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IN THE BLINK OF AN EYE...

BY ROBERT GOLDMAN

“Nope, sorry, I didn’t think of you, or the family. Come to think of it, my life didn’t flash before my eyes either. There wasn’t time.” So went the conversation with my sister. Prior to that conversation, neither of us had ever really faced death. We have in the form of losing loved ones, but I’m talking about the potential for a sudden, violent end.

On September 16, 2011, I was doing what I always do around that time of year. Also doing his thing was Jimmy Leeward, an accomplished stunt and air racing pilot. He was racing, and I was watching through a camera viewfinder. Then, within the scope of perhaps eight or nine seconds, our worlds came violently together.

Jimmy was flying a modified P-51 Mustang, “The Galloping Ghost,” at the National Championship Air Races, in Reno Nevada. I go there every year to watch pilots, equipped with both incredible nerve and skill, race around an eight mile oval course at speeds approaching 500 miles per hour. They do this at altitudes as low as 50 feet above the desert floor. Some would fly lower, but nowadays they penalize you for “low flying.”

On this particular Friday, the Ghost had just taken third place from an F8F Bearcat, Rare Bear, and was showing some serious speed. Ahead was a pair of equally very fast Mustangs. Coming out of the final turn, the Ghost suddenly rolled a little to the left, then pitched up sharply. Over the next few seconds it climbed, rolled to the right and turned right toward the grandstands. The rest you may have seen in the news.

In the immediate aftermath of what turned out to be a horrific accident, I wrote an account of the experience. Although intended to inform friends and coworkers, it wound up all over the web. What was a necessary exercise at mental unburdening, turned out to be extremely helpful both to those who were there, and folks who weren’t, but were none the less deeply affected by the tragedy.

Leeward’s plane hit the ground between two rows of box seats, about 50 feet from where I sat. Having watched the plane coming, my final act was to slide from my chair to the ground, turn my

back, and close my eyes. The mental math said while he wouldn’t hit me directly, the debris and fireball would probably do the job. I waited, probably less than a second, to be hit.

In the event, there was no fiery explosion. The fact you’re reading this now is evidence I came out alive. I’m still trying to understand how the seating box to my immediate left was completely wiped out, folks to my right and behind suffered varying degrees of serious injury, and yet my hosts and I walked away. It’s as if someone drew a chalk line around half a dozen chairs and said leave these ones alone.

The upshot of all this is, while I’m about as back to normal (whatever that means for a goof like me) as one can be, there is now a fundamental difference in my psyche. My stock in trade with the written word has always had a basis in humor. For the moment at least, the humor is gone. I’m cracking jokes, and laughing at funny things, but the written form is missing.

I hope it comes back. However, for this round at least, you’ll have to bear with me as I unload on all of you good people. If you’re interested, the full account lives at ignomini.com/aviation/Reno_2011/Jimmy_Leeward_Crash_2011.html. I’m sorry there’s no live link on a printed page. The underlines in the web address are made with Shift-Dash on the keyboard. Also, it’s my personal web site, so it should be mentioned any statements or opinions there are my own, and do not in any way represent the official positions or policies of Moss Motors. **BM**

Jimmy Leeward - 1936-2011. Family man and air racing legend. R.I.P.



“The Galloping Ghost”
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Bob Tullius of Group 44 ran TR8s successfully in Trans-Am and IMSA GTO, racking up many wins, including the GTO win at the 1980 12 Hours of Sebring. This original racer is owned by Bill Warner, organizer of the Amelia Island Concours d'Elegance.



Modern advances in lighting mean that an evening drive no longer has to be scary. Turn to page 22 for a how-to.

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FIRST TRIUMPH SPORTS CAR— TS1— MOVES TO UTAH

The very first Triumph sports car, a TR2 known as “TS1 LO,” now has a new home in Utah. The rare car moved to Hawaii three years ago when restorer Joe Richards sold it to collector Robert Smith. The new owner is Dr. Phillip Hoopes, a specialist in LASIK and vision correction surgery. This special car was profiled in the Winter 2011 issue of *British Motoring* (available in the online issue archive).

Hoopes had a collection of eight well-restored classic cars: 1960 and '61 MGA, 1954 MG TF, 1962 Austin-Healey 3000 BJ7, 1965 Austin-Healey 3000 BJ8, 1959 and '62 TR3A, and a 1960 Porsche 356 convertible. He contacted Robert Smith about a TR3 he had for sale, but talk ensued about TS1. He negotiated the TS1 sale while driving through scenic Parley's Canyon in his '65 Healey on his way home from the Bonneville Austin-Healey Club's annual event in Park City. By the time he emerged from the canyon, he was the owner of TS1. More than that, Hoopes considers himself the car's curator and caretaker.

“I love TS1's history, and I think it's just absolutely beautiful,” says Hoopes. “It is the true epitome of a classic British sports car. Joe Richards spent 18 years restoring this first Triumph sports car. He is the heart and soul of the car; I hope to

reunite the two one day.”

Hoopes has his own history with TR2s—his first car was a dark blue 1955 TR2, and he traded his Lionel train set to purchase it at age 16. “That car caused me quite a bit of trouble,” says Hoopes. “I was in two wrecks with it in three days right after I bought it. I purchased it in December 1964, and drove it on my first date. It was a formal dance. It was snowing hard. The heater didn't work. Driving along, the canvas top had a large gap in the middle above the windshield where the snaps were missing. The snow blew in freely and fast. I looked over at my date, and her face was red, and black make-up was streaming down her cheeks, as well as tears. She made me take her home and never went out with me again.”

TS1 arrived in Utah in August and a few days later was on display at the Intermountain Concours d'Elegance in Lehi, Utah, along with Hoopes' other eight classic cars. It won a special Garden Award. Hoopes says he would love to show it as much as possible. He welcomes enthusiasts to stop by to admire it—he's in Sandy, Utah near the mouth of Little Cottonwood Canyon, home of Alta and Snowbird ski resorts. Contact him at iguy48@aol.com.

Meet Kas Kastner at The Mitty

Triumph racing legend Kas Kastner will be the guest of honor at the 2012 Speedfest at the Classic Motorsports Mitty. This HSR-sanctioned historic race weekend takes place April 27-29 at Road Atlanta. An MG vs. Triumph car club combination is also on the weekend's bill. Learn more at www.themitty.com.





BMTA Meet Set for Denver

The British Motor Trade Association exists for one reason: to improve the British car ownership experience through increased communication. The association is open to all groups and companies that serve this market, and their 2012 annual meeting takes place February 10-12 in Denver, Colorado. Details: www.britcar.org.

Twist MG Tech Seminars Advance Your Expertise

Want to learn from the MG master, John Twist, owner of University Motors Ltd.? He's got some technical seminars coming up, as well as free opportunities to tap his expertise.

Maintenance topics like lubrication, tune-ups and regular repairs will be covered in seminars at University Motors in Grand Rapids, Michigan, March 2-4, and in Minneapolis, Minn., March 17-18. A seminar for MG T-types is scheduled for Alexandria, Virginia, April 21-22. A special-focus seminar for owners wanting to rebuild their gearbox is scheduled for March 5-6 at University Motors.

Twist is also scheduled to be on-hand at two national conventions to conduct his free Rolling Tech Sessions: NAMGBR June 6-10 in Dillard, Georgia, and NAMGAR GT-37 July 9-13 in Dayton, Ohio. For more information, contact: University Motors Ltd., 616-301-2888, john twist@universitymotorsltd.com, www.universitymotorsltd.com.

Correction: Tale of Tail Lights

Allow us to correct MGB tail light details from last issue's 1965-'74 MGB Buyers Guide. Through 1969, the brake and turn signal lights shared a two-piece lens. On cars made for the U.S. market both sections of the lens were red, while cars made for the European market had red on the bottom for the brakes and amber on top for the turn signal. In 1970, the tail lights changed to a one-piece lens assembly. U.S. cars got red brake lights on top to meet U.S. brake light height regulations, and amber turn signal lights on the bottom. European cars continued with their familiar color configuration, which was the opposite of the American cars—amber on top and red on the bottom.

Write To Us

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The Grand Prix cars racing around Long Beach brings back a memory of about 55 years ago. My husband Jack and I loved cars. He was one of the first to sign up to purchase the new MGs being brought over from England.

Ours was a little two-seater with a red and black plaid top. We enjoyed it so much. We also found that MG owners loved to group together and have fun. We soon had a group of about a dozen MG owners anxious to play with their toys.

We discovered the Paramount Ranch out in the valley, where they had built a small race track. They used it for shooting pictures and would rent it out. Almost every weekend we would pack lunches and spend the day at the track. At first, just the men would race and try to prove whose car was the hottest. Gradually the women got real brave so that soon there was an all-women competition.

I had driven a lot but I did not feel up to racing. Spend any time around these women and you can guess how competitive some of them are. There was one woman who was determined to win every race. And she was brutal on the track. She bullied all the women drivers with her ruthless driving. Some she scared right off the track. She even nicked their rear wheel if they wouldn't let her lead, sending them spinning into the center field.

Jack kept encouraging me to join the women racers and I said, "Oh no, I'm too young to die." By then we were calling this woman "The Mine Sweeper."

After much flattery and telling me that I was a better driver than she was and that we had a better car, I started to weaken. First Jack showed me all the tricks that she pulled. Then we practiced a lot during the week.

Finally the big day came. I was going to race. Word had gotten around and every MG owner that we knew and some others were there. Jack said, "Just get out ahead and stay there. I think our car is hotter. Just stay in front of her and don't let her pass, then she can't bully you off the track like she does all the others."

I was petrified but, believe it or not, I did just that. I shot out so fast that it surprised even me. I actually stayed out in front. She didn't even get close enough to threaten me.

When I got to the finish line and stopped, I couldn't move. Jack saw that I was frozen. He ran out to the car. He was 6 feet 2 inches tall, and had no problem reaching down and lifting me out of the car. Tears were running down my face. Jack said, "Honey why are you crying? You WON!"

Just then someone stuck a microphone in front of my face. I said, "I scared myself." Everyone had a good laugh. That was my first and last time as a race car driver.

Dorothy Samuels
Long Beach, Calif.



Photo courtesy of Marty Goldsmith

MG Travel Bag

Just as you have to be a bit bendable to slide into your MG, your luggage, too, should be flexible to fit into a tight space. Our premium soft leather travel bags are the perfect companion for short trips. The soft, durable hide, has more in common with a fine leather jacket than most bags, and it's embossed with the MG logo. Dimensions: 19" x 11" x 11"

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PEP Fuel Treatment

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TR250/5/6 Driving Flange with Stone Guard

The Inner Driving Flange for TR250, TR5 and TR6 is available for the first time from Moss. And, as is our aim, we've built it better than the factory by incorporating a stone guard welded to the flange. Originally the stone guard was provided separately. The Inner Driving Flange is a precision part that is made in limited numbers by a specialist using modern steel alloy and state-of-the-art CNC machining equipment.



TR5, 250, 6

674-851

\$69.95

Piston Ring Installation Tool

Hastings, a leader in piston ring manufacturing, has developed an inexpensive and easy-to-use tool for installing rings—a difficult task to do by hand. Simply insert the ring ends in the wedge jaws, expand the ring gently, and slip it over the cylinder and into the groove.



Ring Install Tool

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GARAGE AND SHOP EVOLUTION

Go to the Next Step for Efficiency, Convenience and Comfort

BY KATHLEEN M. MANGAN



Your home shop is your personal sanctuary, so do you prefer the rigid organization of these Baldhead cabinets and a two-post lift, or do you like a more bohemian workspace? Your budget, tastes and space will probably answer those questions.

A garage is an ever-evolving space. We purchase new tools, take on new projects, acquire project cars and collect spare parts as British car enthusiasts. As we add objects into the melee, we put them where there happens to be room at the time instead of where they make sense. Sometimes we don't clean up the project we just completed before starting the next one, so the debris remains scattered around the workshop.

If you're active in the maintenance, repair or restoration of classic cars, or an avid collector, it doesn't take

long before your workspace or storage space is cramped, disorganized, showing wear and worse, not up to par with the type of projects you intend to tackle and the equipment you've accumulated.

Whether you dream of a storage showroom for your classics or a fully capable, efficient shop, the evolutionary process means considering what can you do next to enhance what you've got. So we asked some British car owners who have recently built workshops and storage barns for some tips on maximizing space, improving efficiency, getting organized, and

creating a comfortable, convenient and very cool car place.

The good news is that many of these improvement ideas cost little or no money. All it takes sometimes is time, legwork, resourcefulness and creative thinking. That way most of your resources can go into your cars.

Utilize Overhead Space

“Always think about storage in terms of height, as well as depth and width,” says Kelvin Dodd, Moss staffer. “My clutter goes upwards.”

He installed pallet racking that goes to the ceiling of his workshop, a mezzanine level over an office for parts storage, a pulley system to raise body parts to the rafters, and a chain fall from a roofing beam suspending a Morgan shell. Tall stepladders and a salvaged set of warehouse stairs enable access.

Gary Hunter, Classic Motorsports staffer, screwed down used, pressure-treated lumber in the center of his garage’s attic trusses for overhead storage, accessed by an extension ladder. He’s been stuffing parts up there like a squirrel stores nuts for winter.

Shed Light on the Project

If you can’t see what you’re doing, you won’t get great results. Add large fluorescent overhead light fixtures, and zone them on different circuits so you only have to light up the area where you’re working, says Rick Ingram of St. Joseph, Illinois, executive director of the North American Council of MG Registers. To save further money, Dodd incorporated passive lighting with a window over his workbench and skylights over his service bay. Painting walls and ceiling white adds brightness. Spot task lighting in work areas is a necessity too.

Upgrade Your Systems

Your equipment and work capacity changes over time, so your workshop systems have to keep up, namely electricity, compressed air, water and air handling.

When upgrading electrical capacity, look at your current equipment’s electrical draw, and anticipate your future equipment acquisitions, advises Tim Suddard, publisher of Grassroots Motorsports and Classic Motorsports magazines. You’ll need 220-volt power for many power tools and welders; make sure the new wiring system is installed to code.

Plan on a number of high-capacity circuits (more amps than ordinary household circuits), and make sure the lighting is on a separate circuit so if a tool blows a breaker you aren’t left in the dark. Install loads of electrical outlets where they make sense so you don’t have to rely on lower-capacity extension cords, Suddard adds.

Add a compressed air system to power tools like spray guns, dual-action sanders and impact guns, says Suddard. Metal piping is required; add a retractable air hose reel for easy access where you need it.

Workshops can be dirty places, so a water line feeding a utility sink helps with clean up. Ingram installed an on-demand hot water heater so he has hot running water in his shop.

With dust and fumes rampant in a workshop, a heavy-duty exhaust fan will handle venting and air handling.



When planning a home shop, always think storage, storage, storage. Of course, storage can take many different forms, from a chainfall to an attic to castoff kitchen cabinets.





Don't be afraid to be creative. Mike Grove's garage storage solutions include a cast-off voter index card cabinet and a shelf unit from an old refrigerator door. He puts all he can on wheels to move it where needed and store out of the way.

Get Floored

Garage and shop floors are notoriously cracked, oil-stained and paint-marred. Crack repair and a new floor finish can make rolling equipment easier, and the space more attractive and functional.

Ingram mixes options: The work area has concrete sealer, the clean shop has garage floor paint, the office has commercial carpet squares, and the areas in front of the workbench and parts washer have dense foam mats to save his knees.

A showroom might get a full epoxy floor with custom mats, plastic tiles or garage carpet. Don't forget the Moss oil spill mats to protect your floor finish.

Look for Deals

Research and smart shopping saves money. Hunter gets quantity items like fasteners at wholesale prices.

Dodd says to go used, scoring used pallet racking and commercial lighting at great prices from an industrial recycling company. He buys broken-but-fixable equipment, like an

air compressor damaged in shipping. With repair parts, the \$1,000 compressor cost \$250.

You can save hundreds of dollars when you purchase the equipment on display in vendor booths at car shows, explains John Krause of Mechanicsburg, Penn. Rather than disassemble the equipment at the end of the show and move it, vendors typically offer it as a show special. It's already fully assembled; you simply have to go at the end of the show and haul it out. Krause saved nearly \$500 on a scissors-style portable frame lift at the Spring Carlisle show.

Scrounge and Reuse

Practice productive scrounging at car swap meets, going-out-of-business sales, pawn shops, garage sales, flea markets, recycled building stores, kitchen remodelers and Army surplus stores. "I love cruising the side of the road on trash day," says Hunter. "I only buy new if I have to."

Mike Grove from Shippensburg, Penn., used to have a refuse hauling company, so he's got a keen eye for items that can be reused or incorporated into a home-fabricated solution. He's amazed at what people throw out—he found Craftsman tables and two chain hoists out with the trash. He uses found items: His sander fits on an old school desk, he stores parts on a cast-off meat rack, and paint cans are stored on a shelf liberated from a refrigerator door.

Some items Grove buys cheap and puts to new use, like the voter index card cabinet that now holds nuts and bolts in labeled drawers, and stainless steel drip pans from a candy factory now used to change antifreeze. His vacuum pump sits on a microwave stand from Goodwill; the pump sends old gas to a metal milk container that once did farm duty.

Make Stuff You Need

You can readily make a sturdy workbench to the exact size, shape and height you need. Top it with an old solid wood door, layered plywood or a piece of 18-gauge hot-rolled steel from a scrap metal yard. Secure it to the floor and wall if you're mounting a vise.

Get creative with found items to fabricate shop solutions. Dodd's wife took two free recycled kitchen cabinets, and gave each a back, lift-up side surfaces making a 10x4-foot surface and a bottom frame with casters. Put together they make a giant layout table that's great for cutting carpets or upholstery, yet they store away easily.

Since welding tables are heavy and expensive, Grove made his own by taking the wooden top off a small metal table, buying a 2x3-foot piece of metal, rounding off the corners, and welding it to the table base. He snaps the electrode from his welder onto the metal top so the negative ground goes through the table.

Maximize Your Car Storage Space

If you're trying to shoehorn cars into your garage, you know how tough and time-consuming this can be. Ingram says auto dollies are great if a car is incapacitated or if space is tight; two of his cars are within inches of each other. Note: When you put a car's tires on these small rolling platforms, you can move a car sideways. And you can get them from Moss.

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Add More Storage for Stuff

"You never have enough storage," says Krause. He keeps an eye out for metal cabinets, adding it's the best choice for storing solvents, especially in case of fire.

Dodd recommends used pallet shelving units, available in a range of depths and heights from industrial supply centers. Ingram uses retail shelving from a closing Kmart. Hunter only uses free storage units and containers: "I'd rather spend money on parts or paint."

If you add freestanding metal shelf units, mount them to the wall to prevent them from falling over when loaded up with car parts; Murphy's Law says it will fall on the last car to get a new paint job.

Get Organized

So many home mechanics plan to use the storage cabinets they have, yet they sit near empty, the stuff intended to go inside still helter skelter. It takes an organizational system and time to load it initially, then it's easy to keep up.

Keep project parts together, advises Hunter. He got five steel lockers from a Navy base and allocates one for each project car to keep parts straight. He uses five-gallon paint buckets, large coffee cans, Christmas cookie tins and Ziplock bags to store small parts taken off specific project cars

and junk cars he's stripping, labeling each with a Sharpie so he doesn't have to sort through piles of hardware later.

"I'm sentimental," says Hunter. "I want every single part and screw that was on a car originally to go back on it if possible. I don't want to intermingle parts pulled off junk cars."

Reexamine Shop Layout and Tool Location

When you rearrange your shop, consider what tools and machines go together to maximize efficiency, like tools and workbench; sandblaster and solvent tanks; and welder, cutoff wheels and a scrap steel container, says Suddard.

Separate Clean and Dirty Areas

Set up a clean area or separate room for engine, transmission and electrical instrument assembly, says Dodd. Keep equipment generating dirt, grit, dust and sparks like a welder, bead blaster, drill press, lathe and grinder away from everything, especially your clean area and stored cars.

Get Your Car in the Air

If you're used to working on your back with a shop creeper, you'll appreciate the convenience of Ezcarlift, a portable, freestanding lift that you roll under the vehicle, set the bars and pads, and use

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John Krause displays auto memorabilia in his garage, while Gary Hunter makes his TR2 nose funky and functional by wiring it as an outdoor lighting fixture.

an electric hand drill to raise the car 26 inches off the ground in less than three minutes. Another alternative is drive-on Race Ramps that put your car's front end eight inches in the air; Roll-Ups or Wheel Cribs get the back end up.

To get your engine in the air, an Oberg Tilt Lift adjusts the lift angle, and the Roll Around Engine Stand makes engine work convenient. Both are supplied by Moss.

Control Temperature

Suddard recommends adding a shop air conditioning/heat unit for year-round work comfort. "Nobody ever thinks about it or they think it isn't financially feasible. But these things are stupid cheap, use very little electricity, are easy to install and offer complete comfort for pennies," he explains. He installed a wall unit in his large shop and says you can buy a window unit that cools/heats a two-car garage for under \$400. Be sure to insulate your space and install ceiling fans too.

Include Creature Comforts

Dodd has Internet access in the shop to do quick tech research and order parts. Music plays from the stereo while he works; the fridge stores cold drinks for breaks. If you prefer a man-cave designed more for hanging out, a wet bar, flat-screen television and comfy chairs might be on your wish list.

Incorporate Car Guy Ambiance

In Krause's garages, the British cars compete for attention with the cool automotive memorabilia. There are old British car event posters,

collections of car badges, oil bottles and Castrol oil cans, gas station thermometers, and Motorcraft and STP cabinets. He finds his treasures in flea markets, yard sales, garage auctions, junkyards, and vendor booths at car shows like Hershey and Carlisle. "I love the hunt," says Krause.

Make It Safe and Secure

Don't forget safety equipment: a smoke detector, fire extinguisher and first aid kit. For security purposes, Ingram installed an alarm system and outdoor floodlights.

Install an Outdoor Work Area

Shop too crowded or weather too nice to work inside your shop? Dodd has an outdoor work area with a concrete pad and steel-tube carport cover. It features electrical outlets, a work sink and lights, and he can roll out tool holders, work tables and equipment for specific projects. He prefers to do grinding and welding out there to eliminate spark and fire issues. **BM**

Share Your Hot Shop Tip
Have a shop idea, tip or creative solution? We'd love to hear about it and the results. Send your idea to editor@mossmotors.com.

Moss Knows Shop Gear

Sure, Moss carries all of the parts and accessories needed to fully enjoy your British car, but they also stock plenty of shop gear:

- Auto dollies
- Race Ramps
- Fire extinguisher
- Oil spill mats
- Tool creeper
- Light mine
- Roll around pneumatic stool
- Tilt lift
- Roll around engine stand
- Portable parts washer
- Logo fender covers
- Logo signage
- Car capsule
- Car covers
- FlatStoppers
- Logo stool

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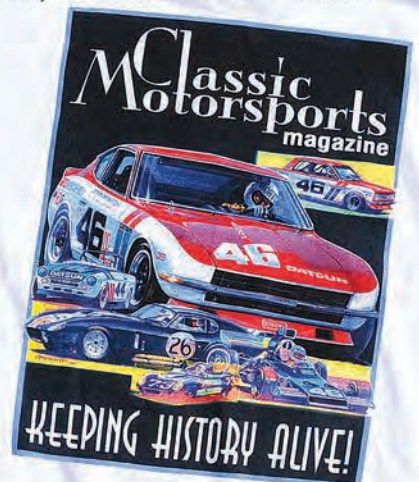
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TRIUMPH TR7 AND TR8: WEDGES STILL POLARIZE ENTHUSIASTS



BY KATHLEEN M. MANGAN
PHOTOS BY DAVID S. WALLENS

TR7's issues can be sorted to create a fun, reliable driver. TR8 was named "one of the most affordable V8-powered sports cars on the market" by *Sports Car Market* magazine.

The Triumph TR7 and TR8 have long provoked extreme reactions on both ends of the spectrum. Initially TR7 was brutally criticized, while the TR8 was named 1980 *Motor Trend* Car of the Year. *Time* magazine listed the TR7 among the 50 worst cars of all time, while *Hemmings Sports & Exotic Car* said the TR8 has "strong collecting credentials."

How could two seemingly similar car models be such polar opposites?

They have completely different engines, components and driving performance, plus very different visual looks between coupe and convertible. And yet, the cars do share many parts.

These days the TR7's issues can be fixed, and many owners are upgrading their cars to TR8 specs. And TR8 owners are modifying the standard V8 to produce eye-opening performance, illustrating the potential of this last-of-the-breed Triumph.

The Concept and the Shape

In the early 1970s, British Leyland wanted to build a modern sports car appealing to the U.S. market with rigid unibody construction, power brakes, modern wiring and instrument panel, air conditioning, independent MacPherson strut front suspension, and trendy-at-the-time pop-up headlights seen on

the Corvette Stingray, Ferrari 308 and Lancia Stratos.

Since it was meant to be a major departure from previous models, they passed over longtime Triumph design consultant Giovanni Michelotti and TR6 designer Karmann, instead tapping in-house designer Harris Mann. He got his start under Raymond Loewy, renowned for the Avanti. The angular wedge shape came from a quick sketch, and company executives approved it in December 1971.

The company intended to introduce an open-top roadster with an optional V8 engine. But America was focused on fuel economy thanks to the oil crunch, and pending safety regulations threatened to ban drop-top cars. Plus the new five-speed gearbox wasn't ready for the GM-developed V8. So TR7 launched as a fixed-head coup with a four-cylinder engine.

History might have read differently if TR7 first launched as a convertible with a V8 engine. At that time you could still buy a new convertible TR6, Spitfire, MGB or Midget.

TR7 Debuts in 1975

The TR7 debuted in the U.S. in January 1975. Ads proclaimed it "the shape of things to come," but detractors called it a flying doorstop. The design was radical—few cars aside from the Fiat X1/9 and Lotus Esprit featured such



These cars produced results on the racing and rally scene, especially in North America. Group 44 Inc. ran TR8s successfully in Trans-Am and IMSA GTO competition, racking up many wins, including the GTO victory at the 1980 12 Hours of Sebring. Factory-backed teams also ran the TR7 in SCCA competition, while rally driver John Buffum ran factory-backed TR7s and TR8s from 1977 to 1980. He won the SCCA ProRally National Championship all four years, the North American Rally Championship three times, and the NARRA National Rally Championship once.

angular lines.

The car featured 90 horsepower and 106 lb.-ft. of torque, making it less powerful than the TR6. Top speed was 110 mph. It had single or twin Zenith-Stromberg carburetors, a four-speed manual transmission, rack-and-pinion steering, MacPherson front struts, live rear axle, and front and rear anti-roll bars.

Critics pointed out the lack of power, soft suspension, inadequate brakes, electrical glitches and cooling problems. Yet the car was a fun, year-round daily driver and a roomy highway cruiser at a fair price—just \$5100—so it sold well.

Initially the car was produced at the Speke, Liverpool plant, which was stymied by labor issues. Poor build quality gave the new model a bad reputation. Changes for 1977 attempted to address image problems with a manual five-speed transmission for the U.S., an optional three-speed automatic, catalytic converters, lowered ride height and optional tartan plaid interior.



Popular Replacement Parts

071-003	TR7 Head Gasket Set (carb. engines)	\$26.30
071-040	TR7 Oil Pump	\$99.95
071-216	TR7 Water Pump (carb. engines)	\$99.95
366-250	TR7 Carb. Rebuild Kit	\$42.95
071-346	Clutch Kit (5-speed)	\$189.95
071-516	TR7 Rear Wheel Cylinder	\$30.95
071-400	TR7/TR8 Front Shock Absorber	\$59.95
071-422	TR7 Steering Rack Assembly	\$169.95
072-472	TR7/8 Carpet Kit, black	\$410.95
071-965	TR7/8 OE-Type Front Spoiler	\$228.95

Insider's Info:

- The Triumph TR7 was Triumph's all-time best selling model. It outsold the well-loved TR6 by nearly 18,000 cars with one year less production time.
- The TR7 concept car was code named Bullet.
- In an attempt to feature modern build materials, the car featured one of the first mass-produced plastic dashboards. Gone were the classic styling cues like wooden dashboards and chrome trim.
- In six years of production, 112,375 TR7s were sold; a quarter of them were convertibles. Only 2,715 TR8s were produced in total, including just 414 in 1981. Most TR8s were shipped to the U.S. and Canada.
- The Spider was a special edition TR7 convertible with black paint highlighted by red pin stripes and laurel wreath; about 1,200 were produced in 1980.
- See TR7/8 production stats and learn how to read the VIN number codes: www.trdrivers.com/tr7___tr8_vin_numbers.htm.
- Model identification/decals were changed with each move of the assembly line. For instance, the nose of the Speke-made cars had outlined TR7 letters; Canley-built TR7s had a laurel wreath and TR8s had striped TR8 letters; and Solihull-built cars had an enamel badge.
- Check out the World Wide Wedge mailing list for technical info: www.team.net/TR8/maillist.html.
- In 1977 about 60 TR7 coupes were made with Dolomite Sprint 16-valve engines. The factory used some as rally competition cars with 220 horsepower in full works trim. The Sprint engine was approved for full production when a strike closed the Speke plant, scrapping plans.
- Watch a TR7 joust against a Ford Scorpio, complete with jousting pole, shield, and a flaming ending on Top Gear: www.youtube.com/watch?v=xn74sErmKcl&feature=related.
- The last Triumph to come off the production line on October 5, 1981 was a TR7, and it went to the British Motor Heritage Museum.



For its time, the Triumph TR7 was cutting-edge thanks to its modern, wedge-shaped bodywork and plastic dashboard. Today, a sorted one can make a nice driver.



When a strike halted production in 1978, the company moved assembly to Canley in Coventry, a major improvement. New features included an upgraded rear axle, more modern fuse panel and optional fabric sunroof.

The convertible version came to the U.S. market in 1979 and featured a more tilted windshield and bolder A-pillars presenting a more visually pleasing package. Michelotti handled the revised styling.

The V8 engine was an option in the 1980-'81 TR7. General Motors originally developed this small aluminum-block motor, installing it in compact Buicks, Oldsmobiles and Pontiacs between 1961 and '63 before selling the tooling to British Leyland.

TR8 Powers Up

The TR8 officially launched in the U.S. in January 1980 as a convertible, although there were some prototype coupes. The 3.5-liter V8 engine featured 135 horsepower with top speed of 118 mph; it could do 0-60 mph in a respectable 8.5 seconds. It also produced impressive low-down torque (174 lb.-ft. at 3000 rpm), as well as a deep, rumbling sound. *Car and Driver* called it “nothing less than the reinvention of the sports car.”

TR8 also had power steering, dual exhaust, alloy wheels, leather steering wheel, five-speed manual transmission, twin Zenith-Stromberg carbs and fuel injection for the California market. The brakes and suspension were upgraded, and a different rear end ratio offered better highway cruising. Buyers could opt for the three-speed automatic transmission or air conditioning.

Great magazine reviews rolled in from more magazines, while rally and racing results generated further excitement—but the company couldn't capitalize on it. They were in such

bad financial shape by then they couldn't afford marketing or advertising. To consolidate, they moved production to Rover's Solihull factory mid-1980.

For 1981, the cars got standard fuel injection and other small details. But the TR8 never had a chance; production ended in October with just 2,715 produced.

Which One and How Much?

Andy Reid, auction editor for Classic Motorsports, likes TR7s but says the TR8 will always trump it in popularity and value because of the great engine, low production numbers, racing record and its history as the last Triumph.

For a TR7 coupe, expect to pay \$2,500 for a nice driver and \$4,000 for a perfect car, says Reid. A TR7 convertible runs \$3,500 for a good driver and \$6,500 for a perfect one. An original TR7 V8 coupe sells for \$7,000. He advises staying away from the early Speke-built cars.

The best TR8 convertibles top out at \$10,000 to \$12,000, while a good driver can be had for \$6,500 to \$7,000, says Reid. A nice TR8 coupe sells for \$8,000. “These cars are a steal,” he adds.

TR7 To-Do List

The biggest problem with TR7s is a blown head gasket and warped cylinder head, says Kelvin Dodd, Moss technical expert and TR8 owner. He recommends tightening cooling hoses and checking coolant levels regularly.

Failure of the original Lucas electronic ignitor is common; the PerTronix ignitor is more reliable. (A Crane electric ignition kit is the fix for the TR8 Lucas distributor.)

Dodd says the TR7's Zenith-Stromberg carbs work

well except for the auto enrichment device, but Moss has a kit to convert it to manual choke operation. A Weber twin-barrel downdraft carburetor offers performance and economy; a K&N air filter enhances any system.

Other TR7 upgrades: Cobalt high performance ignition wires, cross-drilled and slotted rotors, and an adaptor to convert the canister oil filter to a spin-on filter. Go for a single pipe, free-flow exhaust with twin chrome outlets, or simply add a polished, chrome-plated steel single or double exhaust tip.

Suspension and Other Upgrades

For suspension upgrades, Dodd recommends a four-part fix: stiffer Metalastic suspension bushings made of bonded rubber; higher-rated springs that are 25 percent stiffer than stock; KYB gas shocks and struts; and a higher-rated anti-roll bar that tightens up handling.

Alternatively, owners who want to keep the car stock can control nose “diving” under braking by installing the Moss anti-dive kit. “It makes a difference,” Dodd says, adding it is also less expensive than suspension upgrades.

The shifter housing on the five-speed transmission has rubber bushings that rot out, allowing the shifter to move and possibly hit the drive shaft. Moss’ Delrin shifter housing bushing kit with stainless steel spacers resolves the problem, although you can also get polyurethane bushings and use your original spacers, Dodd says.

Other goodies for TR7 and TR8: halogen headlamps to replace the sealed beam bulbs provide better visibility; EBC GreenStuff brake pads for better braking and low dust; a Westco sealed, dry cell battery that is lightweight and will never leak; and a RetroSound radio that fits the dash paired with an electric retractable antennae.

To customize your car’s look, Moss carries canvas tops, tonneau covers, carpet sets, and Panasport and Minilite style wheels. “I’d go for 15-inch wheels for a wider tire selection,” says Dodd. Moss also carries the British Motor Heritage front spoiler.

This is the car that nearly brought the classic British roadster into the modern age. It’s a milestone in the British car world. **BM**

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BLAKE DISCHER

President, Vintage Triumph Register

BY KATHLEEN M. MANGAN

Blake Discher's most memorable moment in a Triumph occurred just after he crossed the Continental Divide in the Colorado Rockies. He was on his way home to Grosse Pointe Farms, Michigan in his TR6 after attending the 2009 Vintage Triumph Register (VTR) national convention in San Luis Obispo, California when he came upon a flashing sign warning vehicles to put on chains.

Pressing on, snow started falling as he climbed. Just after cresting 11,990-foot Loveland Pass and starting down through the hairpin turns, he put his foot on the brakes and the pedal went straight to the floor.

"I think the rubber caliper seal on the brakes shrunk and broke in the cold weather," surmises Discher. He thought he could get down the mountain by applying the emergency hand brake, but radioed his driving partner who

insisted he stop at the next pull-off for repairs. Fully stocked with parts, supplies and tools, they installed a brake caliper rebuild kit, bled the brakes, and were good to go in an hour despite the persistent snowfall.

To Discher, it's all part of the adventure of attending national events in his Triumph. "So many people say Triumphs can't make cross-country trips any longer, but I've taken my car to many distant events," he says. Sure there were breakdowns, but he emphasizes the importance of car club membership at such times. He travels with friends to events so they can help each other along the way, and has VTR's traveler assistance network to rely on as well.

"Taking my Triumph to the Pacific Ocean was a goal for a long time," says Discher. "Convertibles were made for that climate."

Triumph Dreams

Discher was in high school when he decided that the TR6 was his ultimate dream car after visiting a dealership and picking up the brochure featuring M*A*S*H star Alan Alda with a yellow TR6 on the cover. He admits he's still got the brochure.

But it took another 23 years before he bought one. His brother, who had a nice 1976 TR6 for 10





The VTR's Blake Discher believes that British classics should be used, whether it's at an autocross competition, club get-together or charity event like America's British Reliability Run that he created.



years, stopped by his house on the way to a car show with a for sale sign on the windshield. Discher instantly told his brother it was sold.

"The car is gorgeous and in good shape," says Discher. "It's my first love." He's owned the car for 14 years now, and it has been in the family for nearly 25 years. He installed a new interior and has done some engine work, but comparatively little considering the mileage he's put on it.

Discher also owns a 1971 Stag that he babies and tweaks to keep the problematic engine running correctly without overheating. He previously owned a 1968 Triumph 2000 Saloon and a 1980 TR7 Spider, which he says was one of the most comfortable driving cars he's had.

Car Clubs Come Calling

In the days before the Internet was crammed with content, British car owners had to join a local car club for information and resources on how to fix their cars. Discher joined the Detroit Triumph Sports Car Club. "Back then it was about working on the cars," he says, adding that now it's more of a social club since so much technical advice is available online.

A commercial photographer by trade, Discher joined VTR after meeting members at an event, and was soon offering advice on the website to VTR president Vernon Brannon. Before you know it, he was handling a site redesign. He loved the fact that VTR was the club created and authorized by the factory for the U.S. He told Brannon that someday he'd like to be president, and in 2005 he got the nod.

"I had ideas on how the club could be improved and modernized," says Discher. He recruited new board members, introduced member e-mail blasts, and worked with editor Mike Cook to redesign the magazine. He developed joint events with other groups in the hobby like Triumphest (which is scheduled again in 2013 in the Napa Valley) and Friends of Triumph. And he fostered affiliations with other Triumph clubs to pool insurance benefits for hosting events.

Discher feels gratified that club membership has remained steady at 2,500 to 2,700 members during his tenure, but adds that getting new members and volunteers is the club's biggest challenge. (Note: annual membership fee is just \$30.)

VTR Provides Value

To provide value to members, VTR offers in-depth information unavailable elsewhere like historical perspectives and owner profiles through the magazine. The Triumph Forum provides a means to get responsive feedback from other owners on problems.

E-blasts provide updates, while the Travel Assistance Service provides peace-of-mind while traveling. Members also get free Hagerty Road Assistance traveling to and from national conventions (two weeks before and after), explains Discher.

Another insider benefit is the special edition poster for the annual Kas Kastner Cup sponsored by Friends of Triumph. VTR members attending the race get a free poster signed by Kastner. (Get your poster this year at The Mitty, April 27-29 at Road Atlanta.)

From Discher's perspective, the national convention is a key member benefit. "We don't get to autocross through our local club," he explains. "It's too expensive to host competitive events because of insurance coverage, so I look forward to the national event to compete."

He adds that regional VTR events in the South and Southeast also offer racing events. "I love autocrossing," says Discher. "I'm not good at it, but it's just a blast. It's the convention highlight for me."

The convention also enables attendees to think about nothing but Triumphs with other people thinking nothing but Triumphs for a couple of days, explains Discher. You see cars you've never seen before, meet your heroes like Bob Tullius and Kas Kastner, and learn tricks at the tech sessions. "Whether you're a concours or people's choice guy, it's all about the camaraderie," he says. Organizers expect 350 cars at the Galveston, Texas meet in October.

Discher also believes in harnessing the power of the hobby to do good in the world. After participating twice in the Round Britain Reliability Run with a friend covering 2,000 miles in 48 hours from the Northern tip of Scotland to Land's End, England for charity, he created America's British Reliability Run (www.abrr.org) covering 800 miles around Michigan (and now in Pennsylvania and Alabama) over a weekend to benefit children's charities. The event has raised over \$150,000 since 2003. "It's one of my proudest accomplishments," says Discher. **BM**



LET THERE BE LIGHT!

See Your Way to a Better Driving Experience

BY DAVID S. WALLENS

The lights on your car have two important functions: allowing you to see the road and helping other motorists see you. While our British classics were built in a time that predates modern LED, HID and HIR lights, upgrades are available.

And perhaps best of all, these upgrades can be made without spoiling the original looks and character of the car.

Of course, it helps to have a well-rounded plan of attack. It's great to have the power of the sun strapped to the front bumper, but don't forget to upgrade the rear lights—it can be the best defense against an inattentive commuter.

Wondering what can be done to increase your car's candlepower? Here's a quick primer on today's options.



Still love those classic, 7-inch round headlights? An easy upgrade exists: Hella Vision Plus halogen headlamps. These lamps feature improved optics and a replaceable bulb just like those available in Europe, but with one big difference: The Hella Plus lamps are DOT-approved, meaning they're legal for use on American roads. These lamps simply replace the originals, so installation is a snap.

Price: About \$60 per lamp

There's a pretty good chance your headlights were wired before relays were standard operating procedure. Why add them? Relays greatly reduce the electrical load through the headlight switch leading to brighter lights and fewer electrical hassles.

Price: \$40-\$80





Supplement your standard headlights and be ready for a surprise rainstorm in style. Add-on fog and driving lights were popular in the '60s, and they still look great today. Driving lamps have clear lenses, while fog lights are easily identifiable by their fluted faces.

Price: \$85-\$95

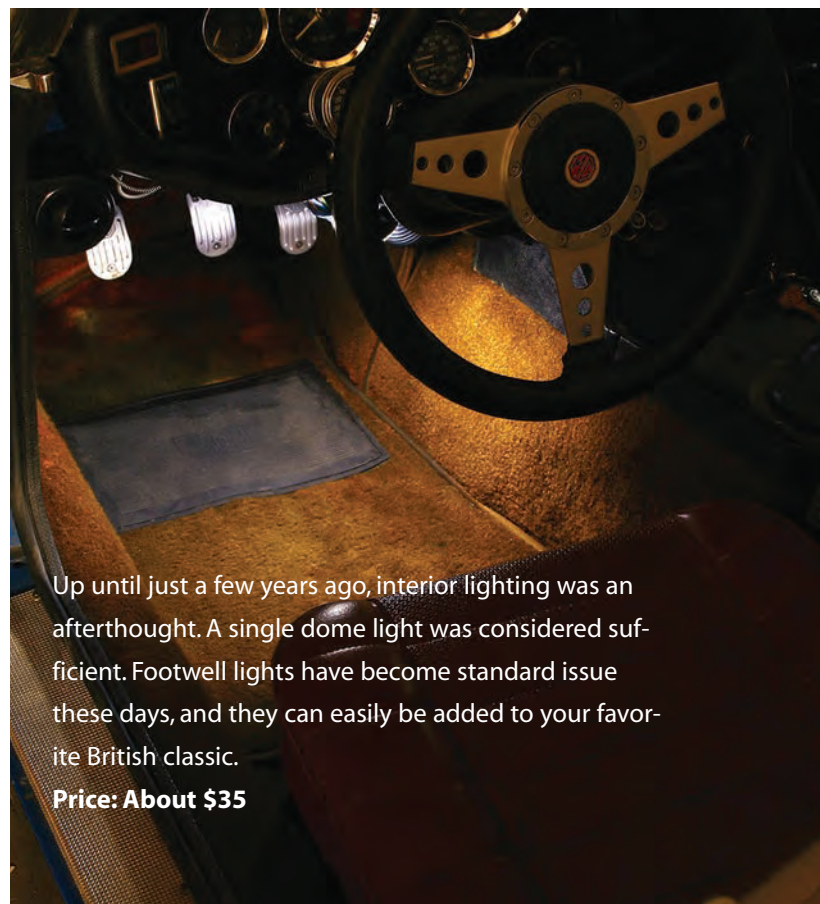
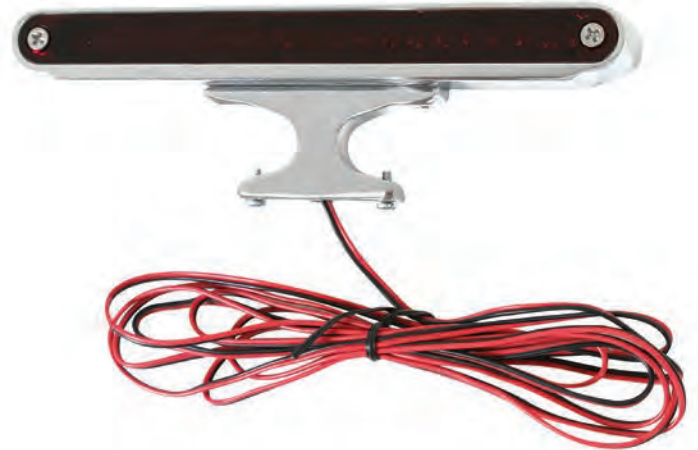


Rear red fog lights serve one purpose: increase your visibility to others when weather conditions have deteriorated, like during rain, fog or snow. Traditionally they're mounted below the bumper, and should only be illuminated during inclement weather.

Price: About \$53

Modern cars have a center high-mounted stop light for a good reason: They work. What about our older machines? Moss offers an auxiliary third brake light that features 20 LEDs and the required wiring. It's a great way to grab the attention of the Escalade that's about to perch on your back bumper.

Price: About \$80



Up until just a few years ago, interior lighting was an afterthought. A single dome light was considered sufficient. Footwell lights have become standard issue these days, and they can easily be added to your favorite British classic.

Price: About \$35

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SAVING GRACE

Driving a Healey to Stop Cancer in its Tracks

BY DAVE STUURSMAN



Follow the drive at
facebook.com/driveawaycancernow

John Nikas is driving like a bat out of hell all over the country in a heap of a Healey. He's got the windscreen folded down and the wind forcing his face into a permanent grin, but this is a man with a mission. It doesn't actually make sense. But every mile, every frequent pit stop for makeshift repairs, he's throwing a punch at a terrible disease that impacts everyone.

Cancer creates in us a feeling of powerlessness, a loss of control. It is a heavy burden that can be so hard to talk about. But in this life we are not alone. It is during desperate moments that we truly need to experience life and savor the things that are important, like family, loved ones—or simple pleasures like driving.

Owners of British cars know that the pleasure of driving a classic is rarely simple. Sometimes a successful drive feels like an act of mercy. For John, this is that kind of drive.

Something Had to be Done

In the midst of a summer of normal activity for the Austin-Healey Association of Southern California, one of its members, Mike Newsome, was diagnosed with multiple myeloma. John is a close friend and he'd been borrowing Mike's derelict 1953 A-H 100-4. The Healey had been an eBay purchase, the kind that should model as a buyer-beware public service announcement.

The week following Mike's first round of chemo, John decided he had to do something. More of an impulse than a plan, he conceived a whirlwind drive around the country with the Healey.

"She smoked like a convict on death row, leaked oil like a holed tanker, and had the reliability of an auto plant worker on the day after an all-night bender." John's colorful descriptions didn't do her mechanical cancers justice. Her name is Grace, by the way. And if you kept pace with John's travels,



Join the Drive

From February to August, Drive Away Cancer will be traveling to all 50 states. If you or your car club would like to support the drive or participate, write to driveawaycancer@gmail.com or visit the website at driveawaycancer.org.

you'd see there could be no better name, both for the near-supernatural help required to keep her going, and also for the way in which she touched the people she encountered.

Coast-to-Coast and Back

Over the course of a couple days, John and guys from the Austin-Healey Association of Southern California worked on Grace, essentially wrapping bandages over critical wounds. For John's plan to work, there wasn't time to do much else.

The plan was simple and epic: Drive across the country and back, get British car clubs involved, and raise awareness and money for cancer research. Despite tempting enormous odds of failure or catastrophe, the finish line was the main-stage at the acclaimed Russo & Steele Auction in Monterey, California, after nearly two weeks of virtually nonstop driving. Many people would have lost money if they had placed bets on whether he'd make it.

John's cross-country trip should have ended in every State he entered. "Over the course of 7,241 miles, the car suffered through two gas fires, used over 260 quarts of oil and drove through rain, hail, thunderstorms and record

heat—all without benefit of a top or windows for protection. Seven roadside repairs and an on-the-fly engine rebuild saw the car through to Monterey," said John.

He called mechanic friends saying, "The gauge is reading 3 psi of oil pressure. Should I keep driving?" They'd shrug and say keep feeding her oil and go for it. There was no temporary fix; Grace needed an overhaul, but she had to wait.

As John traveled across America, he made frequent stops, like for drinking water in Texas since plastic bottles melted and drooled their contents over the broiling floorboards, and always for oil.

At just about every stop (you can't blame one woman at a gas station for hustling away from a car with flames coming from the hood) perfect strangers asked about Grace. Invariably they had their own stories to share. One man in North Carolina pulled from his wallet a photo of his wife who passed away from cancer. He said she dreamed of going to California and, with tears in his eyes, asked if John would take her picture along with him. John taped the photo to the dash. It is there still.

Grace now carries several thousand names of people struggling with or lost to cancer. John always has two



Sharpie pens on him. One haunting inscription reads: “Dad, you would’ve loved this.” Some of the writing is from a child’s hand; some are the pen strokes of best friends, mothers and fathers. Grace is an embodiment of the pain of living and dying we can’t avoid. And she is a reflection of the love that enables us to live and push on with joy.

British Family

When John began his drive, one of the greatest strengths he knew he could lean on was the willingness to help and unwavering support of British car owners everywhere. “They are all family,” he said to me. “They kind of have to be. We couldn’t drive these cars if we couldn’t count on getting a lot of help.”

On the return trip to Monterey, having coasted to a stop at an abandoned gas station in the Texas Panhandle, John sat slumped with an engine silenced by a spun rod bearing and typed this Facebook posting into his phone: “Every breath wounds and the last one kills. This poor, tired, neglected car with the rotted body and weak heart gave everything she had for mile after mile. I’m sorry I failed. I tried as hard as I could to make it but she had nothing left to give. We almost made it ...”



Victory

On October 29, 2011, Grace was the first to cross the finish line of the Mille Miglia North America Tribute—a 1000-mile open road endurance race. John Nikas and navigators Andy Reid and Todd Schelling swept all seven segments of the race, competing against multimillion dollar, specially prepared vintage and historic racecars. Read the full story at www.mossmotoring.com/DriveAwayCancer.

The next day, amid a dozen consolatory comments, a 100M owner named Judy Wrobel wrote, “You haven’t failed yet. Just possibly you’ll be late for your appointment!” Judy had a trailer, and her trusted mechanic, David Porter, drove 400 miles to get John and Grace. David worked until 3 a.m. to perform an emergency rebuild of the bottom end. The bearings and an oil pump had been shipped overnight by cancer survivor David Nock, who had lost his own father, Norman Nock (who founded British Car Specialists in 1957) to cancer the year before.

Asking for and receiving help is not an indicator of failure. Just ask anyone who is dealing with cancer. Grace made it to Monterey. But not without a lot of support.

Most of the time John is alone with Grace, but people across the country and all around the world are following them, embracing their message. John drives every mile with the windscreen in the lowered position. At speed the wind noise is deafening and the buffeting akin to being shaken repeatedly by unseen hands. “I do it for those who can no longer feel the wind on their face,” he says. “As long as I’m driving, I know I’m alive.” **BM**

LEARN FROM MY EXPERIENCE

BY KATHLEEN M. MANGAN

Sometimes restorations go well. And sometimes they don't. No matter how big the job at hand, having a written contract going into a job can pay huge dividends at the end—and ensure many fun returns.

I always buy myself a birthday present. When I turned 25, I bought myself a sports car. I grew up around British cars; when a friend mentioned he was selling his 1980 Triumph TR8, I had to have it. The year was 1984.

I loved the throaty low sound of the V8 engine, the power to accelerate up hill, the handling on mountain roads, the open-top freedom and the heritage cache as the last Triumph. I took it to the beach in summer and skiing in winter with skis poking out the back window, bought parts for it and always garaged it.

As British car mechanics became harder to find, repair issues went unresolved. When I finally found a mechanic, I stuck with him for 16 years until things went wrong—horribly wrong.

In 2008, this mechanic urged me to let him handle some bodywork and a new paint job. I thought refreshing my car would make a great 50th birthday present, and celebrate 25 years of car ownership. I trusted him to oversee the bodywork, handle assembly and ensure a quality job.

Two more birthdays went by before I could get my car back. When I did, it was riddled with rust, holes in the floorboards made the road visible, there were hardened drips of paint and clear coat, metal patches were barely spot welded in place and body fill covered questionable work. Worse, he stripped numerous parts off my car, including many that are not replaceable new or used. Sloppy, incorrect assembly ruined trim parts. Unprofessional mechanical work rendered my car unsafe.

The mechanic and his body guy hadn't fixed any of the issues they agreed to, yet still demanded full payment. It was

extortion. But I paid the money to get my car back and felt like I had no recourse. It can be impossible to collect money even with a legal judgment in court or small claims, and getting stolen parts back requires filing criminal charges to issue a warrant for his arrest.

Totally devastated by the condition of my car after all the time and money, and upset over getting taken advantage of, I put it in storage. Now the money I allocated for the project is gone, my car is in far worse condition than when I started the restoration, and some needed replacement parts are unavailable. I'm at a standstill, and so is my once-cherished car.

Here's some hard-won advice: Photograph every inch of your car before any work ensues. Get a written estimate in advance (this is a legal requirement in most states). Have a written, signed contract detailing exactly what is to be done, what the timeframe will be, at what points quality checks are to be made before work can proceed, and expenses for parts and labor.

By law, any expenses that exceed the signed estimate/contract must be approved in advance. When there are changes in the project or costs, note them in writing as an addendum to the contract with approval. Demand regular updates with photos. If the quality is not acceptable at any step or something tells you all is not well, stop the work and pull the car immediately.

How can you find a reputable resto shop? Use a member of the British Motor Trade Association, or get a referral through a member. Work directly with a resto/body/paint shop rather than through a mechanic. Keep the project local so you can make regular quality inspections. Join your area car club and work through members so you have the advantage of peer pressure to keep mechanics and resto shops honest.

If this doesn't work and you get ripped off, get the word out at car shows, events, in clubs and on forums so others don't get caught. When an owner has a bad incident, it can kill their enthusiasm for the car and even lead them to abandon it. And that affects the entire hobby. (My detailed story is posted at www.triumphexperience.com.) **BM**



New Year DEALS start here

sale valid 1/2/12 - 2/12/12

Austin-Healey



Austin-Healey

Austin-Healey



Body Panels & Structure

Description	Application	Part #	Retail	Sale
Chassis Rail Repair, Rear R/H	BJ8 From (C)26705	856-805	\$1,209.95	\$907.95
Cross Brace Assembly	BJ8 From (C)26705	806-530	499.95	399.95
Fender Repair, Steel, L/H	100-6, 3000	857-570	255.95	220.95
Fender Repair, Steel, R/H	100-6, 3000	857-560	255.95	220.95
Inner Sill assembly, L/H	All	856-051	169.95	146.95
Rear Fender Repair, Front, L/H Steel	All	857-500	49.95	41.95
Rear Fender Repair, Front, R/H Steel	All	857-510	49.95	41.95
Trunk Floor, Rear Section	BJ8	856-155	209.95	180.95
Trunk Lid, Steel	100-6, 3000	858-020	1,104.95	950.95

586-725

Brakes

Description	Application	Part #	Retail	Sale
Big Brake Kit	BJ8 (C)26705-On	586-725	\$749.95	\$644.95
Brake Pad Set - Semi-Metallic	BN7-BJ8 (To C26704)	517-005	29.95	25.95
Brake Shoe Set, Front	BN2, BN4, BN6	021-165	147.95	110.95
Brake Shoe Set, Rear	BN1 C.E. 221536 To BJ8	519-031	47.30	40.95
Cable, Handbrake	BN4-BJ8	021-389	46.95	40.95
Disc, Front Brake	BN7-BJ8 To (C)26704	021-170	49.95	40.95
Master Cylinder Assembly	BN7-BJ8 With Servo	581-100	124.95	106.95
Piston, Caliper	BJ8 From (C)26705	582-005	14.95	12.95
Piston, Caliper, Stainless Steel	3000 To BJ8 (C)26704	021-176	39.95	33.95
Repair Kit, Caliper	BN7-BJ8 (To C26704)	513-212	37.85	32.95
Wheel Cylinder, 7/8" Bore, R/H	BN1 From C.E.221404, BN2	021-147	72.95	62.95
Wheel Cylinder, Front, L/H	BN1 From C.E.221404, BN2	021-144	72.95	62.95
Wheel Cylinder, Front, R/H	BN1 From C.E.221404, BN2	021-147	72.95	62.95
Wheel Cylinder, L/H	BN1 To C.E.221403, BN4, BN6 Wire Wheels	021-146	46.95	38.95
Wheel Cylinder, R/H	BN1 To C.E.221403, BN4, BN6 Wire/Wheels	021-149	46.95	38.95
Wheel Cylinder, Rear	BN1 From C.E.221536, BN2, BN4, BN6	021-159	18.95	16.95



021-147

Clutch, Transmission & Drivetrain

Description	Application	Part #	Retail	Sale
Clutch Disc	BJ7 From 29F-H4879, BJ8	502-505	\$84.10	\$72.95
Gasket Set	All 4-Speed	021-053	16.95	13.95
Pressure Plate, 10" Dia.	BN7, BT7, BJ7 To 29F-H4878	021-136	204.95	176.95
Pressure Plate, 9" Dia.	100-4, 100-6	021-135	214.95	184.95
Release Bearing	BJ7 From 29F-H4879, BJ8	501-032	86.95	74.95
Solenoid, Operating	BN7 & BT7 From (E)29E-H2246, BJ7, BJ8	546-090	49.95	41.95
Up-rated Synchro Ring Set	BN2-BJ7	019-318	319.95	275.95

Cooling

Description	Application	Part #	Retail	Sale
Radiator Hose, Top	100-6, 3000	570-083	\$16.95	\$14.95
Water Outlet Elbow	BN4-BJ8	021-346	18.95	15.95
Water Pump	100-4	021-065	104.95	90.95

Electrical

Description	Application	Part #	Retail	Sale
Reflector Assembly, Flat	BN6 (As Fitted); BN7, BT7, BJ7, BJ8 To (B)76137	544-700	\$29.95	\$25.95
Stop/Tail Lamp, Red Lens, 5/21W	BJ8 From (C)26705	144-430	35.75	30.95
Wiring Harness, Cloth/PVC	BN4 To C.E.68959, BN6 To (C)3459	356-330	368.95	317.95
Wiring Harness, Cloth/PVC	BN4 From C.E.68960, BN6 From (C)3460, BN7, BT7, BJ7	356-340	368.95	317.95
Wiring Harness, Cloth/PVC	BJ8 To (B)76137	356-345	368.95	317.95
Wiring Harness, Cloth/PVC	BJ8 From (B)76138	356-355	389.95	335.95



144-430

New Year DEALS



Austin-Healey

Austin-Healey

Engine

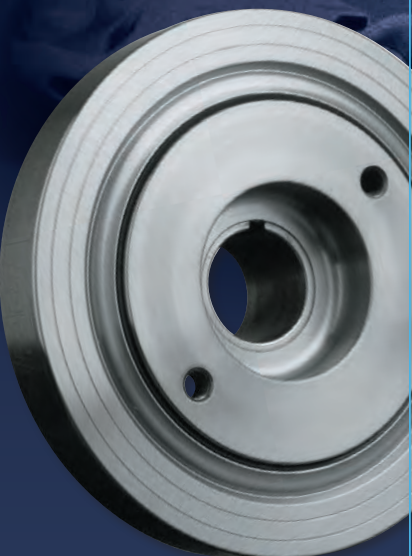
Description	Application	Part #	Retail	Sale
Damper, Chain	BN7 & BT7 From 29E-H101, BJ7, BJ8	832-250	\$17.95	\$14.95
Driving Spindle, For Pump And Tachometer	100-4	836-015	459.95	344.95
Exhaust Valve, Stellite Faced	6 Cyl. 6 Port	537-175	21.95	18.95
Pulley & Damper, Crankshaft	100-6, 3000	031-206	469.95	404.95
Rod Bearing Set, .010	100-6, 3000	550-351	79.95	68.95

Exhaust

Description	Application	Part #	Retail	Sale
Muffler, Mild Steel	BN4 From C.E.48863, BN6, BN7, BT7, BJ7	610-108	\$178.95	\$153.95

Exterior

Description	Application	Part #	Retail	Sale
Beading, Front Fender, Full Length	100-4	021-810	\$29.95	\$25.95
Grille	BN7/BT7 From (C)13751, BJ7, BJ8	031-360	210.95	181.95
Grille	BN4, BN6, BN7/BT7 To (C)13750	870-060	519.95	457.95
Grommet And Plug Set, Bulkhead	All	681-018	22.05	18.95
Hood, Grille	BN7/BT7 From (C)13751, BJ7, BJ8	870-110	262.95	226.95
Motif, 100	Standard 100-4	021-737	39.95	31.95
Motif, 3000	BN7, BT7, BJ7, BJ8	021-738	12.95	10.95
Overrider, Front & Rear	100-6, 3000	021-393	28.95	24.95
Rim, Headlamp	BN4, BN6, BN7, BT7	164-080	37.95	32.95
Sealing Rubber, Trunk Lid	100-6, 3000	021-775	21.95	18.95
Security Spring Assembly	100-4	805-150	16.75	14.95
Shut Face Finisher Set, L/H	BJ7, BJ8	803-850	129.95	111.95
Shut Face Finisher Set, R/H	BN4 From C.E.68960, BN6, BN7, BT7	803-820	129.95	111.95
Shut Face Finisher Set, R/H	BJ7, BJ8	803-840	129.95	111.95
Surround Assembly, Air Intake	100-6, 3000	031-351	69.40	59.95
Surround, Grille	BN7/BT7 From (C)13751, BJ7, BJ8	031-361	736.95	633.95
Trunk Hinge, L/H, With Gaskets	100-6, 3000	802-440	39.95	34.95
Trunk Hinge, R/H, With Gaskets	100-6, 3000	802-450	39.95	34.95
Windwing Set	100-6 Thru 3000 BT7	240-150	79.95	67.95



031-206

Fuel System & Emission

Description	Application	Part #	Retail	Sale
Choke Cable	BJ7, BJ8	734-190	\$36.95	\$31.95
Gas Tank, Premium Quality	BN4 From C.E. 68960 Thru BJ8	021-800	239.95	203.95
Rebuild Kit, For Two Carbs.	BJ8 HD8	375-328	129.95	110.95

Heating & Air Conditioning

Description	Application	Part #	Retail	Sale
Lever & Switch Assembly	100-6, 3000	021-574	\$37.95	\$31.95



Interior

Description	Application	Part #	Retail	Sale
Dash Top, Padded, Black	BJ7, BJ8	633-850	\$241.95	\$208.95
Dashboard Set, Walnut Veneer	BJ8 LHD	633-650	419.95	361.95
Door Hinge	BN1 From (B)5001, BN2	806-780	209.95	157.95
Heat Shield Kit, With Hardware	BN1, BN2 LHD	021-682	159.95	135.95
Heat Shield Kit, With Hardware	MKII BN7 & BT7 (Tri-Carb), MKIII BJ7, BJ8	021-683	159.95	135.95
Heat Shield Kit, With Hardware	BN4, BN6, MKI BN7 & BT7 To (C)13750	021-688	163.95	139.95
Hose, Flexible	BN4-BJ7	021-711	15.95	13.95
Mirror, Driving	BN1 Thru BJ8 To (B)73213	165-150	12.95	11.95
Steering Wheel, Adjustable	BN4-BJ8	853-790	339.95	285.95
Steering Wheel, Non-Adjustable	BN4-BJ8	853-800	289.95	243.95



240-150

Suspension & Steering

Description	Application	Part #	Retail	Sale
Bearing, Hub, Outer	BN2-BJ8 To (C)26704	620-234	\$36.95	\$31.95
Control Head Assembly, Adjustable Wheel	BN4-BJ8	853-810	319.95	268.95
Leaf Spring Assembly	BJ8 From (C)26704	021-583	126.95	109.95
Leaf Spring Assembly	BN1, BN2	021-581	126.95	109.95
Pin Assembly, Fulcrum, Lower Link, Inner	All	661-860	16.95	14.95
Shock Absorber, Rear, L/H	100-4,3000 -64	021-215	174.95	150.95
Shock Link Assembly	BN1 From CE 221536 (Hypoid Axle) Thru BJ8 C26704	021-217	36.95	31.95
Tie Rod Assembly	BN2 From C.E.228932 To BJ8	667-550	77.95	65.95



021-800



Brakes

Description	Application	Part #	Retail	Sale
Brake Drum, Front, Premium	Early 948	181-885	\$36.95	\$31.95
Brake Drum, Front, Standard	Early 948	181-886	28.95	24.95
Brake Drum, Rear, Premium	All	181-885	36.95	31.95
Brake Drum, Rear, Standard	All	181-886	28.95	24.95
Brake Hose Set - Competition	Front Disc Brakes	182-248	99.95	85.95
Brake Rotor - Cross Drilled & Slotted - Pair	Disc Wheel Cars	586-600	199.95	171.95
Brake Rotor, "Brembo"	Disc Wheels	182-155	65.95	56.95
Brake Shoe Set, Front, New	Sprite Mk I, li 948, Midget Mk I 948	182-120	19.95	17.95
Brake Shoe Set, Rear, New	To HAN6-20544, Midget To Gan1-13554	182-140	21.95	18.95
Hose, Brake - Front (Disc Brakes)	1963 On	180-375	41.95	36.95
Union, 3-Way, Rear	All	180-090	12.75	10.95
Wheel Cylinder, 3/4"	1098 & 1275	180-385	33.95	28.95
Wheel Cylinder, 3/4" Bore, Aftermarket	1098 & 1275	180-386	15.75	13.95
Wheel Cylinder, Rear	1500	180-395	27.95	23.95

Clutch, Transmission & Drivetrain

Description	Application	Part #	Retail	Sale
Clutch Kit, Borg & Beck	948	190-960	\$369.95	\$318.95
Clutch Kit, Borg & Beck	1098	190-970	354.95	305.95
Clutch Kit, Borg & Beck	1275	190-980	183.95	158.95
Clutch Kit, Quinton-Hazel	1275	190-985	177.95	153.95
Slave Cylinder	1500	180-705	38.95	31.95
Slave Cylinder, 1" Bore, Aftermarket	1275	180-667	44.95	36.95
Slave Cylinder, 7/8" Bore, Aftermarket	948 & 1098	180-657	44.95	36.95
Slave Cylinder, 7/8" Bore, Lockheed	948 & 1098	180-655	69.95	59.95

Cooling

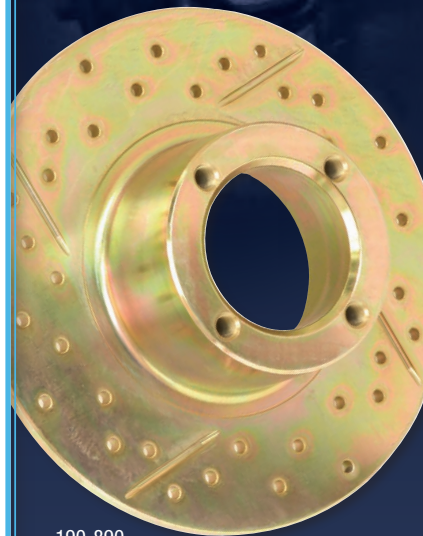
Description	Application	Part #	Retail	Sale
Elbow, Water Outlet	948	460-890	\$21.95	\$18.95
Radiator, Cross-Flow	1967-74	459-735	229.95	197.95

Electrical

Description	Application	Part #	Retail	Sale
Alternator Conversion Kit	Sprite/Midget 1958-71	130-068	\$269.95	\$229.95
Base, Rubber	Midget, 1970 On	282-260	14.95	12.95
Combination Switch, Reproduction	Bugeye	140-535	64.95	53.95
Directional Switch	Thru 1964	141-200	31.45	26.95
Gearbox, Tachometer Drive	1958-61	361-870	78.95	66.95
HiTorque Starter	1958-74	541-547	299.95	257.95
Ignition Switch	MG From (C)60441-74885, AH From HAN9-72034 On	542-077	14.45	11.95
Ignition Wire Sets By Cobalt	Sprite/Midget Except 1500	171-662	34.95	29.95
Knob, Light & Ignition Switch	Bugeye	140-515	12.95	10.95
Reverse Lamp Lens And Rim Kit - Chrome	All	164-868	48.90	42.95
Side Marker Assembly, Rear	Midget, 1970 On	164-135	109.95	94.95
Switch, Heater Blower	1275	141-250	26.95	22.95
Wiper Arm (LHD)	Thru 67	165-005	15.95	13.95

Engine

Description	Application	Part #	Retail	Sale
Aluminum Flywheel	1275	461-005	\$529.95	\$455.95
Bearing Set, Camshaft	948, 1098	424-975	19.95	17.95
Bearing Set, Camshaft	1275	424-980	19.95	17.95
Cylinder Head - Alloy	1275	451-875	1,295.00	1,139.95
Double Timing Gear Kit - Adjustable	948-1275	460-385	266.95	229.95
Gasket Set, Lower Engine, Payen	1275	296-681	49.95	41.95
Main Bearing Set, .010	1275	425-135	34.95	30.95
Main Bearing Set, .010	948	425-110	43.95	37.95
Main Bearing Set, Std	1275	425-130	39.95	34.95
Oil Pump, Star Drive	1275	435-640	36.80	31.95
Oil Seal Conversion - Rear Crankshaft	1275	297-655	262.95	226.95
Pulley, Crankshaft, Replacement	948-1275	460-465	136.95	117.95
Rockershaft Aux Oil Feed Kit	1500	821-360	69.95	60.95
Rod Bearing Set, .010	948-1275	425-810	29.95	25.95
Rod Bearing Set, Std	948-1275	425-805	29.95	25.95
Spin-On Oil Filter Adapter	948-1275	235-875	149.95	112.95
Thrust Washer Set, (4), Std.	1098, 1275	425-535	11.55	9.95



190-890



541-547



461-005



New Year DEALS



Sprite/Midget  

Exhaust

Description	Application	Part #	Retail	Sale
Pipe & Muffler Assembly	All 1500	444-315	\$194.95	\$167.95
Sport Muffler	1275	452-040	199.95	171.95

Exterior

Description	Application	Part #	Retail	Sale
Badge, Rear Deck, Gold Color (As Original)	Bugeye	031-585	\$15.95	\$13.95
Floor Pan Repair, R/H	Sprite MKI-MKII, Midget MKI	455-625	172.95	148.95
Grille	Bugeye	459-770	420.95	362.95
Hood Badge, Austin Healey Sprite	Sprite	031-600	18.95	15.95
Medallion, Hood	Bugeye	031-590	23.95	20.95
Override	Bugeye	400-210	72.95	61.95
Rear Fender, L/H	Sprite MKII & Midget MKI	455-915	749.95	562.95

Fuel System & Emission

Description	Application	Part #	Retail	Sale
Fuel Tank	1972-80	471-250	\$184.95	\$159.95
Master Rebuild Kit, For 2 Carbs	948-1275 (Not Bugeye)	375-538	125.95	108.95
SU Solid State Fuel Pump	1098-1275	377-285	169.95	146.95

Interior

Description	Application	Part #	Retail	Sale
Accelerator Cable	All Except 1500	331-005	\$15.65	\$13.95
Dash Panel Covers	1968-74	453-815	329.95	283.95
Dash Top Cover	1968-80	453-950	49.95	42.95
Shift Knob	1098, 1275 Thru 1971	462-775	18.75	15.95
Steering Wheel	1964-67	453-865	249.95	212.95



Suspension & Steering

Description	Application	Part #	Retail	Sale
Front Suspension Bush Set By Prothane	All	280-938	\$42.95	\$36.95
Front Tube Shock Kit By Frontline-Costello	All	268-168	1,195.00	1,027.95
Major Suspension Kit	1098, 1275, 1500 Disc Brakes	264-088	199.95	171.95
Polyurethane Rear Spring Bushing Kit	1/2 Elliptic Springs	266-418	72.95	62.95
Radius Arm	Sprite MKI & MKII, Midget MKI	265-380	52.60	44.95
Shock Absorber, R/H, New	All	264-000	174.95	150.95
Spring	MG MKII & MKIII, AH MKIII & MKIV	265-490	124.95	106.95
Spring, Lowered 1"	1964-74 (1275)	264-685	174.95	146.95
Swivel Pin Repair Kit	1098, 1275, 1500 Disc Brakes	264-205	84.95	73.95
Wishbone/Spring Pan, With Pin	All	264-067	168.95	141.95



MG TC, TD, TF 

Apparel & Accessories

Description	Application	Part #	Retail	Sale
Christmas Card - Bentley	Bentley	221-992	\$1.00	\$0.50

Brakes

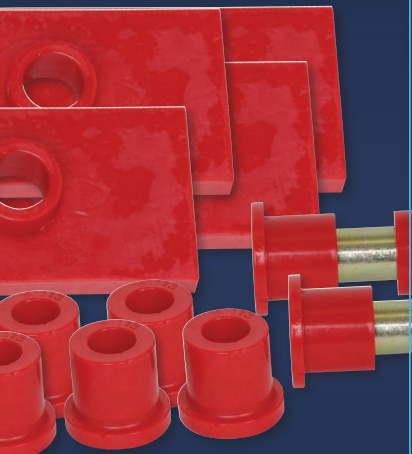
Description	Application	Part #	Retail	Sale
Brake Shoe Set (4 Shoes For 2 Wheels)	TD-TF	182-130	\$89.95	\$73.95
Cable, Handbrake	TD-TF	331-060	47.95	40.95
Front & Rear Brake-Drum	TD-TF Wire Wheels	264-320	99.95	79.95
Master Cylinder, Brake	TD-TF	180-730	309.95	260.95
Wheel Cylinder, Front	TC	180-590	89.95	71.95

Clutch, Transmission & Drivetrain

Description	Application	Part #	Retail	Sale
Cap, Bevel Pinion Housing	TC	265-198	\$144.95	\$121.95
Clutch Disc, New (8")	TD From (E)9408 - TF	190-140	61.95	53.95
Clutch Link, Adjustable	TD-TF	190-422	49.95	41.95
Gearshift Knob	All	228-290	19.95	16.95
Gearshift Lever	All	443-055	94.95	79.95
Guard, Rear Mainshaft Bearing	TC	440-210	2.25	1.95



452-040



266-418



180-730



Clutch, Transmission & Drivetrain

Description	Application	Part #	Retail	Sale
Lever, (With Bushing)	TD-TF	190-400	\$39.95	\$32.95
Mount, Rear Gearbox	TC	410-040	54.95	46.95
Pedal Shaft, L/H Drive	TD-TF	190-500	94.95	81.95
Pressure Plate, New (8")	TD From (E)9408 - TF	190-120	197.95	170.95
Rear Hub, L/H, Wire Wheels	TF	266-400	209.95	178.95
Rear Hub, R/H, Wire Wheels	TF	266-390	209.95	178.95
Ring & Pinion Set, 4.55:1	TD-TF	267-185	499.95	409.95
Ring Gear (10 3/4" I.D.)	TD From (E)9408 - TF	190-030	89.95	75.95
Shaft, Cluster Gear	TD-TF	441-250	64.95	55.95

Cooling

Description	Application	Part #	Retail	Sale
Branch Pipe, Water	TD	434-220	\$99.95	\$83.95
Hose Set, Lower (3 Hoses)	TC-TD	434-438	19.65	16.95
Pulley, Water Pump	All	434-060	84.95	69.95
Radiator Assembly, W/HD Core	TC-TD	453-980	499.95	424.95
Radiator Cap	TC-TD	202-010	72.95	59.95
Thermostat & Housing	TC-TD	434-168	124.95	104.95
Thermostat & Housing	TC-TD	434-178	179.95	151.95
Water Outlet Elbow	TF	434-150	37.95	31.95
Water Pump	All	434-010	199.95	171.95



434-010

Electrical

Description	Application	Part #	Retail	Sale
Body (Rubber)	TD To (C) 21302	280-510	\$9.95	\$7.95
Bucket Assembly, Chrome With Lucas Medallion	49 Exu TC & TD	143-310	315.95	271.95
Cable, Tachometer (Original Type)	TD - TF (3'4"), LHD	331-055	59.95	50.95
Coil, Screw Type H.T. Connection	All	143-210	69.95	58.95
Coupling Kit, Gearbox To Generator	All	360-040	27.95	20.95
Gear, Distributor	All	433-520	64.95	54.95
Gearbox, Tachometer Reduction	All	360-010	99.95	81.95
Horn, Altette	TC	165-900	189.95	159.95
Ignition Wire Set (Complete)	All	171-618	45.95	38.95
Lens & Rim (Original Lamps)	All	157-750	19.95	16.95
Lens & Rim (Reproduction Lamps)	All	157-760	22.95	17.95
Parking/Flasher Lamp, Fender	All	143-400	109.95	94.95
Plinth, Tail Lamp (Chrome)	TD From (C)21303, TF	406-900	36.95	30.95
Pulley, Generator	Late TD-TF	433-660	47.95	39.95
Socket, Double Contact	All	157-600	39.95	31.95
Tail Lamp Assembly	TD To (C) 21302	157-908	74.95	62.95
Tail Lamp Assembly, Orig. Type "D" Lamp	TC	143-900	119.95	98.95
Wiper Arm	TF	161-050	21.95	17.95
Wiper Blade	TF	160-900	15.95	13.95
Wiper Motor	TC-TD	145-300	279.95	235.95
Wiring Harness (Lacquer-Braid)	TF From (C)1501 (Fuel Pump At RH Rear)	357-090	409.95	352.95
Wiring Harness (PVC)	TD To (C)18882 (With Turn Signals & Dash-Mount Dimmer Switch)	356-140	368.95	317.95
Wiring Harness (PVC)	TD From (C) 22315 (With Turn Signals & Floor-Mounted Dimmer Switch)	356-150	368.95	317.95
Wiring Harness (PVC)	TF From (C)1501 (Fuel Pump At RH Rear)	356-160	368.95	317.95



433-520

Engine

Description	Application	Part #	Retail	Sale
Adaptor, Spin-On Oil Filter	TD From (E)14224 & TF	235-865	\$99.95	\$84.95
Bolt	TD From (E)14224-TF	435-330	23.95	20.95
Bolt & Nut Set, Connecting Rod (8 Of Each)	All	321-268	107.95	92.95
Bushing Set, Control Link	TD-TF	281-158	9.95	8.95
Cam Bearing Set	All	424-968	149.95	125.95
Connecting Rod Set	All	433-788	788.95	678.95
Conversion Kit, Rear Main Seal	All	433-418	234.95	197.95
Engine Gasket Set, (Complete)	1500 Engines	297-908	154.95	130.95
Engine Mount, Front (With Nuts)	TD-TF	411-010	49.95	40.95
Filler Cap, Oil	For Original Cover	433-490	27.95	23.95
Foot, Timing Chain Tensioner	All	433-570	43.95	32.95
Gasket, Cyl.Head (Round Water Holes)	1250 From (E)22735	290-100	63.95	52.95
Gasket, Cylinder Head	1500 Engines	290-200	83.95	70.95
Gasket, Valve Cover	All	290-300	14.70	12.95
Head Gasket Set	1250 From (E)22735	297-308	103.95	87.95
Main Bearing Set, .010	All	424-750	97.95	82.95
Oil Filter Assembly	TC-TD To (E)14223	435-385	210.95	179.95
Oil Line, (To Firewall Fitting)	All	376-060	16.95	14.95



235-865

New Year DEALS



MG TC, TD, TF

Engine

Description	Application	Part #	Retail	Sale
Pan Set	XPAG Engine	297-508	\$36.95	\$31.95
Piston Set, .030	1250 Engines	420-048	269.95	232.95
Piston Set, .040	1250 Engines	420-058	269.95	232.95
Piston Set, .060	1250 Engines	420-068	269.95	232.95
Piston Set, .080	1250 Engines	420-078	299.95	257.95
Piston Set, Std.	1250 Engines	420-018	269.95	232.95
Pulley, Crankshaft	All	433-470	87.95	70.95
Rebound Rubber	TC	410-020	11.95	10.95
Sprocket, Camshaft	All	433-430	115.95	97.95
Starting Handles	TD-TF	386-150	99.95	84.95
Tap, Water Drain	All	434-240	19.95	16.95
Tappet Set, OE Type, W/Lube	All	433-388	159.95	134.95
Valve Set (8 Valves)	TC-TD	423-058	177.95	149.95
Valve, Exhaust (31mm Dia.)	TC-TD	423-025	34.45	28.95
Valve, Exhaust (34mm Dia.)	TD MKII-TF	423-045	34.45	28.95
Valve, Intake (36mm Dia.)	TD MKII-TF	423-030	14.70	12.95

Exhaust

Description	Application	Part #	Retail	Sale
Exhaust System, Stainless Steel	TC	454-508	\$569.95	\$490.95
Stainless Steel Exhaust By Tourist Trophy	TD-TF	454-538	359.95	302.95

Exterior

Description	Application	Part #	Retail	Sale
Bracket - Easy-Fit Side Mirror	All	407-488	\$32.95	\$27.95
Bracket, Bottom Corner	All	408-620	11.95	10.95
Bracket, Number Plate Assembly	TF	451-290	22.45	17.95
Bracket, Rear Bumper	TD-TF	454-030	42.70	36.95
Buffer Plate Set, Hood, (4 Buffers & Plates)	TC-TD	406-828	24.95	20.95
Bumper Face Bar, Front	TD-TF	453-010	174.95	146.95
Bumper Face Bar, Rear	TD	453-020	174.95	146.95
Bumper Face Bar, Rear	TF	453-030	174.95	146.95
Bumper Kit, Front	TD-TF	110-308	244.95	205.95
Bumper Kit, Front & Rear	TD	110-608	449.95	377.95
Bumper Kit, Front & Rear	TF	110-708	449.95	377.95
Door Hinge Set, (4 Hinges & Hardware)	TD-TF	402-018	274.95	225.95
Door Hinge Set, (4 Hinges & Hardware)	TC	401-858	374.95	318.95
Door Hinge, L/H Bottom	TD-TF	401-980	69.95	57.95
Door Hinge, L/H Top	TD-TF	401-960	69.95	55.95
Door Hinge, R/H Bottom	TD-TF	401-990	69.95	57.95
Door Hinge, R/H Top	TD-TF	401-970	69.95	57.95
End Panel Set, Fuel Tank, (2 Chrome End Panels)	TD	451-648	179.95	143.95
Grille Slat Set, Radiator Shell (12 Slats)	TF	454-148	309.95	260.95
Grille Slat, Radiator Shell (Each)	TF	451-030	29.95	23.95
Grille, Zinc Plated	TC-TD	454-170	109.95	90.95
Hood Handle, L/H	TC-TD	406-840	28.95	23.95
Hood Handle, R/H	TC-TD	406-850	28.95	24.95
Hub Cap (Includes Medallion)	TD	200-240	39.95	33.95
Hub Cap, Not Drilled (Less Medallion)	TD	200-230	25.95	22.95
Hub Cap, Drilled (Less Medallion)	TD	200-235	29.95	24.95
Lock & Handle Assembly	TD-TF	402-178	274.95	230.95
Long Strip, Running Board	TF	451-010	37.95	31.95
Major Body Rubber Kit	TC	281-508	364.95	306.95
Major Body Rubber Kit	TF	281-538	249.95	209.95
Major Bumper Kit, Front & Rear	TD	111-108	649.95	558.95
Medallion	TD	200-277	9.95	8.95
Medallion, Radiator Shell	TC-TD	201-010	39.95	33.95
Mirror, R/H Windshield	TC	407-350	214.95	184.95
Mount Set, Radiator (8 Pieces, Including Steel Rings)	All	281-648	13.95	11.95
Outer Support, Hood Strip	All	407-200	9.95	8.95
Pad Set, Gas Tank To Frame (4 Pads)	TD-TF	281-798	23.95	20.95
Short Strip, Running Board	TF	451-020	29.95	24.95
Strip, Center Hood	All	453-050	131.95	113.95
Strip, Cowl To Hood	All	280-250	25.95	21.95
Strip, Frame To Cowl	All	280-290	17.95	14.95
Strip, Hood Side	TF	453-070	49.95	40.95
Top Corner Bracket, L/H	All	408-600	23.95	19.95
Top Corner Bracket, R/H, Drilled & Tapped	All	408-610	23.95	19.95
Windwing Set, Plexiglass	All	240-100	134.95	113.95
Wing Nut	All	225-400	9.95	8.95



423-025



454-538



407-350





Fuel System & Emission

Description	Application	Part #	Retail	Sale
Carburetor Set, New	TD MKII, TF	370-768	\$1,495.95	\$1,316.95
Choke Cable	TD	331-290	39.95	33.95
Choke Cable	TC	331-380	79.95	67.95
Choke Cable	TF	331-410	38.95	32.95
Element, Air Cleaner	TF	372-175	21.95	18.95
Fuel Line, Carb. To Carb. (14")	TC-TD (Not MKII)	376-080	29.95	25.95
Fuel Line, Carb. To Carb. (16")	TF	376-070	29.95	25.95
Fuel Line, Pump To Carb. (16")	TD-TF (TD MKII Uses 2)	376-050	27.95	23.95
Rebuild Kit (1 1/4" Carbs)	TC-TD	375-218	123.95	106.95
Slow-Running Cable	TC	331-390	79.95	67.95
Starter Cable	TD	331-280	37.95	31.95
Starter Cable	TC	331-370	79.95	67.95
Starter Cable	TF	331-400	33.95	28.95

Interior

Description	Application	Part #	Retail	Sale
Bead Set, Dash (Chromed Brass)	TD	454-110	\$279.95	\$240.95
Bracket, Seat Back	TC-TD	406-110	39.95	32.95
Bracket, Wheel Arch	TD	406-140	27.95	22.95
Cover, L/H Door Lock	All	401-150	24.95	19.95
Cover, R/H Door Lock	All	401-250	24.95	20.95
Dash Mirror, Rear View	All	165-090	39.95	32.95
Door Check	All	405-500	24.95	20.95
Door Lock, L/H	All	401-100	79.95	67.95
Door Lock, R/H	All	401-200	79.95	67.95
Floorboard Set, Footwell	TD LHD From (C)4238	456-935	204.95	176.95
Footwell, Driver's Floorboard	TD-TF LHD Only	280-400	19.95	15.95
Fume Excluder, Brake & Clutch Pedal	All	280-420	21.95	17.95
Fume Excluder, Steering Column (Leather)	TD-TF	454-040	31.95	26.95
Glove Box, Flocked As Original	TD	454-155	41.95	35.95
Heel Mat, (On Driver's Floor, As Original)	TC	280-995	22.95	17.95
Heel Mat, Driver's Floor	TD LHD To (C)4236, TD-TF All RHD	280-990	13.95	11.95
Lamp, Ignition Warning (Red)	TC-TD	142-200	37.95	31.95
Lamp, Warning (Green)	TD (Late TD Uses 2)	142-210	37.95	31.95
Rear Top Rail Set (3 Piece)	TD	453-278	44.95	37.95
Retaining Plate, Pedal Excluder (Steel)	All	406-700	9.95	7.95
Rubber Snug, Gearshift Remote Control	TD-TF	282-680	39.95	31.95
Socket Set, Accessory Plug	TC-TD	142-800	46.95	39.95
Steering Wheel, Brooklands, Black	TD-TF	454-265	439.95	378.95
Steering Wheel, Brooklands, Gold Pearl	TD-TF	454-268	399.95	335.95
Steering Wheel, Brooklands	TA (Late)-TB-TC	454-240	439.95	378.95
Steering Wheel, Original Type	TD-TF	454-230	299.95	251.95
Switch, Horn/Dipper (Exact Repro.)	TC-TD To (C)18882	140-700	79.95	65.95
Wing Bolt, Seat Adjusting	TC-TD	406-100	10.95	9.95
Wood Top Rail, Over Windscreen	TD-TF	453-240	36.95	31.95



454-268



142-200



264-310

Suspension & Steering

Description	Application	Part #	Retail	Sale
Bearing, Outer Hub	All	125-400	\$12.50	\$10.95
Centerpiece Assembly	TD-TF	262-340	79.95	67.95
Check Strap	TD-TF	266-430	44.95	38.95
Coil Spring Set (2 Springs)	TD-TF	264-378	109.95	94.95
Front Hub, Wire Wheel, L/H	TF	264-310	157.95	135.95
Fuel Pipe, Tank To Pump	TD-TF To (E)31536	454-080	104.95	88.95
Gasket, Pipe To Manifold	All	290-500	10.95	9.95
Major Suspension Kit	TD-TF	264-358	134.95	114.95
Plate, Spring Center	TD-TF	266-450	12.95	10.95
Rack Seal Set	TD-TF	281-378	22.95	19.95
Rear Leaf Spring (Complete)	TD	454-820	199.95	171.95
Rear Leaf Spring (Complete)	TF	454-830	199.95	171.95
Rebound Rubber	TD-TF	264-290	10.50	9.95
Rebound Rubber, Rear Axle	TD-TF	266-500	19.95	16.95
Retainer, Grease	TD-TF Wire Wheels	264-410	13.95	11.95
Seal Set, Link & Pin (12 Seals)	TD-TF	281-388	13.95	11.95
Shackle Pin	TC Front Spring, TD, TF Rear Spring	261-170	12.95	10.95
Shackle Pin, Rear Spring	TD-TF	261-170	12.95	10.95
Shock Link, (For Armstrong Shock Only)	TD-TF	266-480	41.95	35.95
Suspension Rubber Kit	TD-TF	281-558	186.95	157.95
U-Bolt	TD-TF	266-420	11.85	9.95
Union (Between Fuel Pipes)	TC	376-300	19.95	16.95

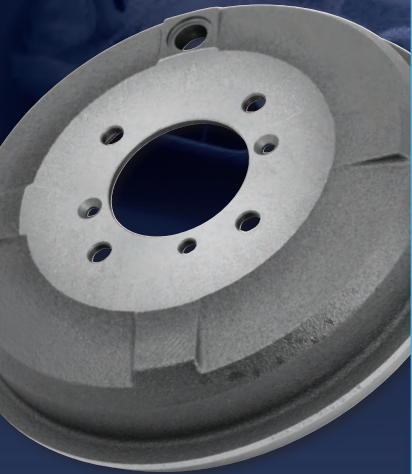
New Year DEALS



MGA

Body Trim & Fittings

Description	Application	Part #	Retail	Sale
Badge	All	201-035	\$22.95	\$19.95
Body Rubber Set	1500 Roadster	281-708	212.95	178.95
Body Rubber Set	1500 Coupe	281-718	361.95	304.95
Body Rubber Set	1600 Roadster	281-728	224.95	188.95
Body Rubber Set	MKII Roadster	281-748	209.95	180.95
Bracket, L/H, Drilled & Tapped	Roadster	470-770	19.45	16.95
Gas Cap	All	470-190	20.95	17.95
Grab Handle, L/H	Roadster	472-080	21.95	18.95
Grab Handle, R/H	Roadster	472-070	21.95	18.95
Grille & Shell Assembly Recessed - Premium Quality	MKII	470-098	429.95	361.95
Grommet Set, Complete	All	281-848	46.95	40.95
Grommet Set, Firewall, Heater Box Shelf Area (41 Pieces)	All	281-808	43.65	37.95
Main Bracket, License Plate	All	451-290	22.45	17.95
Main Spring Brackets	All	454-930	39.95	34.95
Override	All	454-940	28.95	24.95
Pad, Tail Lamp Mounting	1500-1600	280-960	12.95	10.95
Pad, Tail Lamp Mounting	1600	280-970	18.95	15.95
Tapping Plate, Windshield	Roadster	408-880	11.95	10.95
Trunk Seal	All	280-714	15.95	13.95
Window Seal, Rear	Coupe	280-950	67.95	57.95
Windshield Seal, Front	Coupe	280-940	67.95	57.95
Windwing Set	All	240-200	84.95	71.95



264-791

Brakes

Description	Application	Part #	Retail	Sale
Brake Drum	All Rear, & 1500 Disc Wheel, Front	264-791	\$75.55	\$63.95
Brake Drum, Front	1500 Wire Wheel	264-780	99.95	81.95
Brake Pad Set - Premium Ceramic	1600 & MKII	182-212	43.95	36.95
Brake Pad Set - Semi-Metallic	1600 & MKII	182-217	29.95	25.95
Cover, Master Cylinder (Flat)	1500	180-275	7.95	6.95
Fitting, 3-Way	From 1500 (C)27989 Disc Wheel, 28540 Wire Wheel.	180-090	12.75	10.95
Hose, Front Brake, Aftermarket	1500	180-831	18.90	15.95
Hose, Front Brake, Aftermarket	1600 & MKII	180-891	17.95	14.95
Shoe Set, 4 Shoes	1500, 1600, MKII	182-150	34.75	29.95



456-050

Clutch, Transmission & Drivetrain

Description	Application	Part #	Retail	Sale
Clutch Disc, New, 10 Splines	1500, 1600 & MKII To (E)3928	190-140	\$61.95	\$53.95
Clutch Disc, New, 23 Splines	MKII From (E)3829	190-250	67.95	58.95
Gear Set, Optional, (4.555:1, 9/41)	All	267-185	499.95	409.95
Gearshift Lever	All	443-065	97.95	82.95
Laygear	All	461-570	349.95	300.95
Pressure Plate, New	All	190-120	197.95	170.95
Slave Cylinder	1500, 1600, MKII	180-715	64.95	54.95
Slave Cylinder, Lockheed	All	180-720	128.95	108.95
Synchro Ring, 2nd Gear, Brass	All	461-490	33.95	29.95



Cooling

Description	Application	Part #	Retail	Sale
Elbow, Water Outlet	All	460-845	\$12.95	\$10.95
Radiator (Reproduction, With Overflow Tube)	All Except Twin Cam	456-050	259.95	223.95
Water Pump, Less Pulley	All Except Twin Cam	460-950	39.95	34.95



130-078

Electrical

Description	Application	Part #	Retail	Sale
Alternator Conversion Kit	MGA/MGB	130-078	\$269.95	\$226.95
Front Parking Lamp Assembly	1500	143-500	39.95	32.95
Headlamp Assembly (2-Adj.)	1600 From (C)70222	168-698	99.95	85.95
Lens, With Rim	1500	158-900	19.35	15.95
Lens, With Rim, Clear	1600 & MKII U.S. Spec.	164-200	19.95	14.95
Vacuum Pipe Assembly, Pre-Bent As Original	All	163-620	42.95	36.95
Wiring Harness, Fabric Bound, PVC Wires	1600 & MKII	356-180	366.95	315.95





Engine

Description	Application	Part #	Retail	Sale
Air Filter Assembly, Front, Original Type	All Except Twin Cam	372-120	\$49.95	\$41.95
Air Filter Assembly, Rear, Original Type	All Except Twin Cam	372-130	49.95	41.95
Breather Hose	All Except Twin Cam	372-050	10.75	9.95
Camshaft	All Except Twin Cam	451-320	231.95	199.95
Cylinder Head - Alloy Assembled	All Except Twin Cam	451-806	1,395.00	1,227.95
Cylinder Head - Alloy Bare	All Except Twin Cam	451-805	1,295.00	1,139.95
Cylinder Head, New, w/Valves & Spring	All Except Twin Cam	451-518	1,051.95	904.95
Dipstick, "Bent"	From (E)16GA/H9649	451-350	48.95	41.95
Elbow, Water Outlet	All Except Twin Cam	460-845	12.95	10.95
Felt Pad Set, Not Included W/ Air Filters	All Except Twin Cam	372-045	19.75	16.95
Gasket Set, Lower Engine	All Except Twin Cam	296-430	22.95	19.95
Harmonic Crank Balancer	All Except Twin Cam	433-707	275.95	237.95
Mount, L/H	All Except Twin Cam	413-020	11.55	9.95
Mount, R/H	All Except Twin Cam	413-010	11.55	9.95
Oil Pump	From (E)GB46342	460-730	62.95	54.95
Ring Gear	All Except Twin Cam	190-040	38.95	33.95
Rocker Shaft	All Except Twin Cam	433-725	57.95	47.95
Silicone Valve & Side Cover Gasket Set	All Except Twin Cam	296-425	36.95	30.95
Stellite Exhaust Valve	1500-1600	423-115	23.95	20.95
Stellite Exhaust Valve	MKII (1622)	423-155	23.95	20.95
Tappet & Pushrod Set (8 Pr.)	All Except Twin Cam	460-638	99.95	85.95



Exhaust

Description	Application	Part #	Retail	Sale
Performance Free Flow Muffler	All Except Twin Cam	454-590	\$239.95	\$206.95
Stainless Steel Exhaust System, Tourist Trophy	All Except Twin Cam	454-879	339.95	285.95

Exterior

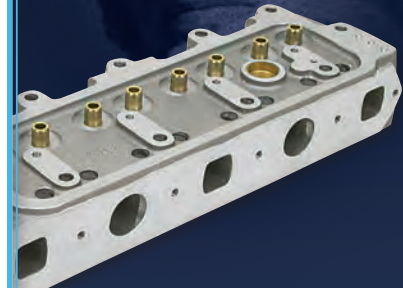
Description	Application	Part #	Retail	Sale
Front Valance, Steel	All	456-100	\$458.95	\$403.95
Packing Set, Body Mounting	All	281-778	83.95	72.95
Panel, Radiator Duct	Except Twin Cam	456-240	119.95	103.95
Repair Panel, Hood Surround	All	457-750	872.95	750.95
Repair Panel, L/H Front	All	457-785	618.95	433.95
Repair Panel, Lower L/H	All	457-770	69.95	55.95
Repair Panel, Lower R/H	All	457-760	69.95	55.95
Repair Piece, Lower L/H Front	All	457-790	59.95	49.95
Repair Piece, Lower R/H Front	All	457-780	59.95	49.95
Rocker Panel, L/H	All	456-720	63.95	53.95
Rocker Panel, R/H	All	456-730	63.95	53.95
Seal, L/H Front	Roadster From (C)29935 And All Coupes	280-800	10.75	8.95
Seal, R/H Front	Roadster From (C)29935 And All Coupes	280-810	10.75	8.95
Sill & Pillar Assembly, L/H	Roadster	456-160	384.95	331.95
Sill & Pillar Assembly, R/H	Roadster	456-140	384.95	331.95
Sill, L/H, With End Caps	All	457-810	84.95	73.95
Sill, R/H, With End Caps	All	457-800	84.95	73.95
Splash Plate Seal Set	Roadster From (C)29935 And All Coupes	280-808	48.95	40.95
Splash Plate, L/H Rear, Forward	Rd From (C)29935, All Coupes	456-320	42.95	35.95
Splash Plate, R/H Rear, Forward	Rd From (C)29935, All Coupes	456-290	42.95	35.95

Fuel System & Emission

Description	Application	Part #	Retail	Sale
Carb Set, SU H4	1600 & 1622	370-788	\$1,495.95	\$1,316.95
Carb. Rebuild Kit	1600 & MKII	375-248	123.95	106.95
Choke Cable, With Knob, Letter 'C'	All	331-350	25.95	21.95
Fuel Line, Carb. To Carb.	All	376-070	29.95	25.95
Gas Tank, Zinc Plated Steel, Premium Quality	All	456-800	189.95	161.95

Heating & Air Conditioning

Description	Application	Part #	Retail	Sale
Lever & Switch Assembly	All	360-455	\$42.95	\$36.95
Panel, Heater Control	All	360-450	12.45	10.95



451-805



451-806



454-879



456-800

New Year DEALS



MGA

Interior

Description	Application	Part #	Retail	Sale
Complete Floorboard Set	1500 From (C)61504-1600	456-955	\$199.95	\$171.95
Door Corner Rail, L/H, Aluminum	Roadster	472-170	19.95	16.95
Door Corner Rail, R/H, Aluminum	Roadster	472-180	19.95	16.95
Door Top Rail, R/H, Wood	Roadster	453-260	35.95	30.95
Finisher, L/H, Front	Roadster	472-160	9.95	8.95
Finisher, L/H, Rear	Roadster	472-140	9.95	8.95
Finisher, R/H, Front	Roadster	472-150	9.95	8.95
Finisher, R/H, Rear	Roadster	472-130	9.95	8.95
Mirror, Interior	All	165-100	19.50	16.95
Oil Line, Flexible	All	376-060	16.95	14.95
Rear Corner Rail, L/H, Aluminum	Roadster	472-460	19.95	16.95
Rear Corner Rail, R/H, Aluminum	Roadster	472-470	19.95	16.95
Stiffener, Door Panel	Roadster	451-095	9.95	8.95
Under Dash Pad Set	Coupe, LHD	241-980	104.95	88.95



Suspension & Steering

Description	Application	Part #	Retail	Sale
Bearing, Outer	All Except Twin Cam & MKII De Luxe	125-400	\$12.50	\$10.95
Front Hub, Wire Wheel, L/H	1500	264-310	157.95	135.95
Hub, Wire Wheel, L/H	1600 Wire Wheel From (C)70276	264-735	157.95	135.95
Hub, Wire Wheel, R/H	1600 Wire Wheel From (C)70276	264-740	157.95	135.95
Major Suspension Kit With MGB-GT V8 Type Bushings	All	264-348	136.95	116.95
Major Suspension Kit With Stock Type Rubber Bushes	All	264-358	134.95	114.95
Rebound Buffer	All	264-290	10.50	9.95
Retainer, Grease	Wire Wheel	264-410	13.95	11.95
Seal Set, 4 Pin Seals, 8 Link Seals	All	281-388	13.95	11.95
Shock Absorber, Front, New	All	264-800	286.95	246.95
Steering Wheel, Original Type	All	263-250	249.95	212.95



264-310



180-515



MGB/C

Brakes

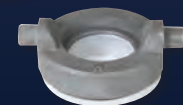
Description	Application	Part #	Retail	Sale
Brake Drum	Tube Type Rear Axle	264-820	\$39.95	\$34.95
Brake Rotor - Cross Drilled & Slotted - Pair	All	586-605	199.95	171.95
Brake Rotor, Brembo Brand - Each	All	182-170	83.95	72.95
Brake Rotor, Slotted - Pair	All	588-630	144.95	124.95
Brake Shoe Spring Kit	MGB	181-778	26.95	22.95
Caliper Assembly, Brake, L/H	MGB	180-525	99.95	85.95
Caliper Assembly, Brake, R/H	MGB	180-515	99.95	85.95
Connection, 3-Way	Rd (C)138401 To 368081, GT (C)139472 To 367803	180-090	12.75	10.95
Master Cylinder, TRW Brand	1962-67	180-755	109.95	94.95
Piston (Stock Type)	MGC	582-005	14.95	12.95
Rear Wheel Cylinder, .875" Bore, Aftermarket	GT From (C)138401 On	180-646	24.95	20.95
Repair Kit, Servo	1976 On	182-205	89.95	77.95
Wheel Cylinder, Delphi/Lockheed	All Rd, GT To (C)138400	180-635	37.95	31.95



190-808

Clutch, Transmission & Drivetrain

Description	Application	Part #	Retail	Sale
Clutch Disc, New	All	190-250	\$67.95	\$58.95
Clutch Kit - Borg & Beck	MGB	190-808	149.95	128.95
Clutch Master Cylinder, Reproduction	1968-80	180-697	98.95	85.95
Clutch Slave Cylinder, Lockheed	All	180-720	128.95	108.95
Gear Set, Replacement (4.55:1), Optional	Banjo Rear Axle	267-185	499.95	409.95
Hub Extension, Wire Wheel, L/H	1968 On	267-730	124.95	107.95
Hub Extension, Wire Wheel, R/H	1968 On	267-720	124.95	107.95
Laygear, #22H54	1962-65 (3-Bearing Laygear)	461-570	349.95	300.95
Release Bearing, Carbon Faced As Original	All	190-300	33.60	28.95
Retainer, Shift Boot, Chrome	1968-Early 1976	443-115	10.75	8.95
Slave Cylinder - Clutch	MGB	180-715	64.95	54.95
Solenoid Valve Kit	1968-80	466-375	199.95	169.95
Synchro Ring, 2nd Gear - Brass	1963-67	461-490	33.95	29.95



Cooling

Description	Application	Part #	Retail	Sale
Radiator	1968-75	459-660	\$259.95	\$223.95
Radiator	1977-80	459-675	279.95	240.95
Water Pump	18G/GA Engines, 1962-64	434-000	67.95	57.95
Water Pump	18GB Thru GK Engines, 1965-71	434-030	39.95	34.95
Water Pump	18V Engines, 72 -Mid 74 To (C)367900	434-035	44.95	38.95
Water Pump	18V Engines, 74.5-80 From (C)367901	434-045	38.95	33.95

Electrical

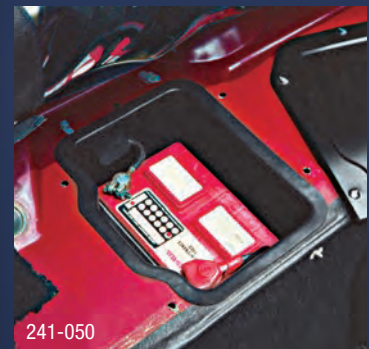
Description	Application	Part #	Retail	Sale
Battery Box Insert	Rubber Bumper	241-050	\$53.95	\$46.95
Dash Sub-Harness	1977-1980	356-365	210.95	179.95
License Lamp Assembly	1962-69 & 1971-74	144-210	36.95	31.95
Main Harness	1976	356-660	462.95	398.95
Main Harness	1977-78	356-670	462.95	398.95
Motor Assembly, W/Gear	1969 On	145-558	109.95	94.95
Pad, Lamp Mounting	1979	356-688	803.95	691.95
Reverse Lamp Lens And Rim Kit - Chrome	All	164-868	48.90	42.95
Side/Flasher Lamp, W/Base, Clear/Amber	1968-69	143-960	44.95	36.95
Side/Flasher Lamp, W/Base, Clear/Clear	1962-67	143-955	48.95	41.95
Transmitter, Oil Press.	MGB 68-71, MGC	131-580	126.95	109.95
Vacuum Pipe Assembly, Steel	All (E)18G/GA/GB, 1962-67	163-640	37.95	31.95
Wiper Blade	1968-72	165-015	12.90	10.95
Wiring Harness, Cloth	Rd To (C)48765, 1962-64	356-370	473.95	407.95
Wiring Harness, Cloth	Rd From (C)48766 To 138400, 1965-67	356-390	483.95	416.95
Wiring Harness, Cloth	GT To 139470	356-390	483.95	416.95

Engine

Description	Application	Part #	Retail	Sale
Air Filter	1975-80	950-770	\$15.45	\$13.95
Aluminum Oil Pan	1965-80 5 Main Engine	460-372	329.95	277.95
Camshaft	1965-80	451-335	224.95	193.95
Camshaft	18G/GA Engines	451-320	231.95	199.95
Cylinder Head - Alloy Assembled	1962-67	451-806	1,395.00	1,227.95
Cylinder Head - Alloy Bare	1962-67	451-805	1,295.00	1,139.95
Cylinder Head, New, w/Valves & Spring	1962-67	451-518	1,051.95	904.95
Cylinder Head, New, w/Valves & Spring	18V On	451-555	978.95	841.95
Dip Stick, Engine Oil	18G Thru GF Engines	451-350	48.95	41.95
Elbow, Water Outlet	Euro-Spec, W/O Air Pump Brkt.	460-955	15.95	13.95
Engine Mount, Front, Heavy Duty	1974.5-80	413-065	14.95	12.95
Engine Mount, L/H, Front	1963-74	413-020	11.55	9.95
Engine Mount, R/H, Front	1963-74	413-010	11.55	9.95
Gasket Set, Lower	5 Main Engines	297-521	54.95	47.95
Gasket, Cylinder Head, Composition	MGB All	296-405	26.95	23.95
Harmonic Crank Balancer	All	433-707	275.95	237.95
Head Gasket Set, Payen Brand	1975-80	297-321	54.95	47.95
Heat Shield	1975-80	373-945	64.95	53.95
Locktab Set, Engine	18GB-GF Engines	328-630	18.35	15.95
Main Bearing Set, .010	MGB All	425-070	39.95	33.95
Main Bearing Set, Std.	MGB All	425-060	39.95	33.95
Oil Pump	3 Main Engines	460-730	62.95	54.95
Piston Set, .020, 2.4" Long, AE Brand	1972-80 (Press Fit Pin)	420-436	319.95	275.95
Piston Set, .030, 2.4" Long, AE Brand	1972-80 (Press Fit Pin)	420-441	319.95	275.95
Piston Set, .030, 2.4" Long, Aftermarket	1972-80 (Press Fit Pin)	420-440	219.95	189.95
Piston Set, .040, 2.4" Long, Aftermarket	1972-80 (Press Fit Pin)	420-445	219.95	189.95
Ring Gear, 10.75" Dia.	18G/GB Engines	190-040	38.95	33.95
Ring Gear, 11.5" Dia.	18GD Thru 18V Engines	190-050	29.95	25.95
Rocker Shaft	All	433-725	57.95	47.95
Rod Bearing Set, .010	18GB On, 5 Main Engines	425-770	34.95	29.95
Silicone Valve & Side Cover Gasket Set	MGB All	296-425	36.95	30.95
Spacer, Manifolds	W/O Induction Heater	372-320	17.95	14.95
Stellite Exhaust Valve, Stem A (0.352" Wide	1963-67	423-155	23.95	20.95
Stellite Exhaust Valve, Stem B (0.082" Wide	1968-80	423-165	23.95	20.95
Tappet & Pushrod Set (8 Pr.)	1963-72 (18G-GK)	460-638	99.95	85.95



459-660



241-050



451-806

Engine & Performance

Description	Application	Part #	Retail	Sale
Aluminum Flywheel - 5 Main 1968-'80	1968-80 5 Main	460-675	\$529.95	\$455.95

New Year DEALS



MGB/C

Exhaust

Description	Application	Part #	Retail	Sale
Big Bore Stainless Steel Exhaust System	1963-74	444-165	\$449.95	\$386.95
Exhaust System - Stainless Steel With Down Pipe	1962-74.5	459-075	329.95	283.95
Exhaust System - Stainless Steel With Header	1962-74.5	459-085	399.95	343.95
Free-Flow Exhaust By Monza	1962-74	454-596	319.95	275.95
Stainless Steel Exhaust System	1963-74	454-560	514.95	453.95
Stainless Steel Muffler & Pipe Assembly	1975 Single Carb, No Catalytic Converter	454-570	419.95	369.95

Exterior

Description	Application	Part #	Retail	Sale
Air Dam, BL Factory Option	All	475-180	\$141.95	\$122.95
Dog Leg Panel, L/R	All	457-585	39.95	34.95
Dog Leg Panel, R/R	All	457-580	39.95	34.95
Door Mirror, L/H	1968-71	165-220	94.95	80.95
Front Apron (British Motor Heritage)	1963-74.5	457-120	176.95	152.95
Front Apron, Aftermarket	1963-74.5	457-121	132.95	114.95
Front Apron, With Vent Holes, BMH	1973-74.5	457-115	176.95	152.95
Front Bumper Kit, With All Chrome Overriders	1962-68	453-808	239.95	206.95
Front Bumper Kit, With Rubber Tip Overriders	1970-74	453-818	239.95	206.95
Rear Bumper Kit, With Rubber Tip Overriders	1970-74	453-838	339.95	292.95
Front Sebring Valance	All	475-185	166.95	143.95
Grille, Air Intake	All	471-020	23.95	20.95
Half Section, L/R	1963-74.5	457-960	194.95	167.95
Half Section, R/R	1963-74.5	457-965	194.95	167.95
Lamp, Courtesy, Rocking	1977 On	164-965	26.95	22.95
MGB Mesh Windblocker	Roadster	458-328	269.95	232.95
Mirror Head	1968-71	165-237	30.95	25.95
Molding Set, Complete W/Hardware	All	453-478	50.95	43.95
Molding Set, Without Mounting Hardware	All	453-488	42.95	36.95
Override, Front Bumper	1962-69	454-310	30.95	26.95
Panel, Air Duct, Lower	1963-76	475-245	54.95	45.95
Panel, L/H, Side Member Bottom	All	459-065	130.95	112.95
Panel, R/H, Side Member Bottom	All	459-055	130.95	112.95
Quarter Section, L/F	All	457-575	87.95	75.95
Quarter Section, R/F	All	457-570	87.95	75.95
Rear Sebring Valance	All	475-190	169.95	142.95
Repair Piece, Under Tail Lamp	1963-74.5	457-980	44.95	37.95
Rocker Panel, L/H, Aftermarket	All	457-155	109.95	94.95
Rocker Panel, L/H, BMH	All	457-150	132.95	114.95
Rocker Panel, R/H, Aftermarket	All	457-165	109.95	94.95
Rocker Panel, R/H, BMH	All	457-160	132.95	114.95
Rocker Panel/Sill Repair Kit - Left Side	All	457-158	349.95	300.95
Rocker Panel/Sill Repair Kit - Right Side	All	457-168	349.95	300.95
Safety Catch, Hood	All	406-010	35.95	29.95
Seal, Hood To Flange	1968 On	282-815	9.95	8.95
Sebring-Style Front Valance With Anti-Lift Lip	All	475-187	312.95	269.95
Special Tuning Front Air Dam	1963-74.5	475-195	102.95	87.95



459-075



438-328



372-248

Fuel System & Emission

Description	Application	Part #	Retail	Sale
Automatic Choke Assembly	1975-80	366-170	\$309.95	\$266.95
Carb Set, SU HS4	1962-67	372-248	841.95	740.95
Gas Tank, Non Vented	1965-69	456-775	179.95	154.95
Gas Tank, Non Vented, Baffled, BMH	1965-69	456-815	359.95	309.95
Gas Tank, Vented, Aftermarket	1977-80	471-222	184.95	159.95
Grose-Jet	1972-74 HIF	386-340	11.75	9.95
Hose, Pump Outlet To Main Feed	1962-76	376-540	20.95	18.95
Rebuild Kit, For 2 Carburetors	1973-74 (AUD550/630)	375-398	147.95	125.95
Rebuild Kit, For 2 Carburetors	1963-67 (AUD52/135)	375-338	120.95	102.95
Rebuild Kit, For 2 Carburetors	1968-71 (AUD326/405)	375-358	133.95	115.95
Sending Unit, Fuel Gauge	1977-80	360-655	24.95	21.95
Sending Unit, Fuel Gauge	Rd 1965-76, All GT	360-660	24.95	21.95

Interior

Description	Application	Part #	Retail	Sale
Bracket, Sun Visor Pivot	Rd From (C)410001 On	233-925	\$10.75	\$9.95
Console, Radio	1972-76	453-745	44.95	33.95
Dash Liner Pair, ABS	1968-80	453-863	97.95	84.95
Dash Panel Cover	1968-71	453-720	389.95	335.95
Dash Roll, Black	1962-67	453-570	127.95	110.95
Finisher, Door Seal, Rear L/H	Roadster	472-300	9.95	8.95
Finisher, Door Seal, Rear R/H	Roadster	472-290	9.95	8.95
Floor Panel, L/H	1963-67	458-940	259.95	223.95
Floor Panel, L/H, Repro.	1968-80	458-950	124.95	107.95
Floor Panel, R/H	1963-67	458-945	259.95	223.95
Floor Panel, R/H, Repro.	1968-80	458-955	124.95	107.95
Grommet, Underbody, Large	All	282-280	11.95	10.95
Molding, Rear Cockpit	Roadster	408-995	81.55	70.95
Power Window System	1968-80	299-000	429.95	369.95
Radio Console Cover	1968-71	453-705	109.95	94.95
Sound-Deadening Kit, Main Floor	1968-80	409-128	132.95	114.95
Sun Visor Kit, Option	1962-68	224-108	76.95	66.95
Sun Visor, Grey	GT	233-917	60.50	52.95
Switch Assembly, Turn/High/Lo Beam	1971-72	141-820	96.95	79.95
Switch, Brake Check	1969-75	141-280	26.95	22.95
Switch, Hazard Warning	1977-80	141-430	36.90	30.95
Switch, Heater Fan	Rd To (C)267109, GT To (C)267332	141-250	26.95	22.95
Switch, Heater Fan	1977-80	141-410	35.95	28.95
Switch, Lighting	1977-80	141-420	19.95	16.95
Switch, Turn Signal, Dimmer	Rd/GT From (C)219001	141-820	96.95	79.95
Switch, Turn Signal, Headlight Dimmer	Rd To (C)267109, GT To (C)267332	141-820	96.95	79.95



299-000



FREE SHIPPING
on orders over \$600

454-962

Suspension & Steering

Description	Application	Part #	Retail	Sale
Adjustable Hollow Sway Bar Kit	All	454-962	\$279.95	\$240.95
Coil Spring	MGB Rd Late 72-On, GT 74.5-On	264-380	36.95	31.95
Cup, Grease Retaining, Wire Wheel	Rd To (C)30850	264-410	13.95	11.95
Front Suspension Bushing Kit - Polyurethane	MGB Chrome Bumper	264-918	84.95	73.95
Front Tube Shock Conversion - Monroe Shocks	All	268-121	509.95	438.95
Front Tube Shock Conversion Kit- Spax	All	264-677	609.95	524.95
Horn Push/Centerpiece Assembly	1963-67	408-220	84.95	71.95
Hub, L/H, Wire Wheel	Rd From (C)30851 On, All GT	264-880	115.95	99.95
Hub, R/H, Wire Wheel	Rd From (C)30851 On, All GT	264-870	115.95	99.95
Ignition Switch	Rd From (C)138401 To 187210, GT From	542-077	14.45	11.95
L.E. Steering Wheel	1977-80	263-740	219.95	164.95
Leaf Spring, 1" Lowered	Rd 1974.5-80	456-215	179.95	152.95
Leaf Spring, 7 Leaf	Rd 1974.5-76, GT To 1974.5	454-770	104.95	90.95
Lower Trunnion Kit	All	263-455	16.95	14.95
Major Suspension Kit	All	264-408	159.95	137.95
Mount Pad Kit Upper & Lower - Polyurethane	MGB Chrome Bumper	264-906	42.95	36.95
Polyurethane Bushings Kit	MGC	780-918	357.95	307.95
Rack & Pinion Assembly	1963-74.5 LHD	453-619	169.95	149.95
Rack & Pinion Assembly	1974.5-80 LHD	453-627	179.95	154.95
Rack And Pinion Assembly w/Installation Kit	1963-74.5 LHD	453-618	214.95	184.95
Rack And Pinion Assembly w/Installation Kit	1974.5-80 LHD	453-638	214.95	184.95
Rear Spring Bushing Kit - Polyurethane	MGB All	267-538	99.95	85.95
Sway Bar (3/4"), Front	All	454-945	149.95	128.95



268-121



453-619

New Year DEALS



Triumph TR2-4A



Apparel & Accessories

Description	Application	Part #	Retail	Sale
Dartboard, Triumph	All	229-785	\$49.95	\$37.95

Brakes

Description	Application	Part #	Retail	Sale
Brake Drum, Rear, 9"	TR4A IRS	586-020	\$84.95	\$69.95
Brake Pads, Premium Ceramic	TR3, 3A 57-59, Early TR4	585-502	43.95	36.95
Brake Pads, Semi-Metallic	TR3, 3A 57-59, Early TR4	585-507	29.95	25.95
Brake Pipe Set (Girling System)	TR3 From TS13046-TR3B	588-618	123.95	105.95
Brake Rotor - Cross Drilled & Slotted - Pair	TR3B(TCF Series), TR4 Late, TR4A - 10.75"	586-615	199.95	171.95
Hand Brake Cable	TR4A	733-070	18.95	15.95
Hose, Brake - Rear L/H	TR4A Solid Axle	584-110	29.95	25.95
Hose, Front	TR4A	584-080	22.45	18.95
Rotor, Disc Brake (10 3/4"), Aftermarket	TR3B (TCF Series), TR4 Late, TR4A	586-511	39.95	33.95
Sealing Rubber, Handbrake Lever	TR2-3B	680-820	18.45	15.95
Shoe Set, Rear, New	TR3-TR3A (10" Brakes)	585-020	99.95	79.95
Shoe Set, Rear, New	TR3A-4A W/9" Brakes	585-030	23.95	20.95
Stainless Steel Brake Hose Kits	TR3 From TS13046, 3B(TSF)	582-018	99.95	85.95
Stainless Steel Brake Hose Sets	TR4A IRS, TR250, TR6	582-048	119.95	103.95
Wheel Cylinder Assembly (.70" Bore)	TR4 From CT5656 (Wire Wheels), CT5783 (Disc Wheels), TR4A	580-045	16.95	14.95
Wheel Cylinder, 3/4"	TR3 From TS13046 To TR3A TS15331	580-025	18.75	15.95

Clutch, Transmission & Drivetrain

Description	Application	Part #	Retail	Sale
Bearing Kit	All	525-230	\$42.95	\$36.95
Bearing, Differential Carrier	All	525-070	62.85	55.95
Clutch Disc, New	TR2-4	591-000	86.95	74.95
Driving Hub Assembly	TR4A IRS	674-950	144.95	121.95
Gaiter, Leather, W/Upper Boot	TR4A	680-745	39.95	33.95
Mount, Gearbox	All	810-020	15.95	13.95
Outer Axle & Hub Assembly, New	TR4A IRS	041-555	499.95	429.95
Outer Axle Shaft	TR4A IRS	674-890	159.95	131.95
Pin, Fork To Shaft	All	596-055	10.95	9.95
Pressure Plate, New	TR2-4	593-000	149.95	127.95
Ring & Pinion, 3.45:1	TR3-4A	674-175	454.95	391.95
Slave Cylinder (Girling System), 1" Bore, Classic Gold	TR3 From TS13046-4A	580-760	47.95	39.95
Slave Cylinder, 1 1/8" Bore (Lockheed System), Classic Gold	TR2-3 To TS13045	580-750	49.95	40.95
Upgraded Countershaft Gears	TR4-4A	840-505	499.95	429.95
Upgraded Sliding Axle Assembly	TR4A IRS	675-555	399.95	343.95



Cooling

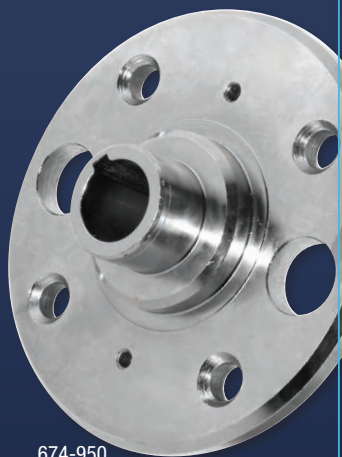
Description	Application	Part #	Retail	Sale
Bottle, Overflow	TR4A	850-320	\$16.75	\$13.95
Cover, Thermostat	TR2 From TS1201E-TR4A	835-520	28.95	24.95
Housing, Thermostat	TR3B-TR4A	835-550	43.95	36.95
Pulley, Water Pump	All	835-250	34.95	30.95
Radiator, Long Neck, No Crank Hole, Offset Inlet	TR2 From TS1201E Thru TR3B	850-000	419.95	352.95
Radiator, Long Neck, W/Crank Hole, Offset Inlet	TR2 From TS1201E Thru TR3B	849-990	499.95	424.95
Water Pump - Upgraded	All	835-071	104.95	88.95

Electrical

Description	Application	Part #	Retail	Sale
Distributor Cap (Aftermarket)	All	560-120	\$17.95	\$14.95
Distributor Cap (Lucas)	All	151-740	19.95	16.95
Headlamp Assembly, Sealed Beam	TR3A From TS32585 -TR4 To (B)24600CT	544-000	138.95	118.95
Headlamp Assembly, Sealed Beam	TR4 From (B)24601CT -TR4A	544-010	99.95	85.95
Ignition Wire Set, W/Caps	All	571-000	26.95	23.95
Jet, Windshield Washer	TR3-3B	802-805	12.95	10.95
Liner, Battery Box	TR2-3B	241-010	52.95	44.95
Main Harness, Cloth Bound	TR3A From TS60001 Thru TR3B	356-270	315.95	271.95
Main Harness, Vinyl Bound	TR4A	355-530	368.95	317.95
Pump Kit, Windshield Washer	TR4-4A	565-070	55.95	46.95
Rim, Headlamp (1-3/8" Wide Snap-On)	TR3A From TS32585 -TR4 To (B)24600CT	560-200	52.95	45.95
Tail Lamp Assembly, With Red/Red Lens	TR4 -TR4A	544-080	179.95	152.95



229-785



674-950



835-071



Triumph TR2-4A

New Year DEALS

Engine

Description	Application	Part #	Retail	Sale
Cap, Oil Filler (Push-On)	TR2-4 (Open Circuit Breathing)	834-750	\$34.95	\$29.95
Choke Cable Assembly, Original Type	TR2-3B	734-015	47.95	41.95
Fan, 4-Bladed (Rounded Blade Ends)	TR2-3B	834-030	119.95	100.95
Fuel Pump, Reproduction, With Priming Lever	All	377-000	44.95	41.95
Gasket, Manifold, High Port,	TR3 From TS13052E-TR4A	695-010	13.60	11.95
High Performance Manifold Gasket	TR3 From TS13052E - TR4A ("High Port" Heads)	695-070	42.95	36.95
Lightened Tappets	All	838-260	20.95	17.95
Piston & Liner Set - 83mm	TR2-4 (Option On TR4)	814-320	609.95	524.95
Piston & Liner Set - 86mm	TR4-4A	814-310	525.95	452.95
Piston & Liner Set - 89mm	All	814-290	999.95	859.95

Exhaust

Description	Application	Part #	Retail	Sale
Exhaust System, Stainless Steel	TR2-4	860-100	\$450.95	\$387.95

Exterior

Description	Application	Part #	Retail	Sale
Beading, Front Fenders	TR4-4A	854-120	\$23.95	\$20.95
Body Mounting Kit	TR4A	680-648	99.95	83.95
Bumper Bar - Front	TR4	854-060	169.95	142.95
Bumper Bar, Front	TR2-3	854-200	389.95	335.95
Bumper Bar, Front	TR3A-3B	854-210	369.95	318.95
Differential Mount Repair Kits - Front	TR4A IRS	850-795	119.95	101.95
Escutcheon, "Fig Leaf" Type	TR2-3 To TS22013	802-838	21.95	17.95
Fastener Set, Hood	TR2 From TS4229-3B	802-918	15.50	13.95
Fender Bead, Front	TR3-3B	854-235	30.95	26.95
Fender Guard, L/H (Large)	TR2-3B	802-980	41.95	35.95
Fender Guard, R/H (Large)	TR2-3B	802-970	41.95	35.95
Front Valance Panel, Lower	TR4-4A	855-100	139.95	117.95
Gas Cap	TR2-3A To TS60000	834-830	57.95	47.95
Gas Cap, W/Integral Extension	TR3A From TS60001-3B	834-840	52.95	45.95
Guide, Handcrank	TR4 (Factory Option)	031-672	6.45	3.95
Hood Hinge Pair, Chromed	TR2 From TS7229 Thru TR3B	802-878	38.95	32.95
Hub Cap, W/O Medallion	All	674-690	36.95	31.95
Lock & Key Set	TR4-4A	633-335	152.95	131.95
Override, Front	TR2-3	802-750	49.95	40.95
Override, Front	TR3A-3B	802-760	74.95	62.95
Override, Front	TR4	804-170	48.95	41.95
Override, R/H Rear	TR4-4A	804-200	58.95	50.95
Override, Rear	TR2-3B	802-800	74.95	62.95
Panel, Rear Trunk	TR3 From TS16473 - 3B	855-750	893.95	768.95
Quarter Panel, R/H (Dogleg)	TR2-3B	855-720	178.95	150.95
Repair Panel, L/H Front Fender	TR4-4A	855-152	229.95	197.95
Seal, Trunk Lid	TR4-4A	680-380	28.95	24.95
Sill Assembly, L/H	TR2-3B	855-860	173.95	149.95
Strap Set, Spare Tire & Tools	TR3-3B	802-845	37.95	31.95
Trunk Hinge Pair	TR4-4A	802-288	68.95	57.95



838-260



834-030



860-100

Fuel System & Emission

Description	Application	Part #	Retail	Sale
Carb Set, SU HS6	TR4A (AUD209)	370-838	\$914.95	\$805.95
Gas Tank (Outlet In Bottom Left)	TR3A From TS60001 Thru TR3B	849-020	567.95	488.95
Rebuild Kit, For 2 Carbs.	TR3-4 (AUC786 & 878)	370-795	124.95	107.95
Tap, Fuel	TR2-3A	589-190	39.95	33.95

Heating & Air Conditioning

Description	Application	Part #	Retail	Sale
Connection, Thru Firewall	TR4-4A	635-220	\$18.95	\$16.95
Heater Core	TR2-3B	635-435	416.95	358.95



New Year DEALS



Triumph TR2-4A

Interior

Description	Application	Part #	Retail	Sale
Cover, Driveshaft Tunnel (Fiberglass)	TR4A	856-790	\$89.95	\$76.95
Dash Pad, L/H Lower, Reproduction	TR4-4A	633-240	89.95	77.95
Dash Pad, Top, Reproduction	TR4-4A	855-010	189.95	163.95
Floor Panel, L/H	TR4-4A	801-900	232.95	200.95
Floor Repair Panel, L/H	TR2-3B	855-821	149.95	128.95
Floor Repair Panel, R/H	TR2-3B	855-811	149.95	128.95
Gearbox Cover, Polyethylene Replacement	TR4-4A	857-125	92.95	79.95
Glove Box	TR2-3B LHD	633-040	39.95	34.95
Mirror	TR3A Late-3B	633-545	39.95	32.95
Mirror, Interior	Early TR4	801-060	26.75	21.95
Seal Set, Gearbox Cover	TR4-4A	680-428	24.95	21.95
Switch, Turn Indicator	TR4-4A	560-080	36.95	31.95
Warning Lamp, Ignition (Red)	All	542-190	13.95	11.95



Suspension & Steering

Description	Application	Part #	Retail	Sale
Adjustable Trailing Arm Bracket Set	TR4A IRS	852-055	\$189.95	\$163.95
Axle Upgrade Kit - Front	All	661-293	379.95	326.95
Ball Joint	TR2-4 To CT6343 (Wire) CT6390 (Disc)	661-070	57.80	47.95
Bracket, Idler	TR2-3B	667-030	54.95	46.95
Delrin Center Tie Rod Bush & Pin Kit	TR2-3B	667-042	77.95	67.95
Front Coil Spring, 'Long'-Approx. 10 1/4"	TR4A	661-650	45.95	39.95
Leaf Spring	TR2-4 To (C)CT23382	851-195	109.95	94.95
Rack & Pinion Assembly, L/HD	TR4A	667-125	179.95	154.95
Rear Shock Link	TR4A IRS	671-030	24.95	20.95
Shock Absorber, New, L/H	TR4A	670-050	159.95	137.95
Shock Absorber, Stock Type	TR4A	670-015	26.95	22.95
Steering Wheel, Standard (Non-Adjustable)	TR2-3B	853-740	339.95	271.95
Tie Rod End Set	TR4-4A	667-265	26.95	23.95
Tie Rod End Set For Both Sides	TR2-3B	667-368	134.95	116.95
Trunnion, Bottom (0 degrees Castor)	TR2-4 To CT6343 (Wire Wheel) CT6389 (Disc Wheel)	661-440	99.95	85.95
Wheel Bearing Kit (Incl. 2 Bearings And Seal)	All	525-220	31.55	27.95



661-293



586-020



Triumph TR250-6

229-785

Apparel & Accessories

Description	Application	Part #	Retail	Sale
Dartboard, Triumph	All	229-785	\$49.95	\$37.95

Brakes

Description	Application	Part #	Retail	Sale
Brake Drum, Rear, 9"	All	586-020	\$84.95	\$69.95
Brake Pads, Semi-Metallic	1972 On (3/16" Pins)	585-537	29.95	25.95
Brake Pipe Set	TR250-TR6 To CC81078 (UNF Threads)	588-188	162.95	140.95
Brake Rotor - Cross Drilled & Slotted - Pair	All	586-615	199.95	171.95
Brake Rotor, Aftermarket	All	586-511	39.95	33.95
Hand Brake Cable	All	733-070	18.95	15.95
Hose, Front	All	584-080	22.45	18.95
Piston, Calipers 16PB	TR6 From CC29930	582-005	14.95	12.95
Rear Wheel Cylinder	All	580-045	16.95	14.95
Shoe Set, Rear, New	All	585-030	23.95	20.95



585-537



Triumph TR250-6



New Year DEALS

Clutch, Transmission & Drivetrain

Description	Application	Part #	Retail	Sale
Bearing Kit	All	525-230	\$42.95	\$36.95
Bearing, Differential Carrier	All	525-070	62.85	55.95
Drive Flange Assembly, Disc Wheels	All	674-950	144.95	121.95
Gaiter, Leather (Includes Upper Grommet)	All	680-745	39.95	33.95
Hub Assembly, New	TR4A-6	041-555	499.95	429.95
Mount, Gearbox	1968-72	810-020	15.95	13.95
Outer Axle Shaft	All	674-890	159.95	131.95
Pin, Fork To Clutch Shaft (High-Strength)	All	596-055	10.95	9.95
	All	596-046	44.95	36.95
Ring & Pinion assembly, .3.45:1	All	674-175	454.95	391.95
Rubber Mounting, Rear	All	680-075	22.95	19.95
Solenoid	1973 On	546-095	231.95	199.95
Uprated Countershaft Gears	1968-73	840-505	499.95	429.95
Uprated Sliding Axle Assembly	All	675-555	399.95	343.95

Cooling

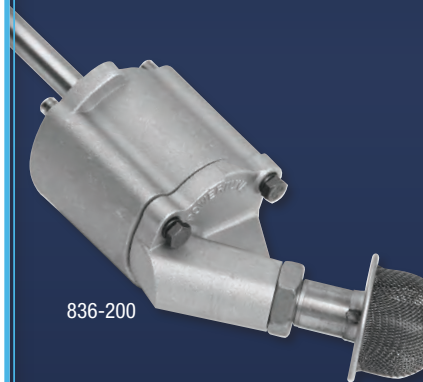
Description	Application	Part #	Retail	Sale
Fan, 13 Blade, Plastic	1972-76	835-270	\$69.95	\$57.95
Overflow Bottle	All	850-320	16.75	13.95
Radiator	1972-74	850-040	389.95	335.95
Radiator	1968-71	850-060	379.95	326.95
Radiator	1975-76	850-070	359.95	309.95



835-270

Electrical

Description	Application	Part #	Retail	Sale
Flasher Lens, L/H, Amber	TR6 All	544-380	\$36.95	\$30.95
Flasher Lens, R/H, Amber	TR6 All	544-390	36.95	30.95
Fuse Box, (4 Fuses Required)	All	560-105	28.95	24.95
Headlamp Assembly, Sealed Beam	All	544-010	99.95	85.95
Lens, L/H, With Chrome Edge, Amber	To 1972	544-310	38.95	31.95
Lens, R/H, With Chrome Edge, Amber	To 1972	544-320	38.95	31.95
Side & Flasher Lamp, Front, Amber & White	1974-75	544-170	87.95	57.95
Stop Lens, L/H, Red	TR6 All	544-400	34.95	28.95
Switch Oil Pressure	1973-76	760-200	18.95	15.95
Tail Lamp Assembly, All Red Lens	TR5, TR250	544-080	179.95	152.95
Trunk Lamp	TR6 All	544-245	9.95	8.95
Wiper Blade, Original Item, Chromed	1970-72	560-610	15.95	13.95



836-200

Engine

Description	Application	Part #	Retail	Sale
Oil Pump Assembly	TR6 From (E)CC66297	836-200	\$89.40	\$76.95
Piston Set, .020	All	814-428	549.95	472.95
Rockershaft Aux Oil Feed Kit	All	821-360	69.95	60.95
Valve, Exhaust, Stellite	1968-72	821-115	21.95	18.95

Exhaust

Description	Application	Part #	Retail	Sale
Exhaust Header	1972-76 (Dual Head Pipe)	865-035	\$378.95	\$325.95
Exhaust System, Stainless Steel	1968-71	860-200	458.95	394.95
Exhaust System, Stainless Steel	1972	860-210	562.95	484.95
Muffler & Tailpipe, Mild Steel	1972-1976	862-080	164.95	141.95
Sports Exhaust System, Stainless Steel	1972-1976	860-270	630.95	542.95



865-035



New Year DEALS



Triumph TR250-6



855-095

Exterior

Description	Application	Part #	Retail	Sale
Body Mounting Set	All	680-648	\$99.95	\$83.95
Bumper Bar - Front	1969-74.5	994-055	499.95	409.95
Bumper Bar, Center	TR6 To 1972	854-760	229.95	193.95
Cable, Inner Hood Release (Original)	All	807-080	11.95	10.95
Capping Strip, Aluminum	TR6	801-175	94.65	79.95
Center Bar, Rear Bumper	1973	994-770	214.95	180.95
Corner Bar R/H, Rear Bumper	TR6 To 1974	854-085	114.95	97.95
Differential Mount Repair Kits - Front	All	850-795	119.95	101.95
Fender Beading, Upper Front Fender	TR250	854-120	23.95	20.95
Front Spoiler	TR6	855-095	159.95	134.95
Grille Assembly	TR6	870-150	199.95	167.95
Lower Valance, Front	All	855-100	139.95	117.95
Override, R/H Rear	TR250	804-200	58.95	50.95
Seal, Trunk Lid	TR6	680-525	29.95	24.95
Seal, Trunk Lid	TR250	680-380	28.95	24.95
Sealing Rubber, Windshield Frame To Hardtop	All	681-020	39.95	32.95
Trailing Arm Box Repair Section	All	850-390	58.95	50.95
Trunk Hinge Pair	TR250	802-288	68.95	57.95

Heating & Air Conditioning

Description	Application	Part #	Retail	Sale
Double Pipe Connector	All	635-220	\$18.95	\$16.95



Interior

Description	Application	Part #	Retail	Sale
Cover, Driveshaft Tunnel, Fiberglass Replacement	All	856-790	\$89.95	\$76.95
Crash Pad, L/H Lower, L/HD, Reproduction	TR250-6 To 1969	633-240	89.95	77.95
Crash Pad, R/H Lower, L/HD, Reproduction	All	633-265	89.95	77.95
Dash Top, Padded, Replacement	All	854-991	149.95	128.95
Dash Top, Padded, Reproduction	All	854-990	189.95	163.95
Emergency Hood Opening Kit	All	807-088	14.95	12.95
Floor Panel, L/H	All	801-900	232.95	200.95
Gearbox Cover, Polyethylene Replacement	All	857-125	92.95	79.95
Headlamp Flasher & Dimmer Switch	1974-76	635-665	199.95	163.95
Lights, Flasher, & Dimmer Switch	1973	635-660	154.95	130.95
Mirror, Interior	All	801-085	47.95	39.95
Retaining Bar, Soft Top	All	854-550	36.95	30.95
Seal Set, Gearbox Cover	All	680-428	24.95	21.95
Sun Visor, Driver, Black	TR6	801-200	45.20	38.95
Sun Visor, Passenger, Black, With Mirror	TR6	801-190	53.55	46.95
Switch Plinth, With 4 Holes, Reproduction	1970-76	633-425	89.95	77.95
Switch, Ignition	1970-72	667-865	54.95	47.95
Switch, Turn Signal	All	560-080	36.95	31.95



852-055



661-293

Suspension & Steering

Description	Application	Part #	Retail	Sale
Adjustable Trailing Arm Bracket Set	All	852-055	\$189.95	\$163.95
Axle Upgrade Kit - Front	All	661-293	379.95	326.95
Bearing Kit	All	525-220	31.55	27.95
Brush, Horn Contact (3.4")	As Fitted - Check Length Of Original Part	560-420	13.95	11.95
Escutcheon	All	667-505	15.75	13.95
Front Coil Spring, 312 Lbs/In	All	661-650	45.95	39.95
Lighting Switch, LHD.	1968-73	635-660	154.95	130.95
Rack & Pinion assembly, L/HD	All	667-125	179.95	154.95
Rear Shock Absorber, L/H, New	All	670-050	159.95	137.95
Rear Shock Link	All	671-030	24.95	20.95
Shock Absorber	All	670-015	26.95	22.95
Tie Rod End Set	All	667-265	26.95	23.95



Apparel & Accessories

Description	Application	Part #	Retail	Sale
Dartboard, Triumph	All	229-785	\$49.95	\$37.95

Brakes

Description	Application	Part #	Retail	Sale
Master Cylinder Assembly	All	071-500	\$329.95	\$283.95
Rotor, Aftermarket	TR7	071-541	20.95	18.95
Wheel Cylinder, Rear	All TR7 5-Speed & 1981 Auto (From Vin 402001), TR8 1978-79	071-522	29.95	25.95

Clutch, Transmission & Drivetrain

Description	Application	Part #	Retail	Sale
Bushing Set, Rear Mount, Upper	TR7, TR8 5-Speed	072-291	\$12.95	\$11.95
Clutch Kit, Borg & Beck	TR7 5-Speed	071-345	198.95	171.95
Gear, Third	TR7 4 Speed	071-319	89.95	49.95
Slave Cylinder Assembly	All	071-312	115.95	98.95
Slave Cylinder, Clutch, Aftermarket	All	071-313	63.95	53.95

Electrical

Description	Application	Part #	Retail	Sale
Switch Oil Pressure	1975-78	760-200	\$18.95	\$15.95
Trunk Lamp	TR7	544-245	9.95	8.95
Turn Signal/Horn/ Dimmer Switch	All	071-766	178.95	153.95

Engine

Description	Application	Part #	Retail	Sale
Accelerator Cable	TR7 Mid 76 On (Fed-2 Carb.)	071-130	\$25.95	\$21.95
Fan Clutch	All	071-238	162.95	140.95

Exterior

Description	Application	Part #	Retail	Sale
Door Shell, R/H	TR7 Roaster	072-280	\$905.95	\$679.95
Front Spoiler, OE Type	All	071-965	228.95	196.95
Hinge Assembly, Headlamps	TR7	071-829	132.95	99.95
Link, Headlamp Mechanism	TR7	072-450	27.25	20.95
Rear Quarter Panel, R/H	TR7 Convertible	071-861	849.95	637.95
Seal, Glass To Door Top	TR7 Roaster	071-909	15.65	13.95

Fuel System & Emission

Description	Application	Part #	Retail	Sale
Fuel Pump (Used With Spacer)	TR7 Carb. 77.5 On	071-121	\$41.95	\$36.95
Sending Unit, Fuel Gauge	All	360-655	24.95	21.95
Spacer (Use With Pump 071-121)	TR7 Carb. To 77.5	377-415	11.95	9.95

Interior

Description	Application	Part #	Retail	Sale
Performance Free-Flow Exhaust System	TR7	071-958	\$329.95	\$283.95

Suspension & Steering

Description	Application	Part #	Retail	Sale
Ball Joint, Lower	All	071-403	\$39.95	\$34.95
Shock Absorber, Front (Stock Type)	All	071-400	59.95	50.95
Tie Rod End	All	071-402	29.45	24.95



071-313



071-965



071-958



New Year DEALS

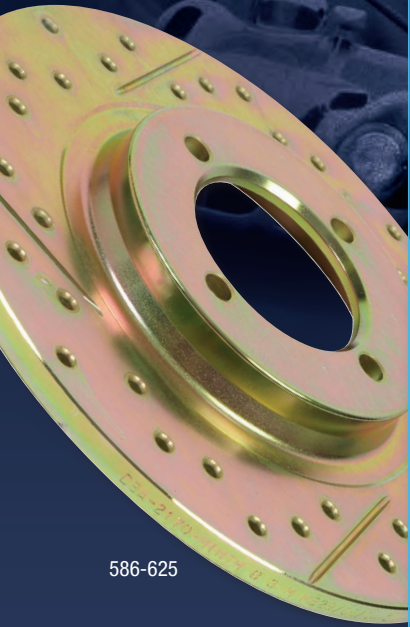


Spitfire MkIV & 1500



Brakes

Description	Application	Part #	Retail	Sale
Brake Drum	All	586-530	\$54.95	\$43.95
Brake Hose, Front	1971-74	584-110	29.95	25.95
Brake Pad Fitting Kit	All	583-170	18.40	15.95
Brake Pads, Premium Ceramic	1968-80	585-572	43.95	36.95
Brake Pads, Semi-Metallic	1968-80	585-577	29.95	25.95
Brake Rotor	All	586-521	24.95	20.95
Brake Rotor - Cross Drilled & Slotted - Pair	All	586-625	199.95	171.95
Greenstuff Pads By EBC	1968-80	585-640	59.95	51.95
Master Cylinder (Large Cap)	1970-75	580-100	249.95	214.95
Piston, Caliper	All	582-115	18.95	15.95
Repair Kit	All	583-160	19.95	17.95
Repair Kit	1971-75	583-210	27.95	22.95
Repair Kit, Master Cylinder	1976-80	583-220	21.95	18.95
Reservoir Repair Kit	1971-75	583-120	49.95	41.95
Shoe Set, Rear, New	All	585-320	23.95	20.95
Wheel Cylinder (5/8" Bore), Aftermarket	1971-75	580-085	17.85	15.95
Wheel Cylinder (5/8" Bore), Premium	1971-75	580-080	31.95	26.95



586-625

Clutch, Transmission & Drivetrain

Description	Application	Part #	Retail	Sale
Clutch Kit	1971-72	593-060	\$187.95	\$161.95
Clutch Kit	1973-74	593-070	207.95	178.95
Clutch Kit (Aftermarket)	1971-72	593-065	136.95	117.95
Kit, Gearshift Anti-Rattle	1971-74	848-965	39.95	33.95
Master Cylinder, Clutch, Aftermarket	All	581-121	69.95	59.95
Shock Absorber Pair, Rear	1971-80	670-218	42.95	36.95
Slave Cylinder, Clutch	1968-77	580-780	179.95	154.95
Slave Cylinder, Clutch, Aftermarket	1978-80	580-795	62.95	54.95
Solenoid	1974 On	546-095	231.95	199.95
Trunnion Bush Kit (For 1 Side)	All	674-935	12.95	10.95



580-080



Cooling

Description	Application	Part #	Retail	Sale
Bottom Radiator Hose	1979-80	834-950	\$18.95	\$15.95
Radiator	1976-78 Fed, & 1975-78 CA From Fm35506	835-100	349.95	300.95
Water Pump (Bolt-On Fan Type)	1971-74	835-645	62.95	54.95



241-030

Electrical

Description	Application	Part #	Retail	Sale
Battery Tray	Spitfire & GT6	241-030	\$52.95	\$43.95
Hazard Switch, Rocker Type	1971-76	635-610	68.35	58.95
Horn Brush (3.4")	As Fitted	560-420	13.95	11.95
Ignition Switch	1977-80	071-765	126.95	109.95
Ignition Switch	1971-73	667-865	54.95	47.95
Switch, Headlamp Flasher/Dimmer	1971-76	635-665	199.95	163.95
Switch, Turn Signal	1971-76	560-080	36.95	31.95
Switch, Turn Signal	1971-76	560-080	36.95	31.95
Washer Pump And Cap	1977-80	546-110	41.95	36.95
Wiper Switch & Washer Pump	1971-76	570-275	84.15	72.95



Spitfire MkIV & 1500



New Year DEALS

Engine

Description	Application	Part #	Retail	Sale
Choke Cable	1971-74	734-340	\$20.95	\$17.95
Exhaust Header 4 Into 1 - Mild Steel	Spitfire 1500 1971-80	865-140	172.95	148.95
Piston Set, .020	1300, 8.5:1 Compression Ratio 1971-72	814-535	229.95	197.95
Rockershaft Aux Oil Feed Kit	1500	821-360	69.95	60.95
Speedo Cable (Non-O/D)	1977-80	731-100	19.95	16.95
Switch, Oil Pressure Warning Light	10mm Dia. Threads, 3 Electrical Contacts	760-200	18.95	15.95

Exhaust

Description	Application	Part #	Retail	Sale
Front Pipe	1971-74	862-100	\$74.95	\$62.95
Stainless Steel Exhaust System	1975-77 Fed (To Fm60005)	862-190	344.95	303.95



Exterior

Description	Application	Part #	Retail	Sale
Bead, Windshield Seal, L/H	1971-80	681-250	\$34.95	\$30.95
Bead, Windshield Seal, R/H	1971-80	681-260	34.95	30.95
Capping Strip, Windshield Frame	1971-80	801-185	99.95	83.95
Fiberglass Front Spoiler	1971-80	867-220	126.95	106.95
Quarter Valance, L/H OE	1971-80	867-200	209.95	180.95
Rocker Panel, L/H Repro	1971-80	867-340	109.95	94.95
Rocker Panel, R/H Repro	1971-80	867-350	109.95	94.95
Seal, Windshield To Frame	1971-80	681-240	39.95	33.95
Side Splash Valance, R/H	1971-74	867-240	99.95	85.95
Trunk Lid Seal	1971-80	681-280	25.95	21.95

Fuel System & Emission

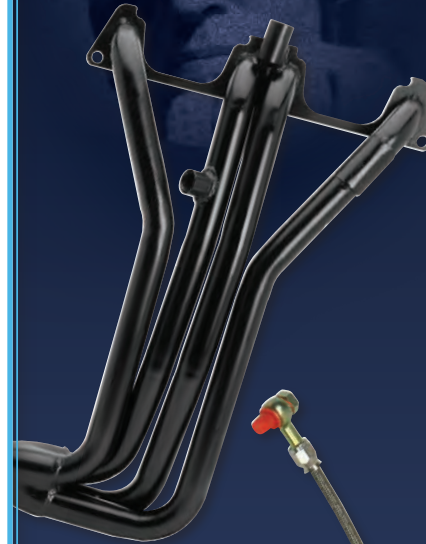
Description	Application	Part #	Retail	Sale
Cover, Temperature Compensator	3427, 3506, 3612	365-835	\$13.95	\$11.95
Fuel Pump, Mechanical	1963-72	377-425	45.20	38.95
Gas Cap, Vented	All	834-905	73.45	63.95
Spacer, Fuel Pump	1978-80	377-415	11.95	9.95
Tank Sending Unit	All	857-700	52.25	44.95

Interior

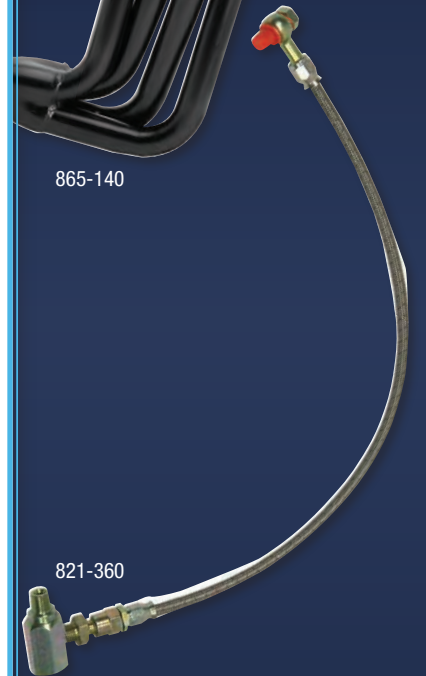
Description	Application	Part #	Retail	Sale
Floor Pan, L/H	1971-80	867-410	\$274.95	\$236.95
Floor Pan, R/H	1971-80	867-420	274.95	236.95

Suspension & Steering

Description	Application	Part #	Retail	Sale
Coil Spring	1975-80	661-655	\$39.95	\$33.95
Escutcheon	1971-76	667-505	15.75	13.95
Link Assembly, L/H	All	667-715	20.95	17.95
Rack & Pinion assembly.	All LHD	667-900	205.95	172.95
Shock Absorber, Front	All	670-195	28.95	24.95
Trunnion Fitting Kit (For One Side)	All	661-485	12.95	10.95



865-140



821-360



862-190

New Year DEALS



Classic Mini 

Brakes

Description	Application	Part #	Retail	Sale
Brake Drum	To 84, 10" Wheels	117-040	\$39.95	\$33.95
Brake Servo Kit, Aftermarket	Single Line System	117-312	209.95	180.95
Brake Shoes, Set Of Four	1964-84 With 10" Wheels	115-127	29.80	25.95
Connector, 3 Way	All	180-090	12.75	10.95
Disc, 7.5"	10" Wheel	115-101	71.50	60.95
Wheel Cylinder	To 67	115-144	23.60	19.95
Wheel Cylinder	67 On	180-386	15.75	13.95
Wheel Cylinder, OE	67 On	180-385	33.95	28.95
Wheel Cylinder, R/H, 0.9375" (15/16") Bore, Aftermarket	All	115-106	17.95	14.95

Clutch, Transmission & Drivetrain

Description	Application	Part #	Retail	Sale
Clutch Kit	Diaphragm Clutches Thru 1982	114-501	\$99.95	\$85.95
CV Joint, Outer	Disc Brakes	114-972	87.35	75.95
Hub Bearing Kit, Incl. Seals	Disc Brakes	114-974	61.95	53.95
Pot Joint, Inboard	All	114-951	107.30	90.95
Slave Cylinder	Diaphragm Clutches (Thru 1982)	180-655	69.95	59.95

Cooling

Description	Application	Part #	Retail	Sale
Radiator	848-1098 Thru 1992	114-200	\$162.95	\$140.95

Electrical

Description	Application	Part #	Retail	Sale
Alternator Bracket, Rear Mounting	Pre A+ Engines	130-115	\$18.95	\$15.95
Fuse Box, (4 Fuses Required)	1976 On	560-105	28.95	24.95
Interior Lamp, White Plastic Cover	1976 To 1985	164-975	12.75	10.95
Starter Motor, High Torque	Thru 1984	115-306	294.95	253.95
Switch, Indicator With Horn & Dimmer	To 1976	115-379	93.60	78.95

Engine

Description	Application	Part #	Retail	Sale
Bearing Set, Camshaft	997, 998, 1098, 1275 Auto Gearbox	424-975	\$19.95	\$17.95
Bearing Set, Camshaft	1275 Manual, All Cooper S	424-980	19.95	17.95
Bolt Set, Big End Uprated	1275 Pre A+	322-848	124.95	109.95
Cylinder Head, New Bare	1275	451-875	1,295.00	1,139.95
Double Timing Gear Kit - Adjustable	All	460-385	266.95	229.95
Head Gasket Set, Payen Brand	1275	296-651	46.95	40.95
Main Bearing Set, .010	848 1959-68	425-110	43.95	37.95
Main Bearing Set, .010	1275 GT Thru 1989; Cooper S 970, 1071, 1275	425-135	34.95	30.95
Main Bearing Set, Std	1275 GT Thru 1989; Cooper S 970, 1071, 1275	425-130	39.95	34.95
Oil Pump, Star Drive	1275 Pre A+	435-640	36.80	31.95
Pulley, Crankshaft, Replacement	All Pre A+	460-465	136.95	117.95
Rod Bearing Set, .010	All Except Cooper S 1300	425-810	29.95	25.95
Rod Bearing Set, Std	All Except Cooper S 1300	425-805	29.95	25.95
Thrust Washer Set, (4), Std.	All 1275, All Cooper S	425-535	11.55	9.95

Exhaust

Description	Application	Part #	Retail	Sale
Gasket, Manifold To Cyl Head	All	296-645	\$10.50	\$8.95



Exterior

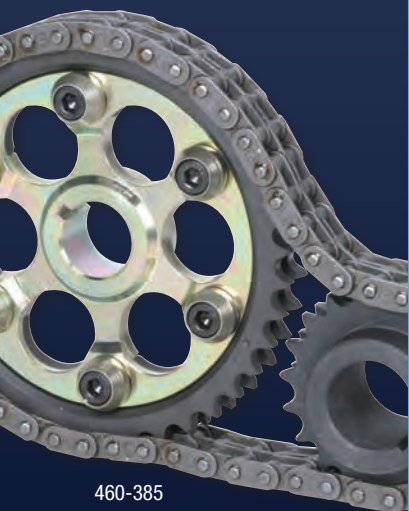
Description	Application	Part #	Retail	Sale
Bonnet - Aftermarket	1970-96	115-611	\$229.95	\$197.95
Bumper, Chrome	All	115-903	74.95	64.95
Grille Kit	All	115-957	231.95	199.95
Molding, W/Arch (Chrome)	All	115-969	17.95	15.95
Seal, Rear Screen	All	115-833	30.85	25.95



117-312



451-875



460-385

Classic Mini 



New Year **DEALS**

Fuel System & Emission

Description	Application	Part #	Retail	Sale
Fuel Pump, Electric, Replacement	1959-71	377-185	\$147.95	\$125.95
Hose, Fuel, Braided, 14inches Long	All	376-910	14.65	12.95



Suspension & Steering

Description	Application	Part #	Retail	Sale
Hub Bearing Kit, Uprated	All	115-074	\$38.55	\$32.95
Rear Subframe, Repro	All	114-834	439.95	378.95
Rubber Cone (Metric Thread)	All	117-025	109.95	94.95
Shock Absorber	All	115-001	29.95	25.95
Shock Absorber	All	115-053	29.95	25.95
Steering Rack, LHD, New (Aftermarket)	All	114-903	189.95	163.95
Steering Rack, LHD, Quick Rack	All	114-902	219.95	189.95
Swivel Pin Kit (Per Side)	All	115-000	18.70	16.95
Track Rod End	All	114-905	15.95	13.95



114-905

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Vintage Race Extravanzas:

Speedfest at the Classic Motorsports Mitty
Grand Marshal is Triumph legend R.W. "Kas" Kastner; celebrating all British marques April 27-29, Road Atlanta, Braselton, Ga.
www.themitty.com

VARA British Extravaganza
Featured car is MGB, celebrating its 50th anniversary May 5-6, Buttonwillow Raceway Park, Buttonwillow, Calif.
www.vararacing.com

Pittsburgh Vintage Grand Prix Race Week
MG is the featured marque of the year July 13-22, Pittsburgh, Penn.
www.pvgrp.org

Lime Rock Park Historic Festival
Aug. 31-Sept 3, Lakeville, Conn.
www.limerock.com

U.S. Vintage Grand Prix and Festival
Sept. 7-9, Watkins Glen, N.Y.
www.theglen.com
www.grandprixfestival.com

Key Concours d'Elegance:

Desert Classic Concours d'Elegance and Desert Auto Week
February 17-26, Rancho Mirage, Calif.
www.desertconcours.com

Amelia Island Concours d'Elegance
March 9-11, Amelia Island, Fla.
www.ameliaconcours.org

Art of the Automobile, a Lifestyle Event
May 7, Daytona Beach, Fla.
www.artoftheautolifestyle.com

Concours d'Elegance of America (formerly Meadow Brook)
July 29, Plymouth, Mich.
www.concoursusa.org

Pebble Beach Concours d'Elegance and Monterey Auto Week
August 13-19, Monterey, Calif.
www.seemonterey.com/concours

Radnor Hunt Concours d'Elegance
Sept. 7-9, Malvern, Penn.
www.radnorconcours.org

Hilton Head Island Motoring Festival
fall, Hilton Head Island, S.C.
www.hhconcours.com

Marque National Events:

NAMGBR National Convention 2012
North American MGB Register, hosted by the Peachtree MG Registry June 6-10, Dillard Ga.
www.peachtreemg.com

Louisville Conclave
Austin-Healey Club of America, hosted by the Bluegrass AHCA June 17-22, Louisville, Ky.
www.2012conclave.com

TRA 2012 National Meet
Triumph Register of America June 21-23, Little Switzerland, N.C.
www.triumphregister.com

Rendezvous 2012
Austin Healey Club USA, hosted by the British Columbia Austin Healey Club June 25-29, Parksville on Vancouver Island, Canada
www.healeys.ca

NAMGAR GT-37
North American MGA Register, Get Together Event 37, hosted by Southwestern Ohio Centre MG Car Club, honoring the 50th anniversary of the last MGA off the production line July 9-13, Dayton, Ohio
www.gt37.namgar.com

American MG-C Register Annual Meet
July, Watkins Glen, N.Y.
www.mgcars.org.uk/amgcr

2012 Sunbeam Invasion
Sunbeam Alpine Owners Club of America Oct. 11-14, Nashville, Tenn.
www.saoca.org

VTR 2012 National Convention
Vintage Triumph Register, hosted by Texas Triumph Register Oct. 31-Nov. 3, Galveston, Texas
www.kingswayrc.com/txtr

MG GoF South 2012
Hosted by the Classic MG Club of Orlando March 23-25, Altamonte Springs, Fla.
www.classicmgclub.com

MG GoF West 2012
June 18-22, Buellton, Calif.
www.gofwest.com/2012.htm

MG GoF Central 2012
Hosted by the Vintage MG Car Club of Chicago July 24-27, St. Charles, Ill.
http://hoosiermgs.com/images/GoF_2012_Brochure.pdf

Other Major Events:

Scottsdale Auction Week, Cruise-In and Road Rally
Jan. 15-22, Scottsdale, Ariz.
www.scottsdalecivb.com

Rolex 24 at Daytona
Jan. 28-29, Daytona, Fla.
www.daytonainternationalspeedway.com

British Motor Trade Association Annual Conference
Feb. 10-12, Denver, Colo.
www.britcar.org/conf2012.html

Kimber Festival 2012
April 20-22, Northeast Classic Car Museum, Norwich, N.Y.
www.nemgrt.org

Carlisle Import & Kit Nationals
May 18-20, Carlisle, Penn.
www.carlisleevents.com/ce/events/import

British Car Week National Meet
May 30-June 3, Hot Springs National Park, Ark.
www.britishcarweeknationalmeet.org

University Motors Ltd. Summer Reunion
August 17-19, Grand Rapids, Mich.
www.universitymotorsltd.com

Portland All British Field Meet
Sept. 1-3, Portland International Raceway, Portland, Ore.
www.abfm-pdx.com

British Invasion
Sept. 14-16, Stowe, Vt.
www.britishinvasion.com

Springtime Regional Events

All British Car Show
March 31, Winter Park, Fla.
www.allbritishcarclub.com

28th Central Ohio British Car Day
May 20, Columbus, Ohio
www.buckeyetriumphs.org/BCD/bcdindex.htm

Great Scot! British Car Show
May 26, Greenville, S.C.
www.sbmoc.com

MG Rendezvous
August 1, Hood River, Ore.
www.clubtmg.org

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