



BRITISH MOTORING

MOSS MOTORS LTD. | VOL 24 | NO 1 | Spring 2006

Drive It!

Top 10 Trips for '06

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- MGB EFI
- Cars of Steve McQueen



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ON THE COVER:

Dan Kahn captured the contrasting Austin-Healeys of Ron Weingart and Allen Dunne on a cold Winter evening in front of the Weingart residence, which includes a cobblestone driveway and complete machine shop. Queen Elizabeth managed to hide out once again thanks to Matt Rust.



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MOSS MOTORS LTD.
VOL 24 | NO 1 | Spring 2006
www.britishmotoring.net

EDITOR

Dan Kahn

CONSULTING EDITOR

Ken Smith

ART DIRECTOR

Matt Rust

MARKETING ASSISTANT

Christine Knight

IMAGING & PHOTOGRAPHY

Jon Gonzalez

CONTRIBUTORS

Kelvin Dodd, Jeff Guzaitis

EDITORIAL ADVISORS

Giles Kenyon, Eric Wilhelm,
Harry Haigh, Mike Chaput

CAR CLASSIFIED ADVERTISING

Christine Knight, (805) 681-3400 x3061

DISPLAY ADVERTISING

Automedia 2000, Inc.
5285 Kazuko Ct. Unit B
Moorpark, CA 93021
(805) 529-1923 x209
dan@automedia2000.com

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Write Seat

The More Things Change....

By Robert Goldman

Editor's Note- In this issue of British Motoring you'll notice a few changes. Moving forward, the magazine will have a bold new look that we hope reflects our reader's refined taste and passion for the collector car hobby. Along with a larger format designed to stand out on the coffee table, we promise to bring you stellar photography, standout car features and exciting event coverage, along with hardcore hands-on tech.

We'd also like to put a spotlight on you, our dedicated reader. If you have a club event, rally, vintage race or other event coming up that you'd like to see covered in the pages of the country's largest all-British car mag, let us know. Send feedback on the new look, letters, complaints, car pictures and story ideas to editor@mossmotors.com. Now on to our regularly scheduled editorial...



There sat a straight, black TR4 with a for sale sign on the windshield. I'd been looking for one, and the presence of this machine at the Moss British Extravaganza was a convenient coincidence. The whole proceeding took on an air of inevitability, when upon speaking with the owner, it turned out he was scheduled to be at Moss the next day for a photo shoot. "My" TR4 had a few mechanical issues, but as previously mentioned it was straight. Guess what happened.

So I'm driving down the road one day, sun in the sky, big smile on my face, and suddenly it hit me how everything has changed. Twenty years ago, a TR4 was the first car I personally owned, which achieved both running, and street legal status. I was over the moon with that car. It came in for its share of modification and abuse too. At various times it was equipped with SUs, Webers and even a Judson supercharger. The 4.1 diff made an

overdrive essential. I bought one, installed it, then removed the second gear lock out. After killing two expensive relays, I wired the solenoid straight through a switch mounted on the gearshift.

That car was bad. It had seven forward speeds, and with practice, I could split shift smoothly up and down through the gears. By 1980s standards, it was a noise and commotion car. My buddy had a Toyota MR2. No doubt it was faster, but if I tried hard, I could still imagine the TR4 was equally fast. Therein lies the irony of passing time.

Fast forward back to 2005 and I feel as though I'm driving a stately old doctor's car. What's going on? Two things really, modern cars have moved so far beyond the abilities of our classics it's not funny. And one other little detail, sitting in my garage is a 120 horsepower supercharged MG Midget. Now there is a noise and commotion car!

At twenty, the TR4 was a kid. It

acted like a kid and was driven by a kid. At forty, the car is entering middle age and prefers to be driven accordingly. Its owner, following the trend, finds himself inclined to enjoy things that way. The torquey two-litre pulls well at sedate RPMs. Unhurried cruising along the way to work is rewarded by postcard views of the Pacific Ocean.

For many years I had a collection of project cars waiting around for me to do something. In '05 circumstances conspired to see me once again behind the wheel. In the interim, my life has changed; modern sedans have gained performance the classics can only dream of, and my expectations have evolved. Have I evolved away from enjoying these machines, not at all, I'm finding them more fun today than in my youth. People honk and waive as they blow by. It's great. If you're wondering whether to resurrect your old toy in 2006, trust me, the experience grows sweeter with age. 🇬🇧

Reader Letters

Little Red Riding Triumph



If Yogi Bear could drive, we imagine this would be his choice of transportation.

Enclosed is a picture of my '76 Triumph TR-6, which I actually first saw at the Palo Alto British Car Meet this year, but didn't know was for sale. I admired the car, and thought it would be a fun car to own. When I saw it a few days later on craigslist.org, I bought it. The car won second prize in its class in the recent British Car Autumn Festival in San Juan Bautista and the picnic basket helped, along with the Pendleton lap robe and string back gloves, all of which I got from Moss. I love going to shows and just driving it around the back roads of Gilroy, California where I live. Picnic anyone?

—Barry Wright
Gilroy, CA

You've got yourself a cool Triumph Barry, and we're glad to hear you're using it the way classic British tin was meant to be used: driving back roads, going on picnics, and socializing with other fans of the marque. Try to bring the car out to the Moss/VARA British Extravaganza this April at Buttonwillow Raceway in Bakersfield, CA. Don't forget your gloves and picnic basket!

Growing Up British



It may not be a classic E-type or 150, but Mack Douglas' late model XJ6 offers plenty of panache.

with. It is fully my intention to drive my unborn daughter to her wedding in this car, and I am sure at that time it will be a collector's piece indeed, but how old does my British car need to be to a classic?

I really enjoy your publication and I appreciate the work that Moss does to make British cars a popular hobby in this country. Getting British Motoring in the mail is a thrill. Keep up the great effort.

—Mack Douglas III
Roanoke VA

We've had similar discussions around the table at British Motoring HQ, and the consensus is this: true beauty and "classic status" is in the eye of the beholder. Owning a vintage ride requires constant vigilance and upkeep, especially if it's your daily driver. Sometimes people need slightly more modern (and reliable) transportation. Your choice of a '90s era Jag saloon is an excellent one. Lots of style, plenty of power, and the modern conveniences most commuters can't live without. Most Jaguar clubs we know of would be happy to have you in their ranks. Young people involved in the hobby are few and far between, and we're sure they would welcome you with open arms. If the club is having a classics-only cruise, perhaps you could catch a ride with a fellow club member and get a new experience out of the deal. As for when your car will be considered a classic, we're betting that by the time your unborn daughter is ready to buy her first car, yours will be an odd British antique from a bygone era.

Brit Fans: The Next Generation



Andy Shaw taking one of his father's classic Triumphs out for a spin

As a 17-year old high school senior, I certainly have affection for cars and classic automobiles. My passion comes with a vintage European flavor,

since I grew up with Triumphs my entire life. Recent driving opportunities and experiences have given me a chance to view my father's cars from the driver's seat, and consider some of the unusual nuances of each model TR-2 through TR-6. Please review the enclosed pictures for publication in your magazine. Thank you for your time and interest.

—Andy Shaw
Goleta, CA

Thanks for writing Andy, and thank you for your interest in our beloved pastime. It is young people like you that take the time to learn and understand the history and mystique of these classic cars that will secure the future of our hobby for generations to come. —Ed. 🇬🇧

When I was younger, Moss requested that younger readers write in and express their interest in British Motoring. I sent in a letter and to my surprise, it was published. At the time I had a '73 Midget; a car whose picture I still have on my mantle. That was 1994, and I was 16. Now that I am a bit older, I wanted to purchase a comfortable British driver.

Although a part of me would still like to have an unsynchronized first gear and a choke, I decided to go with a 1996 XJ6. Mind you if I could have bought a Mark IX Saloon in the same condition for the same money I would have. I absolutely love my car. It is white on tan, (as you can see in the photo) runs like a top and has been very reliable. It should be a nice winter car when I get another roadster in good time.

My question to you is: When can my Jag be included in the British car enthusiast's mental inventory? I would like to get involved with some local clubs, but as I have a rather newish car, it might not be a car they are looking to cruise around

We welcome all letters. We reserve the right to edit letters for clarity and style. Please send us your feedback at *British Motoring*, 440 Rutherford St., Goleta, CA 93117, editor@mossmotors.com.

Digital-image requirements: minimum three megapixels (2048x1536 pixels or 5x7 inches @ 300 dpi), TIFF, Photoshop (PSD), JPEG, or EPS formats (no GIFs or inkjet/laser prints, please).

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20 Years Ago In Moss Motoring



The Spring 1986 issue focused on the Moss Motors Pursuit of Excellence, a business philosophy that entails providing the best parts and service possible for the British car market. Two decades later Moss still makes the same promise.

We also gave some ink to the nine Moss "Marque Days," where customers could bring their cars to our California or New Jersey locations, display them and purchase a wide variety of products at a substantial discount. One of our SoCal events was even visited by the Ocean-to-Ocean T-type event.

Technical stuff included a feature by Robert Goldman on "Weberphobia!" where he praised the advantages of these carburetors and gave some details of how to fit and adjust them.

Other features included the fitting of Moss' new BJ8 seat kits and the installation of an MGB top that we claimed 'almost install themselves!' We also ran stories on cylinder head installation and body restoration.

Cars for sale included a 1958 MGA roadster for \$3,000 and a couple of Austin Healeys: a '61 3000 for \$4000, and a 1959 100-6 for only \$3k!

Finally, the last thing that caught my eye while thumbing through the Spring '86 issue was the price of product. For example, a new MGB top cost \$247 in 1986. Today's price: \$299! An alloy MGB valve cover cost \$100 in 1986, now it's only \$84. Not a bad difference considering inflation and how much the value of a dollar has changed in the last 20 years.

-Ken Smith



Could the legendary marque be back? Only time will tell...

The Rebirth of Austin Healey

An English American consortium, HFI, has purchased the rights to Healey Automobile Consultants (HAC), and is planning to launch a range of cars badged as Healeys.

The deal is in stark contrast to plans announced last year by MG Rover's Chinese owner, Nanjing Automobile, to build sports cars at Longbridge bearing A-H and MG badges. According to The Daily Telegraph, the Austin-Healey name is a separate legal entity from Healey, or Austin, and it cannot be used without the explicit agreement of the owners of Healey (HFI) and Austin (Nanjing).

HAC is under the directorship of Donald Healey's daughter Margot, and his granddaughters Cecilia and Kate, all of whom will maintain an interest in HFI.

"We have been committed to developing and protecting the brand and are very pleased to have reached an agreement which will result in the manufacture of a new Healey in the UK," Margot Healey said. "We look forward to seeing the great British sports car back on our roads soon."

According to HFI managing director Paul Fenna, the new design will be instantly recognizable as a Healey, in the same way BMW's MINI recalls the original.

British Extravaganza Coming To Buttonwillow Raceway

The asphalt apexes of Buttonwillow Raceway in Bakersfield, California, will host the VARA British Extravaganza hosted by Moss Motors on the weekend of April 29th and 30th. Enjoy a laidback weekend of tire kicking, bench racing, BBQ food and pulse-quickenning racetrack action with fellow sports car fans at one of California's most interesting tracks.

Swap restoration tips with owners and builders at the car show, check out one of the country's largest gathering of pre-war British vehicles, and even partake in libations and karaoke under the stars during the Saturday evening party.

For more information contact Moss Motors, or go to our website: www.mossmotors.com



Connaught Makes a Comeback

There are lots of British sports cars coming back to life these days, and one of the most obscure nameplates rising from the dead is Connaught, a Grand Prix winning race car manufacturer in the 1950s that has been resurrected as a modern sports car in the form of the Type-D GT Syracuse.

The car made its debut at the Autosport International Show in England this past January. Power comes from a 2.0-liter V10 supercharged engine that makes 300 horsepower and drives the rear wheels via a five-speed gearbox. A composite and aluminum body shell keeps weight to a minimum, and British car magazine Autocar claims the coupe will run zero to 60 mph in less than five seconds. According to company officials, hybrid and V12 versions are already on the drawing board.



If Jags and new Healeys are too mainstream for your taste, the new Connaught Syracuse might be just what you're looking for.

You Got Me On My Knees, Lola

In the annals of racing, one car stands above all others as an example of motorsport perfection and glory from the golden age of road racing: The Lola T70 Mk3B. Few vehicles have ever garnered as much attention and respect as the legendary Lola, and now a few lucky (and wealthy) collectors will have the chance to own one.

At the Autosport Racing Show in Birmingham, Lola chairman Martin Birrane announced that the Lola facility in Huntingdon has ramped up to build a limited number of "continuation cars" that replicate the original Mk3B, with a few modernizations thrown in for safety and reliability.

For more information, go to www.Lola-Group.com.



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Readers' Cars

South of the Border Healey



Loyal reader Alvaro Hurtado purchased this stunning Austin-Healey BJ8 in 2000, and after a ground-up restoration, the Guatemalan dentist managed to uncover a great deal of history about his beloved Brit. Built specifically as an export, the ivory white Healey was built on October 5, 1964, and was sent to a dealer in Guatemala City later that month. Alvaro has made several trips to Moss' Goleta location for research and parts, and he uses his Healey for road trips to Antigua.

Solid Gold TR-2




Please submit photos and brief information about your British sports car (how you acquired it, what you've done to it, what you plan to do to it, and the most enjoyable thing you've ever done with the car). Either email an image (minimum 4x6 inches at 300 dpi; no GIFs or inkjet/laser prints, please) and info to editor@mossmotors.com or send non-returnable photos and a letter to "Readers' Cars," *British Motoring*, P.O. Box 847, Goleta, CA 93117 USA.

Significant Sprite



There are lots of race-ready Bug Eye Sprites running around, but most are former street cars converted to race trim somewhere along the line. What makes Mickey Pleasant's little blue Sprite is that it has a genuine race history. The car was built to run SCCA H-production in the 1960s, and has been running the same basic engine setup ever since (with a few rebuilds to keep things fresh). The Sprite even made the SCCA runoffs at Road Atlanta in 1979. The Carlsbad, California, resident picked the car up three years ago and has been actively campaigning it with the Vintage Auto Racing Association (VARA) at tracks like Buttonwillow and Willow Springs ever since. We love the look of the car, and wish Mickey the best of luck in 2006!

Patrick Davis of Grave City, Pennsylvania, is what some people call "detail-oriented." Proof of Davis' eye for perfection is his jaw-dropping 1954 Triumph TR-2, a fully pedigreed show winner that takes home gold wherever it goes. Highlights include National Concours Championships at TRA and VTR, as well as the Ken Richardson Challenge Trophy, and Best of Show at the 2002 Mid-Ohio Sports Car Meet. All we know is that getting black paint to look that good takes serious work and dedication, and we hope to see Patrick and his stellar steed at a Moss event someday soon. 



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Kirt Bass



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Stuck Shaft

Q I have a Weber DCV carburetor on my car. When it is cold the throttle tends to stick. Is this a cable problem?

A The throttle shaft to body clearance on the DGV is very tight. During cold weather if the manifold is not heated the throttle shafts can seize in the cold carburetor body. This tight clearance can give you problems even in summertime if the shafts get contaminated. Spray some lubricant on the throttle shafts, and work them a bit to see if they free up. Usually this will clear out any contaminants and free things up.

Part Numbering Systems

Q I've noticed that Moss Europe uses factory part numbers on their website. Why doesn't Moss in the US do the same?

A The question is of course, what is the best numbering system to use. There is no universal numbering system that is going to cover all the vehicles during the entire production time period. Numbering systems are constantly changing and the only time the changing stops is if the originator of the system is no longer in business. As an example, until the last year of operation there were new Rover numbers being created for classic MG and Triumph applications. Most parts are not sourced from the vehicle manufacturer, so alternate numbering systems such as Lucas and Girling/Lockheed numbers have to be used to source and compare parts. There have also been many cases over the years where Triumph, Jaguar and MG applications used the same part, but under different factory numbers. In cases where factory numbers are used, often a company has to make up new numbers for items that the factory did not supply. These can become confusing, as they look like a factory number but really aren't.

To clarify this situation, in the early '70s Moss Motors created a numbering system that was easy to enter on a 10 key pad and would have the flexibility to be used with many suppliers. An added benefit was that the standardized 3 digit system eased the layout of catalogs and price lists. Originally the numbers ended in a 5 or 0 leaving room for future additions. This foresight has proven very valuable, as it has allowed us to offer alternate brands and distinguish between original concours quality and replacement alternatives.

Please email technical questions to tech@mossmotors.com. Include all pertinent information about your vehicle, and please keep the question as brief as possible. Questions may be edited for length and style, and we'll publish as many as possible each issue.


Lever Arm Shock Testing

Q I ordered new lever arm shocks for my car, but when I hand test them they have spots with virtually no resistance. Why aren't they working properly?

A It's important to understand how the lever arm shock works. Damping resistance is created by a piston moving in an oil-filled cylinder, forcing pressurized fluid through a spring-loaded valve. Common applications use two pistons, one for compression (bump) the other for rebound. The two pistons are connected to a rotating lever arm by a connecting rod, crank and spindle. During the cycle oil passes from one cylinder to the other

The two pistons are connected to a rotating lever arm via a con-rod, crank and spindle. The two cylinders are arranged such that oil passes from one cylinder to the other as the lever is cycled. The damping is set by the stiffness of the valve springs and the initial pre-load. This design allows both bump and rebound damping to be set for the particular vehicle.

Under smooth road conditions very little damping effect is necessary, but slow movement must be allowed or the ride will feel harsh. To achieve this there are channels ground into the valve cone surface that allow the passage of oil under slow movement below the threshold necessary to lift the valve from it's seat.

During shipping a lot of air can get entrained in the damping oil. This will give the feeling of dead spots if the shock arms are moved by hand. This kind of testing will not load the shock absorber enough to open the damping valves, so the only movement felt is allowed by the oil leaking through the passages in the cone valve cone surface. This does not give an indication of the operation of the shock under load. This type of testing can only point out a failed shock as there will very little resistance to movement if the oil has leaked out or if the valves have failed to open. 

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212-230 MGB: The Complete Story, by Brian Laban \$24.95

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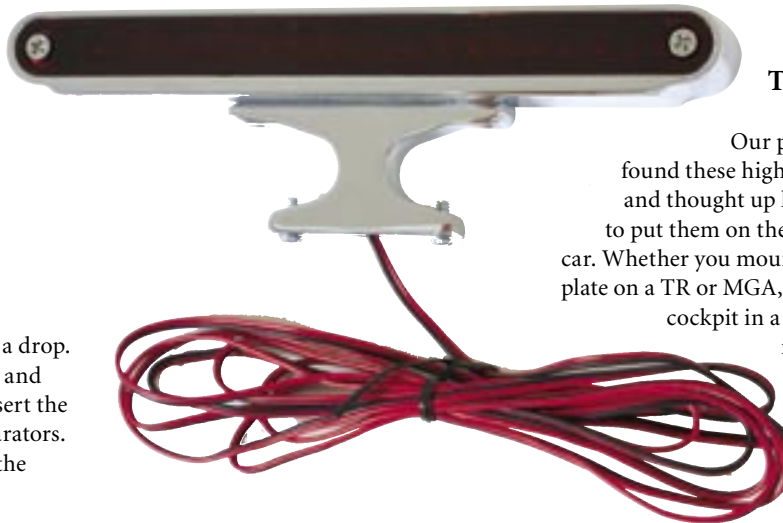
337-120 Bleeder Bottle \$19.95



Vintage Battery Filler

Top off the battery in your classic without spilling a drop. This vintage style battery filler protects your paint and will keep your battery in tip-top shape. Simply insert the nozzle into the battery and press down on the separators. The valve opens and automatically fills the cell to the correct level.

163-400 Vintage Battery Filler \$12.95



Third Brake Light

Our purchasing staff found these high quality light bars, and thought up lots of different ways to put them on the back of a sports car. Whether you mount above the license plate on a TR or MGA, or on the back of the cockpit in a Bugeye, the light will increase visibility and improve safety. The body is chrome plated zinc with a removable base.

116-115 Third Brake Light \$56.95

MGA/MGB 5-Speed Conversion Kits

Moss now carries 5-speed conversion kits for the MGA and MGB. The kits include a Ford T-9 gearbox and all components necessary for installation. Detailed instructions and no cutting or welding make this swap an easy D.I.Y installation. For more information, including instructions and a Frequently Asked Questions list, please check out our website at: www.mossmotors.com.



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440-075	1965-67 MGB 5M 3 synch. Banjo	\$2,529.00
440-085	1965-67 MGB 5M 3 synch. Tube	\$2,529.00
440-105	1968-80 MGB	\$2,559.00

New MGA Grille

For over 5 years, Moss Motors has been working diligently to produce an MGA grille that is superior to the reproductions currently on the market. Overall fit, finish, and chrome are all improved. The grille shell and false nose are chrome-plated brass with smooth edges; the slats are polished stainless steel with aluminum support bars. The lower mounting tabs are correctly located, so the original body mounting holes will not have to be elongated.

Moss is releasing this first batch of grilles at a special

price, with the understanding that they are a work in progress and that they will continue to improve the product based on the feedback from installers. The grille is supplied with comprehensive fitting instructions, grille piping, and hardware.



470-068 Moss MGA 1500-1600 Grille Assembly \$169.95 



A Tale of Two Healeys

By Dan Kahn

Allen Dunne's '60 Austin-Healey 3000

The metallic click of a thin chrome-plated shifter slotting into first. A whirring starter, then the hesitation, and finally the mechanical orchestra of a finely-tuned inline six firing to life. Chrome wires blurring and wind rushing over sloping fenders as a 46-year-old time machine begins to roll down the Pacific Coast Highway. These are the things that made Allen Dunne dream of British sports cars and lightning bolt logos since he was a boy. After a lifetime of hard work and dedication, he was finally able to make that dream come true, in the form of this flawless 1960 Austin-Healey Mk1 3000 Roadster.

In 1960, the American automotive landscape was composed of gargantuan rolling land yachts, bedecked with huge fins, gaping grills, and slabs of chrome on every panel. Engines were large and loud, and the only

Continues on page 17



Ron Weingart's '63 Austin-Healey 3000

The scream of a high-compression V8 winding past 9,000 rpm. The sweet smell of 100-octane wafting through the air. The lonely howl of tires pushed to the limit on an abandoned canyon road. These are the things that motivate a man to cut up a perfectly fine British car and morph it into a fire-breathing hybrid beast. Part classic roadster, part knuckle-dragging brute, Ron Weingart's half-breed Healey is completely unique and one of the scariest vehicles we've ever laid eyes upon.

This story started nearly four decades ago, when Weingart moved from the East Coast to Los Angeles. He made the 3,000-mile trek in a stock '63 Austin-Healey 3000 MkII convertible. The die was cast, and while that Healey was eventually sold, the intrepid attorney and real estate investor went on to own many more classics, including a Triumph TR3 and a '47 MGTC.

After obtaining his second '63 Healey 3000, Weingart removed the stock drivetrain and re-powered the car with a 283 Chevy small block. The combination worked well, and over time he continued to massage the car for improved performance and handling. After a friend nearly totaled the Healey in a grisly rollover accident at the racetrack, Ron decided that if he was going to spend the money to rebuild the car, he'd like to transform the Healey into his vision of the perfect roadster.

The crashed-out hulk was delivered to Healey Masters in San Fernando, California. The metalworkers at the shop began the lengthy reconstruction process by removing all the crashed panels, which included nearly every piece of sheetmetal on the car, save for the hood. Weingart always loved the longer lines of the 3000 model, but lusted after the jaunty style and slicked-back look of a 100-4 roadster. The decision was made to integrate the best looking elements of both models into the wrecked Healey.

The decision was made to integrate the best looking elements of both models into the wrecked Healey.



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After the top of the 3000 body was removed, the crew at Healey Masters grafted on a 100-4 rear deck and front cowl, as well as a 100-4 lay-down windshield. The old 3000 convertible doors wouldn't work, but 100-4 roadster doors were too small, so they cut down a pair of rare 3000 roadster doors and reworked them to fit on the Healey hybrid.

Once the major surgery was complete, finishing touches were added to give the car extra panache. Tri-C engineering crafted a custom tube grill designed to emulate a 100S. Custom extra-large fender louvers were constructed to improve engine compartment airflow, and the scoop on the hood was enlarged and made functional, complete with an aluminum NASCAR-style airbox. Finally, a full belly pan was formed to the underside of the car, complete with airfoils that improve aerodynamics and decrease lift at speed.

The mechanical modifications read like a crew chief's wish list. Power comes from a 406-inch all-aluminum Chevy Donovan V8, fed by a dry-sump oiling system and dyno-certified to produce over 600 horsepower at 9,000 rpm. A six-speed transmission channels power to a narrowed Ford 9-inch rear differential. The suspension has been completely re-worked with center-mount coil-over shocks (like an Indy car), controlled by a custom rack and pinion. Weingart designed the four-bar rear suspension himself, and the entire setup is attached to a full-length chrome-moly tube subframe that ties front to rear through the rocker panels.

What truly makes this custom Healey shine, however, isn't the massive shrieking engine or the hybrid bodywork, but the finely-tuned details. Beautiful one-off Colorado Custom billet wheels cover giant Wilwood disc brakes. The dash was carved out of a single chunk of aluminum by a 5-axis CNC machine. The leather Healey seats have been subtly modified for improved comfort and support. The trunk houses a custom gas tank and fully-polished fire suppression system. Every detail has been carefully tended to.

After spending two days with Ron Weingart and his hybrid Healey, we learned that to him, this is not a racecar or a streetcar. It's not about crossing the finish line first, or winning trophies at shows. The 40-year obsession that spawned this creation is all about passion, and the desire to push a mechanical object to the absolute limits of logic and reason. Now if only we could borrow the keys... 

Continued from page 14

measure of performance that mattered was how fast a vehicle could accelerate. The only American sports car, the Corvette, was still hindered by heavy construction techniques and decades-old suspension design. A handful of European sports cars had made an impression with the elite few who could afford them, but the lightweight Porsche 356 suffered from a lack of power, and the ever-popular MG was a bit too delicate for some Americans.

For those who sought English elegance, classic good looks, and the power and handling to back it all up, Austin-Healey was the answer. The marriage of Austin's manufacturing ability and Donald Healey's engineering and styling expertise resulted in one of the most successful British sports cars ever built. However, the cars came with a high degree of exclusivity and impracticality, making them a slice of fantasy for many young men in the heady days of the early '60s.

Allen Dunne always admired the little British sports cars for their flowing lines, jaunty nature and beautiful sound. After raising a family and putting his kids through school, Dunne decided it was time to live out a long-held fantasy. With the price of nicely-done Healeys on the rise, he reasoned that investing in a restored English classic would be a lot more fun than throwing cash into a mutual fund, especially since stocks and bonds don't get the wind blowing through your hair on a brisk Sunday morning.


After doing a little research, Dunne happened across a story on Southern California Healey specialist Kurt Tanner. Along with his father, Tanner has been making a name for himself in the collector car scene with his meticulous Austin-Healey restorations, many of which he does on spec and then sells at auction. Dunne drove out to the Tanner shop, and after inspecting a few of the cars undergoing restoration, he spotted the black '60 roadster you see here. After looking over the car's spotless engine, mile-deep black paint, and perfect leather cockpit, he couldn't resist and made a deal.

The car is totally restored and completely stock, including the 2.9-liter inline 6, cast iron cylinder head, and four-speed transmission. Two SU-HD6 carburetors provide fuel, and stock bias ply tires put the power to the pavement. Even the stock Smiths gauges have been fully refurbished to their former glory. The result is a perfectly finished mechanical time machine, like a finely-tuned watch with four wheels and a burbling exhaust note.

After bringing the Healey back to his Pacific Palisades home, Dunne immediately took it out for a spirited sprint on one of the world's most breathtaking roads, the Pacific Coast Highway. The wire wheels were shining, the exhaust purring, and a pair of leather driving gloves kept the wood-rimmed wheel pointed in the right direction.

Since then, Dunne has taken the 3000 to a few Healey club events, and even won a first

place trophy in a Palisades car show, but shiny awards aren't why he bought the car.

The shimmering British sports car you see here is more than a car, it serves as a portal to the past, a way to drive away from the hustle and noise of modern times. Driving out to the photo shoot location, seeing Dunne's ear-to-ear grin as he wrapped up a scarf and slipped on his driving coat, we saw a man living his dream, and that's a very special thing indeed. 



Back To The Future:

MGB Fuel Injection in One Perfect Package

By The British
Motoring Staff



The new Moss EFI Conversion Kit (part number 366-348, Retail Price \$1,995.00), allows MGB owners to replace their unreliable ZS carburetor with a new electronic fuel injection system, which comes complete with an aluminum throttle body, high-flow conical air filter, onboard computer, and high-pressure fuel pump. The system completely eliminates cold start problems and drivability issues, and turns late model MGBs into the peppy sports cars they were meant to be. Best of all, the system has been issued a California Air Resources Board (CARB) certification number, so it's totally smog legal.

We followed along as a stock 1978 MGB was converted to the new EFI system. Keep in mind that an engine only runs as well as its worse parts, so before converting to EFI it is really recommended that you perform a complete engine tune-up, including an oil change, new spark plugs and wires and a fresh distributor cap. For more information and an in-depth look at the entire conversion process, go to www.mossmotors.com. Now follow along as we launch our MGB into the simpler world of the 21st century.

The MGB is considered one of the greatest sports cars ever built because of its simplicity. A lightweight little car with a sprightly mill and timeless looks, the MGB is one of the best performance bargains available. Unfortunately, like all things petrol-powered, the classic "B" got a bit more complicated during the late 1970s.

Strict new laws adopted for the 1975 model year required all new cars be equipped with a barrage of emissions control components, from catalytic converters and smog pumps to redesigned carburetors and highly complex vacuum systems. The result is diminished performance and reliability, never

a good thing when all you want to do is hop in your sports car for a quick morning drive. The engineers at Moss Motors found a way to reinvigorate 1975-1980 MGBs with newfound power, performance and reliability. Their miracle cure: Electronic Fuel Injection.



HOW-TO: Converting An MGB To Fuel Injection



1) The engine in our '78 MGB was totally stock, including the unreliable ZS carburetor and restrictive factory air cleaner. By the time we're done the engine will run smoother and the entire compartment will look cooler.



2) First we have to remove the ZS carb. Disconnect the throttle return spring, then trace the fuel hose from the filter on the firewall to the carb. Remove the hose and let it drain into a rag or catch-can before taking off the air cleaner and choke hose.



3) Here you can see the water choke on the stock carburetor. Remove all the coolant hoses before taking the carb off the car, as they will come into play later.



4) Disconnect the throttle cable, and let it hang loose for the time being.



5) Remove the four nuts that secure the carb to the intake manifold. This can be a tedious job, because you can only move the wrench a few millimeters at a time. Once the nuts are off, you should be able to pull the carburetor off the intake. Hold it upright to prevent spilling fuel out of the float bowl.



6) Next, remove the four studs protruding out of the intake manifold. They may be jammed after years of use and heat, so try soaking them with penetrating oil before using a stud puller or double nuts to back out the stud. Finally, clean the surface with a scraper or razor and some brake cleaner, being careful not to gouge the surface.



7) The factory heat shield has to be modified to work with the fuel injection throttle body. While it is possible to run without the shield, under-hood temperature runs very high, so Moss recommends against it. The white marks indicate where the shield needs to be trimmed.



8) Test fit the throttle cable prior to final installation by attaching the pin at the end of the cable to the plastic bell crank on the throttle body.



9) Affix the included manifold gasket to the bottom of the throttle body with a few dabs of gasket cement, then line it up with the four 5/16 bolts. Next, put a dab of cement on the modified heat shield assembly with a second gasket and sandwich them between the intake and the throttle body.

NOTE: Images were shot on three different installations.

HOW-TO: Converting An MGB To Fuel Injection



10) Offer up the throttle body and heat shield assembly to the intake manifold. Tighten the four retaining bolts.



13) Part of what makes EFI systems so efficient is the MAP sensor, which monitors the difference between the pressure inside the intake manifold and atmospheric pressure outside the manifold. The ECU processes the info to determine engine load, and adjusts fuel flow accordingly. Plug the sensor into the harness, and mount it in the engine compartment.

14) The ECU needs to have a feed from the tachometer to monitor engine speed, so one of the wires in the harness is attached to the distributor and another is placed on the negative side of the coil. A third tachometer lead comes out of the box to provide a signal for the tach.



11) The brain of the EFI system is an electronic control unit, or ECU. The box is housed inside the cockpit under the dash, and a pre-fab wiring harness has to be routed through the firewall. Remove the right hand side under-dash panel and find the rubber grommet in the firewall and remove it. Cut a one-inch hole in the grommet and reinstall it; this is where the wiring harness will pass through.

12) Next, we have to connect the harness to the throttle body. The wire loom has plugs for the idle air control motor, fuel injector, and throttle position sensor. All three connectors are unique, and there is no way to make a mistake plugging them in.





15) As you can see, there are only a few wires left in the harness. The two fused wires are power leads for the fuel injection system, and must be wired into the positive ignition side of the electrical system. Then attach the black wire to a ground.



16) With the ECU harness wired, the next step is to attach the throttle cable. Route the cable over the harness and vacuum line for the brake booster, and push the cylindrical end over the bell crank on the throttle body.



17) The stock MGB air filter is very restrictive, so Moss provides a high-flow intake elbow and reusable filter with the system. Slide the conical filter element and rubber hose onto the elbow.



18) Three 2-3/8-inch allen head bolts are provided to secure the air intake to the throttle body housing. Use a few dabs of Loctite on the threads to keep things from loosening up over time.



19) EFI systems require much higher fuel pressure than carburetors. Moss supplies a high pressure pump that maintains constant pressure at the injector, which is vital for longevity and performance, but requires a constantly-circulating system with a return line running from the throttle body back to the tank. Disconnect the lines from the stock pump and remove it.

20) Run a fuel return hose from the "out" nipple on the throttle body



(along with the red wire from the harness) along the bottom of the car to the battery box area, zip tying them to the existing fuel and brake lines.



21) Mount the new pump in the space behind the rear axle up against the forward bulkhead of the trunk. Wrap the pump with the supplied foam sleeve (to reduce noise), and attach it to the car with the clamp. Attach the supply and feed lines to the pump, along with the ignition wire. Finally, splice the fuel filler hose and use the Moss-supplied metal insert to attach the return line to the system.



22) The finished system looks clean and nearly stock, and is much more reliable (and efficient) than the stock carburetor. 🇬🇧

DRIVE IT!

The Top 10 Automotive Adventures for 2006

By The British Motoring Staff

Photos By Dan Kahn, Len Emanuelson and Andrew Schear

The call of the open road; It's what motivates us to forgo new dishwashers and remodeled guest rooms in favor of polyurethane suspension bushings and tube shock conversion kits. The true allure of these cramped, noisy, oil-burning little hulks is their ability to help us escape the shackles and burdens of reality and hit the road - for one mile or 1,000 - and feel truly free.

Whether you decide to partake in any of our recommendations or not, keep this in mind: if you view your British classic as nothing but a garage ornament, you're missing out on an entire community

of like-minded enthusiasts who love nothing more than to share stories, help out fellow grease monkeys with projects, and simply partake in the British Motoring lifestyle.

Life in the modern world has gotten quite complex in the past few years, so why not take a little break from reality and travel back to a simpler time when like-minded friends could hit the road or kick back at a car show with some beautiful machinery and a cooler full of sandwiches. Now if you'll excuse us, we've got a road trip to prepare for.

10. HIT THE ROAD

Vintage cars force us to absorb and experience the environment around us much more than sealed-up modern transportation. With the windows down and the sound of clattering lifters to keep you company, the sites and smells of an unknown road are much more accessible from behind the wheel of a classic. The destination never really matters; it's all about the journey. Use these tips as a starting point, and venture off the path when you can.

-Highway 40 from Lake Havasu City, Arizona, to Flagstaff, Arizona. This little chunk of Route 66 offers a view of the American Southwest most people have never seen before. You start off in the resting place of the London Bridge, and as the road slowly snakes into Northern Arizona, the temperature drops and you soon find yourself in dense forest, with untouched natural beauty that rivals the best Yellowstone has to offer. Finally the trip culminates at a fun logging town that houses Arizona's third-largest university and a popular downtown area filled with shops, bars, and eateries.

-Sturgis, South Dakota. The bikers have known about it for years, and it's about time the car-geeks discover the unrivaled beauty of South Dakota. We listed Sturgis because it's a good jumping-off point for several amazing day trips, so make getting to the town your first goal. From there, there are hundreds of miles of mountain roads to explore in the Black Hills, offering craggy rock vistas and amazing elevation changes. Several national parks are also near by, including Mount Rushmore, Badlands, and Wind Cave. All offer excellent drives when the weather is pleasant. Check out www.sturgis.sd.us for more information and dates when the bike rally will be in town.

-Pacific Coast Highway. While "PCH" as it's known runs nearly the entire length of California, our favorite section is from sleepy college town San Luis Obispo to the ritzy seaside berg of Monterey. This is one of the most challenging, beautiful, and famous roads in the world, and for good reason. There's a 150-mile stretch that is literally carved into the side of a cliff, with mountains on one side and the Pacific Ocean on the other. Take an entire day to leisurely meander up the coast, or blast (safely of course) through the tight corners on your way to one of the world's best racetracks. Speaking of which...



9. GO RACING

Many collectors think racing their vintage car is dangerous, damaging, and risky. The truth is, there are racing organizations for virtually every type of enthusiast, car, and driver.

If you're a hardcore speed freak, organizations such as VARA (Vintage Auto Racing Association) and HSR (Historic Sportscar Racing) offer genuine wheel-to-wheel competition in dozens of classes on top tracks all over the country. Most vehicles that participate are specially prepped racecars complete with roll cages and fire systems, and drivers have to be at the top of their game.

Casual enthusiasts looking to strut their stuff a few times a year have options too. Regional SCCA (Sports Car Club of America) chapters organize autocross events in parking lots across the country. While just as fun and challenging as open road racing, autocross courses are tighter and slower, which means there's significantly less risk of damaging your engine or going off the track and scuffing up your paint.

Finally, many mark-specific car clubs organize track days at local



racetracks geared more towards having fun and experiencing a little speed than actually competing against a clock or other drivers. If you want to get the feel of driving your car on the track without actually competing, look for vintage events that offer lunch time track drives. Many larger events offer these opportunities to increase spectator support. The Moss Motors sponsored event at Buttonwillow Raceway is on April 29-30th.

8. RUN A RALLY



Talk about an open-road rally and most people think of either all-wheel-drive racecars sliding around dirt roads and blazing past dumbfounded bystanders, or stupid movies filled with celebrities blasting across the country in tarted-up sports cars for comic relief. The reality is somewhere in between. The beauty of these events is that you're not racing, but the trip is more than a simple drive from Point A to Point B. It's an adventure. Get a gaggle of old car owners together, give them a common starting point and a common finish line, suggest a scenic route or challenging road, and let them loose. Friendships, breakdowns, roadside repairs, boisterous meals and wind-in-your-hair high-speed travel ensue.

Depending on your car and pocketbook, you can choose from dozens of different rallies organized around the country, with themes ranging from pinky-in-the-air elite to beer-and-burger hijinx. Examples include the California Mille, an invitation-only road trip for extremely rare automobiles, and the California Melee, a parody of the original event that encourages fun and debauchery over exclusivity (see page 28). Other examples include the Iron Bottom Rally in Southern California, Targa Newfoundland in the upper Northeast, and the Texas 1000 every October.

For more information, go to vintagerallies.com, targanewfoundland.com, californiamelee.org, or Google "vintage rally" and see what pops up!

7. VISIT AN AUTO MUSEUM

In case you haven't heard, classic cars are the new Rembrandt. High-end collections have been cropping up across the country, and many collectors are converting their private treasure troves



into public museums. We've listed a few of our favorite auto museums here, but there are literally hundreds of them across the nation.

-Petersen Automotive Museum. It may not be the oldest, and it may not be the largest, but The Petersen is arguably the best car-themed museum in the country. Exhibits change fairly often (see our article on the Steve McQueen Collection on page 26), and the permanent collection includes dioramas of turn-of-the-century roadside scenes and early 1950's body shops. www.Petersen.org

-Volo Auto Museum. Located 50 miles north of Chicago in Volo, Illinois, this collection has been around for decades and is extremely comprehensive. The Chicago Visitor's Bureau ranks Volo as one of the Top 101 destinations in the Chicagoland area. www.volocars.com

-National Auto Museum. Formerly known as the Harrah Collection, this Reno, Nevada, based museum was started by Casino magnate Bill Harrah and includes everything from Briggs & Stratton Buckboards to a lightweight alloy-bodied XK-120 racecar. Automotive art, photography, and a world-class research library make the National Auto Museum a must-see trip that can take days to peruse. www.automuseum.org.



6. HIT THE AUCTION

Critics claim that high-profile auctions organized by companies like Barrett-Jackson and RM are artificially driving up collector car prices, making once-affordable classics virtually untouchable for the workingman. We'll leave that debate to the economists and collectors, because it's just plain fun to grab a snack, flip on the Speed Channel and watch incredibly rich people bid crazy amounts of money for cars. What could be better than the car fans' ultimate reality show? Seeing

it in person of course! The beauty of events like B-J's auctions in Scottsdale, Arizona, and Palm Beach, Florida, is that you can watch the action and get the thrill of the bid without having to actually spend your own money. Of course if you want to buy a cool classic you can, but we generally recommend staying away from the high-profile auctions in favor of attending smaller regional events. www.barrett-jackson.com

5. ATTEND A MAJOR ROAD RACE



NASCAR may be the dominant motorsport in American racing, but in our humble opinion it tends to get a bit repetitive. Sports car racing is much closer to the wheel-to-wheel action our British cars were designed for, with vehicles that actually resemble production cars and racetracks that require the steering wheel to turn in both directions. The SCCA puts on late-model sports car events across the country, but the most exciting racing to watch in person is arguably the American LeMans Series. Rules are based on the French race of the same name, and blisteringly fast Aston Martins duke it out with Porsches, Corvettes, and Audis on America's most famous tracks.

If you have the wherewithal to travel to England for a race, the British Touring Car Championships come in a close second on our motorsports priority list. The BTCC pits four- and six-cylinder saloons against each other in a fierce battle for apex supremacy. If you can make it to a BTCC event, we highly recommend Silverstone, one of England's most beautiful and historic tracks.



4. JOIN A CLUB

Whether that British classic sitting in the garage is your first or 40th, owning and restoring an old car can be a daunting experience. Joining a make-specific car club allows you to network with like-minded individuals and learn from their experience. Most car clubs organize shows, events, swap meets and road trips that enhance the ownership experience and foster new friendships that can grow beyond a common hate of Lucas wiring. To find a club near you, check out the ads in this magazine or search "British Car Clubs" on Google.



3. TOUR EUROPE IN A BRITISH CAR

Your car wants to visit its homeland. Trust us, its true. Unfortunately, most people don't have the wherewithal to actually ship their own classic car to Europe for a tour through the countryside. Luckily, now there's a more practical and cost-effective solution. A company called England Specials in Bremen, Germany, has a huge inventory of new and classic British sports cars for rent, and they specialize in organizing tours and trips. Whether you're interested in a solo day trip or a full-blown multi-car club event that covers hundreds of miles (or Km) and several countries, they can take care of the details. Cars available include an MG-TC, MGB, E-Type Jags, several Triumphs, an Austin-Healey 3000, and an assortment of old and new Rolls and Bentley touring cars. Sounds like the perfect vacation to us. www.englishspecials.com.



-24 Hours of LeMans. If you don't know about the history, passion, and all-out power of the world's greatest endurance race... you're in the wrong hobby.

-Mille Miglia. Billed as the most grueling race of its era, the Mille ran from 1927 to 1957 and ended after a grisly crash killed several spectators. Resurrected as a vintage race, the course runs a lap around Italy's "boot" over public roads, and hosts 375 of the rarest racing cars ever built from '27 to '57. This race made Sterling Moss an icon, and the new iteration is a truly incredible experience to behold.

-Goodwood Festival of Speed. A diehard racing fan of the highest order, the Earl of March started the Goodwood Festival of Speed on his own property in West Sussex in 1993. The event has grown, and together with the Goodwood Revival it has become the world's largest gathering of historic racecars and drivers; reliving the glory days of the historic Goodwood Motor Circuit. The restored circuit is unchanged from its heyday (1948-1966), and racing fans from all over the world attend the annual event.

2. PAY HOMAGE TO THE LEGENDS

In the realm of motorsport legend, there are a few events so powerful, so packed with history and heritage, that attending at least one should be on every car fan's lifetime achievement list. They all take place in Europe, and they're all expensive, but attending one of these events is akin to making a pilgrimage to motorsports Mecca. Do it once and you'll have stories to tell for a lifetime.



1. TAKE A KID FOR A RIDE

You probably remember your first ride in a cool car. We certainly do. It was a classic roadster on a sunny spring day, and that ride changed everything. As old cars become harder to come by and new cars slowly transform into microchip-powered disposable transportation, it's vital that we introduce new generations to the fun and excitement of British motoring. If you have a son or daughter, bring them along the next time you attend a show. If you don't, take a neighborhood kid for a ride. Trust us, the grin you get as payment will be more than worth it. 🇬🇧



Quintessential

The Steve McQueen Collection

By Dan Kahn

Cool



The rough howl of a well-worn 650 pierces the morning calm. Then you see him, a steely-eyed rebel sliding 'round the bend and launching an old Triumph Trophy over a barbed wire fence to freedom. In *The Great Escape*, Steve McQueen cemented his position as a stone-cold man of action, the real deal. He was known as much for his high-octane off-screen adventures as he was for his status as Hollywood's highest-paid actor in the 1960s and '70s. McQueen played by his own rules, and has left behind an aura of mystery and grit that survives to this day.

The Petersen Automotive Museum in Los Angeles honored the legendary actor and speed freak with an exhibit titled "Steve McQueen: The Legend and The Cars" that ran from September 24, 2005, through April 9, 2006. The large showcase featured art and memorabilia from the actor's movies and real life, along with a few stunning examples of his personal cars and bikes -- many of them British.

While McQueen's most famous rides included various Porsches and off-road race trucks, McQueen was, at heart, a believer in the "less is more" motorsports philosophy. His first new car was a modified MGTC that he used to rip around New York's East Village.

Later, after securing a contract with MGM, McQueen's speed addiction got more serious. He was often seen buzzing through town in full-blown racecars, including a rare Jag XK-SS and a highly modified Mini Cooper. His true passion, however, was motorcycles; specifically big-bore Triumphs that were prepped by his good friend, racing partner, and stunt double Bud Ekins. The Petersen did an excellent job showcasing some of these vehicles, along with an assortment of McQueen film clips and historical artifacts. The exhibit will be over by the time you read this, but we managed to grab an all-access pass to show off the best bits here in British Motoring.



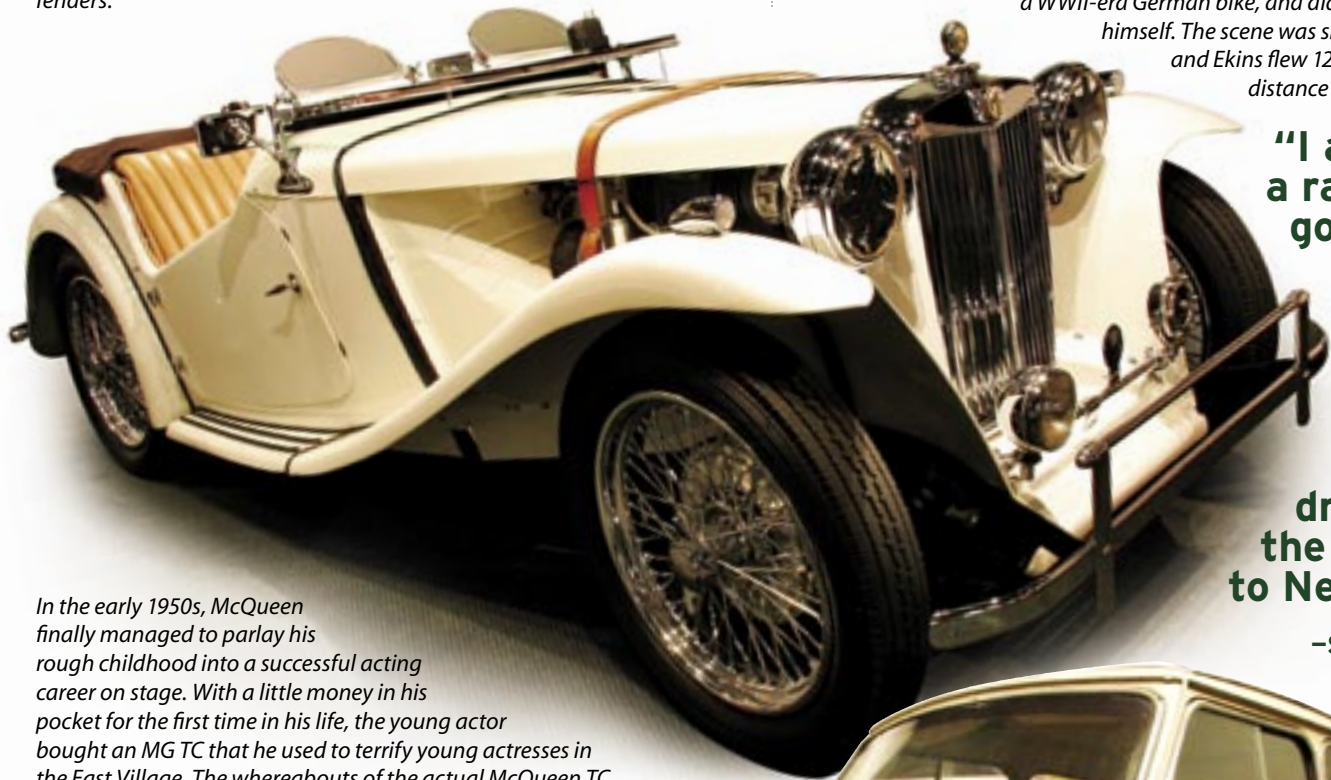
One of just 16 built, this ultra-rare XK-SS was originally owned by noted Riverside Raceway designer James Edward Peterson, who sold it to TV personality Bill Leyden. When McQueen bought the car it was white, so he had the car sprayed green and convinced hot rod upholstery guru Tony Nancy to redo the interior. McQueen got so many speeding tickets in the Jag the first year he owned it that his license was nearly revoked.



In 1964, Steve McQueen was the biggest movie star on earth. Which makes the fact that he was the first American to ever compete in the grueling International Six Days Trial motorcycle race in East Germany all the more incredible. Because he was used to racing Triumphs in the Southern California desert, he had Bud Ekins prep this '64 TR6SC for the race with a close-ratio gearbox, modified cam and pistons, and lightweight aluminum fenders.



While filming *The Great Escape*, the German Military BMW the producers bought for the famous escape scene wasn't powerful enough to clear the walls of the Nazi prison camp. McQueen associate and Sherman Oaks, CA motorcycle dealer Bud Ekins brought in this 1961 TR6 modified to look like a WWII-era German bike, and did the jump scene himself. The scene was shot in a single take, and Ekins flew 12 feet in the air over a distance of 80 feet.



"I asked for a raise and got booted out of the play. So I jumped in my MG and drove it all the way back to New York."

—Steve McQueen

In the early 1950s, McQueen finally managed to parlay his rough childhood into a successful acting career on stage. With a little money in his pocket for the first time in his life, the young actor bought an MG TC that he used to terrify young actresses in the East Village. The whereabouts of the actual McQueen TC are unknown, but this incredibly clean supercharged 1948 model stood in its place.



McQueen's 1961 Mini Cooper S was only uncovered recently, and is currently awaiting restoration. The actor originally had the car modified with a large sunroof, oversize tires, "camouflage brown" paint, and a Tony Nancy interior. 

800 Miles of Freedom



On the Road With the 2005 California Melee Rally

By Jeff Guzaitis
Photos by Mike Andrews,
Jeff Guzaitis, Matt Hamilton,
Craig Howell, & Norm Walters

Things just didn't seem to go my way on the 2005 California Melee. After months of reviving a homebuilt special that hadn't moved under its own power in 40 years, I was rolling onto a narrow shoulder amidst a cloud of steam and a broken shock. Worse yet, I was only 37 miles into an 800-mile odyssey, and to top it off...I was the event organizer.

Welcome to the California Melee. A place where mechanical gremlins and challenging roads are engaged in a battle royale against naive yet determined rally drivers and finicky cars that were born to run but engineered to break. Amazingly, this is the first time in the nine-year history of the Melee that I didn't finish in the same car I started in.

THE BEGINNING

Early iron enthusiast Harley Welch and I began the California Melee back in 1997, after staging an impromptu weekend event called the "Dirtbag 500" a few years earlier. We wanted an event that was the polar opposite of lavish ordeals like the California Mille [*A high-buck rally for ultra-rare vintage cars held annually in Northern California - Ed.*].

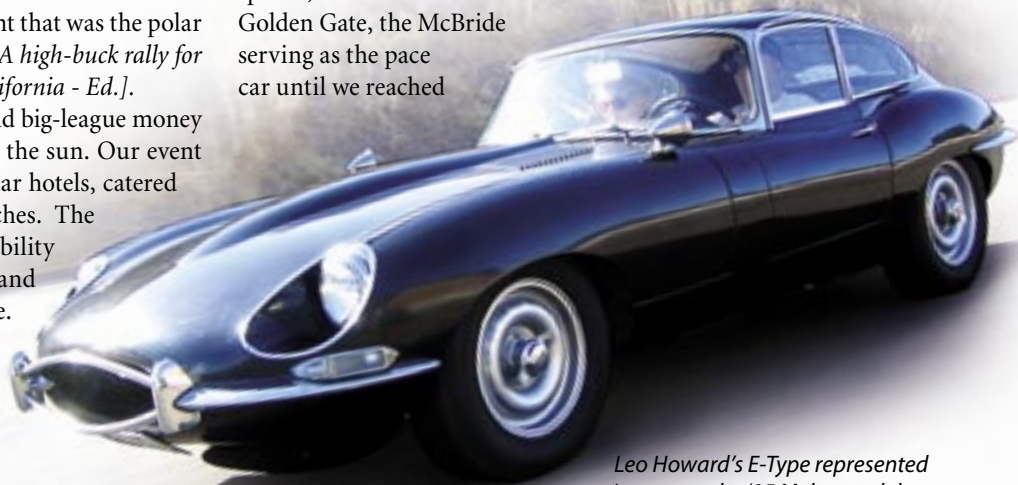
We felt that you shouldn't need a D-Type Jag and big-league money to experience a few days of classic motoring fun in the sun. Our event was designed to be different. Gone were the four-star hotels, catered luncheons at wineries, and commemorative watches. The focus would be on the roads and the drive itself. Eligibility would be limited to smog exempt (pre '75) sports and touring cars and the condition was of no importance. The unwashed and the freshly manicured would come together in an old car brotherhood. Polished chrome wire wheels on a Morgan were as acceptable as a dented brown door on a red Spitfire.

HIGH SPEED & HEARTACHE

My ride for '05 was a hand-built 1950's attempt at a racecar, the McBride Wild Hare. Built in Stockton California from \$300 of junkyard gold, it was featured on the cover of "Science and Mechanics" magazine back in the day. Discovered in a barn a little over a year ago, I decided the car would be the perfect Melee secret weapon for 2005. That was of course, after I breathed a little life back into it.

Contestants gathered in the early September morning fog just north of the Golden Gate Bridge, hot cups of coffee in hand and a wild assortment of vintage tin scattered throughout the parking lot. Part of the fun about the Melee is the variety of machines it attracts. British, Italian, German, Japanese, it's a virtual U.N. summit of sports cars. A rusty MGB might be seen chasing a pristine DB5, or a primed Iso Rivolta might stop to help a Datsun 510. That's why after a few years in a TR4 I knew I would need something different, and the McBride fit the bill perfectly.

After pictures, getting acquainted, and the preliminary safety speech, we left in formation over the Golden Gate, the McBride serving as the pace car until we reached



Leo Howard's E-Type represented Jaguar on the '05 Melee, and the car's sensual lines drew stares everywhere it went.

Marin county, where the formation broke and we were under way!

Shortly after leaving the city, the aforementioned cloud of steam erupted in my face, bringing my dreams of homebuilt racing glory crashing down. I knew if I struggled on, my fellow participants would consider me a hero for overcoming the obstacles. On the other hand, I had my girlfriend's Falcon Sprint back in San Francisco and it was a proven daily driver.

My yearning for open-road glory won out, and after refilling the radiator and wiring the shock in place I rolled on to Napa, where I quickly overheated again, and discovered oil in the coolant and a possible blown head gasket. Reality had reached out and smacked me upside the head, so I poured more water in, and limped home in shame.

Fast-forward a few hours, and I was in the Falcon seeking out a shortcut to catch up with the rest of the Melee in Lakeport. I arrived as the slower cars were departing, so I skipped lunch and motored on.

THE ROAD TO GLORY

The route for the Melee is kept a secret until the morning of departure, and while overnight stops are the same year-to-year, the roads leading there are a mystery.

This keeps tag-a-long freeloaders at bay, and the local law enforcement in the dark. Don't get me wrong, the Melee is not a speed contest, and reckless driving will get you a one-way ticket home. But, in my experience, when a group of sports cars festooned with numbers and decals roll into Podunk Junction, the law feels the need to look into it, and usually does.

Day one was a dash north through the lush wine regions of Napa Valley, then into the hills over a few dry creek beds near Clear Lake. Next we went over a seldom-traveled mountain pass into the central valley, where we eventually reached our destination, a no frills motel in the town of Red Bluff. Some contestants celebrated with a beer, or cooled off by displaying their cannonball prowess in the pool. Others tackled repairs in the parking lot.

The roads vary between freshly poured asphalt to broken chunks of rock and steer manure. On some of the most challenging unpaved stages, alternate routes are available for those with expensive paint or limited ground clearance. On two separate occasions, different Lotus Sevens punched

The author's ride, The "McBride Wild Hare" betrayed its homebrew past by breaking down 37 miles into the journey.



Day two features the longest driving leg and the most scenic routes of the trip, capped by a stay in Fort Bragg.



Silvia Stephenson's Austin Healey Sprite represented the sporty British marque with class and style.

The Author in his '50s era homebuilt sports car crossing the Golden Gate.





Melee participant Graham Davis and his TR4 ham it up on the Redwood Highway.



Rory Rinebold preparing to hit the road in Red Bluff with his "Clem Proctor Special."



Matt Prentiss and his clean TR3A pauses on the way to Fort Bragg.



Craig Howell sprinted through the twisties in a hurry with his period-perfect Mini.



The Andrews-Taber Triumph team pose with their "Spirit of the Dirtbag" trophy.

holes in their oil pans. Fortunately, a little JB weld and an empty beer patched the damage. Arriving at the awards banquet battered and covered with dust and bugs is part of the Melee experience.

The morning of day two, the sound of cold engines sputtering to life cut through the calm. This leg of the rally is nicknamed Mega Miles, because you need to cover 360 miles of forgotten nowhere-land to get to the next motel. The hot inland valley gave way to the cool breezes off the coast, as we ventured westward on amazingly smooth and twisty roads. Lunch was held in the town of Samoa at the Historic Samoa Cookhouse, an enormous eatery that catered to Northern California loggers back when there was a logging industry in California. No menus are offered. They simply bring out several courses until everyone is full. Afterwards, a leisurely drive south to Fort Bragg led us through some great tourist traps, where drivers stopped to have their picture taken with Bigfoot.

The final leg took us zig zagging down the coast back to San Francisco. This is the easiest part of the trip and designed so that everyone gets back for the feast and the awards on time. The Melee has no real finish line, and there are no prizes for being first. At the end of day three we converged at a great restaurant for the Gala awards banquet. Raffle prizes and trophies are given for breakdowns, interesting outfits, people's choice, and whatever else we feel deserves recognition.

JOURNEY'S END

Finally, a new king is crowned with the "Spirit of the Dirtbag" cup, a perpetual trophy that the lucky winner can display for one year along with a FREE entry for the next event. Selection for the coveted cup falls squarely to the organizers (Harley and me), who select the driver or the car that best surmises the "can do" spirit of the original Dirtbag 500. This year the trophy went to Mike Andrews, a seasoned veteran who not only survived a breakdown and an off road excursion, but drove his immaculate Triumph TR2 450 miles each way just to participate!

If you're interested in the 2006 event, visit californiamelee.com for more info. 🇬🇧

2006 Event Calendar

APRIL

20-23: VTR South Central Regional, Green Country Triumphs, OK, Sam Clark, (918) 455-8993, TRDoctor@aol.com, www.greencountytriumphs.com

21-23: The Gathering, Triumph Club of the Carolinas, Dobson, NC, Steve Ward, (704) 358-6252, TR6driver@yahoo.com

22: Kars4Kids Car Show, TN Spokes Sports Car Club, Brentwood, TN, Paul Collins, Jr.

23: British & European Car Show, Colonial British Vintage Car Group, Williamsburg, VA, Doug Wilson, (757) 565-4668, DEW311@Cox.net

27-30: Walter Mitty Challenge, Moss Motors/Classic Motorsports Mag, Atlanta, GA, Kelvin Dodd, (800) 228-4574 x3023, doddk@mossmotors.com, www.cbccva.com

28-29: British Car Show, Panhandle British Car Association, Pensacola Beach, FL, Tom Schmitz, (251) 961-7171, tschmitz@ametro.net, www.pbcal.com

28-30: British Car Days, The British Motorcar Club of Southern New Mexico, Las Cruces, NM, Bob Hammel, CMOI@Zianet.com

29-30: British Extravaganza, Moss Motors/VARA, Buttonwillow, CA, Kelvin Dodd, (800) 228-4574 x3023, doddk@mossmotors.com

30: Britain on the Green, Capital Triumph Register, Alexandria, VA, Arthur E. Fournier, (703) 354-1361, tburke4@aol.com

30: All British Autojumble, Club T MG of Portland, Portland, OR, Tim Foren, (503) 287-2024, slatskars@comcast.net

MAY

5-7: Healey Drivers Club Int'l Meet, Healey Drivers Club, Cornwall, UK, Bill Cummings, 011-44-1392-276887

6: Britfest, MG Car Club Central Jersey, Succassuna, NJ, Charles Tregidgo, (201) 791-6675, c.tregidgo@att.net

7: Richmond British Classic Car Meet, Richmond Triumph Register, Richmond, VA, Gary Kinney, (804) 527-2190, GcKinney@aol.com, www.richmondtriumphregister.com

7: British Swap Meet and Car Show, Northeast Ohio Austin-Healey Club, Solon, OH, Ken Hiller, (330) 995-0170, Skhillier@aol.com, www.northeastohioaustinhealey.com

12: British Car Gathering, Townsend, TN, (865) 977-9410, mgarl4000@aol.com

13: British Motorcar Day, The British Motorcar Club, Rome, GA, Kenneth Yokelson, (770) 804-9380, Ksyokelson@bellsouth.net

13: North American Cecil Kimber Run, MG Drivers Club, NJ, Richard Miller, (908) 713-6251, mgdriversclub@hotmail.com

21: All British Motorcar Show and Swap, United British Sports Car Club, Dixon, CA, www.ubsc.org

26-28: Champagne British Car Festival, Champagne British Car Festival Committee, Champagne, IL, Dick Brown, (309) 662-3020, altmgb2@yahoo.com

27: The Brits Are Back at Hope Lodge, Delaware Valley Triumphs, Fort Washington, PA, Steve Klein, (610) 825-2617, klassiccar@aol.com, www.delvartr.org


JUNE

2-4: MGVR Focus Event, MG Vintage Racers, Hallet Raceway, OK, Greg Prehodka, MGracer53@aol.com, www.mgdriversclub.com

2-4: Marques on the Green, British Sports Car Club of Louisville, Louisville, KY, information@britishsportscarclub.com, www.britishsportscarclub.com

4: Red Mill British Car Day, Chesapeake Chapter of the New England MG "T" Register, Buckeystown, MD, John Tokar, tokarj@erols.com, www.chesapeakechaptermgclub.com

9-10: Heartland MG Regional, Donnelly, ID, Nathan Rowland, (208) 342-6255, nbeprow@netzero.com, http://clubs.hemmings.com/clubsites/ibcc/

9-11: Rallye Glenwood Springs, MG Car Club - Rocky Mountain Centre, Denver, CO, www.mgcc.org/rmc.htm 

Event Submissions: Please send us your event announcements. Include event name, dates, location, sponsoring club, contact person, and all applicable contact information (telephone numbers, email address, web-page URL). We also welcome photos of your previous events. Please email the highest-possible-resolution digital images or send color prints or slides to: Kelvin Dodd, *British Motoring* Events, P.O. Box 847, Goleta, CA 93117, doddk@mossmotors.com

North American

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to the magic of MG cars
and the people who love them.











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The Principal's Office

Martin Connolly's 1971 MGB Racecar

By Dan Kahn
Photos by Andrew Schear



Growing up in Edinburgh, young Martin Connolly was surrounded by the sites, sounds, and smells of snarky British sports cars tearing up cobblestone streets and filling the air with the smell of high-test petrol. Fast forward a few decades, and Connolly has put down roots in the Central California town of Clovis, where he works as a Vice Principal at an adult school. Shortly after marrying his wife Gwen, Martin felt the urge to acquire a four-wheeled time machine, and he eventually found the 1971 MGB you see here at a British car dealership in Florida.

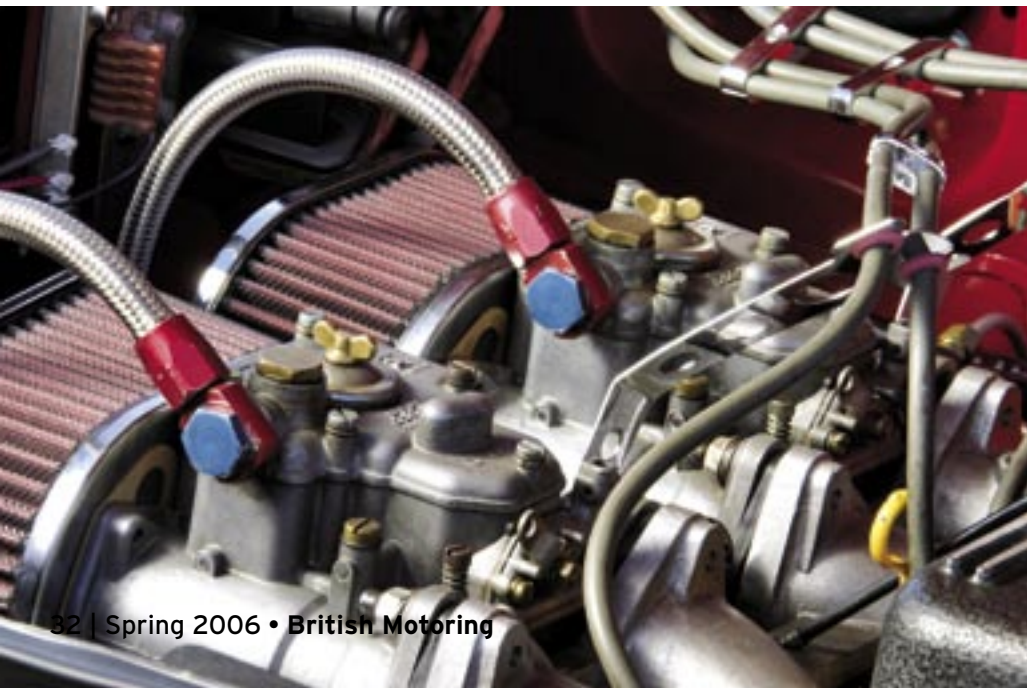
Originally built by an Oregonian sports car specialist in 1999, the MG was sold to a man in Pennsylvania who tucked it away in storage, before an untimely death forced the second owner's family to sell the car to the previously-mentioned Sunshine State dealership. Around the same time, Connolly was working on a '67 MGB/GT restoration project that wasn't moving as quickly as he would have liked. With a hankering to get on the road, Connolly sold the project and picked up the MGB with only 600 miles on the odometer in 2004. He has logged several

thousand miles since... one autocross pass at a time.

We spotted the MGB in action at Buttonwillow Raceway, and can confirm the little car's prowess on the track. Originally engineered as a street-capable racer, the car boasts an impressive mix of track-ready performance gear and functional improvements. The body was completely stripped and media blasted before receiving a thick coat of red acrylic urethane applied by Colin Perreault. Llives Racing fender flares, Sebring front and rear valance panels, and a rare factory hardtop lend the car a hearty dose of racer style.

Underneath the bright red skin, the undercarriage has been massaged for maximum performance. The suspension has been fortified with 1-inch lowering springs, Spax adjustable tube shocks, polyurethane bushings, a panhard bar and a 3/4-inch solid-mount front anti-roll bar. Stock front disc brakes and rear discs borrowed from a Nissan 280Z help scrub speed in the corners, and Thorsen-Gleason limited slip differential with 3.90:1 gearing helps the 14-inch Yokohama-wrapped Minilites put power to the pavement.

Speaking of power, the beast under the bonnet is an MGB 1800 overbored to 1948cc by Maples Racing in Oregon. Internal goodies include high-compression JE pistons, an MSX Crossflow cylinder head, a 540-lift racing cam, dual Webber-45 carbs and



Electromotive ignition. A header and high-performance muffler channel fumes out the back, and a Nissan 280Z 5-speed handles shifting duties.

Finally, the “office” is fairly Spartan and emphasizes safety over comfort. A full roll cage, Jamex racing buckets, five-point safety belts, and a fire-suppression system keep the pilot in place and the passenger safe. Rick Rogers of British Steel in Fresno, California, did the final tuning.

Future plans include larger wheels with softer tires, a new paintjob for the hardtop and many more miles of fun and enjoyment. “British cars are simple, honest, and very reliable if properly maintained,” Connolly says. “Sort of a Luddite response to modern cars that lack character and minimize driver involvement. I’d like to thank my wife Gwen for understanding this British car addiction.”

We couldn’t have put it better ourselves, Martin. 🇬🇧



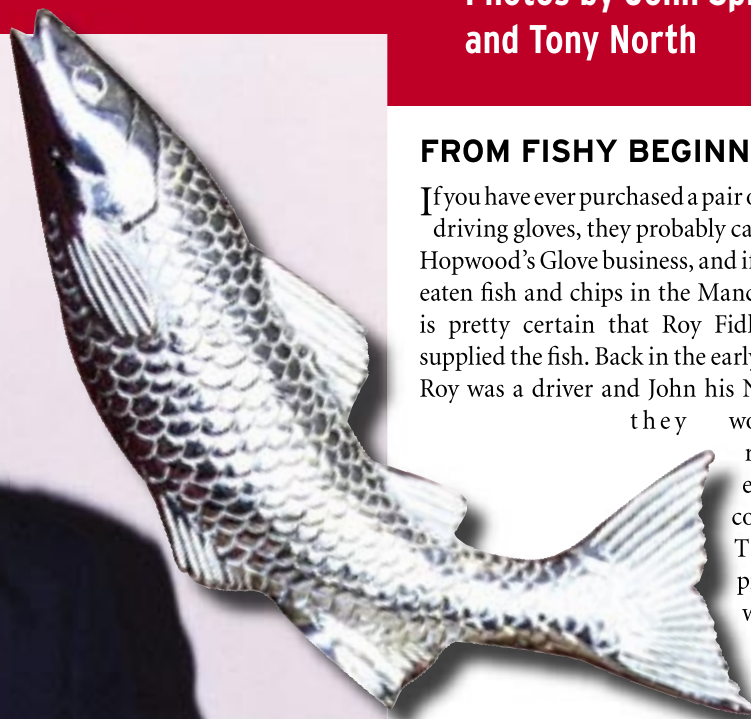
THE LEGEND OF KING COD

A Gathering of Rally Racing Legends

By John Sprinzel
Photos by John Sprinzel
and Tony North



Finnish driving legend Simo Lampinen was one of the most entertaining speakers of the night, as he unraveled yarns of speed and glory. Lampinen won the Finnish Rally Driver championship in 1963, 1964, 1967 and 1975, always behind the wheel of a Saab 96. Throughout his illustrious career, he also piloted Lancia, Peugeot, Fiat, and Triumph rally cars.



FROM FISHY BEGINNINGS...

If you have ever purchased a pair of competition driving gloves, they probably came from John Hopwood's Glove business, and if you have ever eaten fish and chips in the Manchester area, it is pretty certain that Roy Fidler's company supplied the fish. Back in the early '50s rallying, Roy was a driver and John his Navigator, and they won quite a few rallies, once even in Roy's company VW Transporter pick-up truck when their rally car was not fit enough to use. Roy quickly earned the nickname King Cod, and, in a dig at all the Squadras and Ecuries of the day, the pair rallied under the Ecurie Cod Fillet title. Soon many of their Northern compatriots (For the North of England and Wales are famed for the best rally country and the best rallies) took to carrying the ECF badge depicting a cod carcass.

Team prizes in many events were won by the Fishy teams and soon ECF became a "club", however, there was never any entry fee or subscription, and you certainly didn't apply to join. Membership was by invitation, and it became quite an honour to be asked to become a member. In the early days meetings were an informal gathering at the end of the Championship Rallies, and John Hopwood sent out a very witty and informative bulletin every few months, as he still does today.

THE COD CLUB OPENS ITS RANKS

When Erik Carlsson and John Brown won the RAC British International Rally in 1961 it was probably the first time a non British Driver was asked to join, but soon the best of the Scandinavian's were to be members, as well as Jean-Jacques Thuner and John Gretener of the Triumph team, after winning the Geneva Rally. Perhaps ECF's most notable contribution to the Sport was their idea to run a rally in the Isle of Man. In conjunction with the Tourist Board, John and Roy set up a splendid route, and then, just before they were due to leave for the ferry, the Board asked whether it would help to close some of the public roads! As this is something that needs an Act of Parliament on the mainland, they jumped at the offer, and one of the UK's finest events was born, which eventually became an International with closed stages run over much of the famed Tourist Trophy Motor Cycle Course.

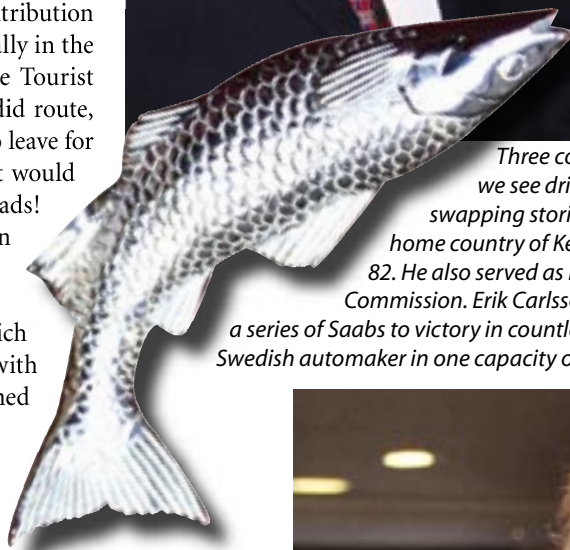
Up until 1980, the ECF awarded their renowned Cod Fillet Trophy to the Rally of the Year – the event voted by the committee as the very best of Rallies, but after this with the more specialized events and aging of the members, with less participation, turned the award into an individual presentation for the member who had contributed the most to the world of rallying.

THE GOLDEN ANNIVERSARY

Nowadays, the members are very active indeed in the realm of Classic Rallies, taking part in many of the Retro events which probably now have more participation than those of the modern era. My once regular co-driver, Willy Cave, has a calendar of some 15 events annually, has helped a paddock of drivers achieve victory, and is in constant demand as probably the most famous and skilled navigator of the day. He also spends a month skiing (he was on the short list for the British Olympic team in the fifties) and a couple of weeks sailing in the Caribbean. But then he is only 78!

Every three years, ECF has held a reunion where an ever-graying membership gathers to spend a weekend telling the tallest of tales in a growing set of "Do you remembers?"

This year saw the 50th anniversary of this unusual occasion, and a really star studded group met in Nottingham. Proceedings began in England's oldest pub – the "Trip to Jerusalem" where the faithful once gathered on



Mike Wood, who won the award for the biggest contribution to Rallying. Great guy, navigated for me quite a few times, One of those wonderful Yorkshiremen who comes out with remarks that keep you grinning all through the rally! Classic case when his driver (Tom Gold I think) in a TR went through a Yorkshire wall at a T junction "I said right, not bloody straight on!"



Three countries, one passion, and lots of great memories. Here we see driving legend Shekhar Mehta (center) and his wife (right) swapping stories with iconic racer Erik Carlsson. Mehta represented his home country of Kenya, Africa, as the winner of the Safari Rally from 1979-82. He also served as President of the International Automobile Rally Racing Commission. Erik Carlsson, aka "On The Roof" Carlsson, aka Mr. Saab, drove a series of Saabs to victory in countless rallies around the globe, and has worked for the Swedish automaker in one capacity or another for half a century.





Carlsson again with Lady Christabel Carlisle Watson, who had quite a bit of success with Minis in the early 1960s. Some of her racing highlights include setting class lap records at Silverstone, and winning first-in-class at Goodwood and several other popular tracks of the day. She also co-drove with the author.

the route to the Crusades. Living in Hawaii, I have not been a regular visitor to these reunions, but how could I miss the 50th? As the growing list of "Absent Friends" on the back page of the program emphasized, most of us are now well into our seventies. I had not seen some of those present for nearly 40 years, but in spite of the comparison stories of radiation treatment and triple bypasses, the gleam in the eyes of these veterans had not faded one bit, and you could see the enthusiasm for the sport of rallying was still very much in their hearts.

The Dinner was held in a nearby Hotel, naturally included a course of Battered Cod and Mushy peas, in honour of the founder, and sponsorship for the reunion was such that there was a free bar until one o'clock in the morning -- though proceedings didn't stop the remembering until way past three o'clock.


It was great to see Erik Carlsson and his wife Pat Moss-Carlsson, who between them have won an impressive collection of more than twenty outright victories in International Championship Rallies. Timo Makinen was there, with memories of his dozen or so successes with Mini-Cooper, Healey and Ford Escorts, so was Simo Lampinen, who drove for Triumph and many European teams with great results and exceptionally good humor. He was also the featured Speaker with his hilarious version of "Finglish".

Donald Morley, whose successes with the big Austin Healey 3000 were the stuff of legends

-- especially his three unpenalized runs on the demanding Coupe Des Alpes, was with his wife Val Domleo, who co-drove for some of the successful lady drivers of the day. Paddy Hopkirk, winner of more than ten Internationals including the daunting Monte Carlo Rally in a Mini Cooper S was beaming from ear to ear, as is usual for this Irishman. His newly published autobiography is an excellent read to give a picture of those classic days of motor sport. Christabel Carlisle -- now Lady Watson, the petite lady who took on the top men on the race circuits often beating them with her Mini, also co-drove for me and for Timo Makinen in Healeys on the snow and ice of the Monte Carlo Rally, where reading pace notes to allow the driver to go even faster is a talent that is for the very few. She has recently walked the length of Spain on the Pilgrim Trail and also of from Land's End to John 'O Groats travel throughout England and Scotland (along the tracks and trails of the mountain -- not on the normal roads) for charity, still showing the strength and determination of her youth.

Also present was Raymond Baxter, a famous TV personality who rallied Sprites, was a founder member of the UK

Healey Club and whose voice you will have heard commentating on many of the classic films shown on Speed TV's Legends of Motor Sport. Stuart Turner was there, who was the competition manager of the very successful Mini team at BMC, before joining Ford to lead an equally impressive collection of stars with Escorts and their swift successors.

The names filled two closely typed pages, and every one of them brought back memories of those wonderful years, when Motor Rallying was an endurance sport that lasted for days and nights of furious driving across the less developed roads of the world. I recognized them all, in spite of the years, and my only regret was that there just wasn't time to speak to everyone for more than just a few minutes. Oh well! I'll just have to plan to be there for the next reunion of this wonderfully irreverent club of champions of the sport we love so much. 

The perpetual Ecurie Cod Fillet Rally of the Year trophy, which was originally established to honor the greatest race of a single season, but is now given once every three years to recognize a single individual for promoting helping the sport.






THE OTHER REUNION

During this very brief visit to the UK, I was also privileged to be reunited with my original Sebring Sprite, lovingly restored by Paul Woolmer. The gloriously sunny but icily cold day included some neat “laps” of Hyde Park and “tea” in the Mews where so many of these cars were built. Half a dozen of the original owners were also present, including Doug Wilson Spratt, who turned his Sebring into the famous WSM “Woosam” version of the little Sprite. Now in his eighties, Doug still expressed the enthusiasm that the little Bug-Eye Sprite seemed to bring out in so many of those of us who rallied and raced them back in the day.

*For a more detailed look at the Sebring Sprite, we've included a quote from John's book *Spritley Years* — ed.*

“The mechanical specification included many modifications and special parts, principal among which were disc brakes at a time when the standard car still made do with drums. A ‘frogeye with discs’ is a useful basic definition of what a Sebring Sprite was - and it may be as well to establish a simple definition, for confusion set in during the early ‘sixties and is now virtually pandemic, with almost every Sprite book or article published seeming to add a little. The complications are undeniable, though: there were Sebring Sprites with standard-shape bodywork and Healey works cars with disc brakes; and there were other alloy-bodied Sprites. Put simply, not every Sebring Sprite was an alloy coupe nor every alloy coupe Sprite a Sebring. Clear?” 



The author's Sebring Sprite, one of just six alloy-bodied Rally cars made, which was recently restored by Paul Woolmer and reintroduced to a panel of fans shortly after the 50th Ecurie Cod Fillet reunion.

CarMart

AUSTIN-HEALEY



1959 100-6: Completely restored, Austrian blue leather, O.D., wool carpets, new wiring and chrome, 98 pts. in concours, people's choice British meet, \$42,000, 360-642-3264, tode@willapabay.org, WA.

JAGUAR

1959 XK-150 Roadster with 3.8L engine, older restoration, pale yellow with almost new tan top, a real head turner, runs well, \$38,000, 941-351-9992, FL.



1963 Jaguar MKII, 3.4, 4speed/OD, gun metal grey / blue interior, 87,670 miles, same owner over 20 years, price \$35,700, 334-983-4783, AL.



1971 XKE 2+2 V-12 4speed, factory A/C, BRG/Biscuit, 8385 original miles, original tires, same owner over 20 years, price \$40,500, 334-983-4783, AL.



1974 XKE V12, 43,500 odometer miles, like new, no expense spared, including new heads and valves, 4speed, A/C, wire wheels, Signal red with black top and interior with hardtop convertible, \$55,000, tomidot2000@aol.com, 973-402-5200, NJ.

MG



1953 MGTF 1250, looks and runs good, new brakes and suspension, paint has scratches but no dents, no rust, solid wood, photo CD, \$16,000 OBO, days 601-829-2938, keande@safeco.com, MS.

1954 MGTF, ground-up restoration, new tires, brakes, wiring, seats, trim, top, and side curtains, 20 miles since restoration, \$19,500, 734-455-1082, wwbatrtn@hotmail.com, MI.



1955 MGTF 1500, Red/tan leather interior, all original parts, garage kept, \$29,500, 912-598-1913, GA.



1957 MGA Coupe, new paint, interior, tires, chrome, lenses, wiring harness, no rust ever, Calif. car, rebuilt engine 1500cc, always garaged, mileage unknown, \$12,000, 419-467-3148, MI.



1957 MGA, older restoration with 2,500 miles, all mechanicals rebuilt or new, '67 MGB Stage III engine, 4 synchro trans, new paint, tires, wheels, chrome, upholstery and more, \$15,500, 253-627-7877, WA.

1958 MG Magnette ZB
English saloon, 4 door, black exterior, tan interior, solid driver, straight stick, no rust, low miles, new wiring, teak wood dash, new brakes, \$8,995 OBO, 701-293-6882, ND.



1967 MGB Roadster, OEW restored 2001, no rust, engine rebuild 2005, O/D, red top and tonneau, Moss red leather seats and deluxe carpet, a show winner and a nice interstate cruiser, \$14,000, mgbman@gulftel.com, Dave 251-968-2572, AL.



1960 MGA Roadster, rare find, I'm the second owner, original information of purchase, completely gone through motor, transmission, body, asking \$13,750, 843-774-6677, SC.

1971 MGB, mostly original, very good condition, some upgrades, Minilite alloys and original wire wheels, plus a new Moss Deluxe full carpet kit ready to install, \$3,800, 303-674-2197, CO.



1965 MGB wire wheels, new paint, pocket soft top and hard top, back seat, good dependable car, garage kept, same family 20 years, \$3,950 OBO, 606-742-2612, KY.



1972 MGB-GT, restored, aqua color '72 only, award winner, Calif. car, rebuilt original engine, black leather seats, door panels, new carpeting, always garaged, excellent condition, photos and history available, \$10,500, Scott at 801-779-9051, scottreins@yahoo.com, UT.



1966 MGB, TX car, rust free, interior black with red piping, paint, interior, body, engine, excellent condition \$9,950.00, 806-655-7650, lv message, TX.



1974.5 MGB Roadster - 94,000 miles. All original except, new top 1/15/01. One repaint, orig color. Hasn't driven in 4 years. Standard 4 speed, no rust, runs great. Stored in barn, I start the car 2 times a week. You could be 3rd owner. \$4,500, 251-966-2684

1967 MGB GT Special, 62,000 miles, not restored, painted, radiator, regulator, windshield rubber and chrome, seats, headliner, carpeting, s/s exhaust, rebuilt carbs, oil cooler, and more, \$6,500 cash, 814-467-4697, PA.



1957 MGA 1500, body excellent, hand decaled, hard, convertible and bunny tops, mechanically perfect, interior clean, original parts beside exchanged parts, side curtains, always garaged, spoke wheels and extras, purchased 1958, \$25,000 firm, Louischar@juno.com, 360-275-0477, WA.



Classified Ad Submissions

All private-party classified ads are \$10 per car, photo included. Please send ad, photo, and remittance to Car Mart, *British Motoring*, 440 Rutherford St., Goleta, CA 93117. Please limit text to 30 words or less and include an asking price. Cars only, no parts. For more information, please call (805) 681-3400 x3061.

MG (con't)



1976 MG Midget, ground-up restoration just completed Nov 2005, everything new or rebuilt, must see if you want a new British sport car, priced for quick sale, \$14,500, 301-246-4278, MD.



1979 MGB, 105K, PA inspected, runs 100%, tonneau, boot, bra, car cover, new seats and carpet, \$7,000, SANDERSP@frontiernet.net, PA.



1979 MGB, recently driven from LA to Las Vegas, NV, needs some routine maintenance and attn, new stereo, tires, smog pump, muffler, plus, pick up in Las Vegas, \$2,100, fdel@hotmail.com, 562-682-4835, NV.



TRIUMPH

1951 Triumph Mayflower, English two door saloon, rare lefthand drive (534 made), 3speed, 4 cyl., plus 1951 Mayflower righthand drive, titled project car, plus extra parts, \$7,995 OBO, 701-293-6882, ND.



Triumph TR-250, ground-up restoration, wire wheels, British racing green with a tan interior, the car has about 12,000 miles since being restored, asking \$15,500, 563-242-7740, IA.

Two TR6s for sale and many parts, 1 TR6 is very unique: F.H. Top, F. A/C, 4sp. w/OD, mag wheels and tires but older restoration except painting. Other TR6 not runing but too good for a parts car: F.H. Top, can go for \$2,500. Will sell all for \$7,000, 301-449-3636, 3legs@earthlink.net, MD.



OTHER



1959 Morris Minor Convertible, 34,000 miles, excellent condition, completely restored in 1987, summer-only car, all papers, asking \$8,100, 763-473-8730, MN

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Reach British Sports car Owners

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Advertising openings are now available for classic car insurers, auction houses, distributors of Anglophile items and more. (All ads subject to approval by Moss Motors.) See www.britishmotoring.net for our extremely affordable rates or contact us for more information.

Demographics
 Males 30-45: 30%
 Males 45-49: 19.3%
 College graduates: 32%
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Motors**

**Spring
SALE!**

A quick guide to Upholstery from Moss Motors

MOSS MANUFACTURED INTERIOR KITS

We make the finest seat and panel kits in the world here in our own upholstery shop for the following cars:

Austin-Healey BN1-BJ7

MG TC, TD, TF

MGA

MGB 1962-'69 and 1970-'80 classic hand stitched kits

TR2-4A and TR250-6 classic hand stitched kits

- Vat dyed Italian leathers and color matched vinyl ensure longevity
- Die cut plywood panels prevent warping
- Patterned from original samples for accuracy
- Cut and sewn in our own upholstery shop

Complete assembled seats with all new components are available for the following applications:

MG TC, TD, TF

MGA

MGB 1962-'68

ORIGINAL STYLE HEAT SEAMED INTERIOR KITS FOR LATER CARS

From 1970 onward imprinted vinyl became the standard upholstery material. We source exact duplicates of the original kits so you can restore your car back to like new condition. These kits are all manufactured in the UK and meet original specifications.

CARPETING

The Classic Pile carpet used in our early kits is manufactured in the USA of a Polypropylene that is specially shaved to give the look and feel of the original wool without worries about mold or mildew.

Loop carpet materials are sourced from both the UK and USA and are chosen to be as close to the original look as possible.

Budget carpet kits for later cars are made of a quality cut pile, in-house from our own patterns and offer a cost effective alternative to the molded kits which we source from the UK.

TOPS AND TONNEAU COVERS

T-Series and MGA tops, tonneau and side curtains are manufactured in house in either Haartz Stayfast Cloth or Vinyl.

Austin-Healey BN1-BJ8 tops are available in British Everflex material for originality or premium Sun-Fast cloth.

Most of our other tops and tonneau covers are made for us by Robbins Auto Top Company in California. We have had a long term relationship with this company and believe their products to be some of the finest on the market. Robbins tops are available in either Sun-Fast Cloth or Crushed Grain Vinyl.

Fitting seat covers and tops is a skilled job and a feel for the materials and understanding of installation technique really makes a difference in how the end product looks. This is why we do recommend that all of our kits be installed by a professional, although with care and dedication the home restorer can produce results to be proud of.

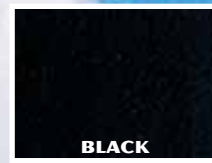
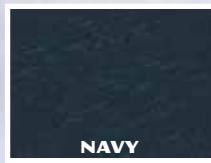
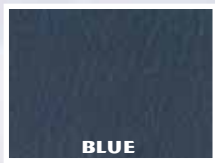
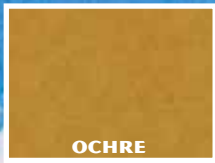
CATALOG ERRORS

Every effort has been made to provide accurate information in this publication. We will not be held liable for inaccuracy of pricing, description or application.

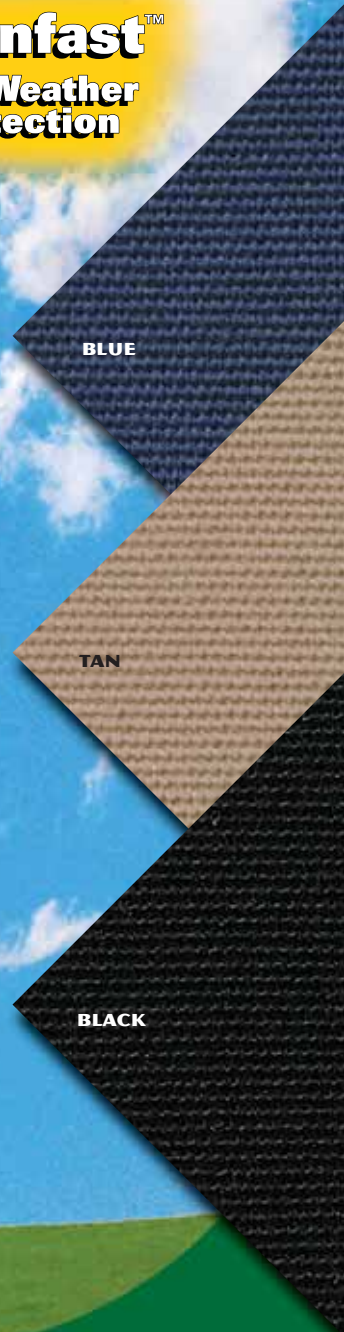
Upholstery, Carpet, Tops & Tonneaus

Save up to
20%
sale ends
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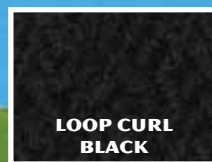
Upholstery



Sunfast™
All Weather
Protection



Carpet



1962-69 Interior Kits

Seat Kits

NEW!

	Black	Black/Red	Black/White	Black/Blue	Red/Black	Red/White	Red	Tan	Honey Tan	Regular	SALE	YOU SAVE
Front Leather Seat Kits												
1962-68	641-170	641-180	641-190	641-200	641-210	641-220	641-230*	641-235	641-237*	\$609.95	\$506.95	\$103.00
1969	641-310	641-320*	641-330*	641-340*	641-350	641-360*	641-370	641-375	641-377*	649.95	552.95	97.00
Front Vinyl Seat Kits												
1962-68	641-100	641-110	641-120	641-130	641-140	641-150*	641-160	641-165*	641-167*	274.95	233.95	41.00
1969	641-240	641-250*	641-260	641-270*	641-280	641-290*	641-300	641-305	641-307*	354.95	301.95	53.00
Rear Leather Seat Kits												
GT 1966-68	643-210*	643-220	643-230	643-240*	643-250*	643-260*	643-270	643-275	643-277*	469.95	385.95	84.00
GT 1969	641-450	641-460*	641-470	641-480*	641-490	641-500	641-510	641-515	641-517*	509.95	418.95	91.00
Rear Vinyl Seat Kits												
GT 1966-68	643-140	643-150	643-160	643-170	643-180	643-190	643-200	643-205	643-207*	274.95	233.95	41.00
GT 1969	641-380*	641-390*	641-400	641-410	641-420	641-430	641-440	641-445	641-447*	289.95	246.95	43.00

Panel Kits

NEW!

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

	Black	Black/Red	Black/White	Black/Blue	Red/Black	Red/White	Red	Tan	Honey Tan	Regular	SALE	YOU SAVE
1962-65	643-280	643-290	643-300	643-310	643-320	643-330	643-340	643-345	643-347*	\$319.95	\$271.95	\$48.00
RD 1966-67	643-350	643-360	643-370	643-380	643-390	643-400	643-410*	643-415	643-417*	309.95	263.95	46.00
RD 1968-69	643-490	643-500	643-510	643-520*	643-530	643-540*	643-550*	643-555	643-557*	309.95	263.95	46.00
GT 1966-67	643-420	643-430	643-440	643-450	643-460	643-470*	643-480*	643-485	643-487*	298.95	254.95	44.00
GT 1968-69	643-560	643-570	643-580	643-590	643-600*	643-610*	643-620*	643-625	643-627*	297.95	253.95	44.00

Complete Leather Seat Assemblies

NEW!

	Black	Black/Red	Black/White	Black/Lt. Blue	Red/Black	Red/White	Red	Tan	Honey Tan	Regular	SALE	YOU SAVE
1962-68	641-178	641-188*	641-198*	641-208*	641-218*	641-228*	641-238*	641-248*	641-258*	\$1,569.95	\$1,318.95	\$251.00 ✓



Order & Save!

1969 MGB GT
 Leather Seats-\$188.00
 Panel Kit -\$44.00
You Save \$232.00



Complete Interior Kits (fits all 1970-80 Roadsters)

Complete Budget Kits (not pictured)

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

	Black	Autumn Leaf	Reg	SALE	YOU SAVE
RD 1970-80	111-608	111-708	\$1,399.95	\$1,189.95	\$210.00 ✓

Complete Light Tan Deluxe Kit ▶

One part number will change the entire look of your car. Available in easy to care for vinyl or supple long wearing leather seat facings. Includes: complete interior panel kit (1971-75 design), door cappings, center console lid, gear shift gaiter and black molded door pulls. Custom seat covers, foams, diaphragms, and backboards for both seats. Edge Bound matching carpet set with molded transmission tunnel.

	Light Tan	Regular	SALE	YOU SAVE
Vinyl Seats 1970-80	111-808	\$1,496.95	\$1,272.95	\$224.00 ✓
Leather Seats 1970-80	111-809	2,039.95	1,733.95	306.00 ✓



2 New Great Styles!

ON ORDERS
FREE UPS
GROUND
SHIPPING
OVER \$600

1970-80 Classic 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.

Seat Kits

	Black	Black/Red	Black/White	Red	Tan	Honey Tan	Regular	SALE	YOU SAVE
Leather Seat Kits -Includes leather headrest covers									
1970-72	641-700	641-705	641-710	641-715*	641-720	641-722*	\$749.95	\$637.95	\$112.00 ✓
1973-76	641-725	641-730	641-735	641-740*	641-745	641-747*	759.95	645.95	114.00 ✓
1977-80	641-750	641-755	641-760	641-765*	641-770	641-772*	769.95	654.95	115.00 ✓
Leather Rear Seat Kit									
GT 1970-76	641-850	641-855*	641-860	641-865*	641-870	641-872*	419.95	356.95	63.00 ✓

Panel Kits

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

	Black	Black/Red	Black/White	Red	Tan	Honey Tan	Regular	SALE	YOU SAVE
RD 1970-80	643-750	643-760	643-770	643-780*	643-790	643-792*	\$384.95	\$338.95	\$46.00 ✓
GT 1970-76	643-800	643-810*	643-820	643-830*	643-840*	643-842*	384.95	338.95	46.00 ✓

* Kits denoted by an asterisk are made to order. Please allow six to ten weeks for delivery. See page 43 for specific swatches of upholstery and carpet colors.



Sale continues until 6/9/06

1970-80 OE Style Kits

Seat Kits

Headrest covers are not included. Please order headrests separately.

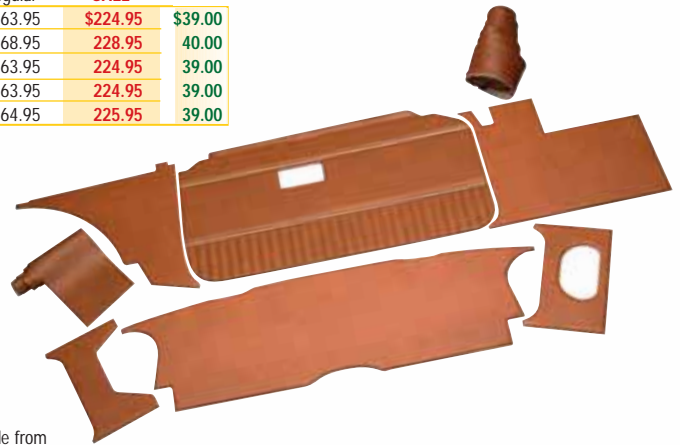
	Black	Navy	Ochre	Autumn Leaf	Champagne	Regular	SALE	YOU SAVE
Front Vinyl Seat Kit								
1970-72	641-520	641-530	641-540	641-550	-	\$353.95	\$300.95	\$53.00
RD 1973-76	641-560	641-570	641-580	641-590	-	388.95	330.95	58.00
RD 1977-80	641-600	641-610	641-620	641-630	641-525	384.95	327.95	57.00
Front Fabric Seat Kit								
GT 1973-76	641-680	-	641-625*	641-685	-	360.95	306.95	54.00
Rear Vinyl Seat Kit								
GT 1970-72	641-640	641-650	641-660*	641-670	-	276.95	235.95	41.00
Rear Fabric Seat Kit								
GT 1973-76	641-690	-	641-665	641-695*	-	240.95	204.95	36.00
Headrest Assemblies								
1970-72 D Type, Perf.	649-100	-	-	649-130	-	62.95	53.95	9.00
1973-76 D Type, Plain	649-140	649-150	-	649-170	-	70.95	60.95	10.00
1977-80 Teardrop	641-607	641-615	-	641-635	641-535	73.95	62.95	11.00



Panel Kits

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

	Black	Navy	Ochre	Autumn Leaf	Champagne	Regular	SALE	YOU SAVE
RD 1970	643-635	-	-	-	-	\$263.95	\$224.95	\$39.00
RD 1971-76	643-630	643-640	643-650	643-660	-	268.95	228.95	40.00
RD 1977-80	643-670	-	-	643-700	643-705	263.95	224.95	39.00
GT 1970	643-645	-	-	-	-	263.95	224.95	39.00
GT 1971-76	643-710	643-720	643-730*	643-740	-	264.95	225.95	39.00



Carpet Kits

Choose our unique deluxe kit with molded tunnel and rear wheel arches 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.

	Black	Red	Brown	Honey Tan	Regular	SALE	YOU SAVE
Moss Manufactured Carpet Sets							
1962-67 Roadster	242-765	242-766	-	242-767	\$389.95	\$161.95	\$28.00
1968-80 Roadster	244-365	244-355	244-375	244-377*	189.95	161.95	28.00
1965-67 GT	244-415	244-420	-	244-425	299.95	253.95	46.00
1968-76 GT	244-435	244-440	244-445	244-450	309.95	263.95	46.00

	Black	Red	Aut-Leaf	Navy	Regular	SALE	YOU SAVE
Molded Tunnel Carpet Kits							
1962-67 Roadster	244-300	244-310	-	-	\$389.95	\$331.95	\$58.00
1968-80 Roadster	244-320	244-330	244-340	244-345	389.95	343.95	46.00
1965-67 GT	244-325	244-335	-	-	519.95	441.95	78.00
1968-76 GT	244-245	244-260	244-265	244-285	519.95	441.95	78.00

	Black	Red	Brown	Regular	SALE	YOU SAVE
Roadster Trunk Carpet Kits						
Carpet Kit	242-850	242-855	242-875	\$129.95	\$110.95	\$19.00
Vinyl Spare Tire Cover	242-860	242-865	-	55.95	47.95	8.00

	Regular	SALE	YOU SAVE
Roadster Deluxe Molded Trunk Carpet Kit (includes spare tire cover)			
Black	244-250	\$199.95	\$169.95 \$30.00
Light Tan	244-255	199.95	169.95 30.00

Savings Over Regular Price!

1970 MGB GT
 Vinyl Interior -\$103.00
 Panel Kits -\$39.00
 Deluxe Carpet Kits -\$46.00

You Save \$188.00



Tops

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

1963-70 Stow-Away Frame

	Color	Part No.	Regular	SALE	YOU SAVE
With Fixed Rear Window					
Robbins Vinyl	Black	242-650	\$299.95	\$254.95	\$45.00
	Tan	242-280	299.95	254.95	45.00
	White	242-680	299.95	254.95	45.00
With Zip Out Rear Window					
Sunfast Cloth	Black	242-990	669.95	569.95	100.00
	Tan	242-995	669.95	569.95	100.00
Vinyl	Black	242-665	369.95	314.95	55.00

Savings Over Regular Price!

1963-70 MGB
Sunfast Top -\$100.00
Sunfast Tonneau-\$84.00
You Save \$184.00

1962-Early 1963 Grey Folding Frame

	Color	Part No.	Regular	SALE	YOU SAVE
Robbins Vinyl	Black	242-630	\$299.95	\$254.95	\$45.00

Late 1963-1970 Grey Folding Frame

	Color	Part No.	Regular	SALE	YOU SAVE
Robbins Vinyl	Black	242-640	\$299.95	\$254.95	\$45.00
	White	242-670*	299.95	254.95	45.00

Please check our web site for images of the two different bow designs

1971-80 Black Folding Frame

The zip-out rear window was original from 1977 with improved ventilation. The Cabriolet design top features a full padded headliner that gives a luxurious look and a brighter, quieter interior.

	Color	Part No.	Regular	SALE	YOU SAVE
With Zip Out Rear Window					
Robbins Vinyl	Black	242-655	\$309.95	\$263.95	\$46.00
	White	242-695	309.95	263.95	46.00
	Tan	242-295	309.95	263.95	46.00
Sunfast Cloth	Black	242-740	614.95	522.95	92.00
	Tan	242-745	614.95	522.95	92.00
Cabriolet Dull Cote Vinyl	Black	242-775	807.95	686.95	121.00
Cabriolet Stayfast Cloth	Black	242-795	1,091.95	928.95	163.00
	Brown	242-785	1,091.95	928.95	163.00
With Fixed Rear Window					
Robbins Vinyl	Black	242-645	299.95	254.95	45.00
	White	242-690*	299.95	254.95	45.00

Tonneau Covers

Sunfast Cloth Tonneau Covers

Please allow three weeks for delivery.

	Color	Part No.	Regular	SALE	YOU SAVE
1962-67	Black	241-441*	\$562.95	\$478.95	\$84.00
	Tan	241-451*	562.95	478.95	84.00
1968-69 (w/o H/Rest Pockets)	Black	241-444*	562.95	478.95	84.00
	Tan	241-454*	562.95	478.95	84.00
1970-80 (w/o H/Rest Pockets)	Black	241-446*	546.95	448.95	98.00
	Tan	241-456*	546.95	448.95	98.00
1970-80 (With H/Rest Pockets)	Black	241-466	579.95	492.95	87.00
	Tan	241-476*	579.95	492.95	87.00



Black Vinyl Tonneau Covers

Applications listed are LHD, but RHD versions may be special ordered.

All snaps are included and require installation to match the fittings on your car.

	Part No.	Regular	SALE	YOU SAVE
1962-67	241-440	\$273.95	\$232.95	\$41.00
1968-69 (w/o H/Rest Pockets)	241-443	273.95	232.95	41.00
1970-80 (w/o H/Rest Pockets)	241-445	269.95	229.95	40.00
1969 (With H/Rest Pockets)	241-460	279.95	237.95	42.00
1970-80 (With H/Rest Pockets)	241-465	279.95	237.95	42.00



ON ORDERS
FREE UPS GROUND SHIPPING
OVER \$600

Order Before 3:00 pm
Same Day Shipping
FROM OUR INVENTORY
Your local time

* Kits denoted by an asterisk are made to order. Please allow six to ten weeks for delivery. See page 43 for specific swatches of upholstery and carpet colors.

Sale continues until 6/9/06

MGA Interior Kits

Leather Seat Kits

	Black	Black/Red	Black/White	Black/Blue	Red	Blue	Tan	Grey	Honey Tan	Regular	SALE	YOU SAVE
RD	246-010	246-020	246-030	246-040	246-050	246-055*	246-060	246-065	246-062	\$619.95	\$508.95	\$111.00
Coupe	246-070	246-080	246-090	246-100	246-110	246-115*	246-120	246-125*	246-122	619.95	508.95	111.00

NEW!

Vinyl Seat Kits

RD	246-130	246-140	246-150	246-160	246-170	-	246-180	-	-	359.95	295.95	64.00
Coupe	246-190	246-200	246-210	246-220	246-230	-	246-240*	-	-	349.95	286.95	63.00

Complete Leather Roadster Seat Assemblies

RD	246-138	246-128	246-118	246-148	246-158	246-188	246-168	246-178	246-198	1,749.00	1,434.95	314.05
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Deluxe Panel Kits

Includes all upholstered panels, assembled door pockets and sufficient leather and vinyl to cover all cockpit rails and the later dash.

RD	246-310	246-320	246-330	246-340	246-350	246-355	246-360	246-365	246-362	319.95	262.95	57.00
Coupe	246-370*	246-380	246-390	246-400	246-410	246-415*	246-420	246-425*	246-422	424.95	361.95	63.00

Original Basic Panel Kit

Does not include the rear kick panels or door pockets. Vinyl is supplied to cover the cockpit rails, dash and existing door pockets.

RD	246-250	246-260	246-270	246-280	246-290	-	246-300	-	-	229.95	188.95	41.00
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Side Curtain Stowage Bags

1500, 1600 to (c)78249	243-280	-	-	-	243-290	-	243-300	243-350	243-302*	167.95	142.95	25.00
1600 from (c)78250, MKII	243-285	-	-	-	243-295	-	243-305	243-355	243-307*	204.95	174.95	30.00



Savings Over Regular Price!

MGA Coupe
 Leather Seats - \$111.00
 Deluxe Panel Kits - \$63.00
 Complete Carpet Kits - \$86.00

You Save \$260.00



Carpet Kits

Keep it original, or upgrade your roadster with the addition of a rear carpet set.

	Black	Red	Grey	Honey Tan	Regular	SALE	YOU SAVE
1. Front Carpet Set							
All	242-705	242-715	-	242-717	\$239.95	\$203.95	\$36.00
All	-	-	242-725	-	349.95	297.95	52.00
2. Rear Carpet Sets							
RD	242-835	242-845	-	242-849*	82.95	68.95	14.00
RD	-	-	242-905	-	99.95	84.95	15.00
Coupe	242-975	242-985	-	242-987	89.95	73.95	16.00
Coupe	-	-	242-915	-	116.95	99.95	17.00
3. Trunk Carpet Sets							
All	242-815	242-825	-	242-829*	99.95	81.95	18.00
All	-	-	242-925	-	139.95	118.95	21.00
4. Spare Tire Covers							
All Rdstr.+1500 coupe	242-465	242-475	-	242-477*	119.95	98.95	21.00
All Rdstr.+1500 coupe	-	-	242-935	-	119.95	101.95	18.00
1600 coupe & MKII coupe	246-435	246-445*	-	246-447*	89.95	73.95	16.00
1600 coupe & MKII coupe	-	-	242-945	-	104.95	89.95	15.00

NEW!



Savings Over Regular Price!

MGA 1500
 Stayfast Top -\$78.00
 Stayfast Tonneau -\$42.00
Canvas Side-Curtains-\$192.00
You Save \$212.00

Tops

The 1500/1600 single and triple window tops are interchangeable. Both are available in Vinyl or luxurious "Stayfast" cloth.

	Color	Part No.	Regular	SALE	YOU SAVE
Stayfast Tops					
1500 (1 Window)	Black	243-955	\$519.95	\$441.95	\$78.00
	Tan	243-950	519.95	441.95	78.00
1500, 1600 (3 Window)	Black	243-965	539.95	458.95	81.00
	Tan	243-960	539.95	458.95	81.00
Vinyl Tops					
1500 (1 Window)	Black	242-330	289.95	246.95	43.00
1500, 1600 (3 Window)	Black	242-310	289.95	246.95	43.00
	White	242-320	289.95	246.95	43.00
MKII (3 Window)	Black	242-950	294.95	250.95	44.00
	White	242-960*	294.95	250.95	44.00

Side Curtain Sets

We have the side curtain sets to fit your budget available in Vinyl, Durable Canvas, or Stayfast Cloth. We offer original sets with fabric covered frames, and an aluminum framed set at affordable prices.

	Color	Part No.	Regular	SALE	YOU SAVE
Stayfast Covered Side Curtain Sets					
1600 Sliding Window Set	Black	259-615	\$989.95	\$791.95	\$198.00 ✓
	Tan	259-625	989.95	791.95	198.00 ✓
Canvas Covered Side Curtain Sets					
1500 Flip Up Window	Black	259-268	959.95	767.95	192.00 ✓
1600 Sliding Window	Black	259-628	879.95	703.95	176.00 ✓
Vinyl Covered Side Curtain Sets					
1500 Flip Up Window	Black	259-258	839.95	671.95	168.00 ✓
1600 Sliding Window	Black	259-618	769.95	615.95	154.00 ✓
Aluminum Frame Side Curtain Sets, Fit all MGA					
Sliding Window Set		259-648	424.95	339.95	85.00

Tonneau Covers

Tonneau covers are available in Vinyl or Stayfast cloth. Check your car for mounting holes before ordering. Order the Long cover if your car has a row of lift-a-dot fasteners or holes just behind the rear cockpit rail.

	Color	Part No.	Regular	SALE	YOU SAVE
Stayfast Tonneau Covers					
Short-Mounts on Rear Rail	Black	243-985	\$279.95	\$237.95	\$42.00
	Tan	243-980	279.95	237.95	42.00
Long-Mounts Behind Rail	Black	243-995	279.95	237.95	42.00
	Tan	243-990	279.95	237.95	42.00
Vinyl Tonneau Covers					
Short-Mounts on Rear Rail	Black	241-420	209.95	167.95	42.00
Long-Mounts Behind Rail	Black	241-520	238.95	203.95	35.00
	White	241-530*	238.95	203.95	35.00



* Kits denoted by an asterisk are made to order. Please allow six to ten weeks for delivery. See page 43 for specific swatches of upholstery and carpet colors.

Sale continues until 6/9/06



Interior Kits

Leather Seat Kits

	Red	Green	Biscuit	Black	Tan	Honey Tan	Regular	SALE	YOU SAVE
TC	245-000	245-010	245-020	245-030	245-480	245-482*	\$599.95	\$497.95	\$102.00
TD	245-040	245-050	245-060	245-070	245-490	245-492	599.95	497.95	102.00
TF	245-080	245-090	245-100	245-110	245-500	245-502	734.95	610.95	124.00

Deluxe Leather Panel Kits

Luxurious leather covered panels and vinyl trim.

	Red	Green	Biscuit	Black	Tan	Honey Tan	Regular	SALE	YOU SAVE
TC	245-240	245-250	245-260	245-270	245-540	245-542*	\$789.95	\$655.95	\$134.00 ✓
TD	245-280	245-290	245-300	245-310*	245-550	245-552	819.95	680.95	139.00 ✓
TF	245-320	245-330	245-340	245-350*	245-560	245-562*	789.95	655.95	134.00 ✓

Original Vinyl Panel Kits

Original style vinyl covered panels and trim.

	Red	Green	Biscuit	Black	Tan	Regular	SALE	YOU SAVE
TC	245-360	245-370	245-380	245-390	245-570	\$449.95	\$373.95	\$76.00
TD	245-400	245-410	245-420	245-430	245-580	449.95	373.95	76.00
TF	245-440	245-450	245-460	245-470	245-590	449.95	373.95	76.00

Complete Leather Seat Assemblies

	Red	Green	Biscuit	Black	Tan	Honey Tan	Regular	SALE	YOU SAVE
TC	245-008*	245-018*	245-028*	245-038*	245-488	245-458*	\$1,599.95	\$1,311.95	\$288.00 ✓
TD	245-048	245-058	245-068	245-078*	245-498	245-468*	1,599.95	1,311.95	288.00 ✓
TF	245-438*	245-418*	245-428*	245-448*	245-408*	245-478*	2,595.00	2,179.95	415.05 ✓

NEW!



Savings Over Regular Price!

TF Leather Seat Kit -\$124.00
 TF Leather Panel Kit -\$134.00
 TF Carpet Kit -\$57.00

You Save \$315.00



MGT Carpet Kits

Choose from original style carpet or our new Honey Tan color that adds a lighter look to the interior. All kits are made to the original patterns and are bound where original.

	Black	Honey Tan	Regular	SALE	YOU SAVE
TC	454-448	454-449	\$242.95	\$201.95	\$41.00
TD, TF LHD (to (c)4236 Flat Floor)	454-458	454-459	328.95	273.95	55.00
TD, TF RHD (to (c)4236 Flat Floor)	454-468	454-469	338.95	281.95	57.00
TD, TF LHD (from (c)4237 recessed footwell)	454-478	454-479	338.95	281.95	57.00

* Kits denoted by an asterisk are made to order. Please allow six to ten weeks for delivery. See page 43 for specific swatches of upholstery and carpet colors.

Tops

Stayfast Cloth

	Color	Part No.	Regular	SALE	YOU SAVE
TC W/Split Window	Tan	243-710	\$599.95	\$509.95	\$90.00
	Black	243-715	599.95	509.95	90.00
TC W/Single Window	Tan	243-725	499.95	424.95	75.00
	Black	243-720	499.95	424.95	75.00
TD (2 Bow)	Tan	243-735	499.95	419.95	80.00
	Black	243-730	499.95	419.95	80.00
TD (3 Bow)	Tan	243-745	499.95	424.95	75.00
	Black	243-740	499.95	424.95	75.00
TF	Tan	243-755	499.95	414.95	85.00
	Black	243-750	499.95	414.95	85.00

Vinyl

	Color	Part No.	Regular	SALE	YOU SAVE
TD (2 Bow)	Black	242-010	\$327.95	\$275.95	\$52.00
TD (3 Bow)	Black	242-110	327.95	278.95	49.00
TF	Black	242-210	327.95	272.95	55.00
	White	242-220	327.95	272.95	55.00

Tonneau Covers

Stayfast Cloth

	Color	Part No.	Regular	SALE	YOU SAVE
TC Full Tonneau	Tan	243-850	\$499.95	\$424.95	\$75.00
	Black	243-860	499.95	424.95	75.00
TD Full Tonneau	Tan	243-870	499.95	414.95	85.00
	Black	243-880	499.95	414.95	85.00
TD 1/2 Tonneau	Tan	243-875	284.95	242.95	42.00
	Black	243-885	284.95	242.95	42.00
TF Full Tonneau	Tan	243-890	499.95	419.95	80.00
	Black	243-910	499.95	419.95	80.00
TF 1/2 Tonneau	Tan	243-895	284.95	242.95	42.00
	Black	243-915	284.95	242.95	42.00

Vinyl

	Color	Part No.	Regular	SALE	YOU SAVE
TD Full Tonneau	Black	241-220	\$314.95	\$264.95	\$50.00
TF Full Tonneau	Black	241-320	314.95	264.95	50.00



*Savings Over
Regular Price!*

TF
Stayfast Top - \$85.00
Stayfast Tonneau-Full - \$80.00
Stayfast Side-Curtain - \$168.00

You Save \$233.00

Side Curtain Kits

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

	Color	Part No.	Regular	SALE	YOU SAVE
Stayfast Side Curtain Kits	Tan	243-768	\$989.95	\$821.95	\$168.00
	Black	243-778*	989.95	821.95	168.00
TC Re-Cover Kit	Tan	243-760	449.95	373.95	76.00
	Black	243-770	449.95	373.95	76.00
TD (2 Bow)	Tan	243-788	989.95	811.95	178.00
	Black	243-798	989.95	811.95	178.00
TD Re-Cover Kit	Tan	243-780	449.95	377.95	72.00
	Black	243-790	449.95	377.95	72.00
TD (3 Bow)	Tan	243-818	989.95	821.95	168.00
	Black	243-828*	989.95	821.95	168.00
TD Re-Cover Kit	Tan	243-810	449.95	382.95	67.00
	Black	243-820	449.95	382.95	67.00
TF	Tan	243-838	989.95	821.95	168.00
	Black	243-848*	989.95	821.95	168.00
TF Re-Cover Kit	Tan	243-830	449.95	382.95	67.00
	Black	243-840	449.95	382.95	67.00
TD (2 Bow)		256-878*	889.95	729.95	160.00
TD Re-Cover Kit	Black	256-210	327.95	275.95	52.00
TD (3 Bow)		256-918*	889.95	738.95	151.00
TD Re-Cover Kit	Black	256-310	327.95	278.95	49.00
TF	Black	256-958*	889.95	738.95	151.00
TF Re-Cover Kit	Black	256-410	327.95	278.95	49.00
	White	256-420	327.95	278.95	49.00

ON ORDERS
FREE UPS
GROUND
SHIPPING
OVER \$600

Order before 3:00 PM
Same Day Shipping
FROM OUR INVENTORY
Your local time

Sale continues until 6/9/06

Interior Kits



*Savings Over
Regular Price!*

TR2-3
Leather Seat Kits -\$211.00
Panel Kits -\$49.00
Carpet Kits-Cut Pile -\$65.00
Top -\$48.00

You Save \$373.00



Leather Upholstery

NEW!

	Black	Black/White	Red/White	Tan	Grey	Red	Honey Tan	Regular	SALE	YOU SAVE
Front Seat Kits										
TR2-3 (to TS22013)	642-150	642-155	642-145*	642-310*	642-305	642-140	642-312*	\$699.95	\$573.95	\$126.00
TR3A-4 (to (b)15273CT)	-	642-165	642-175	642-320	642-315*	-	642-322*	599.95	491.95	108.00
TR4 ((b)15274CT thru 20876CT)	-	642-185	642-195*	642-330	-	-	642-332*	599.95	491.95	108.00
TR4 (from (b)20877CT)	-	642-455	642-465	642-470	-	-	642-472*	584.95	479.95	105.00
TR4A	-	642-255	642-265	642-340	-	-	642-342*	619.95	508.95	111.00
Rear Seat Kits										
TR2-3 (to TS22013)	-	642-950*	642-960	642-965*	642-635*	-	642-967*	499.95	414.95	85.00
TR3A (TS22014 thru TS60000)	-	642-535	642-545*	642-550	642-645	-	642-552	309.95	257.95	52.00
TR3A (from TS60001) - 3B	-	642-215	642-235	642-245	642-655	-	642-247*	249.95	207.95	42.00
TR4	-	642-355	642-365	642-390	642-665*	-	642-392*	289.95	240.95	49.00

Vinyl Upholstery

	Black	Black/White	Red/White	Tan	Grey	Red	Honey Tan	Regular	SALE	YOU SAVE
Front Seat Kits										
TR2-3 (to TS22013)	642-020	642-025	642-035	642-210	642-575*	642-030	642-212*	\$369.95	\$303.95	\$66.00
TR3A-4 (to (b)15273CT)	642-040	642-045	642-055	642-220	642-585*	-	642-222*	399.95	327.95	72.00
TR4 ((b)15274CT thru 20876CT)	-	642-065	642-075	642-230	-	-	642-232*	349.95	286.95	63.00
TR4 (from (b)20877CT)	-	642-425	642-435*	642-440	-	-	642-442*	327.95	268.95	59.00
TR4A	-	642-085	642-095	642-240	-	-	642-242*	356.95	292.95	64.00
Rear Seat Kits										
TR2-3 (to TS22013)	-	642-925*	642-935	642-940*	642-705*	-	642-942*	384.95	319.95	65.00
TR3A (TS22014 thru TS60000)	-	642-505	642-515*	642-520*	642-715*	-	642-522*	246.95	204.95	42.00
TR3A (from TS60001) - 3B	-	642-480	642-490*	642-495	642-725	-	642-497*	199.95	165.95	34.00
TR4	-	642-105	642-115	642-400	642-735*	-	642-402*	188.95	156.95	32.00

Panel Kits

Feature marine plywood backing and includes materials to cover dash and door top rails where applicable.

	Black	Black/White	Red/White	Tan	Grey	Red	Honey Tan	Regular	SALE	YOU SAVE
TR2-3 (thru TS22013)	645-000	-	-	645-100	645-105	645-010	645-102	\$381.95	\$332.95	\$49.00
TR3A (TS22014 thru TS60000)	645-020	645-025	645-035	645-110	645-115	-	645-112*	417.95	355.95	62.00
TR3A (from TS60001) - 3B	-	645-045	645-055	645-120	-	-	645-122*	414.95	352.95	62.00
TR4	645-060	645-065	645-075	645-130	-	-	645-132*	469.95	399.95	70.00
TR4A	-	645-085	645-095	645-140	-	-	645-142*	459.95	381.95	78.00

TR2-4A

Interior Kits (cont.)

Carpet Sets

	Black	Red	Honey Tan	Regular	SALE	YOU SAVE
Cut Pile Carpet Sets						
TR2-3A (thru TS60000)	639-040	639-050	639-052	\$339.95	\$288.95	\$51.00
TR3A (from TS60001)-3B	639-060	639-070	639-072	339.95	288.95	51.00
TR4	639-005	639-015	639-017	349.95	304.95	45.00
TR4A	639-085	639-095	639-097	314.95	267.95	47.00
Cut Pile Trunk Carpet Sets						
TR2-3B	639-300	639-310	639-312	109.95	95.95	14.00
TR4A	639-470	639-480	639-482	59.95	49.95	10.00
	Black	Charcoal	Reg	SALE	YOU SAVE	
Loop Carpet Sets						
TR2-3A (thru TS60000)	639-045	639-200	\$289.95	\$246.95	\$43.00	
TR3A (from TS60001)-3B	639-065	639-205	289.95	246.95	43.00	
TR4	639-025	639-210	289.95	246.95	43.00	
TR4A	639-080	639-215*	289.95	252.95	37.00	

TR4A OE Style Budget Carpet Sets

Synthetic cut pile carpet which is long wearing and good looking.

	Black	Brown	Reg	SALE	YOU SAVE
TR4A	639-380	-	\$199.95	\$169.95	\$30.00
TR4A	-	639-390	299.95	254.95	45.00



Tops & Tonneau Covers

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 fail over time as do most glued reinforcements. Includes all necessary hardware.

Vinyl Tops

	Color	Part No.	Regular	SALE	YOU SAVE
TR2-3 to TS22013	Black	640-020	\$325.95	\$277.95	\$48.00
TR3 from TRS22014	Black	640-040	319.95	271.95	48.00
	White	640-050	319.95	271.95	48.00
TR4	Black	640-060	319.95	271.95	48.00
	White	640-070	319.95	271.95	48.00
TR4A	Black	640-080	304.95	259.95	45.00
	White	640-090	279.95	237.95	42.00

Sunfast Tops

	Color	Part No.	Regular	SALE	YOU SAVE
TR2-3 to TS22013	Black	640-021*	\$649.95	\$552.95	\$97.00
	Tan	640-022*	649.95	552.95	97.00
TR3 from TRS22014	Black	640-041*	649.95	552.95	97.00
	Tan	640-042*	649.95	552.95	97.00
TR4	Black	640-061*	649.95	552.95	97.00
	Tan	640-062*	649.95	552.95	97.00
TR4A	Black	640-081*	605.95	515.95	90.00
	Tan	640-082*	605.95	515.95	90.00

Vinyl Tonneau Covers

	Color	Part No.	Regular	SALE	YOU SAVE
TR2-3 to TS41742	Black	644-000	\$289.95	\$240.95	\$49.00
	White	644-010	314.95	261.95	53.00
TR3 from TRS41743	Black	644-020	249.95	207.95	42.00
	White	644-030	262.95	218.95	44.00
TR4	Black	644-040	239.95	199.95	40.00
	White	644-050*	253.95	210.95	43.00
TR4A	Black	644-060	239.95	199.95	40.00

Sunfast Tonneau Covers

	Color	Part No.	Regular	SALE	YOU SAVE
TR2-3 to TS41742	Black	644-001*	\$642.95	\$533.95	\$109.00
	Tan	644-002*	942.95	782.95	160.00
TR3 from TRS41743	Black	644-021*	574.95	477.95	97.00
	Tan	644-022*	574.95	477.95	97.00
TR4	Black	644-041*	557.95	463.95	94.00
	Tan	644-042*	557.95	463.95	94.00
TR4A	Black	644-061*	562.95	478.95	84.00
	Tan	644-062*	562.95	478.95	84.00



Side Curtains

	Color	Part No.	Regular	SALE	YOU SAVE
TR2-3 to TS28825	Black	259-218	\$799.95	\$679.95	\$120.00 ✓
	White	259-228	899.95	764.95	135.00 ✓
TR3 from TS28826	Black	259-688	699.95	594.95	105.00 ✓
	White	259-728	774.95	658.95	116.00 ✓

* Kits denoted by an asterisk are made to order. Please allow six to ten weeks for delivery. See page 43 for specific swatches of upholstery and carpet colors.



Sale continues until 6/9/06

OE Style Interior Kits

TR250

	Black/White	Shadow Blue/ White	Light Tan	Red	Regular	SALE	YOU SAVE
Vinyl Seat Kit	642-560	642-555*	642-565*	642-755*	\$534.95	\$454.95	\$80.00
Panel Kit	645-410	-	645-430	645-415	407.95	342.95	65.00

TR6 1969

	Black	Shadow Blue	Light Tan		Regular	SALE	YOU SAVE
OE Style Seat Kit	642-570	642-580*	642-590	-	\$452.95	\$375.95	\$77.00
Panel kit	645-440	645-450	645-460	-	369.95	314.95	55.00

TR6 1970-72

	Black	Shadow Blue	New Tan	Red	Beige	Regular	SALE	YOU SAVE
OE Style Seat Kit	642-600	642-610	642-620	642-775*	-	\$442.95	\$385.95	\$57.00
Panel Kit	645-305	645-315	645-325	645-295	-	377.95	328.95	49.00

TR6 1973-76

	Black	Shadow Blue	New Tan	Chestnut	Beige	Regular	SALE	YOU SAVE
OE Style Seat Kit	642-640	642-650	642-660	642-670	642-785	\$431.95	\$367.95	\$64.00
Panel Kit 1973	645-330	-	645-350	645-360	-	377.95	321.95	56.00
Panel Kit 1974-76	645-370	645-380	645-390	645-400	645-405	359.95	305.95	54.00



Savings Over Regular Price!

TR250	
Leather Seat Kits	-\$133.00
Panel Kits	-\$54.00
Carpet Kits-Cut Pile	-\$57.00
Top	-\$89.00
<hr/>	
You Save	\$333.00

Carpet Sets

Cut Pile Carpet is similar in look to the original early wool carpet supplied until 1958. It adds a vintage touch to these later interiors. Loop carpet is correct for the TR250 and the sourced colors are very similar to the original. TR6 OE style carpets are an imported wool material which is rubber backed for greater durability.

TR250

	Black	Red	Honey Tan	Regular	SALE	YOU SAVE
Cut Pile	639-085	639-095	639-097	\$314.95	\$267.95	\$47.00
Cut Pile Trunk	639-470	639-480	639-482	59.95	49.95	10.00

	Black	Charcoal	Regular	SALE	YOU SAVE
Loop	639-3080	639-215*	\$289.95	\$252.95	\$37.00

TR6

	Black	Red	Honey Tan	Regular	SALE	YOU SAVE
Cut Pile	639-085	639-095	639-097	\$314.95	\$267.95	\$47.00

	Black	Brown	Regular	SALE	YOU SAVE
OE Style	639-360	-	\$359.95	\$313.95	\$46.00
	-	639-375	399.95	347.95	52.00
Budget	639-380	-	199.95	169.95	30.00
	-	639-390	299.95	254.95	45.00



* Kits denoted by an asterisk are made to order. Please allow six to ten weeks for delivery. See page 43 for specific swatches of upholstery and carpet colors.

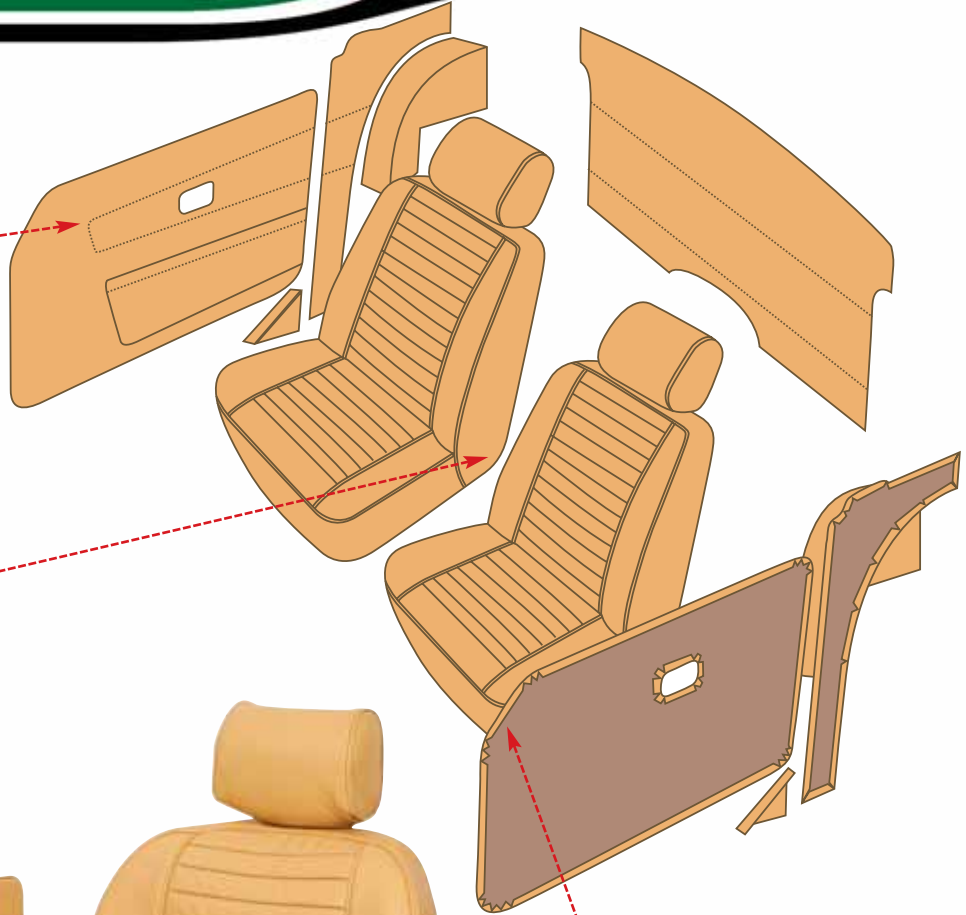
TR250-6



All seams are hand-stitched rather than heat-seamed



Plywood stiffeners are used rather than cardboard



Plywood backing is stronger and resists water much better than masonite

Moss Motors Custom Deluxe Interior Kits

Back by popular demand, we are re-releasing our range of hand stitched deluxe upholstery. Facings on the seats are highest quality vat dyed leather and the panel kits are mounted on marine plywood and waterboard. All kits are made to order by our own upholstery shop, so please allow a minimum of 6-8 weeks for delivery.

	Black	Black/White	Blue	Blue/White	Tan	Honey Tan	Regular	SALE	YOU SAVE
Leather Seat Kits									
TR250	642-800	642-805	642-810	642-815	642-820	642-822*	\$739.95	\$606.95	\$133.00
TR6 1969 (folding headrest)	642-830	-	642-840	-	642-850	642-852*	799.95	679.95	120.00
TR6 1970-72 (fixed headrest)	642-860	-	642-870	-	642-880	642-882*	749.95	637.95	112.00
TR6 1973-76 (removable headrest)	642-890	-	642-900	-	642-910	642-912*	749.95	637.95	112.00
Deluxe Panel Kits									
TR250/6 1968-72	645-150	645-155	645-270	645-275	645-160	645-162*	364.95	310.95	54.00
TR6 1973	645-210	-	645-220	-	645-230	645-232*	364.95	310.95	54.00
TR6 1974-76	645-240	-	645-250	-	645-260	645-262*	359.95	305.95	54.00



Sale continues until 6/9/06



Tops & Tonneau Covers

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.

	Color	Part No.	Regular	SALE	YOU SAVE
TR250, TR6 Zippered Window	Black	640-160	\$593.95	\$504.95	\$89.00
	Tan	640-170	593.95	504.95	89.00



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	YOU SAVE
TR250 OE Style W/Reflectors		640-140	\$394.95	\$335.95	\$59.00
TR6 OE Style W/Reflectors		640-150	436.95	371.95	65.00
TR250, TR6 Fixed Window	Black	640-100	289.95	246.95	43.00
TR250, TR6 Zippered Window		640-120	299.95	254.95	45.00
TR250, TR6 UK Dull Coat		640-115	313.95	266.95	47.00
TR250, TR6 Zippered Window	Tan	640-125	299.95	254.95	45.00



Vinyl Tonneau Covers

	Color	Part No.	Regular	SALE	YOU SAVE
TR250		644-080	\$254.95	\$216.95	\$38.00
TR6 (W/Headrest Pockets)	Black	644-100	279.95	237.95	42.00
TR6 (W/O Headrest Pockets)		644-120	254.95	216.95	38.00

Sunfast Tonneau Covers

	Color	Part No.	Regular	SALE	YOU SAVE
TR250	Black	644-081*	\$562.95	\$461.95	\$101.00
	Tan	644-082*	562.95	461.95	101.00
TR6 (W/Headrest Pockets)	Black	644-101*	598.95	509.95	89.00
	Tan	644-102*	598.95	509.95	89.00
TR6 (W/O Headrest Pockets)	Black	644-121*	562.95	461.95	101.00
	Tan	644-122*	562.95	461.95	101.00

Savings Over Regular Price!
 TR250, TR6 Sunfast Top

 You Save \$89

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.

	Color	Part No.	Regular	SALE	YOU SAVE
TR250	Black	644-140	\$290.95	\$247.95	\$43.00
	Light Tan	644-195	290.95	247.95	43.00
TR6	Black	644-150	289.95	246.95	43.00
	Chestnut	644-160	289.95	246.95	43.00
	Shadow Blue	644-170	289.95	246.95	43.00
	Light Tan	644-180	289.95	246.95	43.00
	New Tan	644-190	289.95	246.95	43.00



* Kits denoted by an asterisk are made to order. Please allow six to ten weeks for delivery. See page 43 for specific swatches of upholstery and carpet colors.

Austin-Healey

Interior

Leather Upholstery

NEW!

	Black	Black/White	Black/Red	Red	Red/White	Blue	Blue/White	Tan	Light Tan	Honey Tan	Regular	SALE	YOU SAVE
Front Seat Kits													
BN1, BN2	246-670	246-680	246-690	246-700	246-710*	246-720	246-725	246-730	-	246-732*	\$699.95	\$573.95	\$126.00
BN4-BJ7	246-815	246-825	246-835	246-845	246-855	246-865	246-866	246-875	-	246-877*	799.95	655.95	144.00 ✓
BJ8	247-510	-	-	247-530	-	247-550	-	-	247-570	-	1,094.95	930.95	164.00 ✓
Rear Seat Kits													
BN4 (thru 68959)	246-950*	246-960*	246-970*	246-980	246-990	247-000	247-006	247-010	-	247-012*	368.95	306.95	62.00
BN4 (from 68960) - BT7	246-955*	246-965	246-975	246-985*	246-995	247-005	246-007	247-015	-	247-017*	399.95	331.95	68.00
BJ7	247-090*	247-100	247-110*	247-120	247-130	247-140*	247-145	247-150	-	247-152*	414.95	340.95	74.00
BJ8	247-650	-	-	247-670	-	247-690	-	-	247-710	-	830.95	706.95	124.00 ✓
Armrest Kits													
BN1	247-235	247-245	247-255	247-265	247-275	247-285	247-287	247-295	-	247-297*	109.95	93.95	16.00
BN2, BN4 (thru 68959)	247-230	247-240	247-250	247-260	247-270	247-280	247-286	247-290*	-	247-292*	109.95	90.95	19.00
BN4 (from 68960) - BJ7	247-370	247-380	247-390	247-400	247-410	247-420	247-425	247-430	-	247-432*	99.95	81.95	18.00
BJ8	247-840	-	-	247-850	-	247-860	-	-	247-870	-	131.95	112.95	19.00

Vinyl Upholstery

	Black	Black/White	Black/Red	Red	Red/White	Blue	Blue/White	Tan	Light Tan	Honey Tan	Regular	SALE	YOU SAVE
Front Seat Kits													
BN1, BN2	246-600	246-610*	246-620*	246-630	246-640*	246-650	246-655	246-660	-	246-662*	\$334.95	\$278.95	\$56.00
BN4-BJ7	246-740	246-750	246-760	246-770	246-780	246-790	246-795	246-800	-	246-802*	354.95	291.95	63.00
BJ8	247-450	-	-	247-470	-	247-490	-	-	247-500	-	599.95	509.95	90.00
Rear Seat Kits													
BN4 (thru 68959)	246-880	246-890*	246-900	246-910	246-920	246-930	246-936	246-940	-	246-942*	194.95	163.95	31.00
BN4 (from 68960) - BT7	246-885	246-895	246-905*	246-915	246-925*	246-935	246-937	246-945	-	246-947*	194.95	161.95	33.00
BJ7	247-020	247-030*	247-040*	247-050	247-060*	247-070	247-075	247-080*	-	247-082*	194.95	161.95	33.00
BJ8	247-590	-	-	247-610	-	247-630	-	-	247-640	-	459.95	390.95	69.00
Armrest Kits													
BN1	247-165*	247-175*	247-185	247-195	247-205*	247-215	247-217*	247-225*	-	247-227*	99.95	82.95	17.00
BN2, BN4 (thru 68959)	247-160*	247-170	247-180	247-190	247-200	247-210	247-216*	247-220*	-	247-222*	99.95	81.95	18.00
BN4 (from 68960) - BJ7	247-300	247-310*	247-320	247-330*	247-340*	247-350	247-355	247-360*	-	247-362*	83.95	68.95	15.00
BJ8	247-800	-	-	247-810	-	247-820	-	-	247-830	-	91.95	76.95	15.00

Panel Kits

	Black	Black/White	Black/Red	Red	Red/White	Blue	Blue/White	Tan	Light Tan	Honey Tan	Regular	SALE	YOU SAVE
BN1, BN2	247-880	-	-	247-890	-	247-900	-	247-910	-	247-912*	\$372.95	\$317.95	\$55.00
BN4 (thru 68959)	247-925	-	-	247-935*	-	247-945	-	247-955*	-	247-957*	449.95	382.95	67.00
BN4 (from 68960) - BT7	247-965	-	-	247-975	-	247-985	-	247-995	-	247-997*	509.95	423.95	86.00
BN6-BN7	247-960	-	-	247-970	-	247-980	-	247-990*	-	247-992*	689.95	586.95	103.00
BJ7	248-000	-	-	248-010	-	248-020	-	248-030	-	248-032*	414.95	344.95	70.00
BJ8 (thru 26704)	248-040	-	-	248-050*	-	248-060	-	-	248-070*	-	740.95	629.95	111.00 ✓
BJ8 (from 26705)	248-080	-	-	248-090	-	248-700	-	-	248-710	-	740.95	629.95	111.00 ✓

Note: BN6-BN7 panel kits now include the complete rear quarter panel assemblies.

Trunk Liner Kits

Description	Part No.	Regular	SALE	YOU SAVE
BN1 & BN2 as original	249-912	\$219.95	\$186.95	\$33.00
BN4 & BT7	249-915	219.95	186.95	33.00
BN6 & BN7	249-920	219.95	186.95	33.00
BJ7 & BJ8	249-930	219.95	186.95	33.00

BJ7 & BJ8 Upholstry Installation Video

Two tape set covers all of the tricks for installing convertible top, seat and panel kits, and the trunk lining kit.

Part No.	Regular	SALE	YOU SAVE
211-025	\$59.95	\$50.95	\$9.00

**ON ORDERS
FREE UPS
GROUND
SHIPPING
OVER \$600**



**Savings Over
Regular Price!**

BJ8 Leather Interior -\$307
BJ8 Panel Kits -\$111

You Save \$418

Sale continues until 6/9/06

Interior (cont.)

Door Top Rail Set

The finishing touch to an interior restoration.

Part No.	Regular	SALE	YOU SAVE
BJ7-BJ8	858-158	\$171.95	\$146.95 \$25.00

Carpet Sets

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

NEW!

	Black	Red	Blue	Honey Tan	Regular	SALE	YOU SAVE
BN1	248-720	248-730	248-740	248-735*	\$349.95	\$297.95	\$52.00
BN2	248-750	248-760	248-770	248-765*	309.95	263.95	46.00
BN4, BT7	248-780	248-790	248-800	248-795*	299.95	254.95	45.00
BN6, BN7 Side Shift	248-810	248-820	248-830	248-825*	449.95	382.95	67.00
BN7 Center Shift	248-840	248-850*	248-860	248-855*	474.95	403.95	71.00
BT7, BJ7, BJ8 (thru 26704)	248-870	248-880	248-890	248-885*	339.95	288.95	51.00
BJ8 (from 26705)	248-900	248-910	248-920	248-915*	339.95	288.95	51.00



Sunfast Cloth Tops & Tonneau Covers

To enhance the quality of your machine and display your pride, we offer a range of Sunfast Cloth Products carefully crafted with the finest workmanship. Please allow three weeks for delivery.

Sunfast Tops

	Color	Part No.	Regular	SALE	YOU SAVE
100-4	Black	641-001*	\$684.95	\$582.95	\$102.00
	Blue	641-002*	684.95	582.95	102.00
	Tan	641-003*	684.95	582.95	102.00
100-6 BN4 to 68959	Black	641-021*	640.95	544.95	96.00
	Blue	641-022*	640.95	544.95	96.00
	Tan	641-023*	640.95	544.95	96.00
100-6 BN4 from 68960, 3000 BT7	Black	641-031	639.95	543.95	96.00
	Blue	641-032*	639.95	543.95	96.00
	Tan	641-033*	639.95	543.95	96.00
100-6 BN6, 3000 BN7	Black	641-011*	629.95	535.95	94.00
	Blue	641-012*	629.95	535.95	94.00
	Tan	641-013*	629.95	535.95	94.00
3000 BJ7 to (b) 59371	Black	641-061*	621.95	516.95	105.00
	Blue	641-062*	621.95	516.95	105.00
	Tan	641-063*	621.95	516.95	105.00
3000 BJ7 from 59372, BJ8	Black	641-071	629.95	535.95	94.00
	Blue	641-072	629.95	535.95	94.00
	Tan	641-073*	629.95	535.95	94.00
BJ8 Top Boot	Black	643-091*	719.95	611.95	108.00
	Blue	643-092*	719.95	611.95	108.00
	Tan	643-093*	719.95	611.95	108.00



Savings Over Regular Price!

BJ8 Sunfast Top -\$108.00
BJ8 Tonneau -\$95.00

**You Save
\$203.00**

Sunfast Tonneau Covers

	Color	Part No.	Regular	SALE	YOU SAVE
100-4 from (b)4605	Black	643-001*	\$566.95	\$470.95	\$96.00
	Blue	643-002*	566.95	470.95	96.00
	Tan	643-003*	566.95	470.95	96.00
All 100-6, BN6, 3000, BN7 (2 Seaters)	Black	643-021*	594.95	493.95	101.00
	Blue	643-022*	594.95	493.95	101.00
	Tan	643-023*	594.95	493.95	101.00
100-6, BN4, 3000 BT7 (4 Seaters)	Black	643-041*	598.95	509.95	89.00
	Blue	643-042*	598.95	509.95	89.00
	Tan	643-043*	598.95	509.95	89.00
3000 BJ7, BJ8	Black	643-061*	638.95	543.95	95.00
	Blue	643-062*	638.95	543.95	95.00
	Tan	643-063*	638.95	543.95	95.00



* Kits denoted by an asterisk are made to order. Please allow six to ten weeks for delivery. See page 43 for specific swatches of upholstery and carpet colors.

Vinyl Tops & Tonneau Covers

Vinyl Convertible Tops

	Color	Part No.	Regular	SALE	YOU SAVE
100-4	Black	021-525	\$349.95	\$297.95	\$52.00
	Blue	641-000	349.95	297.95	52.00
	Red	641-955*	349.95	297.95	52.00
100-6 BN4 to 68959	Black	021-527	554.95	471.95	83.00
	Blue	641-020*	554.95	471.95	83.00
100-6 BN4 from 68960, 3000 BT7	Black	021-529	545.95	453.95	92.00
	Blue	641-010	429.95	356.95	73.00
100-6, 3000 BT7 (4 Seaters)	Black	641-030	349.95	297.95	52.00
	Blue	641-050	349.95	297.95	52.00
	Red	641-045	349.95	297.95	52.00
3000 BJ7 to (b) 59371	Black	021-531	554.95	460.95	94.00
3000 BJ7 from 59372, BJ8	Black	021-533	349.95	297.95	52.00
	Blue	641-080	349.95	297.95	52.00



Savings Over Regular Price!

100-4 Top -\$52
 100-4 Tonneau -\$42
You Save \$94

ON ORDERS OVER \$600
FREE UPS GROUND SHIPPING

Top Boots

	Color	Part No.	Regular	SALE	YOU SAVE
BJ7 Vinyl	Black	643-080	\$249.95	\$204.95	\$63.00
	Blue	643-110	289.95	237.95	52.00
	Red	643-105	289.95	237.95	52.00
	White	643-100	289.95	237.95	52.00
BJ8 Vinyl	Black	643-090	279.95	237.95	42.00
	Blue	643-130	279.95	237.95	42.00
	White	643-120	279.95	237.95	42.00
BJ8 Sunfast	Black	643-091*	719.95	611.95	108.00
	Blue	643-092*	719.95	611.95	108.00
	Tan	643-093*	719.95	611.95	108.00



Side Curtain Sets

	Color	Part No.	Regular	SALE	YOU SAVE
BN1, BN2	Black	259-108	\$499.95	\$439.95	\$60.00
	Blue	259-118	499.95	439.95	60.00
	Red	259-138*	499.95	439.95	60.00
BN4-BT7	Alloy	259-208	395.95	324.95	71.00

Tonneau Covers

	Color	Part No.	Regular	SALE	YOU SAVE
100-4 from (b)4605	Black	021-535	\$249.95	\$207.95	\$42.00
	Blue	643-010	249.95	207.95	42.00
	White	643-000*	249.95	207.95	42.00
	Red	643-005	249.95	207.95	42.00
All 100-6, 3000 (2 Seaters)	Black	021-536	429.95	356.95	73.00
	Blue	643-030	429.95	356.95	73.00
100-6, 3000 BT7 (4 Seaters)	Black	021-537	299.95	254.95	45.00
	Blue	643-050	299.95	254.95	45.00
	White	643-040	299.95	254.95	45.00
	Red	643-045	299.95	254.95	45.00
3000 BJ7, BJ8	Black	021-539	349.95	297.95	52.00
	Blue	643-070	349.95	297.95	52.00
	White	643-060*	349.95	297.95	52.00



Order before 3:00 pm
Same Day Shipping
 FROM OUR INVENTORY
 Your local time

Sale continues until 6/9/06

Sprite-Midget

Interior

Leather Seat Kits

	Black	Black/White	Red/White	Autumn Leaf	Regular	SALE	YOU SAVE	
1958-62 Sprite	-	640-775	640-785	-	\$863.95	\$725.95	\$138.00	✓
1961-62 Midget	-	640-880	640-885*	-	945.95	775.95	170.00	✓
1963-65.5 All	-	640-825*	640-835	-	914.95	777.95	137.00	✓
1965.5-68 All	-	640-845	640-925	-	960.95	816.95	144.00	✓
1969 All, Fixed Back	640-800	-	-	-	945.95	804.95	141.00	✓
1970-78 Midget	640-805	-	-	640-810	917.95	780.95	137.00	✓

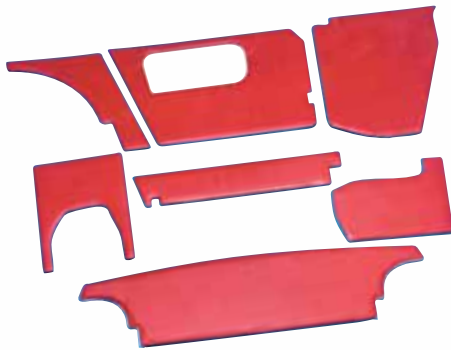


Vinyl Seat Kits

	Black	Black/White	Red/White	Blue	Blue/White	Navy	Autumn Leaf	Regular	SALE	YOU SAVE
1958-62 Sprite	-	640-770	640-780	640-790	-	-	-	\$335.95	\$285.95	\$50.00
1961-62 Midget	-	640-895	640-905*	640-915	-	-	-	335.95	285.95	50.00
1963-65.5 All	-	640-855	640-865	-	640-875*	-	-	347.95	295.95	52.00
1965.5-68 All	-	640-910	640-920*	640-840*	-	-	-	347.95	295.95	52.00
1969 All, Fixed Back	640-945*	-	-	-	-	-	-	347.95	302.95	45.00
1969 All, Reclining	640-950	-	-	-	-	-	-	350.95	298.95	52.00
1970-78 Midget	640-960	-	-	-	-	640-930*	640-980	338.95	288.95	50.00

Panel Kits

	Black	Black/White	Red	Red/White	Blue	Navy	Autumn Leaf	Regular	SALE	YOU SAVE
1958-62 Sprite	645-500	-	645-510	-	645-520	-	-	\$229.95	\$200.95	\$29.00
1961-62 All	645-540	-	645-550	-	645-560*	-	-	299.95	260.95	39.00
1963 All	645-620	-	645-630	-	645-640*	-	-	379.95	330.95	49.00
1964-66 All	645-570	-	645-580	-	645-585	-	-	379.95	322.95	57.00
1967-69 All	645-660	645-670	-	645-680*	-	-	-	379.95	330.95	49.00
1970-80 Midget	645-700	-	-	-	-	645-710	645-720	282.95	240.95	42.00



Savings Over Regular Price!
 1970-78 Midget
 Leather Seat Kits-\$137.00
 Panel Kits -\$42.00
You Save \$179.00



Headrest Assemblies

	Black	Navy	Autumn Leaf	Champagne	Regular	SALE	YOU SAVE
1970-72 D Type Perforated	649-100	-	649-130	-	\$62.95	\$53.95	\$9.00
1972-76 D Type Plain	649-140	649-150	649-170	-	70.95	60.95	10.00
1977-80 Teardrop Type	641-607	641-615	641-635	641-535	73.95	62.95	11.00



Carpet Sets

	Black	Red	Blue	Autumn Leaf	Regular	SALE	YOU SAVE
1958-63 All	242-530	242-540	242-550	-	\$276.95	\$235.95	\$41.00
964-80 All	242-560	242-570	-	242-580	279.95	237.95	42.00

* Kits denoted by an asterisk are made to order. Please allow six to ten weeks for delivery.
 See page 43 for specific swatches of upholstery and carpet colors.

Sprite-Midget

Tops & Tonneau Covers

Black Vinyl Tops

Includes all necessary snaps and fasteners. Header rail and rear anchor bar are not included.

	Color	Part No.	Regular	SALE	YOU SAVE
Bugeye W/Shield Studs	Black	242-180	\$284.95	\$242.95	\$42.00
Bugeye W/Shield Rod		242-185	284.95	242.95	42.00
1962-ON W/Side Curtains	Black	242-190	289.95	246.95	43.00
1964-66 (Winding Window)		242-195	279.95	237.95	42.00
1967-69 (8 Studs)	Black	242-175	283.95	241.95	42.00
1969-ON (6 Studs)		242-200	279.95	237.95	42.00
OE Type Replacement Top W/Header Rail					
1969-ON (6 Studs)	Black	242-205	589.95	501.95	88.00

Sunfast Tops

	Color	Part No.	Regular	SALE	YOU SAVE
Bugeye w/ shield studs	Black	242-181*	\$621.95	\$516.95	\$105.00
	Tan	242-182*	621.95	516.95	105.00
Bugeye w/ shield rod	Black	242-186*	621.95	528.95	93.00
	Tan	242-187*	621.95	528.95	93.00
1962-on w/ side curtains	Black	242-191*	609.95	518.95	91.00
	Tan	242-192*	609.95	518.95	91.00
1964-66 (winding window)	Black	242-196*	578.95	492.95	86.00
	Tan	242-197*	578.95	492.95	86.00
1967-69 (8 studs)	Black	242-176*	579.95	492.95	87.00
	Tan	242-177*	579.95	492.95	87.00
1969-on (6 studs)	Black	242-201*	578.95	492.95	86.00
	Tan	242-202*	578.95	492.95	86.00



Side Curtains

	Part No.	Regular	SALE	YOU SAVE
Side Curtain Set (pictured below)	259-678	\$459.95	\$367.95	\$92.00



Black Vinyl Tonneau Covers

Includes all necessary snaps and fasteners. Header rail and rear anchor bar are not included.

	Color	Part No.	Regular	SALE	YOU SAVE
Bugeye	Black	241-270	\$249.95	\$212.95	\$37.00
1962-ON W/Side Curtains	Black	241-280	269.95	229.95	40.00
1964-66 (Winding Window)		241-285	305.95	260.95	45.00
1967-ON (No H/Rests)	Black	241-290	288.95	245.95	43.00
1967-ON (With H/Rests)		241-300	299.95	254.95	45.00

Sunfast Tonneau Covers

	Color	Part No.	Regular	SALE	YOU SAVE
Bugeye	Black	241-271*	\$546.95	\$464.95	\$82.00
	Tan	241-272*	546.95	464.95	82.00
1962-on w/ side curtains	Black	241-281*	574.95	488.95	86.00
	Tan	241-282*	574.95	488.95	86.00
1967-on w/ headrests	Black	241-291*	589.95	489.95	100.00
	Tan	241-292*	589.95	489.95	100.00
1967-on w/ out headrests	Black	241-301*	618.95	513.95	105.00
	Tan	241-302*	618.95	513.95	105.00



Sale continues until 6/9/06

Easy Online Ordering www.mossmotors.com



XK120-150

Sunfast Cloth Tops

	Color	Part No	Regular	SALE	YOU SAVE
For use with OE Zip Out Window					
XK120-140 Roadster	Black	011-462*	\$714.95	\$607.95	\$107.00
	Tan	011-463*	714.95	607.95	107.00
XK120 DHC	Black	011-467*	584.95	485.95	99.00
	Tan	011-468*	584.95	485.95	99.00
With Plastic Rear Window					
XK120-140 Roadster	Black	011-385*	656.95	558.95	98.00
	Tan	011-387*	656.95	558.95	98.00
XK150 DHC	Black	011-415*	629.95	522.95	107.00
	Tan	011-417*	629.95	522.95	107.00
With Zip Out Rear Window					
XK120 DHC Replacement, XK140 Original	Black	011-395*	609.95	506.95	103.00
	Tan	011-397*	609.95	506.95	103.00
XK150 Roadster	Black	011-405*	629.95	522.95	107.00
	Tan	011-407*	629.95	522.95	107.00



*Savings Over
Regular Price!*

XK120 Sunfast Top-\$107.00
XK120 Tonneau - \$111.00

You Save \$218.00

Sunfast Tonneau Covers

	Color	Part No	Regular	SALE	YOU SAVE
XK120 Roadster	Black	011-355*	\$619.95	\$508.95	\$111.00
	Tan	011-356*	619.95	508.95	111.00
XK140 Roadster	Black	011-365*	619.95	508.95	111.00
	Tan	011-366*	619.95	508.95	111.00
XK150 Roadster	Black	011-375*	632.95	519.95	113.00
	Tan	011-376*	632.95	519.95	113.00

E-Type

Vinyl Tops

NEW!

	Color	Part No	Regular	SALE	YOU SAVE
Fixed Rear Window					
1961-71 E-Type	Black	011-470	\$269.95	\$229.95	\$40.00
1971-74 V12 E-Type	Black	011-480	299.95	254.95	45.00
Zip Out Rear Window					
1961-71 E-Type	Black	011-475	329.95	280.95	49.00



Sunfast Tops

NEW!

	Color	Part No	Regular	SALE	YOU SAVE
Fixed Rear Window					
1961-71 E-Type	Black	011-471*	\$534.95	\$449.95	\$85.00
	Tan	011-472*	534.95	449.95	85.00
1971-74 V12 E-Type	Black	011-481*	566.95	476.95	90.00
	Tan	011-482*	566.95	476.95	90.00
Zip Out Rear Window					
1961-71 E-Type	Black	011-476*	534.95	454.95	80.00
	Tan	011-477*	534.95	454.95	80.00
1971-74 V12 E-Type	Black	011-486*	566.95	481.95	85.00
	Tan	011-487*	566.95	481.95	85.00



* Kits denoted by an asterisk are made to order. Please allow six to ten weeks for delivery. See page 43 for specific swatches of upholstery and carpet colors.

Spitfire mkIV & 1500

Interior

Seat Covers

	Part No	Regular	SALE	YOU SAVE
1971-72 Black Seat Cover Kit	644-320	\$583.95	\$490.95	\$93.00
1973-76 Black Seat Cover Kit	644-330	350.95	294.95	56.00
1977-80 Black Houndstooth Seat Cover Kit	644-350	350.95	294.95	56.00
1977-80 Black Headrest Cover	644-360	42.95	36.95	6.00

Door Panel Sets

1971-72 Black	644-400	\$131.95	\$112.95	\$19.00
1973-80 Black	644-410	131.95	112.95	19.00

Door Top Covers

1971-80 LH	644-430	\$32.95	\$27.95	\$5.00
1971-80 RH	644-440	32.95	27.95	5.00

Interior Trim

1973-80 Black Rear Quarter Trim Kit	644-460	\$146.95	\$124.95	\$22.00
1971-72 Black Rear Cockpit Panel	644-470	81.95	69.95	12.00
1973-80 Black Rear Cockpit Panel	644-480	102.95	87.95	15.00
Black Front Tunnel Cover	644-490	39.95	33.95	6.00
1975-80 Black Armrest	644-520	144.95	123.95	21.00
1975-80 Black Armrest Cover	644-530	84.95	72.95	12.00
1971-80 LH Glovebox	644-540	26.95	22.95	4.00
1971-80 RH Glovebox	644-550	26.95	22.95	4.00

Carpet Sets

Black Molded Carpet Set	644-300	\$458.95	\$399.95	\$59.00
Black Standard Carpet Set	644-310	149.95	130.95	19.00

Savings Over Regular Price!

1971-72 Spitfire
Seat Covers -\$93.00
Carpet Sets -\$59.00
Sunfast Top -\$87.00

You Save \$239.00



Tops and Tonneau Covers

Choose a high quality Robbins Vinyl top or the beauty and longevity of Sunfast Cloth tops.

	Color	Part No.	Regular	SALE	
Vinyl Top		644-650	\$304.95	\$259.95	\$45.00
Sunfast Cloth Top	Black	644-660	579.95	492.95	87.00
Sunfast Cloth Top	Tan	644-665*	579.95	492.95	87.00
Vinyl Tonneau Cover	Black	644-680	265.95	218.95	47.00

Top Boots

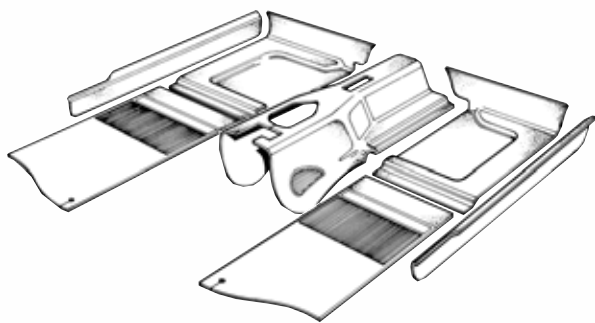
For Cars W/O Hardtop	Black	644-690	\$189.95	\$165.95	\$24.00
For Cars W/Hardtop		644-800	169.95	147.95	22.00

TR7-8

TR7-8

Carpet Sets

Color	Part No.	Regular	SALE	YOU SAVE
Black	072-472	\$349.95	\$286.95	\$63.00
Chestnut	072-473*	349.95	286.95	63.00
Navy	072-474*	349.95	286.95	63.00
Red	072-475*	349.95	286.95	63.00
Emerald	072-476*	349.95	286.95	63.00



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TR7-8

Tops



	Color	Part No.	Regular	SALE	YOU SAVE
Vinyl	Black	071-931	\$381.95	\$324.95	\$57.00
Sunfast	Black	072-487*	699.95	594.95	105.00
	Tan	072-488*	699.95	594.95	105.00

Tonneau Covers

	Color	Part No.	Regular	SALE	YOU SAVE
Vinyl	Black	072-481	\$311.95	\$265.95	\$46.00
Sunfast	Black	072-485*	642.95	527.95	115.00
	Tan	072-486*	642.95	527.95	115.00

Sale continues until 6/9/06

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Upholstery, Carpet, Tops and Tonneaus **SALE!**



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