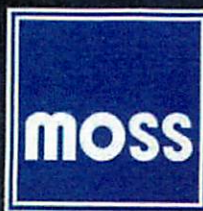




 **British
Motoring**

FALL 2002
Volume 21 Number 3

Lotus
Alpine Mini
British Favorites



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On The Cover: The popularity of Triumph, MG and Jaguar helped bring the soul of British sports cars to a worldwide market. Other makes, such as Austin Healey, Lotus, and Morgan benefitted from Britain's "Big Three" sports car makers ground breaking efforts. Photography by Alan Paradise.

On This Page: James Bond, agent 007, returns to his British motoring roots as the new Jaguar XKR will be the feature car in the next Bond film, Die Another Day.

British Motoring Obituary, Jerry Goguen

Jerry Goguen, former owner of Abingdon Spares, Ltd., died at his home in Walpole, New Hampshire, on July 28, 2002, after a courageous battle with cancer. Jerry was a respected competitor and business rival who helped ensure that both organizations provided an unsurpassed range of spares for classic T-series MGs. Jerry will be sorely missed by his loving wife, Doris, and their daughter, Nicole, as well as his many MG friends all over the world.



old friends

By Wiley Davis

The glowing transparency sitting on the light table said it all. Two boots, cut off at the ankles by the top of the frame. Underneath them the bonnet of a 1962 Lotus Elite, white with orange and blue stripes. The owner of those boots, Mike Ostrov, had what I would call a relationship with his automobiles. If those boots scratched the car it was no matter... he would fix it. Like an old friend, the Lotus was intertwined with Mike's life so completely that it was impossible for him to be protective or neurotic around the machine. Mike and the Lotus made one another comfortable.

This scene contrasts importantly with a photo shoot near Mirage Lake outside of Los Angeles, California, some months ago. The original intent was to shoot a group of modified Mazda Miatas on the dry lakebed. The presence of dust and the lack of pavement, however, had the group in fits. We settled on shooting along the roadside instead. A strange dance ensued. I would kneel down, put the camera to my eye, focus and begin depressing the shutter release button when suddenly, a person would leap into the frame and begin licking their wheels clean. Actually, most of them used a rag, but the fact remains that they could not let me take a photo without making absolutely certain no dust had settled on the their trophy queens.

The key to understanding this dissimilarity is to understand that a relationship involves interaction and openness. When dealing with automobiles this means a willingness to learn about the machine, to ask it how it's doing. To listen to the valves and check the condition of the spark plugs. It means having a desire to learn everything about the car, how to rebuild the engine, adjust the carburetors and swap a transmission. It comes from recognizing that appearance is only one tiny component of the entire package. Those with solid automotive relationships see a mechanical failure


as a chance to tinker, not a hassle.

My first car was a Triumph TR6, given to me by my Dad. I remember distinctly the day we began its restoration in preparation for my obtaining a driver's license, how we replaced the fluids and the ignition components. An unanticipated excitement made my fingers tingle when it fired up for the first time in years. We drove it twice around the block, my dad's ear cocked slightly sideways... listening. When we pulled into the driveway he said, "the timing needs a bit of adjustment."

"How can you tell?" I asked.

"After you've driven it long enough you can hear when something's wrong."

This was a bold new concept to a fifteen-year-old who, until then, had thought of cars as unopenable boxes of mechanization. The idea that a car communicated with its driver in subtleties and via methods other than the gauges was the catalyst for the relationship that developed. My car never had a name, for it was a relationship built on knowledge not contrivance.

"It's a shame we can't find some puddles to drive through," says Mike, clearly a man secure in his relationship. "Driving through water always makes for good photos." Surely it does. An old pair of boots on a hood, however, makes for a good photo as well. 



New Products

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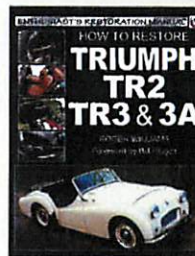
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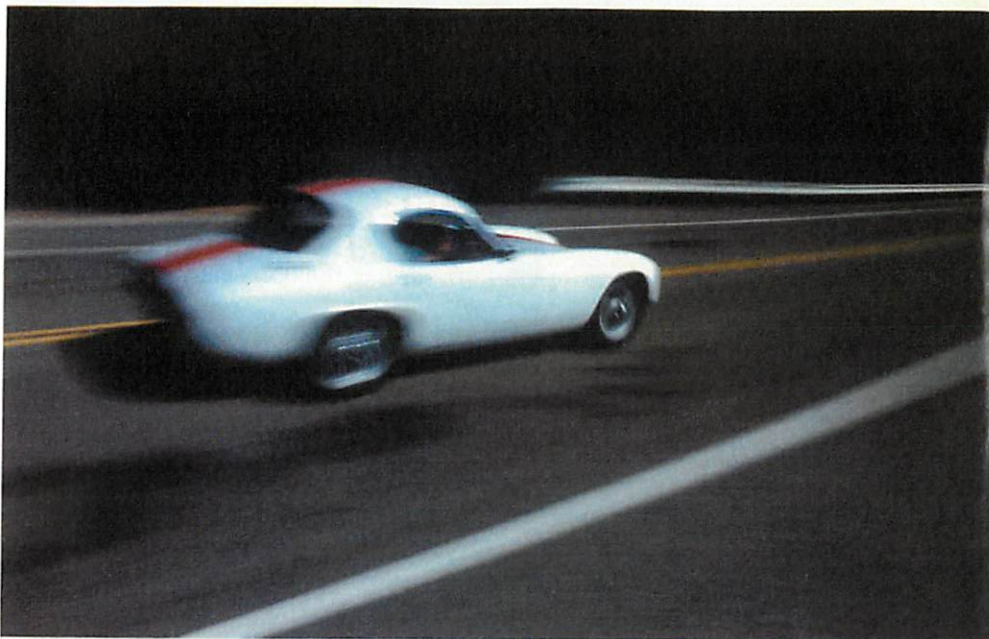
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Elite Innovation

Lotus changes the nature of exotic supercars By Wiley Davis



The interior of the Elite is simple and functional. It derives its beauty from a truth that is always at the surface.

The business card that Mike Ostrov hands to me is a focused peek into his personality. He presents it upside down, revealing a backside stamped with the words "Club Elite" just below an outline of a Lotus Elite profiled in red ink. Out of curiosity I turn it over to see what this man does for a living.

Judging by the hobby garage he maintains in a quiet backwater outside San Francisco, it is difficult imagining him having an actual occupation. Unless tinkering with vintage Lotus automobiles while drinking beer can be considered a job, Mike seems to be unemployed. When I first talked to him on the telephone I cautiously asked for permission to photograph the Elite I heard he owned.

"Which one?" he asked.

"I didn't know you had two," I said.

"I don't," he countered. "I own four... that are running. I also have a Lotus Seven and a really expensive tie-rack."

"What colors are they?"

"I'll tell you what. Can you drive a stick?"

"Yes."

"Good. If you know anyone else that can drive a stick we'll take the lot of them out for a drive and you can take as many pictures as you'd like."

Two days later I am standing outside a small garage with a gravel driveway. A green Lotus seven is poking its nose into the sun through the open garage door. Mike has come out with a handshake and a grin. The front side of his business card, I notice as he chats up my girlfriend, showing her some oddity on the Seven, says that Mike was a certified financial planner in his days before retirement. I scan the details and notice that just below the phone numbers for the office and fax machines (crossed out with black pen) is a string of digits labeled "Shop Phone." This simple rectangle of cardboard accurately classifies Mike Ostrov's priorities. I am guessing that not much "financial planning" was done at the shop.

This zealous devotion is fitting for the owner of a Lotus. If it were not for zealotry, Lotus would not even exist. Colin Chapman was all things to the company. He was a masterful engineer that revolutionized the racing world. He is a god among young engineers. The student Society of Automotive Engineers (SAE) is filled to capacity with college students who worship Colin Chapman as if he were Michael Jordan. Perhaps a better comparison, however, would be with Dennis Rodman. Colin always did things differently. He was responsible for popularizing the mid-engine layout and the monocoque chassis. He was a fanatic about weight. All Lotus cars are

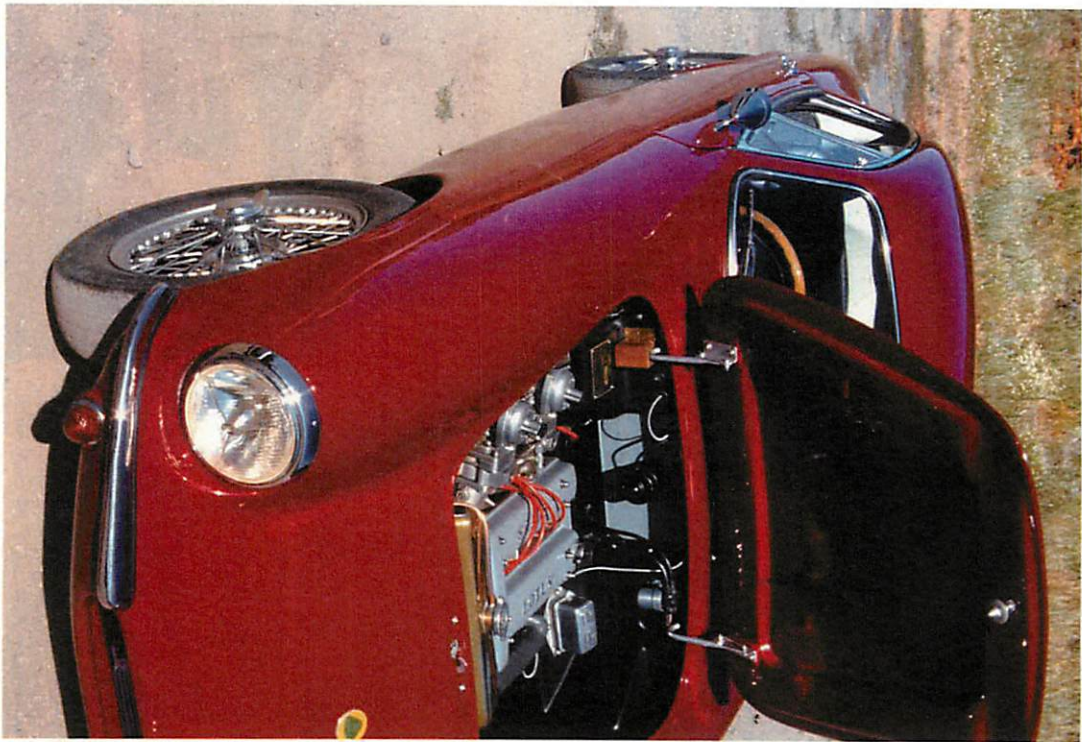
lightweights. The Elite boasts a running weight of 1525 lbs. This is an average number for a street automobile, not a special factory "lightweight" version. The Lotus Seven is more of a feather at 1200 lbs., with race-prepped cars sometimes approaching the 800 lb. mark. The Lotus reputation, and soul, is based on engineering. The Italians have sultry design and fiery passion, the Germans have craftsmanship and perfection, the English have, with Lotus as the flagship, an odd brew of engineering excellence, spotty design and absolutely no craftsmanship. It is, completely, a reputation that fits a fanatical tinkerer like a glove.

Lotus and Colin built their reputations on a foundation of racing successes. But Colin was resolved to establish Lotus as a manufacturer of upper echelon GT cars, not just racing machines. Out of this desire, the Elite was born.

The Lotus Seven had been a consumer car, technically, but it was by no means a GT. The Elite, on the other hand, was every piece an elegant automobile. Penned by Peter Kirwan Taylor, an accountant by trade and designer by hobby, the Elite combined graceful lines with Lotus engineering. Central to the concept, and a scary proposition even to the groundbreaking Colin, was a monocoque structure made entirely from fiber reinforced plastic... fiberglass. FRP (think carbon fiber here) monocoques are commonplace on exotic machinery today, but at the time, it was off the map. Colin, bold as he was, was unwilling to risk the company without first filling in that map. He visited with manufacturers, took classes and carried out a series of initial structural calculations. All of these convinced him that the idea was sound.

The interior of the Elite is simple and functional. It derives its beauty from a truth that is always at the surface. We are buzzing along at 60mph along San





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Pablo Dan Road. Mike is in the lead, flinging his Cranberry Elite through the corners. I notice, again, that I am hugging the center divider line too closely, the throw from the reflectors hitting the tires less me know this. I am not accustomed to driving a right-hand drive car. Shifting is particularly odd, but the German ZF gearbox, a unit that replaced the MG-based gearbox in later production, shifts with a precision that I have not felt in any other car. It feels like throwing a large toggle switch, minute movement and positive detents.

The Elite is the lightest road car I have ever driven and it feels like it. Corrects approach with a swiftness that I think will outmatch the skinny tires but a light pressure (and I mean light) guides the Lotus around the bend without even a squeal. Tiny pebbles on the road can be felt. Grain lines in the asphalt shimmy the wood-injected steering wheel perceptibly but not intrusively. The Elite is a car that talks to you with body language. If the Elite feels at all outlaid it is in the brakes. They are no doubt effective, but the pedal requires a heavy foot to get things stopped quickly and the feedback is vague.

Driving the car makes apparent its level of sophistication. At the time, the unique construction was a source of wonder and fear. Fiberglass had, of course, been used extensively and successfully as a



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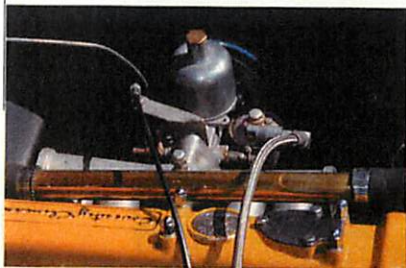
material for bodywork, but using it as a structural material was not the same thing. For Lotus, it was a steep learning curve. They brought in a consultant from Ford named John Frayling who helped them develop the molds necessary for production. He eventually left Ford and took up a full-time position with Lotus, developing the manufacturing techniques needed to make the Elite project a reality.

When the Elite debuted at the 1957 International Auto Show at Earl's Court, it surprised even Lotus employees. Not only was the project kept secret, it was such a developmental hurdle that the people involved with its construction were not sure if it would be finished in time to make the show. In reality, it wasn't.

When the car was put on display it lacked two vital components: A driveshaft and a cooling system. A journalist for Motor Sport magazine named Denis Jenkinson, who was an avid Porsche enthusiast, quipped, "If it didn't have a propshaft and hadn't got any water, I'd buy it."

"Sold," Colin quipped back.

The Elite came with the Coventry Climax FWE engine. This powerplant was a derivative of a British fire pump engine. Specifications that made it an ideal portable pump power unit: lightweight (so that two men could tote it round), reliable and powerful, also made it an ideal competition engine and many people adopted it as such. The FWE in particular was 1216cc with a 2.625" stroke and a 3.0" bore. Power output was an optimistic (as is English custom) 75hp @ 6100rpm.



After an early setback involving the differential mounting points that failed due to improper layout techniques during manufacture, the Elite proved the viability of structural fiberglass construction. Manufacturers like Ferrari, Jaguar, McLaren, Lamborghini, and all race teams in the upper reaches of road racing, use FRP construction today. The Lotus Elite set a technological standard for GT cars, giving the world what one commentator described as, "a GT of unouchable graces... in miniature."

We make it back to the garage late in the afternoon. We are a motley collection, surrounded by Elites of varying color and a mild breeze. Inside the garage is a collection of parts and memorabilia so dense it appears to keep the structure standing, having more of a presence than the 2x4s in the walls. There are cutaway drawings, extra body shells, an engine on a test stand. We stand around for awhile, talking about cars and sail boats. Eventually I notice a decrepit Lotus Seven hanging from the rafters. "What's that?" I ask.

"Oh that," Mike says. "That's the world's most expensive tie-rack."

Hanging from the front grille are three neckties. He wasn't kidding. Perhaps they serve as a throwback to his days in financial planning. I didn't ask. ☐

Popularity Contest

The makes and models that changed the face of motoring

By Alan Paradise



Early Jaguars, such as this XK140, helped bring the British sports car to America. These cars are rare by production standards. From 1948-'57 there were 20,962 XKs produced. Ford made more Thunderbirds (21,380) in 1957 alone.

Yes, we love our British cars. The soul, the romance, the connectivity of man and machine — these are the fundamental factors that have established loyalty to brand names like Jaguar, MG, Triumph, Morgan, Lotus, Austin Healey, Aston Martin, Sunbeam, and others.

By today's standards, nearly all classic British sports cars would be considered limited or small production. After all, in just two years Chrysler has sold over 375,000 PT Cruisers. That's nearly twice the number of all the Jaguars produced from 1945 to 1963.

As much as world economics and technology have changed the method in which cars are manufactured and sold, so too has the way in which cars are viewed. New cars, in spite of the marketing efforts, are remarkably appliance-like. While this is fine for sales records, it has also served as the catalyst to rejuvenate the classic British car market.

Many British sports cars are saddled with obscurity, such as Allard, Alvis, Frazer-Nash, HRG and TVR. Others changed the face of enthusiast motoring and became highly desirable cars on a worldwide basis. These popular makes and models have become the cornerstone of the British car hobby. Leading the way is MG, whose models are extremely

popular as the brand has maintained a loyal following. The same holds true for Triumph and, to a large degree, Jaguar. Austin Healey enjoys popularity, in large part due to the uniqueness of its big 100 and 3000 models, and to the more common Sprite and its relationship to the MG Midget. In all, more than 80,000 Sprites and Midgets were sold in a ten-year period from 1961-'71. However, to put that figure in context, 81,000 Henry J models were sold in 1951.

While most people think "sports car" when the topic of British cars is presented, the Henry J clearly shows that, like any other market, the



One of the most affordable of all British sports cars, both today and when new, is the MG Midget.

bulk of production is not reserved for enthusiasts. Jaguar's most famous car is the E-Type, with just over 63,000 produced from 1961-75. During the same time, nearly 100,000 Mk II sedans were sold. This same trend holds true of the present Jaguar line – the XK supplies the brand's sizzle, but the S-Type is the company's steak in the luxury car market.

Over the past 57 years the British car hobby has clearly been the foundation for automotive restorers. The ever-growing popularity of these easy to work on, and fun



Perhaps the car that best identifies the British car personality is the MG T series. The ability to access restoration parts has kept a larger number of 42,000 TCs, TDs and TFs in existence.



From 1962 to 1980 Triumph produced over 343,000 Spitfires, placing it second behind the MGB as the most popular British sports car.

(314,152) lead the way. All three models are inexpensive to purchase and can be completely rebuilt using re-manufactured components. Other models that had fairly decent production numbers, such as the Sunbeam Alpine (69,251) and Triumph TR7 (112,368) have yet to find the mass appeal to warrant aftermarket inclusion. In contrast, despite the lower number of MGs from the late 1940s to mid '50s (all models combined = 52,064) enjoy growing popularity.

For the vast majority of British sports car enthusiasts, restoration has been the road to travel. However, a growing number of owners, especially with MG and Triumph models, are finding that

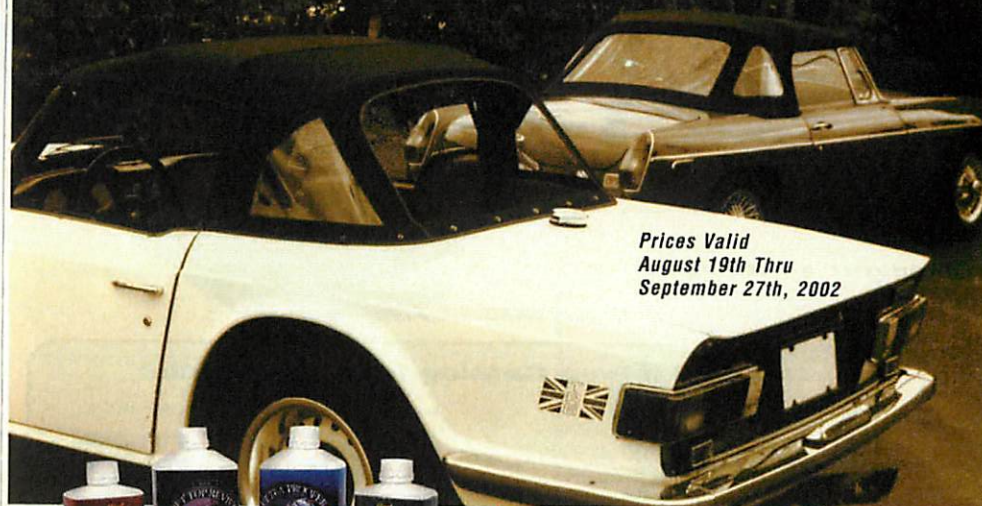
to drive sports cars provides an all-consuming passion that is difficult to deny. When combined with the easy availability of parts and technical assistance, restoring or restofying (restored and modified) MC, Triumph, Austin Healey or Jaguar can be done without the high cost and hassle associated with German, Italian, or even select American sports cars.

As expected, the most popular British sports cars have the highest production figures. The MCB (665,000), MG Midget/Austin Healey Sprite (190,363) and Triumph Spitfire



Like the XK120 and 140, the E-Type screams British fashion and charm.

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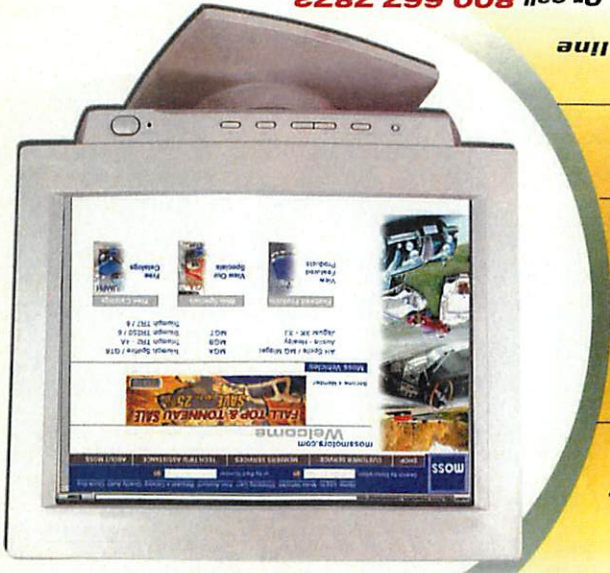
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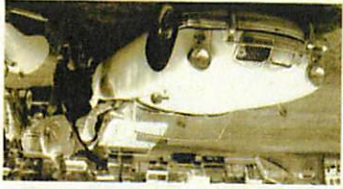
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Frame - LH	454-500	164.95	\$191.45
Frame Storage Bag	242-615	69.95	55.95
Top Storage Bag	242-630	47.95	38.80

Tops 1963-70 Grey Folding Frame

Original Tektored Vinyl	Black 250-000	479.95	383.95
	Black 242-640	279.95	223.95
Robbers Vinyl	Black 242-670	279.95	223.95
	White 406-280	274.95	184.45

Tops 1971-80 Black Folding Frame

The sport rear window was original from 1977 with improved section. The cabinet design top features a full padded headliner that gives a luxurious look and a brighter, spacier interior.

With Zip Out Rear Window	Color	Part No.	Regular	SALE
Original Tektored Vinyl	Black	250-130	479.95	388.75
UK Drill Case Vinyl	Black	242-685	264.95	211.95
	Black	242-655	279.95	223.95
	White	242-695	279.95	223.95
Robbers Vinyl	Tan	242-295	279.95	223.95
	Tan	242-740	589.95	471.95
Sunfast Cloth	Tan	242-745	589.95	471.95
Cabriolet Drill Case Vinyl	Black	242-775	668.93	535.10
Cabriolet Sport Cloth	Black	242-785	668.93	535.10
	Brown	242-785	668.93	535.10
With Fixed Rear Window				
Original Tektored Vinyl	Black	250-680	479.95	383.95
Robbers Vinyl	Black	242-645	279.95	223.95
	White	242-690	279.95	223.95
Top Boat		241-455	139.95	111.95



Top Installation Parts - All Years

Part No.	Regular	SALE
Header Rail	406-260	\$179.95
Header Rail Seal Reinforcer	453-600	9.95
Header Rail Seal	453-610	16.95
Rear Anchor Bar	244-210	19.95

Vinyl Tonneau Covers

Applications listed are LH9, but RH/D versions may be special orders. All straps are included and require installation to match the fittings on your car.

1962-67	241-440	239.95	191.95
1968-69 (W/O Hirst Pockets)	241-443	239.95	191.95
1970-80 (W/O Hirst Pockets)	241-445	239.95	191.95
1969 (With Hirst Pockets)	241-460	239.95	191.95
1970-80 (With Hirst Pockets)	241-465	239.95	191.95



New! Sunfast Cloth Tonneau Covers

Please allow two weeks for delivery.

Color	Part No.	Regular	SALE
Black	241-441	\$531.00	\$424.80
Tan	241-451	\$51.00	\$43.80
Black	241-444	\$51.00	\$43.80
Tan	241-454	\$51.00	\$43.80
Black	241-446	\$15.25	\$12.20
Tan	241-456	\$15.25	\$12.20
Black	241-466	\$15.25	\$12.20
Tan	241-476	\$15.25	\$12.20

Tonneau Bows and Storage Bags

The two bows, Tonneau bow mounts behind the seat and under the cover of the top, and the Tonneau Bow RH

Tonneau Bow LH	453-620	22.95	18.35
Tonneau Bow Storage Bag	453-630	56.95	44.95
Tonneau Cover Storage Bag	242-525	32.95	27.35
	242-535	32.95	27.35



Dashboard Repair Panels

Replace your old cracked dash top pad with this molded ABS composite. Order your composite dashboard to install and a lot less expensive. Complete with screws & installation instructions.

Part No.	Regular	SALE
1968-71	453-990	\$48.95
1972-80	453-985	48.95
1971-80	453-995	48.95

Car Covers

Chrome Bumper Roadster	Triplex 236-440	49.95	39.95
	Duravent 237-420	99.95	79.95
	Flannet 238-420	139.95	111.95
	Ultron 237-425	199.95	179.95
Rubber Bumper Roadster	Triplex 236-445	49.95	39.95
	Duravent 237-430	99.95	79.95
	Flannet 238-430	139.95	111.95
	Ultron 237-435	169.95	170.95
	Triplex 236-445	49.95	39.95
	Duravent 237-440	99.95	79.95
	Flannet 238-440	139.95	111.95
	Ultron 237-445	194.95	175.45
MC Packaway Cover	Nylon 236-015	69.95	55.95

Cockpit Covers

Hot sun, wind and dirt will slowly but surely destroy your interior. Our cockpit cover solves the main function of protecting your vehicle without the bulk of full-body car cover.

Duravent	237-990	44.95	35.95
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TR250-TR6

TR2-4A

Vinyl Tops

Manufactured from the finest materials, Robbins OE style tops are available with or without the correct reflective strips and zippered rear window. We also offer a quality UK manufactured "Dull Coat" vinyl top with zipper window.

	Color	Part No.	Regular	SALE!
TR250 OE Style W/Reflectors		640-140	\$359.95	\$287.95
TR6 OE Style W/Reflectors		640-150	389.95	311.95
TR250, TR6 Fixed Window	Black	640-100	269.95	215.95
TR250, TR6 Zippered Window		640-120	269.95	215.95
TR250, TR6 UK Dull Coat		640-115	259.95	207.95

Vinyl Tonneau Covers

TR250		644-080	209.95	167.95
TR6 (W/Headrest Pockets)	Black	644-100	246.50	197.20
TR6 (W/O Headrest Pockets)		644-120	219.95	175.95

"Sunfast" Cloth Tops

Manufactured of a fabric that is extremely fade resistant, Sunfast cloth is engineered to be soft and flexible over a wide range of temperatures, yet highly resistant to sagging, billowing and shrinking. Featuring a zip-out rear window.

TR250, TR6 Zippered Window	Black	640-160	519.95	415.95
	Tan	640-170	519.95	415.95

Top Frame Covers

Made in the UK to match our interior kits, these covers give a clean look to your car with the top down.

TR250	Black	644-140	209.95	167.95
	Light Tan	644-195	209.95	167.95
	Black	644-150	209.95	167.95
TR6	Black	644-160	209.95	167.95
	Chestnut	644-160	209.95	167.95
	Shadow Blue	644-170	209.95	167.95
	Light Tan	644-180	209.95	167.95
	New Tan	644-190	209.95	167.95

Top Installation Parts

Webbing Set	644-285	7.45	5.95
Front Seal to Windshield	681-040	12.95	10.35
Front Seal Retainer, Center	803-665	6.95	5.55
Front Seal Retainer, LH	803-645	6.75	5.40
Front Seal Retainer, RH	803-655	6.75	5.40
Side Front Seal to Glass 11"	681-050	2.95	2.35
Channel for Front Side Seal	803-625	5.85	4.65
Side Rear Seal to Glass 13"	681-050	2.95	2.35
Channel for Rear Side Seal	803-635	5.95	4.75

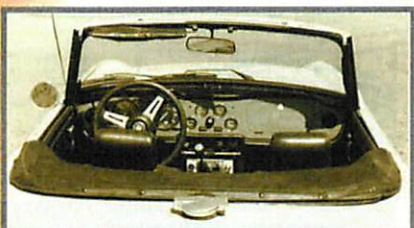
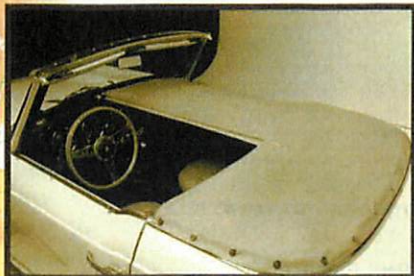
Car Covers

All	Tyvek	236-445	49.95	39.95
	Duravent	237-420	99.95	79.95
TR250, TR6 (thru 1973)	Flannel	238-420	139.95	111.95
	Duravent	237-450	99.95	79.95
TR6 (1974 on)	Flannel	238-450	139.95	111.95

Cockpit Covers

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.

TR250-TR6	237-800	44.95	35.95
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Our Triumph vinyl products are designed to the correct original factory specifications for proper fit and appearance. Manufactured from top quality vinyl bonded to mildew resistant fabric, they feature heat-sealed windows and sturdy stitching throughout. Heat sealing will not bubble or fall over time as do most glued reinforcements. Includes all necessary hardware and instructions.

Vinyl Tops

	Color	Part No.	Regular	SALE!
TR2-3 to TS22013	Black	640-020	\$279.95	\$223.95
TR3 from TRS22014	Black	640-040	279.95	223.95
	White	640-050	279.95	223.95
TR4	Black	640-060	279.95	223.95
	White	640-070	279.95	223.95
TR4A	Black	640-080	269.95	215.95
	White	640-090	269.95	215.95

Vinyl Tonneau Covers

TR2-3 to TS41742	Black	644-000	269.95	215.95
	White	644-010	269.95	215.95
TR3 from TRS41743	Black	644-020	209.95	167.95
	White	644-030	209.95	167.95
TR4	Black	644-040	209.95	167.95
	White	644-050	209.95	167.95
TR4A	Black	644-060	209.95	167.95

Vinyl Side Curtains

TR2-3 to TS28825	Black	259-218	614.95	491.95
	White	259-228	699.95	559.95
TR3 from TS28826	Black	259-686	499.95	399.95
	White	259-728	539.95	431.95

Vinyl Hoodstick (Folded Top) Covers

For a finished look when the top's down.

TR2 to TS5255		644-220	109.95	87.95
TR2-3 from TS5256		644-230	99.95	79.95
TR3 from TS41743	Black	644-240	99.95	79.95
TR4A		644-260	159.95	127.95

Top Installation Parts

Black Webbing	644-280	14.75	11.80
TR4 Seal Retainer Set	644-275	49.95	39.95

Car Covers

TR2-3B	Tyvek	236-440	49.95	39.95
	Duravent	237-410	99.95	79.95
	Flannel	238-410	139.95	111.95
TR4-4A	Ultron	237-415	189.95	170.95
	Tyvek	236-445	49.95	39.95
	Duravent	237-420	99.95	79.95
	Flannel	238-420	139.95	111.95
	Ultron	237-425	199.95	179.95

Cockpit Covers

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.

TR4-4A	237-800	44.95	35.95
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JAGUAR



Vinyl Tops & Tonneau Covers

	Color	Part No.	Regular	SALE!
XX120 Tonneau Cover		011-350	\$236.95	\$189.55
XX140 Rldst Tonneau Cover		011-360	236.95	189.55
XX150 Rldst Tonneau Cover	Black	011-370	239.95	191.95
E-Type 1961-71 Top		2417	289.95	231.95
E-Type V12 1971-74 Top		2418	256.95	223.55

Car Covers

XX120-150	Tyvek	236-445	49.95	39.95
XX120-150	Duravent	237-490	99.95	89.95
XX120-150	Flannel	238-490	139.95	111.95
E-Type 1961-71 (exc. 2+2)		237-550	99.95	79.95
E-Type 2+2 1965-71		237-555	99.95	79.95
E-Type V12 OTS 1971-74	Duravent	237-560	99.95	79.95
E-Type V12 2+2 1971-73		237-570	99.95	79.95
XJ6 Sedans I, II 1968-80		237-576	99.95	79.95
XJ6 Sedans 1981-87	Duravent	237-580	99.95	79.95
XJS Coupe 1975-96		237-585	99.95	79.95



Dashtop Repair Covers

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

XJ6 & XJ12 74-87	25-101	96.00	76.80
XJS	25-102	96.00	76.80



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In terms of numbers, the TR7 and TR8 were good sellers (120,000). However, the style has yet to become a hot choice among enthusiasts.

restoring their cars opens up a world of new possibilities by improving the brake systems, replacing old technology suspension components with performance springs, shocks and bushings as well as tires and wheels. Even forced induction additions are becoming commonplace, likewise with upgraded convertible tops and adding modern safety items.

While it has been nearly 23 years since the last new MGB and Spitfire were offered up to the American, the desire for vintage British sports cars has not declined. In fact, over the past three years

enthusiast clubs are reporting increased interest – especially from younger owners. This is highly encouraging news as we must strive to keep our hobby alive and not go the way of the American hot rod, as the younger car enthusiasts shun this money-intensive niche.

It is the affordability of the higher production cars and the uniqueness of the more obscure models that keeps the interest going. From a numbers and investment standpoint, MGB, Spitfire, Sprite and Midget represent a great way to pass the torch of British sports car popularity to a new generation. Ⓣ

POPULAR BRITISH SPORTS CAR PRODUCTION

RATE	MAKE	MODEL	YEAR	PRODUCTION
1	MG	B	62-80	665,000 - 512,243
2	Triumph	Spitfire	70-80	165,850
3	Triumph	TR7	75-81	112,368
4	MG	Midget	71-79	110,000
5	MG	MGA	55-62	101,081 ✓
6	Triumph	TR6	69-76	94,619
7	Triumph	Spitfire	62-67	82,982
8	Austin Healey/MG	Sprite/Midget	61-71	80,363
9	Sunbeam	Alpine	59-68	69,251
10	Triumph	Spitfire	67-70	65,320
11	Triumph	TR3A	58-62	58,236
12	Jaguar	E-Type	61-71	57,230
13	Austin Healey	Sprite	58-61	48,999
14	Austin Healey	3000	59-68	42,925
15	MG	TD	50-53	29,664 ✓
16	Jaguar	XK8	97-00	18,401
17	Austin Healey	100	53-56	14,612
18	Austin Healey	100-6	56-59	14,396
19	MG	C	67-69	13,448 - 9002
20	Triumph	TR3	55-57	13,377
21	Jaguar	XK120	48-54	12,706
22	MG	TF	53-55	12,400 - 9600
23	Jensen	Healey	72-77	10,453
24	MG	TC	45-49	10,000 ✓
25	Jaguar	E-Type	71-75	9382
26	Jaguar	XK140	54-57	8884

Glenwood Fire Sale



Things Get Hot at an MG Rally

By John Lane

It was a heated anniversary at the MG Car Club's 50th annual Rally Glenwood Springs. This year's event was cut short by a freak wildfire that consumed more than 11,500 acres and caused \$4.5 million in damages.

The event began on Friday with a guided tour over some of the most beautiful countryside in Colorado. Starting at Gunther Toody's '50s diner in Arvada, the tour meandered past the Coors brewery, over Lookout Mountain, Squaw Pass and the 11,000-foot summit of Independence Pass

before descending into Aspen and onward to Glenwood Springs.

On Saturday morning almost one hundred rallyists of all skill levels were greeted by a bright sunny day and the promise of a challenging drive through the back roads of Glenwood. Despite tricky instructions and a cattle drive on the rally route, all the cars managed to navigate the course with a minimum of trouble. But as the rally proceeded, none of the participants could have realized that many of the roads they were

traveling through would later that day be engulfed in flames.

The fire began at approximately 1:00 p.m. when strong winds caused an underground coal fire that had been burning for years to flare up, taking control of the dry brush west of Glenwood. Colorado has been suffering a drought for the past few years and the lack of moisture has had many residents worried about increased fire danger.

Most participants were blissfully unaware of any trouble until much later in the day. After completing the rally, participants noticed what looked like smoke to the west of town. Being

exhausted from a second long day of driving in a very hot Austin Healey, we quickly forgot about the odd sight and went into the hotel to rest and get cleaned up for the banquet later that evening. It wasn't until about 6:30 that people began to realize just how serious things were.

The smoke that had been off to the west was now less than a mile from our hotel and we could see the flames burning on the hillside across the freeway. The hotel manager explained that while West Glenwood had been evacuated because of smoke, we were not being evacuated at that time. She was, however, very understanding when we gathered our belongings and checked out of the hotel.

Meanwhile, at the MGCC banquet, we were assured that we would be kept up to date on the fire and that the banquet would continue as long as it was safe. We managed to get through dinner, a couple of awards, and halfway through a talk by long-time Denver sports car icon Sam Arnold before getting interrupted. The hotel management told us that while there was no official evacuation it was probably best that we pack up and head for safer ground.

We were lucky to have packed our belongings before leaving because many people had difficulty gaining entrance to their hotels. A very frightened Holiday Inn manager gave Stan Edwards of the MGCC two minutes to empty his room. "Two minutes was more time than we needed," Edwards commented. "I just wonder how many people she gave two minutes to that night."

Finding the Healey blocked by a pickup truck, we had some difficulty leaving the banquet, which in the long run may have saved us hours of driving. I-70 had been closed for some time because of smoke, but when we finally got out of Glenwood, that's exactly where we were directed. We found ourselves on a deserted interstate with about three other British cars. Three hours later we were safe in Denver and could only check the internet for information on the blaze.

While the 50th Glenwood Rally did not turn out as planned, after so many years the club is not about to give up on tradition. The organizers are attempting to reschedule the car show where they hope to have Sam Arnold finish his interrupted talk. Plans are already in the works for next year's Glenwood, though it hasn't been determined if it will be called the 51st-annual, or the 2nd-annual 50th. **Ⓜ**

Mini Midlife
Crisis...

in the Alps



16 FALL 2002 • BRITISH MOTORING



By Robert Goldman

What are you doing? In a Mini? I'll never make it out of the foothills, much less up the Alps," they all said. Shortly before my 40th birthday, the AARP sent me a membership card. It wasn't a real one but a cleverly disguised "invitation to join." I never really thought of 40 as being officially old, even before approaching the mark myself. However, the signs were there. AARP notwithstanding — it was high time to schedule a midlife crisis.

Let's be honest, we don't normally think of crises as being scheduled, but with a year's worth of planning it cannot be said this was a spontaneous decision. For the first time in my life, I was going to do something fun and totally non-business related. Let's see: I could go sit on the beach... no. What about climbing the Alps in a Mini? Hey now, there's an idea! As luck would have it, my new old Mini is in storage on the outskirts of London. We'll go over the new old thing in a moment. Right now we're busy planning.

Drive down to Monaco. Check. Do the Grand Prix. Check. Sorry, I'm just mumbling to myself here. Right: On to the part that matters. The Mini I'm driving was purchased brand new in 2000. However, it's not the "New Mini" as currently seen at your local BMW dealer. It is the old style Mini just like those you could buy in 1967, right down to the BMC Asveres pushrod lamp and five-speed gearbox (with four of them forward). It still has its body seams on the outside for easier corrosion.

In fairness, there have been some upgrades, like intermittent wipers. Okay, forget that one. As the sales brochure says, they've doubled the number of heater blower speeds from one to two, otherwise known as loud and louder. The car was returned to Rover for its first scheduled maintenance at 1000 miles, whereupon they re-torqued the head and adjusted the valves.

If you think I'm making all this up, I'm not. The 1000-mile service is listed right there in the manual... along with terms of the one-year warranty. By my reckoning, it's not exactly a Honda. On the plus side, it's got 13-inch Mini-life-style wheels, big wide fender flares, Cooper stripes and about 57 lamps on the front. It's

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all perky and cute like the big head caricature doll you buy at the fair.

So back to present time, my English compatriot (a knowledgeable chap) is telling me it won't get out of the foothills. Even a Model T Ford can climb a mountain... if you do it in reverse gear. Besides which, it's raining here in London, and I know in the south of France it isn't. I've got a tank full of petrol, a Michelin map, a set of Douglas Adams signature series peril-sensitive sunglasses (they turn completely opaque if anything bad happens, so you don't have to see it) and a good fake Cohiba cigar to smoke on the side of the road while waiting for the tow truck. I'm gone.

This is not a travel log, as recounting French culinary delights and overnight stays in former French castles is not my bag. I eat gas station ham and fromage baguettes for lunch and stay in two star hotels. Most of them actually had showers; some even had soap for the showers. Thankfully all of them had clean sheets. However, the real purpose of our little adventure is to get lost in the Alps.

They don't publish guides to obscure old mountain roads with names like Col du Switchback. Perhaps they do, I'm generally just a bit too lazy to find out who "they" are. Besides, the little Michelin Man on the front of my map is whispering "Go there. That one is steep as all heck and there are patches of ice and snow in the middle of all the tight turns!" Perhaps it was high altitude delirium, but I thought I could hear him. Exactly duplicating the old Alpine rally routes would take planning and forethought. My plan was simply to wake up in the morning, look at the map and randomly pick a direction. I quickly learned the squiggly lines in yellow, typically named Col du Something, were exactly the sort of roads I had in mind.

Now, about those European drivers. Would I be delayed for hours behind creeping RVs? Is the bus from the movie *The Italian Job* just around the corner, rusting slowly and still half blocking the

road? It did not take long to learn Mini velocities are no match for a French family in a four-door diesel Passat station wagon. I like the French; they get up on the wheel and drive.

In our defense, the Mini and I were handicapped by a lack of power and grip... and luggage. Specifically, a 40-pound suitcase which would not go in the boot. Like jetsam on a stormy sea it merrily bashed about in the back seat, adding its considerable momentum to cornering loads. Race teams shy away from "moving mass" handling technology. I had it in spades. Another problem was flailing left arm syndrome, brought on by flying maps and cameras in the passenger seat. Funny thing, it always happens in the middle of a downhill hairpin turn. Like little kids on ice cream, the stuff in the passenger seat simply would not stay put.

Swiss drivers deserve special recognition. Perhaps I chose the wrong day, a Sunday, which may possibly have coincided with a Swiss national holiday. What would be a big long multisyllabic German word meaning national-day-of-driving-slowly? That's what day it was. Never before have I seen so many exotic machines idling along at a walking pace.

At one point I had a Swiss gendarme following me. Uh oh. It's hard to know if you're breaking the law when you can't read the signs. They pulled up behind me at a light. In the mirror I could see one point at the Mini and comment to his partner "Ja Franz. Look at

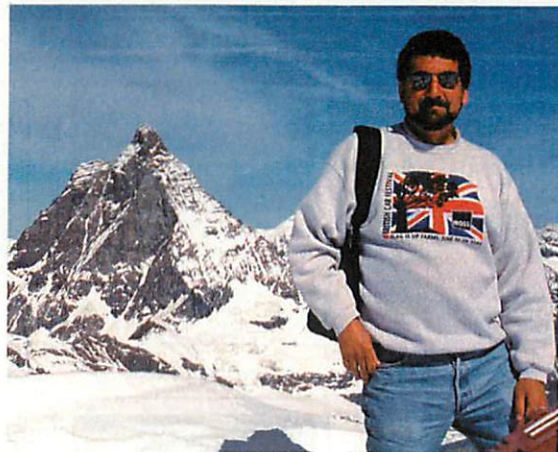


the stupid Englisher. That thing won't get out of the foothills." They both laughed uproariously. Then the driver turned a corner and disappeared.

Minis are not possessed of legendary strength, particularly as relates to the front suspension. To put it bluntly, don't ever curb a Mini. If you like turning the wheel left to go straight, have at it. Otherwise, don't ever curb a Mini. While we're on the subject, don't ever drive a Mini off the edge of the road to shoot photos of old monasteries. A day and a half after the monastery encounter I'd had my fill of turning left to go straight. The steering wheel was listing about fifteen degrees to port. I did not relish the thought of gesticulating my way through the explanation process with a French-speaking mechanic, one who could not possibly understand why I was A: not driving a Renault, and B: trying to push a Mini up the Alps when everyone knows they'll never get out of the foothills.

Fortunately, daydreams lead to solutions. In this case, a solution to the alignment problem. If it's easy to knock a wheel out of alignment going forward, should it not be every bit as simple to do so in reverse? If the offending wheel is pointing out, would driving backwards into a curb knock it back in? Is that a look of horror on your collective face? Well bless my soul if on the second attempt, the one where the car bounced up over the curb and kept going, providence allowed I could once again point the wheel where I actually wanted to go.

There was collateral benefit to the innocent bystanders at the rest stop, as they got to go home and tell their families about the crazy bearded Englishman repeatedly bashing his car into a curb. Had they known it was really an American driving, they would no doubt have written off the entire incident. (Ugly American doing something stupid, so what else is new.) Perhaps now would be a good time to exit France and head for Zermatt, Switzerland. They have a mountain there designed



to look just like the Matterhorn at Disneyland. Zermatt's cable car ride to the 12,600-foot Aiguille du Midi wasn't half as scary as Disneyland's rollercoaster, but I'll grant the view of the Alps was better than the view of Anaheim offered by California's Matterhorn.

The goal of any planned adventure is to be able to look back and say "Yes, that was great." I went to Europe in search of a new and different driving experience. I climbed a pass paved with Belgian blocks, which, in America, are called cobblestones. If ever once you wonder which parts are most likely to fall off your car, drive up a mountain road paved with rocks set in a harmonic inducing pattern. The scenic beauty of American mountain roads is often littered with adopt-a-highway signs and warning signs to let us know there are curves and dips and deer and driveways. Old cobblestone alpine roads suffer no such maladies.

My new and different perspective on driving also included another taste of days gone by. There was one pass in particular, the Col du Noguadrail, or something like that. The drops were considerable, with no artificial means of keeping you from driving off the edge. Strategically placed rock outcroppings would, however, impede your progress as you tumble down the side of the mountain. After 10 days and 2700 miles, to show for my effort I have a dirty car, a sore backside, and an overwhelming desire to go back and do it again. ☺

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1950 A90 Atlantic 50K+ miles, good solid car, red interior, rare car in U.S. Runs great, have manuals. Head, fuel, water pumps, trans., brakes rebuilt. \$14,000 OBO. 515-961-5118 or 319-277-3016. IA



1956 Austin Healey 100-4 BN2. Restored & upgraded. OEW- blue/black. Full LeMans kit, 72-spokes, front discs, alternator, oil cooler, SS exhaust. Rust free and fast. \$22,000. Call 505-828-3606 or email tom.laury@att.net. NM



1963 Austin Healey 3000 MK II. BJ7. Rollup windows and 60-spoke wheels. A cream puff that I've owned since 1975. Black interior/white top. 85,989 miles. \$24,900. 802-878-3454. VT



1966 Austin Healey Mark III. BJ8L. Ice Blue over white. New water pump, brake servo, steering wheel, fuel pump, carpet, top and fuel tank. Garaged. \$22,000 obo. 252-441-8216. NC

BENTLEY



1956 Bentley S1. Smoke green over sage, green int. RHD, leather and wood v. good, paint good not perfect, s.s. exhaust, exc. brakes, super reliable. Pending adoption forces sale. \$16,000 OBO. Stuart 203-488-6333. CT

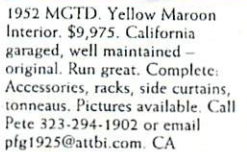


1986 Jaguar XJ6 III Vanden Plas. Racing green, tan leather. New exhaust, belts, halogens, more. Drives and looks new. Records, manuals. \$10,500 invested. Asking only \$6,850. Call 941-637-1210 or email bobkro@isni.net. FL

MG



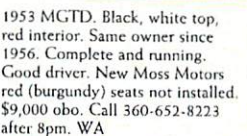
1952 MGTD. Restored from 1993-94. Sat idle over 20 years in CA. Drivetrain near perfect. New interior, leather seats. MGA ring gear and pinion for highway travel and much more. \$16,000. Call 210-651-6611. TX



1952 MGTD. Yellow Maroon Interior. \$9,975. California garaged, well maintained - original. Run great. Complete. Accessories, racks, side curtains, tonneau. Pictures available. Call Pete 323-294-1902 or email pig1925@attbi.com. CA



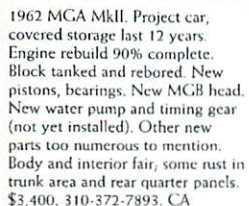
1953 MGTD. Complete frame-up restoration. Engine, transmission, rear rebuilt. Garaged. 5K paint job. Asking \$18,000. Call 973-628-0288. NJ



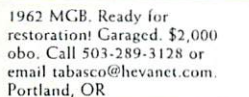
1953 MGTD. Black, white top, red interior. Same owner since 1956. Complete and running. Good driver. New Moss Motors red (burgundy) seats not installed. \$9,000 obo. Call 360-652-8223 after 8pm. WA



1954 TF-A. 14,000 original miles. Standing on original tires, with nice chrome, new carpets and tonneau. 15 years in museum, now I'm driving it again, you can too. \$22,700 OBO. 260-925-5962. IN



1962 MGA MkII. Project car, covered storage last 12 years. Engine rebuild 90% complete. Block tanked and rebored. New pistons, bearings. New MGB head. New water pump and timing gear (not yet installed). Other new parts too numerous to mention. Body and interior fair, some rust in trunk area and rear quarter panels. \$3,400. 310-372-7893. CA



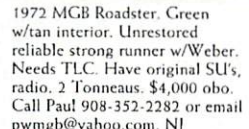
1962 MGB. Ready for restoration! Garaged. \$2,000 obo. Call 503-289-3128 or email tabasco@hevanet.com. Portland, OR



1962 MG Midget MK1 948cc. Red with black interior. Rare ACE Mercury wheel trims. New original color paint. No rust. New tires. Repair history. Asking \$6,600. 707-839-2654 or e-mail tamak@webtv.net. CA



1963 MGB Roadster. Wires, luggage rack, cover, seat belts. Show winner. \$12,750. Call 707-778-3775 CA



1972 MGB Roadster. Green w/tan interior. Unrestored reliable strong runner w/Weber. Needs TLC. Have original SU's, radio. 2 Tonneaus. \$4,000 obo. Call Paul 908-352-2282 or email pwmgb@yahoo.com. NJ



1973 MGB-GT Classic. 8250 miles on re-built engine. All new interior, wire wheels, AM-FM cassette stereo, power antennae, rare air conditioning, plus wire wheel spare parts. All documents, shop manual. Records. Collection of Moss Motors publications. Owner since 1973! Asking \$4,500. Call 909-622-5394. CA



1974 MGB-GT. Very good condition. New front seats. Drives and rides like new. No snow, ice or salt. Racing green, tan interior. 63,500 miles. \$10,200. 843-524-1278. SC

1979 MGB Drop-head. New tires, battery, accessories menu on request. Call 949-496-3544. CA

TRIUMPH



1960 TR3. Red, show quality restoration. All mechanicals rebuilt to highest standards. Panhard, Konis, engine upgrades, Ansa. Receipts, spares. One of the best in the U.S. at any price. \$17,500. Blairmike@aol.com Call 864-329-0467. SC

1962 TR4. Good all around condition. Wood Dash. New top. Black interior. 91,000 miles. \$9,500. Call 661-836-8529. CA

We request a \$10 service fee for each vehicle advertised. For an additional \$25 we will feature a color photograph of your car, British cars only, no parts, exporters, and no dealers please! Text is to be 30 words or less and it helps sell the car if an asking price is quoted. If using a credit card for payment, be sure to include your credit card number and expiration date. Closing date for the next issue is September 16, 2002. 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.

BRITISH MOTORING

Events Calendar

AUGUST 2002

- 14-17 Austin-Healey Sports & Touring Club
2002 Encounter - Princeton NJ
Steve Jekogian 973-492-8115 enclho@optonline.net
<http://www.austin-healey-etc.org>
- 15-18 Abingdon Summer Party - Abingdon IL
Jim Egan 630-858-9192
<http://www.chicagoabingdonclub.com>
- 16-18 Vintage Grand Prix Au Grattan -
Grattan Raceway Park MI
<http://www.vsgda.com>
- 17-18 Heartland British Autocross Davenport IA
Naromi Swanson 309-794-1423
OCBAK@MCHSA.COM
<http://OCBAK.HOME.MCHSA.COM>
- 25 A Taste of British-Lancaster PA
PA Sally Harbold 717-292-0579
- 31 Kansas City All British Car & Cycle Show -
Kansas City MO
Pete Thornton PTFrower@worldnet.att.net
<http://members.tripod.com/kcalbritish>
- 30-1 All British Field Meet-Portland Intl. Raceway OR
Tom Moraco 503-245-6539
tomslmpor@jplinc.net
- SEPTEMBER 2002**
- 5-14 Heritage Tour of the UK
Richard Miller 908-713-8251
mgtvrsclub@hotmail.com
- 6-8 Mine at the Glen Watkins Glen-NY
Peter Cosmides 585-872-6590
- 7-8 ANGBA Meet 2002-Palo Alto CA
800-723-6464 meel@mgclub.org
<http://www.mgclub.org>
- 7-8 British Car Festival-Tipton PA
Jim 814-942-7742 mgnut@charter.net
- 8 Battle of the Brits-Sterling Heights MI
Suzanne Snyder 810-979-4875
snyderj@none.com
- 8 Palo Alto British Car Meet Palo Alto CA
Rick Fabian 310-392-8605
rfabian@telnet.com
<http://www.audowire.net/2001-28.html>
- 13-15 Southeast Regional MG Festival Dillard GA
Bob Cline 770-436-8542 clineb096@aol.com
<http://www.peachtreeing.homestead.com>
- 14 Fallfest Dover NJ
Lawrence Gerten 908-872-3993
austhealey@aol.com
- 15 British Car Show and Swap Meet Warren OH
Cindy Palmer 330-274-0017
- 20-22 Elkhart Lake Vintage Festival Road America WI
<http://www.vsgda.com>
- 20-22 Indy British Motor Days Indianapolis IN
Don Hayman 317-887-3987 mgdr@quch.net
- 20-22 British Invasor, Stone VT
Felix Lampoy 401-765-8920
<http://www.britishinvasion.com>
- 21-22 All British Car Day St. Louis MO
Fred Houser 314-995-8664 fhouser@sprynet.com
<http://www.stlouiscarsclub.com>
- 21-22 British Car Days Richmond VA
804-284-6531
<http://www.britishcarsclub.com>
- 26-29 Trials 2002 Granville OH
Mary Mercer 614-888-0639 traker@yahoo.com
<http://www.buckeyetrials.org>
- 27-29 T-H-Healey 2002 Kimberling City MO
John Lane 314-729-0044 jlane28@aol.com
- 27-29 Rio Grande Valley Regional Rendezvous
Gallup NM
Chuck Beverly 505-828-0689
- 28 Wings and Wheels 2002 Uptown Topping VA
804-758-2753 wingsandwheels@hotmail.com
<http://www.wingsandwheels.us>
- 28 British Car Day Montgomery AL
Steve Griffin 256-234-3343 sgriffin@ccc.cc.al.us
- 28 MGA on the Rocks Car Show and Parts Market
Rocks State Park MD
Richard Liddick 410-817-6862
RGL2MG3B1@AOL.COM
<http://www.qul.net/~secc/mgob.html>
- 28 Very British Car Meet Fresno CA
Mary 559-439-5062 valleyvhr@yahoo.com
<http://www.valleybrits.org>

- 28 MGA on the Green Davidson NC
Scott Hughes 704-821-1138
spatelandr@aetlink.net
<http://www.meforinremgcarclub.com>
- 29 Texas All British Car Day Round Rock TX
Mark Berrington 512-442-4088 embbee@o.com
<http://www.txabod.org>

OCTOBER 2002

- 4-6 Fall British Car Festival Waynesboro VA
540-967-0526 <http://www.snbcc.org>
- 5 Concours d'Elegance Forest Park MO
Pat Horen 314-772-9534
- 6 San Diego British Car Day Bonnal CA
Paul Kohle 619-575-5825 davidk@cox.net
<http://www.sandiegobritishcarclub.org>
- 12 All British Motorcar & Motorcycle Show
Franklin TN Jack Coffey 615-385-4042
<http://franklinbritishcarclub.com>
- 12 Corra Rossa at Reynolds Winston Salem NC
John Hauser 336-631-8780
Corra.Rossa@yahoo.com
http://www.geocities.com/corra_rossa
- 17-20 Triumpheat Laughlin NV
John Horton 892-843-1399
jehorhoro@yahoo.com
- 18-20 The Drive In Greenville Spartanburg SC
Richard Miller 908-713-8251
mgtvrsclub@hotmail.com
- 19 All British Motor Vehicle Expo Houston TX
Ed Roserquist 336-449-9029
- 19-20 California Autumn Classic San Juan Bautista CA
Bill Meade 831-722-3253
- 20 Hunt Country Classic Middleburg VA
George Marshall 703-913-7550
gmarshall34@hotmail.com
<http://www.mgstatclubcc.com>
- 24-28 VTR Southeast Regional Jekyll Island GA
Joe Earnest 404-220-2216
jearnest@americantour.com
<http://www.sevtr2002.org>

NOVEMBER 2002

- 2 Brits & Battleship Wilmington NC
Jeff Starling 910-791-8881
- JUNE 2003**
- 19 MG2003 St. Louis MO
- JULY 2003**
- 14 G128 Welches OR
Ron Hillbury 503-261-8880 mgguy@hevanal.com

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	L	013-396	XXL	013-398
Triumph Book Logo	M	013-400	XL	013-402
	L	013-401	XXL	013-403
Triumph Wreath Logo	M	013-405	XL	013-407
	L	013-406	XXL	013-408



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