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REFLECTIONS ON AMELIA

BY ROBERT GOLDMAN

Sitting at a local's bar, half a block from the main tourist drag in historic Fernandina Beach, Florida, one has the opportunity to reflect. Over the outdoor speakers, B.B. King picks out Lucille as only he can, and above my head a hand written sign warns "Do NOT leave the porch with beers." Above the hand scrawled warning is mounted a polar bear shaped license plate from the Northwest Territories of Canada. Occasionally a Porsche shirt walks by, or maybe a Ferrari cap, each reminding me of the scene from a couple hours ago.

Not two hours previously I watched a Tom Walkinshaw Silk Cut Jaguar XJR9 stuck in traffic, trying to turn left into the Ritz Carlton parking lot. One doesn't often expect to see a Le Mans winning Jaguar stuck in traffic, especially when the car behind it is the one and only V12 four-cam powered Jaguar XJ13. But then such scenes are to be expected if the Ritz in question happens to be hosting tomorrow's 2010 Amelia Island Concours d'Elegance.

Sipping my beer, studying another personalized plate hung on the wall, "PNK PHLD," I am forced to conclude someone else in the great state of Virginia must already have a plate which reads "PNK FLYD." And if all is right in the world, I may also conclude that amongst the exotic turbine powered Ghia dream cars on display at the concours, there will be something with which the rest of us punters can identify. Sure enough, come Sunday I spotted that car.

Reed and Jan Tarwater, of Greenfield, Indiana, found themselves a 1933 MG J2 in a hay loft. What they really found was a chassis, windshield, instruments, some running gear, and what looked like the Swiss cheese remains of a body. Many years, and much investment later, they are the proud owners of the beautifully restored car you see here. The J2 looks outwardly like an MG TC, but is a very different car under the skin. It's actually smaller than a TC, and is powered by an 847cc

overhead cam four cylinder, with a two bearing crankshaft. Although not exceptionally quick, the cable-operated brakes make it a little more "exciting" to drive than optimum.

Of course, there is seemingly no such thing as a one-British-car family, and in conversation it came out they have a couple other British classics as well. One of which, a 1959 Bugeye Sprite, is under restoration right now. However, Reed and Jan are building that car with more of an eye for fun than serious concours competition.

It was great visiting with the Tarwaters, but before leaving I also had to spend a few minutes gawking at Richard Petty's 1966 Plymouth Belvedere NASCAR stock car. It has 426 ci emblazoned on the hood. There are holes in the front wheel arches so the King could see if there

was still tread left on the tires. And although equipped with a roll cage, the bolts holding it in place look smaller than the manifold studs on a Spridget head. Those old time NASCAR boys had some attachments. Whether your idea of automotive nirvana is a 1955 turbine powered Ghia, or standing in a very long line waiting for Richard Petty's autograph, there's a lot to reflect on in the aftermath of Amelia Island. **BM**



Reed and Jan Tarwater, and their stunning 1933 MG J2.



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Replace your worn-out upholstery with stylish leather. See how on page 23.

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david s. wallens photo

Celebrate Classics at the Mitty

Speedfest at the Classic Motorsports Mitty promises to be packed with activities, racing, motorsports legends, historic cars, fascination and laughs. The event takes place April 29 to May 2 at Road Atlanta in Braselton, Georgia.

Plenty of cars will vie for attention at Speedfest. Since Lotus is the featured marque, there will be historic racing cars as well as the new Evora coupe on the field. The Concours d'LeMons adds a counterpoint by showcasing the truly under-appreciated classics.

Racing fans will enjoy the second round of the Classic Motorsports Cup, a new race series that showcases Triumphs, MGs, Austin-Healeys, Sunbeam Alpines, and more. Spectators will get their chance behind the wheel in the Kumho Autocross, a free opportunity to drive a Kumho-equipped Mazda MX-5 through the cones. Touring laps for spectators are also on the schedule.

The social side is in full gear all weekend with car club corrals and the ever-popular Moss Pub. Stop by for a cold drink, darts, slot car racing and camaraderie. There's live music on Saturday night at the Moss Pub performed by Wess Cobb.

This year the spotlight will be on Peter Brock and Brock Racing Enterprises, including many of their original race cars, drivers and team members. There's a special dinner, fan Q&A session and autograph session at the event. Don't miss it! Details: themitty.com.

Let's Hang Out on Facebook

Facebook can be used for more than just reuniting with old friends, keeping tabs on the kids, and sharing family photos. You can also use Facebook to hang out—well, virtually, anyway—with other Moss Motors fans. The Moss Motors Facebook page can be found at www.facebook.com/pages/Moss-Motors/. Oh, and an insider tip: Watch the Moss Facebook site for the latest sale announcements.



Car Education: Check Out MossTV

So many technical topics are easier understood when you're looking at the part of the engine or car under discussion, or see someone demonstrate a repair technique. That's why Moss Motors launched MossTV, a series of instructional videos on the mossmotors.com website. There are over 60 videos already on the site, and many more planned.

When you go to the Moss website, click on the box for MossTV on the right. The dedicated page has tabs across the top categorizing the videos so you can find what you're interested in: engine, clutch & brake, cooling system, electrical system, products and featured topics. The latest video in each category is highlighted on the screen, and you can click the go arrow in the center to see it. While it's playing, you can click a button below to see all the other videos in that section. Roll your mouse over the small thumbnails to see the topics and click on them to view them. Or let the videos just run in sequence.

The videos are like a classroom, starting from introductory explanations to demonstrations on testing, repairing and installing components. For instance, there are videos giving an introduction to valves, how to adjust them and how to test vacuum advance. Most videos are about two minutes long.

If you have a tech question that you think would be best explained in a visual demonstration, there's a button to click for submissions. (Regular Q&As are handled in the Forum section of the site.) All video suggestions are appreciated.

You can be notified when new videos are posted. There's a button to click to subscribe to the MossTV channel through YouTube, which has a notification service.

If you have a website and want to post a specific MossTV video on your site, the code is posted with each video so it's easy to grab. Or, you can link your website to the MossTV channel on YouTube.



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

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Ethanol Tech Is a Hot Topic

Modern gasoline includes ethanol, and our article on the subject—see your Winter 2010 issue—has been a hit. Moss Motors is so pleased by the reader response.

Many clubs have contacted us for permission to reprint the article in their club newsletters, including a Land Rover Owners Club from Sydney, Australia. All requests are granted as long as credit is given in print to Moss Motors and our Technical Services Group (the author). Here's another recent e-mail about ethanol:

We are lucky that in our small town we have three filling stations that have no-ethanol premium gas. Our '76 Midget is quite happy about that! Some towns near us don't have that luck.

Dan Vehling
Prairie du Sac, Wis.



Touring Tips

The Winter 2010 issue contained info for those heading out on the open road. Jack Kriz added some advice:

The article was a good starting point for the trials of travel. How about a follow up on the “one thing one should bring along on a journey of more than 1,000 miles?” As a 'B owner with over 400,000 miles, my vote is an alternator. For me, that's been almost a consumable, having rebuilt one three times and now happy with an actual “new” one.

It's kinda hard to mount a different make/model, and repairing one in Montana or Nebraska may be a bit tough. Other things can be improvised.

Of course, I'd bring along a fan belt, inner tube for the wire wheels (I've had a flat at speed that chewed a tube up so bad there was nothing left to patch) and plenty of baling wire! Thanks for an interesting publication.

Jack Kriz
Newberg, Ore.

MGA Resto with a Twist—Or Is It a Stretch?

In 1997 I found a 1958 MGA that someone had used as a parts car back in the 1980s. I soon discovered that the body and frame were too far gone with rust, and with no engine and other important parts gone, this was going to be a very difficult restoration.

So I asked myself, What would the designers at Abingdon do if it were the 1950s and they were asked to build a new MG that would compete with the larger cars of the day? Here's what I came up with. I used a 3.8L inline six with a 5-speed, 13 sheets of hand-formed steel and all new parts from Moss Motors. I am building another one just like it. So if you're in the Griffin, Georgia area, come by for a visit.

Tony Monroy
Griffin, Ga.





TR4-250 Hood Hinges

Finally Moss has been able to have these pieces retooled! Now again available, these pieces are very high quality and a must-have for any restoration.

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L/H, TR4-250	802-250	44.95

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Moss is pleased and proud to announce the introduction of three new items to its extensive range of reproduced parts. These three items are the polished aluminum deck coverings for the TR4. Mass produced versions of these items have not been available for at least thirty-five years,

and during our research to perfect the reproductions, we discovered

many different variations in the original products produced by Triumph. The side pieces had considerable variations between the different samples that we managed to find. We believe

we have produced a product that will fit all TR4s and are pleased to advise that these items are now again available.

Polished, L/H	802-320	\$59.95
Polished, Center	854-090	89.95
Polished, R/H	802-310	59.95



TR250-6 Uprated Sway Bar End Link

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Roll-Over Bar, Black	856-092	\$674.95
Roll-Over Bar, Silver	856-093	734.95
Roll-Over Bar, Unfinished	856-094	637.50

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ECONOMY RUN REVIVAL



Not all Competitions Require the Pedal to the Metal

BY KATHLEEN M. MANGAN

Instead of the same old wax-and-shine car show, some clubs are reviving the economy run events that were popular in the past but unheard of in recent times. They require a different skill set since they're driving events—think shifting and braking rather than cleaning and polishing. Vintage car owners are finding them to be a gas, so to speak.

What's an economy run? It's an event designed as a real-world test of fuel-frugal driving techniques and car fuel economy. It's a competition held within the speed limits. The trophy goes to the driver with the highest miles-per-gallon (mpg) on the mapped course.

Peter Philips, president of the Richmond Triumph Register in Virginia, says an economy run appeals to the sense of competition while

getting across the message of economical driving. Plus it showcases British cars to the public—part of the club's mission—in a fresh format.

Early Economy Run History

Economy runs actually go back to the earliest days of automobiles when there were concerns about the availability of gasoline, especially on long-distance trips. After the Depression and WWII, they evolved into events that celebrated economy and practicality for the thrifty-minded populace. The biggest event, the Mobilgas Economy Run, went on to become one of the most publicized automotive events in the 1950s and '60s.

The Mobilgas Economy Run started in 1936 with sponsor Gilmore Oil to promote its Red

"Our intent with the Economy Run is to drink upstream from the rest of the car club herd, use dormant driving skills and have fun doing so," says Peter Philips, Richmond Triumph Register president and '65 TR4A owner.



Lion gasoline; the name changed when Mobil purchased Gilmore. The competition originally ran from Los Angeles to Yosemite, and eventually stretched to New York before it ended in 1968. All the major American car companies participated in the event, sanctioned and run by the United States Auto Club (USAC). A separate Mobil Mileage Rally for imports came along in 1960.

This was a fuel-mileage test of regular cars on real roads with typical driving and weather conditions—now the EPA sets fuel mileage by running cars on a chassis dynamometer in a climate-controlled environment. A ton-mileage judging formula (multiplying weight by distance) initially determined the winners in the eight classes, but this method favored heavier cars. In 1959, USAC switched the criteria to actual miles-per-gallon.

The USAC bought new cars from dealerships, certified they were stock, sealed the hoods and chassis, and replaced the factory gas tanks with a special calibrated tank for precise measurement. Car companies tapped staff engineers or professional race car drivers for their teams.

Creative Mileage Enhancements

During the actual competition, each car had a USAC observer in the back seat to ensure all the rules were followed. But there was no one monitoring the car break-in period before the event, and that allowed room for creativity in order to gain a competitive edge. Tricks used to reduce internal and external friction ranged from wearing down the brakes and scrubbing the edges off the tires to running the cars without air filters on desert roads behind another car that kicked up sand.

Peter Philips heard the stories of the Mobilgas

Economy Run while growing up—his dad was involved in the event as a carburetor engineer for Chrysler. When the Richmond club got tired of hosting an annual car show, Philips thought an economy run would be a fun alternative.

“You can attend a car show every weekend from May to October in the Mid-Atlantic Region,” says Philips, “and you see basically the same cars at every event. We wanted to find a way to get the cars out on the road that would be easy on the cars and non-threatening to timid drivers.”

Above: The mainstay of the MPG on Route 33 field was Triumph, though the Big Healeys were well represented, albeit thirsty. Below: “Aside from the obvious method of slowing down, few club members had any real notion of the tricks used by today’s hypermiler,” says Philips, adding that drivers caught on quick during the event.



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A Fun Driving Event

Initially Philips got a lot of blank stares when he brought up the event idea. But once he explained how it worked, club members warmed to the idea of using long-dormant driving skills.

The club's "MPG on Route 33" event last October was a huge success with 21 cars in seven displacement classes taking the challenge. Entry was open to non-club members too. Cars filled up at one gas station, took Route 33 from Richmond to the mountaintop intersection with the Skyline Drive, then returned and filled up again to compute mpg.

"Of course we're dealing with odometers manufactured in Great Britain where accuracy wasn't a priority, but we work with what we've got," says Philips, owner of a 1965 TR4A. He adds that it's surprising how few people ever check their actual gas consumption.

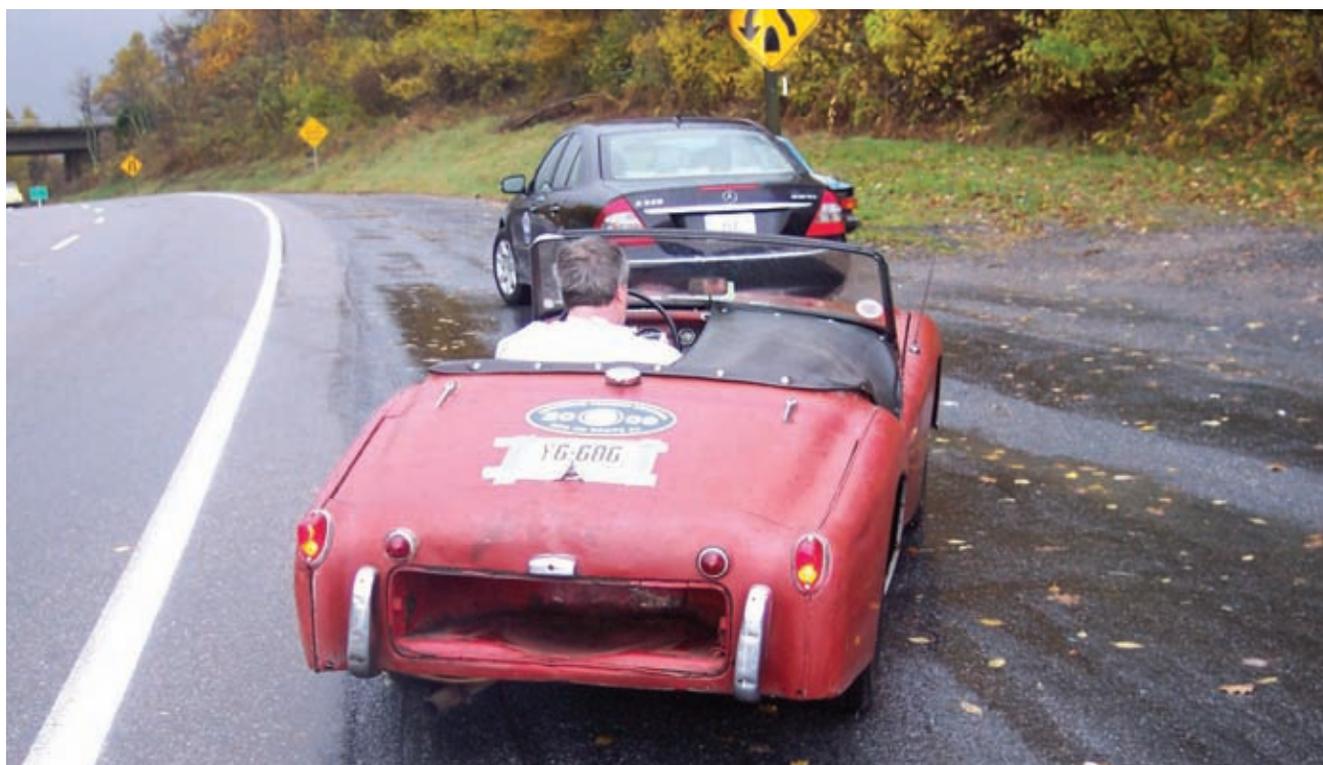
Economical Driving Skills

The 168-mile route incorporated mixed road conditions and terrain, with no known shortcuts. Cars were given four hours to complete the event, but Philips stresses that winning takes more than just driving slow. "You want the engine to work as little as possible, gaining speed going down hills and letting the uphill run eat the speed away. You have to pretend your car is a bicycle," he explains.

Philips believes one of the best aspects of an economy run is that it levels the playing field between marques, and between cars of varying cosmetic condition. "Some participating cars were concours winners, while others sported red primer and no top," says Philips, adding that everyone has a shot at winning.

In the final analysis, the MPG on Route 33 Economy Run was safe, the cars ran well, and the day was so much fun the club doesn't want to wait a full year to run another one, says Philips. **BM**

Mike Newhart's patina-rich TR3, long since retired from the compression race, averaged 17 mpg on the 168-mile course, yet no one had more fun than Mike, says Philips.



Fuel-Friendly Driving Advice

Austin Elmore, the top economy driver in America in the 1930s who worked for Gilmore Oil, passed along these mileage-efficient driving suggestions:

- Accelerate smoothly
- Maintain a steady speed
- Shift into higher gears whenever possible
- Avoid braking unless necessary
- Always think ahead.



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MINI: OFFERING A MYRIAD OF OPTIONS



Why buy a Mini? Moss's Kelvin Dodd says they handle really well: "They're the closest thing you can get to driving a go-kart on the street."

BY KATHLEEN M. MANGAN

Car owners have always loved vehicles that seem to smile. That's one reason why the Mini was one of the most successful automobiles of all time, but there are plenty more reasons too. It's easy to upgrade performance and customize appearance, it has cachet and it's a blast to drive. No wonder 5.3 million Minis were sold worldwide over 41 years of production!

Through the years, the Mini evolved in physical form, engineering and aesthetics. Model variations ranged from vans and pickups to long-wheelbase versions. Engineering advances such as fuel injection and catalytic converters were added over time, and performance models were introduced.

From an aesthetics perspective, the factory launched upscale models with an elegant front grille and modern front end; Italian firm Innocenti built luxury versions under license from British Motor Cars; and aftermarket suppliers developed accessories to personalize Minis in infinite and quirky ways.

In other words, there's a Mini out there to suit your desires, and a zillion ways to enhance performance and make it your own.

The Mini Revolution

British Motor Cars developed the Mini as an economical, entry-level car that challenged the popularity of the

Volkswagen Beetle. It was considered revolutionary when it launched in 1959 with a compact layout, transversely mounted engine and front-wheel drive. It offered both performance (top speed 70 mph) and frugality (fuel consumption 50 mpg).

Although the original 848cc engine produced just 37 horsepower, Mini's light weight (1,400 pounds) and short wheelbase (80 inches) meant it was fast, nimble and quick cornering. The fully independent suspension used rubber cones as both shock absorbers and springs, supplying go-kart-like handling. Signifying features on these Mark I models, made from 1959 through 1967, are external door hinges, sliding front side windows and 10-inch-diameter wheels.

Coopers Earn Acclaim

The first performance-tuned Mini was developed by Formula 1 car builder John Cooper. The Mini Cooper was introduced in 1961 with a comprehensive set of engine, drivetrain, exhaust and suspension changes. A 997cc engine delivered 55 hp. Twin SU carburetors, bigger valves and a larger-diameter exhaust system helped the engine breathe.

The even hotter Mini Cooper S appeared in 1963 with a 1071cc engine producing 70 horsepower, larger intake valves,

sturdier clutch and upgraded transmission bearings. The 1964 model had 970cc and 1275cc engine options to meet racing requirements.

Coopers were leading contenders in the European Touring Car Championship and international rally competition, and won the prestigious Monte Carlo Rally in 1964, '65 and '67.

Based on this success, the factory put a 998cc engine producing 55 horsepower into the Hornet in 1962, and into Austin and Morris Minis in 1964. The original rubber cone suspension was replaced in 1964 with a hydrolastic system using assemblies containing pressurized hydraulic fluid.

Exports to America End Only Officially

In 1967, the Mark II Mini debuted with a larger rear window, bigger tail lights and a redesigned front grille. It was produced with 848cc, 998cc and 1275cc engines. But this year marked the end of factory export to the U.S.



Above: The sales literature said the Mini could hold four people and their luggage, but sometimes people had to get creative.

Below: "So many people bought these cars because they were cute, but didn't pay attention to exactly what they were buying," says Kelvin Dodd.



due to stricter safety and emissions regulations. Mini continued to evolve over five more Marks and 33 more years before production ceased in October 2000.

What didn't cease was consumer demand in America. Roughly only 15,000 Minis were officially exported to the U.S. by the factory. But when there is a demand, people will find a way to fill it. Private dealers and individuals imported Minis to the U.S. unofficially, and now there are more Minis in the country than ever before. This fact is seen as both good and bad.

More cars means a bigger market,

Classic Mini Popular Replacement Parts

116-099	\$524.95	Panel Kit, Black
116-172	\$1,395.00	Complete Front & Rear Seat Kit, Gray
115-836	\$129.95	Windscreen, Laminated
115-903	\$69.95	Chrome Bumper
117-545	\$129.95	8 Spoke Alloy Wheel, 12x5-in.
117-025	\$99.95	Rubber Suspension Cone
114-903	\$199.95	Steering Rack
114-537	\$124.95	Clutch Master Cylinder
114-972	\$82.95	Outer CV Joint
117-312	\$199.95	Brake Servo Kit
114-280	\$186.60	LCB Exhaust Manifold

Insider's Info:

Alec Issigonis, hailing from Turkey, created the Mini design concept. He had previously designed the popular Morris Minor.

The Austin Seven and Morris Mini Minor were the first names given to this car, which later changed to the Austin Mini and Morris Mini. The simple Mini moniker became official in 1969.

The 1964 Mini Cooper S with 1275cc engine produced 75 horsepower, more than doubling the horsepower of the original 1959 Mini.

About 146,000 Mini Coopers were built over 10 years, including 46,000 of the faster Cooper S models. Production ended in 1971 when British Leyland terminated John Cooper's contract.

Italian firm Innocenti built 400,000 Innocenti Minis over 10 years under license from BMC. Their standard and Cooper versions featured more luxurious interior appointments than their British counterparts.

The Mini Moke, produced for 25 years, had a light infantry vehicle design with a lightweight chassis and minimal comfort items.

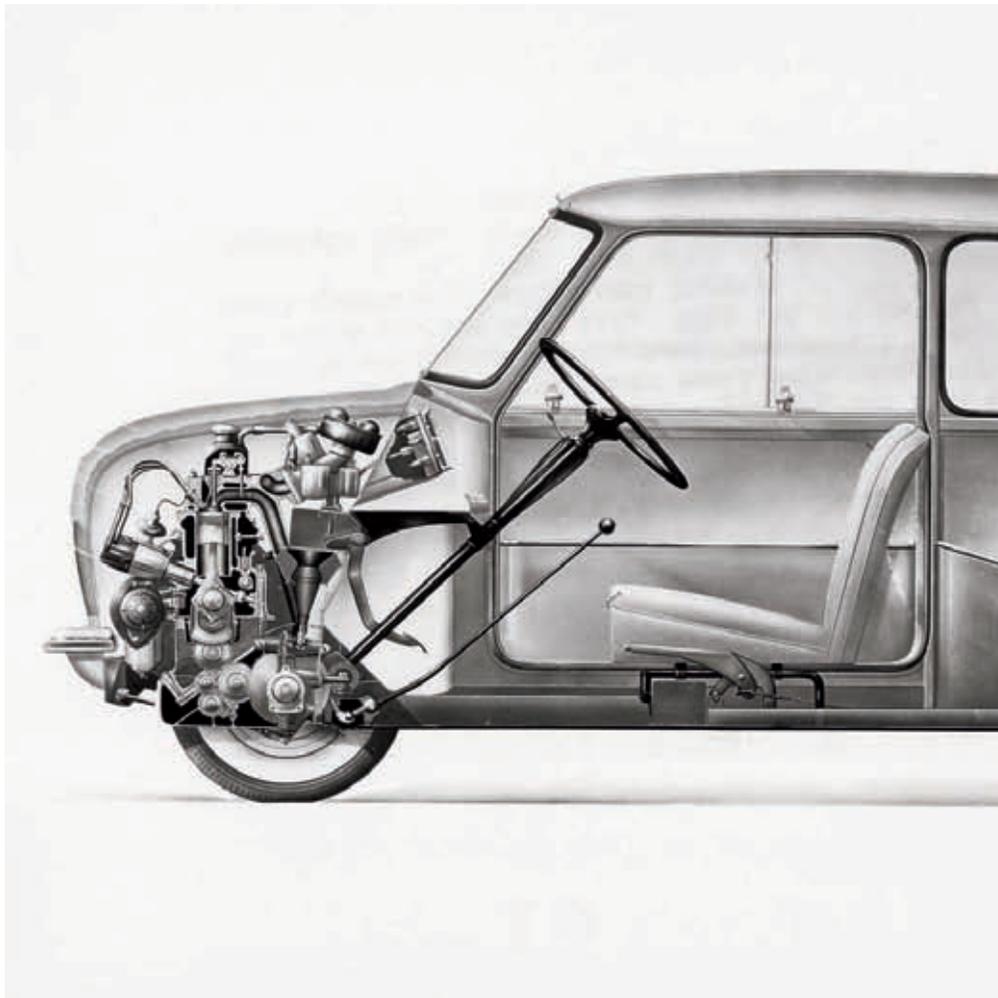
Specialty versions of the Morris Mini Traveller and Austin Mini Countryman featured wood body panels and resembled a shrunken version of the bigger American woody wagons.

All the various Mini models, from pickups to vans, wagons and the Jeep-like Moke, carry standard Mini mechanicals, making it easy to secure parts.

Rust is Mini's enemy, so be sure to check a potential Mini purchase around the A-panels, floors, windshield frame, roof corners, door jams and headlight surrounds.

Minis in good shape go for at about \$10,000, while pristine Cooper S models have hit \$25,000.

This versatile platform spawned many variants, including vans and pick-ups based on the longer wheelbase Morris Mini Traveller, and the ready-for-action Mini Moke that was hugely popular in the tropics. Other models, like the Riley Elf, Wolseley Hornet, Clubman and 1275GT, featured styling changes primarily to the front end.



more available parts and accessories, more active clubs and more technical/repair support. The popularity of the all-new Mini Coopers, launched by BMW in 2002, further stoked enthusiasm for the originals.

What is problematic is that some gray market car importers swapped VIN plates, changed body shells and altered the year of manufacture on the title so the cars would appear to comply with U.S. Customs, DOT and EPA regulations. When the actual year of manufacture is unclear, ordering the correct replacement parts is a challenge.

The Challenge of Correct Parts

Kelvin Dodd, Moss technical expert and former '67 Cooper S owner, estimates that half the Minis currently in the U.S. bear the wrong VIN. And many early cars have been modified with later parts and badges. Owners must determine their car's model year and subsequent modifications by inspecting the car chas-

sis, powertrain and brakes, and then comparing features against factory model specifications.

A feature summary for the seven Marks, as well as engine, crankshaft and cylinder head identification numbers, can be found in the Moss Mini catalog or in the online catalog PDF at mossmotors.com.

Just to keep owners guessing, Minis typically have mixed components from different eras since virtually all parts are interchangeable in component groups across all the model variations and Marks over 41 years of production. This car was the original Mr. Potato Head car.

So you could have a 1963 Mini that rusted out and was re-bodied with a Mark III shell with wind-up windows, or a 1973 with original Mark III shell but incorrectly titled as a 1963 Mini. See the problem?

On the bright side, interchangeable parts means there are numerous options for car restoration, customizing, upgrading and personalization. Moss has a 116-page catalog plus over a million dollars worth of parts in inventory to help owners create the Mini of their dreams. In many instances, owners have two options on parts through Moss: a value aftermarket supplier or British Motor Heritage parts using the original tooling.

Mini Model Production Dates	
Cooper:	1961-'71
Cooper S:	1963-'71
Innocenti Mini:	1965-'75
Riley Elf and Wolseley Hornet:	1961-'69
Morris Mini Traveller and Austin Mini Countryman:	1961-'69
Vans and Pickups:	1960-'82
The Clubman:	1969-'80
The 1275GT:	1969-'80
Mini Moke:	1964-'89



Although there were only 15,000 Minis officially imported from England, they were brought in by the boatload from New Zealand in the 1980s, says Kelvin Dodd. That's why owners need to research what car they have and what modifications have been done before they order parts. The guide in the Moss catalog can help identify models.

Mini Decisions

The most sought-after Mini is a 1967 1275cc Cooper S since it was the best performing Mini built to that date, had tremendous racing success and was the last to be officially exported to the U.S., explains Dodd. Vintage racers seek any Mark I cars (1959 to '67), especially those that have been Cooperized. All Minis are usable for autocross and solo racing, but the lighter models in earlier years are better. For drivability, Dodd points to the gray market 1984-'91 cars.

There are a few issues that virtually all Mini owners have to deal with, says Dodd. The bodies are prone to rust, especially the door sills, fenders and A-panels behind the front wheels. Subframes and hydraulics also rot out, he says. The front CV joints and brakes wear out quickly too.

The most popular modifications are to the suspension, brakes and interior, Dodd says. Although the car handles well, owners often want to further tweak it, so they convert the rubber cones to coil springs; install a ride height adjustment kit; and add adjustable tube shock absorbers or go to a Spax coil-over conversion kit. Cooper S disc brakes are preferred over the early drum brakes. In the interior, more comfortable seats, and burl walnut dashboard, door pulls and steering wheel add appeal, he explains.

For reliability, Dodd recommends an electronic ignition for cars that don't have them, a single 1 3/4-inch SU carburetor, and bigger brakes with a servo assembly to add power braking.

Hot Modifications

For serious performance upgrades, Dodd suggests headers for more power; Pertronix Electronic Ignition, twin 1 1/4-inch carburetors like those used on the Coopers with K&N air filters; and an upgraded camshaft with higher flow oil pump for more power and better oil control. Top it with an upgraded exhaust system: "Moss has a range of stainless steel and mild steel exhausts, and they all sound great," says Dodd.

If Dodd had, say, a stock '66 Mini, here's what he'd do to it to make it more fun with just bolt-on parts and no big engine projects: add headers, an RC40 exhaust system and single 1 3/4-inch SU carburetor. Install alloy wheels, small fender flares, finned alloy brake drums all around and a brake servo for braking power. Then inside, put in a wooden dashboard with three instrument gauges (the original only had one), a matching wooden steering wheel, and nice Cobra bucket seats.

There are loads of options for customizing the look of the car, including a full range of grille designs, alloy wheels, steering wheels and wheel arch kits, like the steel flares. The Union Jack roof decal makes a big statement, while the car logo makes a nice finishing detail on a gear shift knob, floor mats, mud flaps, wheel center caps and even tire valve stem caps.

Sometimes even the smallest details can seem to make a cheerful Mini smile all the more. **BM**

JOHN TWIST: "MG IS MY DESTINY"

BY KATHLEEN M. MANGAN

John Twist insists he is not a car guy—he's a MG guy. He doesn't care about any other makes or models, not even other British cars. It's all about MG, and has been for over 40 years. MG owners around the world have benefited from this exclusive affair.

Twist was just 16 years old when he first spied a gold MGTD in the back corner of a mechanic's workshop, an event that would set his life trajectory. "It was love at first sight," says Twist, who resolved to own one then and there. He says that when he opened the owner's manual on the TD he bought in 1968, "I was just taken by the language and the illustrations."

The Marshall, Michigan, native spent his tour of duty in Vietnam poring through a Moss catalog planning the TD's restoration. Upon discharge, Twist went directly to Moss headquarters, purchased needed parts, and then disassembled the car in three days flat.

"I did everything wrong," Twist says, admitting it took forever to put back together. But he learned a lot in the process and soon was working on MGs for clients to earn money while in college.

The '70s were a time of great passion, and Twist was pondering what career he would be passionate about when inspiration struck: Why not open a MG dealership? "A light went off like a Lutheran minister getting the calling," says Twist.

MG As A Calling

With a new sense of purpose, Twist set about getting the training he needed in service, parts and sales. He contacted British Leyland, only to find out there was no training program. He tried to land a job at the Grand Rapids MG dealership, but they told him he didn't have enough experience. So he went to the source—England—and landed a mechanic job at University Motors in London, the largest MG dealership in the world.

When Twist returned to Michigan, he got a job at the MG dealership that previously turned him down, then worked at two other auto companies before going into business for himself. He got a chance to buy an old brick garage in Ada for \$3,500, and it became the base for University Motors Ltd. in 1975.

Twist met his wife, Caroline, a year later and she became his business partner, handling the books while he handled the mechanical side. "We complemented each other," says Twist. As their reputation for service and restoration grew, University Motors became one of Moss's biggest customers.



John Twist's first car was an MGTD purchased in college in 1968. It sparked a love affair that has supported the entire hobby over 42 years with technical information, instructional videos, social events, club organization and leadership, and of course, service. He's serviced cars from as far away as Hawaii and Alaska, and answered questions for owners in New Zealand.

Popular Events

To share his passion with customers and enthusiasts, Twist launched an annual summer party that grew in popularity over the years (there were 26 parties), peaking with 550 MGs on the field. He chaired the first joint-register meet, MG International Indy 1996, which attracted 1,300 MGs. His favorite 1962 MGA 1600 Mark II Deluxe, purchased in 1976 and restored in 1980, ferried he and Caroline to events, although they owned plenty of other MGs, too.

Twist also got involved in the industry. He launched the North American MGB Register from the shop, and was co-founder of the British Motor Trade Association.

One of Twist's trademarks is his willingness to share his expertise. "My goal is to make MG ownership as effortless as possible," he says. "There's great pleasure in being able to work on your own car."

Sharing Expertise

University Motors presented a technical seminar every February for 26 years on topics from tune-ups to gearbox rebuilds. "One year we had 12 gearboxes apart in the shop at one time," Twist says. At MG 2008 in Valley Forge, Penn., he did a rolling tech seminar, diagnosing problems for over 50 car owners.

To spread the MG gospel, Twist started writing technical articles for MG Magazine, and then for the American MGB Association magazine, which still sells a bound reprint of the articles. Twist sells his own publication, "University Motors Technical Book" off his website, a 300-page volume of advice, technical detail and humor on all MG models, with an emphasis on MGBs. His website, universitymotorsltd.com, features over 1,100 questions and answers on every technical question imagined, and he has a few hundred more to post.

Videos on the most common questions followed next, and now there are about 100 posted on his website and linked to You Tube, and more to come. They're a maximum of eight minutes long, ranging from how to fold a convertible top to how a four-synchro gearbox works on a late-model MGB. Some topics, like Stromberg carburetors, are covered in a series. The more in-depth or technical subjects, like "Talking Tour of the Mark IV MGB," are available for sale on DVD. "There are so many techniques," says Twist, "seeing is believing."

An hour a day is set aside to answer owner questions via phone, from 1-2 p.m., free of charge.

"It's hard to stump me," says Twist. "I'm a walking font of knowledge." This is a man who is happiest talking about MGs and helping owners sort out issues, as so many people can testify.



A New Era

In 2008, a double whammy struck: The Michigan economy collapsed at the same time as his wife's health. Caroline was diagnosed with lung cancer. They closed the business in 2009, had a big auction, went to Hawaii, got swept up in their daughter's wedding and met with doctors. Caroline passed away in January.

What's the new plan for Twist and University Motors? "I can't retire," says Twist, now 61 years old. "MG is my destiny." His 22-year old son, Brooks, is his new business partner, and they're currently doing mechanical benchwork on gearboxes, carburetors, wiper motors and TD differentials.

They're also producing more technical info for the website and more videos. There are many two-day seminars on a variety of topics scheduled around the country this year sponsored by clubs and shops; check the website for details.

Of course, many people in the hobby are hoping Twist will go back to servicing cars. University Motors had clients from around the country, and some customers actually sold their MGs when he shut down the business. Twist admits that service was always the engine driving the business, but so far he's been saying "maybe...probably..." He's hired back two of his longtime mechanics, so the emphasis is on probably.

It's hard to deny destiny. **BM**

When John Twist explains technical issues at his popular seminars, he uses blown up graphics, photos and hands-on demonstrations so owners see the techniques in action on the actual car engine or chassis.

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WELL DRESSED

Treat Your Car—and Yourself—to Leather Seats

BY TIM SUDDARD

Many British car owners focus on their cars' paint and chrome, but what about the seats? Every minute of drive time involves sitting on those seats—shouldn't they be the best they can be?

Moss makes replacement seat covers with exact materials, as well as upgraded leather kits. As part of an overall restoration project, leather seats add little extra to the expense, but add far more in terms of sharp looks, a timeless smell, immense comfort and great satisfaction. New leather seats can make you the envy of the whole gang at your next club event.

When it's time to address your seats, make sure to get new seat padding, plus new diaphragms to hold up the seat bottoms. You might also need a strap and clip set to support the seat backs.

Our project car is a 1969 Triumph TR6. We decided to replace the ill-fitting, worn-out, black vinyl seat covers with Honey Tan leather to add comfort and style. In warm climates, black vinyl isn't the best choice for seating materials. Lighter colors don't get as hot, and besides, nothing looks cooler than tan leather with Laurel Green (essentially British Racing Green) paint. **BM**



◀ You can tell the foam underneath our TR6 seat has disintegrated since the seat cover no longer fits on the seat correctly. While this seat might not look that bad, the comfort factor in saggy, old seats doesn't compare to restored seats.

▶ Ah, the look and smell of new leather seat covers. While the cost seems pricey, real leather only adds about \$500 more to the price of vinyl TR6 seat covers. And they'll last a long time.



▲ Start by taking your old seat apart. The back comes off first and then (on a '69 TR6) the headrest comes off with four screws.



▲ Flip the seat over, and knock off the clips that hold the seat bottom and back covers in place.



▲ Remove the seat cushion material, straps and the cardboard piece behind the headrest. Once down to a bare frame, clean it with a bead blast cabinet; a wire brush and elbow grease also does the job. Then give the frame a fresh coat of paint.



▲ Begin reassembly by reinstalling the bottom seat cushion diaphragm, followed by the seat back straps and the foam skirt around the seat bottom.



▲ Brush glue onto the diaphragm to hold the bottom cushion in place. Use brush-on contact cement available at hardware, upholstery supply and building supply stores. Don't use spray glue; we found it doesn't hold up due to the heat and moisture inside a car.

▶ With the bottom seat cushion in place, reattach the original seat hardware. The TR6 seat has springs that clip from side to side. Test the fit of the bottom seat upholstery.



◀ Tape the edges of the seat cover out of the way and glue the attachment cloth pieces to the seat cushion. Make sure the seat cover is centered correctly. Then put more glue over the attachment pieces to add more foam around the seat cushion. Remember to always glue both sides and wait a few minutes for the glue to dry.

▶ Once the rest of the seat foam is glued in place, un-tape the seat cover and wrap it down and around the seat cushion. Reinstall the clips that hold the seat bottom cover in place.



◀ Massage the seat bottom to smooth it out and remove all the wrinkles.



▲ Next up is the seat back. First, recover the area behind the headrest. If you have a 1969 TR6, reinstall the headrest latch. From there, follow roughly the same procedure as for the seat bottom, gluing on the seat back cushion and then attaching the seat cover with clips on the back of the seat.



◀ When finished, the seat should look something like this. You will not believe how soft, supportive and comfortable your newly recovered leather seats are.

Parts Needed:

Qty.	Part No.	Part.
1	642-852	Honey Tan Seat Kit, 1969 TR6
1	643-978	Seat Foam Kit (both seats)
2	281-838	Diaphragm, seat cushion, with mounting hooks (per seat)
2	681-138	Strap and Clip Set (per seat)

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COOLING THE HANDSOME BRUTE

Moss Brings Back the Texas Kooler

BY MICHAEL GRANT, MOSS TECHNICAL SERVICES

The driving season is coming. Car clubs across the country are sending out invitations and registration forms to their members, and events long in the planning stage are popping up on calendars from Bangor to San Diego. I just received my second email about California Healey Week, (May 19-23, Temecula, CA). A looming event date is often the catalyst for a flurry of activity in the garage, as we attend to the list we made last fall. We really intended to get this done over the winter, but, well, time just slips away and here it is April already.

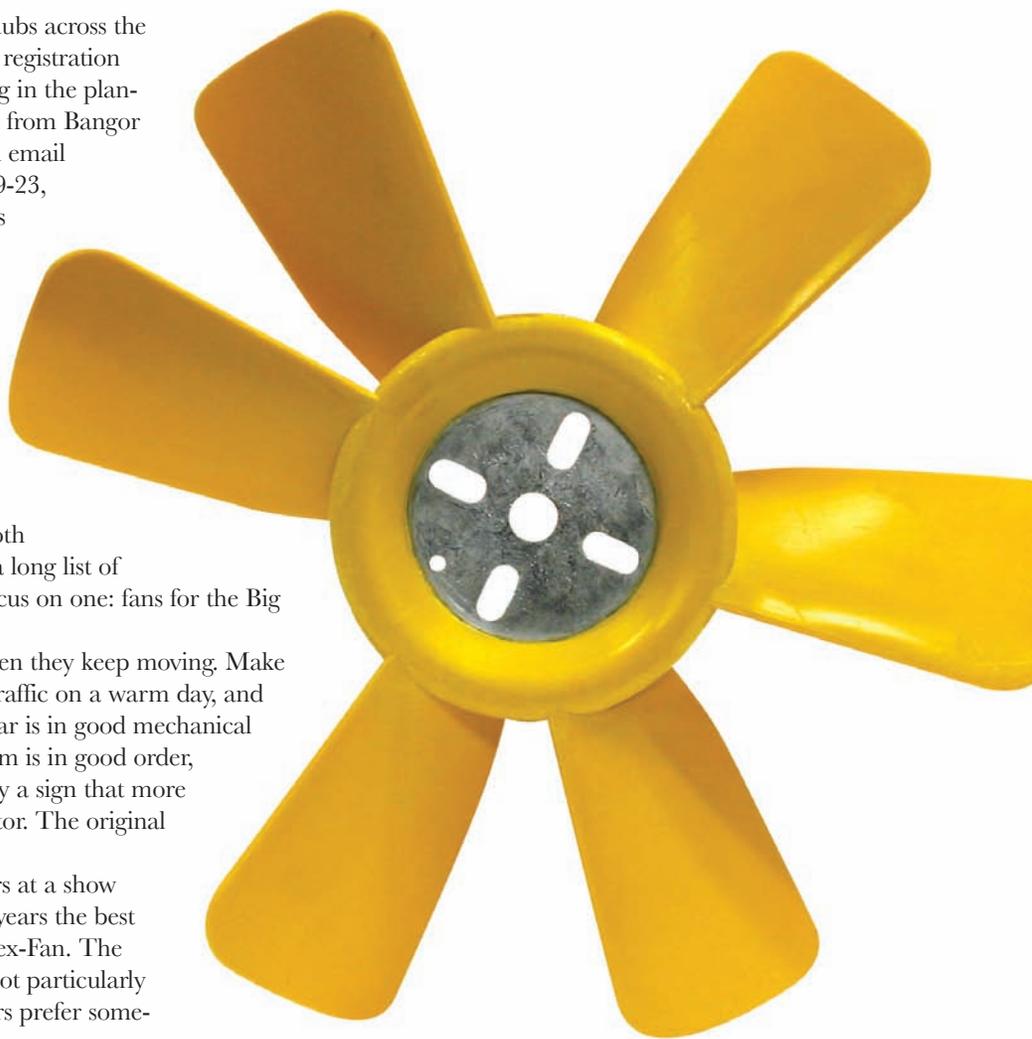
Getting a car ready for the season can involve many things, but for Austin-Healey owners, the issue is often heat, or too much of it, both for the engine and the driver. There is a long list of things we could talk about, but I will focus on one: fans for the Big Healey, the Handsome Brute.

Healeys generally don't overheat when they keep moving. Make them stand still in bumper-to-bumper traffic on a warm day, and things get hot, real hot. Assuming the car is in good mechanical condition, in tune and the cooling system is in good order, overheating while standing still is usually a sign that more air is needed moving through the radiator. The original four-bladed fan just doesn't cut it.

Look under the hood of a dozen cars at a show and you'll find eight different fans. For years the best you could do was a six-bladed metal Flex-Fan. The big Flex-Fan moves lots of air, but it's not particularly quiet. Moss still sells it, but many owners prefer something more original.

With that in mind, Moss reintroduced the Tropical Fan for the Big Healey. Originally offered as a hot climate option by the factory, the Tropical Fan was a symmetrical six-bladed steel fan. The Moss reproduction was well received, but one failed in use, losing a fan blade. Moss suspended sales immediately, and had a metallurgical consultant analyze the failure to determine the cause. The report concluded that the design (rather than the steel) was inherently flawed. The curved fan blades riveted to the flat hub introduced stresses that caused the hubs to fail.

Based on that report, Moss ordered a recall. We contacted everyone who purchased a Tropical Fan and offered them a refund or a replacement fan, plus a credit to offset the cost of having the fan removed. We immediately began looking for a replacement.



Part # 834-882 (\$79.95). Adaptor for 100-4: 834-884 (\$109.95)

The obvious choice was the Texas Kooler, a large, off-white, plastic six-bladed fan. The original Texas Kooler was discovered by the Healey enthusiasts in the North Texas Austin Healey Club (NTAHC). These people know about overheating Healeys. The NTAHC bought the fans from a manufacturer in Fort Worth, and sold them through the club website.

The Texas Kooler was one of my first parts purchases after I bought my Healey. When I contacted the club to see if Moss could buy the fan in quantity to replace the Tropical Fan, I learned that the Texas Kooler was gone. The plant had closed and the tooling destroyed.

Moss decided to try and bring the Texas Kooler back. We worked closely with the club, which provided product information and instructions. Moss bought the rights to the name, and we put everyone in the club on our Rebuild Program for a year as a way of saying thanks.

I donated the Texas Kooler fan on my car as a model and Moss had the fan reproduced in yellow. The pre-production samples were sent to Jerry Wall, first club president, and a

number of club members examined them. With their blessing, Moss went ahead with production. The fans arrived at Moss in Goleta after Christmas 2008.

The bottom line: the Texas Kooler works. The asymmetrical design makes it more efficient at moving air while keeping the noise down. That fan has made all the difference in my 1967 Austin-Healey 3000 Mk III (BJ8).

This story is about more than just a fan. The British car world is made up of like-minded enthusiasts. Some of us happen to work for companies that make, buy and sell parts that support the hobby we share. When we get together to make something happen, we all benefit. That's just the way it's supposed to be.

Now if the weather would just settle down, we could get back to driving our cars, which is what owning a British sports car is all about. **BM**

There is a good article on overheating, including the causes and possible cures, available online. Please visit britishmotoring.net.

Lucky 13 for the TR6

The red 14.5-inch diameter fan was introduced on U.S. spec cars with the 1972 model year. All CF (w/carbs) and CR (petrol injection) cars were equipped with this fan from 1973 on. According to British car writer, Bill Piggott, the original fans were mostly red in color, although there are a few original examples of both yellow and black 13-bladed fans. These haven't been available for years, and because the design is so complicated, reproducing them was going to be a challenge.

With multiple original samples in hand, Collin Dunner (Moss Engineer in Product Development) was able to create detailed engineering drawings. Using Solidworks, a

model was developed and sent out for bid. We are pleased to be able to offer an excellent reproduction of the long-obsolete 312301 fan for the TR6.

The holes for the mounting bolts have steel sleeves, as did the originals. These fans came in a little darker than we had hoped, but there seems to have been variation in the colors in the original fans too.

If your fan is anything like the chewed-up original samples we have, or if your original fan was replaced (as many have been), you can return it to original condition and move enough air to keep your Triumph TR6 cool with this fan.



Original 13-bladed fan



3D model created in Solidworks



Production 835-270 fan (\$69.95)

THE Classic Motorsports magazine

April 29- May 2, 2010

THE MITTY

FEATURED MARQUE



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MAZDA

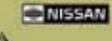
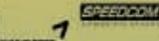
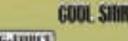
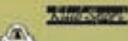
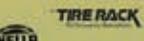
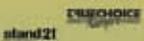
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Held at

Road Atlanta

To Honor





LITTLE GO GREEN

After quite a rough life that included a wreck, a nasty encounter with a rogue firework, and decades in storage, Mark Hayes' trusty Sprite has been revived. He has truly breathed new life into what's now an eco-friendly and literally green electric commuter car.

Nicknamed the Little Go Green, this 1962 Austin-Healey Sprite MkII—don't let the Bugeye nose throw you off—came into Mark's possession as a heap of parts. Mark's friend had purchased the car after someone had wrecked it. The friend intended to rebuild the Sprite into a racer.

He disassembled all of the parts except the body and suspension, and placed everything in a storage shed in his backyard. Unfortunately a stray firework hit the shed, which caught on fire. Everything inside was destroyed. Mark took what was left and put it all into proper storage to "someday" restore the car.

As a teenager during the gas crisis of the late-'70s, Mark first read about electric cars in *Popular Mechanics* and *Popular Science* magazines. That



Left: This '62 Sprite waited a long time for restoration, surviving a wreck, a fire and 30 years of storage before getting a chance to illustrate how green a British car can go. **Below:** The electric car gets 50 miles on a battery charge with a top speed of 70 mph and an amortized cost of 5 to 7 cents-per-mile for operation.

idea would simmer as the Sprite was allowed to sit. As is sometimes the case with grand projects like a full car restoration, the Sprite project was continually on hold as other priorities (the usual family, work, home, etc.) were more important.

In the mid-'90s, Mark had the great idea to restore the Sprite as an electric car, but it wasn't until 2007 that life gave him the break necessary for this minor engineering feat. By this time, the parts had been in storage for nearly 30 years.

First, the necessary EV components were purchased from a conversion company in



YOUR PROJECTS

California. Mark decided on lead acid batteries (of which nine are required) primarily for cost and availability, although they are recyclable which was a plus for this green project.

As Mark explains, he then “had to figure out how to build a finished car out of a pile of rusty parts.” The Moss Motors catalog was a big help, he explains, and Mark says he bought just about every part available. Besides all the engineering for the EV conversion, Mark also increased the car’s safety, adding a roll bar with an integrated third brake light, modern LED taillights and turn lights, high-power halogen headlights, updated disc brakes, three-point retractable seat belts, and a collapsible steering column. The suspension was modified with heavier-duty front and rear springs to tackle the added weight of the batteries.

What was once a dream is now a reality. Mark reports that his charging time is 2 to 8 hours depending on how much he has discharged the batteries. He can plug into any standard 120VAC 15 amp outlet, and his range is about 50 miles, including the steep hill encountered on the way home. To extend his daily cruising range, he can plug in the car while at the office.

The cost per mile is about 5 to 7 cents which includes 2 cents per mile for electricity and the rest being the amortized cost of the batteries. His top speed is 70 mph.

Not only is another classic back on the road and saved from the crusher, but this one can boast modern technology and environmental sensitivity! Mark’s wife was so impressed with the results that she requested an electric commuter car for herself. Her only requests were that the car had to be small, cute, and have enough cargo space for her gym bag and groceries. Introducing Mark’s next project: an electric 1967 Austin Mini Countryman. **BM**



Top: The Bugeye nose hinges up for full engine access. **Below Left:** The nine lead acid batteries charge in two to eight hours. **Below Right:** The weight from the batteries was offset by upgrading suspension with heavy-duty front and rear springs. **Bottom:** Little Go Green generates lots of interest at car events, a classic car with eco ethics.



Some online links:

Mark’s electric Sprite racing against a gas-powered Bugeye:
www.youtube.com/user/klmhayes

Details on Mark’s Sprite:
www.evalbum.com/2872

Pictures of the Sprite conversion:
www.flickr.com/photos/klmhayes/sets/72157622254902685

Details on the Mini:
www.evalbum.com/2873

Pictures of the Mini conversion:
www.flickr.com/photos/klmhayes/sets/72157622017069930

UPHOLSTERY, CARPET
TOP & TONNEAU

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SALE VALID 4/19/10 TO 6/4/10

UPHOLSTERY & TOP SAMPLES

UPHOLSTERY



CARPET



SUN-FAST™ All Weather Protection





TOPS

	Black	Tan	Price	Sale
STAYFAST CLOTH				
TC with Split Window	243-715 ¹	243-710	\$679.95	\$529.95
TC with Single Window	243-720 ¹	243-725	579.95	462.95
TD (2 bow)	243-730	243-735	579.95	462.95
TD (3 bow)	243-740	243-745	579.95	462.95
TF	243-750	243-755	579.95	462.95

	Black	White	Price	Sale
VINYL				
242-010	-	-	\$369.95	\$295.95
242-110	-	-	369.95	295.95
242-210	242-220	-	369.95	295.95

SIDE CURTAIN KITS

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

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

TONNEAU COVERS

	Black	Tan	Price	Sale
STAYFAST CLOTH				
TC Full Tonneau	243-860	243-850	\$564.95	\$449.95
TD Full Tonneau	243-880	243-870	564.95	449.95
TD ½ Tonneau	243-885	243-875	324.95	259.95
TF Full Tonneau	243-910	243-890	564.95	449.95
TF ½ Tonneau	243-915	243-895	324.95	259.95

	Black	Price	Sale
VINYL			
-	-	-	-
241-220	\$333.95	\$282.95	
-	-	-	-
241-320	333.95	282.95	
-	-	-	-



SIDE CURTAIN KITS

	Black	Tan	Price	Sale
STAYFAST CLOTH				
TC Complete Kit	243-778 ¹	243-768	\$1,129.95	\$899.95
TC Re-Cover Kit	243-770 ¹	243-760	524.95	419.95
TD (2 bow) Complete Kit	243-798 ¹	243-788	1,129.95	899.95
TD (2 bow) Re-Cover Kit	243-790	243-780	524.95	419.95
TD (3 bow) Complete Kit	243-828 ¹	243-818	1,129.95	899.95
TD (3 bow) Re-Cover Kit	243-820 ¹	243-810	524.95	419.95
TF Complete Kit	243-848 ¹	243-838	1,129.95	899.95
TF Re-Cover Kit	243-840	243-830	524.95	419.95

	Black	Price	Sale
VINYL			
256-878 ¹	\$979.95	\$783.95	
256-210	389.95	309.95	
256-918 ¹	979.95	783.95	
256-310 ¹	389.95	309.95	
256-958 ¹	979.95	783.95	
256-410 ¹	389.95	309.95	

SIDE CURTAIN FELT MATERIAL

	Price	Sale
TC Side Curtain Felt	456-448 \$98.95	\$64.95
TD Side Curtain Felt	456-458 114.95	74.95
TF Side Curtain Felt	456-468 93.95	61.95

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

CARPET SETS

	Black	Honey Tan	Price	Sale
TC Carpet Set	454-448	454-449	\$274.95	\$204.95
TD-TF RHD Carpet Set flat floor	454-468	454-469 ¹	374.95	279.95
TD LHD Carpet Set to (c)4236	454-458	454-459	369.95	274.95
TD-TF LHD Carpet Set recessed footwell, TD from (c)4237	454-478	454-479	374.95	279.95

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



Embroidered

Ultra Plush

MATS

	Price	Sale
EMBROIDERED CARPET MAT SETS		
TC	240-465 \$96.95	\$77.95
TD-TF	240-450 96.95	77.95
ULTRA PLUSH EMBROIDERED MATS		
TD-TF	240-750 \$139.95	\$118.95



MGA



TOPS

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

	Black	Tan	Price	Sale	Black	White	Grey	Price	Sale
STAYFAST CLOTH					VINYL				
1500 (1 Window)	243-955	243-950	\$589.95	\$471.95	242-330	-	-	\$341.95	\$289.95
1500, 1600 (3 Window)	243-965	243-960	639.95	509.95	242-310	242-320	242-325	449.95	382.95
1600 MK II	-	-			242-950	242-960 ¹	-	347.95	295.95

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

TONNEAU COVERS

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

	Black	Tan	Price	Sale	Black	White	Grey	Price	Sale
STAYFAST CLOTH					VINYL				
Short-mounts on rear rail	243-985	243-980	\$314.95	\$249.95	241-420	241-430 ¹	-	\$271.95	\$214.95
Long-mounts behind rail	243-995	243-990	314.95	249.95	241-520	241-530 ¹	241-535 ²	279.95	223.95

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

²Mounts to "teardrop" top anchors on rear deck.

SIDE CURTAIN SETS

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

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

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

	Black	Tan	Price	Sale
STAYFAST CLOTH				
1500 Flip Up Window	-	-		
1600 Sliding Window	259-615	259-625	\$1,199.95	\$959.95
VINYL				
1500 Flip Up Window	259-258	-	\$1,145.95	\$914.95
1600 Sliding Window	259-618	-	999.95	799.95



ALUMINUM FRAME SIDE CURTAIN SETS THAT FIT ALL MGAS

	Price	Sale
Aluminum Frame Side Curtain Set	259-648 \$449.95	\$314.95
Replacement Seal Set	259-647 59.95	38.95



SIDE CURTAIN STOWAGE BAGS

	Black	Tan	Honey Tan	Red	Grey	Price	Sale
1500 & 1600 to (c)78249	243-280	243-300	243-302	243-290	243-350	\$199.95	\$159.95
1600 from (c)78250 & MkII	243-285	243-305	243-307 ¹	243-295	243-355 ¹	249.95	199.95

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



AMCO-STYLE RUBBER FLOOR MAT SETS

	Price	Sale
Amco-Style Rubber Mat Set 241-810	\$29.95	\$22.95



ULTRA PLUSH EMBROIDERED MATS

	Price	Sale
Ultra Plush Mats 240-710	\$139.95	\$118.95



EMBROIDERED CARPET MAT SETS

	Price	Sale
Carpet Mats 240-410	\$96.95	\$77.95



MGA

MGA Seat and Panel Kit

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



SEAT UPHOLSTERY KITS

	Black w/Black Piping	Black w/White Piping	Black w/Red Piping	Black w/Lt. Blue Piping	Red w/Red Piping	Tan w/Tan Piping	Honey Tan w/H. Tan Piping	Grey w/Grey Piping	Blue w/Lt. Blue Piping	Price	Sale
ROADSTER SEAT KITS											
Complete Leather Seat Sets	246-138 ¹	246-118 ¹	246-128 ¹	246-148 ¹	246-158 ¹	246-168 ¹	246-198	246-178 ¹	246-188 ¹	\$1,994.95	\$1,595.95
Original Combination Seat & Deluxe Panel Kit	246-008	246-028 ¹	246-018	246-038 ¹	246-048	246-058	246-088	246-068 ¹	246-078 ¹	997.95	744.95
Leather Seat Kit	246-010	246-030	246-020	246-040 ¹	246-050	246-060	246-062	246-065	246-055 ¹	759.95	569.95
Vinyl Seat Kit	246-130	246-150 ¹	246-140	246-160 ¹	246-170	246-180	246-182	-	-	429.95	319.95
COUPE SEAT KITS											
Leather Seat Kit	246-070 ¹	246-090 ¹	246-080 ¹	246-100 ¹	246-110	246-120 ¹	246-122 ¹	246-125 ¹	246-115 ¹	\$724.95	\$543.95
Vinyl Seat Kit	246-190 ¹	246-210 ¹	246-200 ¹	246-220 ¹	246-230 ¹	246-240 ¹	-	-	-	424.95	339.95

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

PANEL KITS

	Black w/White Piping	Black w/Red Piping	Black w/Lt. Blue Piping	Black w/Black Piping	Red w/Red Piping	Tan w/Tan Piping	Honey Tan w/H. Tan Piping	Grey w/Grey Piping	Blue w/Lt. Blue Piping	Price	Sale
DELUXE PANEL KITS											
Roadster Deluxe Vinyl Panel Kit	246-330	246-320	246-340 ¹	246-310	246-350	246-360	246-362	246-365	246-355 ¹	\$364.95	\$289.95
Coupe Deluxe Vinyl Panel Kit	246-390 ¹	246-380 ¹	246-400 ¹	246-370 ¹	246-410 ¹	246-420 ¹	246-422 ¹	246-425 ¹	246-415 ¹	509.95	379.95
BASIC PANEL KITS											
Roadster Basic Panel Vinyl Kit	246-270 ¹	246-260 ¹	246-280 ¹	246-250 ¹	246-290 ¹	246-300 ¹	246-302 ¹	-	-	\$289.95	\$214.95
ORIGINAL COMBINATION KITS											
Roadster Seat & Panel Combination Kit	246-028 ¹	246-018	246-038 ¹	246-008	246-048	246-058	246-088	246-068 ¹	246-078 ¹	\$997.95	\$744.95

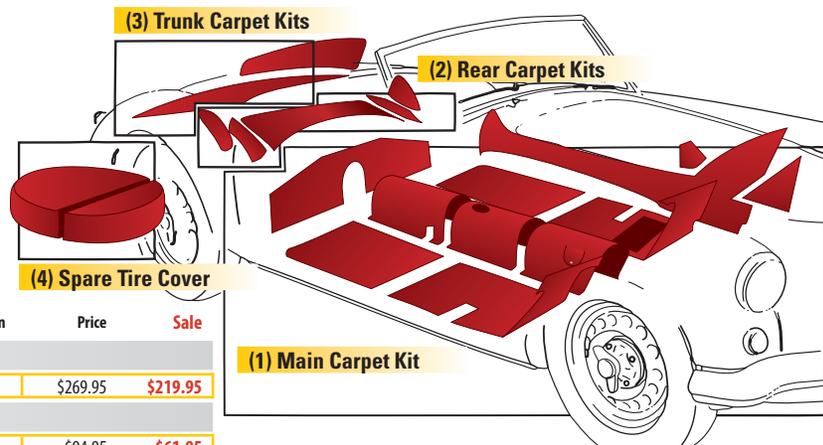
¹Special order, allow 6-10 weeks for delivery.



CARPET KITS

	Black	Red	Grey	Honey Tan	Price	Sale
(1) CARPET KITS						
Main Carpet Kits	242-705	242-715	242-725	242-717	\$269.95	\$219.95
(2) REAR CARPET KITS						
Roadster	242-835	242-845	242-905	242-849	\$94.95	\$61.95
Coupe	242-975 ¹	242-985 ¹	242-915	242-987 ¹	96.95	77.95
(3) TRUNK CARPET KITS						
Coupe & Roadster	242-815	242-825	242-925	242-829	\$114.95	\$91.95
(4) SPARE TIRE COVERS						
1600 & MKII Coupe	246-435	246-445 ¹	242-945	246-447 ¹	\$119.95	\$89.95
All Roadster & 1500 Coupe	242-465	242-475	242-935	242-477	144.95	108.95

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



SPRITE/MIDGET



TOPS	SUN-FAST CLOTH				VINYL		
	Black	Tan	Price	Sale	Black	Price	Sale
Bugeye w/shield studs	242-181 ¹	242-182 ¹	\$732.95	\$599.95	242-180	\$336.95	\$284.95
Bugeye w/shield rod	242-186 ¹	242-187 ¹	732.95	\$599.95	242-185	336.95	284.95
1962 on w/Side Curtains	242-191 ¹	242-192 ¹	718.95	\$596.95	242-190	341.95	289.95
1964-'66 (winding window)	242-196 ¹	242-197 ¹	682.95	\$574.95	242-195	329.95	279.95
1967-'69 (8 studs)	242-176 ¹	242-177 ¹	682.95	\$574.95	242-175	336.95	284.95
1969 on (6 studs)	242-201	242-202 ¹	682.95	\$574.95	242-200	331.95	282.95

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

OEM TYPE TOP W/HEADER RAIL - MADE IN ENGLAND	Black Vinyl	Price	Sale
1969 on w/Header Rail	242-205	\$688.90	\$578.95



TONNEAU COVERS	SUN-FAST CLOTH				VINYL		
	Black	Tan	Price	Sale	Black	Price	Sale
Bugeye	241-271 ¹	241-272 ¹	\$645.95	\$539.95	241-270	\$299.95	\$254.95
1962 on with Side Curtains	241-281 ¹	241-282 ¹	677.95	\$69.95	241-280	320.95	272.95
1964-'66 (winding window)	-	-			241-285	359.95	304.95
1967 on without headrests	241-291 ¹	241-292 ¹	693.95	\$82.95	241-290	341.95	289.95
1967 on with headrests	241-301 ¹	241-302 ¹	728.95	\$99.95	241-300	354.95	299.95

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



SIDE CURTAINS	Price	Sale
Side Curtain Set, Alloy Frame	259-678	\$508.95 \$429.95
Bracket Set with nuts & bolts	259-675	32.95 22.95
Outer Seal, L/H	282-455	23.95 19.95
Outer Seal, R/H	282-465	23.95 19.95
Screws, side curtain mounting	401-690	8.85 7.50



AMCO-STYLE RUBBER FLOOR MAT SETS

	Price	Sale
(A) Side Curtain Cars	241-870 \$32.95	\$27.95
(B) Midget MkII-1500	241-860 29.95	25.95
(C) Sprite MkII-IV	241-880 29.95	25.95



EMBROIDERED CARPET MAT SETS

	Price	Sale
Sprite	240-470 \$99.95	\$84.95
Midget 1961-'74	240-480 98.95	84.95
Midget 1975-'80	240-460 106.95	89.95



1968-'79 DASH PAD COVERS

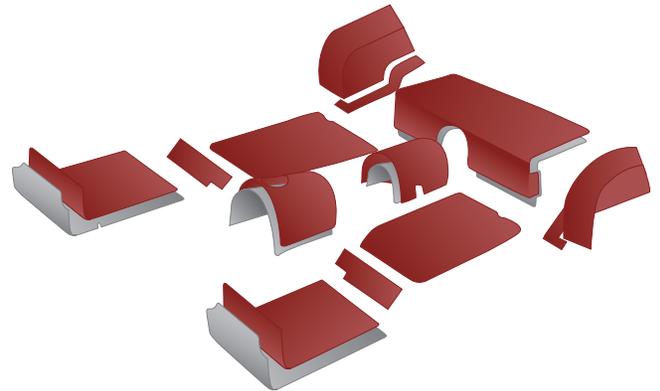
	Price	Sale
Dash Pad Cover	453-950 \$49.95	\$42.95

SAVE SAVE SAVE
UP TO
18%
SAVE SAVE SAVE



UPHOLSTERY, CARPET, TOP & TONNEAU SALE!

SPRITE/MIDGET



SPRITE & MIDGET UPHOLSTERY

	Black w/ White Piping	Red w/ White Piping	Navy w/ Navy Piping	Light Blue w/ Lt. Blue Piping	Price	Sale
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BUGEYE SPRITE, 948 SPRITE MK II | 1958-'62

Vinyl Seat Kit	640-770	640-780	-	640-790	\$429.95	\$365.95
Leather Seat Kit	640-775 ¹	640-785	-	-	999.95	819.95

948 MIDGET MK I | 1961-'62

Vinyl Seat Kit	640-895	640-905 ²	-	640-915 ²	\$399.95	\$339.95
Leather Seat Kit	640-880	640-885 ²	-	-	999.95	819.95

I 098 SPRITE MK II & MK III, MIDGET MK I & MK II | 1963-'64

			Light Blue w/ White Piping			
Vinyl Seat Kit	640-855	640-865	640-875 ²	640-876 ²	\$399.95	\$324.95
Leather Seat Kit	640-825 ²	640-835	-	-	999.95	819.95

I 098 SPRITE MK III & I 275 MK IV, MIDGET MK II & MK III | 1965-'68

Vinyl Seat Kit	640-910	640-920 ²	-	640-840 ²	\$399.95	\$339.95
Leather Seat Kit	640-845 ²	-	-	-	999.95	819.95

I 275 SPRITE MK IV, I 275 MIDGET MK III | 1969

	Black	Autumn Leaf	Navy w/ Navy Piping			
Vinyl Seat Kit, fixed back	640-945 ²	-	-	\$399.95	\$339.95	
Vinyl Seat Kit, reclining back	640-950	-	-	399.95	339.95	
Leather Seat Kit, fixed back	640-800 ²	-	-	1,039.95	829.95	

I 275 SPRITE MK IV, I 275 MIDGET MK III & MIDGET I 500 | 1970-ON

Vinyl Seat Kit	640-960	640-980	640-930 ²	\$399.95	\$339.95	
Leather Seat Kit, fixed back	640-805	640-810	-	999.95	819.95	

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

²Headrest covers not included.

COCKPIT PANEL KITS

	Black	Red	Navy	Light Blue	Price	Sale
Bugeye Sprite; 1958-'60	645-500	645-510	-	645-520	\$319.95	\$271.95
948 Midget Mk I, 948 Sprite Mk II; 1961-'62	645-540	645-550 ²	645-560 ²	-	429.95	365.95
1098 Sprite HAN7, Midget GAN2; 1963	645-620	645-630	645-640 ²	-	515.95	439.95
1098 Sprite HAN8, Midget GAN3; 1964-'66	645-570	645-580	-	645-585	499.95	424.95

	Black w/Black Piping	Black w/White Piping	Red w/White Piping			
1275 Sprite HAN9, 1275 Midget GAN4; 1967-'69	645-660	645-670	645-680 ¹	\$519.95	\$439.95	

	Black	Navy	Autumn Leaf			
1275 Midget GAN5, 1500 Midget GAN6; 1970-'80	645-700	645-710 ²	645-720	\$329.95	\$279.95	

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

²Headrest covers not included.

CARPET SETS

SPRITE & MIDGET WITH SIDE CURTAINS

Black	242-530	\$299.95	\$254.95
Red	242-540	299.95	254.95
Blue	242-550	299.95	254.95

SPRITE & MIDGET WITH WIND-UP WINDOWS

Black	242-560	\$299.95	\$254.95
Red	242-570	299.95	254.95
Autumn Leaf	242-580	289.95	246.95



MIDGET HEADRESTS

1970-'73 & 1977 "EARED-TYPE" PERFORATED HEADRESTS

		Price	Sale
Black	649-100	\$79.95	\$67.95
Autumn Leaf	649-130	79.95	67.95

1977-'80 "TEARDROP-TYPE" NON-PERFORATED HEADRESTS

Black	641-605	\$79.95	\$67.95
Navy	641-615 ¹	79.95	67.95
Autumn Leaf	641-635	79.95	67.95
Champagne	641-535	79.95	67.95

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



SALE! UPHOLSTERY, CARPET, TOP & TONNEAU



1962-'69 EXACT REPRODUCTION SEAT & PANEL KITS

	Black w/Black Piping	Black w/Red Piping	Black w/White Piping	Black w/Blue Piping	Red w/Black Piping	Red w/White Piping	Red w/Red Piping	Tan w/Tan Piping	Honey Tan w/H. Tan	Price	Sale
FRONT SEAT KITS											
Front Seat Kits	641-178 ¹	641-188 ¹	641-198	641-208 ¹	641-218 ¹	641-228 ¹	641-238 ¹	641-248 ¹	641-258 ¹	\$1,839.95	\$1,469.95
1962-'68 Leather (Rd & GT)	641-170 ¹	641-180	641-190	641-200 ¹	641-210	641-220	641-230 ¹	641-235 ¹	641-237 ¹	734.95	514.95
1969 Leather (Rd & GT)	641-310	641-320 ¹	641-330 ¹	641-340 ¹	641-350 ¹	641-360 ¹	641-370 ¹	641-375 ¹	641-377	759.95	644.95
1962-'68 Vinyl (Rd & GT)	641-100	641-110	641-120	641-130 ¹	641-140 ¹	641-150 ¹	641-160 ¹	641-165	641-167	321.95	257.95
1969 Vinyl (Rd & GT)	641-240	641-250	641-260 ¹	641-270 ¹	641-280 ¹	641-290 ¹	641-300 ¹	641-305 ¹	641-307 ¹	379.95	319.95
GT REAR SEAT KITS											
1966-'68 Leather	643-210 ¹	643-220 ¹	643-230 ¹	643-240 ¹	643-250 ¹	643-260 ¹	643-270 ¹	643-275 ¹	643-277 ¹	\$619.95	\$464.95
1969 Leather	641-450 ¹	641-460 ¹	641-470 ¹	641-480 ¹	641-490 ¹	641-500 ¹	641-510 ¹	641-515 ¹	641-517 ¹	624.95	499.95
1966-'68 Vinyl	643-140 ¹	643-150 ¹	643-160	643-170 ¹	643-180 ¹	643-190 ¹	643-200 ¹	643-205 ¹	643-207 ¹	319.95	271.95
1969 Vinyl	641-380 ¹	641-390 ¹	641-400 ¹	641-410 ¹	641-420 ¹	641-430 ¹	641-440 ¹	641-445 ¹	641-447 ¹	329.95	279.95
PANEL KITS											
1962-'65 Roadster Vinyl	643-280	643-290	643-300	643-310 ¹	643-320 ¹	643-330 ¹	643-340 ¹	643-345 ¹	643-347 ¹	\$389.95	\$329.95
1966-'67 Roadster Vinyl	643-350	643-360	643-370	643-380 ¹	643-390 ¹	643-400 ¹	643-410 ¹	643-415 ¹	643-417	369.95	314.95
1968-'69 Roadster Vinyl	643-490	643-500	643-510	643-520 ¹	643-530	643-540 ¹	643-550 ¹	643-555	643-557	359.95	304.95
1966-'67 GT Vinyl	643-420 ¹	643-430	643-440 ¹	643-450 ¹	643-460 ¹	643-470 ¹	643-480 ¹	643-485 ¹	643-487 ¹	347.95	295.95
1968-'69 GT Vinyl	643-560	643-570	643-580 ¹	643-590 ¹	643-600 ¹	643-610 ¹	643-620 ¹	643-625 ¹	643-627 ¹	349.95	295.95

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

RUBBER MATS

	Price	Sale
1962-'67 FLOOR MATS		
Sill Cover Set	282-738	\$89.95 \$71.95
Starter Cover	283-080	58.95 46.95
Floor Mat Fastener	226-338	2.10 1.75
1968-'76 FLOOR MATS		
Sill Cover Set	282-738	\$89.95 \$71.95
Starter Cover	283-090	58.95 46.95
Front Floor Mat Set	283-018	114.95 91.95



1970-'80 ORIGINAL STYLE SEAT & PANEL KITS

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

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

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

All front seat kits include covers for both front seats. Note: Champagne (beige) replaced Autumn Leaf from 1978-'80.



MGB



All front seat kits include covers for both front seats. Note: Champagne (beige) replaced Autumn Leaf from 1978-'80.

	Black	Navy	Autumn Leaf	Champagne	Price	Sale
FRONT SEAT KITS						
1970-'72 Vinyl (Rd & GT)	641-520	641-530	641-550	-	\$429.95	\$365.95
1973-'76 Vinyl (Rd)	641-560	641-570	641-590	-	469.95	399.95
1977-'80 Vinyl (Rd)	641-600	641-610 ¹	641-630	-	439.95	374.95
1973-'76 Fabric (GT)	641-680	-	641-685	-	429.95	365.95

	Black	Navy	Autumn Leaf	Champagne	Price	Sale
GT REAR SEAT KITS						
1970-'76 Vinyl	641-640	-	641-670	-	\$279.95	\$237.95
1973-'76 Fabric	641-690	-	641-695 ¹	-	279.95	237.95

	Black	Navy	Autumn Leaf	Champagne	Price	Sale
PANEL KITS						
1970 Vinyl (Rd)	643-635	-	-	-	\$309.95	\$263.95
1970 Vinyl (GT)	643-645 ¹	-	-	-	309.95	263.95
1971-'76 Vinyl (Rd)	643-630	643-640	643-660	-	309.95	263.95
1971-'76 Vinyl (GT)	643-710	643-720	643-740	-	309.95	263.95
1977-'80 Vinyl (Rd)	643-670	-	643-700	643-705	309.95	263.95

	Black	Navy	Autumn Leaf	Champagne	Price	Sale
HEADRESTS (SOLD INDIVIDUALLY)						
(1) 1970-'72 Vinyl (Eared type with perforated vinyl)	649-100	-	649-130	-	\$79.95	\$67.95
(2) 1973-'76 Vinyl (Eared type with plain vinyl)	649-140	649-150	649-170	-	79.95	67.95
(3) 1977-'80 Vinyl (Teardrop type)	641-607	641-615 ¹	641-635	641-535	79.95	67.95

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



1970



1971-'76



1977-'80



MADE IN ENGLAND



1970-'72

1973-'76



1973-'76 Fabric

1977-'80

CARPET KITS

MOSS MANUFACTURED CARPET KITS

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

	Black	Red	Brown	Honey Tan	Price	Sale
1962-'67 Roadster	242-765	242-766	-	242-767	\$239.95	\$199.95
1962-'67 GT	244-415	244-420 ¹	-	244-425 ¹	449.95	359.95
1968-'80 Roadster	244-315	244-355	244-375	244-377	249.95	209.95
1968-'76 GT	244-435	244-440	244-445 ¹	244-450	424.95	339.95

MOLDED TUNNEL CARPET KITS

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

	Black	Red	Autumn Leaf	Ochre	Navy	Price	Sale
1962-'67 Roadster	244-300	244-310	-	-	-	\$405.95	\$324.95
1962-'67 GT	244-325	244-335	-	-	-	626.95	499.95
1968-'80 Roadster	244-320	244-330	244-340	244-270 ¹	244-345	419.95	334.95
1968-'76 GT	244-245	244-260	244-265	244-275 ¹	244-285 ¹	626.95	524.95

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

TRUNK CARPET KITS

	Price	Sale
MOLDED TRUNK CARPET KITS		
Black	244-250	\$255.95 \$214.95
Light Tan	244-255	255.95 214.95

	Price	Sale
BASIC TRUNK CARPET KITS		
Trunk Carpet Kit - Black	242-850	\$164.95 \$131.95
Trunk Carpet Kit - Red	242-855	164.95 131.95
Trunk Carpet Kit - Brown	242-875	164.95 131.95
Spare Tire Cover Only - Black	242-860	59.95 47.95
Spare Tire Cover Only - Red	242-865 ¹	59.95 47.95

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



order by 3 p.m.



MGB

ROADSTER LIGHT-TAN DELUXE INTERIOR

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

	Price	Sale
Vinyl Seats 1970-'80	111-808 \$1,799.95	\$1,529.95
Leather Seats 1970-'80	111-809 2,399.95	1,999.95



COMPLETE ROADSTER INTERIOR PACKAGES

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

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

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

FITS 1970-'80	Price	Sale
Black	111-608 \$1,749.95	\$1,429.95
Autumn Leaf	111-708 1,749.95	1,429.95



Amco-Style

FLOOR MATS

	Price	Sale
AMCO-STYLE RUBBER FLOOR MAT SETS		
1962-'67	241-840 \$29.95	\$23.95
1968-'80	241-850 29.95	23.95
EMBROIDERED CARPET MAT SETS		
1963-'67	240-420 \$96.95	\$77.95
1968-'80	240-430 96.95	77.95
ULTRA PLUSH EMBROIDERED MATS		
1963-'67	240-720 \$139.95	\$118.95
1968-'80	240-730 139.95	118.95

CLASSIC SEAT SET

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

	Price	Sale
Classic Seat Set, Black	641-315 \$1,299.00	\$1,099.95



Ultra Plush

Embroidered

MGB



1970-'80 Seat and Panel Kit

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



CUSTOM DELUXE UPHOLSTERY

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

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



	Black w/Black	Black w/Red	Black w/White	Red w/Red	Tan w/Tan	Honey Tan w/Tan	Price	Sale
CUSTOM DELUXE FRONT SEAT KITS								
1970-'72	641-700	641-705 ¹	641-710 ¹	641-715 ¹	641-720 ¹	641-722 ¹	\$819.95	\$654.95
1973-'76	641-725	641-730	641-735 ¹	641-740 ¹	641-745	641-747 ¹	879.95	699.95
1977-'80	641-750	641-755	641-760 ¹	641-765 ¹	641-770	641-772 ¹	919.95	734.95
LEATHER CUSTOM DELUXE REAR SEAT KITS								
1970-'76	641-850 ¹	641-855 ¹	641-860 ¹	641-865 ¹	641-870 ¹	641-872 ¹	\$499.95	\$399.95
1970-'80 VINYL CUSTOM DELUXE PANEL KITS								
1970-'80 Roadster	643-750	643-760	643-770 ¹	643-780 ¹	643-790	643-792	\$439.95	\$374.95
1970-'76 GT	643-800 ¹	643-810 ¹	643-820 ¹	643-830 ¹	643-840 ¹	643-842	439.95	374.95

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

1971-'80 ORIGINAL STYLE DOOR PANEL PAIRS

	Price	Sale
1971-'76 Black Door Panels	643-631 \$124.95	\$104.95
1977-'80 Black Door Panels	643-671 123.95	104.95





MGB

CABRIOLET TOPS

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

	Black	Brown	Price	Sale
Stayfast Cloth	242-795	242-785	\$1,224.95	\$999.95
"Dull Cote" Vinyl	242-775	-	819.95	694.95



ECONOMY CONVERTIBLE TOP

	Price	Sale
1971-'80 Economy Top	250-225	\$324.95 \$274.95

CONVERTIBLE TOPS



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

	Fixed Window	Zippered Window	SUN-FAST CLOTH		EVERFLEX			VINYL			Price	Sale
			Black	Tan	Black	Price	Sale	Black	Tan	White		
1962-Early '63 Grey Scissor Folding Frame	✓		-	-	242-632 ¹	\$673.95	\$569.95	242-630	-	-	\$352.95	\$299.95
Late 1963-'70 Grey Scissor Folding Frame	✓		-	-	242-642 ¹	673.95	569.95	242-640	-	242-670	352.95	299.95
1962-'70 Stow-Away Frame	✓		-	-	242-652 ¹	673.95	569.95	242-650	242-280	242-680	352.95	299.95
1962-'70 Stow-Away Frame		✓	242-990	242-995	242-667 ¹	759.95	644.95	242-665	-	-	472.95	399.95
1971-'80 Folding Frame	✓		-	-	242-647 ¹	673.95	569.95	242-645	-	242-690	352.95	299.95
1971-'80 Folding Frame		✓	242-740	242-745	242-657 ¹	706.95	599.95	242-655	242-295	242-695	368.95	309.95

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



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.

	Black	Tan	Price	Sale	Black	Price	Sale
SUN-FAST CLOTH				VINYL			
1962-'67	241-441 ¹	241-451 ¹	\$663.95	\$564.95	241-440	\$322.95	\$274.95
1968-'69 (no headrest pockets)	241-444 ¹	241-454 ¹	663.95	564.95	241-443	322.95	274.95
1969 (with headrests)	-	-	-	-	241-460	334.95	284.95
1970-'80 (no headrest pockets)	241-446	241-456 ¹	659.95	559.95	241-445	320.95	272.95
1970-'80 (with headrests)	241-466	241-476 ¹	684.95	581.95	241-465	334.95	284.95

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



AUSTIN-HEALEY

CONVERTIBLE TOPS

	Black	Blue	Red	Tan	Price	Sale	Black	Blue	Red	White	Tan	Price	Sale	Black	Tan	White	Price	Sale
SUN-FAST CLOTH							BRITISH EVERFLEX VINYL						CRUSH GRAIN VINYL					
100-4 BN1, BN2	641-001	641-002 ¹	641-004 ¹	641-003 ¹	\$847.95	\$694.95	300-370	300-371 ¹	300-374 ¹	300-373 ¹	300-372 ¹	\$755.95	\$629.95	300-330	300-332 ¹	300-333 ¹	\$536.95	\$456.95
100-6 BN4 to CE68959	300-400	300-401 ¹	300-404 ¹	300-402 ¹	765.95	634.95	300-375	300-376 ¹	300-378 ¹	300-379 ¹	300-377 ¹	668.95	559.95	300-335	300-337 ¹	300-338 ¹	393.95	334.95
100-6 BN4 from CE68960; 3000 BT7 to CE1258	641-021 ¹	641-022 ¹	641-024 ¹	641-023 ¹	755.95	629.95	021-527	641-020	300-382 ¹	300-384 ¹	300-383 ¹	579.95	481.95	300-340	300-342 ¹	300-343 ¹	382.95	324.95
3000 BT7 from CE1529	641-031	641-032 ¹	641-034 ¹	641-033 ¹	755.95	629.95	300-385	300-386 ¹	300-388 ¹	300-389 ¹	300-387 ¹	688.95	578.95	300-345	300-347 ¹	300-348 ¹	382.95	324.95
100-6 BN6; 3000 BN7	641-011 ¹	641-012 ¹	641-014 ¹	641-013 ¹	744.95	619.95	021-529	641-010	300-405 ¹	300-406 ¹	300-349 ¹	579.95	481.95	300-350	300-352 ¹	300-353 ¹	369.95	314.95
3000 BJ7 to (B) 59371 (to approx. Apr. '63)	641-061 ¹	641-062 ¹	641-064 ¹	641-063 ¹	732.95	599.95	021-531	300-391 ¹	300-407 ¹	300-408 ¹	300-392 ¹	647.95	537.95	300-355	300-357 ¹	300-358 ¹	369.95	314.95
3000 BJ7 from (B) 59372; BJ8	641-071	641-072	641-074 ¹	641-073	741.95	614.95	300-395	300-396 ¹	300-409 ¹	300-410 ¹	300-397 ¹	654.95	549.95	300-360	300-362 ¹	300-363 ¹	382.95	324.95

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



BJ7 & BJ8 CONVERTIBLE TOP BOOTS

	Black	White	Blue	Red	Price	Sale	Black	Blue	Tan	Price	Sale
ENGLISH VINYL						SUN-FAST CLOTH					
BJ7	643-080	643-100 ¹	643-110	643-105 ¹	\$319.95	\$271.95	-	-	-	\$847.95	\$694.95
BJ8	643-090	643-120 ¹	643-130	-	319.95	271.95	643-091	643-092	643-093 ¹		

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



TONNEAU COVERS

	Black	White	Blue	Red	Price	Sale	Black	Blue	Tan	Price	Sale
ENGLISH VINYL						SUN-FAST CLOTH					
100-4, BN1, BN2 (all)	021-535	643-000 ¹	643-010	643-005	\$279.95	\$229.95	643-001 ¹	643-002 ¹	643-003 ¹	\$679.95	\$569.95
100-6 BN4, 3000 BT7 (4 seater)	021-537	643-040 ¹	643-050	643-045	439.95	365.95	643-041 ¹	643-042 ¹	643-043 ¹	707.95	589.95
100-6 BN6 (all), 3000 BN7 (2 seater)	021-536	-	643-030	-	564.95	468.95	643-021 ¹	643-022 ¹	643-023 ¹	699.95	587.95
3000 MK II BJ7, 3000 MK III BJ8	021-539	643-060 ¹	643-070	643-065	399.95	329.95	643-061	643-062	643-063 ¹	753.95	619.95

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



BN I - BJ7 COMPLETE VINYL PANEL KITS

	Black	Red	Blue	Tan	Honey Tan	Price	Sale
100-4 (incl. spare tire cover)	247-880	247-890	247-900	247-910	247-912	\$449.95	\$359.95
100-6 BN4 (Fits all thru BN4 68959.)	247-925	247-935	247-945 ¹	247-955 ¹	247-957 ¹	526.95	419.95
100-6 BN4 from 68960 thru 3000 BT7	247-965	247-975	247-985	247-995 ¹	247-997 ¹	599.95	479.95
100-6 BN6 - 3000 BN7 (2 seat)	247-960	247-970	247-980 ¹	247-990 ¹	247-992 ¹	809.95	647.95
3000 BJ7	248-000	248-010 ¹	248-020 ¹	248-030	248-032 ¹	484.95	359.95

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

BJ8 COMPLETE VINYL PANEL KITS

	Black	Red	Blue	Light Tan	Price	Sale
3000 BJ8 thru (c)26704 Mk I & II	248-040	248-050 ¹	248-060	248-070 ¹	\$929.95	\$759.95
3000 BJ8 from (c)26705 Mk III	248-080	248-090	248-700	248-710	929.95	759.95

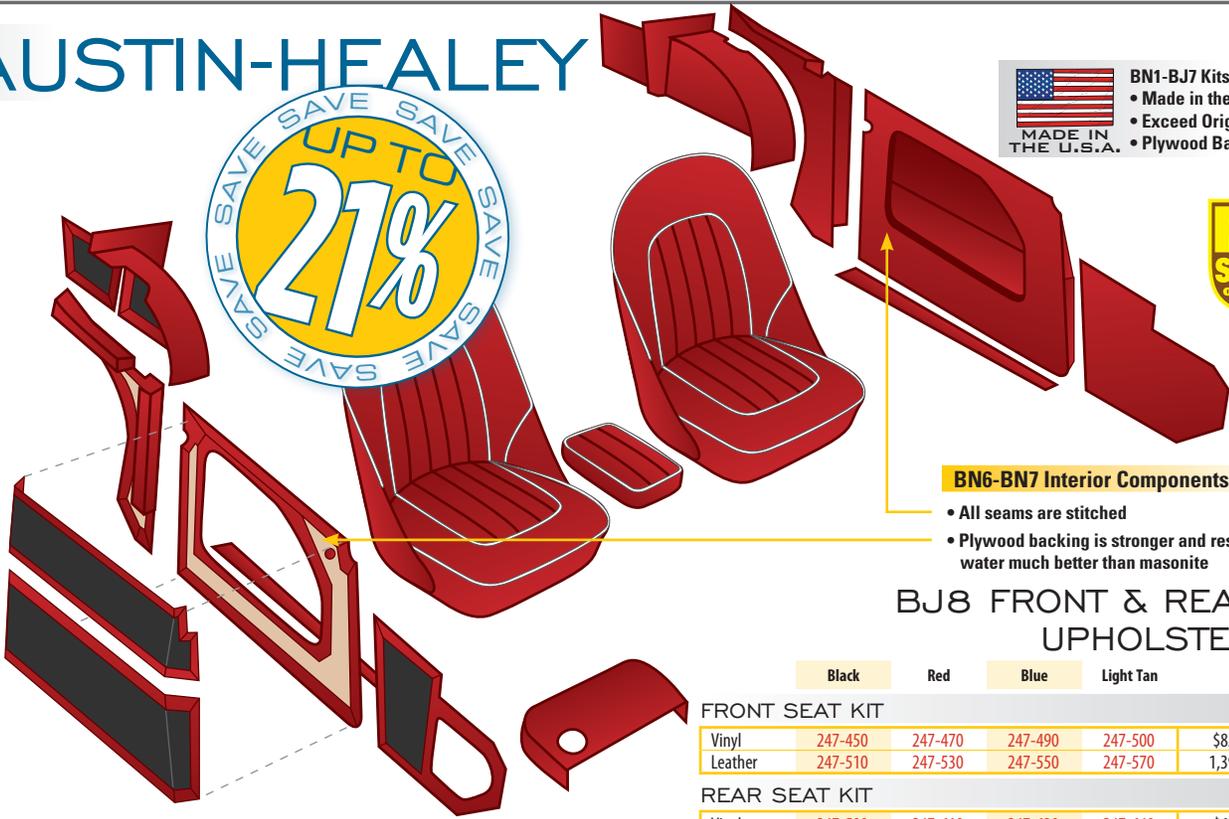
¹Special order, allow 6-10 weeks for delivery.



AUSTIN-HEALEY



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



BN6-BN7 Interior Components

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

BJ8 FRONT & REAR SEAT UPHOLSTERY KITS

	Black	Red	Blue	Light Tan	Price	Sale
FRONT SEAT KIT						
Vinyl	247-450	247-470	247-490	247-500	\$839.95	\$669.95
Leather	247-510	247-530	247-550	247-570	1,399.95	1,099.95

REAR SEAT KIT						
Vinyl	247-590	247-610	247-630	247-640	\$639.95	\$509.95
Leather	247-650	247-670	247-690	247-710	999.95	839.95

HINGED ARMREST						
Vinyl	247-720 ¹	247-730 ¹	247-740	247-750 ¹	\$99.95	\$81.95
Leather	247-760 ¹	247-770 ¹	247-780 ¹	247-790 ¹	181.95	149.95

FIXED ARMREST						
Vinyl	247-800	247-810	247-820	247-830	\$116.95	\$93.95
Leather	247-840	247-850 ¹	247-860	247-870	167.95	142.95

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



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



I 00-4, I 00-6, 3000 FRONT & REAR SEAT KITS

	Black w/Black Piping	Black w/White Piping	Black w/Red Piping	Red w/Red Piping	Red w/White Piping	Blue w/Blue Piping	Blue w/White Piping	Tan w/Tan Piping	Honey Tan w/H. Tan Piping	Price	Sale
I 00-4 FRONT KIT											
Vinyl	246-600 ¹	246-610 ¹	246-620 ¹	246-630 ¹	246-640	246-650 ¹	246-655	246-660 ¹	246-662 ¹	\$409.95	\$324.95
Leather	246-670 ¹	246-680 ¹	246-690	246-700	246-710 ¹	246-720	246-725 ¹	246-730 ¹	246-732	899.95	674.95

I 00-6 TO 3000 BJ7 FRONT KIT											
Vinyl	246-740	246-750 ¹	246-760 ¹	246-770 ¹	246-780	246-790	246-795	246-800 ¹	246-802 ¹	\$409.95	\$324.95
Leather	246-815 ¹	246-825	246-835	246-845	246-855	246-865 ¹	246-866	246-875	246-877 ¹	989.95	739.95

I 00-6 BN4 REAR KITS FITS ALL TO BN4 68959											
Vinyl	246-880	246-890 ¹	246-900 ¹	246-910 ¹	246-920 ¹	246-930 ¹	246-936 ¹	246-940 ¹	246-942 ¹	\$237.95	\$189.95
Leather	246-950 ¹	246-960 ¹	246-970 ¹	246-980 ¹	246-990 ¹	247-000 ¹	247-006 ¹	247-010 ¹	247-012 ¹	439.95	329.95

BN4 FROM 68960 THRU BT7 REAR SEAT KIT											
Vinyl	246-885 ¹	246-895 ¹	246-905 ¹	246-915 ¹	246-925	246-935 ¹	246-937	246-945 ¹	246-947 ¹	\$237.95	\$189.95
Leather	246-955 ¹	246-965 ¹	246-975 ¹	246-985 ¹	246-995 ¹	247-005 ¹	246-007	247-015 ¹	247-017 ¹	529.95	397.95

3000 BJ7 REAR KIT											
Vinyl	247-020 ¹	247-030 ¹	247-040 ¹	247-050 ¹	247-060 ¹	247-070 ¹	247-075 ¹	247-080 ¹	247-082 ¹	\$227.95	\$169.95
Leather	247-090 ¹	247-100 ¹	247-110 ¹	247-120 ¹	247-130 ¹	247-140 ¹	247-145 ¹	247-150 ¹	247-152 ¹	529.95	397.95

I 00-4 BN1 ARMRESTS											
Vinyl	247-165 ¹	247-175 ¹	247-185 ¹	247-195 ¹	247-205 ¹	247-215 ¹	247-217 ¹	247-225 ¹	247-227 ¹	\$119.95	\$102.95
Leather	247-235 ¹	247-245 ¹	247-255 ¹	247-265 ¹	247-275 ¹	247-285	247-287 ¹	247-295 ¹	247-297 ¹	132.95	104.95

BN2 AND BN4 ARMRESTS FITS TO C/E68959											
Vinyl	247-160 ¹	247-170 ¹	247-180 ¹	247-190 ¹	247-200 ¹	247-210 ¹	247-216 ¹	247-220 ¹	247-222 ¹	\$114.95	\$91.95
Leather	247-230 ¹	247-240 ¹	247-250 ¹	247-260 ¹	247-270 ¹	247-280 ¹	247-286 ¹	247-290 ¹	247-292 ¹	127.95	102.95

BN4 THRU BJ7 ARMRESTS FITS FROM C/E68960											
Vinyl	247-300 ¹	247-310 ¹	247-320 ¹	247-330 ¹	247-340 ¹	247-350 ¹	247-355	247-360 ¹	247-362 ¹	\$99.95	\$74.95
Leather	247-370 ¹	247-380 ¹	247-390	247-400 ¹	247-410 ¹	247-420 ¹	247-425	247-430 ¹	247-432 ¹	124.95	93.95

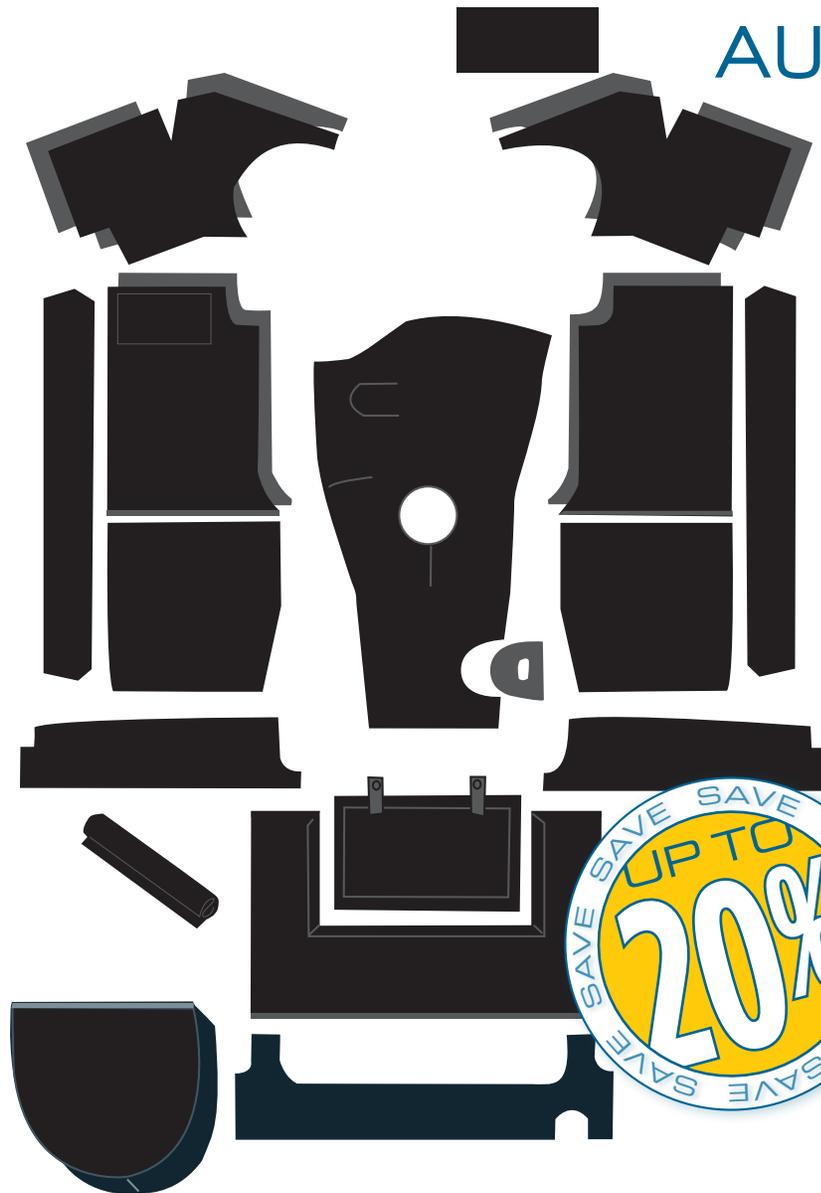
¹Special order, allow 6-10 weeks for delivery.



800-667-7872 OPEN 7 DAYS A WEEK

VALID 4/19/10 TO 6/4/10

AUSTIN-HEALEY



DOOR TOP RAILS

	Price	Sale
Door Top Rails 858-158	\$179.95	\$142.95



100-4 ORIGINAL STYLE TRUNK LINER KIT

	Price	Sale
Black Trunk Liner Kit 249-912	\$249.95	\$199.95



EMBROIDERED CARPET MAT SET

	Price	Sale
BJ7 & BJ8 (not side shift) 240-490	\$96.95	\$77.95

BN1 - BJ7 COMPLETE CARPET SETS

	Black	Red	Blue	Honey Tan	Price	Sale
100-4 BN1	248-720	248-730 ¹	248-740	248-735 ¹	\$369.95	\$314.95
100-4 BN2	248-750	248-760	248-770	248-765 ¹	339.95	289.95
100-6 BN4/3000 BT7 (side shift)	248-780	248-790	248-800	248-795 ¹	349.95	295.95
100-6 BN6/3000 BN7 (side shift)	248-810 ²	248-820 ²	248-830 ²	248-825 ²	499.95	449.95
3000 BN7 (center shift)	248-840 ¹	248-850	248-860	248-855 ¹	499.95	449.95
3000 BT7/ 3000 BJ7 (center shift)	248-871 ¹	248-881 ¹	248-891 ¹	248-886 ¹	369.95	314.95
3000 BT7/ 3000 BJ7 (center shift) - Deluxe	248-870	248-880	248-890	248-885 ¹	369.95	314.95

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

²Includes carpeted spare tire cover.

BJ8 COMPLETE CARPET SETS

	Black	Red	Blue	Honey Tan	Price	Sale
3000 BJ8 thru (c)26704	248-871 ¹	248-881 ¹	248-891 ¹	248-886 ¹	\$369.95	\$314.95
3000 BJ8 thru (c)26704 - Deluxe	248-870	248-880	248-890	248-885 ¹	369.95	314.95
3000 BJ8 from (c)26705	248-901 ¹	248-911 ¹	248-921 ¹	248-916 ¹	369.95	314.95
3000 BJ8 from (c)26705 - Deluxe	248-900	248-910	248-920	248-915 ¹	369.95	314.95

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

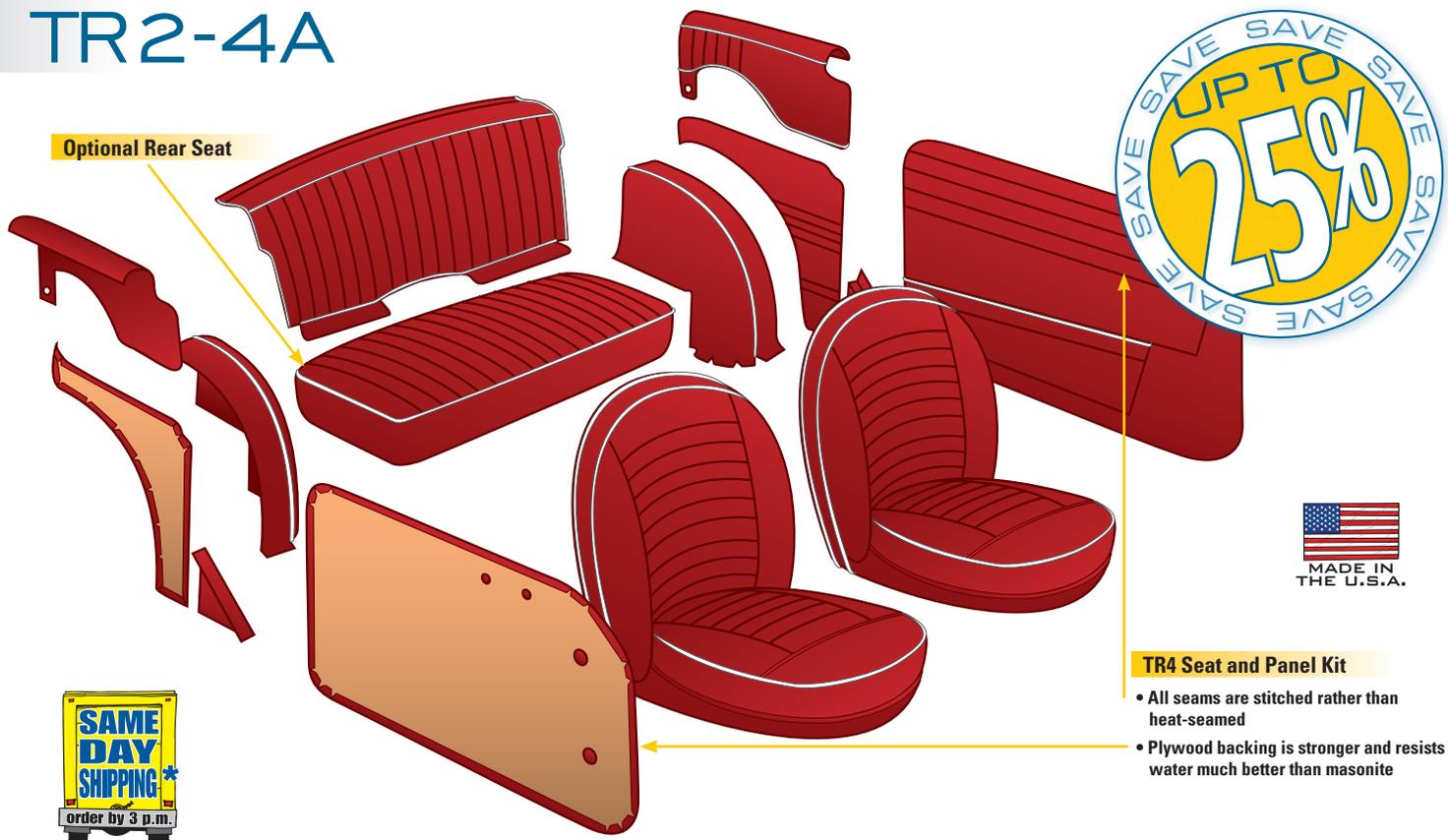
BJ7 & BJ8 UPHOLSTERY INSTALLATION VIDEO



	Price	Sale
VHS 211-025	\$49.95	\$37.95



TR2-4A



SEAT KITS

	Black/Black	Red/Red	Tan/Tan	Grey/Grey	Honey Tan	Price	Sale	Black/Black	Red/Red	Tan/Tan	Grey/Grey	Honey Tan	Price	Sale
LEATHER FRONT SEAT KITS														
TR2	642-150 ¹	642-140 ¹	642-310 ¹	642-305 ¹	642-312 ¹	\$899.95	\$674.95	642-020 ¹	642-030 ¹	642-210 ¹	642-575 ¹	642-212 ¹	\$469.95	\$349.95

	Black/White	Red/White				Price	Sale	Black/White	Red/White				Price	Sale
VINYL FRONT SEAT KITS														
TR3 thru TS22013	642-155 ¹	642-145 ¹	642-310 ¹	642-305 ¹	642-312 ¹	\$899.95	\$674.95	642-025 ¹	642-035 ¹	642-210 ¹	642-575 ¹	642-212 ¹	\$469.95	\$349.95
TR3A/B & TR4 thru (b)15273CT	642-165	642-175 ¹	642-320	642-315 ¹	642-322	769.95	577.95	642-045	642-055	642-220 ¹	642-585 ¹	642-222	509.95	379.95
TR4 thru (b)20876CT	642-185	642-195 ¹	642-330 ¹	-	642-332 ¹	769.95	577.95	642-065 ¹	642-075 ¹	642-230 ¹	-	642-232 ¹	449.95	337.95
TR4 from (b)20877CT on	642-455 ¹	642-465 ¹	642-470 ¹	-	642-472 ¹	743.95	557.95	642-425 ¹	642-435 ¹	642-440 ¹	-	642-442 ¹	397.95	319.95
TR4A	642-255	642-265 ¹	642-340 ¹	-	642-342 ¹	789.95	589.95	642-085	642-095 ¹	642-240 ¹	-	642-242 ¹	479.95	359.95

	Black	Red	Tan	Grey	Honey Tan	Price	Sale	Black	Red	Tan	Grey	Honey Tan	Price	Sale
LEATHER REAR SEAT KITS														
TR3 thru TS22013 (will also fit TR2)	642-950 ¹	642-960 ¹	642-965 ¹	642-635 ¹	642-967 ¹	\$643.95	\$514.95	642-925 ¹	-	642-940 ¹	642-705 ¹	642-942 ¹	\$459.95	\$389.95
TR3A thru 60000	642-535 ¹	642-545 ¹	642-550	642-645 ¹	642-552 ¹	431.95	344.95	642-505	642-515	642-520 ¹	642-715 ¹	642-522 ¹	304.95	259.95
TR3A & 3B from TS60001 on	642-215	642-235 ¹	642-245 ¹	642-655 ¹	642-247 ¹	349.95	259.95	642-480 ¹	642-490 ¹	642-495 ¹	642-725 ¹	642-497 ¹	259.95	194.95
TR4	642-355 ¹	642-365 ¹	642-390 ¹	642-665 ¹	642-392 ¹	384.95	289.95	642-105	642-115 ¹	642-400 ¹	642-735 ¹	642-402 ¹	209.95	178.95
TR4A	(Not Available)							(Not Available)						

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

PANEL KITS

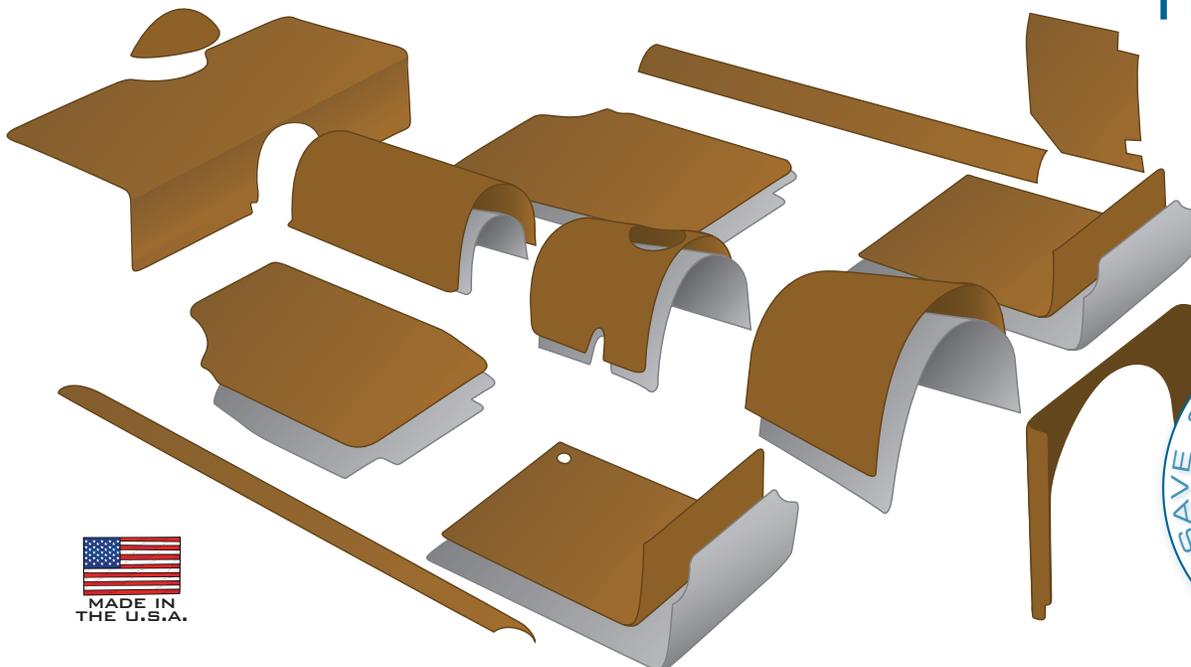
Painstakingly made to match the original designs, these vinyl panel kits give your interior a professional appearance even when installed by the novice. There is no easier way to erase years of wear and tear from your interior than to fit one of our beautiful panel kits! For unmatched durability, we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

	Black	Red	Tan	Grey	Honey Tan	Price	Sale
TR2	645-000 ¹	645-010 ¹	645-1001	645-105 ¹	645-102 ¹	\$409.95	\$348.95
Black/White Red/White Tan Grey Honey Tan							
TR3 thru TS22013	645-770 ¹	645-775 ¹	645-785	645-790	645-795 ¹	\$419.95	\$354.95
TR3A thru TS60000	645-025	645-035	645-110	645-115 ¹	645-112 ¹	479.95	407.95
TR3A & TR3B from TS60001	645-045	645-055 ¹	645-120	645-125 ¹	645-122	444.95	378.95
TR4 (soft top)	645-065	645-075 ¹	645-130 ¹	645-135	645-132 ¹	547.95	464.95
TR4 (surrey top) Not available - use TR4A kits below							
TR4A	645-085	645-095	645-140 ¹	645-145 ¹	645-142	536.95	429.95

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



TR2-4A



CARPET KITS	Black	Price	Sale	Honey Tan	Red	Price	Sale	Black	Charcoal	Price	Sale
	CUT PILE						LOOP				
TR2-3A to TS60000	639-040	\$354.95	\$299.95	639-052	639-050	\$354.95	\$299.95	639-045	639-200 ¹	\$354.95	\$299.95
TR3A from TS60001-TR3B	639-060	354.95	299.95	639-072	639-070	354.95	299.95	639-065	639-205	354.95	299.95
TR4	639-005	379.95	319.95	639-017 ²	639-015	379.95	319.95	639-025	639-210	359.95	304.95
TR4A	639-085 ²	419.95	354.95	639-097 ²	639-095 ²	479.95	407.95	639-080 ²	639-215 ²	369.95	314.95

TRUNK CARPET KITS	Black	Red	Honey Tan	Price	Sale
	TR2-3B	639-300	639-310	639-312 ¹	\$139.95
TR4-4A	639-470	639-480	639-482	69.95	59.95

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

²Carpet sets for TR4A include hand brake lever boot.



TOPS	Black	Tan	Price	Sale	Black	White	Price	Sale
	SUN-FAST CLOTH				VINYL			
TR2 to TS4399 (single window)	NA - May use late TR2				640-000 ¹	640-010 ¹	\$384.95	\$324.95
TR2 TS4400 to TR3A TS41742	640-021 ¹	640-022 ¹	\$765.95	\$634.95	640-020	640-030 ¹	384.95	324.95
TR3A from TS41743 to TR3B	640-041	640-042	765.95	634.95	640-040	640-050	380.95	323.95
TR4	640-061 ¹	640-062 ¹	765.95	649.95	640-060	640-070	375.95	319.95
TR4A	640-081 ¹	640-082 ¹	714.95	589.95	640-080	640-090	359.95	304.95

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



TONNEAU COVERS	Black	Tan	Price	Sale	Black	White	Price	Sale
	SUN-FAST CLOTH				VINYL			
TR2 to TS5255	NA - May use late TR2				644-005 ¹	-	\$409.95	\$348.95
TR2 TS5256 to TR3A TS41742	644-001 ¹	644-002 ¹	\$758.95	\$644.95	644-000	644-010	339.95	289.95
TR3A from TS41743 to TR3B	644-021 ¹	644-022 ¹	677.95	569.95	644-020	644-030	308.95	259.95
TR4	644-041 ¹	644-042 ¹	659.95	549.95	644-040	644-050 ¹	299.95	254.95
TR4A	644-061 ¹	644-062 ¹	663.95	557.95	644-060	-	239.95	199.95

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

SIDE CURTAINS

VINYL	Black	White	Price	Sale
	TR2-3 to TS28825 Wedge Mount	259-218	259-228	\$829.95
TR3 from TS28826 Dzus Mount	259-688	259-728	1,049.00	839.95



TR250-6



TR250 SEAT COVERS

	Price	Sale
Black/White Vinyl 642-560	\$569.95	\$479.95
Matador Red/White Vinyl 642-755 ¹	569.95	479.95
Shadow Blue/White Vinyl 642-555 ¹	569.95	479.95
Light Tan/White Vinyl 642-565 ¹	569.95	479.95
Seat Foam Kit (for 2 seats) 643-968	219.95	186.95

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

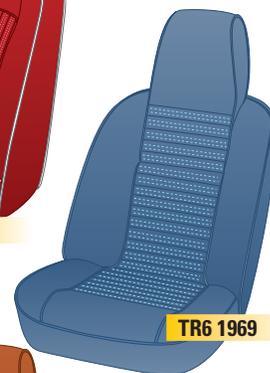
TR6 1969 SEAT COVERS

	Price	Sale
CC25000 TO CC32142		
Matador Red Vinyl 642-765 ¹	\$549.95	\$461.95
Shadow Blue Vinyl 642-580 ¹	549.95	461.95
Seat Foam Kit (for 2 seats) 643-978	439.95	374.95

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



TR250



TR6 1969



All sets re-cover both seats.

TR6 1970-'72 SEAT COVERS

	Price	Sale
CC50000 TO CC85737		
Black Vinyl 642-600	\$529.95	\$449.95
Matador Red Vinyl 642-775 ¹	529.95	449.95
Shadow Blue Vinyl 642-610	529.95	449.95
New Tan Vinyl 642-620	529.95	449.95
Seat Foam Kit (for 2 seats) 643-988	439.95	374.95

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

TR6 1973-'76 SEAT COVERS (SET INCLUDES BOTH SEATS)

	Price	Sale
CF10N		
Shadow Blue Vinyl 642-650	\$529.95	\$449.95
New Tan Vinyl 642-660	529.95	449.95
Chestnut Vinyl 642-670	529.95	449.95
Beige Vinyl 642-785	529.95	449.95
Seat Foam Kit (for 2 seats) 643-998 ²	399.95	339.95

²Does not include foam for headrests.



TR6 1970-'72



TR6 1973-'76



ORIGINAL STYLE WOOD DASHBOARDS

	Price	Sale
TR250 - Mahogany 856-690	\$476.95	\$399.95
TR6 1969-early '72 - Walnut 856-700	449.95	379.95
TR6 late 1972 - Walnut 856-710	449.95	379.95
TR6 1973-'75 - Walnut 856-720	449.95	379.95
TR6 1976 - Walnut 856-730	449.95	379.95

HEADRESTS

	Price	Sale
Black 642-865	\$128.95	\$102.95
Shadow Blue 642-875	99.95	84.95
New Tan 642-885	128.95	102.95
Beige 642-905	99.95	84.95

TR6 CLASSIC LEATHER SEAT SET

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

	Price	Sale
Classic Seat Set 641-325	\$1,499.00	\$1,199.95



EMBROIDERED CARPET MAT SETS

	Price	Sale
TR250-6 240-440	\$93.95	\$74.95



ULTRA PLUSH EMBROIDERED FLOOR MATS

	Price	Sale
TR250-6 240-740	\$139.95	\$118.95



AMCO-STYLE RUBBER FLOOR MAT SETS

	Price	Sale
TR250-6 646-750	\$29.95	\$22.95

CARPET SETS

OEM SPEC WOOL (ORIG. FOR 1968-'72)

Black	639-360	\$466.95	\$394.95
Red	639-365 ¹	549.95	467.95
Brown	639-375	549.95	509.95
Shadow Blue	639-460 ¹	599.95	467.95

OEM SPEC SYNTHETIC (ORIG. FOR 1973-'76)

Black	639-085	\$419.95	\$354.95
Red	639-095 ¹	479.95	407.95
Brown	639-270 ¹	419.95	354.95
Honey Tan	639-097	479.95	407.95

OEM SPEC SYNTHETIC NO UNDERFELT

Black	639-380	\$299.95	\$254.95
Brown	639-390	299.95	254.95

TR250 TRUNK CARPET SETS

Black	639-470	\$69.95	\$59.95
Red	639-480 ¹	69.95	59.95
Honey Tan	639-482	69.95	59.95

CARPET ACCESSORIES

Underfelt Set	639-355	\$74.95	\$63.95
Sound Deadening Kit	639-105 ²	192.95	163.95
Carpet Ring Set	228-178 ³	48.95	41.95
Veltex Spike & Ring	226-338	2.10	1.75
Snap, male with screw	226-800	0.60	0.50

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

²Alternative to underfelt.

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

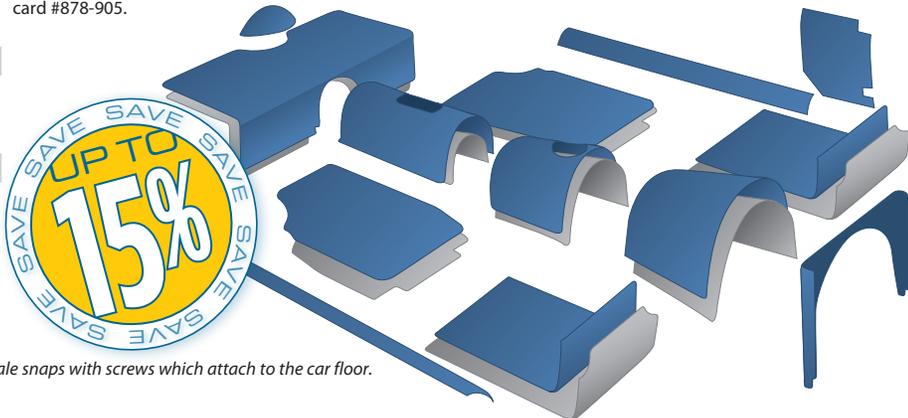
We offer three grades of carpet in our sets. All sets are accurately cut and feature correctly molded sewn on rubber pads and kick pieces where original.

TR250-6

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

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

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



PANEL KITS

	Black	Matador Red	Shadow Blue	Light Tan	New Tan	Chestnut	Beige	Price	Sale
TR250 Panel Kits	645-410	645-415	-	645-430	-	-	-	\$479.95	\$407.95
<i>All trim kits are white piped except #645-430, which is piped light tan. All kits have "stag" grain material.</i>									
TR6 1969 Panel Kits CC25000-CC32142	645-440	-	645-450 ¹	645-460	-	-	-	449.95	379.95
<i>All kits have same color piping and "stag" grain material.</i>									
TR6 1970-'72 Panel Kits CC50000-CC85737	645-305	645-295 ¹	645-315	-	645-325	-	-	449.95	379.95
<i>All kits have same color piping and "stag" grain material.</i>									
TR6 1973 Panel Kits CF1-CF12500	645-330	645-295 ¹	645-315	-	645-350	645-360	-	480.95	409.95
<i>#645-295 and #645-315 have stag grain material. #645-330, #645-350 and #645-360 have bubble grain material. All kits have same color piping.</i>									
TR6 1974-'76 Panel Kits CF12501 on	645-370	-	645-380	-	645-390	645-400	645-405	480.95	409.95
<i>All kits except #645-380 have bubble grain material. #645-380 has stag grain material. All kits have same color piping.</i>									

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



All seams are stitched rather than heat-seamed



Plywood stiffeners are used rather than cardboard



Plywood backing is stronger and resists water much better than masonite

MOSS MOTORS CUSTOM DELUXE INTERIOR KITS

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

	Black	Black/White	Blue	Blue/White	Tan	Honey Tan	Price	Sale
LEATHER SEAT KITS								
TR250	642-800 ¹	642-805 ¹	642-810 ¹	642-815 ¹	642-820 ¹	642-822 ¹	\$929.95	\$744.95
TR6 1969 (folding headrest)	642-830 ¹	-	642-840 ¹	-	642-850 ¹	642-852 ¹	1,089.95	879.95
TR6 1970-'72 (fixed headrest)	642-860	-	642-870 ¹	-	642-880 ¹	642-882	849.95	679.95
TR6 1973-'76 (removable headrest)	642-890	-	642-900 ¹	-	642-910	642-912	859.95	687.95
DELUXE PANEL KITS								
TR250-6 1968-'72	645-150	645-155 ¹	645-270 ¹	645-275 ¹	645-160 ¹	645-162	\$449.95	\$379.95
TR6 1973	645-210	-	645-220 ¹	-	645-230 ¹	645-232	439.95	374.95
TR6 1974-'76	645-240	-	645-250 ¹	-	645-260	645-262	439.95	374.95

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



TR250-6



UK MANUFACTURED "DULL COTE" TOP

TR250-6 "Dull Cote" Top	640-115	Price \$349.95	Sale \$295.95
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TONNEAU COVERS

	SUN-FAST CLOTH		Price	Sale	VINYL		Price	Sale
	Black	Tan			Black	Tan		
TR250	644-081 ¹	644-082 ¹	\$663.95	\$549.95	644-080	644-085 ¹	\$299.95	\$254.95
TR6 (with headrest pockets)	644-101 ¹	644-102 ¹	707.95	587.95	644-100	644-105	327.95	278.95
TR6 (without headrest pockets)	644-121 ¹	644-122 ¹	663.95	564.95	644-120	644-125 ¹	299.95	254.95

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



CONVERTIBLE TOPS BY ROBBINS AUTO TOPS

	SUN-FAST CLOTH		Price	Sale	VINYL			Price	Sale	
	Black	Tan			Black	Tan	White			
TR250 OE Style Top	-	-			640-140	-	-	\$467.95	\$397.95	
TR250 OE Style Top	✓	-			640-145	-	-	543.95	462.95	
TR6 OE Style Top	✓	-			640-150	-	-	516.95	439.95	
TR250-6 Replacement Top	-	-			640-100	-	-	343.95	289.95	
TR250-6 Replacement Top	✓	640-160	640-170	\$698.95	\$579.95	640-120	640-125	640-130 ¹	354.95	299.95

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



TR7-8



TR7/8 CONVERTIBLE TOPS & TONNEAU COVERS

	SUN-FAST			Price	Sale	VINYL		Price	Sale
	Black	Tan	Blue			Black	Black		
Top	072-487	072-488 ¹	072-489 ¹	\$824.95	\$699.95	071-931		\$449.95	\$382.95
Tonneau	072-485 ¹	072-486 ¹	072-484 ¹	758.95	644.95	072-481		370.95	314.95

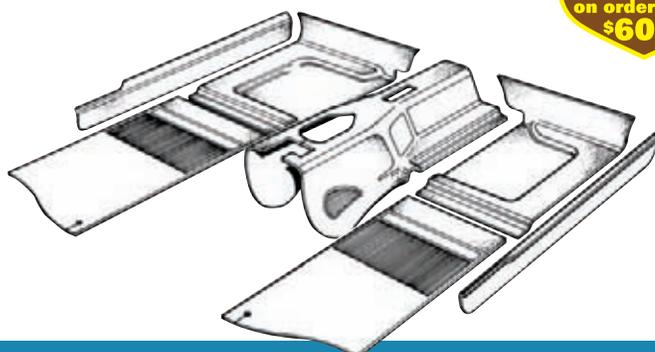
¹Special order, allow 6-10 weeks for delivery.



TR7/8 MAIN FLOOR CARPET KITS

	Price	Sale	
Black	072-472	\$369.95	\$314.95
Chestnut	072-473 ¹	369.95	314.95
Navy	072-474 ¹	369.95	314.95

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



SPITFIRE MK IV & 1500

SPITFIRE INTERIOR TRIM

Price Sale

SEAT KITS

1971-'72			
Black	644-320	\$649.95	\$549.95
1973-'76			
Black	644-330	\$409.95	\$348.95
Beige	644-335 ¹	409.95	348.95
1977-'80			
Black, Houndstooth Cloth	644-350	\$409.95	\$348.95
Beige, Houndstooth Cloth	644-355 ¹	409.95	348.95
Black, Vinyl	644-385 ¹	409.95	348.95
Beige, Vinyl	644-395 ¹	409.95	348.95

HEADREST ASSEMBLY 1973-'80

Black	642-865 ²	\$128.95	\$102.95
Beige	642-905 ²	99.95	84.95

HEADREST COVER 1973-'80

Black	644-360	\$46.95	\$39.95
Beige	642-915 ¹	44.95	37.95

SEAT BACK FOAM

1970-72	644-345 ¹	\$112.95	\$95.95
1973-76	644-347 ¹	98.95	84.95
1977-'80	644-370	99.95	84.95

SEAT BOTTOM FOAM

Right Hand	644-380	\$99.95	\$84.95
Left Hand	644-390	99.95	84.95

INTERIOR TRIM

1971-'80			
Door Top Rail, LH	644-430	\$29.95	\$22.95
Door Top Rail, RH	644-440	29.95	22.95
Glovebox - Left	644-540	34.95	26.95

1971-'72			
Door Panel Set-Black Stag	644-400	\$149.95	\$127.95
Qtr. Panel Kit-Black Stag	644-450 ¹	149.95	127.95
Rear Cockpit Pnl-Black Stag	644-470	99.95	84.95

1973-'80			
Door Panel Set-Black	644-410	\$149.95	\$127.95
Door Panel Set-Beige	644-405 ¹	149.95	127.95
Qtr. Panel Kit-Black	644-460	149.95	127.95
Qtr. Panel Kit-Beige	644-455 ¹	149.95	127.95
Rear Cockpit Panel-Black	644-480	99.95	84.95
Rear Cockpit Panel-Beige	644-475 ¹	99.95	84.95
Front Tunnel Cover-Black	644-490	48.95	41.95

1975-'80			
Armrest - Black	644-520	\$174.95	\$149.95
Armrest Cover - Black	644-530	99.95	84.95

CARPET SETS

1971-'80			
Molded-Black	644-300	\$569.95	\$484.95
Standard-Black	644-310	209.95	178.95

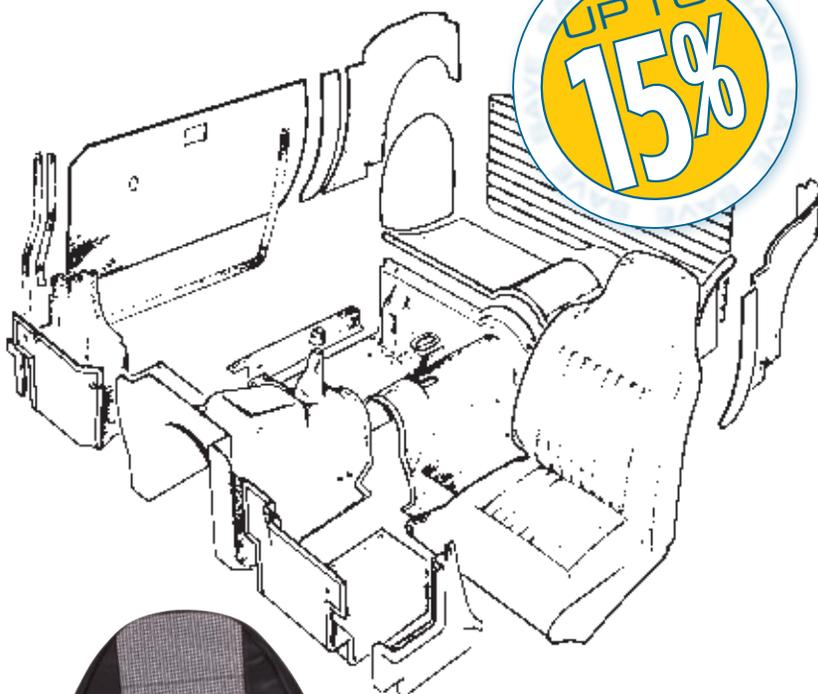
¹Special order, allow 6-10 weeks for delivery.

²Slightly different stalk than original.

TOP BOOTS - BLACK VINYL

Price Sale

For Cars w/o Hardtop	644-690	\$249.95	\$209.95
For Cars w/Hardtop	644-800	239.95	199.95



SPITFIRE TOPS & TONNEAU COVERS

	Black	Tan	Price	Sale	Black	Price	Sale
1971-'80 Top	644-660	644-665 ¹	\$684.95	\$581.95	644-650	\$357.95	\$304.95
1971-'80 Tonneau Cover	-	-	-	-	644-680	249.95	209.95

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



CLASSIC MINI



PANEL KITS

	Price	Sale
MKI & MKII DELUXE TRIM PANEL KITS		
Oval binnacle with speedo, temp. and oil gauges.		
Black	116-099 \$524.95	\$445.95
Red	116-092 \$49.95	\$79.95
Grey	116-090 \$49.95	\$79.95
MKI & MKII STANDARD TRIM PANEL KITS		
Round binnacle with speedo only.		
Red	116-093 ¹ \$524.95	\$456.95
Grey	116-091 \$49.95	\$79.95
MKIII 1 2-PC. DELUXE TRIM PANEL KITS		
Oval binnacle with speedo, temp. and oil gauges.		
Black	116-180 ¹ \$459.95	\$389.95
Red	116-181 ¹ \$459.95	\$389.95
Grey	116-182 ¹ \$459.95	\$389.95
MKIII 1 2-PC. STANDARD TRIM PANEL KITS		
Round binnacle with speedo only.		
Black	116-183 ¹ \$459.95	\$389.95
Red	116-184 ¹ \$459.95	\$389.95
Grey	116-185 ¹ \$459.95	\$389.95
MKIII 9-PIECE KIT		
Without speedo panels and dash tray liner.		
Black	116-100 \$450.95	\$359.95
Red	116-096 \$450.95	\$359.95
Grey	116-095 \$472.95	\$378.95

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

1961-'74 FRONT & REAR SEAT KITS

	Price	Sale
Black	116-170 \$1,395.00	\$1,189.95
Red	116-171 \$1,395.00	\$1,189.95
Grey	116-172 \$1,395.00	\$1,189.95

1975-'82 FRONT & REAR SEAT KITS

	Price	Sale
Black	116-173 \$1,395.00	\$1,189.95
Red	116-174 ¹ \$1,395.00	\$1,189.95
Grey	116-175 ¹ \$1,395.00	\$1,189.95

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



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on orders over \$600



116-087



116-086



116-019

EARLY CARPET SETS THRU 1972

	Price	Sale
Black	116-016 \$249.95	\$209.95
Red	116-087 \$249.95	\$209.95
Grey	116-089 \$249.95	\$209.95

LATE CARPET SETS 1973-ON

	Price	Sale
Black	116-017 \$249.95	\$209.95
Red	116-081 \$249.95	\$209.95
Grey	116-086 \$249.95	\$209.95
Sound Deadening Kit	116-023 \$81.95	\$64.95

BUDGET CARPET SETS

	Price	Sale
Black	116-019 \$94.15	\$79.95
Red	116-027 \$94.15	\$79.95
Grey	116-029 \$94.15	\$79.95
Sound Deadening Kit	116-023 \$81.95	\$64.95

CLASSIC MINI



SOUND INSULATION

Sound Insulation Kit	116-023	Price \$81.95	Sale \$64.95
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TRUNK TRIM

Trunk Lid Liner incl. Screws	115-719	Price \$41.85	Sale \$33.95
Trunk Floor Liner	116-034	119.95	95.95

SFX COBRA CLASSIC BUCKET SEAT

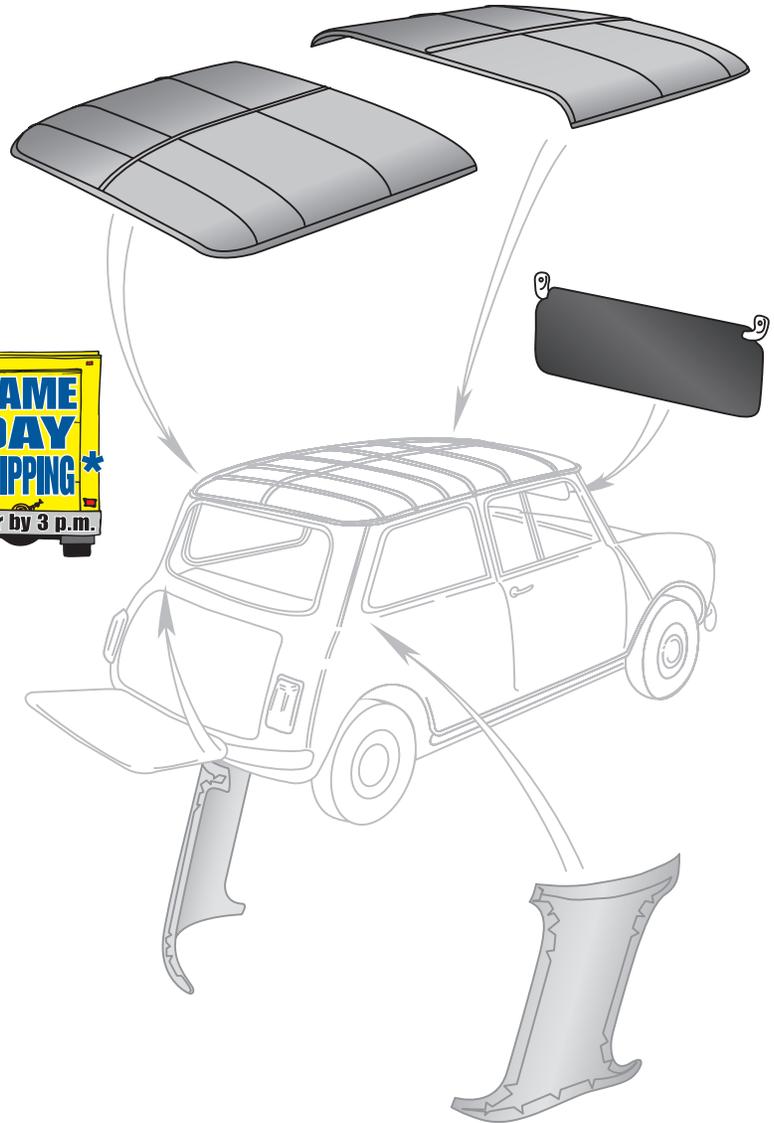
Cobra is one of the world's most renowned manufacturers of sports application seats. The low back classic bucket seat is ideal for the Mini, enabling easy access to the rear, while also giving extra side support. They are essential for creating that retro style interior, and are available in nylon or vinyl. Specification: Weight 8 lbs., 22"h x 20.1"w x 19.7"l.

Nylon, Black	117-749 ¹	Price \$297.95	Sale \$252.95
Vinyl, Black	117-741	343.95	289.95

SEAT FRAME

w/o Floor Catch/Lock to 1976	117-742	\$94.95	\$79.95
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¹Special order, allow 6-10 weeks for delivery.



HEADLINER KITS & RAILS

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

		Price	Sale
HEADLINER KITS			
MkI Crackle Finish Cream	116-097	\$165.00	\$142.95
MkIII Light Grey	116-101	190.95	162.95
MkIII White	116-102	190.95	162.95

RAILS

Rail #1	116-121	\$18.90	\$15.95
Rail #2 & #3	116-120	18.90	15.95
Rail #4	116-124	18.90	15.95
Rail #5	116-122	18.90	15.95
Rail #6	116-123	18.90	15.95

SUN VISORS

Black, w/o Mirror	116-111	\$69.75	\$55.95
Black, w/Mirror	116-110	73.20	58.95

COMING EVENTS

- April 24:** 6th Legends on the Green British Car Show, TPC Sawgrass Clubhouse, Ponte Vedra Beach, FL, Jim Ussey 904-781-5914 concoursechair@jagdriver.org, www.jagdriver.org
- April 24-25:** 15th Running of the Missouri Endurance Rally and Mini-Endurance Trial, St. Louis, MO, Robert mgslime@swbell.net, www.stlouismgclub.com
- April 24-25:** 8th Annual Autumn Colours Outing, Dunedin, NZ, www.mainlandclassic.co.nz
- April 25:** 13th Britain on the Green car show, Collingwood Library and Museum, Alexandria, VA, Tom Burke 703-354-1361 Tburke4@aol.com, www.capitaltriumphregister.com
- May 1:** BritFest 2010 All British Car Show, Succasunna, NJ, Charles Tregidgo 201-791-6675 ctregidgo@gmail.com
- May 1:** 15th Annual VARA British Extravaganza, Buttonwillow Raceway Park, Buttonwillow, CA, VARA 800-280-VARA vara@msn.com, www.vararacing.com
- May 2:** 33rd Annual British Car Show & Swap Meet, Solon, OH, Steve Hronek 216-321-9158 neoahc@yahoo.com, www.neoahc.com
- May 8:** 17th Annual MGs by the Bay, Danville Livery shopping center, Danville, CA, Craig Kuenzinger 925-234-3313, www.MGOC.org
- May 15:** British Motorcar Day, Berry College, Rome, GA, Kenneth 770-804-9380 ksyokelson@bellsouth.net, www.atlantabritishmotorcarday.com
- May 15:** 10th Annual Cecil Kimber Run, NJ & PA, Richard Miller 908-713-6251 mgdriversclub@hotmail.com
- May 15:** 14th Annual Triangle British Car Show, North Hills, Raleigh, NC, Gary Mills 252-243-4757 gmmgb@yahoo.com, www.ncmgcc.org
- May 16:** 26th Annual British Car Day, Quaker Steak & Lube, Columbus, OH, Bill Blake billblake@thekayesco.com, www.buckeyetriumphs.org
- May 19-23:** California Healey Week 2010, Temecula, CA, www.austin-healey.org
- May 21-23:** Carlisle Import & Kit Nationals, Carlisle Fairgrounds, PA, 717-243-7855; carlisleevents.com
- May 23:** 21st Annual All British Motorcar Show and Swap Meet, Yolo County Fairgrounds, Woodland, CA, Jerry Costanzo 916-652-4537, www.ubsc.org
- June 4-5:** Annual EuroBrit Car Show by the North Alabama British Motoring Society, Dublin Park, Madison, AL, nabms.org/EuroBrit/2010/EuroBritHome.htm
- June 5:** Cars of England Show, Oakbourne Mansion, Westtown, PA, Steve Klein 610-825-2617 klassiccar@aol.com
- June 5-6:** 19th Annual Champagne British Car Festival, David Davis Museum, Bloomington, IL, www.champagnebritishcarfestival.com
- June 6:** British By the Sea Auto Show, Harkness Memorial State Park, Waterford, CT, Annie and Steve Wincze 860-693-4249 MGTD52@comcast.net, www.mgclub.homestead.com
- June 6:** 4th Annual Cats in the Garden, Van Vleck House and Gardens, NJ, www.jtc-nj.com/
- June 6:** 15th Annual Red Mill British Car Day, Clinton, NJ, Richard Miller 908-713-6251 mgdriversclub@hotmail.com, www.mgdriversclub.com
- June 11-12:** Heartland MG Regional 2010, Santa Fe Commons Park, Overland Park, KS, www.heartlandmgregional.com
- June 11-13:** South-Central NAMGBR event, 58th Annual Rallye Glenwood Springs, Glenwood Springs, CO, Don Arnst 303-940-4778 vonarnst@msn.com, mgcc.org
- June 12-13:** MG Drivers Club of North America's The Drive-In, Dorr Farm Field, Manchester, VT, 908-713-6251, mgdriversclub@hotmail.com, www.manchesterclubshow.com
- June 16-20:** Triumph Register of America, TRA 2010, Holmes County, OH, John Huddy, 614-846-2321, jhuddy@columbus.rr.com, www.triumphregister.com/TRA2010.html
- June 18-20:** 32nd Vintage Racing Festival by VARA and 15th MG Vintage Racer's Focus Event, Mosport International Raceway, Bowmanville, Ontario, Canada, lolaracer@rogers.com, mgvr.org, varac.ca
- June 23-27:** 19th Annual North American MGB Register Convention, Belleville, Ontario, Canada, Robert Grainger mg2010@mgtoronto.com, www.mg2010.com
- June 26-27:** Idaho British Car Club Salmon Event, Salmon, ID, Lyla Scheihing mons4u@msn.com
- June 27:** Michiana Brits Annual British Car Show, St. Mary's College, Notre Dame, IN, Larry Palguta 574-288-3923, www.michianabrits.com
- June 28-30:** Put-in-Bay Road Races Reunion, S. Bass Island, OH, Manley Ford manley776@yahoo.com, put-in-baysportscarreunion.blogspot.com
- June 28-July 2:** Austin-Healey Rendezvous, Valley River Inn, Eugene, OR, Bill Bolton 541-895-5576 tricarb@aol.com
- July 1-3:** GoF Central, Sandusky, OH, Tom Metcalf mgtom@zoominternet.net, www.gofcentral.com
- July 11:** 20th Annual Mad Dogs & Englishmen, Gilmore Classic Car Museum, Hickory Corners, MI, TW or Sue Lane 269-344-5555
- July 12-16:** GoF West, Big Bear, CA, www.gofwest.com
- July 18:** Brits in the Park, Lindsay, Ontario, Canada, www.victoriabritishcarclub.ca
- July 18:** British Car Day, Harbin Park, Cincinnati, OH, Don Fales 513-378-5805 byronwaller@gmail.com
- July 24:** British Car Day, Pittsburgh Vintage Grand Prix, Pittsburgh, PA, Wil Schweitzer 724-356-7341 w.schweitzer@live.com, wptriumph.org
- July 25:** 18th Annual Tea at the Vicarage, Howe, IN, Keith Wishmeier 574-277-7746, www.michianabrits.com
- Aug 1:** Britbull 14, Millwood City Park, Millwood, WA, Ron Wilson 509-448-6656 Rwilson408@aol.com
- Aug 7:** 26th Annual British Car Day, Eastwood MetroPark, Dayton, OH, Skip Peterson 937-293-2819 daytonbcd2010@aol.com
- Aug 11-15:** Austin-Healey Encounter 2010, Normandy Farm, Blue Bell, PA, Leo Kob leo.kob@villanova.edu
- Aug 13-15:** 53rd Annual Antique and Classic Car Meet, Nichols Field, VT, Gene vaeinfo@gmail.com
- Aug 19-22:** Heartland Vintage Racing's O'Reilly Auto Parts GP, Heartland Park Topeka, Topeka, KS, Gary Fuqua gary@heartlandvintageracing.com, heartlandvintageracing.com
- Sept 10-11:** The Gathering - Brits at the Shoals, Joe Wheeler State Park, Florence, AL, Jean Mammen 256-767-2032 thegathering@shoalsbritishcars.org
- Sept 12:** Southern California MG Club's Annual Show and Shine, the Automobile Driving Museum, El Segundo, CA, Steve Gartner 818-768-4641 sgartner@aol.com
- Sept 12:** 24th Annual Chicagoland British Car Festival, Oakton Community College, Des Plaines Campus, Des Plaines, IL, www.britishcarunion.com
- Sept 24-26:** Southeast British Car Festival, Dillard, GA, Larry Norton mgbnut1973@yahoo.com, www.peachtreemg.com
- Sept 24-26:** 20th Annual Rio Grando Valley Regional Rendezvous All British Car Meet, Ruidoso, NM, Kevin Kittle 505-345-4207, www.baoo.org
- Sept 25:** 30th Annual MGs on the Rock Car Show, Rocks State Park, MD, Richard Liddick 410-817-6862 RGL2MGBGT@aol.com, www.mgsofbaltimore.com
- Oct 9-11:** Six Pack Trials, Oxford, OH, www.6-pack.org
- Oct 16-23:** Penrite Mainland Classic Tour, Dunedin, New Zealand, ++64 3 4770800, mainland.classic@ihug.co.nz, www.mainlandclassic.co.nz
- October 17-22:** Vintage Triumph Register (VTR) National Convention, Jekyll Island, GA, Ronnie Babbitt, rbtr3a@hotmail.com, <http://vtr2010.org>

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