

# British Motoring

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The Mini Returns  
1954 Alpine Rally  
Buttonwillow 2001

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Tops & Tonneaus

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On this Cover: Minis were sold in the United States from 1960 to 1967, developing a cult following that continues to be active at the dawn of the new Mini. Photography by Alan Paradise  
 On This Page: Warren Hughes tests the all-new MG Lola sports car at the Le Mans circuit, spearheading MG's long-awaited return to motorsports.

# Contents

- 4 Letter Box  
Feedback, comments, questions.
- 6 1954 Alpine Rally  
A famous endurance test.
- 10 Greenwich Concours d'Elegance  
A classic cross-section of cars.
- 12 MG at Le Mans  
British car manufacturer returns to racing.
- 13 A Mini Love Affair  
The history of the Mini in America.
- 17 Hello Mini  
The new Mini arrives.
- 18 Buttonwillow Bonanza  
Vintage auto racing at its best.
- 20 Car Mart  
Classic cars for sale.
- 23 Events Calendar  
Places to go...people to see.



# Letter Box



I have recently pulled the engine out of my 1965 Sprite to replace the clutch. I had to disconnect the hydraulic line to the clutch slave cylinder and because the clutch and brake share the same reservoir, I drained the entire hydraulic system to prevent spills. Now the controversy begins. When I refill the system, I want to use the new silicone-based brake fluid because it won't harm the paint and it doesn't bond with water. I am told it also won't cause the corrosion around the cylinders. The problem is that many people hate silicone fluid and say that the silicon breaks down the rubber seals in brakes and makes them "spongy." They also say it is slightly compressible - definitely not what you want in a brake fluid. Do any of your readers have any facts or personal experiences with the new silicone brake fluid?

Glen R. Alvis  
Wichita, KS

Many times you feature a British auto that one of your readers has restored. I wanted to introduce you to mine. I spent six years restoring this 1958 MGA Roadster using many Moss Motors parts. The work started in 1989 and was completed in 1995. It has won numerous first and second place awards and was given a six-page feature spread in the March 1997 issue of *Classic Auto Restorer*. This was the first car I ever restored and it was definitely a challenge, but I learned a lot about welding, sand blasting and mechanics. Although it is long overdue, I wanted to thank the Moss Motors staff for helping me through some of the tough spots.

Living in Florida, high engine temperatures (above 200 degrees) at 60 mph in the summer has always been a problem. I installed an oil cooler, added a water wetter, replaced the radiator, added a heater radiator up front right behind the grille and hooked it parallel to the heater hoses. That lowered the engine's running temperature about ten degrees. I just finished installing an engine shroud and I can't wait to test it because the airflow over the engine should be much greater and I hope it takes another five to 10 degrees off the running temperature. The specs call for a running temperature of 165 to 190 degrees. I'm hoping the added airflow will put me in that range once and for all. Right now on a 75 to 80 degree day, the engine stays at about 175 to 180 degrees, even after I put the thermostat back in. I'll see how it runs when the temperature reaches 95 degrees with the shroud. By the way, this is only a high-speed problem. The engine has always run okay at slow speeds such as in parades.

Thanks again for your assistance. My wife and I enjoy driving the car around the area; it is a head turner!  
Hal Pabst  
St. Augustine, FL



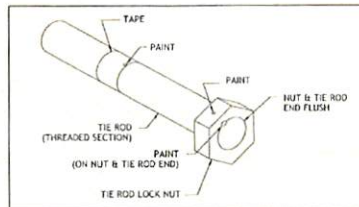
I just finished replacing the steering rack boots on my 1970 MGB and I want to say thanks for the article "Steering Rack Boot Replacement," by Steve Tom, in the winter edition of *British Motoring*. Even though I had purchased the proper tools to remove the ball joints, I had been putting this project off because I knew it was going to be a real bear. The process outlined by Tom made it

a breeze. What I originally figured to be a weekend project took less than three hours.

I did, however, take this process one step further to help ensure proper alignment when reassembling the tie rod to the tie rod end. After loosening the lock nut and screwing it finger-tight against the tie rod end, I wrapped a piece of masking tape around the tie rod at the inside face of the nut. This acted as a rough "stop" for the original location. I then put a small, aligning dot of paint on both the tape and nut flat. After removing the tie rod from the tie rod end and unscrewing the lock nut to the "flush" location, I put another dot of paint on the nut and tie rod. This would be my starting location to count the turns when replacing the nut. This process worked well and helped me avoid any confusion of where to start and end my "turn" count. Upon completion, I checked the distance between tire marks and found it to be right on the money.

My thanks to *British Motoring* for providing this information. If I had proceeded with the conventional process, I would still be under the car rather than in the driver's seat.

Mark Young  
Sebastopol, CA



My 40<sup>th</sup> high school reunion is coming up and a group of my friends in Santa Cruz were talking about finding cars from 1961, our graduation year, fixing them up and driving them to the class reunion. Here's the story about how I found my special car.

One of my friends recently purchased an old chicken ranch on the outskirts of Santa Cruz, complete with several outbuildings and old sheds. He told me there was an old sports car under a car cover parked in one of the outbuildings. Apparently, it had been stored for several years. The owner, a WWII veteran who lives in San Francisco, kept his sports car stored for when he visits. My friend said the owner was a tall man who had both knees replaced and had difficulty getting in and out of the car, thus it was rarely driven.

With the owner's permission, we unlocked the

outbuilding, removed the car cover and, to my surprise, found a 1961 Bugeye Sprite with 37,000 original miles. Service records located in the vehicle indicated the car had been driven less than 1,000 miles in the past eleven years. This owner was the car's second, and it had been painted yellow. The top, bows and side curtains were on the rafters. It was all there, a complete car.

I met with the owner, drove the car and purchased it after a ten-minute conversation. The only problem I could find with the car was a leak in the radiator hose.

What did I pay for this little gem? Well, let's just say my wife smiled when I brought the car home and told her the price. I found mine!

Wally Walker  
Soquel, CA



I have completed restoring my 1955 TF 1500 and I am happy to say it is running and looking like new. Now that the restoration is complete, I wanted to share the latest news. Recently, I entered my car in the Santa Barbara 2000 Concours d'Elegance and I was fortunate to receive 1st place in the European Sports car class. This would not have been possible without the help of Moss Motors and its employees, who demonstrated impressive knowledge about MGs. I have enclosed a picture of the car for you to share with your readers.

Silvio L. Motta  
Santa Barbara, CA



# 1954 ALPINE RALLY

By Paul Richardson



*Ken Richardson performed well in the speed/braking test despite a broken rear spring.*

The International rallies in Europe in the '50s were run over some of the most testing routes imaginable, especially the Criterium Des Alpes, commonly known as The Alpine. As its name implies, the rally was essentially contested over the high Alpine passes of central Europe and was generally regarded as the toughest test of endurance for any car or crew. But competitor, press and spectator opinion labeled the 1954 event as the toughest and most dangerous Alpine to date.

It is well known that the Alpine rally was feared by many crews simply because the Alpine passes

were so dangerous. It was also a policy of the Alpine organizers to include the highest and toughest of those passes if they were not impassable by snow or avalanche. The passes had steep climbs and descents, which in those days could only be described as loose, surfaced, single-lane cart tracks. At altitude they were covered in snow, often on top of sheet ice, and at the lower levels icy roads could be made worse by rain. Many of the passes were hewn from the side of



*Lyndon Mills and Jimmy Ray at the start of the race.*

mountains where the climbs and descents had solid rock on one side and no effective guard rails whatsoever on their outer edge. One mistake could result in a drop of thousands of feet off the side. Just to make things more interesting for crews, the route was organized so that many of the highest passes were met at night.

In 1954 three works Triumph TR2s took part in the Alpine, which was the first International rally in which a works team was entered. The three-car team consisted of team leaders Ken Richardson and co-driver Kit Heathcote, who became his P.A., Lyndon Mills and U.K. Sales Manager of the company, Jimmy Ray, Robbie Slotemaker and Maurice Gatsonides.

The rally started on July 8 in Marseilles in Southern France. The three-car team left the starting ramp in late afternoon for their first Alpine

adventure. The route ran east towards the first checkpoint in the French Alps, which was reached in darkness. Cars were refueled there for the daunting task of driving four major Alpine passes in the dead of night. The Col D'Allos (7,350 ft.), Col de Vars (6,926 ft.) and the Col D'Izoard (7,746 ft.) were successfully negotiated and the three TRs pressed on to Briançon and over the border into Italy via the Col de Montgenevre (6,070 ft.). The remaining few hours of darkness were then spent driving through the Lombardy plain towards Bergamo in readiness to tackle the single-track roads leading up into the mountains towards the Vivione pass. It was in a narrow section of the Vivione that a puncture put Richardson and Heathcote out of the running for a coveted Coupe des Alpes which was awarded for any car completing the rally without losing points. The puncture caused a time penalty at the next



Trecherous Alpine Rally passes, including the famous Stelvio pass (middle).

checkpoint where they arrived one minute and 54 seconds late. Having had no sleep, crews spent the second day's hard driving heading for the first night stop at St. Moritz, Switzerland, which was the end of the first stage. All the works TRs arrived safely and in good time. At St. Moritz, the organizers re-routed the second stage of the rally due to an avalanche which totally blocked the Stelvio pass. Major flood reports caused a second route change. Once resumed, the rally passed from St. Moritz into Italy, back into Switzerland and then Austria and Germany.

From Germany the route took competitors back to Austria through Innsbruck and into Italy via the notorious Brenner pass. Finally competitors arrived at Cortina D'Ampezzo for the end of the second stage.

The third stage was essentially a 190-mile road race in and around the Dolomite mountains with the start and finish at Cortina. "The day dawned with perfect conditions and for the first 30 miles or so we encountered some very steep ascents which held everyone's average speed well down, so much so that it appeared we'd never make up the lost time," Heathcote said. "But it turned out later on that there were some sections where much higher speeds could be achieved. This, coupled with Ken's superb driving, got us to the finish back in Cortina with 28 minutes in hand. By achieving this performance we had overtaken all the cars that had started before us and, having averaged 50 mph for the 190-mile circuit, we made our second fastest time of the day. Thus, before the half way mark, we became the leading car in the rally."

The final 24-hour stage of the rally ran from Cortina to Cannes on the Mediterranean coastline of France. This section took in the Stelvio pass, which was cleared for the return run. Competitors drove 9,045 ft. of what was one of the highest roads in Europe. The Stelvio pass zigzags up mountainsides in a series of short straights connected by hairpin bends. The majority of the road surface was loose shale with reinforced concrete (the only hard surface) on the hairpin bends where grip underbraking and acceleration was essential, even for normal traffic.

"Our rally very nearly ended on the Stelvio," Kit Heathcote said. "Ken had caught up with Jean Behra, the racing driver, who was in an Alfa Romeo. We were right on his tail and, as we followed him out of a corner, the Alfa understeered straight into the mountainside and bounced back into the front of our TR which then pushed the Alfa back into the mountainside. Luckily, we only sustained front end body damage, but the Alfa's rally was over because of serious front end damage and a burst radiator."

After clearing the Stelvio, the route veered West to the foothills of the Italian Alps and then to the French Alps again, which were reached in darkness.

The crossing into France took place at the summit of the Col du Petit St. Bernard at 7,178 ft. The final section through the French Alps involved maneuvering the ascents and descents of some of the most dangerous of the French Alpine passes in rapid succession in snow and ice. The TRs raced reliably and relentlessly through the night passes over the Col de l'Iseran (9,090 ft.), Col de la Croix de Fer (6,818 ft.), Col du Telegraph (5,292 ft.), Col de l'Izoard (7,746 ft.), Col de Vars (6,926 ft.) and the Col de la Cayolle (7,634 ft.). Near disaster struck when a rear spring snapped on the Richardson/Heathcote TR in the Gorge de Daluis. My father, who was chief mechanic and works test driver for the ERA team, often related that, with rear wheel steering caused by rear axle movement, just keeping the car on the road became a major problem. However, Richardson and Heathcote managed to stay in the race.



"Ken and I were extremely tired by this time, but we suddenly felt wide awake driving with a snapped rear spring!" Heathcote said. By this time Slotemaker and Gatsonides had driven a superb rally with no problems and were well on their way to winning a coveted Coupe Des Alpes for completing the rally without losing points.

Lyndon Mills and Jimmy Ray had extremely bad luck only 400 miles from the finish when, after an impressive performance, a rear wheel bearing failed and they had to retire from the rally.

The last event at Cannes was a speed and breaking test around cones on the sea front. "Ken never liked these tests around cones, and this one was more than the usual challenge because he had to drive with the broken rear spring, but he managed to get the second fastest time overall," Heathcote said.

Slotemaker and Gatsonides also finished a remarkable sixth overall. With the privately entered TR2 belonging to Joseph Kat and Hands Tak, who had recovered from an accident near the control at Bolzano, the Richardson/Heathcote and Slotemaker/Gatsonides TR2s took the manufacturers' team prize. Richardson, Heathcote, Slotemaker, and Gatsonides finished in second, third and fourth places in the 2000cc class, and won the Pernod Challenge Cup for the team, which put up the fastest cumulative times over the timed speed tests and hill climbs at Munich, Pordoi, Stelvio and Izoard. They also won the prize for the best performance of a non-French team.

The 1954 Alpine rally was the first of many rallies of its type where TR2s and 3s won endless class and team awards throughout the '50s. The stealth of the TR is legendary and the very same TR2 OVC 276 used by Richardson and Heathcote in the '54 Alpine rally is still running in pristine condition on the roads of Europe today. ☺

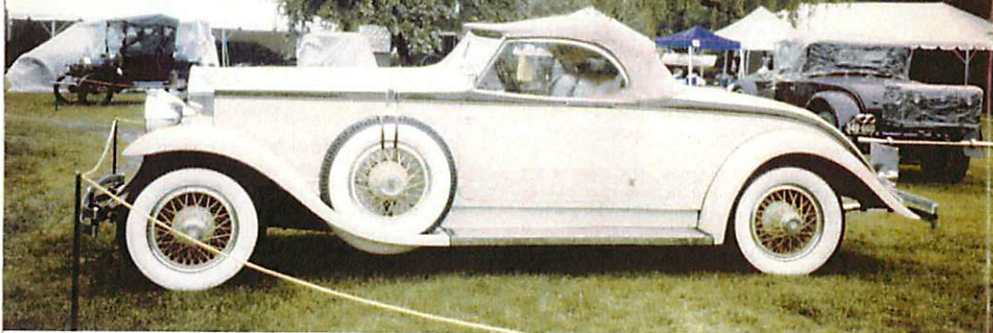


The Victorious TR2s after the rally. Left to Right: Ken Richardson, Robbie Slotemaker, Maurice Gatsonides, Kit Heathcote.

# Greenwich 2001

A Three Day Festival of Vintage Cars, Airplanes and Yachts

By Harry Newton



In only its sixth year, the Greenwich Concours d'Elegance has become recognized by those whose opinions count as one of the major events of its type. All the ingredients were abundantly present, providing entrants, sponsors and officials with a whirl of on-and-off site activities. The result was a field of entries that could stand against those found at some of the better-known, longer-established automotive contests.

## FRIDAY

A Concours pre-tour of back-country Greenwich included a preview of retired auto-dealer Malcolm Pray's newly built museum in Banksville. This facility, housed in three buildings, each measuring 4,000-sq. ft., represents an addition of about 30 cars to Pray's existing collection at his Greenwich home. At the conclusion of the afternoon drive through the noted estate country, rallyists stopped by Pray's Greenwich estate for poolside refreshments.

Vehicles in the Friday road-rally were a cross-section of those that would be exhibited throughout the weekend. Several pre-war Packards, Rolls Royces, Pierce Arrows and Buicks were offset by an equally fine group of sports cars from the post-war era. A truly splendid XK 120M FHC and an equally pristine Austin Healey 100M were standouts in that category, along with a Maserati 3500 Touring coupe

and a mid-60s Corvette. The newest entrant was a recently minted BMW Z8, which looked right-at-home among its vintage peers.

## SATURDAY

Saturday morning's monsoon broke event organizer Bruce Wennerstrom's six-year perfect weather record for this popular Concours d'Elegance. The Greenwich Concours attracted entries from a wide area, thanks to title sponsorship of *AUTOMOBILE* magazine. It also helped to have the publication's editorial director



emeritus David E. Davis double as chief judge and event banquet guest speaker. Antiques and classics were the focus of Saturday's display with post-WW II sports and GT cars presiding on Sunday. The Concours continually adds new sponsors who recognize this as an ideal venue to showcase their products. New to the 2001 event were Cadillac and SAAB, joining long-time sponsors Mercedes-Benz, Land Rover, Ferrari and Lincoln-Mercury.

Even though rain made a quagmire of the harbor-front park, a prestigious field of internationally known vehicles assembled for the enjoyment of several thousand devoted enthusiasts. Included in the field were a fabulous one-off Hispano Suiza Dubonnet, brought by Charles Morse of Seattle, Washington, which was awarded Best of Show, a tribute that eluded the remarkable machine at Pebble Beach and the Louis Vuitton Classic in 2000. Also on display was Lawrence Auriana's ex-Terry Cohn Alfa Romeo 8C 2900 cabriolet, acquired two years ago at Christie's Pebble Beach sale.

Other strong contenders for high honors included a Nethercutt-quality 1904 Pope Hartford, entered by *QUIEN SABE*, as well as a pair of splendid post war Maseratis and several Ferraris.

All and all, it was quite a splendid weekend for vintage and classic auto enthusiasts, setting the stage for an even grander event in the future. **B**





# RETURN TO LE MANS


MG Re-enters Motorsports With the MG Lola EX257

MG has always enjoyed certain measures of racing success. It all began in 1922 when a 12-horsepower Cowley with lowered suspension won a gold medal in the Motor Cycling Club's (MCC) Land's End Trial. A variety of MGs have set motorsport milestones since then, including the T-series, a works-backed MGB and the MG Metro Turbo. Despite this rich history, it has been 36 years since MG last competed at the historic Le Mans event.

The flagship MG racing project car is the MG Lola EX257, which was built and designed by Lola Cars International with input from MG Rover Design Director Peter Stevens. Powered by a MG X Power 2 liter, four-cylinder turbo unit, two EX257s were entered into the LMP675 class, the lightest qualification group at Le Mans.

Driven by an all-British team, the EX257 reached third overall within two hours of the start, and established the fastest wet weather lap, with a blistering third fastest time overall. Many cars, including MG Lola car 34, spun and crashed during the opening laps due to heavy rain. Car 34 suffered wing damage and later a puncture, which dropped it to 37th place.

The rain continued as the race settled into its stride. It was at this point that the MG Lola climbed to its best race position of third place within the first two hours. Eight hours in and a third of the race behind it, the MG Lola pressed on, despite the persistent rain, which was causing electrical difficulties. Later, an oil leak initiated repairs. The MG Lola returned to face rising temperatures, which just after the 12-hour halfway time point, led to its retirement.

"We are immensely proud to have brought MG back to the Le Mans and frankly it has been beyond our expectations," said Robb Oldaker, managing director, MG Sport & Racing Limited. "This has always been our learning year and now we are confident that we will have the right package to make MG even more successful next year." 



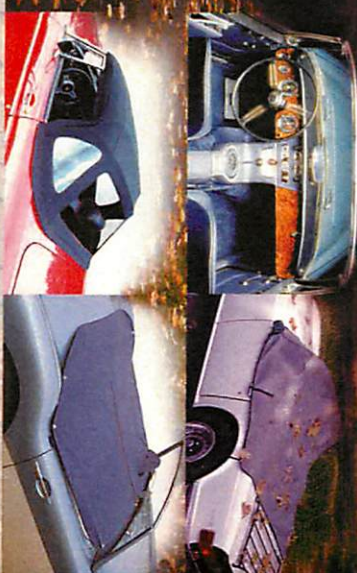
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TR3A from TRS22014-TR3B - White	640-050	279.95	<b>237.95</b>
TR4 - Black	640-060	279.95	<b>237.95</b>
TR4 - White	640-070	279.95	<b>237.95</b>
TR4A - Black	640-080	269.95	<b>221.35</b>
TR4A - White	640-090	269.95	<b>237.95</b>
TR250 (with reflective strips) - Black	640-140	349.95	<b>314.95</b>
TR6 (with reflective strips) - Black	640-150	389.95	<b>311.95</b>
TR250-TR6 (without reflective strips, fixed rear window) - Black	640-100	269.95	<b>221.35</b>
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TR2-TR3A to TS41742 - Black	644-000	\$259.95	<b>\$207.05</b>
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TR3A from TRS41743-TR3B - Black	644-020	209.95	<b>167.95</b>
TR3A from TRS41743-TR3B - White	644-030	209.95	<b>167.95</b>
TR4 - Black	644-040	209.95	<b>167.95</b>
TR4 - White	644-050	209.95	<b>167.95</b>
TR4A - Black	644-060	209.95	<b>167.95</b>
TR250 - Black	644-080	229.95	<b>183.95</b>
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TR2-3B Flannel Lined	238-410	139.95	<b>111.95</b>
TR4-6 Tyvek Cover	236-445	49.95	<b>37.45</b>
TR4-6 (thru 73) Duravent Cover	237-420	99.95	<b>74.95</b>
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Hot sun, wind and dirt will slowly but surely destroy your interior. Our cockpit cover serves the vital function of protecting your interior without the bulk of a full tonneau or car cover.

TR4-TR6	237-800	\$44.95	<b>\$35.05</b>
	<b>Part #</b>	<b>Reg.</b>	<b>Sale</b>
TR6 (1974 on) Right	856-135	\$14.50	<b>\$10.85</b>
TR6 (1974 on) Left	856-125	14.50	<b>10.85</b>

### Padded Door Cap

TR6 (1974 on) Right	856-135	\$14.50	<b>\$10.85</b>
TR6 (1974 on) Left	856-125	14.50	<b>10.85</b>



**SALE PRICES VALID FROM  
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# TRIUMPH

## TRIUMPH TR7-8

Car Covers	Reg	Sale
TR7-8 Roadster Duravent Cover	237-520	\$99.95 <b>\$74.95</b>
TR7-8 Coupe Duravent Cover	237-505	99.95 <b>74.95</b>
Car Cover Storage Bag	643-850	7.95 <b>5.95</b>
Car Cover Cable Lock	643-855	8.95 <b>6.70</b>

### Tops & Tonneau

TR7 Top - Black Vinyl	071-931	\$329.50	<b>\$289.95</b>
TR7 Tonneau - Black Vinyl	072-481	269.95	<b>237.55</b>



## SPITFIRE MKIV & 1500



### Tops & Tonneau

	Reg	Sale
Top Black Vinyl	644-650	\$259.95 <b>\$220.95</b>
Tonneau Black Vinyl	644-680	229.95 <b>183.95</b>
Soft Top Cover Black Vinyl	644-690	159.95 <b>127.95</b>
Hard Top Cover Black Vinyl	644-800	74.85 <b>58.10</b>

### Sunfast Canvas Top

The unique solution-dyed fabric is extremely fade resistant, engineered to be soft and flexible over a wide range of temperatures, yet highly resistant to sagging, billowing and shrinking.

	Reg	Sale
Sunfast Top - Black	644-860	\$549.95 <b>\$439.95</b>

### Top Seals

Frame to Windshield Seal	681-180	\$20.15	<b>\$15.10</b>
Seal Retainer, LH	803-645	6.75	<b>5.05</b>
Seal Retainer, RH	803-655	6.75	<b>5.05</b>
Seal Retainer, Ctr	803-665	7.60	<b>5.70</b>

### Dashtop Repair Panels

Revitalize your old cracked dash top pad with this molded ABS cover. It's easier to install, and a lot less expensive than a complete dashpad. Complete with adhesive & instructions.

	Reg	Sale
Spitfire/GT6	644-645	\$48.95 <b>\$38.15</b>
Spitfire 1971-80	644-640	48.95 <b>38.15</b>

### Car Cover

Spitfire 1971-74 Duravent Cover	237-510	\$99.95	<b>\$74.95</b>
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# AUSTIN-HEALEY

## Tops Tonneau Covers

Our convertible top kits and tonneau covers are manufactured to the original specifications and patterns, incorporating premium quality and correct colors. All necessary fasteners are included with each kit.

Tonneau Covers	Reg	Sale	
100-4 Black	021-535	\$219.95	<b>\$175.95</b>
100-4 Blue	643-010	219.95	<b>175.95</b>
100-4 White	643-000	219.95	<b>175.95</b>
100-4 Red	643-005	219.95	<b>175.95</b>
100-6 BN6/3000 BN7 Black	021-536	349.95	<b>307.95</b>
100-6 BN6/3000 BN7 Blue	643-030	349.95	<b>279.95</b>
100-6 BN4/3000 BT7 Black	021-537	249.95	<b>199.95</b>
100-6 BN4/3000 BT7 Blue	643-050	249.95	<b>199.95</b>
100-6 BN4/3000 BT7 White	643-040	249.95	<b>199.95</b>
100-6 BN4/3000 BT7 Red	643-045	249.95	<b>199.95</b>
100-6 BN6/3000 BN7 Black	021-529	359.95	<b>323.95</b>
100-6 BN6/3000 BN7 Blue	641-010	359.95	<b>287.95</b>
3000 BJ7/BJ8 Black	021-539	289.95	<b>215.95</b>
3000 BJ7/BJ8 Blue	643-070	269.95	<b>215.95</b>
3000 BJ7/BJ8 White	643-060	269.95	<b>215.95</b>

## Convertible Tops

100-4 Black	021-525	\$289.95	<b>\$231.95</b>
100-4 Blue	641-000	289.95	<b>231.95</b>
100-4 Red	641-955	289.95	<b>231.95</b>
100-6 BN4 to 68959 Black	021-527	379.95	<b>322.95</b>
100-6 BN4 to 68959 Blue	641-020	379.95	<b>322.95</b>
100-6 BN4 to 68959 White	021-528	379.95	<b>322.95</b>
100-6 BN4/3000 BT7 4ster Black	641-030	299.95	<b>239.95</b>
100-6 BN4/3000 BT7 4ster Blue	641-050	299.95	<b>239.95</b>
100-6 BN4/3000 BT7 4ster White	641-040	299.95	<b>239.95</b>
100-6 BN4/3000 BT7 4ster Red	641-045	299.95	<b>239.95</b>
3000 BJ7/BJ8 Top from 59372 Black	021-533	269.95	<b>215.95</b>
3000 BJ7/BJ8 Top from 59372 Blue	641-080	269.95	<b>215.95</b>

## Convertible Top Boots

3000 BJ7 Black	643-080	\$209.95	<b>\$167.95</b>
3000 BJ7 Blue	643-110	209.95	<b>167.95</b>
100-6 BN6/3000 BN7 Blue	643-130	169.95	<b>135.95</b>
BJ8 Black	643-090	169.95	<b>135.95</b>

## Side Curtain Sets

100-4 Black	259-108	\$409.95	<b>\$336.15</b>
100-4 Blue	259-118	409.95	<b>336.15</b>
100-4 Red	259-138	409.95	<b>336.15</b>
BN4-BT7	259-208	359.95	<b>287.95</b>

## Stowage Bags

	Reg	Sale	
100-4 Side Curtain Bag	248-930	\$57.95	<b>\$45.20</b>
BN4-BT7 Side Curtain Bag	248-940	57.95	<b>45.20</b>
BJ7/BJ8 Top Cover Bag	641-055	59.95	<b>44.95</b>
BJ7/BJ8 Tonneau Bag	641-075	59.95	<b>44.95</b>
BJ7/BJ8 Tonneau Rail Bag	641-085	44.95	<b>33.70</b>

## Top & Tonneau Hardware

100-4 Front Top Bow	021-580	\$25.95	<b>\$19.45</b>
BN4/BN6/BN7/BT7 Front Bow	806-080	94.50	<b>70.85</b>
BN6/BN7 Top Frame Finisher	021-786	21.80	<b>16.35</b>
BN4/BT7 Tonneau Stiffener Set	453-658	47.95	<b>35.95</b>
BJ7/BJ8 Tonneau Bow	021-541	29.95	<b>22.45</b>
100-4 Top Latch Set	804-988	89.95	<b>76.45</b>
BN4/BT7 Top Latch Set	805-008	59.95	<b>46.75</b>
BT7 4ster, R/H Top Latch	805-030	32.50	<b>24.35</b>
BT7 4ster, L/H Top Latch	805-035	32.50	<b>24.35</b>

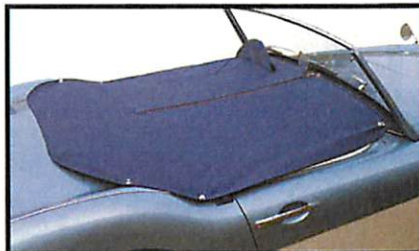


## Dash & Doortop Pad

	Reg	Sale	
BJ8 Padded Dashtop	633-850	\$199.95	<b>\$169.95</b>
BJ8 Door Top Set	858-158	159.95	<b>127.95</b>

## Car Covers

2 Seater Flannel Cover	238-410	\$139.95	<b>\$111.95</b>
2 Seater Duravent Cover	237-410	99.95	<b>74.95</b>
4 Seater Flannel Cover	238-450	139.95	<b>111.95</b>
4 Seater Duravent Cover	237-450	99.95	<b>74.95</b>
4 Seater Tyvek Cover	236-445	49.95	<b>37.45</b>



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# SPRITE-MIDGET

## Tops Tonneau

Tops are supplied with all necessary snaps and fasteners, but do not include the header rail or rear anchor bar. All tops and tonneaus are supplied in black vinyl.

Tops	Reg	Sale	
948 (studs on w/shield frame)	242-180	\$239.95	<b>\$196.75</b>
948 (bar mount type)	242-185	239.95	<b>196.75</b>
Sp-MkII/MI-MkII (w/side curtains)	242-190	239.95	<b>196.75</b>
Sp-MkII/MI-MkII (w/windows)	242-195	239.95	<b>196.75</b>
Sp-MkIV/MI-MkII (1967-69, 8 stud)	242-175	249.95	<b>219.95</b>
Sp-MkIV/MI-MkII (1969 on, 6 stud)	242-200	239.95	<b>196.75</b>
DEM w/header rail	242-205	349.95	<b>314.95</b>

## Tonneau Covers

948 Bugeye	241-270	\$219.95	<b>175.95</b>
948/1098, 1961-64	241-280	229.95	<b>188.55</b>
1098, 1965-66	241-285	239.95	<b>215.95</b>
1275, 1967 on (no headrests)	241-290	236.95	<b>213.25</b>
1275/1500 (with headrests)	241-300	239.95	<b>215.95</b>

## Top Cover

1275/1500 1969-80	241-525	\$142.95	<b>\$114.35</b>
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## Side Curtains & Frame Components

Side Curtain Set	259-678	\$369.95	<b>\$295.95</b>
Sp-MkI Top Frame Assembly	400-630	229.95	<b>183.95</b>
Sp-MkII/MI-MkII Top Frame Assembly	400-658	239.95	<b>191.95</b>
1967-80 Top Frame Assembly	400-680	272.45	<b>217.95</b>
Header Rail Seal	453-610	18.95	<b>14.20</b>
Header Rail Seal Retainer	453-930	7.95	<b>5.95</b>

## Dashtop Repair Panels

Midget 1969-80	453-960	\$48.95	<b>\$38.15</b>
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# MGA

## Vinyl Tops and Tonneaus

	Reg.	Sale	
1500 Black Vinyl, 1 window	242-330	\$249.95	<b>\$199.95</b>
1500/1600 (late) Black, 3 window	242-310	249.95	<b>199.95</b>
1500/1600 (late) White, 3 window	242-320	249.95	<b>199.95</b>
MKII Black, 3 window	242-950	249.95	<b>199.95</b>
MKII White, 3 window	242-960	249.95	<b>199.95</b>

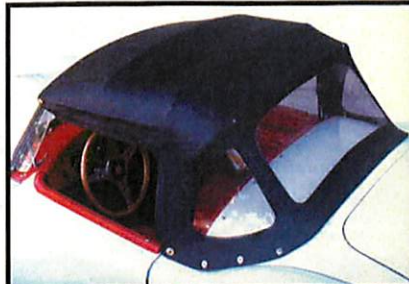
## Stayfast Canvas Tops

The unique solution-dyed fabric is extremely fade resistant, engineered to be soft and flexible over a wide range of temperatures, yet highly resistant to sagging, billowing and shrinking.

	Reg.	Sale	
1500 (early) Black	243-955	\$439.95	<b>\$373.95</b>
1500 (early) Tan	243-950	439.95	<b>373.95</b>
1500/1600 Black	243-965	489.95	<b>391.95</b>
1500/1600 Tan	243-960	489.95	<b>391.95</b>

## Tonneau Covers

Short-mounts on rear rail, Black Stayfast	243-985	\$234.95	<b>\$187.95</b>
Short-mounts on rear rail, Black Vinyl	241-420	159.95	<b>127.95</b>
Short-mounts on rear rail, Tan Stayfast	243-980	234.95	<b>187.95</b>
Long-mounts behind rail, Black Stayfast	243-995	234.95	<b>187.95</b>
Long-mounts behind rail, Black Vinyl	241-520	179.95	<b>152.95</b>
Long-mounts behind rail, White Vinyl	241-530	179.95	<b>152.95</b>
Long-mounts behind rail, Tan Stayfast	243-990	234.95	<b>187.95</b>



## Side Curtain Sets

	Reg.	Sale	
1500 "Flip Up" Black Vinyl	259-258	\$549.95	<b>\$439.95</b>
1500 "Flip Up" Black Canvas	259-268	549.95	<b>439.95</b>
1600 Black Vinyl	259-618	535.20	<b>428.15</b>
1600 Black Canvas	259-628	639.95	<b>511.95</b>
1600 Tan Stayfast Canvas	259-625	639.95	<b>511.95</b>
Aluminum Replacement Type	259-648	368.65	<b>294.90</b>

## Top Frame Hardware

Top Frame Assembly	406-690	\$239.95	<b>\$191.95</b>
Front Top Bow	453-250	44.95	<b>33.70</b>
Top Bow Socket (2 req.)	406-920	4.95	<b>4.20</b>
Top Bow Wing Bolt (2 req.)	406-200	6.75	<b>6.55</b>
Rear Anchor Bar	244-200	11.95	<b>8.95</b>

## Car Covers

Flannel	238-410	\$139.95	<b>\$111.95</b>
Duravent	237-410	99.95	<b>74.95</b>
Tyvek	236-440	49.95	<b>37.45</b>

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# MGB



## Tonneau Covers

Our tonneau covers are tailored for left-hand drive cars only and are available in black only. Supplied complete with all necessary snaps and studs (not installed).

	Reg.	Sale	
1962-67 w/out headrest to 138400	241-440	\$239.95	<b>\$203.95</b>
1968-70 w/out headrest 138401-219020	241-443	239.95	<b>203.95</b>
1971-80 w/out headrest 219021 on	241-445	239.95	<b>203.95</b>
1969 w/headrest 158371-187210	241-460	249.95	<b>199.95</b>
1970-80 w/headrest 187211 on	241-465	239.95	<b>203.95</b>

## MGB Deluxe Sun-Fast Tops

This unique solution-dyed material is extremely fade-resistant, engineered to be soft and flexible over a wide range of temperatures, yet highly resistant to sagging, billowing or shrinking. Professional installation suggested. With zip out rear window.

	Reg.	Sale	
1971-80 Black	242-740	\$589.95	<b>\$471.95</b>
1971-80 Tan	242-745	589.95	<b>471.95</b>

## English Dull-Coat Vinyl Tops

Rugged British-made top is heavier than other budget tops and all seams are stitched and welded for maximum strength. With zip-out rear window.

	Reg.	Sale	
1971-80 Black	242-685	\$237.00	<b>\$189.80</b>

## Cabrioleet Tops

Deluxe UK produced "cabrioleet" tops borrowed from the German style of padded tops with a full headliner and thick insulation. The extremely durable Stayfast canvas is solution dyed acrylic fabric. Professional installation suggested.

	Reg.	Sale	
1971-80 Black Stayfast	242-795	\$669.30	<b>\$695.40</b>
1971-80 Brown Stayfast	242-785	669.30	<b>695.40</b>
1971-80 Black Vinyl	242-775	548.95	<b>483.95</b>

## Original Tops

These are genuine English Tickford factory style double-coated vinyl tops, complete with header rail and all snaps pre-installed. Black Vinyl only.

	Reg.	Sale	
1963-70 Top for stow-away frame	250-040	\$449.95	<b>\$359.95</b>
1963-70 Top for folding frame	250-000	475.85	<b>380.65</b>
1971-76 Top w/ixed window	250-080	449.95	<b>359.95</b>
1977-80 Top w/zip-out window	250-130	449.95	<b>359.95</b>

## Replacement Vinyl Tops

These high quality replacement tops are supplied with all snaps and fasteners, but do not include the header rail #406-250 or rear anchor bar #244-210.

	Reg.	Sale	
1962-63 Folding top frame Black	242-630	\$279.95	<b>\$229.55</b>
1963-70 Stow-away top frame Black	242-650	279.95	<b>229.55</b>
1963-70 Stow-away top frame White	242-680	279.95	<b>229.55</b>
1963-70 Folding top frame Black	242-640	279.95	<b>229.55</b>
1963-70 Folding top frame White	242-670	279.95	<b>229.55</b>
1971-76 Fixed rear window Black	242-645	279.95	<b>229.55</b>
1977-80 Zip-out rear window Black	242-655	279.95	<b>229.55</b>
1977-80 Zip-out rear window White	242-695	279.95	<b>229.55</b>
1977-80 Zip-out rear window Tan	242-295	279.95	<b>229.55</b>

## Top and Cockpit Covers

Cockpit Cover	237-900	\$44.95	<b>\$35.05</b>
1971-80 Top Cover Black Vinyl	241-485	139.95	<b>111.95</b>

## MGBGT Weather Seals

Glazing Rubber, Windshield	282-430	\$44.95	<b>\$33.70</b>
Tailgate Inner Seal	282-480	19.75	<b>14.80</b>
Tailgate Outer Seal	282-490	19.95	<b>14.95</b>
Glazing Rubber, Rear Window	282-590	35.95	<b>28.95</b>

## Frames & Stowage Bags

	Reg.	Sale	
Header Rail	406-250	\$174.95	<b>\$139.95</b>
Header Rail Seal Retainer	453-600	9.95	<b>7.45</b>
Header Rail Seal	453-610	18.95	<b>14.20</b>
Rear Anchor Bar	244-210	19.95	<b>14.95</b>
1969-70 Optional Folding Frame	406-280	239.95	<b>191.95</b>
1970-80 Standard Folding Frame	406-290	179.95	<b>143.95</b>
1970-80 Standard Folding Frame	454-490	159.95	<b>135.95</b>
1962-69 Stow-Away Frame: LH	454-500	159.95	<b>135.95</b>
Stow-away Top Bag	242-600	47.95	<b>39.30</b>
Stow-away Top Frame Bag	242-615	71.35	<b>55.65</b>
Tonneau Bow, LH	453-630	21.95	<b>16.45</b>
Tonneau Bow, RH	453-640	21.95	<b>16.45</b>
Tonneau Bow Stowage Bag	242-625	26.95	<b>21.00</b>
Tonneau Cover Stowage Bag	242-605	29.30	<b>23.55</b>



## Dash & Doortop Pads

	Reg.	Sale	
Thru 1967 Dash Roll	453-570	\$87.95	<b>\$65.95</b>
Thru 1967 Door Cap Set, Black/White	639-608	249.95	<b>212.45</b>
Rdset 1962-65 Door Cap Set, Black/Red	639-528	249.95	<b>212.45</b>
Rdset 1962-65 Door Cap Set, Black	639-608	94.95	<b>75.95</b>
Rdset 1968-69 Door Cap Set, Black	639-668	94.95	<b>75.95</b>
Rdset 1970-76 Door Cap Set, Ochre	639-708	94.95	<b>75.95</b>
Rdset 1970-76 Door Cap Set, Champagne	639-738	94.95	<b>75.95</b>
Rdset 1970-80 Door Cap Set, Autumn Leaf	639-728	94.95	<b>75.95</b>
Rdset 1977-80 Door Cap Set, Black	639-668	94.95	<b>75.95</b>

## Dashtop Repair Panels

Revitalize your old cracked dash top pad with this molded ABS cover. It's easier to install, and a lot less expensive than a complete dashpad. Complete with adhesive & instructions.

	Reg.	Sale	
1968-71	453-890	\$48.95	<b>\$38.15</b>
1972-76	453-895	48.95	<b>38.15</b>
1977-80	453-905	48.95	<b>38.15</b>

## Car Covers

GT Flannel	238-440	\$139.95	<b>\$111.95</b>
GT Duravent Cover	237-440	99.95	<b>74.95</b>
GT Tyvek Cover	236-445	49.95	<b>37.45</b>
Roadster 1962-74 Flannel	238-420	139.95	<b>111.95</b>
Roadster 1962-74 Tyvek Cover	237-420	99.95	<b>74.95</b>
Roadster 1962-74 Tyvek Cover	236-440	49.95	<b>37.45</b>
Roadster 1975-80 Flannel	238-430	139.95	<b>111.95</b>
Roadster 1975-80 Duravent Cover	237-430	99.95	<b>74.95</b>
Roadster 1975-80 Tyvek Cover	236-445	49.95	<b>37.45</b>
All MG Nylon Cover	236-015	69.95	<b>52.45</b>



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# MG TC-TD-TF



### Stayfast Tops

	Reg	Sale	
TC w/split window Tan	243-710	\$529.95	<b>\$450.45</b>
TC w/split window Black	243-715	\$29.95	<b>450.45</b>
TC w/single window Tan	243-725	439.95	<b>351.95</b>
TC w/single window Black	243-720	439.95	<b>351.95</b>
TD (with 2 metal bows) Tan	243-735	439.95	<b>351.95</b>
TD (with 2 metal bows) Black	243-730	439.95	<b>351.95</b>
TD (with 3 metal bows) Tan	243-745	439.95	<b>351.95</b>
TD (with 3 metal bows) Black	243-740	439.95	<b>351.95</b>
TF Tan	243-755	439.95	<b>351.95</b>
TF Black	243-750	439.95	<b>351.95</b>

### Vinyl Tops

TD (with 2 metal bows) Black	242-010	\$279.95	<b>\$223.95</b>
TD (with 3 metal bows) Black	242-110	279.95	<b>223.95</b>
TF Black	242-210	279.95	<b>223.95</b>
TF White	242-220	279.95	<b>223.95</b>

### Stayfast Tonneau Covers

TC Full Tonneau Tan	243-850	\$419.95	<b>\$356.85</b>
TC Full Tonneau Black	243-860	419.95	<b>356.85</b>
TD Full Tonneau Tan	243-870	419.95	<b>356.85</b>
TD Full Tonneau Black	243-880	419.95	<b>356.85</b>
TD 1/2 Tonneau Tan	243-875	239.95	<b>196.75</b>
TD 1/2 Tonneau Black	243-885	239.95	<b>196.75</b>
TF Full Tonneau Tan	243-890	419.95	<b>356.95</b>
TF Full Tonneau Black	243-910	419.95	<b>356.95</b>
TF 1/2 Tonneau Tan	243-895	239.95	<b>196.75</b>
TF 1/2 Tonneau Black	243-915	239.95	<b>196.75</b>

### Black Vinyl Tonneau Covers

TD Full Tonneau	241-220	\$269.95	<b>\$229.45</b>
TF Full Tonneau	241-320	269.95	<b>229.45</b>

### Stayfast Side Curtain Kits

TC Complete kit Tan	243-768	\$845.95	<b>\$593.65</b>
TC Complete kit Black	243-778	845.95	<b>693.65</b>
TC Cover kit Tan	243-760	384.95	<b>327.20</b>
TC Cover kit Black	243-770	384.95	<b>327.20</b>
TD Complete kit (2 bow) Tan	243-788	845.95	<b>693.65</b>
TD Complete kit (2 bow) Black	243-798	845.95	<b>693.65</b>
TD Cover kit (2 bow) Tan	243-780	384.95	<b>327.20</b>
TD Cover kit (2 bow) Black	243-790	384.95	<b>327.20</b>
TD Complete kit (3 bow) Tan	243-818	845.95	<b>693.65</b>
TD Complete kit (3 bow) Black	243-828	845.95	<b>693.65</b>
TD Cover kit (3 bow) Tan	243-810	384.95	<b>327.20</b>
TD Cover kit (3 bow) Black	243-820	384.95	<b>327.20</b>
TF Complete kit Tan	243-838	845.95	<b>693.65</b>
TF Complete kit Black	243-848	845.95	<b>693.65</b>
TF Cover kit Tan	243-830	384.95	<b>327.20</b>
TF Cover kit Black	243-840	384.95	<b>327.20</b>



### Vinyl Side Curtain Kits

	Reg	Sale	
TD Complete kit (2 bow) Black	256-878	\$739.95	<b>\$561.85</b>
TD Cover kit (2 bow) Black	256-210	789.95	<b>231.85</b>
TD Complete kit (3 bow) Black	256-918	739.95	<b>591.85</b>
TD Cover kit (3 bow) Black	256-310	289.95	<b>231.85</b>
TF Complete kit Black	256-958	739.95	<b>591.85</b>
TF Cover kit Black	256-410	289.95	<b>231.85</b>
TF Cover kit - White	256-420	289.95	<b>231.85</b>

### Duck Side Curtain Kits

TC cover kit	256-830	\$364.95	<b>\$291.95</b>
TD cover kit (2 bow)	256-840	364.95	<b>291.95</b>
TD cover kit (3 bow)	256-850	364.95	<b>291.95</b>

### Side Curtain Components

Stowage Bags	259-808	\$109.95	<b>\$87.95</b>
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TC strip set	252-108	104.95	<b>78.70</b>
TD-TF bolt and nut set	252-018	30.95	<b>24.10</b>
TD (2 Bow) strip set	252-208	104.95	<b>78.70</b>
TD (3 Bow) strip set	252-308	104.95	<b>78.70</b>

### Bows & Hardware

TC Top Frame Assy	453-335	\$295.50	<b>\$236.40</b>
TD (2 bow) Top Frame Assy	453-345	289.95	<b>231.95</b>
TD (3 bow) Top Frame Assy	453-355	289.50	<b>231.60</b>
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Top and Side Curtain Tan Spray Paint	220-520	12.95	<b>9.70</b>
Top Bow Socket (2 req.)	406-920	4.95	<b>4.20</b>
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### Car Covers

MG TC-TD-TF Flannel	238-400	\$139.95	<b>\$111.95</b>
MG TC-TD-TF Duravent	237-400	99.95	<b>74.95</b>
MG TC-TD-TF Tyvek	236-440	49.95	<b>37.45</b>
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XX140 Rdst Tonneau Cover Black	011-360	229.95	<b>183.95</b>
XX150 Rdst Tonneau Cover Black	011-370	239.95	<b>191.95</b>
E-Type 1961-71 Black Top	2417	282.50	<b>226.00</b>
E-Type V12 1971-74 Black Top	2418	250.00	<b>225.00</b>

### Car Covers

XX120-150 Flannel	238-490	\$139.95	<b>\$111.95</b>
XX120-150 Duravent	237-490	99.95	<b>74.95</b>
XX120-150 Tyvek	236-445	49.95	<b>37.45</b>



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L	228-866	L	228-851
XL	228-867	XL	228-852
AH Logo		TR Logo	
M	228-860	M	228-855
L	228-861	L	228-856
XL	228-862	XL	228-857



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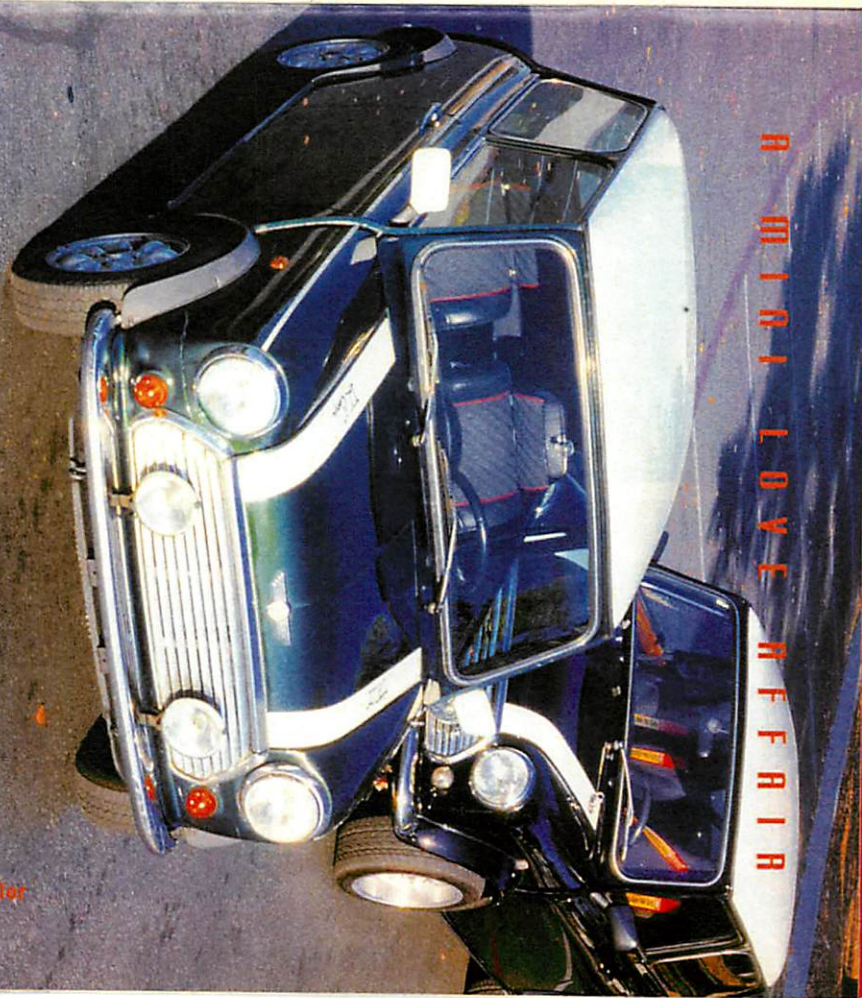
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TR6	909-159 7.95
Boyrse Sprite	909-165 7.95
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MG9-GT	909-190 7.95
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MINI LOVE AFFAIR

## the RISE, FALL and RISE of MINI IN AMERICA

Think back to American roads in the 50s. Cities and towns were connected by long, straight stretches of highway. Detroit was cranking out hulking metal beasts that seemed to serve a single purpose: to take the American family to Grandma's house on Sunday. It was time for a change, but American drivers didn't know it yet. They were anticipating more chrome badges and Detroit was happy to oblige. And why not? After all, gas was cheap and the war was history.

By Joy Keller



But there were rebels who craved the compact appeal of foreign cars like MGs and Triumphs. About this same time, the Volkswagen Beetle was making significant headway in the economy small car market. And while there were other makes such as the Renault, Simca and Peugeot – they just didn't have the right attitude. Then the Mini came along.

#### BURSTING BUBBLES

British automobile designer Alec Issigonis shared one thing in common with many other European engineers of his day. They saw the "bubble" cars rolling out of Germany and wanted to counter with something that used "the minimum amount of materials to give the maximum amount of

space and comfort." Issigonis and his design team came up with the radical idea to relocate the gearbox into the engine sump. At a time when most cars had a separate chassis, Issigonis' design was monocoque (the body was integral with the chassis) and the running gear and engine were attached through the front and rear sub frames. Money was an issue, so Issigonis spot-welded the body panels together using external "jigs", which explains the Mini's seams. The tiny vehicle also sported a rubber suspension system and a lightweight front-wheel drive, which provided exceptional handling for an economy car.

The Mini was launched Aug. 26, 1959, through Austin and Morris franchises worldwide. Badged as

the Austin Seven and the Morris Mini Minor, the first winter of production saw a host of problems for the little car including, but not limited to, leaking sills, rotting carpets and water-logged distributors. Nevertheless, the first Mini arrived on U.S. shores in 1960. American media were already giving the Mini incredible coverage, as they had seen the impact it had had on the European market. They were intrigued by the unique layout, design and overall specifications.

#### LOVE AT FIRST SIGHT?

Americans had grown accustomed to a certain level of interior and exterior trim, even in economy cars. Many were disappointed by the Mini's spare accoutrements and solemn finish. Americans weren't as directly affected by the postwar depression as England had been, and they were looking for more in a car. They wanted something that was fun, unique and practical. This is where the Mini did not disappoint.

Road & Track tested the Austin 850 Mini in March 1960, just as the first cars were arriving. The magazine expressed concern about highway noise level, but was impressed by even the slowest Mini's performance. Critics were amazed by how generous the interior room was in such a diminutive package, surpassing the externally larger VW Beetle. Weighing around 1,300 lbs. with 35 horsepower, it was a close run for a 1,200cc VW in a straight line – but in corners there was no comparison. The Beetle's quaint suspension was no match for the Mini's road-hugging performance, and at a list price of \$1,295 in 1960, it was a serious competitor to the \$1,675 VW.

In 1961, British Motor Company (BMC) introduced the Mini Cooper 997. Developed by the famed Cooper racing team, which had won the 1959 and 1960 Formula One World Championships, this model had 20 more horsepower thanks to a longer stroke connected to a slightly smaller bore that brought the displacement just under the 1,000cc limit of many racing classes. Intake valves were enlarged and the compression was increased. A more radical cam breathed through twin SU carburetors and the gearbox got closer ratio gears and an extension that brought the shift lever back beside the driver, replacing the long "magic wand" shift lever of the 850s.

The American sports car crowd loved the new Coopers. Finally, here was a true 4-seat sports sedan with room for two kids or luggage in back. The only "competition" at the time was the Renault Gordini and the Fiat-Abarths. The Mini was in a class by itself.

For the next seven years, Americans were introduced to variations of the Mini. Deluxe models,

Coopers, Mini vans, pickups, and even a military reject called the Moke graced American roads (see sidebar, "Pick Your Passion"). In 1967 the bottom fell out of the British motor industry as companies like Morris and Austin lost valuable and irretrievable ground to rivals Renault, Fiat and Volkswagen. In addition, 1968 U.S. safety and emissions regulations virtually doomed the Mini. Specifically, a requirement for occupant protection would have required a major overhaul to the Mini interior. This, combined with a BMC realignment, combined with other factors, signaled the end of the Mini in America.

To this day, it isn't unusual to find many "non-standard" Minis in car clubs across America. Because of BMC's decision to discontinue the supply line in the United States, many enthusiasts came up with creative ways to obtain their favorite ride, including smuggling cars from Canada until American regulations put on the brakes. Americans became obsessed with maintaining and rebuilding their original Minis, and often resorted to piecing together badly wrecked or rusted cars, sometimes resulting in an automotive Frankenstein effect.

Rumors of the Mini's return have turned out to be fact. When BMW bought Rover, the Mini followed. Production of the old Mini stopped in October 2000 as production of the new Mini started. U.S. sales are projected to begin in March 2002 (see "The New Mini", p.17 for more detailed information). Welcome back Mini.

#### PICK YOUR PASSION

There were many Mini models sold in the United States from 1960 to 1967, and later models have been brought in by a variety of means. The Mini line included sedans, sports models, vans and trucks. Here are the most common Minis that made it stateside. Note: dates are for U.S. sales only.

**Austin 850 1960-1967**  
**Engine size: 848cc**  
**Power output: 35 bhp at 5,500 rpm**  
**Torque: 44 lb. ft. at 2,900 rpm**

The Austin 850 was the first Mini to be imported to the United States, with minor variations between Morris and Austin models. Most American Minis were made by Austin. Initially, the Austin versions were called Austin 850, but this was changed in 1962 to Austin Mini. The Mini 850s were delivered with solid-color paint jobs in a limited range of colors.

**Mini Van and Countryman, 1960-1967**  
**Engine: same as Mini 850**

The Mini Van was introduced in 1960 as a commercial vehicle primarily intended for light delivery work.

Accommodations were sparse, and the wheelbase was longer than a standard Mini, even though the running gear was almost identical. Late in 1960 a "Woodie" version of the van, called the Austin Countryman, was introduced (the Morris version was called the Traveller). It had wood trim around the back of the body and on the twin rear doors. This more accommodating version of the van had a rear seat and similar interior trim to an 850 sedan. The Countryman proved to be popular in the US and many were sold.

**Mini Pickup, 1961-1967**  
**Engine: same as Mini 850**

This tiny utilitarian vehicle was imported in small numbers and survival rates are low. They have recently become highly sought after. The trim included spartan pressed steel grills that were painted body color and all interiors were black.

**Mini Cooper, 1961-1967**  
**Engine size: 997 and 998cc**  
**Power output: 55 bhp at 6,000 rpm**  
**Torque: 54 lb. ft at 3,600 rpm (997);**  
**57 lb. ft at 3,000 rpm (998)**

The Mini Cooper put Minis on the performance map. The first models had 997cc engines with a longer stroke and smaller bore than the 848cc engines. Twin SU carburetors replaced the single carb setup and bigger valves and a hotter cam were added as well. Front brakes were 7-inch Lockheed discs that provided only marginally more stopping power than drums. Paint on all Coopers was two-toned and shift levers were relocated farther back beside the driver for a shorter, more direct throw. Coopers also had three-gauge instrument pods in place of the single speedometer fitted to standard Mini 850s.

**Mini Cooper S, 1963-1967**  
**Engine size: 970, 1071 and 1275cc**  
**Power output: 64 bhp at 6,500 rpm (970), 67.5 bhp**  
**at 6,500 rpm (1071), 76.1 hp at 6,000 rpm (1275)**  
**Torque: 57 lb. ft. at 5,000 rpm (970), 62 lb. ft. at**  
**4,500 rpm (1071), 79 lb. ft. at 3,000 rpm (1275)**

The Mini Cooper S was introduced in 1071cc form in early 1963. In 1964 the 970cc and 1275cc versions were added. The 970 was a special model to get the S engine into the under 1000cc racing classes, and was discontinued less than a year after its introduction.

**Mini Moke, 1964-1967**  
**Engine: same as Mini 850**

Nicknamed the "Flying Bedstead," the Moke was initially intended to be a light military vehicle that could be stacked for easy shipment (hence the angular sides). Rejected by the military, the Moke entered civilian production in 1964. BMC dealers could order them and a reasonable number were imported by individuals both during the BMC years and afterwards. Although fitted with a rudimentary fabric top, the passenger seats and side curtains were optional.

**Riley Elf and Walseley Hornet, 1961-1967**  
**Engine size: 848cc and 998cc**

These two "upmarket" Mini variations were not officially imported by BMC but a small number have been brought in from Canada or England by private owners. These resembled Mini 850 sedans with vertical grills up front and an extended tail with small fins. Early models used 848cc engines, but in 1963 they were fitted with a detuned version of the 998cc engine also used in the Mini Cooper. Interior trim was more lavish than in regular Mini models, with leather seats added in 1962. **ⓐ**

## MINIS IN AMERICA

Summary of Models	Austin	Morris	Production Period
Saloon	A/A2S7	M/A2S4	August 1959 - 1967
De Luxe Saloon	A/A2S7	M/A2S4	August 1959 - October 1962
Super Saloon	A/A2S7S	M/A2S4S	June 1961 - October 1962
(Super) De Luxe Saloon	A/A2S7S	M/A2S4S	October 1962 - 1967
Cooper Saloon	C/A2S7	K/A2S4	August 1961 - 1967
Cooper 'S' Saloon	C/A2S7	K/A2S4	April 1963 - September 1964
Cooper 'S' 970 Saloon	C/A2S7	K/A2S7	March 1964 - January 1965
Cooper 'S' 1215 Saloon	C/A2S7	K/A2S7	March 1964 - 1967
Estate Car	A/AW7	M/AW4	March 1960 - 1967
All-steel Estate Car	A/AW7	M/AW4	March 1961 - 1967
¼-ton Van	A/AV7	M/AV4	January 1960 - 1967
¼-ton Pickup	A/AV7	M/AU4	February 1961 - 1967

## THE NEW MINI: evolution of an automotive icon



Only about 10,000 Minis made it to U.S. soil during its 41-year, 5.3 million production run. Nevertheless, it isn't hard to find die-hard American enthusiasts who worship the bold little statement. Now comes news that those smashing little Mini Coopers — based in part on the John Cooper inspired Minis of old that excelled in motorsports — will be dashing around the streets of America beginning in 2002. Of all the car companies to pick up this iconic design, BMW took up the charge, vowing to preserve the historic feel while blending various innovations developed since the first Minis appeared in 1959.

"The Mini Cooper is not a retro designed car, but an evolution of the original," says Frank Stephenson, the Mini's chief designer. "It has the genes and many of the key characteristics of its predecessor, but is larger, more powerful, more muscular and more exciting."

The Mini Cooper instantly endeared itself to driving enthusiasts worldwide and has lasted decades without a major redesign. But like the VW Beetle, sometimes new is better. In England, where the first new Mini models are scheduled to be released in July 2001, people are already referring to it as "the baby BMW."

BMW has kept the bulging hood, distinctive "wheels-at-the-corners" construction, and the chopped-off hatchback. When looking for a way to describe the new Mini's look, Edmunds.com writer Philip



Reed said it looked "like a scrappy little soccer hooligan spoiling for a fight."

The new Mini will be available in the United States in two trim levels, the Mini Cooper and the Mini Cooper S. Pricing isn't firm yet, but unofficially the base price will start at around \$18,000. A five-speed manual transmission will be standard with automatic as an option, and a 115- or 160-horsepower, four-cylinder 1.6-liter, 16-valve engine will be available.

Of course there are differences between the old and new Mini. The first one is that drivers won't need to pry themselves into the new Mini, which has much more interior space. In addition, the 50/50 split folding rear seats make better use of the available space. The smooth dash is broken up by a series of different-sized circular gauges, dials and vents. The tachometer sits above the small steering wheel while the large speedometer is placed right in the middle of the dash.

The new Mini has advanced suspension with a multi-link design in the rear. Disc brakes are attached to all wheels (ABS is standard) and BMW says that the body is two to three times stiffer than other cars of its size, giving it a go-kart feel. As for those tiny wheels on the original Minis, they've been replaced with standard 15-in. or optional 16- or 17-in. aluminum wheels finished in white or silver. What about safety? It was, after all, safety concerns among other issues that drove Minis out of the United States in 1967. BMW states that an exceptionally strong passenger cell is combined with front and rear crumple zones and impact door beams. A "full array of airbags" shields the driver and passenger from front and side impacts. A head protection airbag is also standard. Dynamic Stability Control traction system and Xenon headlights are options, along with a navigation system.

BMW is calling the Mini an independent brand within the BMW Group. The car will be made in Oxfordshire, England, and imported to select BMW dealerships. Americans can expect to see Minis at U.S. BMW dealerships in the spring of 2002. **ⓑ**

ANOTHER

# BUTTONWILLOW BONANZA

By Ken Smith



Left: Mike Jacobsen prepares to drive his vintage "N" MG. Top Right: This couple, seated in a Morgan, is dressed in period clothing to show their support. Above Right: A 1916 National and a couple of Morgans round out this pre-war line up.

Moss Motors returned for the sixth successive year to Buttonwillow Raceway to host their annual British Extravaganza May 5-6. The event was held in conjunction with the Vintage Auto Racing Association (VARA). For \$25 per person, attendees could enjoy a variety of competitive auto racing events.

Entries this year were at an all-time high with no fewer than 270 racers and more than 150 fine British automobiles entered in the Popular Vote Car Show.

The itinerary included full practice and 11 races on Saturday and Sunday, plus a car show on Sunday morning. Registrants were able to take their own cars out on the track during lunchtime track sessions to get a taste of what the racers experience.

We were allowed to use the skidpan at the circuit for the inaugural Moss Motors funkhana. The "funkhana" was a new feature this year and proved to be a wild ride. Following Saturday's exciting racing program, the traditional tri-tip barbecue was held, followed by several entertaining rounds of karaoke.

The two major Moss-sponsored events took


place on Sunday. Spectators at the MG/Triumph challenge watched as Robert Colosia won by just 5.10 seconds in his TR6 ahead of Steven Smith in a GT6. Robert's winning speed was 78.742 mph, roughly twice as fast as the average punter made in his lunchtime drives around the circuit. In the Sprite/Mini Challenge, last year's stunning result was reversed, with father and son adversaries, Mark Matthews Sr. and Jr. finishing first and second in a 1965 Sprite and 1959 Bugeye respectively.

Notable this year was the huge turn out of pre-war machinery, ranging from a 1916 National and various MGs and Morgans, to a suburb 1939 Laguna V12. All the veterans ran competitively and acquitted themselves admirably. Some of the drivers and riding mechanics dressed in period costume for a photo shoot on Saturday.

Peter Conway of the British Tourist Authority was a welcome guest at the event. He dispensed freebies from his booth while other vendors were busy selling t-shirts and souvenirs to the estimated 10,000

spectators who came through the gates. The new air-conditioned control center provided spectators and competitors with an excellent vantagepoint of the track. From the control center, veteran commentator Alan Bolte kept race information and facts flowing to an attentive audience. The audience was especially attentive when an Alfa Romeo GTV was raffled, which raised nearly \$20,000 for charity.

In the EP race on Sunday, no fewer than 75 (mainly British) cars started and stretched halfway around the track before finally coming to the line for the announcement, "And you're off!" Included in this impressive line-up was British Marketing Manager Kelvin Dodd in his 1965 MGB works replica. Truly, we drive what we sell. Tune in to Speedvision for coverage of the Moss Extravaganza.

Moss Motors gratefully acknowledges the cooperation of the directors and staff of Buttonwillow Raceway, the officials and workers of VARA, Dan and Darlene Longacre, the Long Beach MG Car Club and the dozens of others who made the Extravaganza so successful. 

## Buttonwillow Car Show Results:

**Early MG:** Geoff Kimler 1952 MG TD;  
Jim & Karen Bull 1966 MGB  
**Late MG:** Jay Cohen 1980 MGB.LE;  
Paul Konkle 1977 MGB  
**Early Triumph:** Rich Koch 1958 TR3A;  
Mike Clemente 1962 TR4A  
**Sprites & Midgets:** Mike McLean 1960 Sprite;  
Kim Pashke 1958 Bugeye  
**Jaguar:** Steve & Carol Kennedy 1967 XKE;  
Peter McGrath 1963 MK II  
**Big Healeys:** Charlie & Carol Hart 1955 100-4;  
Peter Rosas 1959 100-6  
**Other British Closed cars:**  
1<sup>st</sup> Ed Klasson 1953 Sunbeam Talbot  
**Other British Open cars:**  
Sam & Marie Logan 1960 Morgan +4;  
Pat Harroldson, 1963 Elva Courier  
**Funkhana:** 1<sup>st</sup> Sam & Marie Logan Morgan +4;  
2<sup>nd</sup> Jason McIlhenny Triumph TR250  
**Corner Worker's Spirit of the Meeting Awards:**  
Terry Baker 1957 MGA;  
Michael Dennering A-H Sprite



Top Left: George Chilberg in his superb 1934 MG "L". Above: The MG/Triumph challenge race starts with a bang. Far Left: Big Healeys pose at the car show. Left: British Marketing Manager Kelvin Dodd takes to the track in his 1965 MGB works replica.



# CAR MART

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1955 Austin Healey 100-4 BN-1 Full Restoration, Healey Blue. All parts like factory no modern upgrades except chrome wires & S.S. Spokes. \$32,000. Ph.(510) 787-2106 or E-mail: RWCARBARINO@CS.com. CA



1962 Austin Healey 3000 MK II 2 seater tri carb. Completely restored red with tan leather interior. Dunlop racing tires. Aluminum body, RI ID. \$33,500. 2 seater hardtop & 2nd full race engine extra. Ph.(352) 746-9889. FL



1965 Austin Healey 3000 MK III "A classic beauty" restored, original one owner 33 years. Bids over \$18,000 to loving home. Jill Ph.(701) 772-2474. ND



1960 Bugeye Sprite. Professional restoration of rust free car. Body & parts dipped. Beautiful paint. Every component either replaced or rebuilt, including drive train. Both soft 7 hard tops. \$16,000. Ph.(541) 993-2220. OR

## JAGUAR



1963 XKE Series I coupe. No rust excellent condition. Primrose paint, interior good, 406 Chevy small block, new suspension bushings, new rack and pinion steering, Chevy R700 automatic transmission, 70 mph at 2000 rpm. \$19,500. Ph.(541) 846-6876. OR



1969 XKE Roadster recent bare metal respray, new top, tonneau, Michelins, chrome wire wheels, interior like new, 3 carbs, no smog, 67,000 miles. \$25,000. Ph.(618) 466-1510. IL



1985 Jaguar XJS, V12, automatic, taupe with black, tuned up, rebuilt steering rack, 61k miles, inspected, registered, (Atlantic City NJ area) ATLANTIC CITY CAR. \$7,500 for a CLASSIC CAR. Ph.(609) 992-8346 or E-mail: wkurkow@bellatlantic.net. NJ

## MG



1952 MG TD. Excellent condition, ready to show. Everything works, including heater. All side curtains, top and tonneau covers in great condition. Rebuilt carbs, runs great. Asking \$17,000. Ph.(425) 483-9220 or E-mail: Mjrlrbl@aol.com. Seattle, WA



1953 MG TD. Restored by professional East Coast restoration firm in 1990. Beautiful condition inside (red leather) and out (black). Runs well. Over \$27,500 invested. \$20,000. Jon Vick, Ph.(760) 751-0300, Valley Center, CA

1952 MG TD "Ken Miles" block. California car. Original owner. Body sound. Engine not running, needs rebuild. Tires OK. \$3,500, including tow bar. Shorrock supercharger available separately. Charles Hascall, San Diego County. Ph.(760) 724-4735. CA

1952 MG TD restoration project 34,000 miles, last licensed 1966, no major damage, all original parts, asking \$4,000 OBO by 09-01-01 Bob Las Vegas, NV Ph.(702) 878-6122. NV



1953 MG TD. Restored by professional East Coast restoration firm in 1990. Beautiful condition inside (red leather) and out (black). Runs well. Over \$27,500 invested. \$20,000. Jon Vick, Ph.(760) 751-0300, Valley Center, CA



1955 MG TF. 1500. 83,826 miles. Only three MS car club owners. Wire wheels. California Car. Matching numbers. Never painted or restored, but drives and looks as new including roof and curtains. All tools. A genuine car. \$21,500 Ph.(562) 907-9444. CA



1957 MGA Roadster. Exc. Condition runs great, 83k miles. \$13,000. Ph. (765) 457-8640. IN



1957 MGA. Iron paint, black leather w/red piping, chrome wires. 1800 engine, balanced & hardened (only 25,000 miles). Full synco trans., 3.90 diff., MGB radiator core. \$13,000. Ph.(714) 841-1086 or E-mail: CGAnimator@aol.com. CA



1959 MG TD Ground-up restoration completed in 1995 with easy miles since. Original stock clipper blue color with biscuit leather interior. Multiple show winner that is mechanically excellent. Custom wooden luggage rack \$22,000 US. Ph.(250) 598-1383 or E-mail: coventryww@pacificcoast.net. Victoria, B.C. Canada



1959 MGA, complete professional restoration. Red with tan top, tonneau, side curtains, leather interior. Tan Wilton wool carpet. Rebuilt engine/transmission. Same owner last 17 years. Show winner. \$22,000 Ph.(330) 650-9259. OH



1959 MGA, twin cam 5.0. YN3-2098. Vintage racecar, twice at Monterey Historics. Professional built engine, Webers, dual brakes, frame-up restoration, full interior, fire system, fuel cell, rebuilt shocks, brakes, etc. New Dunlops. Have folding top, side curtains, and tonneau. \$23,800. Jeff Kraemer Ph.(831) 624-6645 or (831) 659-2728. CA

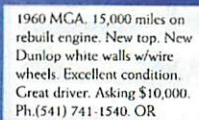


1960 MGA Roadster. Red & black leather interior. Top canvas, 3,856k on new engine and transmission, 17k on restoration, all receipts. Asking \$17,500. Ph. (610) 294-8280 or E-mail: Jacsimo@juno.com. PA

Closing date for the next issue is September 4, 2001. Please send your ad, photo and remittance to: Moss Motoring Sports Car Mart, 440 Rutherford Street, Goleta, California 93117. We cannot accept ads via e-mail. Please label photographs with name, address and telephone number. Sorry, photographs cannot be returned.



1960 MGA Roadster. Dependable driver. Painted 48 spoke wire wheels. Moss leather interior, burl veneer dash. Literature, special tools. \$12,500. Ph.(978) 263-0873 or E-mail: phcchal@juno.com. MA



1960 MGA. 15,000 miles on rebuilt engine. New top. New Dunlop white walls w/wire wheels. Excellent condition. Great driver. Asking \$10,000. Ph.(541) 741-1540. OR



1964 MGB rebuilt in 1991. New everything from wiring to forged wheels with stainless steel spokes, late MDL rear end & O.D. tranny. CD player & AC, 74,000 miles. \$12,000 OBO. Ph.(808) 635-2007. HI

1965 MGB. Second owner. 87,000 orig. miles, garaged, hard and soft tops. Wire wheels, rebuilt engine, red. \$8,500. Ph.(562) 438-8190. CA



1968 MGB total body restoration. Rebuilt engine, new valves, seats, high performance oil pump, springs, roll bar, gas tank, etc. \$6,900. Ph.(603) 399-7006 or (603) 352-8866. Larry. NH



1970 MGB Conv. New eng. head, OD, Minilite Wheels, Bridgestone tires, red black Int. PECO Ext. New cooling fan, rear springs, generator, battery, kill switch, CD speakers, oil cooler, and brakes. \$6,500 & out 10. Ph.(954) 647-0159. FL



1972 MGB GT. Many times show winner, including 2nd in nation! Complete ground-up restoration all parts new or rebuilt, rare aqua color. O.E.M. roof rack, plush car cover. \$12,000 O.B.O. Robert Franszen. Ph.(616) 465-0151. Stevensville, MI

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1973 MGB Roadster. Completely rebuilt, and all new components, including: Weber carb., clutch, master cylinder, factory top, and exhaust. Runs well and driven regularly. \$5,000 OBO Ph.(972) 254-5944 or E-mail: CDNORM@juno.com. TX



1974 Midget, 34,500 miles, completely restored, Weber carb, electronic ignition, new exhaust/muffler, \$8,000. Ed Boyd Ph.(520) 296-4618 or E-mail: EJAB37@juno.com. AZ

1977 MGB parts car. Complete with engine and transmission. 5 Limited Edition wheels plus 4 standard wheels. Good suspension, interior, and body parts intact. Towable. Never left L.A. \$1,000 firm. Ph.(310) 473-7318 or E-mail: gbsworth@juno.com. CA



1977 MG Midget. Brooklands green w/ biscuit interior. Looks and runs good. Very low mileage car with extra parts. \$3,150 Ph.(702) 454-2496 or (702) 768-4496. NV



1979 MGB-Creat Car 63K, AC, runs well, excellent condition, no rust. New paint, front end, tires, and brakes. Carefully maintained. Extra transmission/carburetor/parts. \$6,700. Ph.(915) 587-8448 or E-mail: dean.thatcher@gte.net. TX

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1970 Triumph TR6, overdrive model, white with tan interior, very original, 74,000 miles, 2 owners, full history. Asking \$12,000. Ph.(864) 647-8080. SC



1974 TR-6 with overdrive. Original French blue, in excellent condition. Owned and loved for 25 years. 12k on a rebuilt engine with new clutch, paint, tires and lots more. \$9,500. John Crossley Ph.(530) 229-7830 or E-mail: Crossleyj@aol.com. CA

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1976 TR6, professionally restored body, engine and interior. 48,000 original miles. \$9,800. Ph. (day) (860) 510-0012 (evenings) (860) 437-8649. CT

## OTHER



Elva Courier, MK II, completely restored, vintage race prepped, 30k mile CA car. All the right race stuff and all street equipment. Accepted everywhere. Beautiful, fast, fun. Street or track. \$22,000. Ph.(805) 544-6516. CA

# BRITISH MOTORING EVENTS CALENDAR

## FUTURE EVENT HIGHLIGHTS

### AUGUST

- 20 All British Car, Cycle Meet and Social Omaha, NE Bill Redinger 402-636-3991 wredinger@oppd.com
- 22-25 VTR 2001 Breckenridge, CO Harry Cornelius 303-840-2504
- 24-26 Drive In #4 Lancaster, PA Richard Miller 908-713-6251
- 24-26 21st Lotus Owners Gathering Worcester, MA Foster Cooperstein 617-965-2058  
fjcoop@aol.com
- 26 12th Annual A Taste of Britain Auto Show Lancaster, PA Jim Harbold 717-292-0579  
sh88keys@earthlink.net
- 31-2 Kansas City All British Car and Cycle Meet Kansas City, MO Bill Young 816-942-8099  
bkyoung@planetk.com

### SEPTEMBER

- 1-3 25th Annual All British Field Meet Portland International Raceway, OR 503-504-2236  
tomimport@ipinc.net
- 8 Loch Norman's British Car & Boat Fest Mooresville, NC Tyrone Stoner 704-872-3015  
carshow@nc.prestige.net
- 8 Fallfest Dover, NJ Allen Rosenberg 908-755-3794 bigalnj@aol.com
- 8-9 7th Annual British Car Festival Tipton, PA Jim Pastore 814-942-7742 mgnut@msn.com
- 9 Battle of the Brits Sterling Heights, MI Suzanne Snyder 810-979-4875 snydley@home.com
- 9 15th Annual British Car Festival Des Plaines, IL Bill Kowalski 630-852-6898 wsk@elanengr.com
- 9 23rd Annual British Car Meet Palo Alto, CA Rick Feibusch 310-392-6605 rfeibusch@loop.com
- 20-21 British Car Day at Bronte Creek Provincial Park Burlington, ON ttc@ttc.com
- 15 British Motor Car Day on the Ohio River Newburgh, IN Bill Barrow 812-490-0560 mgbill@sigeconet.net
- 15-16 20th Annual All British Car Show St. Louis, MO Fred Houser 314-965-9320 fhouser@sprynet.com
- 15-16 The Colorado English Motoring Conclave Arvada, CO Gary George 303-477-0189 glgv12e@aol.com
- 18-23 Jaguar Roadrunner 1000 Classic Car Rally Santa Fe, NM John Smallwood 800-561-0898  
johnsmallwood@santafehotels.com
- 19-23 GoF Mk 72 Watkins Glen, NY Tony Thomas 919-851-3030 athomas990@aol.com
- 10-22 Fall GoF Kerrville, TX Ken Lessig 972-843-0201 kenlanales@aol.com
- 21-23 Indy British Motor Days Indy Raceway Park, IN Don Hayman 317-887-3867 mgdr@quiknet.net
- 21-23 11th Annual Rio Grande Valley Reg. Rdvs Raton, NM Kevin Kittle 505-345-4207
- 23 17th Ann. Richmond British Car Day Richmond, VA Bruce Woodson 804-264-8551
- 27-30 South Eastern Fall GoF Mk 11 Hiawassee, GA Charles S. Mitchell 770-964-2911
- 29 MGs on the Rocks Car Show Rocks State Park, MD Richard Liddick 410-817-8862  
rg12mgbgt@aol.com
- 29 Very British Car Meet Fresno, CA Marty 559-439-5062
- 29 MGs on the Green Davidson, NC Pieter Korvink 704-846-6606 pkorvink@carolina.rr.com
- 30 Wings and Wheels Santa Monica, CA Kelvin Dodd 800-235-6954
- 30 British Legends on the Lawn Whippany, NJ Ralph Brown 973-285-6930 brown-ralph@usa.net
- 30 All British Sports Car Show Lincoln, NE Fred Meier 402-475-1302

### OCTOBER

- 5-7 20th Annual Fall British Car Festival Waynesboro, VA Bob Shiffet 540-943-1236
- 6 11th Annual British Car Club Day Fairhope, AL Dave Burrows 334-990-5744
- 6 Autumn Meet Rally & Popular Vote Show Chester, NJ Bob Herfurth 908-369-4656
- 7 22nd Annual British Car Day San Diego, CA
- 14 19th Annual Greater LA British Car Meet Woodley Park, CA Rick Feibusch 310-392-6605  
rfeibusch@loop.com
- 18-21 Triumphfest Ventura, CA Bob Muzio 818-703-1846 vpservice@aol.com
- 21 Hunt Country Classic Middleburg, VA Steve Boyce 703-207-9048 sboycemg@aol.com
- 26-28 17th Ann. British Car Day Charleston, SC Jim Cloes 843-795-6636 diambart@bennethofford.com

### NOVEMBER

- 2-4 Rendezvous 2001 Tallahassee, FL Joe & Pheonia Kaiser 850-222-9317 pkaiser@netally.com

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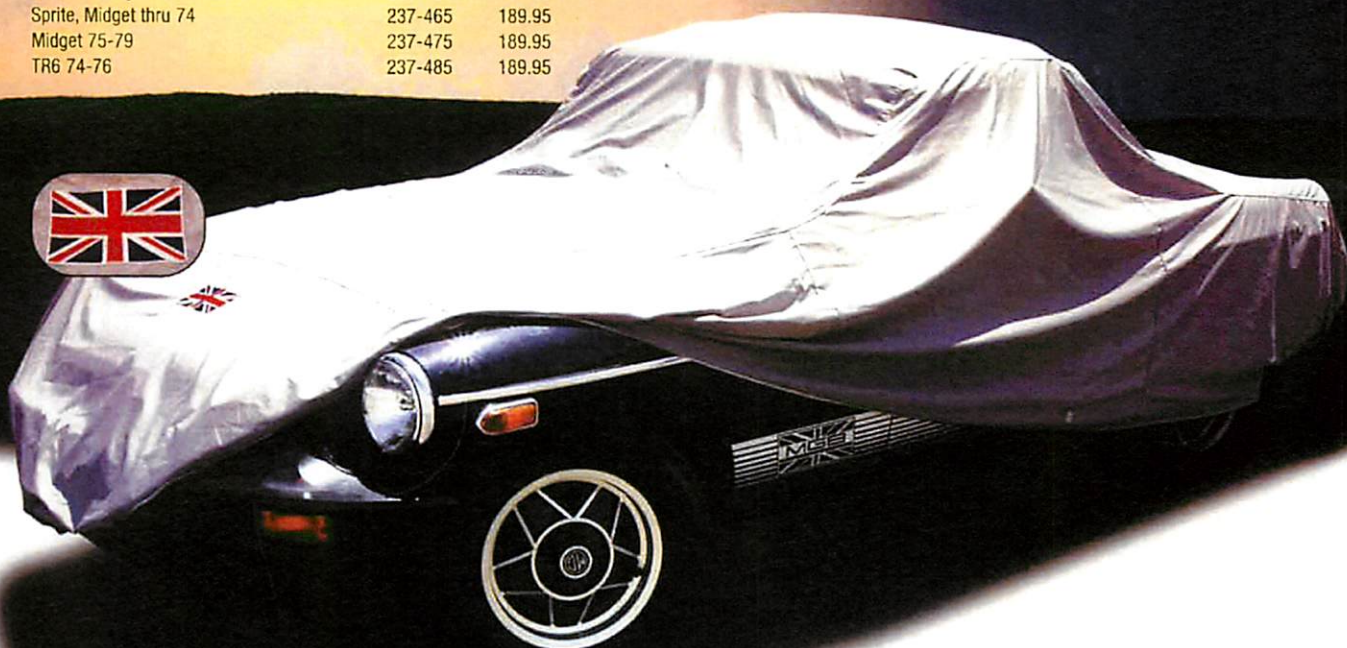
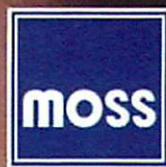
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