



British Motoring

SPRING 2002
Volume 21 Number 1

UPHOLSTERY
SALE
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Triumph's Spitfire
Barrett-Jackson Results
The Glorious Gloria

moss



Letter Box



Appen, a German owner of two Doves, has a list of over 30 cars. I am in the process of trying to reconcile the three main lists to get a final count. I am confident that the final number will be no lower than the mid-20s. I am not trying to remove the rarity of the Dove. It's most certainly one of the rarer TRs out there (as there are only three in the U.S.). But, I also want the record to reflect fact and not urban legend.

Jim Jennings
Lexington, KY

I am always pleased to receive my copy of *British Motoring*. I find it one of the better company publications available to members of the British car hobby. I must, however, take exception with the final sentence of Paul Richardson's article on Gary Scott's GTR4 Dove. Paul wrote "In my opinion Gary's restoration is a masterpiece, not only for the concours standard he has achieved, but also for restoring one of only six or seven Doves in existence out of the 55 or so that were produced." There is no doubt as the high quality of Gary's restoration. Enclosed is a photo of my TR4A Dove — the last of four TR4A built and thus, the last Dove made. In the photo it is alongside Gary's car at the TIME event at Mallory Park in May of 2000. Gary's car is superb. The problem is with the end of the sentence. There are, depending on your definition of "existence," at least two or three times that number known Dove owners around the globe. As the Dove consultant for VTR, I have compiled a list of 29 Doves in one condition or another. Jon Marshall, the TR4 and by extension Dove registrar with the TR Register in the UK, knows of 14 Doves that are roadworthy and suspects that there may be another four or so that are not on his list. He also knows seven more are under restoration. So, British sources list between 14 and 25 Doves. Jorge von

This past August my wife, Vickie, and I attended the Monterey Historic Races in Laguna Seca, California. Vickie drove our 1959 MGA Twin Cam and I drove our right-hand drive '53 Mark II TD/C. Just as we arrived at the paddock parking area, the thermostat housing on the TD/C gave up the ghost. Due to age (over 30 years since it had been replaced) and the probable electrolytic damage to the housing's non-original alloy body, the upper neck on the housing had disintegrated inside the radiator hose. This left no more than 30 percent of the neck intact. With no replacement part to be found, I followed the advice of several vintage MG racers at the event. I cobbled together a solution to get my TD/C through the 150-mile trip home. I cut two one-inch wide circular aluminum bands out of a soda can. I adjusted the aluminum bands to the exact inside diameter of the thermostat housing's neck and taped it together. Here's where J.B. Weld comes in. Bit by bit I mixed nearly two tubes of Quick Set J.B. Weld and applied the mixture to the outside surface of the aluminum can band. I took a second aluminum band, cut it in half and wrapped it around the still soft, but rapidly hardening, J.B. Weld. I forced this outside of the band to the desired two-inch outside diameter of

the thermostat housing neck and taped it in place. This forced the J.B. Weld into the shape of a nice 1/4-inch wall inside what were now two concentric aluminum bands. Within a few hours the rebuilt thermostat housing neck was as hard as a rock and apparently as good as new. Using silicone sealer as both a lubricant and a sealer, the old radiator hose slipped perfectly over the new neck. The real test came when reinstalling the hose clamps. I left the aluminum can rings in place for extra strength and the new J.B. Weld neck easily withstood the full gripping pressure of the radiator hose clamps. Our trip home to San Francisco was successful. When the new thermostat housing arrived, I removed the thermostat bypass hose to replace the housing and discovered the outlet was blocked with mineral deposits. Who knows how the water ever circulated back to the engine before the thermostat opened at 160-degrees. Now J.B. Weld has been permanently added to the toolboxes of my MGs.

William Sherman
San Mateo, CA

Several months ago I replaced an MGB windshield in my son's car. Prior to doing so I checked with a British car repair shop that told me that the job was very difficult and would cost a minimum of \$200. They referred me to the description of the replacement process included in Moss Motor's MGB-15 catalog, page 125. Using the information provided, we undertook the task. Everything went relatively smoothly until we came to the replacement of the windshield and frame back on the car. The fun part really began at this point. Simply put, it was a bear. The problem was lining up the bolts on the windshield frame with the holes on the car. After an indeterminable amount of sweating and swearing I decided to drill out the three rivets which hold the cover plate in place over the two bolts on each side of the car. It considerably simplified the job. After replacing and tightening the bolts, I riveted the cover back in place. I have suggested the process to several

others who have successfully replaced their windshields with little trouble.

Larry Dale
Richland, WA

I'm responding to a letter from the Autumn 2001 issue. To Glen in Wichita: you have a 1965 Sprite and live in Kansas. The climate doesn't justify the time and trouble of using the silicone fluid. Silicone won't eat new rubber seals, but your old brake fluid-soaked seals should be replaced. You will have a different pedal feel, brake and clutch. The entire system must be completely cleaned of old brake fluid, and clutch travel will need to be changed. You will also need to change the way you maintain your vehicle. When not in use, silicone brake fluid can slip past seals in systems designed to retain DOT 3 fluid. The quality and condition of your brake parts will determine the amount of

seepage. Do not drive after storage until you have checked for fluid contamination of brake components. I understand the silicone brake fluid logic. DOT 3 does absorb moisture, and rust can be a problem. If you don't have access to a fluid tester and your eyeball method can't tell the difference between 5.5-percent and 15-percent moisture content, change your fluid every few years. It's good preventive maintenance that's cheap and easy. BTW, I just happened to have a big enough envelope to hold this photo of my 1975 MGB. Most people like to spread their work out over several years. I took several months totaling 798 hours from start to finish to do the restoration.

Larry "Digger" Wickstrom
New Hope, MN





Family Affair

By Wiley Davis

Riding the bus home wasn't cool. Getting picked up was much better. A minivan would do, plenty of room. A sedan wasn't so bad either, much better than the bus. There are, of course, ideal situations that can bend the inclinations of an impressionable child, causing them to make totally irrational decisions later in life. Getting picked up after school in a British roadster is just such an ideal. It's a sunny afternoon and while the other kids are piling into neglected Dodge Caravans, you are hopping into your father's 1972 MGB. It's enough to permanently skew any kid into thinking that a British automobile would make a perfect first car.



Jerry Johnson started all of this madness. His purchase of a 1973 MGB would start a trend that would reach all the way to the youngest members of the family.

Sarah Johnson was skewed in just such a way. When her father, David Johnson, bought his MGB, he was following in his father's footsteps. At the age of 62, Jerry Johnson bought a 1973 MGB with an improper grille. He was too old for this to be considered a mid-life crisis, but considered himself much too young for a Caprice Classic.

David, meanwhile, under the guise of "my wife wants a roadster," went shopping for something British and convertible. After scouring the classifieds he located a Bugeye Sprite in excellent condition. A rudimentary inspection, however, revealed a complication. David, you see, is over six feet tall. He didn't fit in the car. Some folks at this point, would say, "Hey man, wasn't

this supposed to be a car for your wife?" Perhaps, in the interest of marital harmony, they decided to find a car suitable for the both of them. What they eventually found was a 1972 MGB with a proper grille.

All of this historical meandering, of course, brings us right back to where we started, Sarah Johnson. She is the most recent stop in this familial British automobile saga. Before she could drive, the search for a car began. Never once questioning their judgement, the Johnson family eventually located a 1980 MGB with 68,000 miles on the odometer. The car had been owned by a string of three ministers. This, quite obviously, was an indicator of a good buy. Heaven sent one could say if so inclined. After a few driving lessons involving the use of a clutch and manual transmission, Sarah Johnson was in the fold, a die-hard British car-owning lunatic. Insane and loyal. The envy of all the kids as they look out from dusty mini van windows. **©**



Sarah Johnson didn't even have a license when she claimed ownership of her 1980 MGB. Her mother had to drive her car to this photo shoot because Sarah was only fifteen years old at the time.



David Johnson continued in his father's footsteps. He claimed to be wanting the car for his wife, but his height weighed heavily in the purchasing decision.

A GLORIOUS GLORIA



By Paul Richardson

It was at the 1997 Vintage Triumph Register convention in Fort Worth, Texas, that I first saw the 1935 Triumph Gloria Southern Cross owned by my old friend Duncan Wood. Duncan, an Englishman working in Texas, bought the car in London in 1996. The Gloria has only had five owners, all of whom Duncan has on record, including Colonel Stokes, the first owner. Colonel Stokes purchased the car new on July 8, 1935 and kept it until 1950. The car also has a fighting history because Colonel Stokes, as was allowed for senior officers in those days, took the car with him on an Army posting to North Africa during World War 2. The story goes that while traveling to and from a command center in the Gloria he was fired on by the enemy. It was reported that when the Colonel returned to England, the Gloria carried evidence of a bullet

hole somewhere in its body/chassis structure for several years.

I asked Duncan what made him buy the car. He replied, "I'd set my heart on owning a 1930's tourer of some sort and I've always been a Triumph enthusiast. As you know, I've been living and working in Texas for several years but I found this car when I was working back in England. In my search I'd seen several cars I liked but the Gloria was in such good condition that I fell in love with it and bought it. I had it shipped to the States."

The Gloria is indeed a beauty. I was fortunate to see the car at the VTR convention a year after Duncan bought it. I remember Jack Bough, the ex-Lucas racing engineer and senior member of Lucas management in the States for many years, was with me. We couldn't resist some

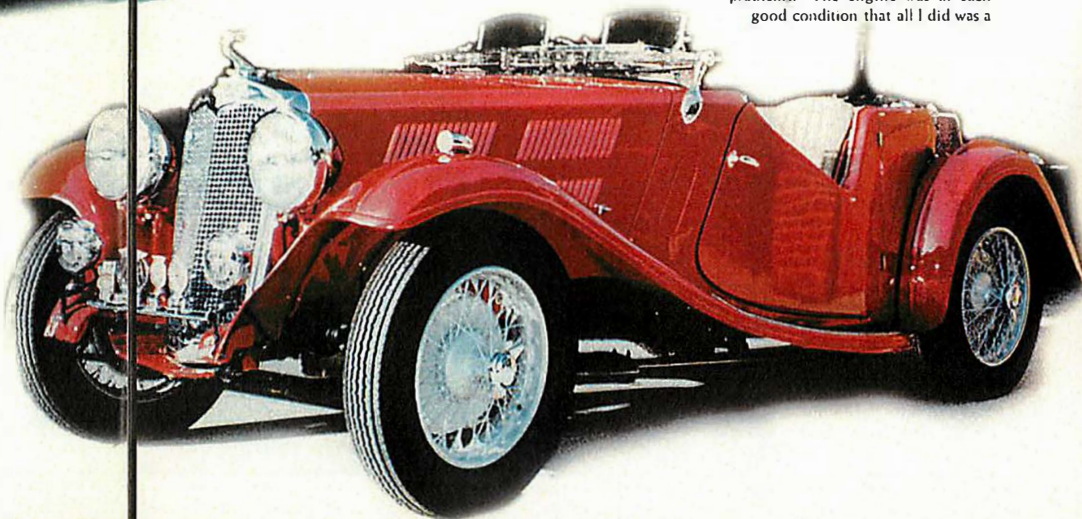
fun and asked Duncan what sort of 'MG' the car was - which caused some very explicit, yet jovial, directional instructions to be leveled. The car caused an enormous stir at the convention and also took the attention of a local TV film crew.

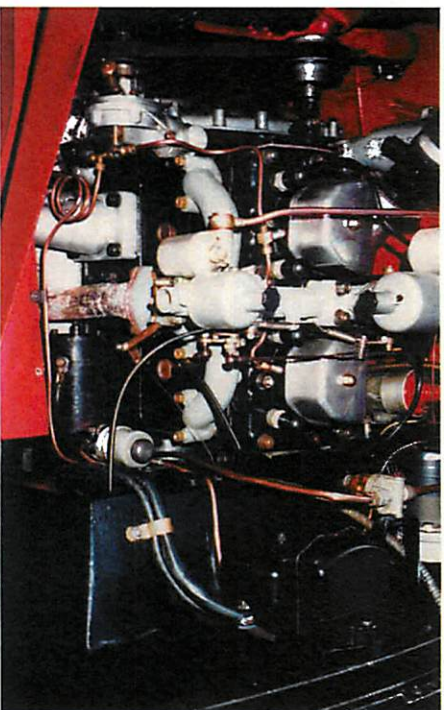
I asked Duncan, why did you decide to completely restore the car? It looked in excellent condition when I last saw it. "Well, it was in good condition when I bought it, but I estimated that the car, as it stood, would be awarded about 360 points out of 400 in a concours competition. There were several things that needed putting right to bring the car up to pristine condition. This went in tandem with a longtime ambition of mine to win the best-in-show award at a VTR National Convention with a car I'd prepared myself. I finally decided that to achieve this with the Gloria every detail of the car would have to be as near perfect as I could get it, and I spent many hours researching the original specification of the car while taking note of obvious areas that needed attention. I finally decided that to make a real job of it I would have to undertake a full strip-down and ground-up restoration. I was also looking forward to the project as I knew it would be a labor of love and I would enjoy the challenge of restoring a rare, pre-war vintage Triumph for posterity."

Following up on that

comment, I asked Duncan, who served an apprenticeship as a jig and toolmaker and has a degree in engineering, if he had any major problems during the strip-down. "The first thing to realize about taking on a full restoration is the fact that you need plenty of space. I've got a three car garage at home, but by the time I'd stripped the Gloria down I'd filled it - and I'd also got parts under the bed, in the kitchen cupboards and in the attic," he said. "One of the problems I encountered was with the wooden structures inside the sill sections under the doors between the A and B posts. They had rotted and, as these are main structures, I had to replace them. I started off with a piece of ash about three-inches square and four feet long. I had to shape the wood by hand to make a perfect fit. The chassis was stripped, sand-blasted, etched and sprayed with chassis black. Parts like the front axle and steering rods were powder-coated. For preservation purposes I replaced all the original nuts and bolts with stainless steel ones. I was very lucky to have a local supplier for this. I also did most of the bodywork myself. All the panels were stripped to bare metal and repairs made where needed and a guy I know did the final spray coat and burnishing," added Duncan.

During the restoration Duncan reported very few mechanical problems. "The engine was in such good condition that all I did was a





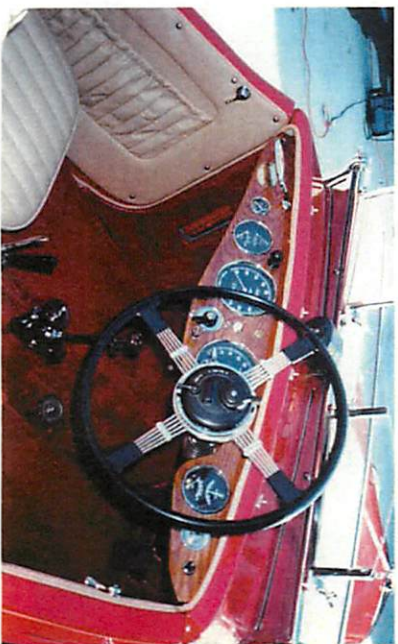
complete service and tune up. The cylinder compressions were all within five pounds of each other and the oil pressure was fine. In fact the engine runs like a bird. I replaced all the bearings, seals and bushings in the transmission and final drive and as far as steering and suspension was concerned, I replaced bushes where necessary and brought everything up to perfect condition. I also overhauled the hydraulic brake system."

The engine in the Gloria is a 1332cc Coventry Climax unit with overhead inlet and side exhaust valves. These engines were built by the Triumph under license from Coventry Climax. The carburetion is twin SU's with one mounted in the normal position and the other positioned on top of the engine lying in a horizontal plane, acting as a downdraught unit. The engine delivers 50 bhp at 4700 rpm and the car is capable of a maximum speed of 70 mph with a 0 to 60 time of 28 seconds.

Duncan also decided to completely rewire the car. He related this experience, "You can still obtain the original spec wire, so I stripped all the old wiring out and made up a

completely new harness which was a job and a half. Once I'd got all the new wiring fixed neatly to length with new connectors, I took the harness off the car and sent it away to specialists on Rhode Island to get it braided."

The trim and interior of vintage cars can often create problems. "The trim on the Gloria wasn't too bad, but the car was re-trimmed about 20 years ago with vinyl. The trim was originally leather and, besides the floors, the backs of the seats were also carpeted, so I decided to strip the vinyl off and bring all the trim back to factory



Duncan started his restoration in October 1998 and finished it in April 2001...



specification," said Duncan. "I feel duty bound to mention the help the Pre-1940 Triumph Club in England gave me with advice on originality. The club was invaluable to the project and I would like to mention Jon Quiney and Ian Harper for their tireless support. They advised me on the original trim specifications for the Gloria and very kindly sent photographs."

Duncan started his restoration in October 1998 and finished it in April 2001 — in time to enter the car for the concours competition at the VTR Convention in Breckenridge, Colorado, last summer.

The 30 months of restoration time allowed the car to be completed to the highest of standards. This was verified as Duncan fulfilled his ambition and won the Concours and Car in Show awards. This was no mean achievement

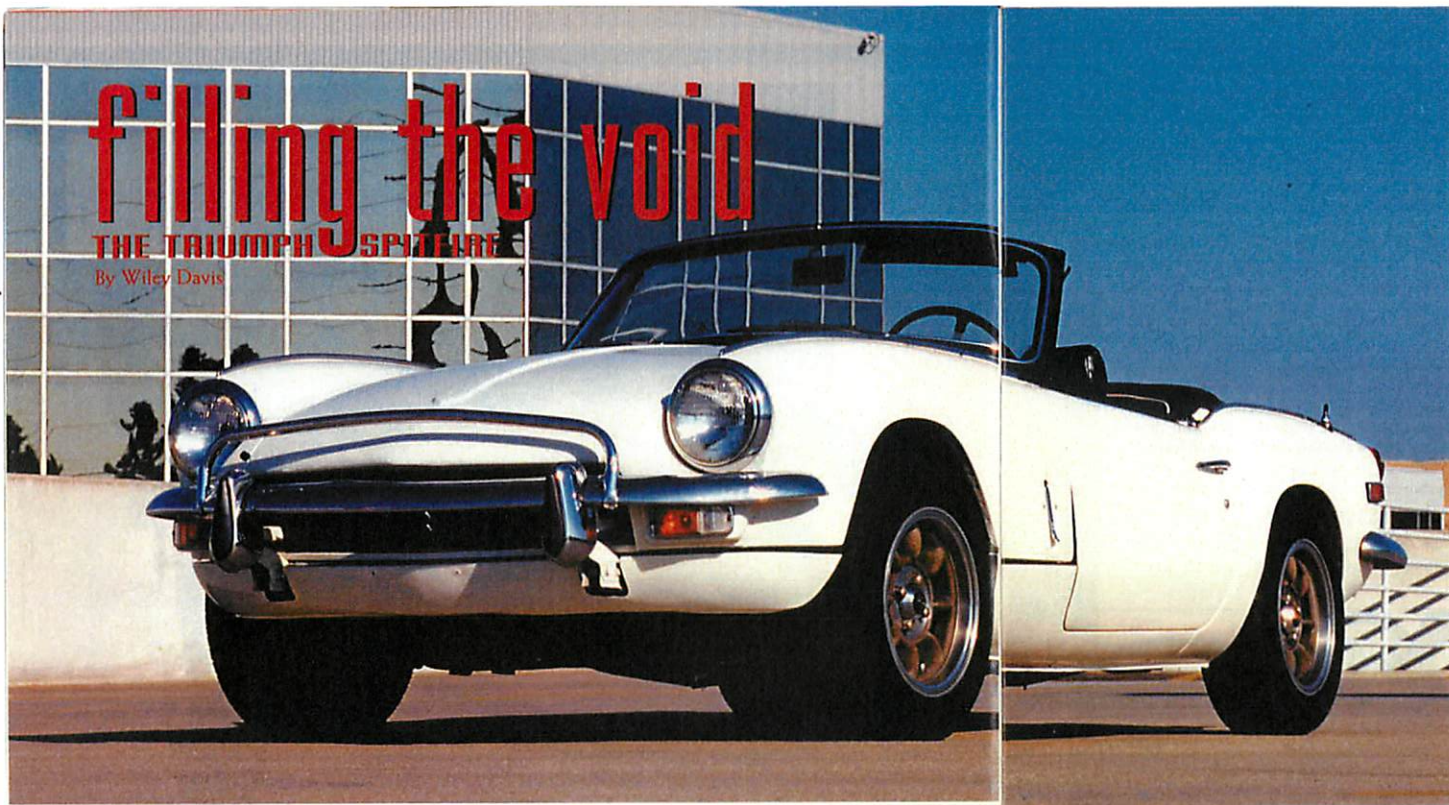
because there were nearly 280 Triumph entrants at the convention — including the highest number of vintage Triumphs entered at a VTR meet in recent years. Included in the vintage category were another Gloria, a 1929 Super Seven, and three Triumph 1800s, all of which were also superb cars.

This is a truly outstanding effort. Duncan was totally elated with the awards he won and deservedly so. It also goes without saying that the classic car movement as a whole will benefit from this restoration project as a very rare vintage car has now been restored to pristine condition for all to see. Duncan also informed *British Motoring* that during his restoration he found no evidence of any World War 2 bullet holes anywhere in the car's panels etc., or any nine-millimeter bullet rattle about within the chassis structure. So goes another urban legend. 

filling the void

THE TRIUMPH SPITFIRE

By Wiley Davis



The Triumph Spitfire shares a name with the legendary defender of Great Britain, the Supermarine Spitfire fighter aircraft. The connection, however, is in name only and there is no real evidence that suggests this was intentional. There are legends that claim otherwise. One such story hints that Triumph was granted permission to adopt the Spitfire name after Vickers, the company that owned Supermarine, produced the Vickers Vanguard, a name already in use with the Triumph Vanguard automobile. It is also claimed that Triumph's involvement with the manufacture of Spitfire aircraft parts was responsible for their ability to use the name. No record exists of any contention between the two companies regarding this situation. Perhaps it was simply a matter of no one really caring to complain.

SPITFIRE Mk I (1962 - 1964)

What do you do if you own a car manufacturing company and the owners of other car companies have unveiled small, affordable sports cars that become very successful from a sales standpoint? Well, simple really. You construct a small, affordable sports car of your own and you make it better than the competition. This is exactly what Triumph did in response to the Austin-Healey Sprite and the MG Midget.

Introduced in 1962 as the Spitfire Mk I, the car was based on Triumph's Herald sedan, sharing the running gear and independent rear suspension. The Spitfire engine, however, was tuned for an extra twelve horsepower over the Herald mill and the chassis was a backbone

design that allowed the seats to be placed outside the chassis rails in a low position for an improved center of gravity.

Unlike the Herald body, which was bolted together, the Spitfire sported a fully-welded unit that was less prone to flex and vibration. The styling was penned by Giovanni Michelotti, Triumph's preferred contract designer at the time. The lines were a slight throwback to the original TR styling with sloping doors and pronounced rear fender humps. The front fenders and bonnet consist of a single piece that hinges forward, providing ample engine bay access.

One problematic design element was the rear suspension. The swing-axle design lent itself to serious jacking in the corners, which led to a sudden oversteering condition when the throttle was lifted. This alarming characteristic did nothing to keep enthusiasts from competing with Spitfires however. Factory engine tuning kits ensured that Spitfires were plentiful on the racetrack.

Mk I SPECS:

- Production: (1962-1964) 45,573
- Length: 145.0 in.
- Wheelbase: 83.0 in.
- Weight: 1570 lbs.
- Price: (new) \$1,800 - 2,250
- Engine: 1147 cc Inline 4
- Horsepower: 63

SPITFIRE Mk II (1964 - 1967)

In 1964 Triumph responded to the improvements made to the Austin-Healey Sprite by releasing the Mk II Spitfire. An evolution of the original, the Mk II boasted an additional four horsepower thanks to a revised manifold and valvetrain components. Interior amenities were upgraded with carpeting and trimmed door panels. Heaters, wire wheels and hardtops, however, were still options.

Mk II SPECS:

- Production: (1964-1967) 37,409
- Length: 145.0 in.
- Wheelbase: 83.0 in.
- Weight: 1570 lbs.
- Price: (new) \$1,800 - 2,250
- Engine: 1147 cc Inline 4
- Horsepower: 67



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Pre-punched mounting holes • No stitching necessary • Requires hand tools only

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SPLITLINE Mk III (1967 - 1970)

When the Mk III was unveiled in 1967, there were more than cosmetic improvements. Not only did the new model receive, at long last, a proper soft top that did not have to be stowed in the boot, it found more power as well. The original 1147 cc engine was bored out to 73.7 mm (originally 69.3 mm) to give the engine a final displacement of 1296 cc and a much improved 75 horsepower.

The rear suspension, however, continued to display the jacking characteristic that could be a handful to drive. "Excitable," "dynamic," and even "festive" were all terms used to describe the Spitfire's tendencies to snap into an oversteering condition. This would not be rectified until the debut of the Mk IV in 1970.

Mk III SPECS:

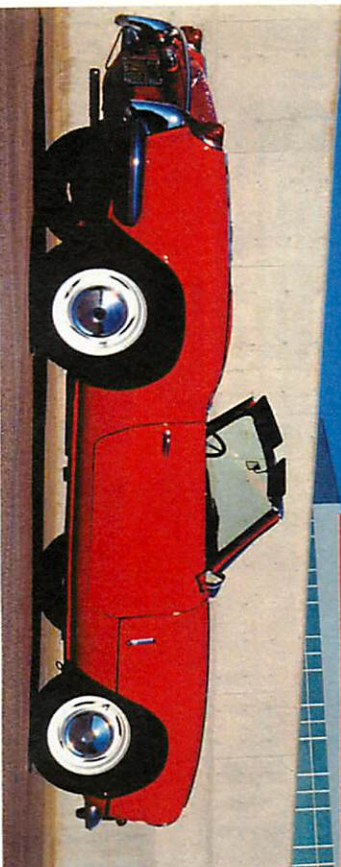
- Production: (1967-1970) 65,320
- Length: 145.0 in.
- Wheelbase: 83.0 in.
- Weight: 1370 lbs.
- Price: (new) \$2,295
- Engine: 1296 cc inline 4
- Horsepower: 75

SPLITLINE Mk IV (1970 - 1980)

The original designer, Michelotti, was brought in to do a re-skin of the Spitfire, resulting in the Mk

IV series cars. The requisite ugly bumper overriders were tacked on, door handles were made flush and the wheel arches were flared subtly. These visual improvements were marred with improvements to the tricky rear suspension geometry. The transverse leaf spring, previously bolted solidly to the top of the differential housing, was modified to allow the spring to pivot atop the differential. This was a visually similar setup but effectively eliminated the snap-oversteer that made performance driving in the Spitfire such a harrowing proposition.

In 1974, Triumph released the Spitfire 1500. This model featured the 1493 cc engine which was a stroked variant of the original 1300 engine. It is interesting to note, this same engine was used in the MGC Midget in an effort to simplify the emissions certification for British Leyland, which now owned both marques. The 1500 engine produced 71 DIN horsepower and, when mated with the simpler and more efficient "Marna" manual transmission, made the Spitfire a true 100-mph car.



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TAN	NEW TAN/ AUTUMN LEAF	NAVY	BLACK
BLUE	GREY		

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CUT PILE AUTUMN LEAF	CUT PILE BROWN
CUT PILE BLACK	LOOP CURL BLACK
LOOP CURL CHARCOAL	
CUT PILE RED	LOOP CURL RED
CUT PILE GREY	

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MGA INTERIOR



MGA INTERIOR KITS

Leather Seat Kits

	Black	Black/Rio	Black/West	Black/Blue	Rio	Blue	Tan	Grey	Ric	SALE
RD	246-010	246-020	246-030	246-040	246-050	246-055*	246-060	246-065	\$509.95	\$428.35
Coupe	246-070*	246-080*	246-090*	246-100*	246-110	246-115*	246-120	246-125*	509.95	428.35

Vinyl Seat Kits

	246-130	246-140	246-150	246-160*	246-170	-	246-180	-	299.95	291.95
RD	246-190*	246-200*	246-210*	246-220*	246-230*	-	246-240*	-	299.95	291.95

Deluxe Panel Kits

	246-310	246-320	246-330	246-340	246-350	246-355*	246-360	246-365	289.95	277.75
Coupe	246-370*	246-380*	246-390*	246-400*	246-410	246-415*	246-420*	246-425*	339.95	277.75

Basic Panel Kit

	246-250	246-260	246-270	246-280*	246-290	-	246-300	-	199.95	163.95
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Slide Curtain Storage Bags

	1500	1600, MKII	243-280	243-285	-	-	243-290	-	243-300	243-350	139.95	127.35
							243-295	-	243-305	243-355	139.95	127.35

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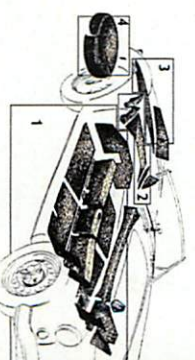
RD	242-835	242-845	242-905	72.50	65.25
Coupe	242-975	242-985*	242-915	79.95	71.95

3. Trunk Carpet Sets

	All <td>242-915</td> <td>242-925</td> <td>89.95</td> <td>80.95</td>	242-915	242-925	89.95	80.95
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4. Spare Tire Covers

1500	242-475	242-375	89.95	80.95	
1600	246-435	246-445*	242-945	89.95	82.85



*Kits denoted by an asterisk are made to order. Please allow six to ten weeks for delivery. See page 2 for specific swatches of upholstery and carpet colors.

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MGB INTERIOR 1962-69

1962-69 INTERIOR KITS

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1962-68	641-170	641-180	641-190	641-200	641-210	641-220	641-230*	641-235	\$499.95	\$399.95
1969	641-310	641-320*	641-330*	641-340*	641-350*	641-360*	641-370*	641-375	579.95	492.95

Vinyl Seat Kits

	641-100	641-110	641-120	641-130*	641-140	641-150*	641-160*	-	229.95	206.95
1962-68	641-240	641-250*	641-260*	641-270*	641-280*	641-290*	641-300*	-	309.95	278.95

Leather Rear Seat Kits

	643-210*	643-220*	643-230*	643-240*	643-250*	643-260*	643-270*	643-275*	409.95	327.95
GT 1966-68	641-450*	641-460*	641-470*	641-480*	641-490*	641-500*	641-510*	641-515*	419.95	335.95

Vinyl Rear Seat Kits

	643-140	643-150	643-160	643-170*	643-180*	643-190*	643-200*	643-205*	249.95	224.95
GT 1969	641-380*	641-390*	641-400*	641-410*	641-420*	641-430*	641-440*	641-445*	259.95	220.95

Panel Kits

Includes all upholstered panels plus extra matching material to cover door caps, dash top and cockpit rail where applicable.

	643-280	643-290	643-300	643-310	643-320	643-330	643-340*	643-345	274.95	241.95
1962-65	643-350	643-360	643-370	643-380*	643-390	643-400	643-410*	643-415	274.95	241.95
RD 1966-67	643-490	643-500	643-510	643-520*	643-530*	643-540*	643-550*	643-555	274.95	241.95
RD 1968-69	643-420*	643-430	643-440	643-450*	643-460*	643-470*	643-480*	643-485*	264.95	235.90
GT 1966-67	643-560	643-570	643-580*	643-590*	643-600*	643-610*	643-620*	643-625*	264.95	235.80



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MGB INTERIOR 1970-80

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Seat Kits

Headrest covers are not included. Please order headrests separately.

	BLACK	NAVY	OGRE	AUTUMN LEAF	CAMPFIRE	REG	SALE
1970-72	641-520	641-530	641-540*	641-550	-	\$269.95	\$242.95
RD 1973-76	641-560	641-570	641-580	641-590	-	274.95	250.20
RD 1977-80	641-600	641-610*	641-620*	641-630	641-625	274.95	233.70

Fabric Seat Kit

GT 1973-76	641-680	-	641-625*	641-685	-	259.95	236.55
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Rear Seat Kit

GT 1970-72	641-640	641-650*	641-660*	641-670	-	219.95	175.95
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Fabric Seat Kit

GT 1973-76	641-690	-	641-665*	641-695*	-	169.95	154.65
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Headrest Assemblies

1970-72	649-100	-	649-130	-	49.95	43.95
1973-76	649-140	649-150	-	649-170	-	49.95
1977-80	641-607	641-615*	-	641-635	641-635	49.95

Panel Kits

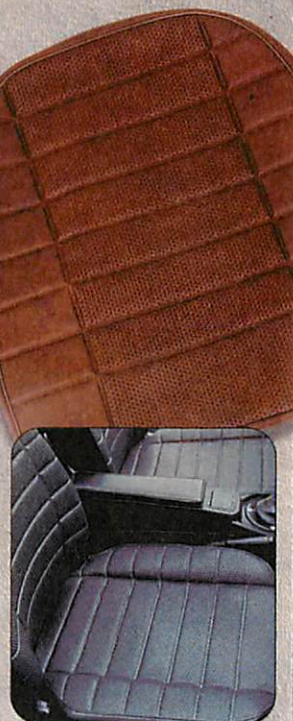
Includes all upholstered panels plus extra matching material to cover door caps and cockpit rail.

RD 1970	643-635	-	-	-	-	189.95	170.95
RD 1971-76	643-630	643-640*	643-650	643-660	-	199.95	171.95
RD 1977-80	643-670	-	643-700	643-705	643-705	199.95	171.95
GT 1970	643-645	-	-	-	-	189.95	170.95
GT 1971-76	643-710	643-720*	643-730*	643-740	-	189.95	170.95

Complete Interior Packages

All the pieces for interior renewal at a bargain price. Includes 1973-76 design panel and seat kits, headrests, seat foams, backboards and webbing. Carpet kit, door panel clips, door cap set, door seal set, door pulls, center console lid, and gearshift boot.

RD 1970-80	111-608	-	-	111-708	-	1149.00	976.65
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1970-80 DELUXE HAND STITCHED INTERIOR KITS

Step up to the look, feel and smell of leather seats with matching piped panels. Designed to recreate the classic British interiors of the 50s and 60s.

Leather Seat Kits

Subtle reshaping for a balance of comfort and style. Includes leather head rest covers

	BLACK	BLACK/RED	BLACK/WHITE	RED	TAN	REG	SALE
1970-72	641-700	641-705	641-710*	641-715*	641-720	\$679.95	\$564.35
1973-76	641-725	641-730	641-735	641-740*	641-745	709.95	603.45
1977-80	641-750	641-755	641-760*	641-765*	641-770	709.95	603.45

Leather Rear Seat Kit

GT 1970-76	641-850	641-855*	641-860*	641-865*	641-870	359.95	295.15
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Panel Kits

Plywood backed. Includes leather covers for the 1973 on style door pull.

RD 1970-80	643-750	643-760	643-770	643-780*	643-790	369.95	332.95
GT 1970-76	643-800*	643-810*	643-820*	643-830*	643-840*	369.95	332.95



*Kits denoted by an asterisk are made to order. Please allow six to ten weeks for delivery.
 See page 2 for specific swatches of upholstery and carpet colors.

OPEN 7 DAYS A WEEK • ORDER BY 3:00 P.M. WEEKDAYS YOUR LOCAL TIME FOR SAME DAY SHIPPING

MGB CARPET

CARPET KITS

Choose our unique deluxe kit with molded tunnel and rear wheel archs or a quality budget kit, both are made from quality cut pile automotive carpet similar to the original. Fully bound with heel pads and mounting snaps.

Deluxe Original Configuration Carpet Kits

As original does not include floor mats or side rail covers.

	Black	Red	Brown	Reg	SALE
1962-67	244-300	244-310	-	\$284.95	\$227.95
1968-76	244-350	244-360*	244-370	289.95	231.95

Deluxe Full Carpet Kit

Standard on later cars, this kit includes floor and side rail carpeting.

1962-67	242-770	242-780	244-385	339.95	288.95
1968-80	244-320	244-330	244-340	339.95	288.95

Deluxe Rear Carpet Set

Includes all additional GT rear carpeting.

GT	242-750	242-760	244-380	209.95	167.95
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Budget Full Carpet Sets

Includes floor and side rail carpeting.

1962-67	242-765	-	-	159.95	143.95
1968-80	244-315	-	244-375	159.95	143.95

Budget Rear Carpet Set

Includes all additional GT rear carpeting.

GT	242-735	-	244-405	129.95	103.95
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Trunk Carpet Set

RD 1968-80	242-850	242-855	242-875	109.95	93.45
Spare Tire Cover	242-860	242-865*	-	45.95	38.75



MG-T INTERIOR



INTERIOR KITS

Leather covered seats are what make a classic car. Why miss the experience?

Leather Seat Kits

	RED	GREEN	BURGUNDY	BLACK	TAN	REG	SALE
TC	245-000	245-010	245-020	245-030	245-480*	\$489.95	\$391.95
TD	245-040	245-050	245-060	245-070	245-490	489.95	391.95
TF	245-080	245-090	245-100	245-110	245-500	599.95	479.80

Deluxe Leather Panel Kits

Luxurious leather covered panels and vinyl trim.

TC	245-240	245-250	245-260	245-270*	245-540*	659.95	547.75
TD	245-280	245-290*	245-300	245-310*	245-550*	649.95	539.45
TF	245-320	245-330*	245-340	245-350*	245-560*	659.95	547.75

Original Vinyl Panel Kits

Original style vinyl covered panels and trim.

TC	245-360	245-370	245-380	245-390	245-570	384.95	307.95
TD	245-400	245-410	245-420	245-430	245-580	384.95	307.95
TF	245-440	245-450	245-460	245-470	245-590	384.95	307.95



OE STYLE BLACK CARPET KITS

To complete your restoration, vintage style English carpet cut to original patterns.

	BLACK	REG	SALE
TC	454-448	\$214.95	\$171.95
TD, TF LHD (to (c)4236 Flat Floor)	454-458	279.95	223.95
TD, TF RHD (to (c)4236 Flat Floor)	454-468	289.95	231.95
TD, TF (from (c)4237 recessed footwell)	454-478	284.95	227.95



*Kits denoted by an asterisk are made to order. Please allow six to ten weeks for delivery. See page 2 for specific swatches of upholstery and carpet colors.

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FAX: 805.692.2525

OVERSEAS: 805.681.3400

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PRICES VALID FROM 2/25/02 - 3/29/02

OPEN 7 DAYS A WEEK • ORDER BY 3:00 P.M. WEEKDAYS YOUR LOCAL TIME FOR SAME DAY SHIPPING

TRIUMPH TR250-6 INTERIOR



OE STYLE INTERIOR KITS	
Duplicate the original look of your classic Triumph, or upgrade to the finest leather seats.	
TR250	Black/White Shadow Blue/White Light Tan
Vinyl Seat Kit	642-660 642-555* 642-755*
Leather Seat Kit	642-805 642-580*
Panel Kit	645-410 645-430 645-415
TR6 1969	Black Shadow Blue Light Tan
OE Style Seat Kit	642-570 642-580*
Panel Kit	645-440 645-450 645-460
TR6 1970-72	Black Shadow Blue New Tan
OE Style Seat Kit	642-600 642-610 642-620 642-775
Leather Seat Kit	642-660 642-670 642-685
Panel Kit	645-305 645-315 645-325 645-295
TR6 1973-76	Black Shadow Blue New Tan Chestnut Blue
OE Style Seat Kit	642-640 642-650 642-660 642-670
Head Rest Assembly	642-665 642-675
Leather Seat Kit	642-690 642-695
Panel Kit 1973	645-330 645-350 645-360 645-405
Panel Kit 1974-76	645-370 645-380 645-390 645-407

TR 250 CARPET SETS	
CUT Pile Carpet is similar in look to the original early wood carpet supplied until 1958. It adds a vintage touch to later interiors. Loop Carpet is correct for all cars from 1958 onwards.	
Cut Pile Carpet Sets	TR250
Black	639-085
Brown	639-085
Blue	639-085
Cut Pile Trunk Carpet Sets	TR250
Black	639-470
Brown	639-480
Blue	639-480
Loop Carpet Sets	TR250
Black	639-080
Brown	639-215*
Blue	639-215*
TR6 OE STYLE CARPET SETS	TR6
High quality rubber-backed wood wool carpet with greater durability.	
Black	639-360
Brown	639-375
Blue	639-375
Budget Carpet Sets	TR6
Synthetic cut pile carpet which is long wearing and good looking.	
Black	639-380
Brown	639-390
Blue	639-390
TR250-6 OE STYLE TRUNK TRIM	TR250-6
Duplicates the original fiber board panel set.	
Black	639-167

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PRICES VALID FROM 2/25/02 - 3/29/02

*Kits denoted by an asterisk are made to order. Please allow six to ten weeks for delivery. See page 2 for specific swatches of upholstery and carpet colors.



TR2-4A INTERIOR



INTERIOR KITS	
Great price goes into all of our upholstery kits. Whether you choose aromatic leather or hard wearing vinyl, each kit is hand assembled with care.	
Leather Upholstery	
Front Seat Kits	TR2-3 (to TS22013)
Black	642-150*
Black/White	642-155
Red/White	642-165
Tan	642-175
Over	642-310*
Blue	642-315*
Rear Seat Kits	
TR2-3 (to TS22013)	642-960*
TR3A (TS22014 thru TS60000)	642-965*
TR3A (from TS60001) - 3B	642-975*
TR4	642-985
TR4A (from TS60001) - 3B	642-995
Vinyl Upholstery	
Front Seat Kits	TR2-3 (to TS22013)
Black	642-020*
Black/White	642-025*
Red/White	642-035*
Red/White	642-045*
Tan	642-210
Over	642-575*
Blue	642-030*
Rear Seat Kits	
TR2-3 (to TS22013)	642-925*
TR3A (TS22014 thru TS60000)	642-935*
TR3A (from TS60001) - 3B	642-945*
TR4	642-955
TR4A (from TS60001) - 3B	642-965
Panel Kits	
Feature marine plywood backing and includes materials to cover dash and door top rails where applicable.	
TR2-3 (to TS22013)	645-000
TR3A (TS22014 thru TS60000)	645-020
TR3A (from TS60001) - 3B	645-045
TR4	645-060
TR4A	645-085
TR2-3 (to TS22013)	645-095*
TR3A (TS22014 thru TS60000)	645-115
TR3A (from TS60001) - 3B	645-120
TR4	645-130
TR4A	645-140
TR2-3 (to TS22013)	645-150
TR3A (TS22014 thru TS60000)	645-165
TR3A (from TS60001) - 3B	645-175
TR4	645-185
TR4A	645-195
TR2-3 (to TS22013)	645-205
TR3A (TS22014 thru TS60000)	645-215
TR3A (from TS60001) - 3B	645-225
TR4	645-235
TR4A	645-245
TR2-3 (to TS22013)	645-255
TR3A (TS22014 thru TS60000)	645-265
TR3A (from TS60001) - 3B	645-275
TR4	645-285
TR4A	645-295
TR2-3 (to TS22013)	645-305
TR3A (TS22014 thru TS60000)	645-315
TR3A (from TS60001) - 3B	645-325
TR4	645-335
TR4A	645-345
TR2-3 (to TS22013)	645-355
TR3A (TS22014 thru TS60000)	645-365
TR3A (from TS60001) - 3B	645-375
TR4	645-385
TR4A	645-395
TR2-3 (to TS22013)	645-405
TR3A (TS22014 thru TS60000)	645-415
TR3A (from TS60001) - 3B	645-425
TR4	645-435
TR4A	645-445
TR2-3 (to TS22013)	645-455
TR3A (TS22014 thru TS60000)	645-465
TR3A (from TS60001) - 3B	645-475
TR4	645-485
TR4A	645-495
TR2-3 (to TS22013)	645-505
TR3A (TS22014 thru TS60000)	645-515
TR3A (from TS60001) - 3B	645-525
TR4	645-535
TR4A	645-545
TR2-3 (to TS22013)	645-555
TR3A (TS22014 thru TS60000)	645-565
TR3A (from TS60001) - 3B	645-575
TR4	645-585
TR4A	645-595
TR2-3 (to TS22013)	645-605
TR3A (TS22014 thru TS60000)	645-615
TR3A (from TS60001) - 3B	645-625
TR4	645-635
TR4A	645-645
TR2-3 (to TS22013)	645-655
TR3A (TS22014 thru TS60000)	645-665
TR3A (from TS60001) - 3B	645-675
TR4	645-685
TR4A	645-695
TR2-3 (to TS22013)	645-705
TR3A (TS22014 thru TS60000)	645-715
TR3A (from TS60001) - 3B	645-725
TR4	645-735
TR4A	645-745
TR2-3 (to TS22013)	645-755
TR3A (TS22014 thru TS60000)	645-765
TR3A (from TS60001) - 3B	645-775
TR4	645-785
TR4A	645-795
TR2-3 (to TS22013)	645-805
TR3A (TS22014 thru TS60000)	645-815
TR3A (from TS60001) - 3B	645-825
TR4	645-835
TR4A	645-845
TR2-3 (to TS22013)	645-855
TR3A (TS22014 thru TS60000)	645-865
TR3A (from TS60001) - 3B	645-875
TR4	645-885
TR4A	645-895
TR2-3 (to TS22013)	645-905
TR3A (TS22014 thru TS60000)	645-915
TR3A (from TS60001) - 3B	645-925
TR4	645-935
TR4A	645-945
TR2-3 (to TS22013)	645-955
TR3A (TS22014 thru TS60000)	645-965
TR3A (from TS60001) - 3B	645-975
TR4	645-985
TR4A	645-995
TR2-3 (to TS22013)	646-005
TR3A (TS22014 thru TS60000)	646-015
TR3A (from TS60001) - 3B	646-025
TR4	646-035
TR4A	646-045
TR2-3 (to TS22013)	646-055
TR3A (TS22014 thru TS60000)	646-065
TR3A (from TS60001) - 3B	646-075
TR4	646-085
TR4A	646-095
TR2-3 (to TS22013)	646-105
TR3A (TS22014 thru TS60000)	646-115*
TR3A (from TS60001) - 3B	646-120
TR4	646-130
TR4A	646-140
TR2-3 (to TS22013)	646-150
TR3A (TS22014 thru TS60000)	646-160
TR3A (from TS60001) - 3B	646-170
TR4	646-180
TR4A	646-190
TR2-3 (to TS22013)	646-200
TR3A (TS22014 thru TS60000)	646-210
TR3A (from TS60001) - 3B	646-220
TR4	646-230
TR4A	646-240
TR2-3 (to TS22013)	646-250
TR3A (TS22014 thru TS60000)	646-260
TR3A (from TS60001) - 3B	646-270
TR4	646-280
TR4A	646-290
TR2-3 (to TS22013)	646-300
TR3A (TS22014 thru TS60000)	646-310
TR3A (from TS60001) - 3B	646-320
TR4	646-330
TR4A	646-340
TR2-3 (to TS22013)	646-350
TR3A (TS22014 thru TS60000)	646-360
TR3A (from TS60001) - 3B	646-370
TR4	646-380
TR4A	646-390
TR2-3 (to TS22013)	646-400*
TR3A (TS22014 thru TS60000)	646-410*
TR3A (from TS60001) - 3B	646-420*
TR4	646-430
TR4A	646-440
TR2-3 (to TS22013)	646-450
TR3A (TS22014 thru TS60000)	646-460
TR3A (from TS60001) - 3B	646-470
TR4	646-480
TR4A	646-490
TR2-3 (to TS22013)	646-500
TR3A (TS22014 thru TS60000)	646-510
TR3A (from TS60001) - 3B	646-520
TR4	646-530
TR4A	646-540
TR2-3 (to TS22013)	646-550
TR3A (TS22014 thru TS60000)	646-560
TR3A (from TS60001) - 3B	646-570
TR4	646-580
TR4A	646-590
TR2-3 (to TS22013)	646-600
TR3A (TS22014 thru TS60000)	646-610
TR3A (from TS60001) - 3B	646-620
TR4	646-630
TR4A	646-640
TR2-3 (to TS22013)	646-650
TR3A (TS22014 thru TS60000)	646-660
TR3A (from TS60001) - 3B	646-670
TR4	646-680
TR4A	646-690
TR2-3 (to TS22013)	646-700
TR3A (TS22014 thru TS60000)	646-710
TR3A (from TS60001) - 3B	646-720
TR4	646-730
TR4A	646-740
TR2-3 (to TS22013)	646-750
TR3A (TS22014 thru TS60000)	646-760
TR3A (from TS60001) - 3B	646-770
TR4	646-780
TR4A	646-790
TR2-3 (to TS22013)	646-800
TR3A (TS22014 thru TS60000)	646-810
TR3A (from TS60001) - 3B	646-820
TR4	646-830
TR4A	646-840
TR2-3 (to TS22013)	646-850
TR3A (TS22014 thru TS60000)	646-860
TR3A (from TS60001) - 3B	646-870
TR4	646-880
TR4A	646-890
TR2-3 (to TS22013)	646-900
TR3A (TS22014 thru TS60000)	646-910
TR3A (from TS60001) - 3B	646-920
TR4	646-930
TR4A	646-940
TR2-3 (to TS22013)	646-950
TR3A (TS22014 thru TS60000)	646-960
TR3A (from TS60001) - 3B	646-970
TR4	646-980
TR4A	646-990
TR2-3 (to TS22013)	647-000
TR3A (TS22014 thru TS60000)	647-010
TR3A (from TS60001) - 3B	647-020
TR4	647-030
TR4A	647-040
TR2-3 (to TS22013)	647-050
TR3A (TS22014 thru TS60000)	647-060
TR3A (from TS60001) - 3B	647-070
TR4	647-080
TR4A	647-090
TR2-3 (to TS22013)	647-100
TR3A (TS22014 thru TS60000)	647-110
TR3A (from TS60001) - 3B	647-120
TR4	647-130
TR4A	647-140
TR2-3 (to TS22013)	647-150
TR3A (TS22014 thru TS60000)	647-160
TR3A (from TS60001) - 3B	647-170
TR4	647-180
TR4A	647-190
TR2-3 (to TS22013)	647-200
TR3A (TS22014 thru TS60000)	647-210
TR3A (from TS60001) - 3B	647-220
TR4	647-230
TR4A	647-240
TR2-3 (to TS22013)	647-250
TR3A (TS22014 thru TS60000)	647-260
TR3A (from TS60001) - 3B	647-270
TR4	647-280
TR4A	647-290
TR2-3 (to TS22013)	647-300
TR3A (TS22014 thru TS60000)	647-310
TR3A (from TS60001) - 3B	647-320
TR4	647-330
TR4A	647-340
TR2-3 (to TS22013)	647-350
TR3A (TS22014 thru TS60000)	647-360
TR3A (from TS60001) - 3B	647-370
TR4	647-380
TR4A	647-390
TR2-3 (to TS22013)	647-400
TR3A (TS22014 thru TS60000)	647-410
TR3A (from TS60001) - 3B	647-420
TR4	647-430
TR4A	647-440
TR2-3 (to TS22013)	647-450
TR3A (TS22014 thru TS60000)	647-460
TR3A (from TS60001) - 3B	647-470
TR4	647-480
TR4A	647-490
TR2-3 (to TS22013)	647-500
TR3A (TS22014 thru TS60000)	647-510
TR3A (from TS60001) - 3B	647-520
TR4	647-530
TR4A	647-540
TR2-3 (to TS22013)	647-550
TR3A (TS22014 thru TS60000)	647-560
TR3A (from TS60001) - 3B	647-570
TR4	647-580
TR4A	647-590
TR2-3 (to TS22013)	647-600
TR3A (TS22014 thru TS60000)	647-610
TR3A (from TS60001) - 3B	647-620
TR4	647-630
TR4A	647-640
TR2-3 (to TS22013)	647-650
TR3A (TS22014 thru TS60000)	647-660
TR3A (from TS60001) - 3B	647-670
TR4	647-680
TR4A	647-690
TR2-3 (to TS22013)	647-700
TR3A (TS22014 thru TS60000)	647-710
TR3A (from TS60001) - 3B	647-720
TR4	647-730
TR4A	647-740
TR2-3 (to TS22013)	647-750
TR3A (TS22014 thru TS60000)	647-760
TR3A (from TS60001) - 3B	647-770
TR4	647-780
TR4A	647-790
TR2-3 (to TS22013)	647-800
TR3A (TS22014 thru TS60000)	647-810
TR3A (from TS60001) - 3B	647-820
TR4	647-830
TR4A	647-840
TR2-3 (to TS22013)	647-850
TR3A (TS22014 thru TS60000)	647-860
TR3A (from TS60001) - 3B	647-870
TR4	647-880
TR4A	647-890
TR2-3 (to TS22013)	647-900
TR3A (TS22014 thru TS60000)	647-910
TR3A (from TS60001) - 3B	647-920
TR4	647-930
TR4A	647-940
TR2-3 (to TS22013)	647-950
TR3A (TS22014 thru TS60000)	647-960
TR3A (from TS60001) - 3B	647-970
TR4	647-980
TR4A	647-990
TR2-3 (to TS22013)	648-000
TR3A (TS22014 thru TS60000)	648-010
TR3A (from TS60001) - 3B	648-020
TR4	648-030
TR4A	648-040
TR2-3 (to TS22013)	648-050
TR3A (TS22014 thru TS60000)	648-060
TR3A (from TS60001) - 3B	648-070
TR4	648-080
TR4A	648-090
TR2-3 (to TS22013)	648-100
TR3A (TS22014 thru TS60000)	648-110
TR3A (from TS60001) - 3B	648-120
TR4	648-130
TR4A	648-140
TR2-3 (to TS22013)	648-150
TR3A (TS22014 thru TS60000)	648-160
TR3A (from TS60001) - 3B	648-170
TR4	648-180
TR4A	648-190
TR2-3 (to TS22013)	648-200
TR3A (TS22014 thru TS60000)	648-210
TR3A (from TS60001) - 3B	648-220
TR4	648-230
TR4A	648-240
TR2-3 (to TS22013)	648-250
TR3A (TS22014 thru TS60000)	648-260
TR3A (from TS60001) - 3B	648-270
TR4	648-280
TR4A	648-290
TR2-3 (to TS22013)	648-300
TR3A (TS22014 thru TS60000)	648-310
TR3A (from TS60001) - 3B	648-320
TR4	648-330
TR4A	648-340
TR2-3 (to TS22013)	648-350
TR3A (TS22014 thru TS60000)	648-360
TR3A (from TS60001) - 3B	648-370
TR4	648-380
TR4A	648-390
TR2-3 (to TS22013)	648-400
TR3A (TS22014 thru TS60000)	648-410
TR3A (from TS60001) - 3B	648-420
TR4	648-430
TR4A	648-440
TR2-3 (to TS22013)	648-450
TR3A (TS22014 thru TS60000)	648-460
TR3A (from TS60001) - 3B	648-470
TR4	648-480
TR4A	648-490
TR2-3 (to TS22013)	648-500
TR3A (TS22014 thru TS60000)	648-510
TR3A (from TS60001) - 3B	648-520
TR4	648-530
TR4A	648-540
TR2-3 (to TS22013)	648-550
TR3A (TS22014 thru TS60000)	648-560
TR3A (from TS60001) - 3B	648-570
TR4	648-580
TR4A	648-590
TR2-3 (to TS22013)	648-600
TR3A (TS22014 thru TS60000)	648-610
TR3A (from TS60001) - 3B	648-620
TR4	648-630
TR4A	648-640
TR2-3 (to TS22013)	648-650
TR3A (TS22014 thru TS60000)	648-660
TR3A (from TS60001) - 3B	648-670
TR4	648-680
TR4A	648-690
TR2-3 (to TS22013)	648-700
TR3A (TS22014 thru TS60000)	648-710
TR3A (from TS60001) - 3B	648-720
TR4	648-730
TR4A	648-740
TR2-3 (to TS22013)	648-750
TR3A (

AUSTIN HEALEY BN1 THRU BJ7 INTERIOR

LEATHER UPHOLSTERY

Front Seat Kits	Black	Black/Wheat	Black/Blue	Blue	Red/Wheat	Blue	Black/Wheat	Light Tan	Blue	SALE
BN1, BN2	246-610	246-680*	246-630	246-700	246-710*	246-725	246-725	246-730	\$599.95	\$491.95
BN4-BJ7	246-815	246-825	246-835	246-845	246-855	246-865	246-875	246-885	619.95	508.35
Rear Seat Kits										
BN4 (thru 68959)	246-900*	246-960*	246-910*	246-980*	246-990*	247-000*	247-006	247-010*	334.95	274.65
BN4 (thru 68960) - BJ7	246-955*	246-965*	246-975	246-985*	246-995*	247-005*	246-007	247-015	334.95	267.95
BJ7	247-090*	247-100*	247-110*	247-120*	247-130*	247-140*	247-145*	247-150*	349.00	286.15

Amrest Kits	Black	Black/Wheat	Black/Blue	Blue	Red/Wheat	Blue	Black/Wheat	Light Tan	Blue	SALE
BN1	247-235	247-245	247-255	247-265	247-275	247-285	247-297	247-295	89.95	79.15
BN2, BN4 (thru 68959)	247-280	247-290	247-250	247-260	247-270*	247-280	247-286	247-290*	99.95	87.95
BN4 (thru 68960) - BJ7	247-370	247-380	247-390	247-400	247-410	247-420	247-425	247-430	84.95	74.75

VINYL UPHOLSTERY

Front Seat Kits	Black	Black/Wheat	Black/Blue	Blue	Red/Wheat	Blue	Black/Wheat	Light Tan	Blue	SALE
BN1, BN2	246-610*	246-610*	246-620*	246-630*	246-640*	246-650*	246-655*	246-660*	259.95	239.95
BN4-BJ7	246-740	246-750	246-760	246-770	246-780*	246-790	246-795	246-800*	229.95	239.95
Rear Seat Kits										
BN4 (thru 68959)	246-890*	246-890*	246-900*	246-910*	246-920*	246-930*	246-936	246-945*	174.95	146.95
BN4 (thru 68960) - BJ7	246-985	246-895	246-905*	246-915	246-925*	246-935*	246-937	246-945*	174.95	146.95
BJ7	247-020	247-030*	247-040	247-050*	247-060*	247-070*	247-075	247-080*	174.95	146.95

Amrest Kits	Black	Black/Wheat	Black/Blue	Blue	Red/Wheat	Blue	Black/Wheat	Light Tan	Blue	SALE
BN1	247-165*	247-175*	247-185*	247-195*	247-205*	247-215*	247-217*	247-225*	84.95	74.75
BN2, BN4 (thru 68959)	247-160*	247-170*	247-180*	247-190*	247-200*	247-210*	247-216*	247-220*	89.95	79.15
BN4 (thru 68960) - BJ7	247-300	247-310*	247-320	247-330*	247-340*	247-350*	247-355	247-360*	67.95	59.80

Panel Kits	Black	Black/Wheat	Black/Blue	Blue	Red/Wheat	Blue	Black/Wheat	Light Tan	Blue	SALE
BN1, BN2	247-880	-	-	247-890	-	247-900	-	247-910	319.95	291.55
BN4 (thru 68959)	247-925	-	-	247-935*	-	247-945	-	247-955*	359.95	351.95
BN4 (thru 68960) - BJ7	247-965	-	-	247-975	-	247-985	-	247-995	448.95	359.95
BN6-BJ7	247-960*	-	-	247-970*	-	247-980*	-	247-990*	559.95	509.95
BJ7	248-000	-	-	248-010	-	248-020	-	248-030*	359.95	287.95

Note: BN6-BJ7 panel kits now include the complete rear quarter panel assemblies.

CARPET SETS

Carefully chosen vintage pile carpet cut and bound to original patterns. Includes heel mat and all necessary snaps and slugs.

	Black	Blue	Blue	Blue	Blue	SALE
BN1	248-720	248-730*	248-740	248-750	248-760	\$239.95
BN2	248-760	248-770	248-780	248-790	248-800	221.35
BN4, BJ7	248-810	248-820	248-830*	248-840	248-850*	207.95
BN6, BN7 Side Shift	248-810	248-820	248-830*	248-840	248-850*	293.95
BN7 Center Shift	248-840	248-850*	248-860*	248-870	248-880	344.35
BJ7, BJ8 (thru 28709)	248-870	248-880	248-890	248-900	248-910	213.15



AUSTIN HEALEY BJ8 INTERIOR

OE STYLE VINYL UPHOLSTERY

Correct chrome beading and embossed patterns	Black	Black/Wheat	Black/Blue	Blue	Red/Wheat	Blue	Black/Wheat	Light Tan	Blue	SALE
Front Seat Kit	247-450	247-470	247-480	247-490	247-500	247-510	247-520	247-530	\$449.95	\$386.95
Rear Seat Kit	247-590	247-610	247-620	247-630	247-640*	247-650	247-660*	247-670*	399.95	327.95
Fixed Amrest	247-800	247-810	247-820	247-830	247-840	247-850	247-860	247-870	64.95	51.95

OE STYLE LEATHER UPHOLSTERY

Ship up to the luxurious feel and smell of high quality leather with matching piping

	Black	Black/Wheat	Black/Blue	Blue	Red/Wheat	Blue	Black/Wheat	Light Tan	Blue	SALE
Front Seat Kit	247-510	247-530*	247-540	247-550	247-560	247-570	247-580	247-590	829.95	690.95
Rear Seat Kit	247-650	247-670	247-680	247-690	247-700	247-710	247-720	247-730	614.95	504.25
Fixed Amrest	247-840	247-850*	247-860	247-870	247-880	247-890	247-900	247-910	99.95	89.95

DOOR TOP RAIL SET

The finishing touch to an interior restoration.

	Black	Black/Wheat	Black/Blue	Blue	Red/Wheat	Blue	Black/Wheat	Light Tan	Blue	SALE
BJ7-BJ8	859-158	-	-	-	-	-	-	-	159.95	127.95

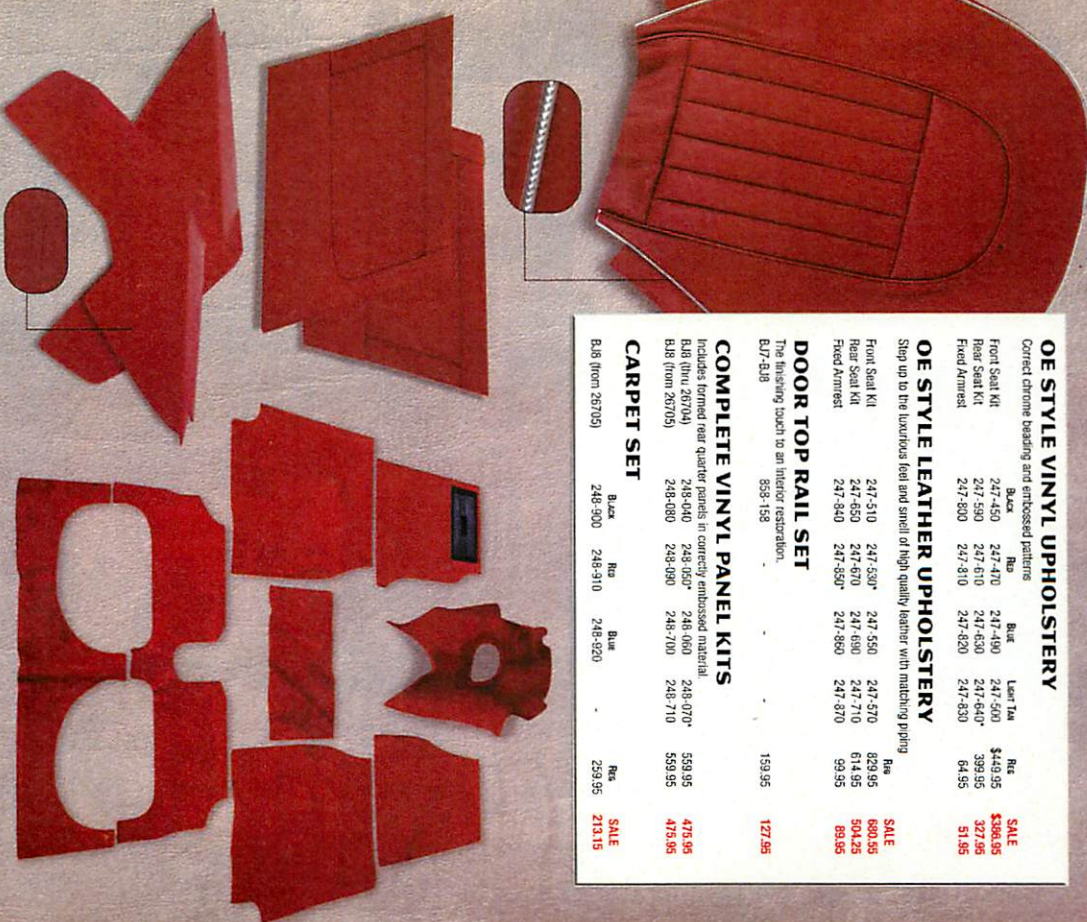
COMPLETE VINYL PANEL KITS

Includes formed rear quarter panels in correctly embossed materials. BJ8 (thru 28709)

	Black	Black/Wheat	Black/Blue	Blue	Red/Wheat	Blue	Black/Wheat	Light Tan	Blue	SALE
BJ8 (thru 28709)	248-040	248-050*	248-060	248-070*	248-080	248-090	248-100	248-110	559.95	473.95
BJ8 (thru 28705)	248-080	248-090	248-100	248-110	248-120	248-130	248-140	248-150	559.95	473.95

CARPET SET

	Black	Black/Wheat	Black/Blue	Blue	Red/Wheat	Blue	Black/Wheat	Light Tan	Blue	SALE
BJ8 (thru 28705)	248-900	248-910	248-920	248-930	248-940	248-950	248-960	248-970	259.95	213.15

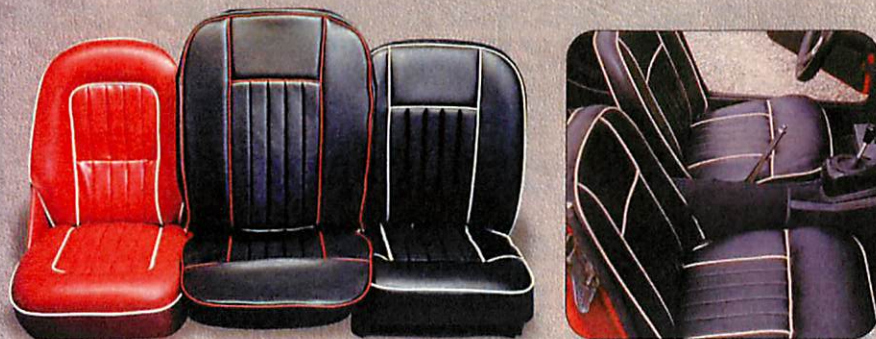


*Kits denoted by an asterisk are made to order. Please allow six to ten weeks for delivery. See page 2 for specific swatches of upholstery and carpet colors.

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SPRITE & MIDGET INTERIOR



LEATHER SEAT KITS

	BLACK	BLACK/WHITE	RED/WHITE	BLUE	BLUE/WHITE	NAVY	AUTUMN LEAF	REG	SALE
1958-62 Sprite	-	640-775	640-785	-	-	-	-	\$679.95	\$601.75
1961-62 Midget	-	640-880	640-885	-	-	-	-	679.95	601.75
1963-65.5 All	-	640-825	640-835	-	-	-	-	679.95	601.75
1965.5-68 All	-	640-845	640-925	-	-	-	-	679.95	601.75
1969 All, Fixed Back	640-800	-	-	-	-	-	-	679.95	601.75
1969 All, Reclining	640-955	-	-	-	-	-	-	679.95	601.75
1970-78 Midget	640-805	-	-	-	-	-	640-810	679.95	601.75

VINYL SEAT KITS

	BLACK	BLACK/WHITE	RED/WHITE	BLUE	BLUE/WHITE	NAVY	AUTUMN LEAF	REG	SALE
1958-62 Sprite	-	640-770	640-780	640-790	-	-	-	249.95	216.20
1961-62 Midget	-	640-895	640-905	640-915	-	-	-	249.95	216.20
1963-65.5 All	-	640-855	640-865	-	640-875	-	-	249.95	216.20
1965.5-68 All	-	640-910	640-920	640-840	-	-	-	249.95	216.20
1969 All, Fixed Back	640-945	-	-	-	-	-	-	276.50	239.15
1969 All, Reclining	640-950	-	-	-	-	-	-	269.95	233.50
1970-78 Midget	640-960	-	-	-	-	640-930	640-980	249.95	216.20

Headrest Assemblies

1970-78 Midget	649-140	-	-	-	-	649-150	649-170	49.95	43.05
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Panel Kits

	BLACK	BLACK/WHITE	RED	RED/WHITE	BLUE	NAVY	AUTUMN LEAF	REG	SALE
1958-62 Sprite	645-500	-	645-510	-	645-520	-	-	199.95	174.95
1961-62 All	645-540	-	645-550	-	645-560	-	-	249.95	218.70
1963 All	645-620	-	645-630	-	645-640	-	-	279.95	244.95
1964-66 All	645-570	-	645-580	-	645-585	-	-	309.95	271.20
1967-69 All	645-660	645-670	-	645-680*	-	-	-	269.95	236.20
1970-80 Midget	645-700	-	-	-	-	645-710*	645-720	199.95	174.95

CARPET SETS

	BLACK	RED	BLUE	AUTUMN LEAF	REG	SALE
1958-63 All	242-530	242-540	242-550	-	199.95	169.95
1964-80 All	242-560	242-570*	-	242-580	199.95	169.95

TRIUMPH SPITFIRE MKIV & 1500, TR7 INTERIOR

SPITFIRE MKIV & 1500

Seat Covers

1971-72 Black Seat Cover Kit	644-320*	\$399.95	\$327.95
1973-76 Black Seat Cover Kit	644-330	264.95	211.95
1977-80 Black Houndstooth Seat Cover Kit	644-350	264.95	211.95
1977-80 Black Headrest Cover	644-360	29.95	24.55

Seat Cushions

1977-80 Seat Back	644-370	54.95	46.70
1977-80 LH Seat Bottom	644-380	54.95	46.70
1977-80 RH Seat Bottom	644-390	54.95	46.70

Door Panel Sets

1971-72 Black	644-400	89.95	79.15
1973-80 Black	644-410	89.95	79.15

Door Top Covers

1971-80 LH	644-430	26.95	21.55
1971-80 RH	644-440	26.95	21.55
1973-80 Black Rear Quarter Trim Kit	644-460	99.95	81.95
1971-72 Black Rear Cockpit Panel	644-470	59.95	54.25
1973-80 Black Rear Cockpit Panel	644-480	69.95	55.95
Black Front Tunnel Cover	644-490	37.35	29.85
1975-80 Black Armrest	644-520	99.95	89.95
1975-80 Black Armrest Cover	644-530	59.95	49.75
1971-80 LH Glovebox	644-540	24.95	19.95
1971-80 RH Glovebox	644-550	24.95	19.95

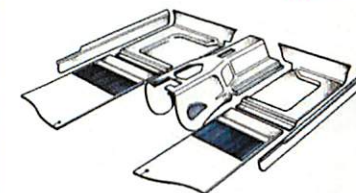
Carpet Sets

Black Molded Carpet Set	644-300	359.95	295.15
Black Standard Carpet Set	644-310	149.95	119.95

TRIUMPH TR7

Black Carpet Set

072-472	REG	SALE
	\$244.95	\$196.95



*Kits denoted by an asterisk are made to order. Please allow six to ten weeks for delivery. See page 2 for specific swatches of upholstery and carpet colors.

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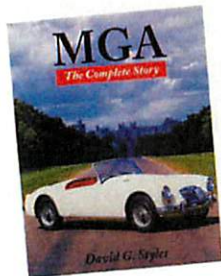
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New Products



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Now available softbound at an attractive price, this definitive work reveals the complete story of the much loved MGA. 7-1/4" x 9-1/2", 192 pages. 212-236 \$24.95



Magnetic 3rd Brake Light

An added measure of safety when driving to and from events. Easily removes for when you are showing your car. Features a very bright high quality light unit mounted on a heavy chrome magnet assembly. Easily connects to your existing wiring harness. 164-005 \$75.95



"Hook Mount" Inertia Reel Seatbelt

By popular demand we have sourced a snap hook version of our popular TR6 inertia reel seatbelt. Features snaphooks at each end of the lap belt. 222-005 \$99.95



Renova Soft Top Care Products

The best care you can give to your fabric or vinyl convertible top. Water based Renova products clean, waterproof and revive tired tops safely.

Fabric Top Dry Cleaner	220-260	\$17.95
Fabric Top Water & Stain Proof, 1 L	220-265	29.95
Fabric Top Water & Stain Proof, 500 ML	220-280	17.95
Vinyl Soft Top Cleaner, 500 ML	220-285	13.95
Vinyl Soft Top Protector, 500 ML	220-290	13.95
Plastic Window Polish, 100 ML	220-255	21.95
Plastic Window Polish, 30 ML	220-275	8.50
Black Fabric Top Reviver, 1 L	220-250	49.50
Black Fabric Top Reviver, 500 ML	220-270	24.95
Blue Fabric Top Reviver, 1 L	220-295	49.50
Blue Fabric Top Reviver, 500 ML	220-300	24.95
Brown Fabric Top Reviver, 1 L	220-305	49.50
Brown Fabric Top Reviver, 500 ML	220-310	24.95



Works Type Bonnet Straps

Similar to those used on rally and race cars of the 60s. An authentic touch of history. 222-730 \$24.95



Fiberglass Hardtops

From Roadster to GT in 1 minute. A fiberglass hardtop is the ultimate accessory for comfortable year round motoring. Hand laid fiberglass construction and aircraft grade plexiglass windows give the highest strength and lightest weight. The secure stainless steel mounting system assures tight fit and ease of removal. Comes ready to paint, requires surface shipping.

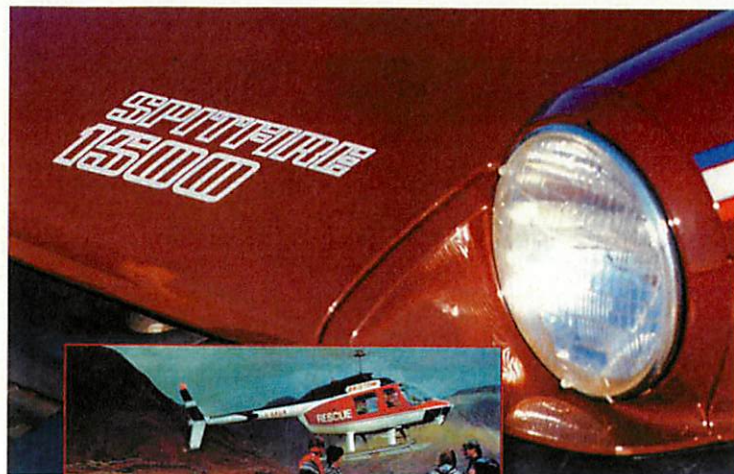
MGB	458-300	\$999.00
Midget	458-305	899.00
TR6	458-310	999.00

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Marketing photography doesn't always make sense. Here we see two Spitfires and a rescue helicopter. Why not?

Universal woes across the British automotive industry did not look kindly upon the little Spitfire. At this stage in its life, the model no longer had any other cars to help support its

the pleasures of the sports car to many who would not have been able to afford it otherwise. Perhaps this was the reason Vickers never complained about the appropriation of the name. ©



Mk IV SPECS:

- Production: (1970-1980) 70,021
- Length: 149.0 in.
- Wheelbase: 83.0 in.
- Weight: 1750 lbs.
- Price: (new) \$7,365
- Engine: 1296 cc Inline 4
- Horsepower: 63

Left: The bonnet and fenders hinged forward as a unit, providing ample room for six mechanics to fix the car all at once.

DIRECT ORDER HOTLINE - OPEN 7 DAYS A WEEK



HISTORICAL ENIGMA Did this car run Le Mans?

Amidst the stables and green rolling hills of Rancho Santa Fe, California, in a garage filled with legendary race cars, brutes from NASCAR's steep banks, lies a small terror of the race track. A legend at Willow Springs, it's something of a historical question mark.

The 1965 Triumph Spitfire is raced by Beth Philion. We had a chance to talk with her husband, Jim Philion, about the car. "We have heard that this car was raced at Le Mans," Jim said. "We have not been able to verify that, however."

Completely original, right down to the red and white paint job, the car carries with it a few trick parts and a lot of questions. The first noticeable link to greatness lies under the hood, a massive pair of Weber 40DCOE carburetors. These bolt up to a specially made 11-stud, 8-port Le Mans-spec head, only 20 of which were reportedly manufactured. With such limited numbers, it makes sense that only very select Spitfires were destined to have this works component. The Spitfire also came from the factory with a Salisbury limited slip differential and a GT6 transmission. This Mk II is a rarity since it was never a road-going car. Its destiny was the track and it has been successfully raced at places like the Monterey Histories and Willow Springs. There are documented time sheets with lap times of 1:50 at Willow, not bad for a vehicle so low on horsepower.

The car was originally owned by Steve Fish of Coventry Conversions in Mountain View, California. "It has been a race car all its life" Jim said. "Even the paint is original. I would have painted it but everyone tells me not to touch it. We are researching its history. Who knows, maybe it really did race at Le Mans" ☺



BENCHMARK IN THE DESERT

The Barrett-Jackson Auto Auction

Photography by Justin Fort



Lot #84, Austin-Healey, '57 Roadster restored with heavy options list. Went for \$27,000.

Scottsdale, Arizona is the kind of town where the high-brow intermingle comfortably with the dusty cowboy nature of the working man. It is also the site of the Barrett-Jackson Auto Auction, a veritable benchmark in the enthusiasts' world of automotive value past and present. Here, you will find t-shirted fellows looking at everything with long necks and tweed-jacketed gentlemen looking for that special Bentley.



This little nugget was a never-sold '80 Spitfire. It left the block for \$13,500 (lot #934).



Above: There were two Le Mans D-Type replicas at BJ '02. If you can't afford the real thing (list price \$3M), this one (lot #768) didn't sell at \$65G. About 30 percent of the vehicles @ BJ '02 didn't sell.



More interesting English metal on the lot included this restoracer XK120. Though we're pretty sure the color's not original, the rest of the car was done to match its ex-CA racer roots. Lot #964 went onto the block with no reserve, and sold for about \$56G.

More than 1000 cars crossed the auction block, many of them carrying significant historical cache.

The Barrett-Jackson auction attracts the types of cars and buyers that matter in this business. Because of this, standards are set that affect the collector's world as a whole. It is a good place to spot trends and determine what will be a good investment and what will be a perpetual sink-hole for your cash.

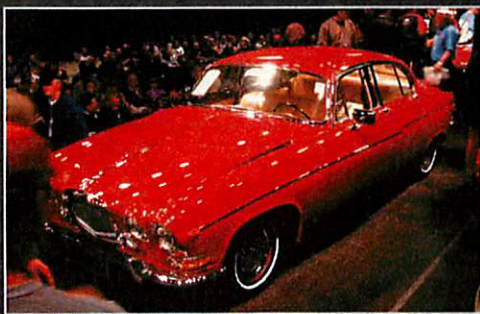
After a seemingly endless parade of cars we noted a few important deviations from the expected. While the traditional heavy-hitters in the

haughty English hardware league, namely Bentley and Rolls Royce, experienced depressed prices and low interest, spritely contenders from Austin-Healey and Triumph enjoyed elevated prices and strengthened interest from buyers. MGs, especially the B series, did not fare as well as hoped either, whereas Jaguar action was healthy and heated.

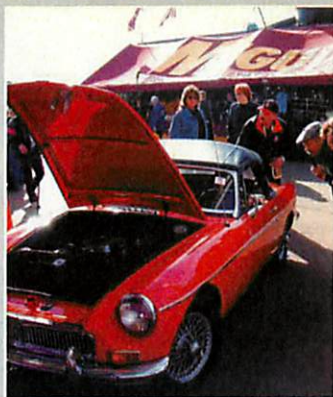
If this were Vegas, the big money would be on Triumph and Jaguar for the good odds and large payoff. It's not Vegas, however, it's Scottsdale, Arizona, a dusty town filled with self-importance — where worlds collide and standards of automotive value are forged. **B**



Waiting in line near the above MG B, this '62 Austin-Healey MK II B17 (lot #607) went for almost \$25G. The difference in tag between the earlier big English sports cars and later mini English sporters (MGB, A-H Sprite, TR6) is notable.



Don't expect just drop-heads and two-places at BJ '02—this '66 MK X 4.2 Sedan had been restored to a six-figure tune, but sold for about \$33G (lot #613). Deals are to be had.



Lot #602: an exceptionally clean '69 MG B. Illustrating their dearth in value compared to the bulk of UK-sourced cars on the block, it sold for a mere \$8370.



It's a wild time on the block when you're lot #115. In-demand rides like this super restored, never-street registered (what a shame) '64 XKE Roadster, gather lots of bodies from the bidding audience and make photography difficult. Gone price: \$58,320.



This is the end. Bidders are dried out and the banter loses momentum — auctioneers hold the price and it's... it's... sold! This '58 XK 150 Drophead Coupe went for \$54G, updated but unrestored.

BARRETT-JACKSON RESULTS

ASTON MARTIN

1962 DB 4 SERIES IV COUPE 78,840

AUSTIN

1923 SEVEN "CHUMMY" TOURER 10,800

1990 A-40 PICK UP 13,500

AUSTIN-HEALEY

1957 ROADSTER 27,000

1958 100-6 B16 CONVERTIBLE 20,520

1960 BUGEYE SPRITE 9,450

1960 3000 ROADSTER 17,550

1962 3000 MARK II BT7 ROADSTER 25,920

1962 3000 MARK II ROADSTER 45,560

1964 3000 ROADSTER 16,470

1965 3000 MARK III BJ-8 PHASE II ROADSTER 59,400

1965 3000 MARK III BJ-8 ROADSTER 21,600

1965 3000 ROADSTER 30,240

1966 3000 MARK III CONVERTIBLE 46,000*

1966 SPRITE 2-DOOR CONVERTIBLE 2,268

1966 SPRITE 2-DOOR CONVERTIBLE 4,320

BENTLEY

1984 MULSANNES TURBO 18,252

1995 CONTINENTAL R 2D 146,880

1997 CONTINENTAL T 2-DOOR COUPE 115,000*

JAGUAR

1958 SS SALOON 20,520

1949 XK 120 ALLOY ROADSTER 129,600

1950 XK 120 ROADSTER 64,800

1952 XK 120 RACE ROADSTER 56,160

1952 XK 120 ROADSTER 60,480

1952 XK 120 ROADSTER 38,880

1952 XK 120 ROADSTER 41,580

1953 XK 120 S COUPE 24,320

1953 XK 120 S COUPE 25,998

1954 XK 120 ROADSTER 54,000

1955 MARK VII M SALOON 27,000

1956 D-TYPE 65,000*

1956 XK 140 ROADSTER 48,000

1957 XK 140 MC ROADSTER 52,920

1957 XK 140 ROADSTER 47,000*

1958 XK 150 DROPHHEAD COUPE 54,000

1959 XK 150 S ROADSTER 60,340

1962 XKE CONVERTIBLE 43,200

1962 XKE ROADSTER 102,600

1962 XKE ROADSTER 45,360

1962 XKE SERIES I COUPE 17,890

1963 XKE COUPE 25,000*

1963 XKE ROADSTER 95,040

1964 D-TYPE LYNX 70,200

1964 MARK II 3.4 LITER 16,800

1964 XKE COUPE 72,360

1964 XKE ROADSTER 17,928

1964 XKE ROADSTER 58,320

1964 XKE ROADSTER 65,880

1964 XKE ROADSTER 40,000*

1965 XKE COMPETITION COUPE 31,200

1966 MARK X 4.2 SEDAN 32,940

1966 MARK X SEDAN 24,300

1966 MARK X SEDAN 16,200

1966 XKE SERIES I ROADSTER 50,000*

1967 XKE ROADSTER 65,000*

1967 XKE ROADSTER 45,360

1967 XKE ROADSTER 102,600

1972 XKE CONVERTIBLE 22,680

1987 XJS CONVERTIBLE 11,070

1988 XJS CONVERTIBLE 16,740

1997 XK 8 COUPE 44,280

MG

1937 VA TICKFORD DROPHHEAD 60,480

1955 TF ROADSTER 27,000

1960 SAVOY ROADSTER 15,200*

1960 A COUPE 26,460

1964 B ROADSTER 22,000*

1964 B ROADSTER 23,000*

1969 B 8,370

1972 B ROADSTER 10,044

MORRIS

1973 MINI COOPER 18,360

T.V.R.

1971 VIXEN 2500 COUPE 9,828

TRIUMPH

1961 TR-3 A 23,220

1972 TR-6 R MOTORCYCLE 5,400

1974 TR-6 ROADSTER 21,600

1980 SPITFIRE CONVERTIBLE 13,500

ROLLS-ROYCE

1934 20/25 CURNEY NUTTING OWEN SEDAN 70,200

1934 20/25 RANALAH SEDANCA DROPHHEAD 81,000

1937 25/30 CURNEY NUTTING 95,040

1962 SILVER CLOUD II 17,550

1967 SILVER SHADOW COUPE 16,200

1967 SILVER SHADOW M.P.W. 2 DOOR COUP 11,880

1974 SILVER SHADOW 31,320

1974 SILVER SHADOW 4-DOOR SEDAN 27,000

1981 SILVER SPUR SEDAN 23,760

1982 SILVER SPUR SEDAN 38,880

1984 CORNICHE CONVERTIBLE 54,000

1984 SILVER SPUR SEDAN 27,000

1987 SILVER SPUR 32,000*

1988 SILVER SPUR 4-DOOR SEDAN 42,120

1989 SILVER SPUR LIMOUSINE 52,920

* Highest recorded bid, no sale was recorded.

** Sale Price includes buyers premium.



BUTTONWILLOW 2002

VARA British
Extravaganza



Period costumes, classic British cars and vintage racing action were all a part of the 2001 British Extravaganza at Buttonwillow Raceway.

Mark your calendars for May 4th and 5th. Make sure the little British marvel in your garage isn't leaking brake fluid (or any fluid for that matter) and make plans to attend the VARA British Extravaganza at Buttonwillow Raceway.

This will be the seventh year for the event and it just keeps getting better. Planned activities include:

- A full 2-day race program with over 250 race cars
- The MG/Triumph Challenge race
- The Sprite/Midget Challenge race
- Track drives in your own car on Saturday and Sunday
- A slalom course on the track Saturday evening
- A funkhana on the skid-pad
- Barbecue with karaoke Saturday evening
- Car show Sunday morning
- Club booth displays

In addition to these events there will also be a charity raffle featuring an Iris Blue Austin-Healey Bug Eye Sprite. Last year's event generated over \$90,000 for charity and organizers hope to top the \$100K level at this year's raffle.

The racing program will be filled with unique automobiles like Neville McKay's eight race-prepped Minis from Hong Kong, New Zealand and Australia. Camping and RV facilities are available at the track and there are numerous hotels in nearby Buttonwillow and Bakersfield.

Costs are \$10.00 per day for spectators and \$35.00 for a two day weekend pass (including barbecue). For more information and registration contact Kelvin Dodd at Moss Motors, 1-800-235-6954 ext. 3023.

CAR MART

MG

AUSTIN



1959 Bug Eye - Restored, same owner for 40 years, many original documents from new. Selling to pay for college \$9,500. (701) 293-3417. ND



1966 300 Mark III B/8L - Ice blue over white. New: water pump, brake servo, steering wheel, fuel pump, carpet, top and fuel tank. Garaged. \$22,000. (252) 441-8216. NC



1967 3000 B-58 - I'm the second owner, always garaged and have owned since 1971. Looks great and runs well. \$16,500. (402) 483-4032. NE



1949 TC - Approx. 5500 miles since frame-up restoration. Many new and upgraded parts. Great driver and proven show winner. \$14,500. Call (614) 336-4235 or email dritchev@columbus.rr.com. OH



1952 TD MKII - Engine rebuilt 4000 miles ago, new clutch assembly. Great power. Good interior, excellent cooling system. Perfect to drive or restore. \$7,900/OBO. Jim (808) 988-5000 or email jdeutch@hawaii.rr.com. HI



1953 TD - Eye catcher. Wood dash, chrome wire wheels, luggage rack, AM-FM radio & CD player, headphone jacks and headphones. All MG bells and whistles added. \$13,000 ask for Doug Wicks (515) 432-5104. IA



1954 Arnolt coupe - Last coupe made, Dunlop wire wheels, Nardi wood-rimmed steering wheel, Arnolt heater, original engine and drivetrain, runs well, complete. \$15,995. (480) 951-2002 or email arnolcoupe@msn.com. AZ



1955 TF - Beautiful TF-1500. Red with red leather interior. This car has been professionally restored with the absolute best parts available. The excellent condition of the car, its authentic accessories and level of restoration make it a premium value. Wire wheels, tonneau cover, heater. \$26,000 (252) 568-6819 or (252) 568-3711. NC



1955 TF 1500 - #9978 out of 10,100. Low mileage. Sat covered in L.A. garage for 20 years before complete restoration. All original, exceptional condition. Red with tan interior. \$24,900. (336) 662-9735. NC

CAR MART

1959 MGA Twin Cam. Mechanically excellent. Also, 1957 MGA 1500 Roadster. Both for \$23,500. (602) 265-4737. AZ



1964 MG 1100 – True dual purpose daily driver, vintage racer. RHD, 1275, 10:1 compression. Spares. \$2,000 OBO. (Ted Axe, buy this car.) Details call Stan (303) 423-8129. CO

1967 MGB GT – Partly apart. New Moss parts include clutch, brakes, suspension, gaskets, etc. Restored dash, banjo wheel. New parts cost over \$1,300. Six wire wheels. \$1,150. Jim (661) 392-0810. CA



1968 MGB – Total body restoration, rebuilt engine, 1972 transmission w/OD, 1980 fuel pump, 1980 power booster and master cylinder. \$9,500 OBO. (845) 635-8594 Albie. NY



1971 MG Midget – Fresh Paint and many new parts. Not perfect, but a real good car. \$3,500 OBO. Please call (256) 350-9033 AL
1974 MGB, – White, wire wheels, 0 miles engine, bored .020 over, balanced, cam, header, electronic ignition, double chain, SU twin-carb. \$2,000. (209) 722-3074. CA

1975 MG Midget – 44,000 miles. Completely rust free – stored winters. All canvas & tires in good shape. Engine runs very good. New spare. \$3,500. (262) 639-2110. WI



1976 Midget – Completely rebuilt engine. \$4,000 in Moss parts. Has hardtop. 90% restored. A pure joy to drive! \$3,300. (559) 592-1078 or email schapansky@juno.com. CA



1976 MG Midget – 60K miles, totally restored except for top. Some customizing. Runs and sounds great. Wife hates it, doesn't know its way home. \$7,500 OBO. (419) 347-5063. OH



1977 Midget – 20,456 original miles! No rust, dents, scratches, etc. A 10 inside and out! All original with a new top and tires. Needs nothing. (757) 348-5399. VA



1979 MGB, – “New” never driven stored 21 years, 15 total miles, not a restoration, but a new car. Asking \$25,000 OBO. Call Warren (559) 485-3184 or email mrsjet@psnw.com. CA

Check out Car Mart Online!

www.mossmotors.com, look at British Motoring

1979 MGB Limited Edition – (Not a copy car). Looks very good. No dings. No rust ever. Engine starts easy and runs perfect. Never left L.A. \$5,000 OBO. (310) 473-7318 or email grbosworth@juno.com. CA

TRIUMPH



1967 TR4-A – Original owner, new paint, carpet, black top, dash cover, tonneau, etc. Pretty car, fun to drive. Needs younger owner. No hot rod. Call (703) 550-0339. VA

1967 Spitfire Mk III – Older restoration, nice driver. \$2,500. 110 6th Street, Harrison, South Dakota. (605) 680-1299. SD



1975 TR6 – Excellent driver. Webers, headers, electronic egn., less than 5000 miles on engine rebuild, \$25,000 invested. \$10,000 OBO. (410) 437-6363 or email captainmi@aol.com. MD



1976 TR6 – White, tan interior. Stored 15 years in South Carolina garage. Thorough mechanical restoration completed 9/2000. Original paint, top and interior. 67,876 miles. \$7,499 OBO. (586) 739-5784 or email cmcberube@aol.com. MI

OTHER

1967 Vandenplas Princess 4R Saloon. Built after brief RR/ Austin flirtation. R engine, rust free Miami car. Stripped, disassembled, complete. Needs paint, interior, restoration. Good wood, picnic tables. Rare C4 drive. \$3,000 JDean. (954) 524-8277. FL

Selling my collection: 1959 MGA – tutone, gray fenders/aqua body, wires \$7,500. 1959 TR3 – white/black interior, wires \$7,500. 1959 A/H Bug Eye – prime rose yellow with black interior, 1275cc engine \$7,500. 1959 Morris Minor – Two door, green/gray interior, 1275cc engine \$5,000. All cars are in very good condition, good runners, no rust, barn kept, and are driven weekly, call for details. (810) 631-6739. MI ☺

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 April 10, 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.

FUTURE EVENT HIGHLIGHTS

- MARCH 2002**
- 17 Spring Fling VIII Lake Helen, FL. Diane James 386-789-2662 d james32725@yahoo.com
- APRIL 2002**
- 12-14 GOF 36 Sebring, FL. Warren D. Maxon 727-736-1990 grapherboy@aol.com
- 12-14 North Meets South Santa Maria, CA. Lorn Cuthbert 805-937-6851 cuthbert@aol.com
- 21 Wheels & Waves Santa Barbara, CA. Rick Yoet 805-967-8778
- 26-28 The Gathering Winston-Salem, NC. Jamie Palmer 919-779-1224 jpalmer@concentric.net
- 26-28 11th Annual British Car Days 2002 Old Mesilla, NM. Joe Machado Jr 915-204-6185 machado338@cs.com
- MAY 2002**
- 3 Brits by the Shore Hot Springs, AR. Lee Cowling 888-889-8891 copperheadcables@alltel.net
- 4-5 British Extravaganza Sponsored by Moss Motors Buttonwillow, CA. Kevin Dodd 800-235-6954 doddk@mossmotors.com www.mossmotors.com
- 10-12 Spring GOF Salado, TX. George Merryweather 972-429-6079 gmerriy1@aolmail.net tmpr.org
- 18 British Motorcar Day Braselton, GA. Kenneth Yokelson 770-604-9380
- 18 JCA Concours D'Elegance Churchill Down in Louisville, KY. Larry Heck 502-241-6711 larryh@unitedcomcast.com
- 19 Dixon All British Car Show and Swap Savannah, GA. Mac Sawhill 916-488-9628 Sawhill@Earthlink.net http://www.LBSCC.org
- 19 British Classic Car Meet Richmond, VA. Ken Nachman 804-527-1515 knm16@aol.com
- 24-26 11th Annual Champagne British Car Festival Urbana-Champaign, IL. Mark Joslyn 217-359-6792 mbjoslyn@prairie.net
- 25-26 Fourth Annual "Run to the Gorge" Fife, WA. Annie Taub 425-644-7874 ataub@worldnet.att.net www.abtm.com
- JUNE 2002**
- 1 The Brits Are Back at Hope Lodge Fort Washington, PA. Steve Klein 610-825-2617 klassiccar@aol.com www.pond.com/~britcars/carshow
- 1 18th Annual Marqueses on the Green Louisville, KY. Don Minnich 812-923-7349 dminnich59@aol.com
- 2 Sixth Red Mill British Car Day Clinton, NJ. Richard Miller 908-713-6251 mgdfriversclub@hotmail.com
- 2 Sports Car & Vintage Auto Festival Farmington, NY. 716-234-0482 gherseh@mgcarclub.com www.mgcarclub.com
- 2 British Cars By The Sea 2002 Waterford, CT. Steve & Annie Wincoe 860-693-4249 mgids2@home.com
- 2 The British Return to Fort Meigs Perryburg, OH. Tony Shovlak 419-878-2041 lakeofbritishnews@att.net
- 7-9 50th Annual Rallye Glenwood Springs to Denver, CO. Alan Magnuson 303-400-8076 www.mgccc.org
- 7-9 The British Invasion sponsored by Moss Motors Virginia Ind Spdy, VA 888-722-3099 www.vtrub.com
- 7-8 Heartland MG Regional St. Joseph, MO. Mel & Iffy Finch 816-941-8454 iffy@sky.net
- 9 EuroCar Day IX Williamsport, NY. Richard Mandzjak 716-662-1696
- 9 Ninth Annual British Motorcar Gathering Heliortown, PA. Michael Jones 610-865-3419
- 9 25th Annual Concours D'Elegance Ault Park in Cincinnati, OH. Dave Sheehy 513-321-1361 sheehy_d@brandreitagroup.com

FUTURE EVENT HIGHLIGHTS

- JULY 2002**
- 12-15 TRA 2002 Wadsworth, OH. Jim VanOrder 740-967-2110 vanorderj@core.com
- 14-16 C Event of Brutal Aggressives MK XXII Sonoma, CA. Keith Sanders 850-478-3171 ksandersmg@juno.com
- 16 21st British Car Field Day Sussex, WI. John Stockinger 262-521-1702 john.stockinger@gle.net
- 23-28 Open Roads Healey Int'l. Lake Tahoe, CA. www.healey2002.com
- 24-28 GOF West Durango, CO. Bill Bollendock 303-794-0688 donker@aol.com http://www.mtrngtr.org/
- AUGUST 2002**
- 9-11 Catch the Triumphs Westport, WA. Bill Hook 206-622-3049 wghook@earthlink.net
- 11 Alden Classic Sports Car Show Alden, MI. Dave Looman 231-331-6431 shemp@torchlake.com www.torchlake.com, twmbaybri
- 14-17 2002 Encounter Princeton, NJ. Steve Jekogian 973-492-8115 encinto@optonline.net
- 25 13th "A Taste of Britain" Lancaster, PA. Sally Harbold 717-632-1778
- SEPTEMBER 2002**
- 5-14 Third Heritage Tour of the UK Richard Miller 908-713-6251 mgdfriversclub@hotmail.com
- 8 Battle of the Brits Sterling Heights, MI. Suzanne Snyder 810-979-4875 snydiy@home.com
- 13-15 Southeast Regional MG Festival Dillard, GA. Bob Cline 770-436-8542 rcline6096@aol.com
- 14 Fallfest Sponsored by Moss Motors Dover, NJ. Lawrence Gersten 908-879-3993 austinh@healy@aol.com
- 20-22 Indy British Motor Days Indianapolis, IN. Don Haynam 317-887-3867 mgdr@quicknet.net
- 25-29 Trials 2002 Granville, OH. Murry Mercer 614-888-0838 trsxer@yahoo.com
- OCTOBER 2002**
- 18-20 The Drive in Greenville Spartanburg, SC. Richard Miller 908-713-6251 mgdfriversclub@hotmail.com
- 20 Hunt Country Classic Middleburg, VA. George Marshall 703-913-7550 george_marshall@headscorp.com www.mgacubd.com
- 31-2 High Country Tour Sedona, AZ. Al Moss racermoss@sedona.net

PLEASE SUBMIT EVENT INFORMATION TO:
PLEASE INCLUDE:

- Event Date
- Club Name / Event Name
- Contact Person Telephone #
- Contact Person Name
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E-Type 12 cyl. 2+2 1971-73	237-570	99.95
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XJ6 Sedans 1981-87	237-580	99.95
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