800) 345-8290
jctaylor.com



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Jupiter, Florida



HOMESTEAD-MIAMI HISTORIC RACES

March 24 - 27
Homestead - Miami Speedway
Homestead Florida



CLASSIC MOTORSPORTS PRESENTS THE MITTY

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Braselton, Georgia



WATKINS GLEN HISTORIC ENDURO 200

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June 9 - 12
Watkins Glen International
Watkins Glen, New York



ATLANTA HISTORIC RACES

September 16 - 18
Road Atlanta
Braselton, Georgia



SEBRING HISTORIC FALL CLASSIC

October 13 - 16
Sebring International Raceway
Sebring, Florida



SAVANNAH/HILTON HEAD SPEED CLASSIC

October 27 - 30
Savannah Harbor Racecourse
on Hutchinson Island
Savannah, Georgia



DAYTONA CONTINENTAL HISTORIC RACES

November 10 - 13
Daytona International Speedway
Daytona Beach, Florida



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TOGETHER AGAIN

BY MICHAEL GRANT, MOSS TECHNICAL SERVICES DIRECTOR



How to Bring Your Car Out of Storage and Get Back on the Road With Confidence

Ideally, the first thing you'll do on the day you bring your car out of storage is pat yourself on the back for having stored it so carefully in the first place! Before closing the garage or storage facility door, you tuned and lubed; removed the battery; slackened belts; attended to brakes, coolant, fuel and tires; mouse- and moisture-proofed; and generally made your car as comfortable as you'd like to be if someone put you into storage.

Now that you want to get back on the road safely and quickly, there are some important steps to take. It may seem like a long checklist, but the payoff is a car that's ready to go.

Read the Spots: Start under the car. Check the coolant hoses, the underside of the water pump, and all radiator fittings. Inspect the fuel tank for seam leaks or pin holes, then the hose and line connections. Look for brake fluid leaks in wheel cylinders, calipers, and master cylinders,

as well as hoses and connections. Inspect all rear axle seals. Confirm that steering seals and boots are in good shape. Ditto for all gearbox seals, fittings, and plugs.

Critter Damage: Thoroughly inspect the wiring in the engine compartment and under the car. Check for telltale nutshells everywhere. Don't forget to remove the plug you placed in the exhaust to keep out critters and moisture.

Coolant: If the car was stored for more than a year, drain and refill the cooling system with a name-brand antifreeze—30% to 50% mixture.

Brakes: If the car has been sitting 18 months or more and you use glycol fluid, we recommend a drain, flush, and refill. Bleed the brakes and, with the help of an assistant, check for smooth operation at each wheel. Don't forget the hand brake.

Hydraulic Clutch: If needed, top up fluid in the reservoir, or change it if the car was stored

Get More Detail Online

Visit www.mossmotors.com/storage for the comprehensive guide "Putting Your Car Into Storage and Bringing Your Car Out of Storage."

Although every effort has been made to ensure the accuracy and clarity of this information, errors and/or omissions on our part are almost inevitable. Any suggestions that you may have that will improve the information (especially detailed installation notes) are welcome.

Please use the simple e-mail form on the "Contact Us" page on the Moss website. If you prefer, you may call our Technical Services Department at (805) 681-3411. So many people call us for help that we are often not able to answer the calls as fast as we'd like, and you may be asked to leave a message. We apologize in advance for the inconvenience. We will get back to you within two business days.



more than 18 months. If it's low, check the hose and slave cylinder for leaks. Have someone depress the clutch pedal while you observe the slave cylinder pushrod. If it's not moving, or moving only a little, bleed the clutch system. Fluid in the dust boot indicates a failed seal—rebuild or replace it.

Manual Clutch: Check all linkages for free play and movement. Lubricate joints as appropriate.

Oil and Lubrication: No matter where you live and what you have done to limit it, some moisture will have gotten into the crankcase. With the appropriate oil, rust and corrosion will be minimal. Storage two years or more: Change the oil and the filter before you start the car. Less than two years: Change the oil and filter after the first 30-minute drive. Finally, top up the gearbox and check the differential oil.

Suspension: Check all suspension joints, pivot points, and bushings. Inspect rubber boots and seals for any deterioration. They should be soft to the touch—hardened or stiff boots will soon crack. (Torn boots lead to hardened grease, inadequate lubrication, and joint damage.) Lubricate the suspension. Check shocks for signs of leaks. If they leak, they need to be replaced.

Belts: Inspect and adjust all belts.

Tires and Wheels: If the car is on stands, fill the tires to the recommended pressure before putting the car on the ground. Look for cracks in sidewalls and between rows of tread. Check the tightness of knockoffs or wheel nuts.

Battery and Lights: The battery should be ready to install with a full charge voltage reading

of 12-13.8V. Clean the posts and cable ends, and coat with Vaseline to protect against corrosion. (If you have a vintage-type lead-acid battery, run a bead of silicone sealant around the base of each terminal and apply felt battery terminal rings over the posts, pressing them into the silicone.) Clean ground cable connections. Check all lights.

Pistons/Rings Lubrication: If the engine has been sitting for over 90 days, remove the plugs, squirt a little oil into each cylinder, and let that oil soak for 24 hours. Then, crank the engine over by hand. There may be initial resistance, but the piston rings should break loose.

Fuel System: As you add fuel, carefully check for leaks in the tank, lines, and hoses. If you did not drain the tank when you stored the car, and your fuel has ethanol in it, check for phase separation before you do anything else. (Water Probe Indicator [Moss 220-362] is designed just for this purpose. If water is detected, you can re-emulsify the mixture with E-Zorb [Moss 220-355], or you can drain the tank and add fresh fuel.) If the gas in the float bowls is old, you may need to drain the bowls and flush the lines as well.

Get Fuel to the Carbs: If you have an electric fuel pump, energize the pump to fill the carb float bowls. The pump will click loudly but should stop clicking when the rising float closes the needle valve and shuts off the flow of gas. A pump that continues to click rapidly indicates a problem. For a mechanical fuel pump, simply crank the engine over to fill the float bowl. Check all carbs for leaky seals.



Preparing to Roll

Itching to nudge it into first? We're almost there. Fortunately, you tuned the car when you put it up for the season, and we've seen to the battery and fuel. Before we fire it up, let's get oil moving throughout the engine.

Oil Pressure: If your car has an oil tank with a pressurizing setup, use it to pressurize the system and get all the bearings and moving parts in the engine well-oiled. Otherwise, use the starter to spin the engine over and pressurize the oil system. The last engine component to receive oil is the rocker assembly; if you pull the valve cover, you can easily see when oil reaches this point. (If your engine has been sitting for years, or if it's a fresh rebuild, it is strongly suggested that you remove the tappets to complete the pressurizing of the system.)

Start the Engine: If you are in a garage, push the car so the rear end of the car is outside, and place a fan to keep exhaust gas from blowing back into the garage. Start and let the engine warm up without revving or throttle blipping. Be sure to ease in the choke as the engine warms. There may be smoke as various components heat up. As things come up to temperature, keep an eye open for leaks.

Test the Clutch and Gearbox: Gently test reverse and then first gear. If all seems well, you are ready for a short test drive.

Finally, Time for a Test Drive!

Much as you may like to head for your favorite back road, the purpose of your first test drive is to

exercise all mechanical, electrical, and hydraulic systems so that you can find any remaining problems. Plan out a route of about 20 minutes in a circle around your house so that you can walk back if need be.

As you drive, listen to the various clues. Is there a miss in the ignition? Does the car pull to one side when braking? How is the steering? Stiff? Loose and "wandering"? How about the shocks? How is the oil pressure? Any problems with gauges?

Once back in the garage, make a list of things you discovered on the drive. Check your fluid levels, including coolant once the engine has cooled. Lowered levels indicate leaks.

For your second test drive, include a run at higher speed on a highway. After 30 minutes, take similar stock of your car's performance.

There is nothing quite like the satisfaction of taking your car out of storage, then getting back on the road knowing everything is "in good nick." Once you've addressed any little problems revealed by your test drives, your confidence level should be high.

But storing a car properly, bringing it out of storage properly, and getting it road ready, is not a trivial undertaking. While obviously somewhat generic, the issues covered here apply to all older cars, and this list should be supplemented by additions of your own based on your experience. It's worth reminding ourselves about one final point: The problems that develop with a car in storage are best avoided by simply using the car regularly. That's the kind of maintenance we can all enjoy. **BM**

Don't let it sit. After some simple checks, your favorite classic will be ready to hit the road once again.



KEN HYNDMAN'S 1962 MINI COOPER

Not a "Road Apple" Any Longer

It takes a certain amount of stubbornness to drive a tiny Classic Mini Cooper in a rural area populated with cowboys driving enormous pick-up trucks. The Cooper could fit in a flatbed with plenty of room left over for some hay bales and a few farm animals.

But Ken Hyndman, the Classic Mini pro on Moss's Technical Services team, has been undeterred by cowboy jeers that they'd seen horse "road apples" larger than his Cooper. After a challenging restoration full of surprises, his car is among the oldest authentic built-for-North America Coopers in the country.

Hyndman caught the racing bug growing up in New Zealand and became an apprentice mechanic. He moved to England in the '70s to work for McLaren on Can-Am and Formula 5000 cars, rubbing shoulders with racers like Denny Hulme, Peter Revson, and Jody Scheckter. He later moved to California where he spent 30 years working with foreign cars before joining Moss Motors in Goleta.

For years Hyndman had been seeking a dream project car, scouring used-car publications every week. He applied the No R Rules — no evidence the car was ever raced, rallied, rolled, (w)recked, or rusted. In 1992, he found a 1962 997cc Mini Cooper he thought was "the one," but it was sold before he even saw it. Disappointed, Hyndman went back to the weeklies, but in a change of fate, the buyer returned it a week later and the owner offered the car to him for \$1,500, \$300 less than the previous buyer.

Hyndman and his son embarked on a slow part-removal process to estimate the full restoration job. When they removed the doors,

they found the hinge mounts were rusted through. The trunk liner was disintegrated — they could see through to the ground. Despite the broken No R Rules, he was committed to his car.

During the fact-finding phase, Hyndman regularly drove his Cooper around the rural Santa Ynez Valley and entered the car in the annual parade. Many people thought the car was cute due to its diminutive size, but Hyndman had to endure endless jokes about it too. One frequent comment had to do with the size of paintbrush he'd need the next time he painted the car (the paint was awful).

In 2006 Hyndman decided he'd had enough and moved the restoration forward. The windshield supports showed some rust so he decided to remove the glass. The roof nearly collapsed from a combination of advanced rust and the heavy weight of a thick layer of filler. He figured a previous owner must have decided to create a custom roofline.

When Hyndman got into the paint prep work, he had to sand through five layers of paint to get to bare metal. Although the car was originally red with a black roof, he went with Audi racing green.

Now Hyndman enjoys his finished Cooper, and it's the star of the annual Santa Ynez Valley parade. The small-yet-sparkling showpiece gets a position of honor in front of the horses! Road apples be damned.

He thanks Joe Hinkens at Mainline Autobody in Santa Maria, Gary Semerdjian at Imported Auto Service in Santa Barbara, his wife Judy, and his family for their help and support.

If you have any questions about your Classic Cooper, Ken Hyndman is your man. **BM**



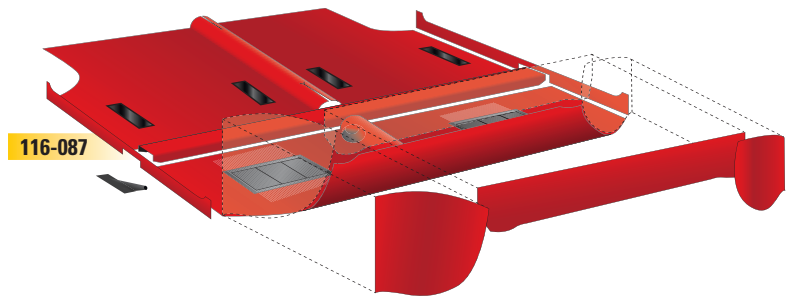
Sale

Upholstery, Carpet, Top & Tonneau

Classic Mini

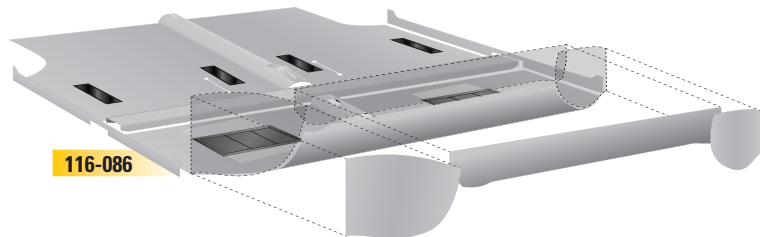
Early Carpet Sets thru 1972

		Price	Sale
Black	116-016	\$274.95	\$229.95
Red	116-087	274.95	229.95
Grey	116-089	274.95	229.95



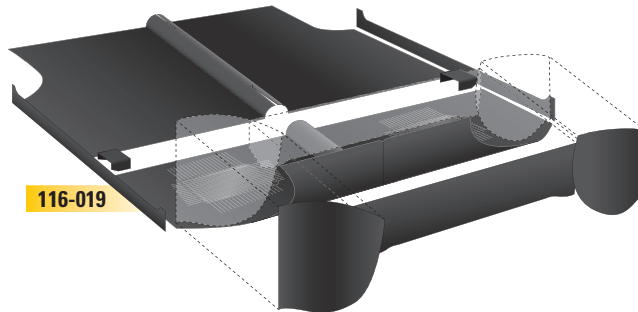
Late Carpet Sets 1973-On

		Price	Sale
Black	116-017	\$274.95	\$229.95
Red	116-081	249.95	229.95
Grey	116-086	274.95	229.95
Sound Deadening Kit	116-023	79.95	64.95



Budget Carpet Sets

		Price	Sale
Black	116-019	\$89.95	\$69.95
Red	116-027	89.95	69.95
Grey	116-029	89.95	69.95
Sound Deadening Kit	116-023	79.95	64.95



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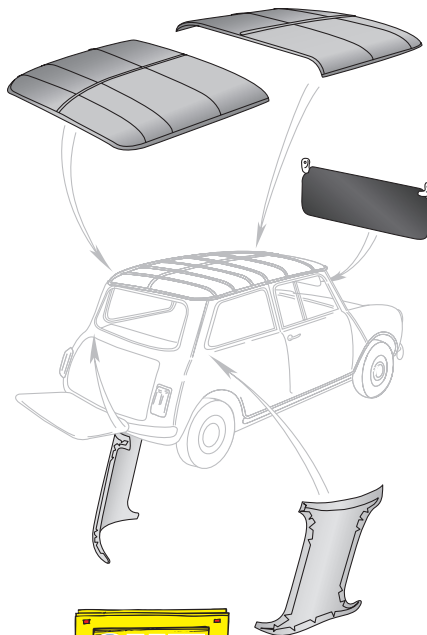
Headliner Kits & Rails

Our headliner kits feature a stitched vinyl main section with all loops stitched into place, and a pair of rear pillar covers in matching material. Headliner rails provide the shape for the material, counted from the front of the car to the rear.

		Price	Sale
Headliner Kits			
MkI Crackle Finish Cream	116-097	\$174.95	\$149.95
MkIII Light Grey	116-101	202.95	169.95
MkIII White	116-102	199.95	169.95

Sun Visors

Black, w/o Mirror	116-111	\$69.95	\$59.95
Black, w/Mirror	116-110	69.95	59.95



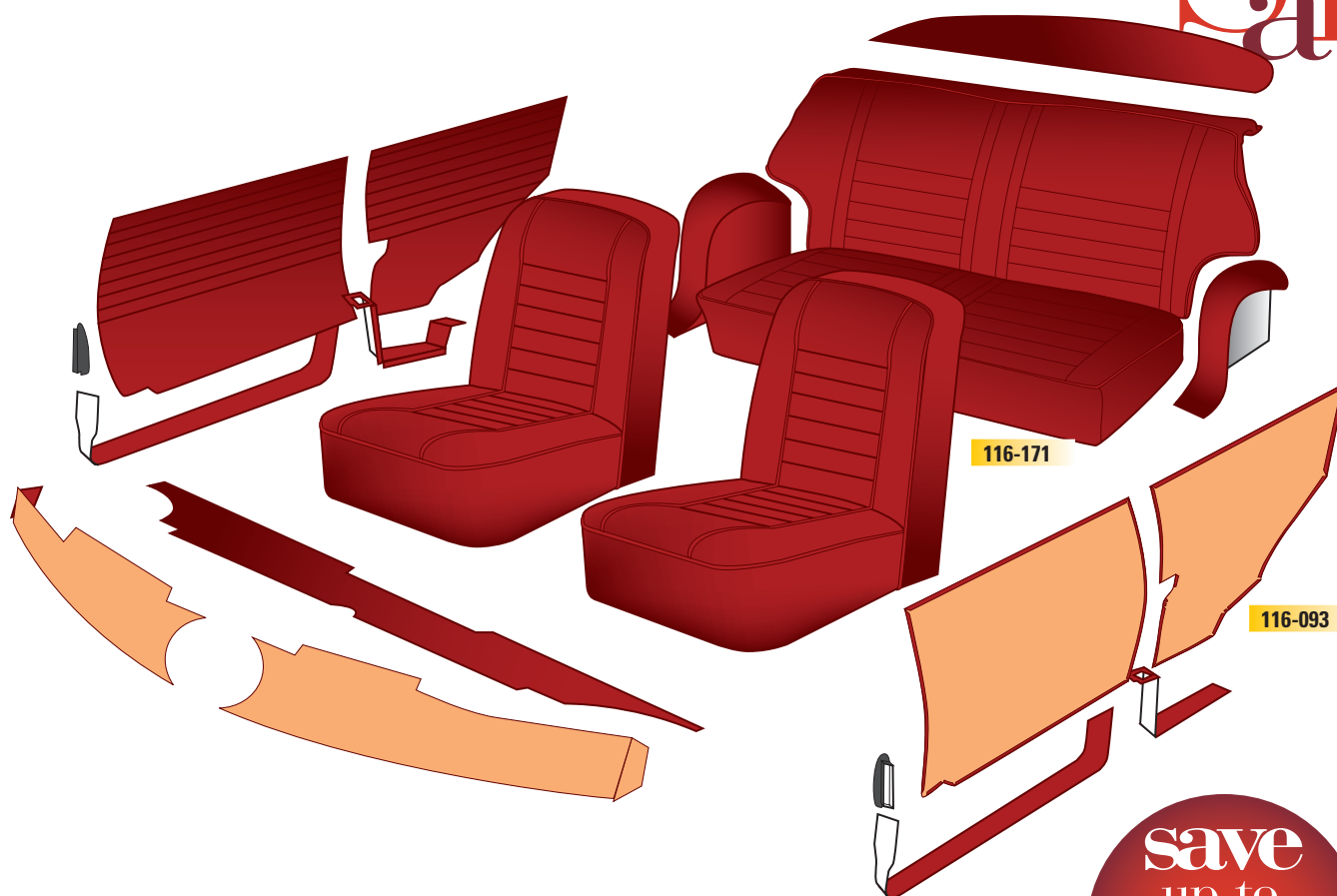
Sound Insulation

		Price	Sale
Sound Insulation Kit	116-023	\$79.95	\$64.95



Trunk Trim

		Price	Sale
Trunk Floor Liner	116-034	\$119.95	\$99.95



Panel Kits

	Price	Sale
MkI & MkII Deluxe Trim Panel Kits		
Oval binnacle with speedo, temp. and oil gauges.		
Black 116-099	\$582.95	\$499.95
Red 116-092	582.95	499.95
Grey 116-090	582.95	499.95

MkI & MkII Standard Trim Panel Kits		
Round binnacle with speedo only.		
Red 116-093 ¹	\$582.95	\$499.95
Grey 116-091	582.95	499.95

MkIII 12-pc. Deluxe Trim Panel Kits		
Oval binnacle with speedo, temp. and oil gauges.		
Black 116-180 ¹	\$487.95	\$399.95
Red 116-181 ¹	487.95	399.95
Grey 116-182 ¹	487.95	399.95

MkIII 12-pc. Standard Trim Panel Kits		
Round binnacle with speedo only.		
Black 116-183 ¹	\$487.95	\$399.95
Red 116-184 ¹	487.95	399.95
Grey 116-185 ¹	487.95	399.95

MkIII 9-piece Kit		
Without speedo panels and dash tray liner.		
Black 116-100	\$449.95	\$359.95
Red 116-096	449.95	359.95
Grey 116-095	449.95	359.95

¹Special order, allow 6-10 weeks for delivery.



1961-'74 Front & Rear Seat Kits

	Price	Sale
Black 116-170	\$1,479.95	\$1,269.95
Red 116-171	1,479.95	1,269.95
Grey 116-172	1,479.95	1,299.95

1975-'82 Front & Rear Seat Kits

	Price	Sale
Black 116-173	\$1,479.95	\$1,299.95
Red 116-174 ¹	1,479.95	1,299.95
Grey 116-175 ¹	1,479.95	1,269.95

¹Special order, allow 6-10 weeks for delivery.



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Spitfire Interior Trim

Seat Kits

1971-'72

		Price	Sale
Black	644-320	\$645.95	\$549.95

1973-'76

Black	644-330	\$408.95	\$349.95
Beige	644-335 ¹	408.95	349.95

1977-'80

Black, Houndstooth Cloth	644-350	\$423.95	\$359.95
Beige, Houndstooth Cloth	644-355 ¹	423.95	359.95
Black, Vinyl	644-385 ¹	423.95	359.95
Beige, Vinyl	644-395 ¹	423.95	359.95

Headrest Assembly 1973-'80

Black	642-865 ²	\$93.95	\$79.95
Beige	642-905 ²	99.60	84.95

Seat Back Foam

1970-'72	644-345 ¹	\$109.95	\$94.95
1973-'76	644-347 ¹	98.95	84.95
1977-'80	644-370	94.95	79.95

Seat Bottom Foam

Left Hand	644-380	\$94.95	\$84.95
Right Hand	644-390	94.95	84.95

Interior Trim

1971-'72

Door Panel Set-Black Stag	644-400	\$148.95	\$129.95
Qtr. Panel Kit-Black Stag	644-450 ¹	148.95	129.95
Rear Cockpit Pnl-Black Stag	644-470	95.35	84.95

1973-'80

Door Panel Set-Black	644-410	\$148.95	\$129.95
Door Panel Set-Beige	644-405 ¹	148.95	129.95
Qtr. Panel Kit-Black	644-460	148.95	129.95
Qtr. Panel Kit-Beige	644-455 ¹	148.95	129.95
Rear Cockpit Panel-Black	644-480	95.35	84.95
Rear Cockpit Panel-Beige	644-475 ¹	95.35	84.95

1975-'80

Armrest - Black	644-520	\$167.95	\$142.95
Armrest Cover - Black	644-530	94.45	79.95

Carpet Sets

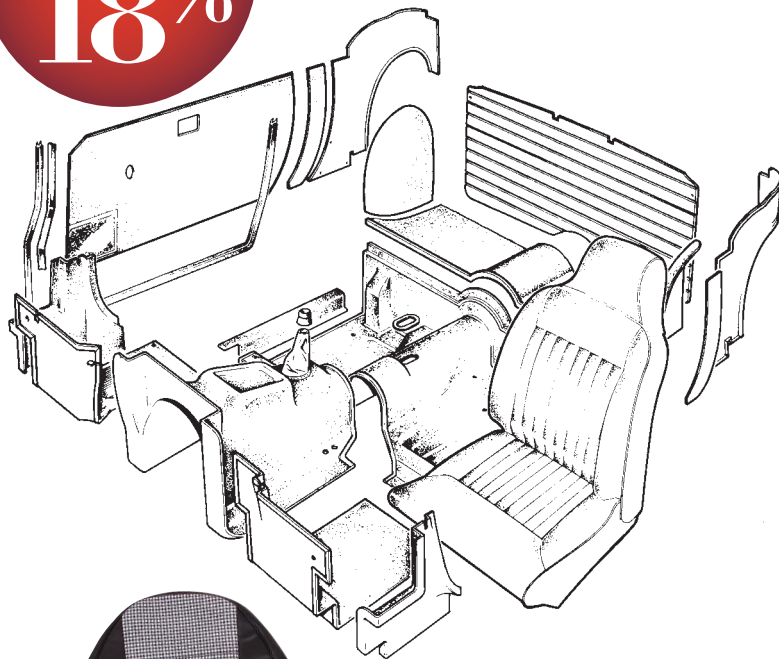
1971-'80

Molded-Black	644-300	\$559.95	\$474.95
Standard-Black	644-310	219.95	179.95

¹Special order, allow 6-10 weeks for delivery.

²Slightly different stalk than original.

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Top Boots - Black Vinyl

		Price	Sale
--	--	-------	------

For Cars w/o Hardtop	644-690	\$287.95	\$244.95
For Cars w/Hardtop	644-800	254.95	209.95

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Spitfire Tops & Tonneau Covers

	Black			Tan			Vinyl		
	Price	Sale		Price	Sale		Price	Sale	
1971-'80 Top	644-660	\$630.95	\$539.95	644-665 ¹	\$684.95	\$589.95	644-650	\$328.95	\$279.95
1971-'80 Tonneau Cover	-			-			644-680	299.95	249.95

¹Special order, allow 6-10 weeks for delivery.



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UK Manufactured "Dull Cote" Top

TR250-6 "Dull Cote" Top 640-115 Price \$369.95 Sale **\$309.95**

Tonneau Covers

	Black	Tan	Price	Sale	Black	Tan	Price	Sale
	Sun-Fast Cloth				Vinyl			
TR250	644-081 ¹	644-082 ¹	\$663.95	\$569.95	644-080	644-085 ¹	\$299.95	\$249.95
TR6 (with headrest pockets)	644-101 ¹	644-102 ¹	706.95	\$599.95	644-100	644-105	326.95	\$279.95
TR6 (without headrest pockets)	644-121 ¹	644-122 ¹	663.95	\$569.95	644-120	644-125 ¹	299.95	\$254.95

¹Special order, allow 2-3 weeks for delivery.

ROBBINS
AUTO TOP COMPANY, INC.

Convertible Tops by Robbins Auto Tops

	Black		Tan		Price	Sale	Black		Tan		White		Price	Sale	
Sun-Fast Cloth							Vinyl								
TR250 OE Style Top	-		-				640-140	\$430.95	\$369.95	-		-			
TR250 OE Style Top (Zippered Window)	-		-				640-145	499.95	429.95	-		-			
TR6 OE Style Top (Zippered Window)	-		-				640-150	473.95	399.95	-		-			
TR250-6 Replacement Top	-		-				640-100	315.95	269.95	-		-			
TR250-6 Replacement Top (Zippered Window)	640-160	\$641.95	\$549.95	640-170	\$641.95	\$549.95	640-120	326.95	279.95	640-125	\$354.95	299.95	640-130 ¹	\$326.95	\$279.95

¹Special order, allow 6-10 weeks for delivery.



TR7/8



TR7/8 Convertible Tops & Tonneau Covers

	Black	Price	Sale	Tan	Price	Sale	Blue	Price	Sale	Black	Price	Sale
	Sun-Fast						Vinyl					
Top	072-487	\$758.95	\$649.95	072-488 ¹	\$824.95	\$699.95	072-489 ¹	\$824.95	\$699.95	071-931	\$413.95	\$349.95
Tonneau	072-485 ¹	758.95	649.95	072-486 ¹	758.95	649.95	072-484 ¹	758.95	649.95	072-481	370.95	319.95

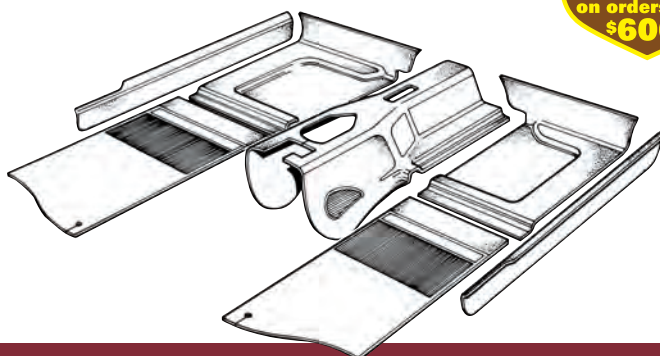
¹Special order, allow 6-10 weeks for delivery.

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TR7/8 Main Floor Carpet Kits

		Price	Sale
Black	072-472	\$389.95	\$319.95
Chestnut	072-473 ¹	389.95	319.95
Navy	072-474 ¹	389.95	319.95

¹Special order, allow 6-10 weeks for delivery.



Carpet Sets

OEM Spec Wool (orig. for 1968-'72)

Black	639-360	\$429.95	\$359.95
Red	639-365 ¹	549.95	469.95
Brown	639-375	529.95	499.95
Shadow Blue	639-460 ¹	599.95	469.95

OEM Spec Synthetic (orig. for 1973-'76)

Black	639-085	\$429.95	\$369.95
Red	639-095 ¹	499.95	399.95
Brown	639-270 ¹	429.95	369.95
Honey Tan	639-097	499.95	399.95

OEM Spec Synthetic No underfelt

Black	639-380	\$269.95	\$234.95
Brown	639-390	269.95	234.95

TR250 Trunk Carpet Sets

Black	639-470	\$72.95	\$59.95
Red	639-480 ¹	72.95	59.95
Honey Tan	639-482	72.95	59.95

Carpet Accessories

Underfelt Set	639-355	\$96.25	\$79.95
Sound Deadening Kit	639-105 ²	189.95	169.95

¹Special order, allow 6-10 weeks for delivery.

²Alternative to underfelt.

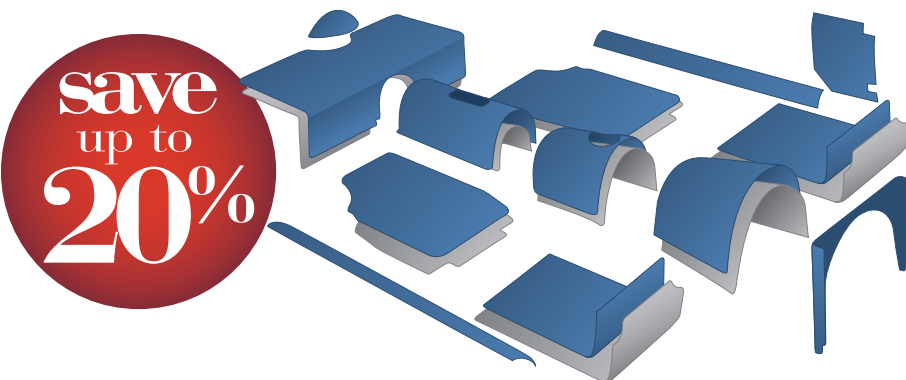
³This is a set of 22 each 3-pronged Veltex carpet rings and plates, and male snaps with screws which attach to the car floor.

We offer three grades of carpet in our sets. All sets are accurately cut and feature correctly molded sewn on rubber pads and kick pieces where original.

Our Original Manufacturer (OEM) specification carpet set is made in the UK and is of similar appearance, but of higher quality than that originally fitted. The material is a rubber backed wool blend which combines original feel with much greater resistance to mold and fading. These OEM kits are supplied without underfelt or hardware, which may be purchased separately. The colors available match the original carpets, except Brown, which is darker than the original Tan.

Our OEM synthetic material sets are made from synthetic cut pile which has a similar feel to the original carpet, but at a lower cost than wool based blends. This material wears very well and offers a great value. These sets include hardware and complete underfelt set.

For increased insulation from noise and heat, we offer a sound deadening kit of heavy self adhesive felt pads which is installed below the underfelt. For a free sample of our OEM synthetic carpet material, order sample card #878-905.



Panel Kits

	Black	Matador Red	Shadow Blue	Light Tan	New Tan	Chestnut	Beige	Price	Sale
TR250 Panel Kits	645-410	645-415	-	645-430	-	-	-	\$445.95	\$379.95
All trim kits are white piped except #645-430, which is piped light tan. All kits have "stag" grain material.									
TR6 1969 Panel Kits CC25000-CC32142	645-440	-	645-450 ¹	645-460	-	-	-	\$445.95	\$379.95
All kits have same color piping and "stag" grain material.									
TR6 1970-'72 Panel Kits CC50000-CC85737	645-305	645-295 ¹	645-315	-	645-325	-	-	\$445.95	\$389.95
All kits have same color piping and "stag" grain material.									
TR6 1973 Panel Kits CF1-CF12500	645-330	645-295 ¹	645-315	-	645-350	645-360	-	\$445.95	\$389.95
#645-295 and #645-315 have stag grain material. #645-330, #645-350 and #645-360 have bubble grain material. All kits have same color piping.									
TR6 1974-'76 Panel Kits CF12501 on	645-370	-	645-380	-	645-390	645-400	645-405	\$399.95	\$349.95
All kits except #645-380 have bubble grain material. #645-380 has stag grain material. All kits have same color piping.									

¹Special order, allow 6-10 weeks for delivery.



All seams are stitched rather than heat-seamed



Plywood stiffeners are used rather than cardboard



Plywood backing is stronger and resists water much better than fiberboard

Moss Motors Custom Deluxe Interior Kits

Back by popular demand, we are re-releasing our range of stitched deluxe upholstery. Facings on the seats are highest quality vat dyed leather and the panel kits are mounted on marine plywood and waterboard. All kits are made to order by our own upholstery shop, so please allow a minimum of 6-10 weeks for delivery.

	Black	Black/White	Blue	Blue/White	Tan	Honey Tan	Price	Sale
Leather Seat Kits								
TR250	642-800 ¹	642-805 ¹	642-810 ¹	642-815 ¹	642-820 ¹	642-822 ¹	\$999.95	\$829.95
TR6 1969 (folding headrest)	642-830 ¹	-	642-840 ¹	-	642-850 ¹	642-852 ¹	1,153.95	999.95
TR6 1970-'72 (fixed headrest)	642-860	-	642-870 ¹	-	642-880 ¹	642-882	864.95	729.95
TR6 1973-'76 (removable headrest)	642-890	-	642-900 ¹	-	642-910	642-912	784.95	649.95
Deluxe Panel Kits								
TR250-6 1968-'69	645-150	645-155 ¹	645-270 ¹	645-275 ¹	645-160 ¹	645-162	\$504.95	\$429.95
TR6 1970-'73	645-210	-	645-220 ¹	-	645-230 ¹	645-232	497.95	419.95
TR6 1974-'76	645-240	-	645-250 ¹	-	645-260	645-262	497.95	419.95

¹Special order, allow 6-10 weeks for delivery.



TR250-6

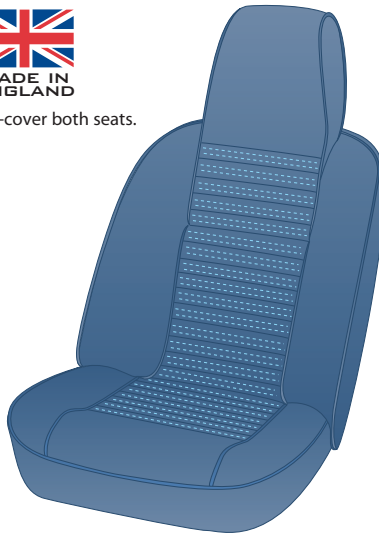
Upholstery, Carpet, Top & Tonneau

Sale



All sets re-cover both seats.

save
up to
17%



TR250 Seat Covers

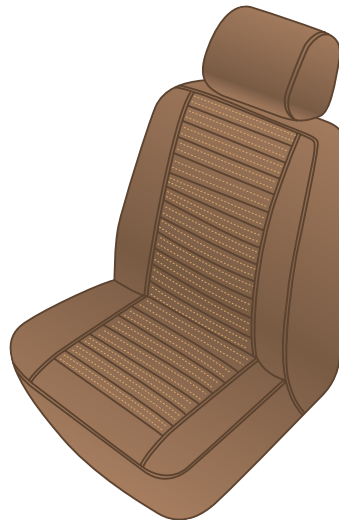
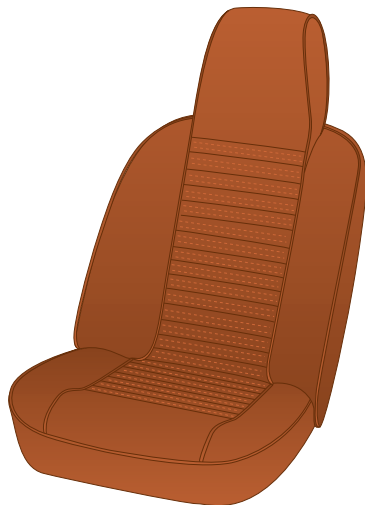
		Price	Sale
Black/White Leather	642-805	\$999.95	\$829.95
Black/Black Leather	642-800 ¹	999.95	829.95
Blue/White Leather	642-815 ¹	999.95	829.95
Blue/Blue Leather	642-810 ¹	999.95	829.95
Tan/Tan Leather	642-820 ¹	999.95	829.95
Honey Tan/H. Tan Leather	642-822 ¹	999.95	829.95
Black/White Vinyl	642-560	567.95	499.95
Matador Red/White Vinyl	642-755 ¹	567.95	499.95
Shadow Blue/White Vinyl	642-555 ¹	567.95	499.95
Light Tan/White Vinyl	642-565 ¹	567.95	499.95
Seat Foam Kit (for 2 seats)	643-968	233.95	199.95

¹Special order, allow 6-10 weeks for delivery.

TR6 1969 Seat Covers

		Price	Sale
CC25000 to CC32142			
Black Leather	642-830	\$1,153.95	\$999.95
Blue Leather	642-840	1,153.95	999.95
Tan Leather	642-850	1,153.95	999.95
Honey Tan Leather	642-852	1,153.95	999.95
Matador Red Vinyl	642-765 ¹	546.95	479.95
Shadow Blue Vinyl	642-580 ¹	546.95	479.95
Seat Foam Kit (for 2 seats)	643-978	423.95	369.95

¹Special order, allow 6-10 weeks for delivery.



TR6 1970-'72 Seat Covers

		Price	Sale
CC50000 to CC85737			
Black Leather	642-860	\$864.95	\$729.95
Blue Leather	642-870	864.95	729.95
Tan Leather	642-880	864.95	729.95
Honey Tan Leather	642-882	864.95	729.95
Black Vinyl	642-600	526.95	459.95
Matador Red Vinyl	642-775 ¹	526.95	459.95
Shadow Blue Vinyl	642-610	526.95	459.95
New Tan Vinyl	642-620	526.95	459.95
Seat Foam Kit (for 2 seats)	643-988	423.95	369.95

¹Special order, allow 6-10 weeks for delivery.

TR6 1973-'76 Seat Covers

(Set includes both seats)

		Price	Sale
CF1 on			
Black Leather	642-890	\$784.95	\$649.95
Blue Leather	642-900	784.95	649.95
Tan Leather	642-910	784.95	649.95
Honey Tan Leather	642-912	784.95	649.95
Shadow Blue Vinyl	642-650	526.95	459.95
New Tan Vinyl	642-660	526.95	459.95
Chestnut Vinyl	642-670	526.95	459.95
Beige Vinyl	642-785	526.95	459.95
Seat Foam Kit (for 2 seats)	643-998 ²	419.95	369.95

²Does not include foam for headrests.



TR6 Classic Leather Seat Set

Our handcrafted leather faced seats combine modern frame design and support with a classic look that is tailored to fit your TR. The adjustable contoured back and head rest provide superior lateral, lower back and neck support. Installation is straight forward and instructions are included. Sold as a pair, in black only.

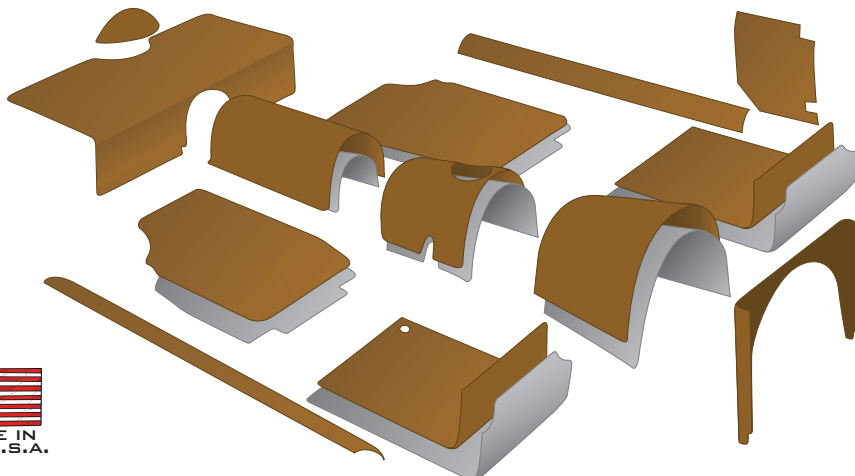
		Price	Sale
Classic Seat Set	641-325	\$1,599.00	\$1,449.95

Headrests

		Price	Sale
Black	642-865	\$93.95	\$79.95
Shadow Blue	642-875	99.60	84.95
New Tan	642-885	99.60	84.95
Beige	642-905	99.60	84.95

Sale Upholstery, Carpet, Top & Tonneau

TR2-4A



save
up to
20%

Carpet Kits

	Black	Price	Sale	Honey Tan	Red	Price	Sale	Black	Charcoal	Price	Sale
Cut Pile								Loop			
TR2-3A to TS60000	639-040	\$369.95	\$329.95	639-052	639-050	\$369.95	\$329.95	639-045	639-200 ¹	\$354.95	\$309.95
TR3A from TS60001-TR3B	639-060	369.95	319.95	639-072	639-070	369.95	319.95	639-065	639-205	354.95	309.95
TR4	639-005	409.95	369.95	639-017 ¹	639-015	409.95	369.95	639-025	639-210	359.95	319.95
TR4A	639-085 ²	429.95	369.95	639-097 ²	639-095 ²	499.95	399.95	639-080 ²	639-215 ²	369.95	314.95

	Black	Red	Honey Tan	Price	Sale
Trunk Carpet Kits					
TR2-3B	639-300	639-310	639-312 ¹	\$145.95	\$129.95
TR4-4A	639-470	639-480	639-482	72.95	59.95

¹Special order, allow 6-10 weeks for delivery.

²Carpet sets for TR4A include hand brake lever boot.



Tops

AUTO TOP COMPANY, INC.

	Black	Price	Sale	Tan	Price	Sale	Black	Price	Sale	White	Price	Sale
Tops	Sun-Fast Cloth						Vinyl					
	TR2 to TS4399 (single window) NA - May use late TR2						640-000 ¹ \$382.95 \$329.95 640-010 ¹ \$382.95 \$329.95					
	TR2 TS4400 to TR3A TS41742 640-021 ¹ \$767.95 \$649.95 640-022 ¹ \$767.95 \$649.95						640-020 352.95 299.95 640-030 ¹ 382.95 329.95					
	TR3A from TS41743 to TR3B 640-041 704.95 599.95 640-042 704.95 599.95						640-040 347.95 299.95 640-050 347.95 299.95					
	TR4 640-061 ¹ 767.95 649.95 640-062 ¹ 767.95 649.95						640-060 345.95 294.95 640-070 373.95 319.95					
	TR4A 640-081 ¹ 715.95 599.95 640-082 ¹ 715.95 599.95						640-080 328.95 279.95 640-090 328.95 279.95					

¹Special order, allow 6-10 weeks for delivery.



Tonneau Covers

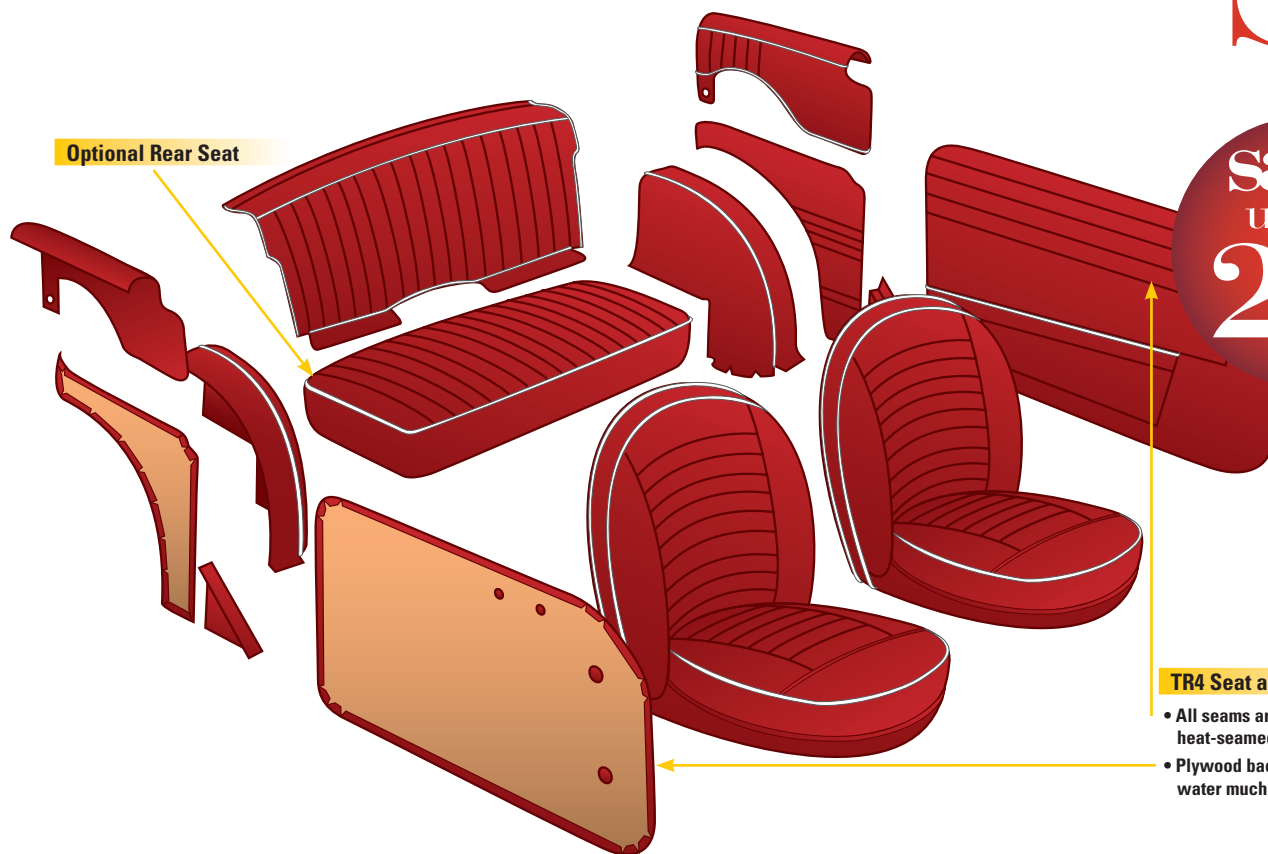
Tonneau Covers	Black	Tan	Price	Sale	Black	White	Price	Sale	
	Sun-Fast Cloth				Vinyl				
	TR2 to TS5255	NA - May use late TR2			644-005 ¹	-	\$429.95	\$369.95	
	TR2 TS5256 to TR3A TS41742	644-001 ¹	644-002 ¹	\$756.95	\$644.95	644-000	644-010	356.95	289.95
	TR3A from TS41743 to TR3B	644-021 ¹	644-022 ¹	678.95	569.95	644-020	644-030	308.95	259.95
	TR4	644-041 ¹	644-042 ¹	658.95	569.95	644-040	644-050 ¹	299.95	249.95
	TR4A	644-061 ¹	644-062 ¹	663.95	569.95	644-060	-	249.95	199.95

¹Special order, allow 6-10 weeks for delivery.

Side Curtains

	Black	White	Price	Sale
Vinyl				
TR2-3 to TS28825 Wedge Mount	259-218	259-228	\$829.95	\$699.95
TR3 from TS28826 Dzus Mount	259-688	259-728	1,049.00	899.95





save
up to
20%



TR4 Seat and Panel Kit

- All seams are stitched rather than heat-seamed
- Plywood backing is stronger and resists water much better than masonite

Seat Kits

Seat Kits	Black/Black	Red/Red	Tan/Tan	Grey/Grey	Honey Tan	Price	Sale	Black/Black	Red/Red	Tan/Tan	Grey/Grey	Honey Tan	Price	Sale
	Leather Front Seat Kits							Vinyl Front Seat Kits						
TR2	642-150 ¹	642-140 ¹	642-310 ¹	642-305 ¹	642-312 ¹	\$989.95	\$799.95	642-020 ¹	642-030 ¹	642-210 ¹	642-575 ¹	642-212 ¹	\$519.95	\$429.95
	Black/White	Red/White						Black/White	Red/White					
TR3 thru TS22013	642-155 ¹	642-145 ¹	642-310 ¹	642-305 ¹	642-312 ¹	\$989.95	\$799.95	642-025 ¹	642-035 ¹	642-210 ¹	642-575 ¹	642-212 ¹	\$519.95	\$429.95
TR3A/B & TR4 thru (b)15273CT	642-165	642-175 ¹	642-320	642-315 ¹	642-322	809.95	\$649.95	642-045	642-055	642-220 ¹	642-585 ¹	642-222	584.95	\$479.95
TR4 thru (b)20876CT	642-185	642-195 ¹	642-330 ¹	-	642-332 ¹	819.95	\$679.95	642-065 ¹	642-075 ¹	642-230 ¹	-	642-232 ¹	509.95	\$409.95
TR4 from (b)20877CT on	642-455 ¹	642-465 ¹	642-470 ¹	-	642-472 ¹	799.95	\$649.95	642-425 ¹	642-435 ¹	642-440 ¹	-	642-442 ¹	439.95	\$359.95
TR4A	642-255	642-265 ¹	642-340 ¹	-	642-342 ¹	819.95	\$679.95	642-085	642-095 ¹	642-240 ¹	-	642-242 ¹	534.95	\$449.95
	Leather Rear Seat Kits							Vinyl Rear Seat Kits						
TR3 thru TS22013 (will also fit TR2)	642-950 ¹	642-960 ¹	642-965 ¹	642-635 ¹	642-967 ¹	\$689.95	\$569.95	642-925 ¹	-	642-940 ¹	642-705 ¹	642-942 ¹	\$484.95	\$399.95
TR3A thru 60000	642-535 ¹	642-545 ¹	642-550	642-645 ¹	642-552 ¹	439.95	\$349.95	642-505	642-515	642-520 ¹	642-715 ¹	642-522 ¹	312.95	\$249.95
TR3A & 3B from TS60001 on	642-215	642-235 ¹	642-245 ¹	642-655 ¹	642-247 ¹	389.95	\$319.95	642-480 ¹	642-490 ¹	642-495 ¹	642-725 ¹	642-497 ¹	264.95	\$219.95
TR4	642-355 ¹	642-365 ¹	642-390 ¹	642-665 ¹	642-392 ¹	409.95	\$329.95	642-105	642-115 ¹	642-400 ¹	642-735 ¹	642-402 ¹	239.95	\$199.95
TR4A	(Not Available)							(Not Available)						

¹Special order, allow 6-10 weeks for delivery.

Panel Kits

Painstakingly made to match the original designs, these vinyl panel kits give your interior a professional appearance even when installed by the novice. There is no easier way to erase years of wear and tear from your interior than to fit one our beautiful panel kits! For unmatched durability, we use plywood and waterproof panel board as original. Each kit includes front kick panels and door panels.

	Black	Red	Tan	Grey	Honey Tan	Price	Sale
TR2	645-000 ¹	645-010 ¹	645-100 ¹	645-105 ¹	645-102 ¹	\$439.95	\$389.95
Black/White Red/White Tan Grey Honey Tan							
TR3 thru TS22013	645-770 ¹	645-775 ¹	645-785	645-790	645-795 ¹	\$447.95	\$389.95
TR3A thru TS60000	645-025	645-035	645-110	645-115 ¹	645-112 ¹	519.95	429.95
TR3A & TR3B from TS60001	645-045	645-055 ¹	645-120	645-125 ¹	645-122	479.95	419.95
TR4 (soft top)	645-065	645-075 ¹	645-130 ¹	645-135	645-132 ¹	604.95	499.95
TR4 (surrey top) Not available - use TR4A kits below							
TR4A	645-085	645-095	645-140 ¹	645-145 ¹	645-142	599.95	499.95

¹Special order, allow 6-10 weeks for delivery.



Sale Upholstery, Carpet, Top & Tonneau Austin-Healey

BN1 - BJ7 Complete Vinyl Panel Kits

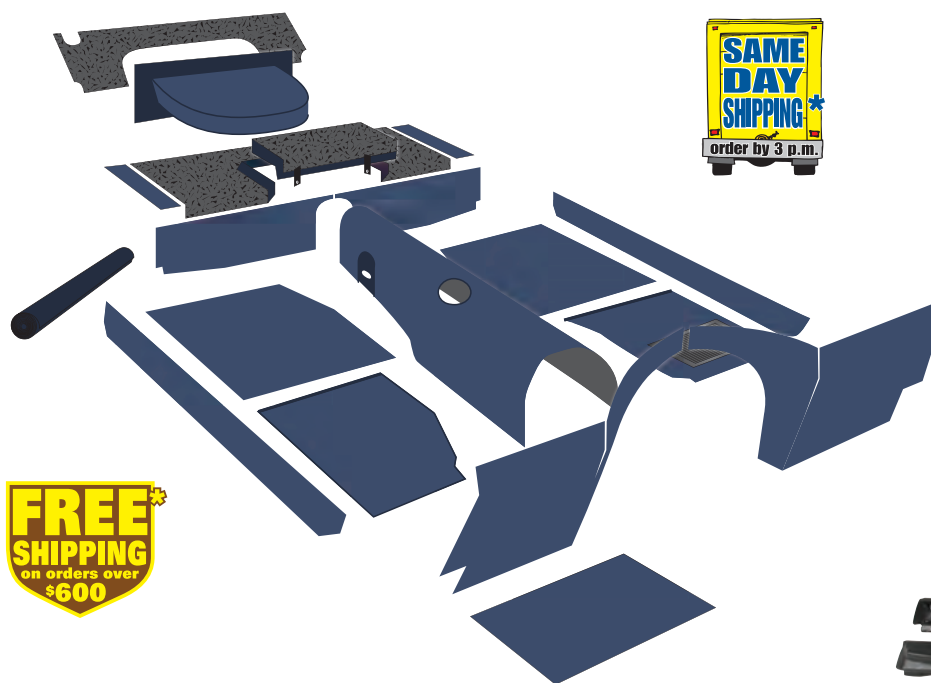
	Black	Red	Blue	Tan	Honey Tan	Price	Sale
100-4 (incl. spare tire cover)	247-880	247-890	247-900	247-910	247-912	\$469.95	\$399.95
100-6 BN4 (Fits all thru BN4 68959)	247-925	247-935	247-945 ¹	247-955 ¹	247-957 ¹	548.95	449.95
100-6 BN4 from 68960 thru 3000 BT7	247-965	247-975	247-985	247-995 ¹	247-997 ¹	623.95	529.95
100-6 BN6 - 3000 BN7 (2 seat)	247-960	247-970	247-980 ¹	247-990 ¹	247-992 ¹	859.95	729.95
3000 BJ7	248-000	248-010 ¹	248-020 ¹	248-030	248-032 ¹	519.95	419.95

¹Special order, allow 6-10 weeks for delivery.

BJ8 Complete Vinyl Panel Kits

	Black	Red	Blue	Light Tan	Price	Sale
3000 BJ8 thru (c)26704 Mk I & II	248-040	248-050 ¹	248-060	248-070 ¹	\$899.95	\$749.95
3000 BJ8 from (c)26705 Mk III	248-080	248-090	248-700	248-710	899.95	749.95

¹Special order, allow 6-10 weeks for delivery.



BN1 - BJ7 Complete Carpet Sets

	Black	Red	Blue	Honey Tan	Price	Sale
100-4 BN1	248-720	248-730 ¹	248-740	248-735 ¹	\$399.95	\$349.95
100-6 BN4/3000 BT7 (side shift)	248-780	248-790	248-800	248-795 ¹	369.95	299.95
100-6 BN6/3000 BN7 (side shift)	248-810 ²	248-820 ²	248-830 ²	248-825 ²	559.95	499.95
3000 BN7 (center shift)	248-840 ¹	248-850	248-860	248-855 ¹	564.95	499.95
3000 BT7/ 3000 BJ7 (center shift)	248-871 ¹	248-881 ¹	248-891 ¹	248-886 ¹	389.95	339.95
3000 BT7/ 3000 BJ7 (center shift) - Deluxe	248-870	248-880	248-890	248-885 ¹	389.95	339.95

¹Special order, allow 6-10 weeks for delivery.

²Includes carpeted spare tire cover.

Door Top Rails

	Price	Sale
Door Top Rails 858-158	\$169.95	\$144.95



BJ8 Complete Carpet Sets

	Black	Red	Blue	Honey Tan	Price	Sale
3000 BJ8 thru (c)26704	248-871 ¹	248-881 ¹	248-891 ¹	248-886 ¹	\$389.95	\$339.95
3000 BJ8 thru (c)26704 - Deluxe	248-870	248-880	248-890	248-885 ¹	389.95	339.95
3000 BJ8 from (c)26705	248-901 ¹	248-911 ¹	248-921 ¹	-	369.95	309.95
3000 BJ8 from (c)26705 - Deluxe	248-900	248-910	248-920	248-915 ¹	384.95	339.95

¹Special order, allow 6-10 weeks for delivery.

100-4 Original Style Trunk Liner Kit

	Price	Sale
Black Trunk Liner Kit 249-912	\$274.95	\$234.95

save
up to
21%



- BN1-BJ7 Kits**
- Made in the U.S.A.
 - Exceed Original Specification
 - Plywood Backed Panels

BN6-BN7 Interior Components

- All seams are stitched
- Plywood backing is stronger and resists water much better than masonite



- BJ8 Kits**
- Made in England
 - Meet Original Specification
 - Correct Molded Vinyl Details

BJ8 Front & Rear Seat Upholstery Kits

	Black	Red	Blue	Light Tan	Price	Sale
Front Seat Kit						
Vinyl	247-450	247-470	247-490	247-500	\$799.95	\$649.95
Leather	247-510	247-530	247-550	247-570	1,095.00	969.95

Rear Seat Kit						
Vinyl	247-590	247-610	247-630	247-640	\$599.95	\$499.95
Leather	247-650	247-670	247-690	247-710	895.00	769.95

Hinged Armrest						
Vinyl	247-720 ¹	247-730 ¹	247-740	247-750 ¹	\$99.95	\$84.95
Leather	247-760 ¹	247-770 ¹	247-780 ¹	247-790 ¹	169.95	134.95

Fixed Armrest						
Vinyl	247-800	247-810	247-820	247-830	\$116.95	\$93.95
Leather	247-840	247-850 ¹	247-860	247-870	149.95	129.95

¹Special order, allow 6-10 weeks for delivery.

100-4, 100-6, 3000 Front & Rear Seat Kits

	Black w/Black Piping	Black w/White Piping	Black w/Red Piping	Red w/Red Piping	Red w/White Piping	Blue w/Blue Piping	Blue w/White Piping	Tan w/Tan Piping	Honey Tan w/H. Tan Piping	Price	Sale
100-4 Front Kit											
Vinyl	246-600 ¹	246-610 ¹	246-620 ¹	246-630 ¹	246-640	246-650 ¹	246-655	246-660 ¹	246-662 ¹	\$449.95	\$379.95
Leather	246-670 ¹	246-680 ¹	246-690	246-700	246-710 ¹	246-720	246-725 ¹	246-730 ¹	246-732	934.95	749.95

100-6 to 3000 BJ7 Front Kit											
Vinyl	246-740	246-750 ¹	246-760 ¹	246-770 ¹	246-780	246-790	246-795	246-800 ¹	246-802 ¹	\$443.95	\$369.95
Leather	246-815 ¹	246-825	246-835	246-845	246-855	246-865 ¹	246-866	246-875	246-877 ¹	929.95	739.95

100-6 BN4 Rear Kits Fits all to BN4 68959											
Vinyl	246-880	246-890 ¹	246-900 ¹	246-910 ¹	246-920 ¹	246-930 ¹	246-936 ¹	246-940 ¹	246-942 ¹	\$262.95	\$219.95
Leather	246-950 ¹	246-960 ¹	246-970 ¹	246-980 ¹	246-990 ¹	247-000 ¹	247-006 ¹	247-010 ¹	247-012 ¹	464.95	379.95

BN4 from 68960 thru BT7 Rear Seat Kit											
Vinyl	246-885 ¹	246-895 ¹	246-905 ¹	246-915 ¹	246-925	246-935 ¹	246-937	246-945 ¹	246-947 ¹	\$262.95	\$219.95
Leather	246-955 ¹	246-965 ¹	246-975 ¹	246-985 ¹	246-995 ¹	247-005 ¹	246-007	247-015 ¹	247-017 ¹	549.95	439.95

3000 BJ7 Rear Kit											
Vinyl	247-020 ¹	247-030 ¹	247-040 ¹	247-050 ¹	247-060 ¹	247-070 ¹	247-075 ¹	247-080 ¹	247-082 ¹	\$256.95	\$206.95
Leather	247-090 ¹	247-100 ¹	247-110 ¹	247-120 ¹	247-130 ¹	247-140 ¹	247-145 ¹	247-150 ¹	247-152 ¹	549.95	439.95

100-4 BN1 Armrests											
Vinyl	247-165 ¹	247-175 ¹	247-185 ¹	247-195 ¹	247-205 ¹	247-215 ¹	247-217 ¹	247-225 ¹	247-227 ¹	\$143.95	\$119.95
Leather	247-235 ¹	247-245 ¹	247-255 ¹	247-265 ¹	247-275 ¹	247-285	247-287 ¹	247-295 ¹	247-297 ¹	172.95	139.95

BN2 and BN4 Armrests Fits to C/E68959											
Vinyl	247-160 ¹	247-170 ¹	247-180 ¹	247-190 ¹	247-200 ¹	247-210 ¹	247-216 ¹	247-220 ¹	247-222 ¹	\$129.95	\$104.95
Leather	247-230 ¹	247-240 ¹	247-250 ¹	247-260 ¹	247-270 ¹	247-280 ¹	247-286 ¹	247-290 ¹	247-292 ¹	136.95	119.95

BN4 thru BJ7 Armrests Fits from C/E68960											
Vinyl	247-300 ¹	247-310 ¹	247-320 ¹	247-330 ¹	247-340 ¹	247-350 ¹	247-355	247-360 ¹	247-362 ¹	\$108.95	\$89.95
Leather	247-370 ¹	247-380 ¹	247-390	247-400 ¹	247-410 ¹	247-420 ¹	247-425	247-430 ¹	247-432 ¹	139.95	114.95

¹Special order, allow 6-10 weeks for delivery.

Sale Upholstery, Carpet, Top & Tonneau Austin-Healey

ROBBINS
AUTO TOP COMPANY, INC.

Convertible Tops

100-4 BN1, BN2 British Everflex Vinyl				100-6 BN4 to CE68959 British Everflex Vinyl				100-6 BN4 from CE68960 British Everflex Vinyl				100-6 BN6; 3000 BN7 British Everflex Vinyl			
			Sale				Sale				Sale				Sale
Black	300-370	\$680.95	\$579.95	Black	300-375	\$563.95	\$479.95	Black	021-527	\$589.95	\$499.95	Black	021-529	\$589.95	\$499.95
Red	300-374 ¹	739.95	649.95	Blue	300-376 ¹	654.95	569.95	Blue	641-020	589.95	519.95	Blue	641-010	589.95	499.95
White	300-373 ¹	739.95	649.95	Red	300-378 ¹	654.95	569.95	Red	300-382 ¹	589.95	519.95	Red	300-405 ¹	589.95	499.95
Blue	300-371 ¹	739.95	649.95	White	300-379 ¹	654.95	569.95	White	300-384 ¹	589.95	499.95	White	300-406 ¹	589.95	499.95
Tan	300-372 ¹	739.95	649.95	Tan	300-377 ¹	654.95	569.95	Tan	300-383 ¹	589.95	519.95	Tan	300-349 ¹	589.95	499.95
Crush Grain Vinyl			Sale	Crush Grain Vinyl			Sale	Crush Grain Vinyl			Sale	Crush Grain Vinyl			Sale
Black	300-330	\$493.95	\$419.95	Black	300-335	\$360.95	\$299.95	Black	300-340	\$352.95	\$299.95	Black	300-350	\$341.95	\$289.95
Tan	300-332 ¹	536.95	449.95	Tan	300-337 ¹	393.95	334.95	Tan	300-342 ¹	382.95	319.95	Tan	300-352 ¹	369.95	309.95
White	300-333 ¹	536.95	449.95	White	300-338 ¹	393.95	334.95	White	300-343 ¹	382.95	319.95	White	300-353 ¹	369.95	309.95
Sun-Fast Cloth			Sale	Sun-Fast Cloth			Sale	Sun-Fast Cloth			Sale	Sun-Fast Cloth			Sale
Black	641-001	\$780.95	\$679.95	Black	300-400	\$704.95	\$599.95	Black	641-021 ¹	\$754.95	\$649.95	Black	641-011 ¹	\$743.95	\$629.95
Blue	641-002 ¹	847.95	729.95	Blue	300-401 ¹	765.95	669.95	Blue	641-022 ¹	754.95	649.95	Blue	641-012 ¹	743.95	629.95
Red	641-004 ¹	886.95	789.95	Red	300-404 ¹	765.95	669.95	Red	641-024 ¹	752.95	639.95	Red	641-014 ¹	782.95	669.95
Tan	641-003 ¹	847.95	729.95	Tan	300-402 ¹	765.95	669.95	Tan	641-023 ¹	713.95	599.95	Tan	641-013 ¹	743.95	629.95
3000 BT7 to CE1528 British Everflex Vinyl			Sale	3000 BT7 from CE1529 British Everflex Vinyl			Sale	3000 BJ7 to (B) 59371 (to approx. Apr. '63) British Everflex Vinyl			Sale	3000 BJ7 from (B) 59372; BJ8 British Everflex Vinyl			Sale
Black	021-527	\$589.95	\$499.95	White	300-389 ¹	\$659.95	\$569.95	Black	021-531	\$647.95	\$569.95	Black	300-395	\$597.95	\$499.95
Blue	641-020	589.95	519.95	Tan	300-387 ¹	659.95	569.95	Blue	300-391 ¹	647.95	569.95	Blue	300-396 ¹	597.95	549.95
Red	300-382 ¹	589.95	519.95	Black	300-385	567.95	479.95	Red	300-407 ¹	647.95	569.95	Red	300-409 ¹	645.95	569.95
White	300-384 ¹	589.95	499.95	Blue	300-386 ¹	659.95	569.95	White	300-408 ¹	647.95	569.95	White	300-410 ¹	645.95	549.95
Tan	300-383 ¹	589.95	519.95	Red	300-388 ¹	659.95	569.95	Tan	300-392 ¹	647.95	569.95	Tan	300-397 ¹	645.95	549.95
Crush Grain Vinyl			Sale	Crush Grain Vinyl			Sale	Crush Grain Vinyl			Sale	Crush Grain Vinyl			Sale
Black	300-340	\$352.95	\$299.95	Black	300-345	\$352.95	\$299.95	Black	300-355	\$369.95	\$309.95	Black	300-360	\$352.95	\$299.95
Tan	300-342 ¹	382.95	319.95	Tan	300-347 ¹	382.95	319.95	Tan	300-357 ¹	369.95	309.95	Tan	300-362 ¹	382.95	319.95
White	300-343 ¹	382.95	319.95	White	300-348 ¹	382.95	319.95	White	300-358 ¹	369.95	309.95	White	300-363 ¹	382.95	319.95
Sun-Fast Cloth			Sale	Sun-Fast Cloth			Sale	Sun-Fast Cloth			Sale	Sun-Fast Cloth			Sale
Black	641-021 ¹	\$754.95	\$649.95	Black	641-031	\$695.95	\$589.95	Black	641-061 ¹	\$730.95	\$629.95	Black	641-071	\$682.95	\$589.95
Blue	641-022 ¹	754.95	649.95	Blue	641-032 ¹	754.95	649.95	Blue	641-062 ¹	730.95	629.95	Blue	641-072	682.95	589.95
Red	641-024 ¹	752.95	639.95	Red	641-034 ¹	793.95	679.95	Red	641-064 ¹	730.95	629.95	Red	641-074 ¹	849.95	589.95
Tan	641-023 ¹	713.95	599.95	Tan	641-033 ¹	754.95	649.95	Tan	641-063 ¹	730.95	629.95	Tan	641-073	682.95	589.95

¹Special order, allow 6-10 weeks for delivery.



BJ7 & BJ8 Convertible Top Boots

	Black	White	Blue	Red	Price	Sale		Black	Blue	Tan	Price	Sale
English Vinyl							Sun-Fast Cloth					
BJ7	643-080	643-100 ¹	643-110	643-105 ¹	\$374.95	\$319.95	-	-	-	-	-	-
BJ8	643-090	643-120 ¹	643-130	-	344.95	289.95	643-091	643-092	643-093 ¹	\$779.95	\$669.95	

¹Special order, allow 6-10 weeks for delivery.

ROBBINS
AUTO TOP COMPANY, INC.

Tonneau Covers

	Black	White	Blue	Red	Price	Sale		Black	Blue	Tan	Price	Sale
English Vinyl							Sun-Fast Cloth					
100-4, BN1, BN2 (all)	021-535	643-000 ¹	643-010	643-005	\$279.95	\$229.95	643-001 ¹	643-002 ¹	643-003 ¹	\$667.95	\$579.95	
100-6 BN4, 3000 BT7 (4 seater)	021-537	643-040 ¹	643-050	643-045	409.95	359.95	643-041 ¹	643-042 ¹	643-043 ¹	706.95	599.95	
100-6 BN6 (all), 3000 BN7 (2 seater)	021-536	-	643-030	-	564.95	499.95	643-021 ¹	643-022 ¹	643-023 ¹	699.95	599.95	
3000 MK II BJ7, 3000 MK III BJ8	021-539	643-060 ¹	643-070	643-065	399.95	339.95	643-061	643-062	643-063 ¹	752.95	639.95	

¹Special order, allow 6-10 weeks for delivery.

Cabriolet Tops

Deluxe UK produced "cabriolet" tops borrow from the German style of padded tops with a full headliner. The thick insulation provides effective noise reduction while the light colored headliner covers the top frame and brightens your interior. The cabriolet top has been carefully engineered to fold as easily as your original top, and it incorporates a zip out rear window for added flexibility. Available in premium quality British dull coat vinyl, or extremely durable Stayfast solution dyed acrylic fabric. Headliners are an attractive light tan color.

	Black	Brown	Price	Sale
Stayfast Cloth	242-795	242-785	\$1,195.95	\$1,099.95
"Dull Cote" Vinyl	242-775	-	799.95	679.95



ROBBINS
AUTO TOP COMPANY, INC.

Convertible Tops

Over the years the MGB was equipped with four different designs of top bows. Early cars came with either the stow-away top, or a grey folding frame that scissored towards the center of the car. 1971-'80 cars were equipped with an improved black painted folding bow set. All of the frame sets are interchangeable, and we offer a wide range of tops for each design.

1962-Early '63

Grey Scissor Folding Frame (Fixed Window) Everflex

	Price	Sale
Black	242-632 ¹	\$658.95 \$559.95
Vinyl		
Black	242-630	\$323.95 \$274.95

1962-'70

Stow-Away Frame (Fixed Window) Everflex

	Price	Sale
Black	242-652 ¹	\$658.95 \$559.95
Vinyl		
Black	242-650	\$323.95 \$274.95
White	242-680	352.95 299.95
Tan	242-280	323.95 274.95

1971-'80

Folding Frame (Fixed Window) Everflex

	Price	Sale
Black	242-647 ¹	\$658.95 \$559.95
Vinyl		
Black	242-645	\$323.95 \$274.95
White	242-690	323.95 299.95

¹Special order, allow 6-10 weeks for delivery.

Late 1963-'70

Grey Scissor Folding Frame (Fixed Window) Everflex

	Price	Sale
Black	242-642 ¹	\$658.95 \$559.95
Vinyl		
Black	242-640	\$323.95 \$274.95
White	242-670	352.95 299.95

1962-'70

Stow-Away Frame (Zippered Window) Everflex

	Price	Sale
Black	242-667 ¹	\$756.95 \$639.95
Vinyl		
Black	242-665	\$434.95 \$369.95
Sun-Fast Cloth		
Black	242-990	\$765.95 \$649.95
Tan	242-995	832.95 699.95

1971-'80

Folding Frame (Zippered Window) Everflex

	Price	Sale
Black	242-657 ¹	\$691.95 \$579.95
Vinyl		
Black	242-655	\$339.95 \$289.95
White	242-695	339.95 289.95
Tan	242-295	339.95 289.95
Sun-Fast Cloth		
Black	242-740	\$665.95 \$569.95
Tan	242-745	665.95 569.95

Tonneau Covers

Applications listed are LHD, but RHD versions may be special ordered. All snaps are included and require installation to match the fittings on your car.

1962-'67

Vinyl

	Price	Sale
Black	241-440	\$321.95 \$279.95
Sun-Fast Cloth		
Black	241-441 ¹	\$663.95 \$569.95
Tan	241-451 ¹	663.95 569.95

1969 (with headrests)

Vinyl

	Price	Sale
Black	241-460	\$332.95 \$279.95

1970-'80 (no headrest pockets)

Vinyl

	Price	Sale
Black	241-465	\$332.95 \$279.95
Sun-Fast Cloth		
Black	241-466	\$682.95 \$579.95
Tan	241-476 ¹	682.95 579.95

¹Special order, allow 6-10 weeks for delivery.

1968-'69 (no headrest pockets)

Vinyl

	Price	Sale
Black	241-443	\$321.95 \$279.95
Sun-Fast Cloth		
Black	241-444 ¹	\$663.95 \$569.95
Tan	241-454 ¹	663.95 569.95

1970-'80 (no headrest pockets)

Vinyl

	Price	Sale
Black	241-445	\$319.95 \$279.95
Sun-Fast Cloth		
Black	241-446	\$645.95 \$549.95
Tan	241-456 ¹	645.95 549.95

save
up to
\$196



1970-'80 Seat and Panel Kit

- All seams are stitched rather than heat-seamed
- Plywood backing is stronger and resists water much better than masonite
- Plywood stiffeners are used rather than cardboard

save
up to
18%

Custom Deluxe Upholstery

Our Custom Deluxe Interior Kits emulate the rich look of such British classics as Rolls-Royce, Jaguar and Bentley. Thick, padded leather seat covers are carefully stitched for exact fit and plush contour, giving your seats a feel of true luxury. Door panels are stitched rather than heat-welded to complement the seats.

Panel kits include new front kick panels, rear quarter panels, rear bulkhead panels for roadsters, rear deck insert panels for GTs, new door window brush seals, and leather to cover roadster door top rails. We recommend using the early style fur-fabric/rubber door seal to match the appearance of the rest of your interior. We guarantee 100% satisfaction or we will be happy to refund your money upon receipt of the uninstalled kit. Material samples may be had by ordering free sample card #878-900

FREE
SHIPPING
on orders over
\$600

	Black w/Black	Black w/Red	Black w/White	Red w/Red	Tan w/Tan	Honey Tan w/Tan	Price	Sale
Leather Custom Deluxe Front Seat Kits								
1970-'72	641-700	641-705 ¹	641-710 ¹	641-715 ¹	641-720 ¹	641-722 ¹	\$844.95	\$699.95
1973-'76	641-725	641-730	641-735 ¹	641-740 ¹	641-745	641-747 ¹	924.95	779.95
1977-'80	641-750	641-755	641-760 ¹	641-765 ¹	641-770	641-772 ¹	978.95	799.95

Leather Custom Deluxe Rear Seat Kits								
1970-'76	641-850 ¹	641-855 ¹	641-860 ¹	641-865 ¹	641-870 ¹	641-872 ¹	\$559.95	\$459.95

Vinyl Custom Deluxe Panel Kits								
1970-'80 Roadster	643-750	643-760	643-770 ¹	643-780 ¹	643-790	643-792	\$476.95	\$419.95
1970-'76 GT	643-800 ¹	643-810 ¹	643-820 ¹	643-830 ¹	643-840 ¹	643-842	474.95	424.95

¹Special order, allow 6-10 weeks for delivery.

1971-'80 Original Style Door Panel Pairs

	Price	Sale
1971-'76 Black Door Panels	643-631 \$132.95	\$109.95
1977-'80 Black Door Panels	643-671 129.95	109.95





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up to
19%



Classic Seat Set

Our handcrafted leather faced seats combine modern frame design and support with a classic look that is tailored to fit your MGB. The adjustable contoured back and headrest provide superior lateral, lower back and neck support. Installation is straightforward and instructions are included. Sold as a pair, in black only.

	Price	Sale
Classic Seat Set, Black	641-315 \$1,399.00	\$1,199.95

Roadster Light-Tan Deluxe Interior

One part number will change the entire look of your MGB. Available in easy to care for vinyl or supple, long wearing leather. Includes: complete panel kit (1971-'75 design), door cappings, center console lid, shift gaiter, black door pulls, custom seat covers, foams, diaphragms, backboards, and an edge bound carpet set with molded transmission tunnel. For Roadsters only.

	Price	Sale
Vinyl Seats 1970-'80	111-808 \$1,599.95	\$1,449.95
Leather Seats 1970-'80	111-809 1,999.95	1,899.95

Complete Roadster Interior Packages

Refurbish your entire interior and save at the same time with one of our complete interior packages! While the panels and seat kits are of the 1973-'76 pattern, they fit and look great on all 1970-'80 MGBs.

These kits include: panel kit, seat kit, carpet kit, door top cap set, center console lid, door panel clip set, armrests, gearshift boot, seat back and cushion foams, seat back panel boards, headrests, seat webbing kits, and door seal set. Refurbish your entire interior and save at the same time with one of our complete interior packages! While the panels and seat kits are of the 1973-'76 pattern, they fit and look great on all 1970-'80 MGBs.

These kits include: panel kit, seat kit, carpet kit, door top cap set, center console lid, door panel clip set, armrests, gearshift boot, seat back and cushion foams, seat back panel boards, headrests, seat webbing kits, and door seal set.

	Price	Sale
Fits 1970-'80		
Black	111-608 \$1,729.95	\$1,399.95
Autumn Leaf	111-708 1,729.95	1,399.95

1970-'80 Original Style Seat & Panel Kits

Manufactured in England, these kits duplicate the original vinyls and dielectrically welded seams. Where appropriate, the "chrome" mylar accent strips are used on the door panels, and we supply the correct fabric inserts in the late GT seat kits.

If you wish to re-do your interior to your individual taste, the three different styles of panel kits are completely interchangeable. Seat kit interchangeability is more complicated. The basic seat frame was unchanged from 1970-'80, but cushion and headrest design changed. 1970-'72 seats can be fitted with the later foam seat cushions, then covered with the 1973-'76 covering kits. MGB-GT seats from 1973 on had nylon fabric inserts. The fabric seat kits will fit 1973-'76 roadsters or 1970-'72 roadsters equipped with the later-style seat cushions.

Panel kits include new front kick panels, rear quarter panels, rear bulkhead panels for roadster, rear deck insert panels for GTs, door window brush seals, and sufficient vinyl to cover the roadster cockpit and door top rails. Material samples may be had by ordering our free sample card #878-120.

All front seat kits include covers for both front seats. Note: Champagne (beige) replaced Autumn Leaf from 1978-'80. At this time, Ochre materials are not available. We are working to source this color once again.



save
up to
25%

Front Seat Kits

	Black	Navy	Autumn Leaf	Champagne	Price	Sale
1970-'72 Vinyl (Rd & GT)	641-520	-	641-550	-	\$423.95	\$359.95
1973-'76 Vinyl (Rd)	641-560	-	641-590	-	466.95	399.95
1977-'80 Vinyl (Rd)	641-600	-	641-630	641-525	423.95	359.95
1973-'76 Fabric (GT)	641-680	-	641-685	-	445.95	379.95

GT Rear Seat Kits

1970-'76 Vinyl	641-640	-	641-670	-	\$275.95	\$234.95
1973-'76 Fabric	641-690	-	641-695 ¹	-	275.95	234.95

Panel Kits

1970 Vinyl (Rd)	643-635	-	-	-	\$307.95	\$259.95
1970 Vinyl (GT)	643-645 ¹	-	-	-	307.95	259.95
1971-'76 Vinyl (Rd)	643-630	643-640	643-660	-	307.95	269.95
1971-'76 Vinyl (GT)	643-710	643-720	643-740	-	307.95	269.95
1977-'80 Vinyl (Rd)	643-670	-	643-700	643-705	307.95	269.95

Headrests (sold individually)

(1) 1970-'72 Vinyl (Eared type with perforated vinyl)	649-100	-	649-130	-	\$79.45	\$69.95
(2) 1973-'76 Vinyl (Eared type with plain vinyl)	649-140	649-150	649-170	-	79.45	69.95
(3) 1977-'80 Vinyl (Teardrop type)	641-607	641-615 ¹	641-636	641-535	79.45	69.95

¹Special order, allow 6-10 weeks for delivery.



Carpet Kits

Moss Manufactured Carpet Kits

We create these kits in our own upholstery shop from domestically sourced carpet. The center tunnel is supplied flat and does require more fitting, but this allows a more original look. Free samples of the carpet used in this line of kits may be ordered under part #878-905.

	Black	Red	Brown	Honey Tan	Price	Sale
1962-'67 Roadster	242-765	242-766	-	242-767	\$249.95	\$199.95
1962-'67 GT	244-415	244-420 ¹	-	244-425 ¹	474.95	389.95
1968-'80 Roadster	244-315	244-355	244-375	244-377	219.95	194.95
1968-'76 GT	244-435	244-440	244-445 ¹	244-450	449.95	359.95

Molded Tunnel Carpet Kits

Molded kits are manufactured in the UK and have a molded center tunnel assembly which makes installation easier. Do not use the molded kit in 1962-'67 cars that have been converted to the later 4 synchro. gearbox. For free samples of our carpet material, order sample card #878-320.

	Black	Red	Autumn Leaf	Ochre	Navy	Price	Sale
1962-'67 Roadster	244-300	244-310	-	-	-	\$399.95	\$329.95
1962-'67 GT	244-325	244-335	-	-	-	626.95	519.95
1968-'80 Roadster	244-320	244-330	244-340	-	244-345	359.95	299.95
1968-'76 GT	244-245	244-260	244-265	-	244-285 ¹	626.95	529.95

¹Special order, allow 6-10 weeks for delivery.

Trunk Carpet Kits

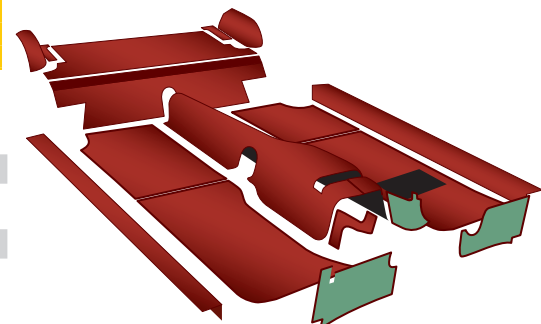
Molded Trunk Carpet Kits

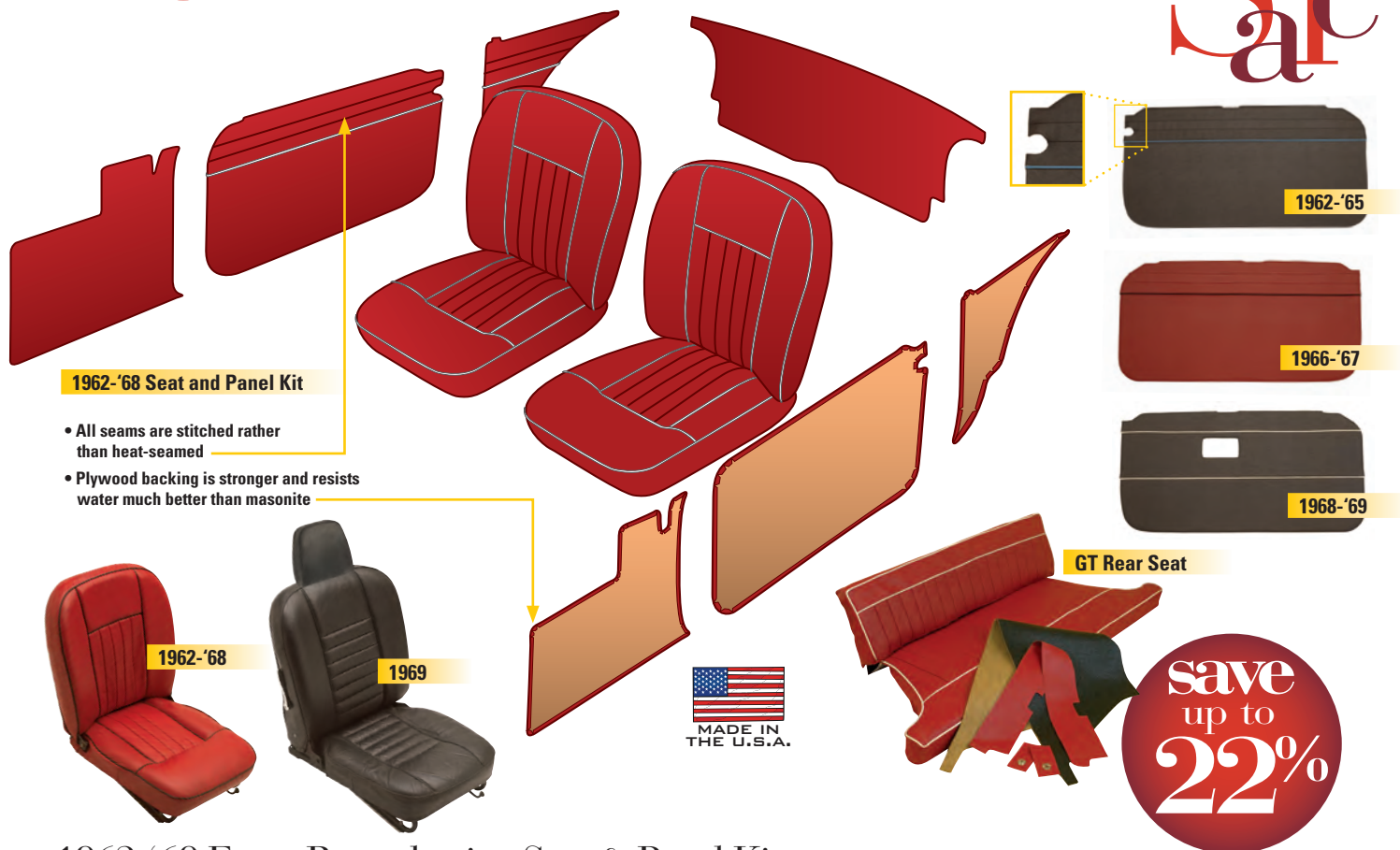
	Price	Sale
Black	244-250	\$271.95
Light Tan	244-255	271.95

Basic Trunk Carpet Kits

Trunk Carpet Kit - Black	242-850	\$149.95	\$129.95
Trunk Carpet Kit - Red	242-855	179.95	159.95
Trunk Carpet Kit - Brown	242-875	179.95	159.95
Spare Tire Cover Only - Black	242-860	65.95	54.95
Spare Tire Cover Only - Red	242-865 ¹	65.95	56.95

¹Special order, allow 6-10 weeks for delivery.





1962-'69 Exact Reproduction Seat & Panel Kits

	Black w/Black Piping	Black w/Red Piping	Black w/White Piping	Black w/Blue Piping	Red w/Black Piping	Red w/White Piping	Red w/Red Piping	Tan w/Tan Piping	Honey Tan w/H. Tan	Price	Sale
Front Seat Kits											
1962-'68 Leather (Rd & GT)	641-170 ¹	641-180	641-190	641-200 ¹	641-210	641-220	641-230 ¹	641-235 ¹	641-237 ¹	\$779.95	\$624.95
1969 Leather (Rd & GT)	641-310	641-320 ¹	641-330 ¹	641-340 ¹	641-350 ¹	641-360 ¹	641-370 ¹	641-375 ¹	641-377	814.95	679.95
1962-'68 Vinyl (Rd & GT)	641-100	641-110	641-120	641-130 ¹	641-140 ¹	641-150 ¹	641-160 ¹	641-165	641-167	344.95	289.95
1969 Vinyl (Rd & GT)	641-240	641-250	641-260 ¹	641-270 ¹	641-280 ¹	641-290 ¹	641-300 ¹	641-305 ¹	641-307 ¹	427.95	374.95
GT Rear Seat Kits											
1966-'68 Leather	643-210 ¹	643-220 ¹	643-230 ¹	643-240 ¹	643-250 ¹	643-260 ¹	643-270 ¹	643-275 ¹	643-277 ¹	\$669.95	\$549.95
1969 Leather	641-450 ¹	641-460 ¹	641-470 ¹	641-480 ¹	641-490 ¹	641-500 ¹	641-510 ¹	641-515 ¹	641-517 ¹	649.95	549.95
1966-'68 Vinyl	643-140 ¹	643-150 ¹	643-160	643-170 ¹	643-180 ¹	643-190 ¹	643-200 ¹	643-205 ¹	643-207 ¹	359.95	299.95
1969 Vinyl	641-380 ¹	641-390 ¹	641-400 ¹	641-410 ¹	641-420 ¹	641-430 ¹	641-440 ¹	641-445 ¹	641-447 ¹	372.95	319.95
Panel Kits											
1962-'65 Roadster Vinyl	643-280	643-290	643-300	643-310 ¹	643-320 ¹	643-330 ¹	643-340 ¹	643-345 ¹	643-347 ¹	\$408.95	\$349.95
1966-'67 Roadster Vinyl	643-350	643-360	643-370	643-380 ¹	643-390 ¹	643-400 ¹	643-410 ¹	643-415 ¹	643-417	389.95	339.95
1968-'69 Roadster Vinyl	643-490	643-500	643-510	643-520 ¹	643-530	643-540 ¹	643-550 ¹	643-555	643-557	386.95	329.95
1966-'67 GT Vinyl	643-420 ¹	643-430	643-440 ¹	643-450 ¹	643-460 ¹	643-470 ¹	643-480 ¹	643-485 ¹	643-487 ¹	389.95	339.95
1968-'69 GT Vinyl	643-560	643-570	643-580 ¹	643-590 ¹	643-600 ¹	643-610 ¹	643-620 ¹	643-625 ¹	643-627 ¹	404.95	349.95

¹Special order, allow 6-10 weeks for delivery.

Rubber Mats

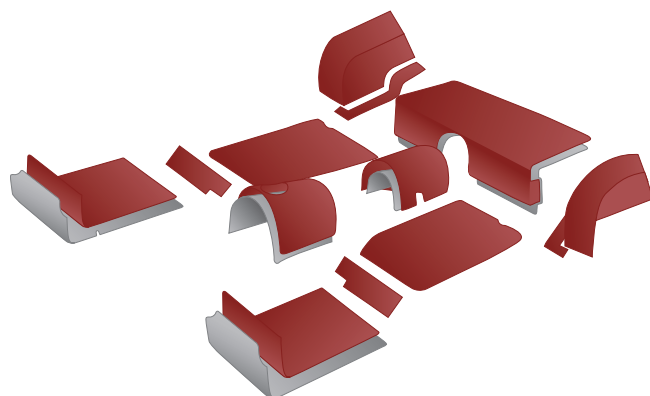
	Price	Sale
1962-'67 Floor Mats		
Sill Cover Set	282-738	\$89.95 \$69.95
Starter Cover	283-080	57.95 49.95
1968-'76 Floor Mats		
Sill Cover Set	282-738	\$89.95 \$69.95
Starter Cover	283-090	57.95 49.95
Front Floor Mat Set	283-018	114.95 94.95



Sale Upholstery, Carpet, Top & Tonneau **Sprite/Midget**



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18%



Sprite & Midget Upholstery

	Black w/White Piping	Red w/White Piping	Navy w/Navy Piping	Light Blue w/Lt. Blue Piping	Price	Sale
Bugeye Sprite, 948 Sprite Mk II 1958-'62						
Vinyl Seat Kit	640-770	640-780	-	640-790	\$423.95	\$359.95
Leather Seat Kit	640-775 ¹	640-785	-	-	996.95	889.95

948 Midget Mk I 1961-'62

Vinyl Seat Kit	640-895	640-905 ²	-	640-915 ²	\$392.95	\$329.95
Leather Seat Kit	640-880	640-885 ²	-	-	999.95	869.95

			Light Blue w/White Piping		
1098 Sprite Mk II & Mk III, Midget Mk I & Mk II 1963-'64					
Vinyl Seat Kit	640-855	640-865	640-875 ²	640-876 ²	\$392.95 \$339.95
Leather Seat Kit	640-825 ²	640-835	-	-	996.95 889.95

1098 Sprite Mk III & 1275 Mk IV, Midget Mk II & Mk III 1965-'68

Vinyl Seat Kit	640-910	640-920 ²	-	640-840 ²	\$423.95	\$359.95
Leather Seat Kit	640-845 ²	-	-	-	1,059.95	899.95

	Black	Autumn Leaf	Navy w/Navy Piping		
1275 Sprite Mk IV, 1275 Midget Mk III 1969					
Vinyl Seat Kit, fixed back	640-945 ²	-	-	\$392.95	\$349.95
Vinyl Seat Kit, reclining back	640-950	-	-	392.95	349.95
Leather Seat Kit, fixed back	640-800 ²	-	-	996.95	849.95

1275 Sprite Mk IV, 1275 Midget Mk III & Midget 1500 1970-on

Vinyl Seat Kit	640-960	640-980	640-930 ²	\$392.95	\$329.95
Leather Seat Kit, fixed back	640-805	640-810	-	996.95	889.95

¹Special order, allow 6-10 weeks for delivery.

²Headrest covers not included.

Cockpit Panel Kits

	Black	Red	Navy	Light Blue	Price	Sale
Bugeye Sprite; 1958-'60	645-500	645-510	-	645-520	\$299.95	\$249.95
948 Midget Mk I, 948 Sprite Mk II; 1961-'62	645-540 ¹	645-550 ¹	645-560 ¹	-	429.95	359.95
1098 Sprite HAN7, Midget GAN2; 1963	645-620	645-630	-	-	499.95	429.95
1098 Sprite HAN8, Midget GAN3; 1964-'66	645-570	645-580	-	645-585	445.95	389.95

	Black w/Black Piping	Black w/White Piping	Red w/White Piping		
1275 Sprite HAN9, 1275 Midget GAN4; 1967-'69	645-660	645-670	645-680 ¹	\$519.95	\$449.95

	Black	Navy	Autumn Leaf		
1275 Midget GAN5, 1500 Midget GAN6; 1970-'80	645-700	645-710 ¹	645-720	\$317.95	\$289.95

¹Special order, allow 6-10 weeks for delivery.

Carpet Sets

Sprite & Midget with Side Curtains

Black	242-530	\$259.95	\$229.95
Red	242-540	304.95	249.95
Blue	242-550	304.95	249.95

Sprite & Midget with Wind-Up Windows

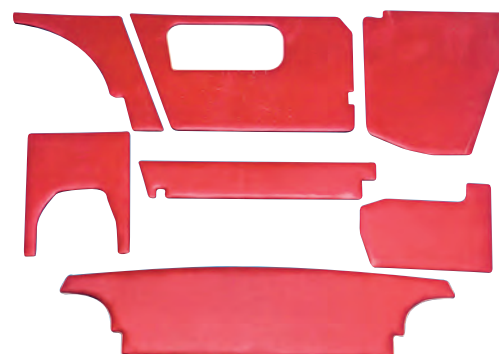
Black	242-560	\$304.95	\$249.95
Red	242-570	304.95	249.95
Autumn Leaf	242-580	304.95	249.95



Midget Headrests

		Price	Sale
1970-'73 & 1977 "Eared-type" Perforated Headrests			
Black	649-100	\$79.45	\$69.95
Autumn Leaf	649-130	79.45	69.95
1977-'80 "Teardrop-type" Non-perforated Headrests			
Black	641-605	\$79.45	\$67.95
Navy	641-615 ¹	79.45	69.95
Autumn Leaf	641-635	79.45	69.95
Champagne	641-535	79.95	69.95

¹Special order, allow 6-10 weeks for delivery.





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18%

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AUTO TOP COMPANY, INC.

Tops

	Black	Price	Sale	Tan	Price	Sale	Black	Price	Sale
Sun-Fast Cloth							Vinyl		
Bugeye w/shield studs	242-181 ¹	\$730.95	\$599.95	242-182 ¹	\$730.95	\$599.95	242-180	\$308.95	\$259.95
Bugeye w/shield rod	242-186 ¹	730.95	\$599.95	242-187 ¹	730.95	\$599.95	242-185	308.95	\$259.95
1962 on w/Side Curtains	242-191 ¹	719.95	\$599.95	242-192 ¹	719.95	\$599.95	242-190	313.95	\$259.95
1964-'66 (winding window)	242-196 ¹	682.95	\$569.95	242-197 ¹	682.95	\$569.95	242-195	304.95	\$259.95
1967-'69 (8 studs)	242-176 ¹	682.95	\$569.95	242-177 ¹	682.95	\$569.95	242-175	310.95	\$259.95
1969 on (6 studs)	242-201	628.95	\$539.95	242-202 ¹	682.95	\$569.95	242-200	306.95	\$259.95

¹Special order, allow 6-10 weeks for delivery.

OEM Type Top w/Header Rail - Made In England

	Black Vinyl	Price	Sale
1969 on w/Header Rail	242-205	\$649.95	\$569.95



FREE
SHIPPING
on orders over
\$600

ROBBINS®
AUTO TOP COMPANY, INC.

Tonneau Covers

	Black	Tan	Price	Sale	Black	Price	Sale
Sun-Fast Cloth					Vinyl		
Bugeye	241-271 ¹	241-272 ¹	\$645.95	\$549.95	241-270	\$299.95	\$249.95
1962 on with Side Curtains	241-281 ¹	241-282 ¹	678.95	\$569.95	241-280	319.95	\$269.95
1964-'66 (winding window)	-	-			241-285	358.95	\$299.95
1967 on without headrests	241-291 ¹	241-292 ¹	693.95	\$579.95	241-290	341.95	\$289.95
1967 on with headrests	241-301 ¹	241-302 ¹	728.95	\$599.95	241-300	354.95	\$299.95

¹Special order, allow 6-10 weeks for delivery.

Side Curtains

	Price	Sale
Side Curtain Set, Alloy Frame	259-678 \$489.95	\$409.95



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up to
21%

MGA Seat and Panel Kit

- All seams are stitched rather than heat-seamed
- Plywood backing and waterboard is stronger and resists water much better than other materials



Seat Upholstery Kits

	Black w/Black Piping	Black w/White Piping	Black w/Red Piping	Black w/Lt. Blue Piping	Red w/Red Piping	Tan w/Tan Piping	Honey Tan w/H. Tan Piping	Grey w/Grey Piping	Blue w/Lt. Blue Piping	Price	Sale
Roadster Seat Kits											
Leather Seat Kit	246-010	246-030	246-020	246-040 ¹	246-050	246-060	246-062	246-065	246-055 ¹	\$734.95	\$589.95
Vinyl Seat Kit	246-130	246-150 ¹	246-140	246-160 ¹	246-170	246-180	246-182	-	-	469.95	399.95
Coupe Seat Kits											
Leather Seat Kit	246-070 ¹	246-090 ¹	246-080 ¹	246-100 ¹	246-110	246-120 ¹	246-122 ¹	246-125 ¹	246-115 ¹	\$759.95	\$599.95
Vinyl Seat Kit	246-190 ¹	246-210 ¹	246-200 ¹	246-220 ¹	246-230 ¹	246-240 ¹	-	-	-	489.95	399.95

¹Special order, allow 6-10 weeks for delivery.

Panel Kits

	Black w/White Piping	Black w/Red Piping	Black w/Lt. Blue Piping	Black w/Black Piping	Red w/Red Piping	Tan w/Tan Piping	Honey Tan w/H. Tan Piping	Grey w/Grey Piping	Blue w/Lt. Blue Piping	Price	Sale
Deluxe Panel Kits											
Roadster Deluxe Vinyl Panel Kit	246-330	246-320	246-340 ¹	246-310	246-350	246-360	246-362	246-365	246-355 ¹	\$364.95	\$299.95
Basic Panel Kits											
Roadster Basic Panel Vinyl Kit	246-270 ¹	246-260 ¹	246-280 ¹	246-250 ¹	246-290 ¹	246-300 ¹	246-302 ¹	-	-	\$304.95	\$249.95

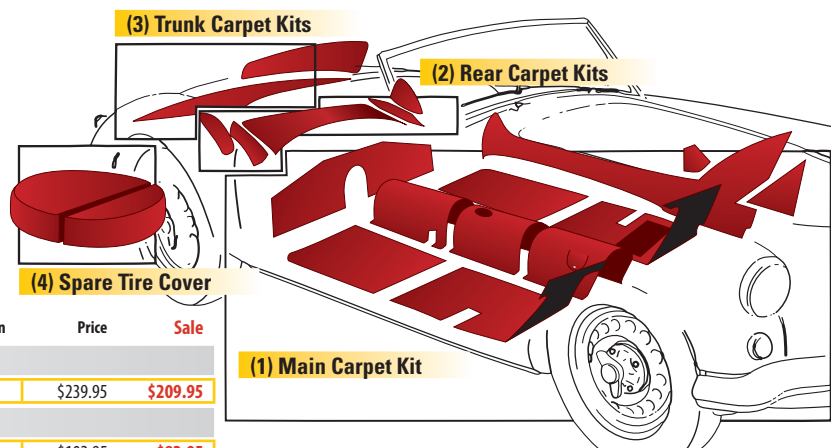
¹Special order, allow 6-10 weeks for delivery.



Carpet Kits

	Black	Red	Grey	Honey Tan	Price	Sale
(1) Carpet Kits						
Main Carpet Kits	242-705	242-715	242-725	242-717	\$239.95	\$209.95
(2) Rear Carpet Kits						
Roadster	242-835	242-845	242-905	242-849	\$102.95	\$82.95
Coupe	242-975 ¹	242-985 ¹	242-915	242-987 ¹	104.95	83.95
(3) Trunk Carpet Kits						
Coupe & Roadster	242-815	242-825	242-925	242-829	\$123.95	\$99.95
(4) Spare Tire Covers						
1600 & MKII Coupe	246-435	246-445 ¹	242-945	246-447 ¹	\$132.95	\$107.95
All Roadster & 1500 Coupe	242-465	242-475	242-935	242-477	152.95	122.95

¹Special order, allow 6-10 weeks for delivery.





Tops

A new convertible top will make your MGA look great and help keep the weather out. The 1500/1600 tops are interchangeable, and both are available in two high quality materials.

	Black	Tan	Price	Sale		Black	White	Grey	Price	Sale
Stayfast Cloth					Vinyl					
1500 (1 Window)	243-955	243-950	\$641.95	\$549.95	242-330	-	-	-	\$313.95	\$269.95
1500, 1600 (3 Window)	243-965	243-960	699.95	599.95	242-310	242-320	242-325	-	313.95	269.95
1600 MK II	-	-	-	-	242-950	242-960 ¹	-	-	347.95	299.95

¹Special order, allow 6-10 weeks for delivery.

Tonneau Covers

A tonneau cover is as classic as your MGA - replace a worn one or install a new one. Our tonneau covers are made from the same high quality materials we use for our convertible tops and are also made by our upholstery shop.

	Black	Tan	Price	Sale		Black	White	Grey	Price	Sale
Stayfast Cloth					Vinyl					
Short-mounts on rear rail	243-985	243-980	\$324.95	\$269.95	241-420	241-430 ¹	-	-	\$284.95	\$229.95
Long-mounts behind rail	243-995	243-990	324.95	269.95	241-520	241-530 ¹	241-535	-	293.95	249.95

¹Special order, allow 6-10 weeks for delivery.



Aluminum Frame Side Curtain Sets that fit all MGAs

	Price	Sale
Replacement Seal Set	259-647	\$59.95 \$49.95

Side Curtain Sets

The MGA 1500 was originally fitted with a "Flip Up" vinyl side curtain, which were a bit difficult to use. We offer this type in black vinyl only for those re-creating the original vehicle equipment.

The MGA 1600 was fitted with sliding side curtain with the frame covered in material that matched the top. We are able to offer these assemblies covered in Stayfast material to match our tops or in black vinyl.

An aluminum framed side curtain set made by Weathershields was supplied on all cars fitted with hard tops and also available as an optional extra. We took this design and made a few improvements over the years to endure the best fit possible with a wide range of tops.

	Black	Tan	Price	Sale
Stayfast Cloth				
1500 Flip Up Window	-	-	-	-
1600 Sliding Window	259-615	259-625	\$1,129.95	\$959.95
Vinyl				
1500 Flip Up Window	259-258	-	\$999.95	\$849.95
1600 Sliding Window	259-618	-	939.95	789.95



Side Curtain Stowage Bags

	Black	Tan	Honey Tan	Red	Grey	Price	Sale
1500 & 1600 to (c)78249	243-280	243-300	243-302	243-290	243-350	\$214.95	\$179.95
1600 from (c)78250 & MkII	243-285	243-305	243-307 ¹	243-295	243-355 ¹	279.95	229.95

¹Special order, allow 6-10 weeks for delivery.





Tops

	Black	Tan	Price	Sale
Stayfast Cloth				
TC with Split Window	243-715 ¹	243-710	\$726.95	\$599.95
TC with Single Window	243-720 ¹	243-725	609.95	499.95
TD (2 bow)	243-730	243-735	609.95	499.95
TD (3 bow)	243-740	243-745	609.95	499.95
TF	243-750	243-755	609.95	499.95

	Black	White	Price	Sale
Vinyl				
242-010	-	-	\$399.95	\$329.95
242-110	-	-	399.95	329.95
242-210	242-220	-	399.95	329.95

¹Special order, allow 6-10 weeks for delivery.

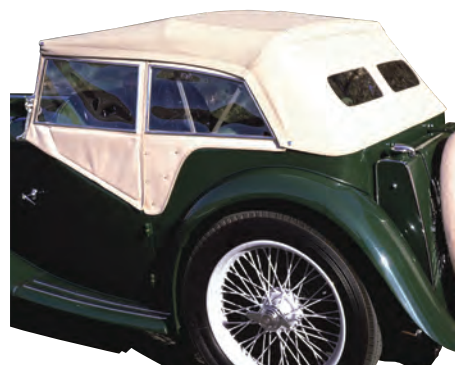
Side Curtain Kits

Kits include 4 steel window frames, 4 covers, polished stainless steel finishing strips and all hardware. For cars with window frames in good condition, order our Re-Cover Kits.

Tonneau Covers

	Black	Tan	Price	Sale
Stayfast Cloth				
TC Full Tonneau	243-860	243-850	\$587.95	\$499.95
TD Full Tonneau	243-880	243-870	587.95	499.95
TD ½ Tonneau	243-885	243-875	341.95	279.95
TF Full Tonneau	243-910	243-890	587.95	499.95
TF ½ Tonneau	243-915	243-895	341.95	279.95

	Black	Price	Sale
Vinyl			
-	-	-	-
241-220	-	\$349.95	\$299.95
-	-	-	-
241-320	-	349.95	299.95
-	-	-	-



Side Curtain Kits

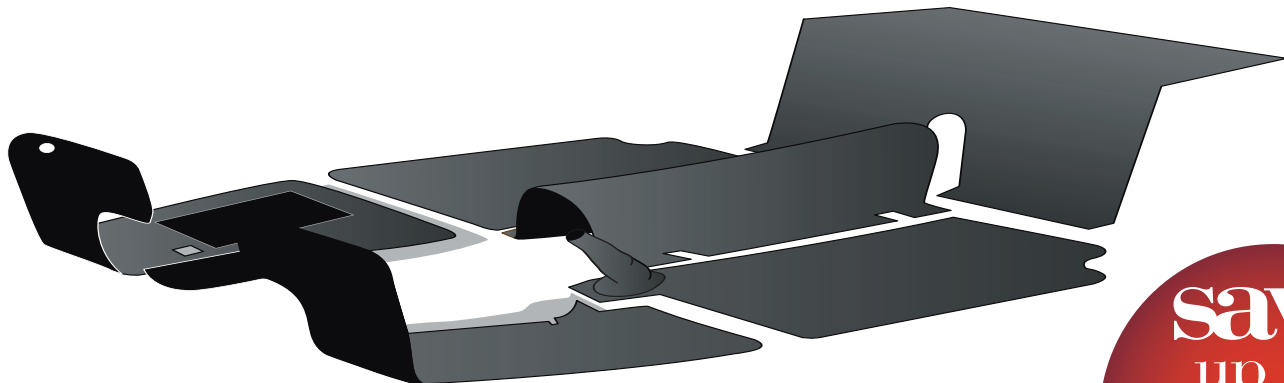
	Black	Tan	Price	Sale
Stayfast Cloth				
TC Complete Kit	243-778 ¹	243-768	\$1,149.95	\$899.95
TC Re-Cover Kit	243-770 ¹	243-760	559.95	479.95
TD (2 bow) Complete Kit	243-798 ¹	243-788	1,149.95	899.95
TD (2 bow) Re-Cover Kit	243-790	243-780	559.95	479.95
TD (3 bow) Complete Kit	243-828 ¹	243-818	1,149.95	899.95
TD (3 bow) Re-Cover Kit	243-820 ¹	243-810	559.95	479.95
TF Complete Kit	243-848 ¹	243-838	1,149.95	899.95
TF Re-Cover Kit	243-840	243-830	559.95	479.95

	Black	Price	Sale
Vinyl			
256-878 ¹	-	\$979.95	\$799.95
256-210	-	423.95	349.95
256-918 ¹	-	979.95	799.95
256-310 ¹	-	423.95	349.95
256-958 ¹	-	979.95	799.95
256-410 ¹	-	423.95	349.95

¹Special order, allow 6-10 weeks for delivery.

Side Curtain Felt Material

		Price	Sale
TC Side Curtain Felt	456-448	\$108.95	\$89.95
TD Side Curtain Felt	456-458	124.95	99.95
TF Side Curtain Felt	456-468	102.95	84.95



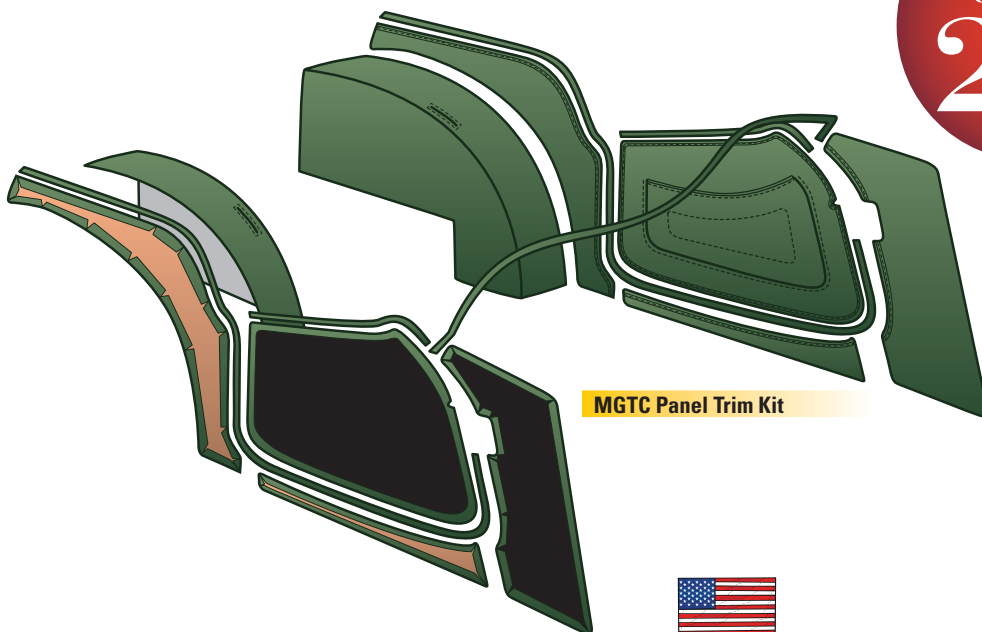
Carpet Sets

	Black	Honey Tan	Price	Sale
TC Carpet Set	454-448	454-449	\$274.95	\$219.95
TD-TF RHD Carpet Set flat floor	454-468	454-469 ¹	384.95	309.95
TD LHD Carpet Set to (c)4236	454-458	454-459	384.95	309.95
TD-TF LHD Carpet Set recessed footwell, TD from (c)4237	454-478	454-479	384.95	309.95

¹Special order, allow 6-10 weeks for delivery.



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MGTC Panel Trim Kit



MG TC-TD-TF Upholstery

	Tan (TF)	Green (TC-TD)	Biscuit (TC-TD)	Red (TC-TD-TF)	Black (TC-TD-TF)	Honey Tan (TC-TD-TF)	Price	Sale
Leather Seat Kits								
TC	245-480 ¹	245-010	245-020	245-000	245-030	245-482 ¹	\$749.95	\$599.95
TD	245-490	245-050	245-060	245-040	245-070	245-492	749.95	599.95
TF	245-500	245-090 ¹	245-100	245-080	245-110 ¹	245-502	879.95	699.95
Leather Panel & Vinyl Trim Kit								
TC	245-540 ¹	245-250	245-260	245-240	245-270	245-542 ¹	\$989.95	\$789.95
TD	245-550	245-290 ¹	245-300	245-280	245-310	245-552	959.95	769.95
TF	245-560 ¹	245-330	245-340 ¹	245-320	245-350 ¹	245-562 ¹	989.95	789.95
Vinyl Panel & Vinyl Trim Kit								
TC	245-570 ¹	245-370 ¹	245-380	245-360 ¹	245-390 ¹	245-572 ¹	\$534.95	\$429.95
TD	245-580	245-410	245-420	245-400	245-430	245-582 ¹	534.95	429.95
TF	245-590	245-450 ¹	245-460 ¹	245-440	245-470	245-592 ¹	534.95	429.95

¹Special order, allow 6-10 weeks for delivery.



TC-TD Squab & Cushion Sets

	Price	Sale
TC Squab/Cushion Set	456-590 \$789.95	\$699.95
TD Squab/Cushion Set	456-595 849.95	749.95

Seat Padding & Foam

	Price	Sale
TC-TD Horsehair Back Pad	640-360 \$64.95	\$54.95
TC-TD-TF Foam Cushion Set	640-348 62.95	53.95
TD Back Spring Case	640-395 499.95	429.95
TF Back Spring Assembly	456-645 ¹ 54.95	44.95
TF LH Seat Frame Assembly	456-605 499.95	419.95
TF RH Seat Frame Assembly	456-615 499.95	419.95
TF LH Seat Base/Foam	456-625 149.95	119.95
TF RH Seat Base/Foam	456-635 149.95	119.95

¹Special order, allow 6-10 weeks for delivery.

Seat Slides

	Price	Sale
TC Seat Slide Assembly	454-008 \$479.95	\$399.95



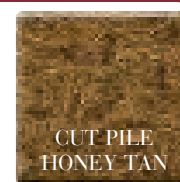
Upholstery, Carpet, Top & Tonneau Sale

valid 4/18/11 thru 6/3/11

Upholstery



Carpet



Sun-Fast™ All Weather Protection



COMING EVENTS

April 28-May 1: Speedfest at the Classic Motorsports Mitty, Road Atlanta, Braselton, GA, classicmotorsports.net
April 28-May 1: Mesilla British Car Days, La Mesilla, NM, Bob Hammell, 575-647-0122, cmoi@zianet.com, or George Duckworth, 575-526-2318, gclyde1@comcast.net
April 30: Broad River European Motor Club of Shelby, on the Square in Shelby, NC, Jack Porter, jackannette@bellsouth.net
May 1: All British Autojumble, Montgomery Park Parking Deck, 2701 NW Vaughn St., Portland, OR, Tim Foren, 503-287-2024
May 1: 34th Annual British Car Show & Swap Meet, Solon Commons, Solon, OH, Daryl Wagner, 330-650-0223, neoahc.com
May 1: 14th Annual Britain on the Green, Collingwood Library and Museum, Alexandria, VA, Tom Burke, 703-354-1361, Tburke4@aol.com, capitalthriumphregister.com
May 7: Britfest 2011 hosted by the MG Car Club Central Jersey Centre, Horseshoe Lake Park, Succasunna, NJ, Charles Tregidgo, 201-791-6675, ctregidgo@gmail.com
May 7: 16th Annual Lewes British Car Show, Lewes Historical Society, Lewes, DE, leweschamber.com
May 15: 27th Annual British Car Day, Quaker Steak & Lube, Columbus, OH, Bill Blake, billblake@thekayesco.com
May 18-22: California Healey Week, Ventura, CA, austin-healey.org
May 21: 5th Annual Carolina British Classics, Saluda Shoals Park, Columbia, SC, Steve, BCCMC1@gmail.com, bccmc.com
May 22: Annual All British Motorcar Show & Swap Meet, Yolo County Fairgrounds, Woodland, CA, Jerry, 916-652-4537, chairman@ubsc.org, ubsc.org
June 4: Cars of England Show, Oakbourne Mansion, Westtown, PA, Steve Klein, Klassiccar@aol.com, dvtr.org
June 4: Rallye to Reno begins, Ocean City, MD to MG2011 in Reno and on to San Francisco, CA, RallyeToReno.com
June 4: June Cruisin' & The British Invasion, Main Street, Pendleton, OR, roopsmg.com
June 4-5: VARA British Extravaganza, Buttonwillow Raceway, CA, 800-280-VARA, vararacing.com
June 4-6: Champagne British Car Festival, Bloomington, IL, Dave, hauman48@aol.com, champagnebritishcarfestival.com
June 5: Red Mill British Car Day, Red Mill Museum Village, Clinton, NJ, 908-713-6251, mgdriversclub@hotmail.com
June 5: 34th Annual Original British Car Day, Lilypons Gardens, Adamstown, MD, John Tokar, jtokar51@version.net, chesapeakechaptermgtclub.com
June 5: 13th Annual British Return to Fort Meigs, Fort Meigs Historical Site, Perrysburg, OH, Tony Shoviak 419-878-2041, tenntony@roadrunner.com, lebcc.org
June 13-17: MG2011, North American Council of MG Registers All-Register Gathering, Reno-Tahoe, NV, MG2011info@aol.com, MG2011.com
June 15-19: TRA (Triumph Register of America) National Meet 2011, Fort Wayne, IN, TRA2011.com
June 16-19: Rendezvous on the Red held by the British Iron Society, Red River Valley, Fargo, ND and Moorhead, MN, britishironsociety.com
June 26: 24th Annual British Car Show, St. Mary's College, South Bend, IN, Larry Palguta, 574-288-3923, michianabrits.com
June 27-July 1: Austin-Healey Rendezvous, Heathman Lodge, Vancouver, WA, Dwight Jones 509-545-9735, dwightbj8@msn.com
July 23: Western Washington All British Field Meet, Bellevue College, Bellevue, WA, abfm.com
July 24: 19th Annual Tea at the Vicarage Rally and Picnic, The Howe School, Howe, IN, Larry Palguta, 574-288-3923, michianabrits.com
Aug 7: Columbia River Concours d'Elegance, Officer's Row, Fort Vancouver, WA, columbiariverconcours.com
Aug 12-14: All Triumph Drive In, Seattle, WA, Tom Eller, tbeller@nwlink.com, John Gebert, johnjgebert@msn.com or Sam Bass sambass2324@comcast.net, tyeetriumph.org
Aug 13: 20th Annual British Field Day, Liberty Park, Salt Lake City, UT, Craig Mossberg, CMossberg@comcast.net, bmcu.droo-artz.com
Aug 17-21: VTR Triumph in the Rockies III, Beaver Run Resort, Breckenridge, CO, vtr2011.com, rockymountaintr.org
Aug 26-28: "The Drive In" & British Marque Triathlon IX, Point Lookout Resort, Northport, ME, 908-713-6251, mgdriversclub@hotmail.com, britishmarque.com
Sept 1-4: Sunbeam Invasion Car Show & Rally, Winona, MN, saoca.org
Sept 3-5: MG Vintage Racers Focus EAST, Lime Rock Park, CT, MGVR.org
September 10th: FALLFEST 2011, Duke Island Park, Old York Road, Somerset County, New Jersey, Jon Rubel, EEMGEE@aol.com or 718-891-5776
Sept 15-18: Triumphfest 2011, Northwoods Resort & Conference Center, Big Bear, CA, Triumphfest2011.com
Sept. 30-Oct 2: 30th Annual Fall British Car Festival, Waynesboro, VA, Wes Maupin, 540-396-3411, rwmaupin@yahoo.com
October 14-16: Southeastern Fall Gathering of the Faithful, Foundry Park Inn & Spa Athens, GA, Beth Ehrie, 404-966-4604 e-mail: semgr.gof@gmail.com
November 5th: BRITISH MOTOR CLUB OF CAPE FEAR annual car show, BRITS AT THE PLANTATION, Poplar Grove Plantation, Wilmington, NC, Dale Masters, 910-398-5809, dcilmasters@att.net

Is your club planning an event? Would you like Moss sponsorship and goodies?

We here at Moss love to support your events and we want you to enjoy every moment of your British Motoring experience. Please submit requests to: editor@mossmotors.com or Moss Motors, ATTN Club Support Coordinator, 440 Rutherford St, Goleta, CA 93117. We request at least two months notice prior to your event. The sooner we receive your request, the sooner we can get you in our system and ensure we have remaining budget to send you lots of goodies. Also note only one request per club per year will be considered.

In writing, please provide the following:

- 1) The date, location, and title of your event.
- 2) How many people/cars you are expecting to attend.
- 3) ONE contact person's information – phone, email address, etc.
- 4) A street address where we can send goodies via UPS.

Have a wonderful Season!



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see pg. 31

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