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OF FOSSILS, UPHOLSTERY, AND CAD

BY ROBERT GOLDMAN

Doing the exact same thing every day sounds like a recipe for going insane. However, when it comes to manufacturing upholstery kits, doing it the same way every time is how we ensure consistent quality. We opened the Moss upholstery manufacturing shop a little over 30 years ago because we felt it was the only way to achieve the same result every time.

For many years prior, we used local upholstery shops, or bought preexisting kits from other vendors, but they were never really right. Either the patterns weren't original, or the colors and textures varied all over the map. Something had to be done, so a decision was made to open our own shop and hire an expert to run it. Thus began our association with John Sarena.

John was not only a perfectionist, but he also happened to be one of the premier upholstery experts for the 1955-'57 Chevy crowd. If you've ever wanted to see car show judging taken to the ultimate extreme, just have a look at the originality guide book John helped create. He had the temperament to make sure the new line of Moss kits would look right and fit right.

I started working in the shop in the spring of 1981 at a time when John was really beginning to bear down on pattern making. The goal seemed simple. We wanted to build a new set of patterns for each car, also making sure that the colors, grains, stitching, piping, and any other details were duplicated as closely as possible.

When it came to patterning seat covers, John often had little more to work from than torn, faded, shrunken lumps, with stuffing and mouse droppings falling out. Supposedly, these things had once been seat covers. Decades of neglect had turned them into dinosaur fossils.

My first role at the shop was to take John's cardboard master patterns, once he was satisfied with the shape, and turn

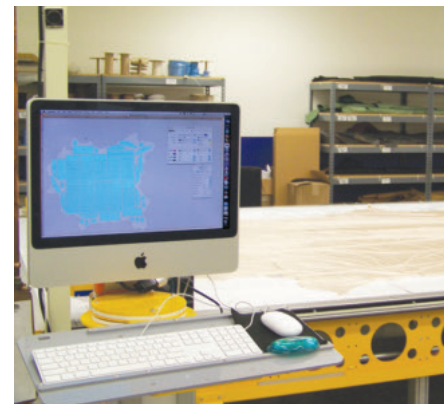
them into working patterns. In those days, GE Lexan wasn't as well known as it is today, but somebody had come up with the idea of using it for permanent working patterns, so I spent my days tracing cardboard pieces onto 4x8-foot sheets of Lexan and cutting them out with a jigsaw.

Patterns made from plexiglass or waterproof panel board are much cheaper to make, but plexiglass is brittle and the edges of panel board turn to mush after years of being traced around. We often used to wonder why Amco tonneau covers were always too small. When Amco shut down, we saw the remains of their patterns. The edges were all mush; they must have shrunk considerably as material wore away off the edges.

Lexan, on the other hand, is very tough. In fact, many of the patterns I personally made in 1981-'82 were still in use up until the recent advent of our CNC cutting machine. The other advantage of a transparent material like Lexan is the fact that you can look through it to spot blemishes when laying out pieces on leather hides.

John and I both learned an important lesson about the construction quality of British cars. When we did the Triumph TR3, he made one door panel and told me to make a mirror image for the other side. I did as instructed, but the piece didn't fit, not by a long shot. After much research and gnashing of teeth (and a jaundiced eye or two turned my way), John finally concluded old British cars aren't necessarily the same side to side—imagine that—and it wasn't just the Triumphs, as MGs, Healeys, etc., all had issues.

Through the years, we've worked to be as boring as possible, making the same exact kits day in and day out. Consistency is much harder to achieve than chaos, and after over 30 years in the business, we're still trying to be perfect about it. **BM**



Kits were once hand-cut from the Lexan templates Robert made. Today the process is computer-controlled ensuring precision and consistency, but Moss keeps Robert's old patterns just in case.

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David S. Wallens photo

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Turn to page 22 to check out some cool products that you may not have ever heard of.

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Publisher: **Robert Goldman**

British Motoring Editorial Team:

Editor: **Kathleen M. Mangan**

Senior Editors: **Mike Chaput, Shawn Carlberg**

Senior Copy Editor: **Christine Knight**

Editorial Director: **David Scott**

Art Director: **Max Gosha**

Staff Photographer: **Luke Severn**

Contributors credited individually

Coast-To-Coast Travels

There's nothing like the feeling of driving a British sports car along a great road. Blasting through twisty mountain turns and exploring quaint little towns, each mile takes you further from your daily routine, creating a new adventure. Sometimes you find yourself dreaming, "What if I were to just keep driving...all the way across America?" Well, June 2011 may just be your chance to turn dreams into reality.

Every five years, the North American Council of MG Registers hosts a get-together for all models of the MG marque. This summer, the gathering will take place in Tahoe/Reno, Nevada. MG 2011 will draw some 750 MGs and other British automobiles from around the world June 13-17. It will undoubtedly be the largest-ever gathering of MGs on the west coast.

This is a great opportunity for enthusiasts living on the west coast, but what about those wanting to attend from the east coast? It can be a long, lonely drive, especially in a British car...but not if you choose to be a part of the Rallye to Reno.

This Rallye offers enthusiasts the opportunity to make MG 2011 the trip of a lifetime. You are invited to participate in a noncompetitive drive across America, arriving in Reno just in time for the opening of the event.

Starting on the boardwalk of Ocean City, Maryland, on June 4, the Rallye to Reno will traverse historic Route 50 through the heartland of America. On Route 50, you'll drive right down Constitution Avenue in Washington, D.C., through the beautiful horse country of Virginia, over the mountains of West Virginia, and on to Cincinnati. In St. Louis, you'll find special reserved parking awaits under the famous arch on a specified day when a photographer will take a group photo of our cars from a helicopter, capturing one of the journey's special moments.

The western adventure continues as we take in Kansas City and Dodge City. In Colorado, choose between driving

up Pikes Peak or riding a vintage narrow gauge steam train to the top. Then test your nerves by walking or driving across the Royal Gorge Bridge, an unforgettable quarter-mile journey through the clouds on America's highest suspension bridge. In Nevada, we drive the 287-mile section of Route 50 known as "The Loneliest Road in America." Only we'll have the greatest group of people in the world traveling right alongside.

Once MG 2011 has concluded, the Rallye will resume for those interested. We will complete the epic cross-country trip by traveling on to San Francisco, making it a coast-to-coast MG trip of a lifetime.

Currently, owners of over 150 MGs from all around the world have expressed an interest in participating. Since there will be all types of MGs with varied cruising

speeds, the Rallye to Reno will be a freeform event – you can team-up with a few buddies or run solo.

The directions are pretty easy: Follow Route 50 West. The average daily drive is around 300 miles. Head out whenever you wish, stop and see whatever interests you, and have the bonus of seeing MGs wherever you go. You'll find evening camaraderie in the parking lot and at the pool, and a few special evening events are in the works. With the gracious support of Moss Motors and other sponsors, this will be a trip not to be missed.

The cost to participate in the Rallye to Reno is only \$35 per car, which includes an individualized rallye plate and a list of recommended hotels at favorable rates. You do not need to run the entire event or attend MG 2011 to register. Or, join us for a day or two, and be a part of this historic MG journey as we pass through your area. For more information, see RallyeToReno.com and MG2011.com. We look forward to seeing you on the road!

—Bruce Woodson



Spirit of MG Vintage Racing

I was so saddened to hear that Tony (David Anthony) Roth passed away on October 27th, 2010 in Orlando, Florida. He was Mr. MG in so many ways and for so many years. He was dedicated to enjoying MGs, having fun, and ensuring everyone else had fun. He had just turned 76 in September and was fighting cancer.

What can you say about an MG racer who cruised the Road Atlanta paddock in the early '80s in an MG TD racecar fitted with a generator-powered blender, making piña colodas, and handing them out to all his MG buddies? (He did this after the racing had ended, of course.)

His MG spirit was unmatched. He influenced my MG attitude and activities, including helping me launch the MG Vintage Racers' Newsletter in 1981.

As far as I know, he never won any races. He began vintage racing

his MG TD in 1979 and was a founding member of the Southeast Vintage Racing Association. Ford Heacock (who ran SVRA back then) asked Tony to be the MG race coordinator for SVRA's All-MG Safety Fast Championship at Road Atlanta's Vintage Grand Prix, which began in 1981 and ran for several years.

In Tony's letter to potential MG entrants for that first MG race, he wrote, "The main interest will be to participate and have fun, regardless if you have a special MG racer or just want to have fun in your street machine." His letter and attitude convinced me and others to enter that early MG vintage race.

Yes, I will miss him, but in some ways he still will be with us. He made a difference to help so many others enjoy MGs.

—Greg Prehodka, MG Vintage Racers





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

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Whoopsie

We regret that our tech article titled “Generators & Regulators: A Magnetizing Primer” went to print missing captions on the first illustration, and incorrect references to captions on the second illustration. These have been corrected on our online version which can be viewed at britishmotoring.net. We apologize for any inconvenience, frustration, confusion, excessive eye-rubbing, snapped pencils, temporary loss of sanity, etc. that this may have caused.



“Cheap” is a relative term

John Ruth of Michigan shared a picture with us of his 1965 MGB racer that was originally raced from 1965 through 1979, and was registered with one of the earliest SCCA Western Michigan Region car numbers issued. This picture was taken at Grattan in Michigan at the 2010 VSCDA Au’Grattan historic race event with the W. Michigan Region SCCA trailer in the background. This MGB has been refurbished to its original 1965 livery complete with original #20 car number, and Team Cheap logo and stripes.

Readers Clarify— Thank You!

Our last Buyers Guide on Austin-Healey 3000 on pages 14-16 had some of our readers writing in. Further research of info gleaned from our readers and found in various printed guides suggests the numbers stamped on body pieces are most probably body numbers that have nothing to do with serial numbers. We also transcribed the digits of the last production cars: the last was #43026.

Thanks to Steve Byers, the BJ8 Model Registrar for the AHCA, for pointing out further that the certificate offered by the BMIHT is not a perfect way to validate a present vehicle; he suggests contacting the AHCA’s model specific registrar for help. Also, by listing the two largest clubs we did not mean to discount the other Healey clubs all across the country.

TR2-4A Supercharger Kits – Now Shipping!

Using the same Eaton supercharger technology available on modern cars, Moss Motors' TR2-4A supercharger kit offers power increases of 40 percent or more*. Supercharging gives your TR gobs of low-end torque, which makes passing easier and reduces the need to downshift when you want to go. Installed on a fresh stock engine, the supercharger kit offers kick-in-the-backside power without unduly stressing the engine, as well as superb drivability. The vacuum-operated bypass assembly ensures minimal impact on fuel mileage when cruising, but provides instant boost when the need arises.

Want to be the baddest kid on the block? A boost upgrade kit is available. Combined with additional engine modifications, you can have race-engine power, but with a big, broad torque curve and none of the "peakiness" you expect from a wild race camshaft.

Designed for bolt-on installation using common hand tools, the Moss supercharger kit requires no permanent modifications to your classic. The kit includes everything necessary for the installation, including a new SU HD8 carburetor, water pump, serpentine belt pulleys, and alternator conversion kit. The alternator conversion is required due to space considerations under the hood.

- No permanent modifications required
- 40% or more* power increase
- Bolt-on installation
- Superb drivability

*Power increases are dependent on engine condition and additional modifications. Fits all engines with 86mm or larger pistons, and high-port head. See the Moss website for information on original TR2-3 engines with 83mm pistons.

TR2-3B Supercharger Kit	150-128	\$ 4,195.00
TR4-4A Supercharger Kit	150-138	4,195.00
Big Boost Kit	150-129	129.95

Vacuum Advance Units

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Austin-Healey

BN1, BN2 to C.E.230360	551-040
BN2 from C.E.230361	560-500
BN4, BN6, BT7, BJ7 to (e)29F-H3562	560-510
BJ7 from (e)29F-H3563	560-511
BJ8	560-512

MGA

1500, 1600	163-606
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MGB

1962-'67	163-665
1962-'67 w/Repl Dist	560-151

Triumph 2-6

TR2 to TS8212	551-020
TR2 from TS8213, TR3, TR3A thru 1959	551-080
TR3A from 1960, TR3B (TSF series, 83 mm eng.)	551-090
TR3B (TCF series, 86 mm eng.), TR4, TR4A	551-046
TR250, TR6 thru early 1971	560-165
TR6 1972-'76 (Vacuum Retard Unit)	560-157



Vacuum Advance Unit Adjuster Kit

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Adjuster Kit 163-738 \$12.95

Electric Fan Kit

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TR2-4, Negative Ground **231-710** **\$339.95**



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Austin-Healey

BN1, BN2 Brake Resv. & BEL/LUX BJ8 **582-976** **\$89.95**
C44930-on Clutch Resv.

BN4 C48863-on, BN6, BN/BT7 1959-on **582-981** **89.95**

BN7, BT7 1959-on, BJ7, BJ8 **582-982** **89.95**

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TR3 from TS13046 thru TR3A approx. TS41629 (1958) **582-981** **\$89.95**

TR3A from approx. TS41630 thru TR3B **582-982** **89.95**

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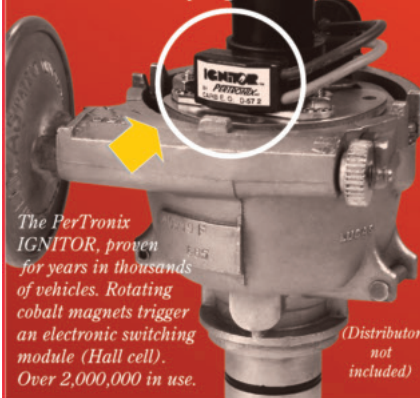


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NEATNESS COUNTS



An important part of detailing is creating contrasts and definition. You want the paint, rubber, and chrome to look their best so your car stands out from the crowd.

Detail Your Car Like a Pro

BY DAVID S. WALLENS

PHOTOGRAPHY BY THE AUTHOR

Gleaming paint, sparkling chrome: It's enough to capture just about anyone's eye, car buff or not. However, no matter what a car's vintage, detailing it so that every visible surface shines like a diamond takes some serious work—or cash.

"Generally, the cost is based on an hourly schedule," explains Tim McNair, owner of Grand Prix Concours Preparation. Typically, he continues, a professional detailing job runs from \$1500 to \$3500—figure 25 to 50 hours of labor. And that's starting with a car that the average person would consider to be clean.

Welcome to the world of high-end detailing jobs, the likes of which are routinely shown off at places like Meadowbrook, Amelia Island, and Pebble Beach. Tim has been in the concours-level detailing business for more than 25 years, and he's not one for keeping all of his secrets to himself. As he recently showed us, a nice detailing job doesn't have to be expensive—providing you're willing to do the work yourself.

According to Tim, making a car look its best is all about creating definition: pitch-black tires, bright amber lenses, and yards of gleaming chrome and paint. The result is a car that pops. Tim recently demonstrated some tricks of the trade.

Dirty detailing tools aren't much help. Tim keeps his clean by carrying them in a simple clear plastic case.



Chrome tends to grow dull over time. To properly clean a grille or similar piece of trim, Tim first removes it from the car. He then shines it up with metal polish applied with a makeup sponge.



Before starting the compounding process, Tim wipes down the car with a clay bar. Simply spray a section of paint with a quick detailing product and then run the clay over the finish. The clay will grab contaminants from the surface. Wearing disposable gloves will keep your hands clean.





Start by raising the car with a lift, and remove the tires and grille to provide access to the entire body. Now it's time to fire up the power tools. While Tim uses a Metabo rotary buffer for next steps, a random orbital may be better for the novice.

No matter what the tool, he applies a few dabs of polish to the pad. Use a microfiber towel to apply compound to the hard-to-reach areas. Always work with the lines of the car, using a slow buffer speed and long strokes. You can use the edge of the pad to increase heat and bite—as Tim admits, developing the right feel is a big part of the process. He also recommends doing no more than a 2x2-foot section at a time.

Don't leave the compound material sitting on the paint. When done with a section, clean up with a waffle-weave microfiber towel.

The edges of a car usually sport thinner

paint, so they need to be protected. Tim favors 3M architectural tape. This thin, plastic tape is chemical-resistant and peels off cleanly. It also won't tear when hit with the buffer.

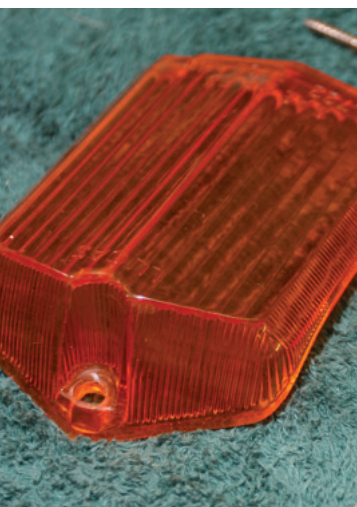
Detailing polishes are available in different strengths: stronger ones for damaged paint and mild ones for relatively blemish-free finishes. While you want to work up from the stronger polishes to the weaker ones, don't start with a product that is too coarse for your finish—you may introduce scratches and swirls. Your favorite detail product supplier should be able to match the right polish to your situation.

Finally, wax can be applied with the random-orbital rubber. For ideal results, let the applied wax set up overnight before wiping the car clean with a microfiber plush towel. Some squirts of quick-detailer can help remove the wax.

Tim's secret weapon: the simple bamboo skewer. They're available at almost any supermarket, and a pack of a hundred should only cost about \$2. The bamboo is strong enough to dislodge dirt and grime, yet it won't scratch paint, plastic, or chrome.

There's no exact science to using the skewers, so feel free to improvise. For example, a stick and a microfiber cloth are great for removing built-up wax from body seams.

Wax and dirt often build up around the badges—especially individual letters—so ideally Tim removes them to gain access. If he can't remove the badges, he uses a bamboo skewer to clean around each one.



Turn Signal Turn-On

Just about every car body features a fair share of lamps, each one a collection of chrome, rubber, glass, and plastic. Here's a trusted approach for detailing these components.

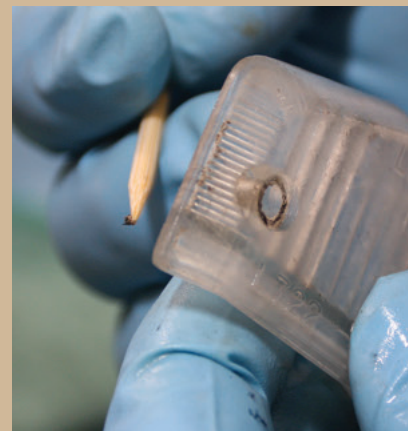
Step 1: Remove the lamp.

Step 2: Before walking away from the car, check out the cavity behind the lamp. Road grime loves to get trapped here, making it a great place for rust to breed.

Step 3: Clean the lenses with a quality degreaser before finishing up with Plexus and a microfiber towel. (Backup lights and taillights located near the exhaust tips tend to get especially sooty, Tim notes.) The rubber seals can be rejuvenated with a shot of vinyl protectant.

Step 4: Use a bamboo stick for the detail work.

Step 5: Admire the now-clean lamp.



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Detailing the engine bay may seem like a daunting project, but Tim has some solutions. If it's really dirty in there, warm up the engine and then spray it down with a degreaser. He favors Poorboy's Bio-Degradable All Purpose Cleaner and Degreaser, although he also has good things to say about Simple Green. Agitate the nooks and crannies with a throwaway paintbrush before hosing off everything.

This method should remove the bulk of the grime, but Tim admits that the process makes a bit of a mess. There's also more time involved, as you then have to wait for the water to dry.

If the engine bay is already in decent condition, Tim starts the detail work with a cleaning solvent like DuPont's Prep-Sol and some rags. Lacquer thinner can be effective on stubborn crud, but Tim notes that this method can remove paint. In other words, it's not for beginners.

Stiff bristle brushes are good for cleaning the bare metal parts found under the hood. Start with plastic bristles. If they aren't aggressive enough, go to brass bristles. Once the engine room is clean, apply your favorite plastic and rubber dressing.



Interior Recipe

Assuming the interior isn't too gross and just needs a cleanup, Tim has a simple recipe for making it shine.

Step 1: Take out the floor mats.

Step 2: Using your favorite plastic and rubber dressing, start with the driver's-side door panel. Then wipe down the dash and rear vertical panels.

Step 3: Look up and clean the headliner.

Step 4: Now clean the back seat, passenger seat, and finally the driver's seat. A soft paintbrush is great for cleaning out the pleats.

Step 5: Vacuum the floor; a flat wand paired with a brush attachment works well.

Step 6: Finally, clean the glass. Tim avoids household glass cleaners since they often feature abrasives and agents that can damage chrome and leather. Stick with an automotive glass cleaner, he says. Tim favors very low-nap microfiber towels, but those fluffy, shop-grade blue paper towels can also work. A lot of people use newspaper to clean glass, and Tim says it works because the ink acts as a polish.



Detail Supplies: Available at Moss

Moss Motors carries more than parts and pieces. They also carry a full line of topflight detail products from some of the most respected names in the business: Autoglym polish, leather care cream and plastic protector; Connolly Hide Food leather cream and leather cleaner; Nouvus plastic polish; Renovo soft top care products; RaggTopp convertible top cleaner and protectant; and Simichrome metal polish.



All About Wheels

If you have mag wheels, shining them up should be a relatively easy venture. Use some quick-detailer and a microfiber cloth to remove the bulk of the dirt. Then, pick the crevices clean with a bamboo skewer.

Wire wheels are a different story. Tim uses a steam cleaner to apply a solution that's 80 percent water and 20 percent degreaser. The steamer helps quicken the process from between 4 and 6 hours per wheel to between 2 and 3. Once clean, he then polishes everything.

Dirty tires? Tim likes Westley's Bleche-Wite followed by a quality rubber and vinyl protectant applied with a sponge applicator.



This story originally appeared in Classic Motorsports magazine. To request a free copy of the latest issue, visit classicmotorsports.net. To learn more about Tim McNair, our detailing expert, visit gpconcoors.com or phone (215) 990-8161.



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TRIUMPH TR2 & 3: LAUNCH OF A LEGACY



The Triumph TR2 and TR3 have it all: swoopy lines topped with just the right amount of chrome.

BY KATHLEEN M. MANGAN

When the era of sports cars launched after World War II with the success of the Jaguar XK120 and MG TC, Standard-Triumph wanted in on the market. But the company needed a model that would hold its own in terms of design and performance.

The TR2, which debuted in 1953, possessed not only the formula for a successful model, it established the DNA for the breed: A fast-yet-affordable sports car that often inspired drivers to become racers, and even more often inspired drivers to be long-term owners and collectors.

The Triumph line of sports cars would make heads turn, drivers smile, and racers successful for nearly three decades. Moss technical expert Eric Wilhelm has been driving Triumphs for a long time, and has owned a disassembled 1954 TR2 “long door” since 1984, which he now considers a future retirement project. “What’s great about owning one is that they’re simple, easy to work on, and have good parts availability,” he says.

Yet Wilhelm cautions those thinking of buying one: “They’re fun to drive and have that raw grunt, but they require a high level of driver involvement. Handling can be challenging with stock steering and the stiff suspension.” He adds that they require a lot of maintenance and go downhill fast if not maintained properly.

The Start of It All

Standard-Triumph chief Sir John Black ordered up the

two-seater roadster in 1952, but TR1 was the victim of not enough money or time before the October Earls Court Motor Show debut in London. The shape anticipated the TR2, but the back end was stubby and awkward with the spare wheel perched on top. It was underpowered and didn’t handle well.

So Black ordered a redesign and got Ken Richardson, a racer and engineer, to advise. When Richardson initially drove TR1, he proclaimed it “a bloody death trap.” But over a few months with road testing, they redesigned the back end, got a sturdy new chassis, and transformed performance with a four-cylinder, wet-sleeved, 90-bhp engine.

The TR2 prototype appeared at the Geneva Motor Show in March 1953 and received loads of attention. The company decided to make a matching pair of cars, one left-hand drive for the North American shows and one right-hand drive for the European shows. Although hand built, TS1 and TS2 are considered the first TR2 production sports cars. They had pearl white bodies and rear wheel arch covers with geranium-colored interiors.

The TR2 was affordable (less than \$2,500) and it was economical (26 mpg). The body design featured arcing lines with integrated fenders and cutaway doors. It seemed to have an automotive personality thanks to the gaping mouth in front and the growling engine. It was simple, solid, and well built.

Most importantly, the TR2 was fast. Richardson easily cruised at 100 mph on the track, and topped 120 mph on the Belgian autobahn near Jabbeke. At the 1954 RAC Rally,

TR2s finished first, second, and fifth, and the model finished well at Le Mans the same year.

The TR2 life span was just two years, selling 8,628 units. Model improvements included rocker panels and shortened doors so you could open them without hitting the curb, beefier brakes, optional electric overdrive, radial tires, and liftoff hardtop.

TR3 Enhancements

October 1955 saw the introduction of the TR3. Larger intake ports and larger 1 3/4-inch SU carbs increased power from 90 to 95 hp (although it was countered by greater weight), a flush egg crate-style grille finished off the front end, and chrome beading between

fender and body added detailing. Options included an enhanced rear axle ratio and a Laycock de Normanville overdrive.

A host of changes over the next two years included a high-port cylinder head with 100-hp rating, Girling front disc brakes (a first for British cars), and a stronger rear axle. By then, Triumphs dominated in European rallying; in the 1956 Alpine Rally, they took the first five places. They posted a class win at Sebring the same year. Standard-Triumph logged a total of 13,377 TR3s off the production line.

Starting in September 1957, the TR3A, although not an official Triumph designation, featured a broadly grinning grille, more deeply



TR2's front end doesn't just have a grille, it has a tunnel that channels the force of air from forward motion into the radiator, cooling the engine. The hot air is expelled through outlets at the windshield end of the hood.



TR2 and 3 Popular Replacement Parts

640-020	\$382.95	Robbins Vinyl Top, Black
642-155	\$949.95	Leather Front Seat Kit, Black
639-040	\$359.95	Carpet Kit, Cut Pile, Black
870-040	\$269.95	Grille
855-740	\$999.95	Rear Trunk Panel
850-000	\$439.95	Radiator
593-055	\$269.95	Clutch Kit, Borg & Beck
856-002	\$299.95	Windshield, Triplex
860-100	\$399.95	Stainless Steel Exhaust System
541-515	\$294.95	Starter, Hi-Torque
851-195	\$97.95	Leaf Spring

Insider's Info:

The TR2 and 3 spare wheel stows away flat in its own compartment with a cover holding the license plate; the trunk is downright roomy.

TR2 weighed 1,850 pounds and had a rated top speed of 103 mph. TR3 weighed in at 1,990 pounds with a top speed of 102 mph.

The model designer was Walter Belgrove of Standard-Triumph.

The front windshield could easily be removed for drivers wanting to feel the wind in their face.

The big glove compartment is lockable, seen as a great virtue at the time.

The fuel tank, with fill opening in the center, is located between the seat backs and the trunk.

The TR3 GT kit offered outside door handles and a removable hardtop, and it allowed the car to qualify for Sports and GT rally classes.

TR3 offered an optional "occasional seat," a bench behind the front seats for someone to essentially sit at right angles to the direction of travel.

If you want an early car to vintage race or autocross, go for a TR3B. It features rarity and disc brakes, and most have the TR4 engine and transmission.

Current market value for a TR2 in good condition is \$14,000-\$21,000; TR3 is \$10,000-\$14,000; TR3A is \$13,500-\$18,500; and TR3B is \$13,500-\$20,000. Add about \$1000 for the matching hardtop. "I think that the standard TR3—non-A car—is the one that is the best buy as it is prettier than a TR3A or B or TR2, and can be had cheaply," adds Andy Reid, auction editor for *Classic Motorsports*.



recessed headlights, parking lights set in the corners, larger bumpers, external door and trunk handles, and a trunk lock. There were slight revisions in the body when the tooling was replaced in winter 1960, plus changes in the brakes. By October 1961, 58,326 TR3As had been sold.

The TR3B had a run of 3,331 units before production ended in October 1962, and was the last of the side screen cars. It featured the all-synchronized TR4 gearbox, and the later ones featured TR4's 2138cc engine rather than TR3's 1991cc unit.

Maintenance Matters

Wilhelm says that when you maintain a TR2 or 3 according to the book, there aren't a lot of problems. The bullet connectors in the wiring harness get corroded. The low-tension lead from the distributor to the coil breaks under the insulation probably due to engine vibration, causing the car to sputter and die. Sludge and rust can collect in the cooling system at the back of the block around the number-four cylinder, restricting coolant flow. You can remove the number-four wet liner to check it, he explains.

You'll need to keep your cooling system flushed and clear; Water Wetter is an inexpensive and easy helper, says Wilhelm. Since the cars are well known for overheating in slow traffic on a hot day and have minimally effective, unshrouded fans, an electric fan is a good idea. You can install this as a pusher fan in front of the radiator if you want to keep the stock fan set up and eliminate the need for further modifications, advises Wilhelm.

TR2s and 3s are also notorious for loose, floppy steering. "The system's seven pivot points get loose and worn out, and it's hard to maintain," explains Wilhelm. "Plus the stock system has zero-degree caster so it's hard to keep the car going in a straight line even on a straight, flat road."

A popular solution is to add the rack-and-pinion conversion kit, which takes out steering slop and reduces maintenance hassle, Wilhelm says. It enhances drivability and safety for most drivers. You'll have to use an electric fan, and replace your turn signal and horn controls when you add this kit.

Either way, you can replace the squishy rubber bushings and pins with Delrin for the original steering drag links, Wilhelm adds. And you can reduce the flexing of your front stub axles with an upgraded front axle kit.

Upgrades That Help

For easier oil changes that don't get oil in your face or on the floor, go for a spin-on oil filter conversion kit, says Wilhelm. Good air filters are a useful addition since the old wire mesh was more air strainer than filter, he adds.

Reliability is enhanced with a gear reduction starter, says Wilhelm. They start better, crank the engine over faster, and are pretty much your only option when your starter motor goes on TR2 and early 3s since the parts are no longer available for a rebuild.

If your stock Lucas distributor is worn and sloppy, you have repair options: you can mount a PerTronix electronic ignition on your stock Lucas distributor, go for a PerTronix Flame-Thrower electronic distributor, or install a Mallory dual point distributor, Wilhelm explains.

Supercharger Leads Modifications

The hot new product for TR2s and 3s is the supercharger, developed by Moss and launched in October. It offers substantial increases in horsepower and torque. The kit is designed for high-port heads, so any TR2 or 3 owners with the early low-port head would need to convert to a high-port head (choose cast iron, or aluminum; either way an easy bolt-on) when adding the supercharger.

Moss designed the kit to work with 86mm pistons and liners, but can supply pulleys to work with 83mm pistons at additional cost. The 83mm units have been unavailable for some time, so many early cars already sport the 86mm pistons and liners. A boost upgrade kit further enhances the supercharger, says Wilhelm.

Moss Motors' 1958 TR3A illustrates the supercharger's benefit. Triumph originally advertised 105 flywheel horsepower at 4,750 rpm on a test bed. When Moss bolted in the supercharger, it hit 120 hp at 4,800 rpm at the rear tires with standard boost (5 psi). With the boost upgrade kit added, the car hit 133.8 hp at 6.7 psi of boost. Torque at the rear tires was measured at 142 lb.-ft. with standard boost, and 153 lb.-ft. with the boost upgrade. These are increases of 40 to 50 percent on an otherwise stock engine.

Part Options to Please

When it comes to carburetors, you can rebuild your old ones with available parts, get a new set of genuine SUs, or go for a pair of Weber side drafts if you have a high-port head. For exhaust, you can choose the stock design made in stainless steel to prevent rust; a Monza sport muffler that increases horsepower and gas mileage by reducing exhaust gas back pressure; or add headers for custom exhaust.

Moss recently designed brake master cylinders that look like the originals yet use modern materials. "There are more parts and accessories for these cars now than there were 20 years ago," says Wilhelm. "Our offering of stock replacement parts is still expanding." **BM**



Walter Pietrowicz photo

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TS1 TALES:

Stories of Two Enthusiasts and One Car

BY KATHLEEN M. MANGAN



Triumph's first sports car might have languished away if not for the efforts of Joe Richards.

There are iconic products that we admire for high concept, gorgeous design, inspired innovation, quality craftsmanship, and mechanical prowess. The very first one of these products introduced to the public is the one possessing the magic... the one that made the breakthrough and got the accolades. TS1, the first TR2, is the breakthrough Triumph sports car with magnetic appeal.

This special car fueled the passions of two men deeply involved in British cars. For enthusiasts, TS1 illustrated what is possible with perseverance, showcased Triumph's proud legacy, made headlines, and reminded us why we love these cars.

Joe Richards and TS1

Joe Richards got involved with Triumphs when looking for a project car for his oldest son, Nino, who was turning 15. He bought a barely running 1963 TR3B without a top, and of course halfway home it started raining. But he still fell in love with it.

The red convertible was done a year later just as Nino got his license. (Note: Nino still has TR3s and is head judge for Triumph Register of America.)

Richards bought another TR3 for himself, but it was beyond repair, so he put an ad in the paper for parts. He was bombarded: 50 people called in two weeks.

Richards realized that people working with old cars needed to network with one another. With the list of 50 owners, he started the Triumph Register

of America. Richards was the first president, a position he held for 25 years. In the meantime, he restored a powder blue 1960 TR3A, which he still drives. And he started fixing up TR3s to sell.

At the second TRA meet in 1975, a registration came in from Toronto with commission number TS1-LO. "I thought it was a wrong number," Richards says. "When the owner showed up and I realized what he had, I asked him if he wanted to sell it. He had big plans but promised that if he changed his mind, he'd give me first crack."

Eventually Richards got his chance. But when he went to see it, he found the condition far worse than he expected. The motor was out, the body separated from the frame, the frame rusted through, and there were boxes of parts.

"I had mixed emotions," Richards says. "It was so bad and the price was so high, a year's salary. But I had imagined what it would be like to own it for so long, I just had to have it."

Once home, Richards sent the body out to a stripper and it came back looking like lace. "There were more holes than metal on the lower part of the body," he explains. "I've never seen a car as bad as TS1 that was repaired and put on the road again."

Still, Richards thought the restoration was possible because there were plenty of TR2 parts available. He soon found out that his assumption was wrong—since TS1 was hand-built, the production body panels didn't fit so he'd have to get them custom made. And many of the parts were different,

requiring painstaking research to sort out what was on TS1 when it left the factory.

He tracked down previous owners to solve some mysteries, and John Saunders from the Triumph TR Register in England helped sort out others. Saunders was involved in restoring sister car TS2 for the club. Comparing notes, they figured out the anomalies. For instance, the front suspension was made of parts off a Mayflower model. The front TR2 badge was a larger, re-worked Triumph Standard 8 badge.

“Finding original parts was the hardest part of the project,” says Richards. But as word got out about the car, enthusiasts contacted him with parts they thought he could use. For example, the early cars had a different radiator cap that Triumph changed because the car was overheating, and Richards wanted the original type. Out of the blue someone called and offered him a brand new early radiator with cap.

Richards did the repair and assembly work himself in periods between raising a family, work, and illnesses. “The most fun was watching it finally come together,” he says. His goal was to take it to the 2003 TRA National Meet in Auburn, Indiana, for the 50-year celebration of the car’s birth. He was still painting the spare tire door the night before departure. “It was finally happening, after 23 years, we were going to be there,” he says.

Richards got behind the wheel to drive the 200 miles to the event with other Triumphs, but only made it halfway. The spring inside the oil filter that regulates oil pressure fractured, the oil pressure dropped, and the engine started knocking from a bad connecting rod, he recalls. He got a trailer to complete the journey. “It wasn’t the grand entry I imagined, but I was still proud to have it there.”

The following year, car and owner went to England for a reunion of TS1 and TS2 at Triumph TR Register’s UK annual meet. “It was a great experience to have the two cars together,” says Richards. After the event the pair led a road tour with author Graham Robson.

Richards logged about 3,000 miles driving to events. “I always sat on the edge of my seat in fear someone would

run into me,” he admits. He says he thought TS1 would go to the grave with him, but he had medical problems and other cars needing attention. So when Robert Smith, owner of a British car museum in Hawaii, was looking for an early TR2, he offered it to him. They set the transfer for the 2008 Vintage Grand Prix at Watkins Glen; Triumph was the featured marque.

Would he do it all again? “Absolutely,” Richards answers. “Sure there were problems and headaches and financial hardships, but it was worth it. Knowing I was able to take a car from what it was to what it could be—it’s one of the highlights of my life.”

TS1 and Robert Smith

Robert Smith grew up in Chattanooga, Tennessee, and lied about his age to get a job sacking groceries so he could buy his first sports car on his 16th birthday—a 1959 Austin-Healey Bugeye. He drove British sports cars over the years and after he retired on the island of Hawaii, he opened his collection of British cars as a museum.

When Smith started looking for an early TR2, he found a list of owners online and sent out inquiries. Six months later he got a response from Joe Richards. “I knew the car from magazine articles and was stunned to see it for sale,” he says. “I read the e-mail several times.”

The ownership transfer at the Watkins Glen event was epic. “I got to drive TS1 around the old, historic course several times, as well as serve as pace car for the historic Triumph race on the new speedway with Kas Kastner, the famous Triumph racer, riding along,” Smith says. “It was a sports car enthusiast’s dream come true—the best experi-

ence of my life with sports cars,” he adds.

“The TR2 was a sports car that most enthusiasts could afford, and it started the cascade of British sports cars coming to North America,” explains Smith. “It was sleek and capable of 100 mph. I love this car for its historical significance.” He welcomes visitors to come and pay their respects; e-mail him at smith1127@aol.com to make an appointment.

BM



TS1 has since moved to Hawaii, where it joined Robert Smith’s collection. The car isn’t hidden away, as Smith gladly opens his doors to fellow enthusiasts.

10 PRODUCTS YOU DIDN'T KNOW EXISTED

Awesome Goodies You Won't Be Able to Live Without

BY KATHLEEN M. MANGAN

It's amazing how much ingenuity is generated in the process of working on cars. It's one reason why so many people enjoy the classic car hobby—the challenge of devising novel or better solutions to problems. The result might be a perfect tool for a job, a smaller or more convenient product than previously available, or a whole new concept that seems so obvious in retrospect...the ones that make you think, "Why didn't I think of that?"

Here we'd like to share some of the products we've come across that we particularly like because they save time and aggravation, last longer, work better, make our cars happier, and generally enhance the experience of British car ownership.



Mini Jumper Cable Set

These jumper cables conduct the same power as the big, heavy cables with the same high-filament strand count in the wiring. BUT, they're small enough to zip into a pouch and tuck into the glove compartment, the door pocket, or under the seat.

British cars don't typically have much trunk/storage space, so these stowable cables offer big benefit.

The smaller clamps actually provide a better electrical contact with a firmer grip. The high-tech cable insulation is crack resistant to 40 degrees below zero. Built to UL standards for heat resistance.

Part #900-060; \$36.95

Auxiliary Lamp Clamp for Badge Bars

This clamp goes onto any 3/4-inch-diameter badge bar, enabling easy mounting of Lucas-type driving or fog lights. These lights have a vertical post that inserts into a 5/8-inch hole in the mount. The clamps allow you to position your driving lights where you want them on the bar, spaced between your badges. This custom approach far surpasses conventional badge bars with fixed mounting plates. Plus, on so many British classics it's hard to find a way to mount driving or fog lights.

The clamps are chromed and polished to match the badge bar. You could use one to mount an antenna as well.

Part #408-579; \$18.95 A MOSS EXCLUSIVE PRODUCT!



Ampco Top Cylinder Lubricator

This product provides a traditional approach to engine lubrication that increases the amount of oil in the cylinders, maximizes compression, enhances performance, protects against cylinder wear, and extends engine life.

When gas is introduced to the combustion chamber, it washes off the oil film on the cylinder walls. This can accelerate wear in the upper range of the cylinder where the piston is moving.

To counter the effects of the gas, the Ampco lubricator sprays a fine mist of oil into the combustion chamber with each intake stroke. It lubricates the engine's valves, valve guides, seats, rings, and cylinder bores in the upper section of the cylinder that sees most of the heat, friction, and wear.

Popular in the 1950s and '60s, and now back in vogue due to the new gas formulations, it offers benefits for vintage engines, especially if you already notice some cylinder wear. The product hasn't changed, in fact, these are the original kits with glass container and brass tube, so it's period correct. The manufacturer says it works best with Marvel Mystery Oil, another blast from the past that's readily available.

The Ampco lubricator has universal appeal to owners of pre-1975 cars. It can't be used on cars with catalytic converters or those that have to go through smog checks. It features an adjustable oil flow control valve so you can regulate oil and performance. Moss is one of a few companies carrying it.

Part #220-175; \$62.95





Switch Bezel Remover Tool Set

The bezels around the Lucas switches for the ignition, dash, and heater controls on many British cars require a very specific tool to remove them, but this tool was only available to dealerships back in the day. People resorted to using a screwdriver or needle nose pliers, which often ruined the bezel and scratched the dash.

So Moss copied the design of the correct tool and recently launched the new product. Since the bezel ring has two slots, the tool is a tube with matching pegs that sockets right into the bezel, made of hard steel so the teeth will last. There's a T-handle that goes through the top for loosening. The set includes tools for 3/4- and 1-inch-diameter bezels. Note: This tool will not remove the scalloped bezels on TR4-6.

Part #384-960; \$32.95 A MOSS EXCLUSIVE PRODUCT!

Stainless Steel Exhaust Band Clamps

It's hard to find some of the smaller sizes of band clamps that are needed for many British cars at your auto parts shop. Moss offers a range of super heavy exhaust clamps to fit your needs. They're made of stainless steel so they're strong and won't rust. If you have a stainless steel exhaust, you'll want these clamps to ensure the integrity of your system. Moss offers five sizes from 1 1/2 inches to 2 inches, adjustable with a screw fastener.

Part #412-025; \$4.25 to \$4.80 each, depending on size



Mity Mite On-Board Battery Charger

This helpful charger automatically maintains the battery on a car that isn't driven all the time. No more trying to remember when you charged the battery last. Mount this small unit in your engine compartment, and all you need to do to keep your 12-volt battery topped up is to plug in an extension cord. When you want to take the car out for a drive, just unplug the cord and go.

There's no need to take the battery out of the car to charge it, and it's always ready for a drive when you are.

In addition to the convenience factor, this unit is just healthier for your battery and will ensure a longer battery life. A lead acid battery needs to be fully charged every 30 days, but if you wait too long, lead sulfate crystals build up on the interior lead plates and will eventually kill the battery. This unit keeps the battery in perfect condition and it costs pennies per month to do it.

The Mity Mite is totally automatic—the charger switches on when the battery drops one volt and switches off when it's fully charged. The unit features solid state electronics, and is sealed in a molded plastic case that's resistant to water, gasoline, oil, solvents, and acids. It comes with mounting hardware for permanently attaching it to the battery tray or fender well. Size: 5 1/2 x 3 1/2 x 1 1/2 inches.

Part #386-245; \$57.95



License Plate Mount Badge Holder

Badges enable you to show your allegiance to a group or enhance your car's identity. But for some models, badge bars for the front of the grille aren't available, or they're hard to put on, or they don't look period-correct, for example, with black bumpers.

To resolve this problem, Moss designed an alternative to the classic chrome badge bar. This badge holder is essentially a license plate frame with a mount on each side for a badge.

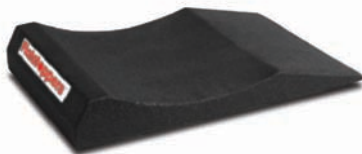
It works for both standard back-mount and magnetic badges. And you can put it on either the front or rear of your car to personalize it.

Part #244-105; \$21.95 A MOSS EXCLUSIVE PRODUCT!



FlatStoppers

This is a great product for preventing your tires from developing flat spots when storing your car or not driving it frequently. Tire flat spots result in less smooth driving and shorter tire life, so this storage solution protects your tire investment.



FlatStoppers are made of coated high-density polystyrene and won't slide on the garage floor when you drive onto them. Once the tires are set in the FlatStoppers, they settle into the pad's concave depression.



More of the bottom portion of the tire is fully supported, which disperses the weight of the car more evenly on the tire and helps prevent flattening.

The lightweight-yet-tough FlatStoppers will not conduct heat or cold to your tires despite changing floor temperatures, and won't damage your garage floor. They hold 25 to 30-inch diameter tires, and measure 22.3 inches long, 14 inches wide, and 3.5 inches high. Made by Race Ramps.

Part #225-625; \$239.95 for the set of 4

Exhaust Heat Shield, MGB 1962-'75

This is a cool product, literally. The floor of the earlier MGBs can get pretty hot since the exhaust pipes come down the firewall and go under your feet. So Moss designed a solution to keep your feet cooler. In fact, this heat shield lowers the temperature of your floorboards by about 30 degrees. If you have air conditioning installed in the car, it won't have to work as hard to cool down the cockpit with the heat shield.

The shield slides between your floorboards and the exhaust system on the underside of your car. It's made of steel with an advanced heat-reflecting coating made of woven silica with a highly reflective aluminized surface that can withstand temperatures over 2000 degrees.



You can install the shield in an afternoon with basic hand tools, although you may have to drop the transmission a little to slide it into place. It's designed for a stock vehicle with a stock gearbox—you'll need to modify it if you've got a five-speed conversion kit, and it may not work at all with some types of headers.

Part #409-120; \$102.95 A MOSS EXCLUSIVE PRODUCT!

Hylomar Gasket Sealants

Hylomar is a unique non-hardening sealant that prevents leaks. It was originally developed by Rolls-Royce to be resistant to vibration and thermal expansion in jet engines. All the major auto manufacturers use this sealant and the old British workshop manuals specify it.

The basic formula (called Universal Blue) morphed over time to meet different requirements and applications, so there are many product variants now. Moss researched and tested options for use on British sports cars, and found two must-have formulas, which they started carrying in November.

Hylomar AF (Advanced Formulation) contains no solvents. It has the consistency of honey and stays gooey. It

enhances the sealing capabilities of all types of gaskets, assists with gasket alignment during assembly, and enables using gaskets over and over again. It works particularly well as a dressing for pan gaskets since they are removed regularly for service.

Hylomar M (known as the racing formula) contains an acetone-based solvent and is tackier than Hylomar AF. The M formula stiffens up as the acetone evaporates and becomes a sticky, waxy material. It works at temperatures from 250 degrees to 50



below zero. It can be used to seal joint surfaces and threaded parts. M formula works particularly well to join/seal two machined metal surfaces without the use of a gasket since it forms a thin film, whereas the runnier AF can totally squeeze out from between the machined surfaces.

Neither formula will set or harden. Both can be resealed, and are resistant to a range of lubricants and automotive fluids. Every shop should have a tube of each.

Part #232-215; Hylomar AF Solvent Free, 3 oz. tube; \$16.50

Part #232-220; Hylomar M Acetone Solvent, 2.7 oz. tube; \$14.95

Want to do some shopping but don't have a Moss Motors catalog handy? Don't forget that the online store is open 24/7: mossmotors.com. The website also contains tech tips, clearance sales, and helpful videos.



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WARPED BRAKE DISCS—THE FACTS

You'll Shudder at the Truth

BY MICHAEL GRANT, MOSS TECHNICAL SERVICES

The typical situation: New pads are fitted to a new pair of brake discs. A week later there's a vibration or "judder" when the brakes are applied. A call to a mechanically inclined friend and an online search offers the diagnosis—the brake rotors are warped.

The diagnosis may be further verified by measuring the surface of the discs to see if they vary in thickness. Some customers have the discs turned on a brake lathe to remove the high spots. That stops the vibration, apparently proving that the discs were warped. Except that the symptoms come back in a couple of weeks.

Now the frustrated and disappointed customer calls Moss Technical Services or simply returns the brake discs as defective.

The fact is: The discs were never warped at all. Every warped brake disc that we've investigated with the assistance of our suppliers shows uneven patches of friction material from the brake pads on the surface of the disc. These patches cause variation in

thickness (run-out) and the vibration under braking. Brake manufacturers have been struggling to deal with this situation for years because warped discs are so readily blamed for brake-related vibrations.

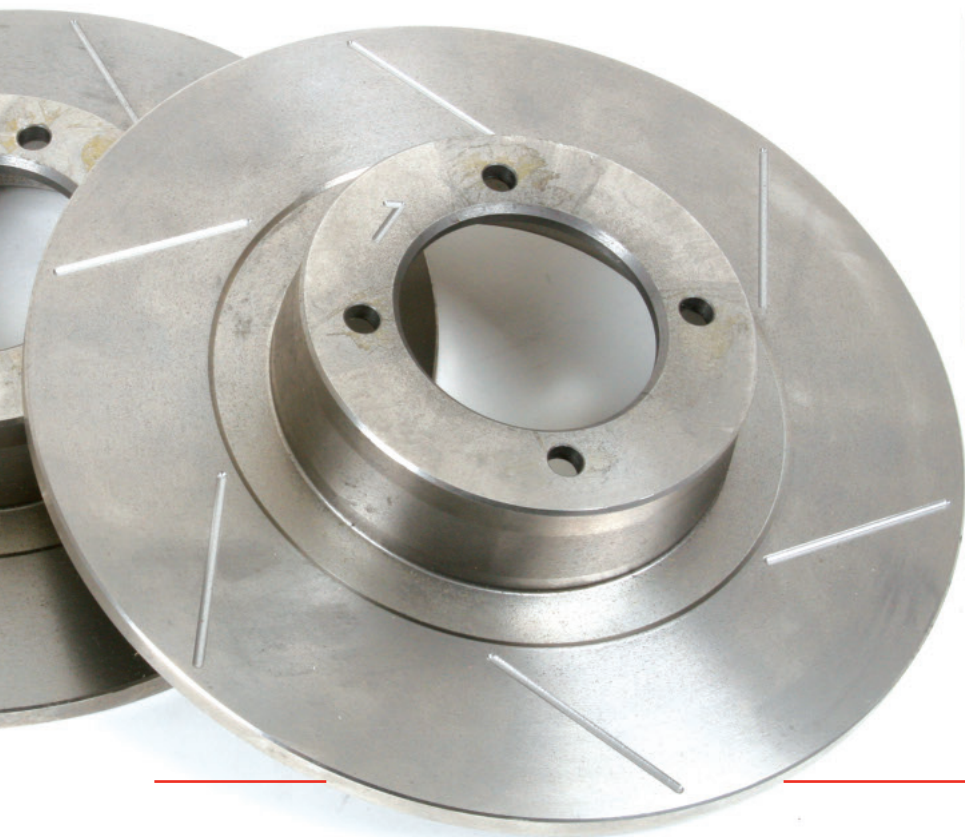
To understand what's taking place, let's look at what happens when we step on the brake pedal. The pads press against the surface of the disc, converting the energy of motion into the energy of heat through friction. What you may not know is that there are two kinds of friction at work: abrasive and adherent.

Abrasive Friction: According to Carroll Smith, author of "The Warped Brake Disc and Other Myths of the Braking System," abrasive friction involves breaking the crystalline bonds of both the pad material and the cast iron of the disc. Breaking these bonds generates the heat of friction. In abrasive friction, the bonds between the crystals of the pad material (and to a lesser extent, the disc material) are permanently broken.



David S. Wallens photo

Feeling some shudder in the steering wheel when applying the brakes? Conventional wisdom says that the rotors are warped, but really you might have a problem with friction material transfer. Don't worry, though, as the fix is relatively simple.



Running the right brake pads and properly bedding them in will often cure any shudder. This can easily be an afternoon project.

The harder material wears the softer away, meaning the disc wears the pad. When we see the word friction, it is abrasive friction that comes to mind.

Adherent Friction: When brake pads press against the surface of the steel disc, some of the pad material transfers directly to the surface of the disc forming a thin, uniform layer. The surface of the steel disc and the surface of the brake pad become identical in composition. As the disc moves between the pads, friction material transfers in both directions, breaking and reforming bonds at the molecular level. This transfer of material in both directions is a normal and essential part of braking friction.

Pad Material: Brake pads all use a combination of abrasive and adherent friction during braking. Pad material differs based on the manufacturer's specifications, which are always attempting to balance performance, wear, noise, and to a lesser extent, dust. There must be enough abrasive elements to keep the disc surface clean, and the pads must provide uniform adherent friction material transfer to the disc within the intended temperature range.

Uneven Friction Material Transfer: Pads that are used beyond their intended temperature

range will cause problems. Pads can be heated to the point where they transfer friction material to the disc in random, uneven patches. The thick and thin layers are not generally visible, but the driver can feel vibration and measure it with a dial indicator. Modern brake pads are engineered with the best possible combination of features, but they are still limited to their intended range of operating temperatures.

Pad Selection: Generally, there are street, performance and racing brake pads, and most quality pads have broader temperature ranges than pads made 10 years ago. However, no street pads are suitable for racing, and no racing pads are suitable for the street. Performance street pads are a compromise—they're more effective at low temperatures than racing pads and they can operate at higher temperatures than street pads.

Where to Start: If you have vibration under braking with new discs and pads, first eliminate the obvious by making sure that the hub and wheel flange are flat, clean, and rust free. A minuscule amount of run-out here will be magnified at the edge of the brake disc. Verify that disc mounting hardware is in good condition, installed correctly, and tightened in the correct order according to the recommended torque specification.

Bedding-In Your Brakes

When new pads and brake discs are fitted, the most important thing you can do to prevent problems is to properly bed the brakes. This critical step is the initial transfer of friction material from the pad to the disc forming a smooth, uniform layer. It establishes a foundation that's essential for proper brake performance. It minimizes the chance of laying down uneven, random patches of friction material which will be felt as vibration when the brakes are applied.

All high-performance discs and pads should come with installation and break-in instructions. The procedures are similar for all major manufacturers.

Since you don't come to a complete stop during pad or disc break-in, you have to plan where and when you do this procedure for safety purposes. If you come to a complete stop before the break-in process is completed, there is a chance that nonuniform pad material transfer or pad imprinting will take place, resulting in an irritating vibration during braking.

Basic Bed-In Procedure:

1. After installing new disc rotors and/or brake pads, perform eight to 10 slowdowns applying moderate pressure from about 30 to 40 mph (50 to 60 kph) without coming to a stop.
2. Make an additional two or three slowdowns applying heavy pressure from about 40 to 45 mph (60 to 70 kph) without coming to a stop.
3. DO NOT DRAG THE BRAKES.
4. Allow at least 15 minutes for the brake system to cool down.
5. While the car is at rest during cool-down, DO NOT APPLY THE BRAKES. If you do, material will transfer from the pads to the rotor and probably give you braking vibration.

After Brakes Are Bedded-In:

At this point, your new disc rotors and/or pads are ready for normal use with a thin, uniform coating of

friction material on the rotors. But the full process of building up the friction layer can take 190 to 300 miles (300 to 500 kms) depending on your driving style. There are two situations you should try to avoid during that time, as they can ruin that fragile friction coating, requiring another round of bedding-in.

First, if you drive gently over a period of time with little heavy braking, you can actually strip off the necessary thin layer of friction material on the surface of the disc. This makes your brakes vulnerable to problems again. You can restore it by repeating the bedding-in procedure.

Second, if you have an incident where you are driving at high speed and have to brake hard coming to a complete stop with your foot on the brake pedal, the pads will imprint on the disc surface, transferring what seems like a hunk of friction material. This uneven material will cause vibration.

You can generally get rid of the excess material with abrasive friction by repeating the bedding-in process. If it's a bad imprint and you can't get rid of it this way, take your car to a shop with an on-car brake lathe. This process returns the discs to dead flat and then you can re-bed.

So bedding-in may not be a one-time deal, but it will work with patience. If you continue to have trouble, contact Moss Technical Services.

Note: Classic Gold brake pads come with complete bedding-in instructions that you can read online at mossmotors.com—search Classic Gold.

Properly bedding in a new set of brake pads involves several hard brake applications followed by a cool-off period.



MR. B

That's What Friends Are For

BY KELLY BELL

"Ok, I'll take it," I said, forking over the \$400. The owner, John, was a friend since we were kids; we lived a few houses from each other growing up in Marietta, Georgia. He bought the blaze red 1972 MGB with only a few miles on it after he was discharged from the Air Force in the '70s, the heyday of MGs.

John took the MGB apart at some point and just left the parts lying around his open carport. Rust and time took its toll. When John bought his first house with his wife, Janet, the MGB, still in boxes, went to the basement of the new house. It stayed there for 14 years until I liberated it.

When I bought the disassembled MGB from him, I didn't even know how I would get it home. It was so frozen up that it refused to roll off John's car trailer, and it took both of us to give it a big heave.

Mr. B, as I affectionately came to call it, showed the many

years of neglect on every car part that was not metal. I went straight to work. I didn't have to do much in the way of machine work on the engine, as John had done that before the car's 14-year nap, but there was much to be done.

Throughout the build, John sometimes made the hour-long drive to my garage, which was converted into an auto mechanic shop. He commented on what a mess I was making of the project and my garage.

It took two years of work on the steering, brakes, suspension, and engine before I was ready to fire it up. It didn't run too well at first, but I was able to get the B fine-tuned so it would crank each time and run pretty well. When I got stuck, I summoned Neil from Neil's Restoration in Atlanta to pull me out of the hole I had dug for myself. I repainted the car bright Porsche Guards Red.

After almost four years, \$25,000-plus in parts, and countless man-hours, the B was done.

I drove over to John's house. It was fun to take John for a drive in his old car; both of us admitted that the car was a pain to restore.

Now I take it to car shows here in Atlanta. I have never regretted the restoration project, although I'll be lucky to ever get half of what I have in it out of it. It's a hoot to hear everyone over 40 years of age stop me and say: "I used to have one of these. It was EXACTLY like this one."

Everyone wants to touch it and sit in it and reminisce.

John is especially jealous. **BM**

Kelly Bell's 1972 MGB was once a pile of parts unceremoniously stored in a bunch of cardboard boxes. The car has since been brought back to beautiful condition.





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GENERAL ACCESSORIES

Apparel & Accessories

Description	Application	Part #	Retail	Sale
Goggles, R.A.F Vintage	All	219-945	\$129.95	\$106.95
Helmet, Flight, Large	All	219-990	189.95	155.95
Helmet, Flight, X-Large	All	219-995	189.95	155.95

Car Care, Tools & Shop Supplies

Description	Application	Part #	Retail	Sale
Ball Joint/Tie Rod Separator	All	386-025	\$22.95	\$19.95
Ball Joint/Tie Rod Separator - Scissor Type	All	386-026	39.95	34.95
Book: Mini Renovation Manual	Mini	213-840	39.95	33.95
Book: Mini Restoration Manual	Mini	210-110	39.95	33.95
Cleaner, Gas Tank, 1 Gal	All	220-620	36.95	30.95
Colortune 500	All	386-210	89.95	80.95
DVD, SU Rebuild & Tuning	All	211-036	44.95	39.95
E-Zorb Fuel Treatment, 16 Oz	All	220-355	22.95	19.95
Eezibleed Kit	Various	386-860	57.95	48.95
Engine Paint, BMC Dark Green	All	220-580	18.95	13.95
Fuel Tank Slushing Compound 1 Qt	All	220-450	39.95	32.95
Gastester	All	386-220	329.95	293.95
Jack, with 2 Pc Handle, BMC Style	Various	386-900	174.95	139.95
Lube, Steering Box, Penrite	Various	225-340	17.95	14.95
Manual, Carb Repair	All	211-430	23.95	20.95
Paint, Light Green, Spray Can	Various	220-550	18.95	13.95
Paint, Silver, Wheels/ V.Cover	All	220-560	18.95	13.95
Shock Fluid 16 Oz	All	220-304	16.75	12.95
Shop Manual, MG TD-TF	TD-TF	210-400	59.95	48.95
Socket Set, 3/8" Drive, Whitworth	All	381-608	93.95	77.95
Socket, Rear Hub Nut	Various	384-905	44.95	33.95
SU Carb Tuning Book	All	211-345	24.95	20.95
Tilt-Lift	All	386-730	84.95	70.95
Tool, Door Glass Seal Clip	Various	384-950	26.95	22.95
Valve Adjuster, Click Adjust	All	386-205	99.95	88.95
Waxoyl 5 Liter Can	All	225-370	74.95	59.95
Waxoyl Starter Kit 2.5L	All	225-360	109.95	88.95
Wrench Set, Ignition, BA Sizes	All	385-000	67.95	54.95
Wrench, 1/2 Combination, Whitworth	All	383-000	42.95	34.95
Wrench, 7/16 Combination, Short, Whitworth	All	382-900	36.65	29.95
Wrench, Knockoff, Wood, 42MM	All	386-165	29.95	23.95
ZDDPlus Oil Additive - Case of 25	All	220-908	249.95	207.95

Cooling

Description	Application	Part #	Retail	Sale
Thermostat, Bellows/Sleeve, 160F	Various	434-156	\$79.95	\$64.95
Thermostat, Fail-Safe, 180F, 82C	Various	434-205	16.95	13.95

Engine

Description	Application	Part #	Retail	Sale
Filter, Oil, Spin-On	For Moss spin-on adaptor only	235-830	\$15.95	\$12.95
Oil Cooler, 10 Row	All	235-915	64.95	53.95
Oil Cooler, 13 Row	All	235-925	79.95	59.95
Oil Cooler, 16 Row	All	235-995	99.95	82.95

Electrical

Description	Application	Part #	Retail	Sale
Air Horn Kit, Dual, Fiamm	All	545-080	\$48.95	\$38.95
Antenna, Electric Lift	All	386-960	102.95	84.95
Coil, Ignition	Various	143-220	33.95	28.95
Coil, Ignition	Various	143-230	24.95	16.95
Coil, Ignition, Lucas Sports	Various	143-200	37.95	27.95
Coil, Ignition, Pertronix	Non-ballasted systems	143-265	44.95	34.95
Coil, Ignition, Pertronix	Ballasted Systems	143-270	44.95	38.95
Coil, Screw Type HT Lead, W/Nut	Various	543-020	32.95	26.95
Distributor, Elec, Aftermarket	6 Cyl. Positive Ground	143-145	289.95	243.95
Distributor, Elec, Aftermarket	6 Cyl. Negative Ground	143-135	279.95	234.95



211-036



235-830

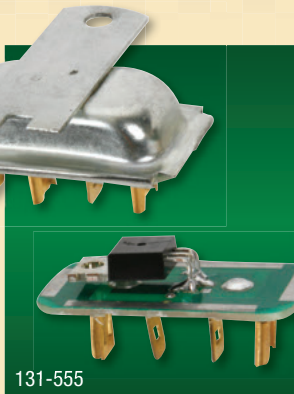


143-135



Electrical (cont.)

Description	Application	Part #	Retail	Sale
Distributor, Elec, Pertronix	4 Cyl. Negative Ground	143-116	\$239.95	\$213.95
Distributor, Race	4 Cylinder	143-165	279.95	229.95
Fuse Block, Screw Terminals	Various	162-500	28.95	21.95
Generator Without Pulley Or Fan	Various	140-300	179.95	145.95
Generator, New, without Pulley	Various	140-200	159.95	124.95
Headlamp, Replacement, Hella	7"	902-969	59.95	49.95
Horn, High Note, 12V	All	545-030	26.95	16.95
Horn, Low Note, 12V	All	545-020	26.95	16.95
Ignition, Pertronix, 4 Cyl, Pos. Ground	Lucas 23D, 24D & 25D	222-555	120.95	99.95
Ignition, Pertronix, 4 Cyl, Neg. Ground	Lucas 23D, 24D & 25D	222-405	108.95	89.95
Ignition, Pertronix, Ignitor	4 Cyl, Neg. Ground	143-181	154.95	132.95
Points, Mallory	All Dual Point	143-185	22.95	20.95
Pump, Windshield Washer, Electric	Various	361-180	16.95	12.95
Relay & Wiring Kit, Headlights	All	117-514	134.95	111.95
Solenoid, Starter	Various	546-020	22.95	16.95
Starter	Various	140-400	129.95	98.95
Starter, Rebuilt	Various	541-540	209.95	155.95
Switch, Battery Master W/Key	All	145-785	59.95	43.95
Switch, H/L Dimmer	Various	542-130	39.95	29.95
Voltage Stabilizer, Neg Gnd	Various	131-555	17.95	11.95
Voltage Stabilizer, Pos Gnd	Various	131-556	17.95	13.95
Voltmeter	All	360-975	81.25	66.95



Exterior

Description	Application	Part #	Retail	Sale
Badge, RAC, Cloisonné	All	408-517	\$49.95	\$43.95
Badge, Royal Auto Club	All	408-547	22.95	18.95
Badge, St. Christopher	All	408-435	98.50	80.95
Badge, Union Jack, England	All	408-507	22.95	16.95
Badge, W/MG Emblem	All	408-487	22.95	18.95
Bucket, Headlamp, 2 Adjuster	Various	144-807	24.95	20.95
Car Capsule, Large	All	238-610	379.95	339.95
Car Cover, Triguard	Small	236-441	49.95	43.95
Car Cover, Triguard	Large	236-446	49.95	43.95
Car Cover, Tyvek	Small	236-440	79.95	67.95
Clamp, SLR/SFT Lamps	All	408-579	18.95	13.95
Door Seal Blk /Yd.	All	249-607	18.95	13.95
Exhaust Tip, Dual, Slash Cut	All	224-115	99.95	84.95
Grille Badge, BARC Brooklands	All	408-175	59.95	52.95
Headlamp Assy, W/Bucket	LHD, 2 adjuster	144-800	67.95	56.95
Headlamp, Sealed Beam, Halogen	7" LHD	171-105	17.95	14.95
Heatshield Pad, Foil/Felt	All	409-015	39.95	24.95
Lamp, License Plate, Lucas	Various	144-190	69.95	58.95
Lamp, License Plate, Reproduction	Various	144-200	26.35	22.95
Mirror, Bullet, 4.25"	All	222-390	79.95	59.95
Mirror, Convex, L/H	All	165-300	18.95	15.95
Mirror, Convex, R/H	All	165-210	18.95	15.95
Mirror, Flat, L/H	All	165-500	17.95	9.95
Mirror, Flat, R/H	All	165-400	17.95	9.95
Mirror, Racing, Chrome, L & S	All	222-372	44.95	24.95
Mirror, Raydyot Reproduction	All	222-355	62.95	56.95
Racing Screen, Brooklands Type	All	224-100	129.95	89.95
Rim Plate - 3 Adjuster Headlamps	Various	157-300	18.95	14.95



Fuel System & Emission

Description	Application	Part #	Retail	Sale
Absorption Cannister	Various	367-100	\$87.95	\$65.95
Anti Run-On Valve	Various	367-110	89.95	66.95
Diaphragm, Fuel Pump	Various - Stepped center	377-130	39.95	33.95
Filter, Air, 2" Thick	1 1/2" SU (1 3/4" deep)	222-935	67.95	60.95
Filter, Air, Chrome, MG Crest	1 1/2" SU	223-290	49.95	36.95
Filter, Air, Chrome, SU Crest	1 1/2" SU	223-295	49.95	36.95
Filter, Air, Deep, 1 1/2 SU, K&N	1 1/2" SU (3" deep)	222-950	57.95	52.95
Filter, Air, Downdraft	DGV Carbs	222-365	37.95	31.95
Filter, Air, Hellings	1 1/2" SU	223-200	37.95	29.95
Filter, Air, Hellings	1 1/4" SU	223-100	37.95	29.95
Filter, Air, K&N	1 1/4" SU	223-010	67.95	60.95
Filter, Air, K&N	1 1/2" SU (2 1/2" deep)	222-985	66.95	59.95
Filter, Air, K&N, 1.75 Tall	175CD Zenith-Stromberg	222-965	72.95	65.95
Filter, Air, K&N, 1.75 Tall	1 3/4" SU (1 3/4" deep)	222-955	67.95	59.95
Filter, Air, K&N, 3.25 Tall	1 3/4" SU	222-960	57.95	52.95



Fuel System & Emission (cont.)

Description	Application	Part #	Retail	Sale
Filter, Air, K&N, HS6, Tapered	1 3/4" SU (2 1/2" deep)	222-995	\$70.95	\$62.95
Filter, Air, Stelling & Hellings	1 3/4" SU	621-500	23.95	19.95
Filter, Air, Superflo, 175ZS	1 3/4" Stromberg	223-240	49.95	43.95
Float Assy	Zenith Carbs	365-505	21.95	18.95
Fuel Pressure Regulator with Filter	All	377-435	109.95	90.95
Fuel Pump, Double End, SU, Neg. Ground	Negative ground	377-335	429.95	379.95
Fuel Pump, Electric, Solid State	All	377-420	69.95	57.95
Fuel Pump, Electronic, SU, Neg. Ground	Various	377-225	209.95	179.95
Fuel Pump, Electronic, SU, Pos. Ground	Various	377-235	199.95	169.95
Mount, Soft, Weber Carb	40 & 45 DCOE	222-251	32.95	27.95
Point Set, Fuel Pump	Various	377-080	25.95	21.95
Rebuild Kit, Carb, Weber DGV	DGV Carbs	222-266	57.95	48.95
Switch, Inertia, Fuel Cutoff	All	900-240	49.95	41.95

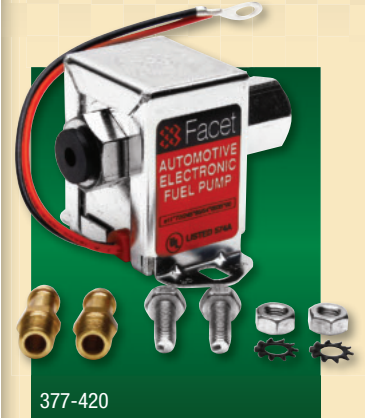
Interior

Description	Application	Part #	Retail	Sale
Cover, Steering Wheel, Black	16-1/2" to 17" wheels	222-315	\$49.95	\$41.95
Faceplate, Black, Black Knobs	RetroSound Radio	230-327	31.95	27.95
Faceplate, Black, Chrome Knobs	RetroSound Radio	230-329	31.95	27.95
Radio, RetroSound 1B	All Negative Ground	230-321	249.95	234.95
Radio, RetroSound 1C	All Negative Ground	230-316	249.95	234.95
Seatbelt, 2 Pt, Competition	All	222-211	87.95	74.95
Seatbelt, 2 Pt, Standard, Black	All	222-215	22.95	19.95
Seatbelt, 2-Pt W/Snaphook	All	222-236	34.60	28.95
Seatbelt, 2-Pt, Flat End, 20X38	All	222-234	24.95	20.95
Seatbelt, 2-Pt, Flat End, 30X38	All	222-235	24.95	20.95
Seatbelt, 2-Pt, Hook, Short	All	222-239	34.60	28.95
Seatbelt, 3-Pt W/Flat End	All	222-205	43.95	36.95
Seatbelt, 3-Pt W/Snaphook	All	222-206	52.50	43.95
Seatbelt, 3-Pt, Flat, Short	All	222-204	43.95	36.95
Seatbelt, 3-Pt, Hook, Short	All	222-209	52.50	43.95
Switch, Headlamp	Various	140-500	34.75	27.95
Switch, Push-Pull, W/Knob	Various	162-100	22.95	18.95
Wheel, 14", Black/Black Leather, TT	All	489-040	224.95	168.95
Wheel, 14", Leather, Motolita	All	499-520	329.95	269.95
Wheel, 14", Matte/Black Leather, TT	All	489-030	224.95	168.95
Wheel, 14", Wood Rim, Motolita	All	499-560	329.95	269.95
Wheel, 14", Wood Rim, TT	All	489-070	259.95	199.95
Wheel, 15", Black/Black Leather, TT	All	489-050	224.95	168.95
Wheel, 15", Matte/Black Leather, TT	All	489-020	224.95	168.95
Wheel, 15", Solid Wood Rim, TT	All	489-090	259.95	199.95
Wheel, 15", Wood Rim, Motolita	All	499-540	329.95	269.95
Wheel, 15", Wood Rim, TT	All	489-060	259.95	199.95
Wheel, 15", Wood Rim, TT	All	489-080	259.95	199.95

Wheels

Description	Application	Part #	Retail	Sale
Hammer, Copper/Rawhide, 2 Lb	Various	386-110	\$36.95	\$26.95
Hammer, Knockoff, Copper, 1 Lb	Various	386-000	39.95	31.95
Hammer, Knockoff, Copper, 2 Lb	Various	386-850	52.95	41.95
Hammer, Knockoff, Lead, 4 Lb	Various	386-180	45.50	37.95
Inner Tube, 145 X 13	Various	452-725	19.75	16.95
Inner Tube, 155/165 X 15	Various	452-755	21.95	17.95
Inner Tube, 175/185 X 15	Various	452-765	23.95	20.95
Inner Tube, 175/185 X 14	Various	452-745	19.75	15.95
Knockoff, Eared, L/H	Various	674-680	39.95	29.95
Knockoff, Eared, R/H	Various	674-670	39.95	29.95
Trim Ring, 15" Wheel	Various	674-675	76.95	58.95
Trim Ring, 15" Wheel, S/S	Various	674-758	119.95	99.95
Wire Wheel, 15 X 4, 48S, Chrome	Various	454-615	337.95	289.95
Wire Wheel, 15 X 4, 48S, Painted	Various	454-610	223.95	192.95
Wire Wheel, 15 X 4.5, 60S, Chrome	Various	454-630	349.95	299.95
Wire Wheel, 15 X 4.5, 60S, Painted	Various	454-620	237.95	204.95
Wire Wheel, 15 X 5, 72S, Chrome	Various	454-660	419.95	359.95
Wire Wheel, 15 X 5, 72S, Painted	Various	454-665	272.95	234.95
Wire Wheel, 15 X 5.5, 72S, Chrome	Various	454-730	419.95	359.95
Wire Wheel, 15 X 5.5, 72S, Painted	Various	454-720	299.95	257.95
Wheel Nut, 12TPI, L/H	Various	200-280	39.95	29.95
Wheel Nut, 12TPI, R/H	Various	200-290	39.95	33.95
Wheel Nut, MG Crest, 8TPI, L/H	Various	200-225	39.95	33.95
Wheel Nut, MG Crest, 8TPI, R/H	Various	200-215	39.95	33.95
Wheel Nut, MG Crest, 12TPI, L/H	Various	200-220	39.95	29.95
Wheel Nut, MG Crest, 12TPI, R/H	Various	200-210	39.95	29.95
Wheel Spacer, Solid 6 MM, Pair	Various	674-685	33.35	27.95
Wire Wheel, 13 X 4, 60S, Painted	Various	454-675	220.95	189.95
Wrench, Eared Knockoff, Long	Various	386-125	49.95	44.95
Wrench, Safety Knockoff, Long	Various	386-120	49.95	43.95

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021-359



513-319



834-882

Brakes & Clutch

Description	Application	Part #	Retail	Sale
Brake Drum, Rear	BN4-BJ8 wire wheels	021-359	\$84.95	\$74.95
Brake Servo, Aftermarket replacement	3000	981-174	279.95	226.95
Brake Shoe Set, 4 Shoes, Rear	BN1 C.E. 221536 to BJ8	519-031	49.75	38.95
Cable, Handbrake	BN1, BN2	021-394	38.95	34.95
Cable, Handbrake	BN4-BJ8	021-389	31.45	27.95
Clutch Disc, 10"	BN7, BT7, BJ7 to 29F-H4878	500-100	99.95	85.95
Disc, Front Brake	BN7-BJ8 to (c)26704	021-170	51.95	44.95
Disc, Front Brake	BJ8 from (c)26705	021-201	39.95	34.95
Fitting Kit, For 2 Whl Cyl	BN1 from (c)221536 on	582-225	19.95	15.95
Hose, Brake	BN7-BJ8	021-162	20.95	16.95
Hose, Brake, Front	BN1, BN2, BN4, BN6	584-070	32.95	25.95
Hose, Brake, Front Aftermarket	BN1, BN2, BN4, BN6	584-071	18.75	12.95
Hose, Brake, Rear	BN1, BN2, BN4, BT7, BJ7, BJ8	584-070	32.95	25.95
Hose, Brake, Rear	BN6, BN7	584-050	16.95	11.95
Hose, Brake, Rear, Aftermarket	BN1, BN2, BN4, BT7, BJ7, BJ8	584-071	18.75	12.95
Hose, Clutch Slave Cylinder	100-6, 3000	584-760	31.95	25.95
Kit, Brake Caliper	BJ8 from (c)26705 on	583-000	29.95	24.95
Kit, Brake Caliper, Both Sides	BN7 to BJ8 (c)26704	513-212	36.95	29.95
Kit, Brake Master Cyl, Lucas	100-4	513-067	44.95	32.95
Kit, Rear Wheel Cylinder	BN7, BT7, BJ7, BJ8	583-020	21.95	17.95
Kit, Rear Wheel Cylinder	BN1 from C.E.221536, BN2, BN4, BN6	513-092	19.95	17.95
Kit, Wheel Cylinder	AH 100-4, 7/8" Bore	021-145	28.95	24.95
Kit, Wheel Cylinder, Front	BN4, BN6 disc wheels	513-115	24.95	20.95
Master Cylinder, Brake	100-4	021-142	298.95	229.95
Master Cylinder, Brake	BN7, BT7, BJ7 without servo	513-319	59.95	52.95
Master Cylinder, Clutch	BN4 from CE 48863, BN6, BN7, BT7, BJ7, BJ8	513-319	59.95	52.95
Master Cylinder, Clutch, 5/8"	BN4 to C.E.48862	513-323	119.95	94.95
Pad Set, Brake, Ceramic	BJ8 from (c)26705 on	585-522	38.95	29.95
Pad Set, Brake, Greenstuff	BJ8 from (c)26705 on	585-620	115.85	95.95
Pad Set, Brake, Semi-Metalic	BN7-BJ8 (to C26704)	517-005	28.95	19.95
Piston, Caliper, S/S	BJ8 C26705 ON	582-095	32.95	26.95
Piston, Front Caliper	BN7, BT7, BJ7; BJ8 to (c)26704	021-163	19.95	15.95
Pressure Plate 9.5"	BJ7 from 29F-H4879, BJ8	021-139	149.95	125.95
Repair Kit, OE Type Servo	OE Girling Servos	021-164	87.95	72.95
Slave Cylinder, Clutch	BN4-BJ8	513-316	43.95	37.95
Wheel Cylinder, Front, L/H	BN1 from C.E.221404, BN2	021-144	69.95	59.95
Wheel Cylinder, Front, L/H	BN4, BN6 disc wheels	021-152	69.95	57.95
Wheel Cylinder, Front, L/H	BN1 to C.E.221403, BN4, BN6 Wire Wheels	021-146	46.95	41.95
Wheel Cylinder, Front, R/H	BN1 from C.E.221404, BN2	021-147	69.95	59.95
Wheel Cylinder, Front, R/H	BN4, BN6 disc wheels	021-153	69.95	57.95
Wheel Cylinder, Front, R/H	BN1 to C.E.221403, BN4, BN6 Wire Wheels	021-149	46.95	41.95
Wheel Cylinder, Rear	BN1 from C.E.221536, BN2, BN4, BN6	021-159	18.95	16.95
Wheel Cylinder, Rear 3/4" Bore	BN7-BJ8	021-161	109.95	89.95
Wheel Cylinder, Rear 3/4" Bore	3000 BN7, BT7, BJ7, BJ8	021-151	29.95	25.95
Wheel Cylinder, Rear, L/H	BN1 to C.E.221535	021-158	69.95	59.95
Wheel Cylinder, Rear, R/H	BN1 to C.E.221535	021-160	69.95	59.95

Cooling

Description	Application	Part #	Retail	Sale
Fan Belt, OE Type	100-4	021-066	\$17.95	\$14.95
Fan, 6 Blade, Red	100-4	834-835	119.95	103.95
Fan, 6 Bladed Plastic, "Texas Cooler"	100-6, 3000	834-882	79.95	69.95
Water Pump, Replacement	100-4	021-065	99.95	79.95
Water Pump, W/1/2" Pulley	BJ8 from 29K-H10272	580-010	99.95	74.95

Engine

Description	Application	Part #	Retail	Sale
Cable Assy, Choke	100-4	734-100	\$51.95	\$36.95
Cable Assy, Choke	BN7 from (c)5234, BT7 from (c)5310	734-130	19.95	17.95
Cable, Choke, Primary	BJ8	734-190	34.95	24.95
Tensioner, Timing Chain	6 Cylinder	011-139	19.95	15.95
Valve Spring Set	6 Cylinder	021-029	49.75	40.95

Drivetrain

Description	Application	Part #	Retail	Sale
Accumulator Housing	Overdrive	866-320	\$88.95	\$79.95
Angle Drive, On Trans	Overdrive	768-020	209.95	171.95
Angle Drive, Speedometer	BN4-BJ8	021-511	48.95	39.95
Bearing, Annulus Front	Overdrive	866-630	19.95	15.95
Bearing, Differential Carrier	Early BN1	127-700	39.95	33.95
Bearing, Input Shaft	BN2-BJ8	620-586	34.95	29.95
Bearing, Mainshaft	BN1 3-Speed Gearbox	128-000	33.95	27.95
Bearing, Rear Wheel Hub	Early BN1	127-600	44.95	36.95
Body, Overdrive Oil Pump	Overdrive	866-140	114.95	96.95
Clutch Ball Bearing	Overdrive	866-470	64.95	52.95
Free-Wheel Assembly	Overdrive	466-055	169.95	140.95
Piston Ring Set, Accumulator	Overdrive	866-360	77.95	68.95
Plunger, Oil Pump	Overdrive	866-120	99.95	83.95
Relay, Overdrive, Screw Terminals	BN1-BJ7	542-260	169.95	142.95
Relay, Overdrive, Spade Terminals	BJ8	542-170	29.95	24.95
Solenoid, Overdrive	BN1-BN7 & BT7 to (e)29E-2245	145-722	34.95	27.95
U-Joint, without Zerk	All	674-652	25.95	20.95

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866-320

Electrical

Description	Application	Part #	Retail	Sale
Battery, 6 Volt, Classic Style, repl.	BN1, BN2, BN6, BN7	459-385	\$149.95	\$122.95
Bushing, Distributor	100-4	153-100	36.95	27.95
Distributor Cap, 6 Cyl, Side Entry	BJ7 from (e)29F-H3563, BJ8	874-060	38.95	34.95
Distributor Cap, 6 Cyl, Side Entry	BN4-BJ7 to (e)29F-H3562	872-802	37.95	33.95
Ignition, Pertronix, 4 Cyl, Pos	Lucas Dist #s 40495, 40422, 40520	222-615	135.95	117.95
Ignition, Pertronix, 6 Cyl, Neg	Lucas DM6, Neg. Ground	222-571	119.95	103.95
Ignition, Pertronix, 6 Cyl, Pos	Lucas DM6, Positive Ground	222-570	132.95	114.95
Ignition, Pertronix, 6 Cyl, Pos	Lucas 25D6, 6 Cyl. Pos. Ground	222-560	120.95	104.95
Pump, Windshield Washer	BN4 from C.E.68960; BN6 from (c)1183; BN7; BT7; BJ7 to (c)20125	565-055	39.95	32.95
Regulator, Voltage	BJ8	142-050	39.95	34.95
Relay, Flasher, 8 Term	All	141-400	124.95	93.95
Switch, Battery Cut-Off	All	145-770	84.95	67.95
Switch, Headlamp Dimmer	BN1-BJ7	140-900	33.95	26.95



241-020

Exterior

Description	Application	Part #	Retail	Sale
Car Cover, Silverguard Plus	2-seater	237-409	\$143.95	\$129.95
Cowl (Top), Air Intake On Hood	100-6, 3000	031-351	65.95	52.95
Cowl, Over Radiator Grille	BN4, BN6, BN7/BT7 to (c)13750	870-090	249.95	232.95
Grille Slat Assy	BN7/BT7 FROM (C) 13751, BJ7, BJ8	031-360	209.95	169.95
Grille Surround	BN7/BT7 from (c)13751, BJ7, BJ8	031-361	749.95	619.95
Grille Surround, Lower	BN4, BN6, BN7/BT7 to (c)13750	870-100	38.95	33.95
Grille, Air Intake	BN4, BN6, BN7/BT7 to (c)13750	870-120	54.95	48.95
Grille, Air Intake On Hood	BN7/BT7 from (c)13751, BJ7, BJ8	031-349	55.95	48.95
Lamp Assy, Clear, Beehive	BN4-BJ8	544-050	27.95	19.95
Lamp Assy, Front Side and Flasher	BN1, BN2	143-450	26.95	22.95
Lamp Assy, Rear Stop/Tail and Flasher	BN1, BN2	143-700	29.95	24.95
Lamp Assy, Amber, 21W	BJ8 from (b)76138 on	143-660	34.65	28.95
Lamp Assy, Clear Lens, 5W	From (b)76138 on	544-070	59.95	49.95
Override, With Carriage Bolt	All	454-010	42.95	33.95
Rim, Headlamp	BN1 - BN2	560-180	21.95	18.95
Rim, Headlamp, Chromed	BN4, BN6, BN7, BT7	164-080	36.75	27.95
Seal, Windshield Frame To Cowl	BJ7, BJ8	021-764	21.95	14.95
Wiper Arm	BN2, BN4, BN6, BN7, BT7	165-035	16.95	12.95
Wiper Arm	BJ7, BJ8	164-950	16.75	13.95
Wiper Arm, 9.5"	BN2, BN4, BN6, BN7, BT7	164-990	16.95	13.95
Wiper Arm, 9.5", Collet	BN1	560-400	19.95	17.95



237-409



Fuel System & Emission

Description	Application	Part #	Retail	Sale
Carb Kit, Master HS6 X2	HS6	375-578	\$109.95	\$89.95
Carb Repair Kit	Late BN4 To BN7/BN7	375-288	139.95	114.95
Dashpot Cover, Chrome, HS4&6	SU HS4 and HS6	374-575	22.95	17.95
Float, Carburetor, Brass	BN1-BN6, BJ8	370-010	18.95	13.95
Fuel Pump, Double End, SU	All	377-036	362.95	319.95
Fuel Pump, Electronic, SU, Pos. Ground	BN4 from 60413 thru BJ8 28224	377-275	419.95	359.95
Fuel Pump, Square Body SU	BN4 from C.E.60413, BN6, BN7, BT7 to (c)17351	377-085	419.95	339.95
Fuel Pump, SU, Dual Polarity	BN1, BN2, BN4 to C.E.60412	377-042	149.95	134.95
Fuel Pump, SU, Dual Polarity	Late BJ8	377-161	149.95	131.95
Gas Cap, Locking	BN4-BJ8	202-760	28.95	24.95
Jet Assembly, 0.100"	late BN4 - BN7/BT7	378-320	25.95	21.95
Jet Assembly, 0.125"	BJ8	378-330	25.95	21.95
Jet Assy, Rear, 0.100"	BJ7	378-450	24.75	19.95
Kit, Jet Bearing	BN1, BN2, early BN4	370-395	24.95	21.95
Lid, Float Bowl	BN1, BN2 Front & Rear; late BN4-BN7/BT7 Rear; BJ8 Front	375-068	79.95	67.95
Piloted SU Bush Reamer	BN1-BJ7	386-385	189.95	159.95
Throttle Shaft, Oversize	BN7, BT7	372-550	22.95	18.95
Throttle Shaft, Oversize	BN1, BN2, early BN4	376-040	22.95	18.95
Throttle Shaft, Standard	BN7, BT7	372-540	22.95	18.95

Heating & Air Conditioning

Description	Application	Part #	Retail	Sale
Cable, Air Control, W/O Knob	100-6, 3000	331-320	\$38.95	\$29.95
Cable, Air/Htr Control, W/O Knob	100-6, 3000	331-330	44.95	34.95
Hose, Air, 4 X 31"	100-6, 3000	456-120	27.95	21.95
Hose, Air, 4.0 X 40", Replacement	100-6, 3000	456-130	34.95	26.95
Switch, Heater Fan Rheostat	100-4	635-180	149.95	123.95
Valve, Heater Control	100-6, 3000	021-573	29.95	23.95



Interior

Description	Application	Part #	Retail	Sale
Handle, Window Winder	BJ7, BJ8	031-318	\$32.95	\$27.95
Lens W/Cover, Turn Signal Lamp	BJ8	142-260	29.95	21.95
Pull Handle	BJ7-BJ8	803-440	19.95	16.95
Switch, Ignition	BN1 To BJ7	141-300	26.95	22.95
Switch, Lighting	BJ8	141-230	33.95	27.95
Switch, Panel Lamp	BN1 To BJ7	140-520	42.90	35.95
Switch, Wiper	BJ8	141-530	28.95	22.95
Warning Lamp, Green	BN1-BJ7	142-350	15.95	11.95



Suspension & Steering

Description	Application	Part #	Retail	Sale
Bushing Set, Trunnion, Offset	All	282-308	\$29.95	\$21.95
Center Tie-Rod Pair	BN2 from C.E.228932 to BJ7 to (c)19190	667-580	36.95	25.95
Collet Nut For Strg Wheel Hub	100-6, 3000	853-777	61.95	49.95
Harness, Steering Column	All	356-410	49.95	36.95
King Pin Set	All	021-188	149.95	115.95
Spring Cover, Stainless Steel	Adjustable Steering Column	260-130	26.95	21.95
Tie Rod End Set	BT7/BJ7 from (c)19191, BJ8	021-182	39.95	27.95
Tie Rod Set	BN1, BN2 to C.E.228931	021-181	47.95	33.95

Brakes & Clutch

Description	Application	Part #	Retail	Sale
Brake Shoe Set, 4 Shoes	Late 948 thru 1500	182-175	\$16.75	\$12.95
Clutch Disc, New	1275, 6 1/2"	190-890	64.95	53.95
Clutch Kit	1500	190-990	179.95	150.95
Clutch Kit, Aftermarket	1500	190-995	159.95	135.95
Hose, Brake	To HAN6-20544, GAN1-13554	180-895	27.95	22.95
Hose, Clutch Slave Cyl, S/S	1275	584-790	48.95	41.95
Hose, Clutch Slave Cylinder, Aftermarket	1275	180-821	15.95	9.95
Hose, Clutch Slave Cylinder, Delphi/Lockheed	1275	180-820	34.55	27.95
Kit, Brake Master Cylinder	1275, 1500 Dual Line System	180-205	17.95	14.95
Pad Set, Brake, Ceramic	Disc Brake Cars	071-533	38.95	29.95
Pad Set, Brake, Semi-Metalic	Disc Brake Cars	071-539	28.95	19.95
Piston, Front Caliper	1963 on	181-925	15.75	11.95
Pressure Plate 7.25"	1098	190-840	199.95	167.95
Pressure Plate New	1975-'80	190-860	117.95	100.95
Switch, Brake Failure	1275, 1500	181-955	27.95	20.95
Switch, Brake Light	1275 & 1500	181-980	22.95	16.95
Wheel Cylinder L/H	To HAN6-20544, To GAN1-13554	180-656	21.95	18.95
Wheel Cylinder R/H	To HAN6-20544, To GAN1-13554	180-641	21.95	18.95
Wheel Cylinder, Front, L/H	To HAN6-20544, To GAN1-13554	180-650	36.95	30.95
Wheel Cylinder, Front, R/H	To HAN6-20544, To GAN1-13554	180-640	36.95	30.95

Cooling

Description	Application	Part #	Retail	Sale
Fan Clutch	1975-'78	434-575	\$179.95	\$144.95
Tank, Coolant Expansion	Sprite (c) 72034, Midget from (c) 60450	459-690	98.95	76.95
Water Pump	1275 From (e)12CD/H1746	434-545	41.95	33.95
Water Pump W/Pulley	1500	835-655	74.95	61.95

Drivetrain

Description	Application	Part #	Retail	Sale
Bearing, Differential Carrier	All	127-300	\$36.95	\$30.95
Bearing, input shaft & center mainshaft	1500	071-329	54.95	45.95
Speedi-Sleeve, Diff Pinion	For differential pinion seal (mounts on drive flange spigot)	520-500	45.95	39.95
Speedi-Sleeve, Front Pulley	Late 948 thru 1275	520-515	42.50	36.95
U-Joint, W/Zerk, Hardy-Spicer Brand	All	268-060	17.95	14.95

Electrical

Description	Application	Part #	Retail	Sale
Container, W/S Washer	1500 from (c)166301	361-120	\$19.95	\$15.95
Distributor Cap, Lucas, side entry	948, 1098, 1275	163-805	35.95	29.95
Fan, Alternator	1972-'80	130-400	28.95	22.95
Fuse Box	1968-'80	162-510	19.95	14.95
Ignition, Pertronix	1500 w/Lucas CEI distributor	222-475	119.95	99.95
Liner, Battery Tray	Sprite/Midget to 1967	241-020	52.95	40.95
Pulley, 2.75"	Thru 1967	130-370	24.95	20.95
Regulator, Voltage	1972-'80, (L23804, 23748)	130-290	28.95	22.95
Regulator, Voltage, Replacement	1275 thru 1971	142-045	29.95	23.95
Slip Ring / Horn Contact	All	263-745	16.95	12.95
Switch, Starter	Sprite MkI-II, Midget MkI	145-800	34.65	23.95
Wiper Motor	1968 On	145-490	79.95	69.95

Engine

Description	Application	Part #	Retail	Sale
Camshaft, Standard	1500	851-330	\$239.95	\$199.95
Core, Heater	All to Sept.,1970	360-675	99.95	79.95
Crank Sprocket 1-Row	1500	837-105	28.95	22.95
Gasket Set, Cyl Head	1500	694-143	62.95	52.95
Gasket Set, Lower	1500	694-151	37.95	30.95
Gear, Cam, Single Row	1500	838-205	28.95	20.95
Hose, Air, 4.0 X 40", Repl	948-1275 thru 1970	456-130	34.95	26.95
Oil Pump	Midget 1500	836-125	99.95	83.95
Paint, Dark Green	thru 1971	220-580	18.95	13.95
Paint, Light Green, Spray Can	1275	220-550	18.95	13.95
Rocker Arm, Even, Bushed, Uprated	1500	839-125	16.95	13.95
Rocker Arm, Odd, Bushed, Uprated	1500	839-115	16.95	13.95
Tappet Set, Super Duty, APT	948, 1098, 1275	460-601	159.95	133.95
Valve, Heater	948, 1098, 1275	360-400	29.95	22.95
Water Drain Tap	948, 1098, 1275	470-240	22.95	17.95

Exterior

Description	Application	Part #	Retail	Sale
Base, Tail Lamp, Chrome	Bugeye	159-300	\$22.75	\$17.95
Headlamp Assy, W/BUCKET	Midget 1500	144-810	68.95	56.95
Lamp Assembly, Clear, Beehive	Bugeye	544-050	27.95	19.95
Lamp Assy, License, Chrome	Midget 1500 to (c)182000	144-220	28.95	21.95
Lamp Assy, Tail	1970-'79	144-395	99.95	69.95
Lamp, Front Side Marker, L/H	Midget 1970 on	164-845	78.95	66.95



190-890



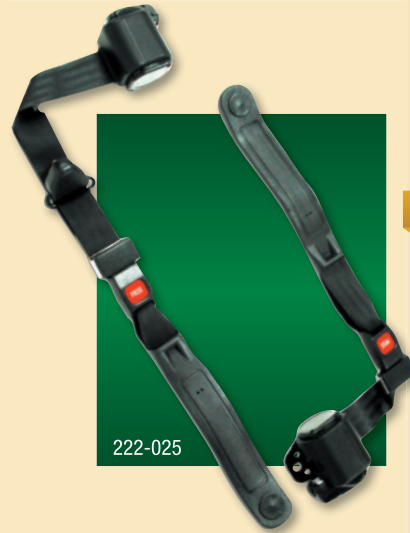
241-020



460-601



222-256



222-025



141-825

Exterior (cont.)

Description	Application	Part #	Retail	Sale
Lamp, Front Side Marker, R/H	Midget 1970 on	164-855	\$78.95	\$64.95
Lamp, License Plate	Midget 1970-'74 split rear bumper	144-180	72.95	56.95
Lamp, License Plate, Black	Midget 1500 from (c)182001	144-230	21.95	16.95
Lamp, Reverse	1275 & 1500	144-590	24.95	18.95
Lens, Side Marker, Front, L/H	Midget 1970 on	164-885	22.95	19.95
Lens, Side Marker, Front, R/H	Midget 1970 on	164-890	22.95	19.95
Lens, Tail Lamp, Lucas	Midget 1970 on	164-835	24.95	19.95
Mirror Assy, Flat, L/H Door	All	165-135	34.95	29.95
Mirror Assy, Flat, R/H Door	All	165-170	34.95	29.95
Mirror, Convex, R/H	1974-80	165-185	46.95	38.95
Mirror, Interior	Midget to (c)63074, Sprite to (c)74461	165-110	18.75	14.95
Mirror, L/H Door, Black	All	165-190	34.95	26.95
Mirror, R/H Door, Black	All	165-195	34.95	26.95
Override, With Carriage Bolt	Bugeye	454-010	42.95	33.95
Rim, Headlamp	all except Bugeye	560-180	21.95	18.95
Rim, Headlamp, Chromed	Bugeye to (c) 19021	164-000	24.95	19.95
Rim, Tail Lamp	Sprite MkII & Midget MkI thru 1969	164-790	18.95	13.95

Fuel System & Emission

Description	Application	Part #	Retail	Sale
Cable Assy, Choke, Repl	948, 1098, 1275 (1967)	331-080	\$35.95	\$27.95
Cable, Choke, T-Knob	Replacement for original choke cables	331-490	19.95	15.95
Carb Conv Kit, Weber Downdraft	Midget 1500, electric auto choke	222-256	589.95	529.95
Carb Rebuild Kit 150 Z-S	1500	375-440	32.65	26.95
Filter, Air, 4" Tapered, K&N	For 1275 Supercharger Kit 150-088	053-226	123.95	99.95
Fuel Pump, Mechanical	1500 thru 1977	377-400	34.95	30.95
Fuel Pump, Mechanical, Repl	1500, 1978 on	377-410	39.95	32.95
Fuel Pump, SU, Dual Polarity	Special fitment, not USA, 1275 1972-'74	377-161	149.95	131.95
Gas Cap Assy	1970 on, CA 1500 from (c)166301	202-755	16.95	13.95
Gulp Valve, OE Type	1968-'74	366-010	89.95	66.95
Insulator, Choke Mech	All except C3754	366-180	39.95	29.95
Jet Assy, L/H Or Front, 0.090	HS2	378-430	24.75	19.95
Jet Assy, R/H Or Rear, 0.090	HS2	378-440	24.75	19.95
Kit, Jet Bearing	Bugeye	370-395	24.95	21.95
PCV Valve	1098 & 1275 thru (e)12CD-8700	360-630	57.95	41.95

Interior

Description	Application	Part #	Retail	Sale
Cable, Tachometer	948	732-000	\$16.75	\$12.95
Courtesy Lamp	Sprite MkIII on, Midget MkII on	158-920	22.95	18.95
Cowl, Steering Column	1964-'67	233-205	23.95	18.95
Gauge, Combination, Smiths	thru 1967	361-761	149.95	129.95
Handle, Seat Adjust	1969-'80	409-020	29.95	21.95
Handle, Vent Window, Flat, L/H	GAN4-64475 on, HAN9-75703 on	470-595	21.95	15.95
Handle, Vent Window, Flat, R/H	GAN4-64475 on, HAN9-75703 on	470-585	21.95	15.95
Handle, Window Winder	Midget to (c)60459, Sprite to (c)72040	472-110	18.95	14.95
Handle, Window Winder, Chrome	1968 On	472-540	22.45	17.95
Pull Handle	Sprite to (c)72040, Midget (c)60459	803-440	19.95	16.95
Seat Diaphragm W/10 Hooks	1965-'69	281-828	22.95	17.95
Seatbelt, Inertia, Black	Midget 1974-on	222-025	99.95	88.95
Steering Lock & Switch Assy	1970-'74	263-610	68.95	53.95
Switch	Sprite MkII-IV, Midget Mk I-III thru 1967	141-230	33.95	27.95
Switch Wiper Wash, OD	1275 thru 1973	141-825	94.95	70.95
Switch, H/L Dimmer	Sprite MkII-MkIII, Midget MkI-MkII	542-130	39.95	29.95
Switch, Hazard Warning	1275, 1968-'72	140-540	31.95	23.95
Switch, Hazard Warning W/Bezel	1275 from 1973, All 1500	141-635	37.95	27.95
Switch, Headlamp Dimmer	Bugeye	140-900	33.95	26.95
Switch, Heater Fan	1500	141-270	18.95	13.95
Switch, Lighting	1275 from (c)123751-1500	141-275	19.95	14.95
Switch, Lighting, Replacement	1275 to (c)123750	141-260	23.95	17.95
Switch, Panel Lamp	1275 Bugeye	140-520	42.90	35.95
Switch, Signal Headlamp	1974-'77	141-840	66.95	49.95
Switch, Steering Lock & Ign	1975-'80	263-640	134.95	100.95
Switch, Trunk Lamp	1275	131-620	15.95	11.95
Switch, Turn Signal, H/L Flash	Sprite MkIII, Midget MkII	141-770	84.95	65.95
Switch, Turn/High/Lo Beam	1971-'73	141-830	62.95	49.95
Switch, Wiper	Sprite MkII-MkIII, Midget Mk I-MkII	141-530	28.95	22.95
Switch, Wiper/Washer	1974-'77	141-845	106.95	79.95
Switch, Wiper/Washer	1500 1978-'79	141-855	66.95	49.95

Suspension & Steering

Description	Application	Part #	Retail	Sale
Ball Housing, Male, Tie Rod	All Sprite Midget to GAN5-114486	262-170	\$32.95	\$19.95
Bushing Set, Trunion, Offset	All	282-308	29.95	21.95
Rack Boot Kit	1275 from (c)114487 & 1500	680-058	17.95	13.95

Wheels

Description	Application	Part #	Retail	Sale
Jack, OE Style	All	386-920	\$159.95	\$127.95

Brakes & Clutch

Description	Application	Part #	Retail	Sale
Brake Drum	Tubed Type Rear Axle	264-820	\$39.95	\$31.95
Brake Hose, Front	MGC	021-162	20.95	16.95
Brake Pipe, LH Rear	RD from 1975 on	181-170	19.95	15.95
Brake Servo, Aftermarket	MGC	981-174	279.95	226.95
Cable, Handbrake, Disc Whl	RD to (c)132922, banjo type axle	331-100	18.95	15.95
Cable, Handbrake, Wire Whl	RD to (c)132922, banjo type axle	331-130	19.95	15.95
Caliper Assy, Brake, L/H	MGB	180-525	109.95	69.95
Caliper Assy, Brake, R/H	MGB	180-515	109.95	69.95
Clutch Cover, Competition	MGB	190-810	119.95	97.95
Disc, Brake, X-Drilled & Slotted	MGC	586-620	219.95	179.95
Disc, Front Brake	MGC	021-201	39.95	34.95
Disc, Front Brake	MGB	182-171	24.95	19.95
Hose, Brake	MGC	584-045	26.95	22.95
Hose, Brake, Delphi/Lockheed	MGB to 1976	180-895	27.95	22.95
Hose, Front Brake, Delphi/Lockheed	MGB 1977-'80	180-885	21.95	16.95
Hose, Slave Cyl, S/S	All	584-790	48.95	41.95
Hose, Slave Cylinder, Delphi/Lockheed	All	180-820	34.55	27.95
Kit, Brake Caliper	MGC	583-000	29.95	24.95
Kit, Brake Caliper, Both Sides	All	180-981	18.95	14.95
Pad Set, Brake, Ceramic	MGC	585-522	38.95	29.95
Pad Set, Brake, Greenstuff	MGB GT V8	585-650	114.95	93.95
Pressure Plate 9.5"	MGC	021-139	149.95	125.95
Repair Kit, OE Type Servo	MGC	021-164	87.95	72.95
Slave Cylinder, Clutch	All	180-715	67.95	46.95
Switch, Brake Failure	From (c)386601	181-955	27.95	20.95
Switch, Pressure Failure	RD (c)138401 to 368081, GT (c)139472 to 367803	141-725	49.95	40.95
Wheel Cylinder, Aftermarket	GT from (c)138401 on	180-646	22.95	16.95
Wheel Cylinder, Aftermarket	all RD, GT to (c)138400	180-636	19.95	14.95
Wheel Cylinder, Delphi/Lockheed	All RD, GT To (c)138400	180-635	33.95	26.95

Cooling

Description	Application	Part #	Retail	Sale
Hose, Radiator, Lower	MGB 1977-'80	470-350	\$19.95	\$15.95
Radiator Fan	1977-'80	434-350	69.95	62.95
Switch, Cooling Fan	RD to (c)511290	542-215	19.95	17.95
Tank, Coolant Expansion	MGB 1977-'80	459-690	98.95	76.95
Water Pump	18G/GA Engines, 1962-'64	434-000	66.95	49.95
Water Pump	1972-'74	434-035	43.95	34.95

Drivetrain

Description	Application	Part #	Retail	Sale
Angle Drive, Speedometer	All	021-511	\$48.95	\$39.95
Bearing, Annulus Head	LH Type Overdrive	866-630	19.95	15.95
Bearing, Differential Carrier	Banjo Type Axles	127-700	39.95	33.95
Bearing, Input Shaft	MGB 1968 On	620-586	34.95	29.95
Bearing, Rear Axle Hub	Tube Type Axles	128-000	33.95	27.95
Bearing, Rear Wheel Hub	Banjo Type Axles	127-600	44.95	36.95
Clutch Thrust Bearing	LH Type Overdrive	866-470	64.95	52.95
Free-Wheel Assembly	D Type Overdrive	466-055	169.95	140.95
Solenoid, Overdrive	D Type Overdrive	145-730	34.95	27.95
Speedi-Sleeve, Differential Pinion	For differential pinion seal	520-500	45.95	39.95
Switch Overdrive-In Shift Knob	1977 on	141-320	18.95	13.95
U-Joint Assy, Steering Column	RD To (c)360300, GT To (c)361000	263-090	83.95	60.95

Engine

Description	Application	Part #	Retail	Sale
Bearing Set, Main, .010	All	425-070	\$34.95	\$27.95
Bearing Set, Main, Std	All	425-060	34.95	27.95
Cable, Choke, T-Knob	replacement for original choke cables	331-490	19.95	15.95
Camshaft, Stock Profile	18G/GA Engines	451-320	219.95	189.95
Gasket Set, Cylinder Head	1962-'74	297-301	58.95	48.95
Lock Tab Set, Engine	18GB-GF Engines	328-630	18.35	13.95
Oil Pan, Aluminum Alloy	MGB 1965-'80 5 Main Engine	460-372	329.95	263.95
Oil Pump	3 Main Engines	460-730	69.95	49.95
Oil Pump, Uprated	MGB 5 Main	435-625	92.95	76.95
Speedi-Sleeve, Front Pulley	All	520-515	42.50	36.95
Sprocket, Cam	18G-GK Engines	460-540	20.95	15.95
Tappet Set, Super Duty, APT	Must use 18V pushrods	460-601	159.95	133.95
Tensioner, Timing Chain	MGC	011-139	19.95	15.95
Valve Spring Set	MGC	021-029	49.75	40.95
Valve, Exhaust, Stellite	1968-'80	423-165	21.85	17.95
Water Drain Tap	Alternative to 328-180	470-240	22.95	17.95

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585-650



434-035



460-372



Electrical

Description	Application	Part #	Retail	Sale
Alternator, 16Acr 36Amp, New	1978-'80	130-100	\$119.95	\$94.95
Alternator, Rebuilt	1974 1/2 -'78 to (c)471000	130-090	254.95	199.95
Battery, 6 Volt, Classic Style	1968-'74	459-385	149.95	122.95
Distributor Cap, Lucas	MGC	560-145	36.95	27.95
Distributor Cap, Lucas, Side Entry	Dist #40897, 41155, and 41157	163-805	35.95	29.95
Distributor, Aftermarket	1962-'67	143-115	118.95	89.95
Distributor, Mallory, 6 Cyl	6 Cyl. Negative Ground	543-045	589.95	529.95
Fan, Alternator	1972-'80	130-400	28.95	22.95
Fuse Box	RD from (c)187211 on, GT from (c)187841 on	162-510	19.95	14.95
Ignition, Pertronix, 4 Cyl, Neg	Lucas DM4	222-475	119.95	99.95
Ignition, Pertronix, 6 Cyl, Neg	Lucas 23 & 25D6, 6 Cyl.	222-415	108.95	93.95
Ignition, Pertronix, 6 Cyl, Pos	Lucas 23, & 25D6, 6 Cyl. Pos. Ground	222-560	120.95	104.95
Pulley, Alternator, 2.75"	1968-'76	130-370	24.95	20.95
Regulator, Voltage, 4-wire	Alternators L23804, 23756	130-290	28.95	22.95
Regulator, Voltage, Replacement	RD/GT to (c)138400	142-045	29.95	23.95
Relay, Spade Terminals	Various	542-170	29.95	24.95
Relay, SPST, 26RA, 20 Amp	Various	131-520	24.95	21.95
Relay, Starter	RD (c)187211 to 395331, GT from (c)187841 on	131-510	89.95	71.95
Solenoid, Starter	Starter 25660	131-402	36.95	32.95
Solenoid, Starter	Starter 25654	131-450	34.95	27.95
Starter, New	1968-On	131-220	219.95	177.95
Switch	RD/GT to (c)90363	542-120	39.95	31.95
Switch Wiper Wash, Overdrive	1968-'72	141-825	94.95	70.95
Switch, Brake Light	Dual Line Systems	181-980	22.95	16.95
Switch, Wiper/Washer	1973-'76	141-845	106.95	79.95
Vacuum Line	All (e)18G/GA/GB, 1962-67	163-640	37.95	29.95
Vacuum Unit, Distributor	Dist #41264	551-035	99.95	83.95
Voltage Regulator, 4TR Type	RD/GT from (c)138401 to 158230	130-440	74.95	64.95

Exterior

Description	Application	Part #	Retail	Sale
Air Dam, Front	1962-'74.5 MGB	475-195	\$89.95	\$74.95
Car Cover, Mosom Plus	RD 1975-'80	237-430	99.95	80.95
Car Cover, Mosom Plus	MGB GT	237-440	99.95	80.95
Car Cover, Silverguard Plus	1962-'74	237-421	143.95	129.95
Cockpit Cover	All	237-900	49.95	39.95
Container, W/S Washer	RD from (c)307779 to 360300, GT from (c)307779 to 361000	361-120	19.95	15.95
Glazing Rubber, Windshield	RD	282-420	29.95	24.95
Headlamp Assy, W/BUCKET	All	144-810	68.95	56.95
Hood Insulating Pad Set, Precut	All	409-008	29.95	24.95
Lamp Assy, License, Chrome	RD/GT from (c)339095 to 409140	144-220	28.95	21.95
Lamp Assy, Tail	1970-'80	144-395	99.95	69.95
Lamp, Front Side Marker, L/H	1970 on	164-845	78.95	66.95
Lamp, Front Side Marker, R/H	1970 on	164-855	78.95	64.95
Lamp, License Plate, Black	RD/GT from (c)409140 on	144-230	21.95	16.95
Lamp, Reverse	1967 On	144-590	24.95	18.95
Lamp, Courtesy, Rocking	RD/GT from (c)410001 on, 1977 on	164-965	26.95	19.95
Lens, Side Marker, Front, L/H	MGB 1970 On	164-885	22.95	19.95
Lens, Side Marker, Front, R/H	MGB 1970 On	164-890	22.95	19.95
Lens, Tail Lamp, Lucas	RD from (c)187211 on, GT from (c)187841 on, 1970 on	164-835	24.95	19.95
Light Unit Clear	Driving lamp	157-200	49.95	39.95
Light Unit, Clear, Fluted	Fog lamp	157-100	49.95	39.95
Luggage Rack	Option for 1974-'80	244-010	199.95	155.95
Mirror Assy, Flat, L/H Door	1974-'80	165-135	34.95	29.95
Mirror Assy, Flat, R/H Door	1974-'80	165-170	34.95	29.95
Mirror Head, Day/Night	1970-on	165-245	33.95	24.95
Mirror, 2 Bolt, Lucas Style	1961-'67	223-310	22.75	15.95
Mirror, Convex, R/H	1974-'80	165-185	46.95	38.95
Mirror, Interior	RD 1962-'67	165-110	18.75	14.95
Mirror, L/H Door, Black	1974-'80	165-190	34.95	26.95
Mirror, R/H Door, Black	1974-'80	165-195	34.95	26.95
Repair Panel, Corner	Chrome Bumper Thru 1974.5	457-980	34.95	27.95
Rim, Headlamp, Chromed Brass	1962-'79	164-011	39.75	31.95
Rim, Headlamp, W/O Notch	1962-'79	164-010	19.95	16.95
Rim, Tail Lamp	RD to (c)187210, GT to (c)187840	164-790	18.95	13.95
Safety Catch, Hood	All	406-010	35.95	26.95
Wheelbox	RD(c)138401 on	145-270	39.95	24.95
Wiper Motor, 14W	RD from (c)138401 on, All GT, 1968 on	145-490	79.95	69.95

Heating & Air Conditioning

Description	Application	Part #	Retail	Sale
Core, Heater	All	360-675	\$99.95	\$79.95
Valve, Heater	MGB	360-410	24.95	19.95



131-220



237-900



244-010

Fuel System & Emission

Description	Application	Part #	Retail	Sale
Carb Kit, 2 Carbs	AUD52/135, 1963-'67	375-338	\$114.95	\$93.95
Carb Rebuild Kit	Zenith-Stromberg	366-250	44.95	37.95
Carb Rebuild Kit, 2 Carbs	AUD550/630, 1973-'74	375-398	139.95	115.95
Choke Conversion, Manual	Single Zenith-Stromberg	386-325	119.95	99.95
Dashpot Cover, Chrome	SU HS4 and HS6	374-575	22.95	17.95
Exhaust System, Sport	1962-'74.5	459-075	329.95	269.95
Fuel Pump, Electronic, SU, Pos Grnd	MGB from 44439	377-245	199.95	166.95
Fuel Pump, SU, Dual Polarity	RD to (c)44438	377-042	149.95	134.95
Fuel Pump, SU, Dual Polarity	RD from (c)44439 & All GT	377-161	149.95	131.95
Fuel Tank	1970-'75	471-202	249.95	199.95
Fuel Tank	1965-'69	456-775	239.95	193.95
Fuel Tank	RD (c)415001 on	471-222	219.95	177.95
Gas Cap, Locking	RD to (c)187210, GT to (c)187840	202-760	28.95	24.95
Gulp Valve, OE Type	1968-'74	366-010	89.95	66.95
Heatshield, HIF Carbs	1972-'74 1/2	451-015	72.95	56.95
Heatshield, HS Carbs	MGB 1962-'71	451-005	62.95	49.95
Heatshield, Z-S Carbs	1975-'80	373-945	67.95	50.95
Insulator, Choke Mech	All except C3754	366-180	39.95	29.95
Jet Assy, Front, 0.090	(green band)	378-430	24.75	19.95
Jet Assy, Rear, 0.090	(pink band)	378-440	24.75	19.95
PCV Valve	RD/GT, 18GA/GB/GF engines	360-630	57.95	41.95
Throttle Shaft, Std	HS4 Carbs	372-540	22.95	18.95
Throttle Shaft-O/S	HS4 Carbs	372-550	22.95	18.95

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Interior

Description	Application	Part #	Retail	Sale
Armrest Door Pull Black	1973 on	402-425	\$34.95	\$24.95
Ash Tray (BMC)	Option	241-000	38.95	31.95
Back Cushion	RD from (c)294251 on, GT from (c)296001 on, 1973 on	641-980	39.95	32.95
Console, Radio	1972-'76	453-745	44.95	33.95
Courtesy Lamp	1972-'76	158-920	22.95	18.95
Cowl, Steering Column	LHD	233-205	23.95	18.95
Floormat Set, Black Rubber	1968-'80	241-850	29.95	23.95
Gauge, Combination, Smiths	1962-'67	361-761	149.95	129.95
Handle, Seat Adjust	1969 On	409-020	29.95	21.95
Handle, Vent Window, Flat, L/H	RD from (c)138000 on	470-595	21.95	15.95
Handle, Vent Window, Flat, R/H	GT from (c)139284 on	470-585	21.95	15.95
Handle, Window Winder, Chrome	RD (c)138401 on, GT (c)139472 on	472-540	22.45	17.95
Horn Push/Center	RD to (c)138400, GT to (c)139471	408-220	82.95	65.95
Lamp, Brake Failure Warning	RD/GT to (c)386600	141-280	26.95	19.95
Lens W/Cover, Turn Signal Lamp	1968-'71	142-260	29.95	21.95
Seat Diaphragm W/10 Hooks	MGB 1962-'69	281-828	22.95	17.95
Seatbelt, Inertia, Black	1974-on	222-025	99.95	88.95
Steering Lock & Switch Assy	1970-'74	263-610	68.95	53.95
Steering Wheel, LE Style	Limited Edition 1977-'80 (1970-'76 with hub 263-707)	263-740	219.95	164.95
Switch Assy, Turn/High/Lo Beam	1971-'72	141-820	97.95	72.95
Switch, Hazard Warning	1275, 1968-'72	140-540	31.95	23.95
Switch, Hazard Warning W/Bezel	1973-'76	141-635	37.95	27.95
Switch, Heater Fan	RD & GT 1973-'76	141-270	18.95	13.95
Switch, Lighting	RD from (c)294251, GT from (c)296001	141-275	19.95	14.95
Switch, Lighting Toggle Type	RD/GT to (c)90001	141-230	33.95	27.95
Switch, Lighting, Replacement	RD to (c)294250, GT to (c)296000	141-260	23.95	17.95
Switch, Lights	1977-'80	141-420	22.95	17.95
Switch, Panel Lamp	RD/GT to (c)219000	140-520	42.90	35.95
Switch, Rheostat, Panel Lights	1975-'80	146-000	107.95	59.95
Switch, Signal Headlamp	1974-'76	141-840	66.95	49.95
Switch, Steering Lock & Ign	1975-'80	263-640	134.95	100.95
Switch, Turn Signal, H/L Flash	1962-'67	141-770	84.95	65.95
Switch, Turn/High/Lo Beam	1973	141-830	62.95	49.95
Switch, Wiper	RD	141-530	28.95	22.95
Switch, Wiper/Washer	MGB 1977 on	141-855	66.95	49.95
Wheel, Steering	1962-'67	454-340	289.95	229.95



266-590

Suspension & Steering

Description	Application	Part #	Retail	Sale
Bearing Kit, Front	All	125-840	\$19.95	\$14.95
Bumpstop, Shortened	All	266-590	44.95	33.95
End Link, Sway Bar, L/H	All	264-830	19.95	15.95
End Link, Sway Bar, R/H	All	264-840	19.95	15.95
Lowering Kit, Rear Spring	MGB 1968-'80	268-140	84.95	65.95
Spring, Rear, 1" Lower	MGB RD 1974.5-'80	456-215	164.95	132.95



386-920

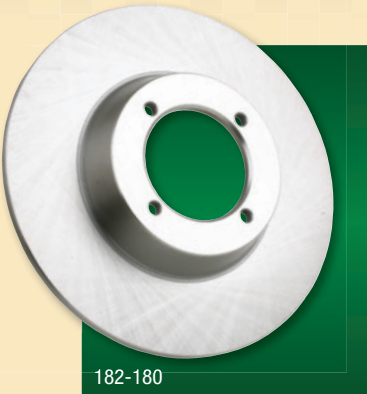
Wheels

Description	Application	Part #	Retail	Sale
Bag, Tool/Jack	All	386-930	\$27.95	\$23.95
Jack, OE Style	All	386-920	159.95	127.95



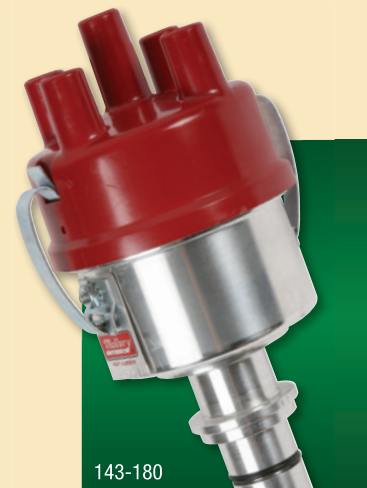
Brakes & Clutch

Description	Application	Part #	Retail	Sale
Adjuster, Front Brake Shoe	1500	180-150	\$23.95	\$17.95
Brake Drum, Front	1500 Wire Wheel	264-780	94.95	84.95
Brake Shoe Set, 4 Shoes	1500, 1600, MKII	182-150	31.95	23.95
Cable, Handbrake, Disc Whl	Disc Wheel	331-100	18.95	15.95
Cable, Handbrake, Wire Whl	Wire Wheel	331-130	19.95	15.95
Disc, Front Brake	1600, MKII	182-180	57.95	44.95
Hose, Brake	1500	180-831	15.95	13.95
Hose, Clutch Slave Cylinder, Aftermarket	1500, 1600, MKII	180-821	15.95	9.95
Hose, Clutch Slave Cylinder, Delphi/Lockheed	1500, 1600, MKII	180-820	34.55	27.95
Hose, Front Brake	1600, MKII	180-892	27.95	18.95
Kit, Brake Caliper, Both Sides	1600, MKII	180-981	18.95	14.95
Master Cylinder, Clutch	Twin Cam & MKII Deluxe	180-791	99.95	89.95
Pipe, Brake, LH Rear	from 1500 (c)28540, wire wheels	181-170	19.95	15.95
Piston, Front Caliper, OE Type	1600, MKII	180-740	69.95	56.95
Slave Cylinder, Clutch	1500, 1600, MKII	180-715	67.95	46.95
Wheel Cylinder, Front, L/H, aftermarket	1500	180-656	21.95	18.95
Wheel Cylinder, Front, L/H, OE type	1500	180-650	36.95	30.95
Wheel Cylinder, Front, R/H, aftermarket	1500	180-641	21.95	18.95
Wheel Cylinder, Front, R/H, OE type	1500	180-640	36.95	30.95
Wheel Cylinder, Rear	All	180-075	34.95	31.95
Wheel Cylinder, Rear, 7/8"	1500, 1600, MKII	180-630	99.95	82.95



Cooling

Description	Application	Part #	Retail	Sale
Fan	All	460-930	\$94.95	\$72.95
Radiator	All Except Twin Cam	456-050	259.95	186.95
Sleeve, Thermostat Blanking	All	434-135	17.75	12.95



Drivetrain

Description	Application	Part #	Retail	Sale
Ball Housing, Male, Tie Rod	All	262-170	\$32.95	\$19.95
Bearing	All	127-700	39.95	33.95
Bearing, Rear Wheel Hub	All	127-600	44.95	36.95
Speedi-Sleeve, Diff Pinion	All	520-500	45.95	39.95
U-Joint Assy, Steering Column	All	263-090	83.95	60.95
U-Joint, W/Zerk, Hardy-Spicer Brand	All	268-060	17.95	14.95

Electrical

Description	Application	Part #	Retail	Sale
Battery, 6 Volt, Classic Style	All	459-385	\$149.95	\$122.95
Bushing, Distributor	Dist #s 40488A, 40510A	153-100	36.95	27.95
Distributor Cap, Lucas	All	163-805	35.95	29.95
Distributor, Mallory 4 Cyl	Neg. Ground	143-180	329.95	296.95
Flasher/Brake Light Relay, 8 Term,	All	141-400	124.95	93.95
Flex Horn Bracket	All	160-200	24.95	19.95
Ignition, Pertronix, 4 Cyl, Pos	All, Positive Ground	222-615	135.95	117.95
Pump, Windshield Washer	All	565-055	39.95	32.95
Switch, Starter	All	145-800	34.65	23.95

Engine

Description	Application	Part #	Retail	Sale
Camshaft, Stock Profile	All Except Twin Cam	451-320	\$219.95	\$189.95
Gasket Set, Cylinder Head	All Except Twin Cam	296-420	19.75	15.95
Gasket Set, Lower Engine	All Except Twin Cam	296-430	21.95	15.95
Hose, Oil, S/S, 45.5", 45/90	All	435-700	59.95	46.95
Oil Pump	All	460-730	69.95	49.95
Speedi-Sleeve, Front Pulley	All	520-515	42.50	36.95
Sprocket, Cam	All Except Twin Cam	460-540	20.95	15.95
Sprocket, Crankshaft	All Except Twin Cam	460-420	16.75	13.95
Tappet Set, Super Duty, APT	must use late MGB pushrods	460-601	159.95	133.95
Valve, Exhaust, Stellite	1500 - 1600	423-115	19.85	14.95
Water Drain Tap	alternative to 328-180	470-240	22.95	17.95



Exterior

Description	Application	Part #	Retail	Sale
Badge Bar, Factory Type	All	453-400	\$129.95	\$94.95
Base, Tail Lamp, Chrome	1500 & 1600	159-300	22.75	17.95
Bumper, Front, Steel	All	454-880	124.95	99.95
Bumper, Rear, Chromed	All	453-170	109.95	77.95
Car Cover, Silverguard Plus	All	237-409	143.95	129.95
Fender Piping, Vinyl, 23 Feet	All	249-738	22.95	18.95
Handle, Window Winder	Coupe	472-110	18.95	14.95
Light Unit Clear	driving lamp	157-200	49.95	39.95
Light Unit, Clear, Fluted	fog lamp	157-100	49.95	39.95
Luggage Rack, Fact Opt Style	All	244-700	329.95	269.95
Override	All	454-940	26.95	21.95
Prop Rod, Trunklid	All	453-900	28.95	24.95
Rim, Headlamp, Chromed	All	164-000	24.95	19.95
Seal, Bottom Windshield To Cowl	Roadster	680-470	19.95	13.95
Sunvisor	All	240-300	37.95	29.95
Wiper Arm	RHD	165-035	16.95	12.95
Wiper Arm, 9.5"	LHD	164-990	16.95	13.95



Fuel System & Emission

Description	Application	Part #	Retail	Sale
Filter, Air, 4" Tapered, K&N	All	053-226	\$123.95	\$99.95
Float, Carburetor, Brass	All	370-010	18.95	13.95
Fuel Pump, SU, Dual Polarity	All	377-042	149.95	134.95
Kit, Jet Bearing	All	370-395	24.95	21.95
Lid, Float Bowl	All	375-068	79.95	67.95
Sending Unit, Fuel Tank	All	360-280	44.95	32.95
Throttle Shaft, Oversize	All Except Twin Cam	376-040	22.95	18.95

Heating & Air Conditioning

Description	Application	Part #	Retail	Sale
Cable, Air Control, W/O Knob	LHD	331-320	\$38.95	\$29.95
Cable, Air/Htr Control, W/O Knob	All	331-330	44.95	34.95
Core, Heater	All	360-675	99.95	79.95
Hose, 4 X 18"	All	456-110	23.95	17.95
Hose, Air, 4 X 31"	All	456-120	27.95	21.95
Valve, Heater	All	360-410	24.95	19.95



Interior

Description	Application	Part #	Retail	Sale
Ash Tray (BMC)	optional	241-000	\$38.95	\$31.95
Cable, Choke, Knob W/C	All	331-350	24.95	18.95
Cable, Speedo, 66"	LHD only	331-110	18.95	13.95
Cable, Tach, 38"	LHD only	331-120	18.95	14.95
Floormat Set, Black Rubber	All	241-810	29.95	25.95
Gauge, Combination, Smiths	Replacement type for all	361-761	149.95	129.95
Mirror, Interior	All	165-100	18.95	13.95
Switch, Headlamp Dimmer	All	140-900	33.95	26.95
Switch, Rheostat, Panel Lights	All	146-000	107.95	59.95
Switch, Turn Signal	All	162-400	137.95	109.95



Wheels

Description	Application	Part #	Retail	Sale
Jack, W/2 Pc Handle, BMC Style	All	386-900	\$174.95	\$139.95



434-010

Brakes & Clutch

Description	Application	Part #	Retail	Sale
Adjuster, Front Brake Shoe	TD-TF	180-150	\$23.95	\$17.95
Brake Hose, Front	TC	180-860	36.35	27.95
Brake Hose, Front & Rear	TD-TF	180-840	37.95	31.95
Brake Shoe Set, 4 Shoes	TC	182-110	229.95	189.95
Brake Shoe Set, 4 Shoes	TD-TF	182-130	89.95	66.95
Clutch Disc, 7.25"	TC, TD to (e)9407	190-130	75.95	64.95
Master Cylinder, Brake	TD-TF	180-730	275.95	223.95
Master Cylinder, Brake, Repl	TD-TF	181-195	159.95	119.95
Pipe Set, Brakes	TD-TF	183-168	112.95	93.95
Pressure Plate 7.25"	TC, TD to (e)9407	190-840	199.95	167.95
Wheel Cylinder, Rear	TD-TF	180-075	34.95	31.95
Wheel Cylinder, Rear, 7/8"	TD-TF	180-630	99.95	82.95

Cooling

Description	Application	Part #	Retail	Sale
Branch Pipe, Water Pump To Rad	TD	434-220	\$97.95	\$75.95
Fan Belt, 15 X 990 MM	All	434-125	33.95	27.95
Housing & OE Type Thermostat	TC-TD	434-168	129.95	100.95
Moto-Meter, Plain Trim	TC-TD	230-104	79.95	65.95
Moto-Meter, Wreath Trim	TC-TD	230-103	79.95	65.95
Pulley, Water Pump	All	434-060	84.95	62.95
Water Pump	All	434-010	169.95	137.95

Drivetrain

Description	Application	Part #	Retail	Sale
Axle Shaft	TD-TF	453-220	\$214.95	\$177.95
Bearing, Differential Carrier	All	127-300	36.95	30.95
Bearing, rear hub	TD-TF	128-000	33.95	27.95
Hub, Wire Whl, L/H Rear	TF	266-400	199.95	163.95
Hub, Wire Whl, R/H Rear	TF	266-390	199.95	163.95
Rear Gearbox Mount	TC	410-040	49.95	38.95
U-Joint, W/Zerk, Hardy-Spicer Brand	All	268-060	17.95	14.95

Electrical

Description	Application	Part #	Retail	Sale
Bushing, Distributor	Distributors 40367 & 40368	153-100	\$36.95	\$27.95
Coil, Ignition, Q12 Type, W/Nut	All	143-210	61.95	49.95
Flex Horn Bracket	TD-TF	160-200	24.95	19.95
Ignition, Pertronix, 4 Cyl, Neg	Symmetric or High Lift Distributor Cams	222-573	132.95	114.95
Ignition, Pertronix, 4 Cyl, Pos	Symmetric or High Lift Distributor Cams	222-572	144.95	125.95
Regulator, 9 Post	TC, TD to (c)8141	141-900	259.95	215.95
Relay, Flasher, 8 Term	TD-TF	141-400	124.95	93.95
Switch, Starter	TD-TF	145-800	34.65	23.95
Tach Reduction Gearbox	All	360-010	99.95	74.95
Wiper Motor	TC-TD	145-300	249.95	186.95

Engine

Description	Application	Part #	Retail	Sale
Gasket, Cylinder Head	1250cc from (e)22735	290-100	\$63.95	\$49.95
Gasket, Cylinder Head	1250cc to (e)22734	290-000	54.95	43.95
Gear Set, Oil Pump (2 Gears)	All	435-128	139.95	112.95
Regulator, Oil Pressure	All	435-550	86.95	69.95
Seal, Rear Main, For 433-418 Kit	For Conversion kit 433-418	433-422	39.95	32.95
Speedi-Sleeve, Rear Oil Seal	All	433-425	68.95	57.95
Sprocket, Camshaft	All	433-430	109.95	85.95
Sprocket, Crankshaft	All	433-440	93.95	72.95
Valve Cover, OE Type Cast Alloy	TC	224-225	199.95	149.95
Valve Cover, OE Type Cast Alloy	TD	224-226	199.95	149.95



224-225

Fuel System & Emission

Description	Application	Part #	Retail	Sale
Carb Kit 1-1/4	TC-TD	375-218	\$116.95	\$96.95
Float, Carburetor, Brass	All	370-010	18.95	13.95
Fuel Pump, Electronic, SU, Neg Grnd	TC, TD, TF to (c) 1509 Neg ground	377-205	199.95	169.95
Fuel Pump, Electronic, SU, Pos Grnd	TC-TD-TF to (c) 1509 Pos ground	377-215	199.95	171.95
Fuel Pump, SU	TC-TF to (c)1509	376-990	207.95	172.95
Fuel Pump, SU, Dual Polarity	Late TF	377-042	149.95	134.95
Kit, Jet Bearing	All	370-395	24.95	21.95
Lid, Float Bowl	All	375-068	79.95	67.95
Shaft 1.5 Oversize	TD MKII-TF 1 1/2" carbs	376-040	22.95	18.95

Exterior

Description	Application	Part #	Retail	Sale
Badge Bar	TD-TF	451-060	\$64.95	\$48.95
Car Cover, Mosom Plus	TC-TD-TF	237-400	99.95	74.95
Door Hinge, L/H Bottom	TC	401-830	97.95	77.95
Door Hinge, L/H Top	TC	401-810	97.95	77.95
Door Hinge, R/H Bottom	TC	401-840	97.95	77.95
Door Hinge, R/H Top	TC	401-820	97.95	77.95
Facebar, Front Bumper	TD-TF	453-010	164.95	128.95
Facebar, Rear Bumper	TD	453-020	164.95	128.95
Grille, Chrome Plated	TC-TD	454-180	124.95	93.95
Grille, Zinc Plated	TC-TD	454-170	109.95	82.95
Hinge, L/H Door, Bottom, Brass	TD-TF	401-980	59.95	43.95
Lamp Assembly, Red, Flat	TF	143-700	29.95	24.95
Lens, Square Taillamp, Red Glass	TD	157-910	16.75	12.95
Light Unit, Clear	driving lamp	157-200	49.95	39.95
Luggage Rack, Doretta Style	TD	243-705	219.95	169.95
Override, With Carriage Bolt	TD-TF	454-010	42.95	33.95
Panel Set, Gas Tank End	TD	451-648	179.95	134.95
Quarter Panel, R/H Front	TD	457-330	239.95	199.95
Rim, Headlamp, Chromed	TF	164-000	24.95	19.95
Socket & Plate Assy, Tail Lamp	TD	158-310	28.95	22.95
Sunvisor	All	240-300	37.95	29.95
Tail Lamp Assy, Split D-Type	TC	143-900	119.95	89.95

Interior

Description	Application	Part #	Retail	Sale
Cable Assy, Choke, Repl	TC	331-080	\$35.95	\$27.95
Cable, Choke, OE Type	TC	331-380	86.95	67.95
Cable, Choke, OE Type	TD	331-290	39.95	31.95
Cable, Slow Run, OE Type	TC	331-390	86.95	64.95
Centerpiece, Steering Wheel	TD-TF	262-340	79.95	59.95
Door Lock, Interior, L/H	All	401-100	79.95	61.95
Door Lock, Interior, R/H	All	401-200	79.95	61.95
Switch, Headlamp Dimmer	TD from (c)18883 - TF	140-900	33.95	26.95
Switch, Ignition	TC-TD	141-510	149.95	111.95
Switch, Turn Signal	TD-TF	162-400	137.95	109.95
Wheel, Steering	TD-TF	454-230	299.95	239.95

Suspension & Steering

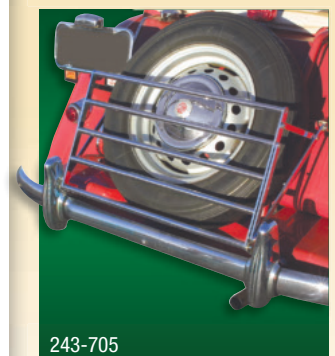
Description	Application	Part #	Retail	Sale
King Pin Set	TC	261-078	\$219.95	\$179.95
Kit, Shock Bush Installation	TC	385-890	76.95	64.95
Pipe, Fuel Tank To Pump	TD-TF to (e)31536	454-080	94.95	73.95
Shock, Lever, Rear, L/H	TD-TF	266-460	169.95	140.95
Shock, Lever, Rear, R/H	TD-TF	266-470	169.95	140.95
Spring Cover, Stainless Steel	TC	260-130	26.95	21.95
Tank Set	TC	280-928	77.95	61.95
Water Drain Tap	Alternative to 328-180	470-240	22.95	17.95



451-060



237-400



243-705



835-070



581-032



581-011

Cooling

Description	Application	Part #	Retail	Sale
Radiator Assy, W/H-Crank Hole	TR2-3B	849-990	\$449.95	\$399.95
Water Pump W/O Pulley	All	835-070	79.95	67.95

Drivetrain

Description	Application	Part #	Retail	Sale
Accumulator Housing	Overdrive	866-320	\$88.95	\$79.95
Angle Drive, Speedometer	TR4A Overdrive	021-511	48.95	39.95
Body, Overdrive Oil Pump	Overdrive	866-140	114.95	96.95
Free-Wheel Assembly	Overdrive	466-055	169.95	140.95
Overdrive Clutch Thrust Bearing	Overdrive	866-470	64.95	52.95
Overdrive Relay, Spade Terminals	All	542-170	29.95	24.95
Piston Ring Set, Accumulator	Overdrive	866-360	77.95	68.95
Plunger, Oil Pump	Overdrive	866-120	99.95	83.95
Solenoid, Overdrive	Overdrive	145-722	34.95	27.95
Speedi-Sleeve, Diff Pinion	For differential pinion seal	520-500	45.95	39.95
U-Joint, W/O Zerk	All	674-652	25.95	20.95

Brakes & Clutch

Description	Application	Part #	Retail	Sale
Adjuster, Front Brake Shoe	TR2-3 to TS13045	180-150	\$23.95	\$17.95
Brake Drum, Rear, 9"	TR4A IRS	586-020	87.95	74.95
Brake Hose, Front	TR3B & TR4 with 10 3/4" Rotors	584-070	32.95	25.95
Brake Hose, Front	TR3-TR4 with 11" Rotors	584-045	26.95	22.95
Brake Hose, LH Rear	TR4A IRS	584-100	27.95	21.95
Brake Shoe Set, 4 Shoes, Front	TR2-3 to TS13045	585-000	99.95	89.95
Brake Shoe Set, 4 Shoes, Rear	TR3A-4A w/9" Brakes	585-030	22.95	18.95
Disc, Front Brake, 10.75"	TR3B (TCF Series), TR4 Late, TR4A	586-511	36.95	24.95
Disc, Front Brake, 11"	TR3 from TS13046, TR3B-4	586-500	47.95	33.95
Hose, Clutch Slave Cyl, S/S	TR2-3 to TS13045	584-790	48.95	41.95
Hose, Clutch Slave Cyl, S/S	TR3 from TS13406-TR4	584-800	27.95	22.95
Hose, Clutch Slave Cylinder	TR2-3 to TS13045	180-820	34.55	27.95
Hose, Clutch Slave Cylinder	TR3 from TS13406-TR4	584-760	31.95	25.95
Kit, Brake Caliper	TR3 from TS13046-TR4A	583-000	29.95	24.95
Kit, Rear Wheel Cylinder, 0.75"	TR3 from TS13046-TR4A	583-020	21.95	17.95
Master Cylinder, Brake	TR4 from CT5784-TR4A	581-032	89.95	79.95
Master Cylinder, Clutch or Brake	TR3 from TS13046-TR3B	581-011	59.95	52.95
Pad Set, Brake, Ceramic	TR3B-TR4A with 10 3/4" Rotors	585-522	38.95	29.95
Pad Set, Brake, Greenstuff	TR3B-4A (pads retained by pins)	585-620	115.85	95.95
Slave Cylinder, Clutch	TR3 from TS13046-TR4A	580-760	47.95	37.95
Wheel Cylinder, Front L/H, Replacement	TR2-3 to TS13045	180-656	21.95	18.95
Wheel Cylinder, Front R/H, Replacement	TR2-3 to TS13045	180-641	21.95	18.95
Wheel Cylinder, Front L/H, Orig. type	TR2-3 to TS13045	180-650	36.95	30.95
Wheel Cylinder, Front R/H, Orig. type	TR2-3 to TS13045	180-640	36.95	30.95
Wheel Cylinder, Rear	Lockheed 10" rear, TR2, TR3 to TS13045	180-075	34.95	31.95
Wheel Cylinder, Rear 3/4" Bore	TR3A from TS15332 to TS34403	021-151	29.95	25.95
Wheel Cylinder, Rear, 7/8"	TR2-3 to TS13045	180-630	99.95	82.95

Electrical

Description	Application	Part #	Retail	Sale
Bushing, Distributor	Dist #40403, 40480A	153-100	\$36.95	\$27.95
Distributor Cap	TR2-4A	560-120	21.95	18.95
Flex Horn Bracket	TR2-3B	160-200	24.95	19.95
Harness, Steering Column	TR2-3B	356-410	49.95	36.95
Horn Relay	TR4A	131-520	24.95	21.95
Ignition, Pertronix, 4 Cyl, Pos	TR3-4 DM2P4 Dist #s 40480, 40698, 40735	222-615	135.95	117.95
Liner, Battery Tray	TR4-4A	241-020	52.95	40.95
Overdrive Relay, Screw Terminals	TR2-3A to TS60000	542-260	169.95	142.95
Starter, Hi Torque	TR3A from TS50001 thru TR4A	541-535	294.95	259.95
Switch	TR3A from TS60001-TR4	542-120	39.95	31.95
Switch, Headlamp Dimmer	TR2-3A to TS60000	140-900	33.95	26.95
Vacuum Unit w/Push-on Connector	TR4-4A Dist #40795	551-035	99.95	83.95
Wire Set Ignition	TR2-4A	571-000	26.95	22.95

Engine

Description	Application	Part #	Retail	Sale
Camshaft	TR2-4A	851-060	\$249.95	\$209.95
Fan, 4 Blade, Rounded Tips	TR2-3B	834-030	129.95	115.95
Fan, 4 Blade, Square Tips	TR4-4A	834-020	109.95	98.95
Gasket Set, Cylinder Head	TR2-3 to TS13052E	690-000	99.95	84.95
Gasket Set, Cylinder Head	TR3 from (TS13052E)-TR4A	690-022	52.95	38.95
Gear, Cam Timing	TR2-4A	838-000	45.95	35.95
Oil Pump	TR2-4A	836-000	139.95	103.95
Oil Seal	TR2-4A	837-000	64.95	53.95
Rotor And Vane, Oil Pump	TR2-4A	836-005	29.75	23.95
Sprocket, Crankshaft	TR2-4A	837-040	38.95	28.95
Switch, Heater Fan Rheostat	TR2-3B	635-180	149.95	123.95
Valve Cover, W/Cap	TR2-4A	852-090	179.95	132.95
Valve, Exhaust, Stellite	TR2-4 to CT21470E, 3/8" stem dia.	821-015	20.65	14.95
Valve, Exhaust, Stellite	TR4-4A, 5/16" stem dia.	821-025	20.65	13.95
Water Valve, Heater	TR2-3B	635-120	39.95	30.95
Water Valve, Heater	TR4-4A	635-270	26.95	23.95

Exterior

Description	Application	Part #	Retail	Sale
Badge Bar	TR3A-3B	646-210	\$97.95	\$84.95
Base, Tail Lamp, Chrome	TR2 from TS1301-TR3B	159-300	22.75	17.95
Bumper Bar, Front	TR4A	854-070	166.95	139.95
Bumper, Front	TR4	854-060	166.95	139.95
Car Cover, Silverguard Plus	TR2-3B	237-409	143.95	129.95
Ft. Flasher Lamp Ass'y, Clear Lens	TR4 from (b)30349CT-TR4A	544-070	59.95	49.95
Ft. Flasher Lamp Ass'y, Clear, Beehive	TR3 from TS17341-TR3B	544-050	27.95	19.95
Ft. Flasher Lamp Ass'y, Clear, Flat Lens	TR2-3 to TS17340	143-450	26.95	22.95
Glazing Rubber, Windshield	TR4-4A	680-240	48.95	38.95
Grille	TR3	870-020	259.95	227.95
Grille	TR3A-3B	870-030	229.95	199.95
Grille Assy	TR4	870-000	349.95	289.95
Grille, Stamped	TR2	870-040	269.95	227.95
Handle, Trunk Lid	TR4-4A	802-300	43.95	37.95
Lamp, License Plate	TR4-4A	544-091	29.95	16.95
Mirror, Interior	early TR4	801-060	26.75	22.95
Override, Front	TR2-3 (not 3A, 3B)	802-750	49.95	44.95
Override, Front	TR4	804-170	48.95	37.95
Override, L/H Front	TR4A	804-190	47.95	42.95
Override, L/H Rear	TR4-4A	804-210	58.95	52.95
Override, R/H Front	TR4A	804-180	47.95	42.95
Override, R/H Rear	TR4-4A	804-200	58.95	52.95
Override, Rear	TR2-3B	802-800	66.95	59.95
Piping, Vinyl, 23 Feet	TR2	249-738	22.95	18.95
Prop Rod, Trunk Lid	TR2-3B	802-630	39.95	34.95
Prop Rod/Catch Assy	TR2-3B	802-610	49.95	40.95
Rim, Headlamp	TR3A from TS32585-TR4 to (b)24600CT	560-200	52.95	45.95
Rim, Headlamp	TR4 from (b)24601CT-TR4A	560-210	27.40	18.95
Rim, Headlamp	TR2-3 to TS22013 (1954 to approx. mid-1957)	560-180	21.95	18.95
Seal, Trunk	TR4-4A	680-380	37.95	25.95
Socket & Plate Assy, Tail Lamp	TR2 to TS1300	158-310	28.95	22.95
Stay, Trunk Lid	TR4 from (b)5643CT-TR4A	802-190	28.95	24.95
Sunvisor	TR2-3B	240-300	37.95	29.95
Windshield Capping	TR4A Surrey Top	801-360	99.95	89.95



237-409

Fuel System & Emission

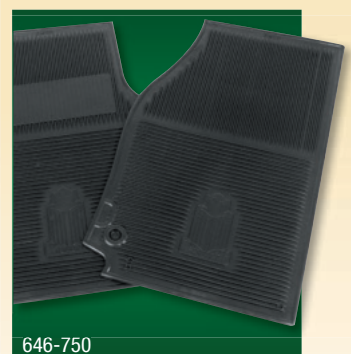
Description	Application	Part #	Retail	Sale
Carb Kit, Master HS6 X2	TR4A HS6	375-578	\$109.95	\$89.95
Dashpot Cover, Chrome, HS 4&6	TR4A HS6	374-575	22.95	17.95
Fuel Pump, W/Priming Lever	All	377-000	44.95	37.95
Jet Assy, Rear, 0.100	TR4A HS6	378-450	24.75	19.95
Kit, Jet Bearing	TR2-4 SU Carbs	370-395	24.95	21.95
Lid, Float Bowl	AUC786	375-068	79.95	67.95
PCV Valve	TR4A	360-630	57.95	41.95
Sending Unit, Fuel Tank	TR4-4A	763-020	39.95	32.95
Throttle Shaft, Oversize	AUC721 (TR2)	376-040	22.95	18.95



374-575

Interior

Description	Application	Part #	Retail	Sale
Cable Assy, Choke, Repl	TR2-3B	331-080	\$35.95	\$27.95
Cable, Air Control, W/O Knob	TR4-4A	331-320	38.95	29.95
Cable, Air/Htr Control, W/O Knob	TR4-4A	331-330	44.95	34.95
Floormat Set, Black Rubber	TR2-4A	646-750	29.95	25.95
Gaiter, Shiftboot Black Vinyl	TR4A	680-735	29.95	24.95
Handle, Window Winder	TR4-4A	803-350	23.95	18.95
Switch, Rheostat, Panel Lights	Steel Dash TR4	146-000	107.95	59.95
Switch, Turn Signal	TR4-4A	560-080	38.95	29.95



646-750

Suspension & Steering

Description	Application	Part #	Retail	Sale
Ball Joint	TR2-4 to CT6343(wire) CT6390(disc)	661-070	\$54.95	\$37.95
Ball Joint, Upper, Pair	Late TR4-4A	661-080	39.95	27.95
Shock, Front	TR2-4	670-007	26.75	18.95
Spring Cover, Stainless Steel	TR2-3B Adjustable Steering Wheel	260-130	26.95	21.95
Spring, Rear, Leaf	TR2-4 to (c)CT23382	851-195	97.95	87.95
Steering Rack Assy	TR4A LHD	667-125	189.95	119.95
Steering Rack, "Quick Rack"	TR4 from CT20064, TR4A LHD	667-175	249.95	157.95
Wheel Bearing Kit, Front	TR2-4A	525-220	29.95	24.95



Brakes & Clutch

Description	Application	Part #	Retail	Sale
Brake Drum, Rear, 9"	All	586-020	\$87.95	\$74.95
Brake Hose, LH Rear	All	584-100	27.95	21.95
Brake Shoe Set, 4 Shoes, Rear	All	585-030	22.95	18.95
Cable, Handbrake	All	733-070	18.95	13.50
Clutch Kit, LUK	All	593-040	259.95	229.95
Disc, Front Brake	All	586-511	36.95	24.95
Fitting Kit, For 2 Whl Cyls	All	582-225	19.95	15.95
Hose, Clutch Slave Cylinder	All	584-781	17.95	12.95
Kit, Brake Caliper, 16P	TR250-6 to CC29929	583-000	29.95	24.95
Kit, Brake Caliper, 16PB	TR6 from CC29930	583-110	15.95	11.95
Kit, Brake Master Cyl	All	583-101	28.95	19.95
Master Cylinder, Clutch	TR6 from 1970 (CC52952) on	581-542	59.95	52.95
Pad Set, Brake, Ceramic	TR250-6 to CC81078 (1/4" pins)	585-522	38.95	29.95
Pad Set, Brake, Greenstuff	TR250-6 to CC81078 (1/4" pins)	585-620	115.85	95.95
Pad Set, Brake, Semi-Metallic	TR6 1972 On (3/16" Pins)	585-537	28.95	19.95
Piston, Caliper, 16P, S/S	TR250-6 to CC29929	582-095	32.95	26.95
Slave Cylinder, Clutch	All	580-770	38.95	27.95
Wheel Cylinder, Rear, 0.7 Bore	All	580-045	19.95	12.95



Cooling

Description	Application	Part #	Retail	Sale
Water Pump	TR6 1975-'76	835-055	\$74.95	\$57.95

Drivetrain

Description	Application	Part #	Retail	Sale
Accumulator Housing	A-Type Overdrive	866-320	\$88.95	\$79.95
Angle Drive, Speedometer	A-Type Overdrive	021-511	48.95	39.95
Bearing, Annulus Head	A & J-Type Overdrive	866-630	19.95	15.95
Body, Overdrive Oil Pump	A-Type Overdrive	866-140	114.95	96.95
Free-Wheel Assembly	A-Type Overdrive	466-055	169.95	140.95
Overdrive Clutch Thrust Bearing	A-Type Overdrive	866-470	64.95	52.95
Piston Ring Set, Accumulator	A-Type Overdrive	866-360	77.95	68.95
Plunger, Oil Pump	A-Type Overdrive	866-120	99.95	83.95
Solenoid, Overdrive	A-Type Overdrive	145-722	34.95	27.95
Speedi-Sleeve, Diff Pinion	All	520-500	45.95	39.95
U-Joint, W/O Zerk	All	674-652	25.95	20.95
U-Joint, W/Zerk, Hardy Spicer	All	674-650	19.95	16.95



Electrical

Description	Application	Part #	Retail	Sale
Courtesy Lamp	TR6 thru 1972	158-920	\$22.95	\$18.95
Distributor Cap, Lucas	All	560-145	36.95	27.95
Fan, Alternator	TR6	130-400	28.95	22.95
Liner, Battery Tray	All	241-020	52.95	40.95
Regulator, Voltage	Alternators #23745, 23740, 23807, 23758, 23739	130-290	28.95	22.95
Relay, Horn/Overdrive	All	542-170	29.95	24.95
Relay, Starter	TR6 1974-'76	546-100	79.95	69.95
Solenoid, Starter	TR6 Lucas Starter 25626	131-402	36.95	32.95
Solenoid, Starter	TR6 Lucas Starter 25647	131-450	34.95	27.95
Starter, Hi Torque	TR6	541-555	294.95	264.95
Voltage Regulator, 4TR Type	TR250	130-440	74.95	64.95
Wheelbox, Windshield Wiper	TR6	145-270	39.95	24.95
Windshield Washer Kit, Electric	All	546-135	89.95	75.95
Wiper Motor	TR6	145-490	79.95	69.95
Wire Set, Ignition, 7 MM, Black	All	571-010	16.95	12.95



Engine

Description	Application	Part #	Retail	Sale
Cable, Choke, OE Type	TR250-6 thru 1972	734-260	\$94.95	\$74.95
Camshaft	TR250-6 thru 1973	838-045	339.95	299.95
Camshaft	TR6 1974-'76	838-040	299.95	249.95
Crank Sprocket 1-Row	TR250	837-105	28.95	22.95
Gasket Set, Conversion	All	692-052	16.75	13.95
Gasket Set, Head	TR250-6 thru 1971	694-552	29.95	25.95
Gear, Cam, Single Row	early TR250	838-205	28.95	20.95
Oil Pump, W/Screen	TR6 From (e)CC66297	836-200	84.95	64.95
Rocker Arm, Even, Bushed, Uprated	All	839-125	16.95	13.95
Rocker Arm, Odd, Bushed, Uprated	All	839-115	16.95	13.95
Sprocket, Cam	TR250, TR6, double row	838-200	52.95	40.95
Valve Cover, Ribbed, Polished	TR250, TR6 thru 1973	223-360	231.95	159.95
Valve, Heater	All	635-270	26.95	23.95



Exterior

Description	Application	Part #	Retail	Sale
Bumper Bar, Center	TR6 1969-'72	854-760	\$209.95	\$179.95
Bumper Bar, Front	TR250	854-070	166.95	139.95
Bumper, Front	TR6 1969-'74 1/2	994-055	529.95	449.95
Cable, Hood Release	All	807-075	18.95	13.95
Capping Strip, Windshield	TR250 Soft Top Models	801-165	96.95	86.95
Car Cover, Silverguard Plus	TR250-6 thru 1973	237-421	143.95	129.95
Driving Light Unit, Clear	All	157-200	49.95	39.95
Fog Light Unit, Clear, Fluted	All	157-100	49.95	39.95
Glazing Rubber, Windshield	All	680-240	48.95	38.95
Grille, Complete	TR6	870-150	179.95	159.95
Handle, Trunk Lid	TR250	802-300	43.95	37.95
Hood Prop Rod	All	854-480	15.95	14.95
Lamp Assy, Amber, 21W	TR250	143-660	34.65	28.95
Lamp, License Plate	TR250	544-091	29.95	16.95
Mirror Head, Day/Night	All	165-245	33.95	24.95
Mud Flap Set Triumph	All	222-170	18.95	13.95
Override, L/H Front	TR250	804-190	47.95	42.95
Override, L/H Rear	TR250	804-210	58.95	52.95
Override, R/H Front	TR250	804-180	47.95	42.95
Override, R/H Rear	TR250	804-200	58.95	52.95
Rim, Headlamp	All	560-210	27.40	18.95
Seal, Trunk	TR250	680-380	37.95	25.95
Stay, Trunk Lid	All	802-190	28.95	24.95
Windshield Capping	TR250 Surrey Top	801-360	99.95	89.95
Windshield Capping	TR6	801-175	89.95	79.95
Wiper Arm	TR250	560-380	15.75	11.95
Wiper Arm, Black, L/H	TR6 1973-'76	560-600	28.95	25.95
Wiper Arm, Chrome, L/H	TR6 thru 1972	560-580	22.95	18.95
Wiper Arm, Chrome, R/H	TR6 thru 1972	560-570	22.95	19.95
Wiper Arm, R/H	TR250	560-370	17.95	15.95

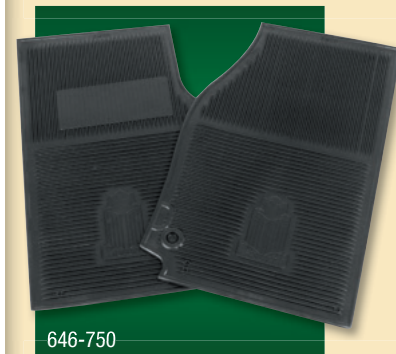
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223-240

Fuel System & Emission

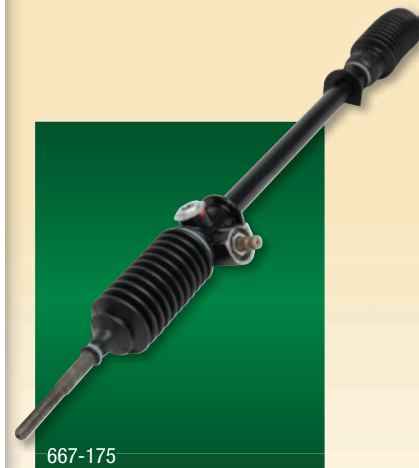
Description	Application	Part #	Retail	Sale
Filter, Air, Superflo, 175ZS	175CD Zenith-Stromberg	223-240	\$49.95	\$43.95
Fuel Pump, Premium	All	377-061	44.95	27.95
Sending Unit, Fuel Tank	All	763-020	39.95	32.95



646-750

Interior

Description	Application	Part #	Retail	Sale
Cable, Choke, With Knob	TR6 1973-'76	734-270	\$64.95	\$48.95
Cable, Speedo, 69"	TR250, TR6 thru early '74	331-190	15.95	12.95
Floor Mat Set, Black Rubber	All	646-750	29.95	25.95
Gaiter, Shiftboot Black Vinyl	All	680-735	29.95	24.95
Handle, Window Winder	All	803-355	19.95	16.95
Kit, Door Lock Retainer, Repl	All	402-195	19.95	14.95
Seatbelt, Inertia, Adjustable, Black	All	222-005	109.95	95.95
Seatbelt, Inertia, Adjustable, Black	All	222-006	109.95	94.95
Shift Boot, Lower	All	680-730	16.95	13.95
Switch, Ignition	TR6 1973-'76	667-845	74.95	59.95
Switch, Ignition	TR6 1975-'76	667-875	49.95	43.95
Switch, Ignition	TR6 1970-'72	667-865	44.95	38.95
Switch, Rheostat, Panel Lights	TR250, TR6 thru 1972	146-000	107.95	59.95
Switch, Turn Signal	All	560-080	38.95	29.95
Switch, Washer	TR250, TR6 thru 1972	635-760	30.95	24.95



667-175

Suspension & Steering

Description	Application	Part #	Retail	Sale
Ball Joint, Upper, Pair	All	661-080	\$39.95	\$27.95
Bearing Kit, Front	All	525-220	29.95	24.95
Steering Rack Assy	All	667-125	189.95	119.95
Steering Rack Boot Kit	All	680-058	17.95	13.95
Steering Rack, "Quick Rack"	All	667-175	249.95	157.95
Sway Bar, Rear, 3/4"	All	660-970	189.95	168.95
Tie Rod End Set	All	667-265	19.95	16.95
U-Joint, Steering	All	667-295	39.95	35.95



Brakes & Clutch

Description	Application	Part #	Retail	Sale
Brake Shoe Set, 4 Shoes	5-speed & 1981 auto (from VIN 402001)	071-544	\$34.95	\$31.95
Cable, Handbrake	4-speed	071-546	34.95	32.95
Clutch Kit	TR7 5-speed	071-345	159.95	139.95
Kit, Brake Caliper, Both Sides	TR8	180-981	18.95	14.95
Master Cylinder, Brake	All	071-500	329.95	269.95
Master Cylinder, Clutch	All	071-307	59.95	48.95
Pad Set, Brake, Ceramic	TR7, TR8 1978-'79	071-533	38.95	29.95
Pad Set, Brake, Greenstuff	TR8 1980-'81	585-650	114.95	93.95
Pad Set, Brake, Semi-Metalic	TR7, TR8 1978-'79	071-539	28.95	19.95
Piston, Front Caliper	TR7	181-925	15.75	11.95
Slave Cylinder, Clutch	All	071-313	62.95	46.95
Wheel Cylinder	All 4-speed & auto thru 1980, TR8 1980-'81	071-516	29.95	20.95
Wheel Cylinder, Rear	All TR7 5-speed & 1981 auto (from VIN 402001), TR8 1978-'79	071-522	29.95	20.95

Cooling

Description	Application	Part #	Retail	Sale
Switch, Cooling Fan	TR7	542-215	\$19.95	\$17.95

Drivetrain

Description	Application	Part #	Retail	Sale
Bearing	All 4-speed	071-329	\$54.95	\$45.95
U-Joint, W/Zerk, Hardy-Spicer Brand	All 4-speed & auto thru 1980	268-060	17.95	14.95

Electrical

Description	Application	Part #	Retail	Sale
Ignition, Electronic, Crane	Lucas Distributor	222-325	\$147.95	\$131.95
Relay, Horn	All	131-520	24.95	21.95
Solenoid, Starter	TR7	131-450	34.95	27.95
Wire Set, Ignition	Lucas Distributor	071-702	18.95	13.95
Wire Set, Ignition	Lucas Distributor	071-700	17.95	12.95

Engine

Description	Application	Part #	Retail	Sale
Crank Sprocket	TR7	071-035	\$27.95	\$20.95
Gasket Set, Head	TR7 1981 (F.I.)	071-004	34.95	27.95
Gasket Set, Head	TR7 1975-'80 (carb.)	071-003	24.95	21.95
Gear, Cam	TR7	071-034	26.95	20.95
Mount, Front Engine	TR7 thru 1976	071-045	16.95	11.95
Oil Pump Assy	TR7	071-040	94.95	74.95

Exhaust

Description	Application	Part #	Retail	Sale
Muffler, Front	TR7 1975-'76 Non-Catalyst (except California)	071-602	\$89.95	\$72.95

Exterior

Description	Application	Part #	Retail	Sale
Bumper Assy, Rear	TR7	071-886	\$472.95	\$419.95
Glass, Vent Window, L/H	coupe	072-301	33.95	24.95
Mirror, L/H Door, Black	All	165-190	34.95	26.95
Mirror, R/H Door, Black	All	165-195	34.95	26.95
Stay, Trunk Lid	1975-'78	802-190	28.95	24.95
Wiper Blade, L/H 16"	All	071-793	19.95	13.95

Fuel System & Emission

Description	Application	Part #	Retail	Sale
Carb Rebuild Kit	TR7	366-250	\$44.95	\$37.95
Choke Conversion, Manual	TR7 1977-'81, Dual ZS Carbs	386-365	119.95	106.95
Fuel Pump	TR7 carb. 1977 1/2 on	071-121	39.95	34.95
Tank Unit	TR7 1977 from (c)30001, F.I.	071-796	89.95	74.95

Suspension & Steering

Description	Application	Part #	Retail	Sale
Ball Joint Lower, Each	All	071-403	\$39.95	\$32.95
Rack Seal & Clamp Set	All	071-426	17.95	13.95





Brakes & Clutch

Description	Application	Part #	Retail	Sale
Brake Hose, Front, Aftermarket	All	584-111	\$16.75	\$11.95
Brake Hose, Rear	MkIV	584-045	26.95	22.95
Brake Hose, Rear	1500	021-162	20.95	16.95
Clutch Disc, New	1971-'72	190-890	64.95	53.95
Clutch Kit	1500, 1975-'80	190-990	179.95	150.95
Clutch Kit	1500, 1975-'80	190-995	159.95	135.95
Pressure Plate New	1973-'80	190-860	117.95	100.95

Cooling

Description	Application	Part #	Retail	Sale
Fan Clutch	1975-'78	434-575	\$179.95	\$144.95
Water Pump W/Pulley	1979-'80	835-655	74.95	61.95

Drivetrain

Description	Application	Part #	Retail	Sale
Bearing, input shaft & center mainshaft	All	071-329	\$54.95	\$45.95
Solenoid, Overdrive	D-type Overdrive, thru 1973	145-730	34.95	27.95
Switch Overdrive-In Shift Knob	Overdrive	141-320	18.95	13.95
U-Joint, W/Zerk, Hardy-Spicer Brand	All	268-060	17.95	14.95

Electrical

Description	Application	Part #	Retail	Sale
Alternator, New	All	130-100	\$119.95	\$94.95
Horn Relay	1971-'76	131-520	24.95	21.95
Ignition, Pertronix, 4 Cyl, Neg	Lucas DM4	222-475	119.95	99.95
Relay, Starter	1976	546-100	79.95	69.95
Starter Relay	1974-'75	542-170	29.95	24.95
Switch, Ignition	1974-'76	667-845	74.95	59.95
Switch, Rheostat, Panel Lights	1975-'80	146-000	107.95	59.95
Switch, Turn Signal	1971-'76	560-080	38.95	29.95

Engine

Description	Application	Part #	Retail	Sale
Angle Drive, Speedometer	Overdrive	021-511	\$48.95	\$39.95
Camshaft, Standard	1300 (e) FK25001E & 1500	851-330	239.95	199.95
Crank Sprocket 1-Row	All	837-105	28.95	22.95
Gasket Set, Lower	1500	694-151	37.95	30.95
Gear, Cam, Single Row	All	838-205	28.95	20.95
Oil Pump	1300, 1500 to (e) FM59898E	836-125	99.95	83.95
Oil Pump	1500(e) FM59899E	836-130	99.95	83.95
Rocker Arm, Even, Bushed, Uprated	All	839-125	16.95	13.95
Rocker Arm, Odd, Bushed, Uprated	All	839-115	16.95	13.95

Exterior

Description	Application	Part #	Retail	Sale
Lamp Assy, License, Chrome	1973-'76	144-220	\$28.95	\$21.95
Lamp, License Plate, Black	1977-'80	144-230	21.95	16.95
Sill Plate, S/S	All	601-530	32.95	29.95
Steering Rack Boot Kit	All	680-058	17.95	13.95

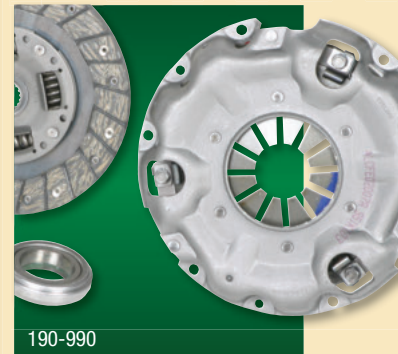
Fuel System & Emission

Description	Application	Part #	Retail	Sale
Carb Conv Kit, Weber Downdraft	Spitfire 1500, electric auto choke	222-256	\$589.95	\$529.95
Carb Rebid Kit 150 Z-S	Single Zenith-Stromberg	375-440	32.65	26.95
Choke Conversion, Manual	Single Zenith-Stromberg	386-325	119.95	99.95
Fuel Pump, Mechanical	Spitfire 1500 1973-'78 to (e)FM93157E	377-400	34.95	30.95
Insulator, Choke Mech	Z-S 3643, 3837, 3864, 3960, 3961	366-180	39.95	29.95

Interior

Description	Application	Part #	Retail	Sale
Handle, Window Winder	1968 on	803-355	\$19.95	\$16.95
Switch, Ignition	1971-'73	667-865	44.95	38.95

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Brakes & Clutch

Description	Application	Part #	Retail	Sale
Brake Disc, 7.5"	10" wheels	115-101	\$71.50	\$52.95
Brake Disc, 8.4"	1984 on (12" wheels)	115-125	25.20	19.95
Brake Drum	to '84, (10" wheels)	117-040	39.95	31.95
Brake Hose Set, S/S	Front & Rear	117-043	78.45	66.95
Brake Master Cylinder, 0.70	Single Line System	115-159	195.95	168.95
Brake Servo Kit, Aftermarket	Single Line System	117-312	199.95	165.95
Brake Shoe Set, 4 Shoes	1964-'84 with 10" wheels	115-127	27.95	22.95
Brake Shoe Set, Rear (4 Shoes)	All	182-175	16.75	12.95
Clutch Kit	Diaphragm Clutches To 1984	114-501	107.95	90.95
Clutch Plate	Verto Clutches 1984 On, 1300cc	114-502	45.95	37.95
Master Cylinder, Clutch	All	114-537	118.95	95.95
Piston, Front Caliper	1989 on (12" wheels)	181-925	15.75	11.95
Slave Cylinder, Verto Clutch	Verto Clutches	114-539	69.95	58.95
Superfin Alloy Brake Drums	12" wheels	117-310	224.95	179.95
Wheel Cyl., Front LH, 15/16" Bore	aftermarket	115-106	21.30	16.95
Wheel Cyl., Front RH, 15/16" Bore	aftermarket	115-107	21.30	15.95
Wheel Cylinder, Rear, aftermarket, 5/8"	to 67	115-144	22.40	17.95
Wheel Cylinder, Rear, OE, 5/8"	to 67	115-156	39.95	30.95

Cooling

Description	Application	Part #	Retail	Sale
Fan, 11 Blade Plastic	All	114-207	\$31.85	\$25.95
Hose, Bottom	1959-'92 except Clubman, Cooper S, Cooper 1300, 1275 GT	114-203	16.45	14.95
Radiator	848-1098 thru 1992	114-200	129.95	109.95
Water Pump	1275 From (e)12CD/H1746	434-545	41.95	33.95
Water Pump, No Bypass	Cooper 1300	114-202	43.45	35.95

Drivetrain

Description	Application	Part #	Retail	Sale
CV Joint, Inboard	All	114-951	\$99.95	\$80.95
CV Joint, Outer	Drum Brakes	114-954	89.95	73.95
CV Joint, Outer	Disc Brakes	114-972	82.95	67.95
Drive Flange	Disc Brakes 8.4" disc	114-955	79.95	65.95
Gasket Set, Gearbox	All	114-673	20.55	16.95
Hub Bearing Kit	Disc Brakes	114-974	58.95	49.95
Hub Bearing Kit	Drum Brakes	114-950	52.95	43.95

Electrical

Description	Application	Part #	Retail	Sale
Distributor Cap, Lucas	Side Entry	163-805	\$35.95	\$29.95
Fan, Alternator	1972-'80	130-400	28.95	22.95
HT Lead Set	Top Entry Caps 1974-'95	115-307	34.55	25.95
Pulley, 2.75"	Thru 1967	130-370	24.95	20.95
Switch, Turn Signals	From VIN196213-290002	115-381	112.95	93.95
Switch, Turn Signals, Horn & Dimmer	To 1976	115-379	88.95	71.95
Switch, Turn Signals, LH Side	VIN290003 on	115-384	112.95	93.95

Engine

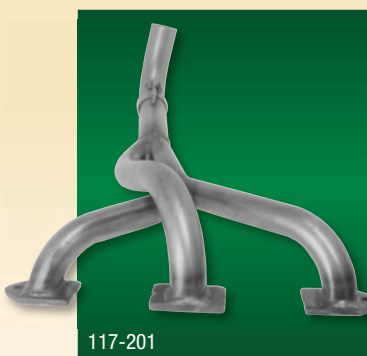
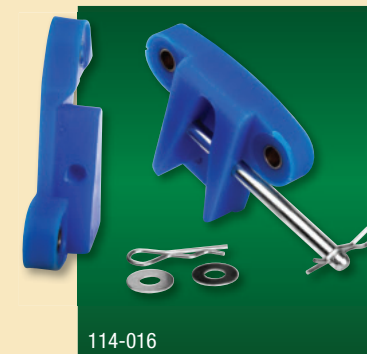
Description	Application	Part #	Retail	Sale
Engine Mount, Poly	All	114-016	\$23.95	\$17.95
Oil Pump, Slot Drive	1275 A+	114-034	46.95	37.95
Oil Pump, Slot Drive, Turbo	1275 A+	114-039	84.95	70.95
Tappet Set, Super Duty, APT	948-1098-1275	460-601	159.95	133.95
Ultimate Engine Stabilizer Kit	All	117-124	120.30	93.95
Water Drain Tap	Alternative to 328-180	470-240	22.95	17.95
Water Valve, 0.50 Bore	All thru Aug. 1998	115-475	64.95	53.95

Exhaust

Description	Application	Part #	Retail	Sale
Exhaust System, Aluminised	twin muffler saloon models	114-292	\$94.95	\$77.95
Exhaust System, Mild Steel	single muffler saloon models	114-296	109.95	87.95
Freeflow Manifold, Cooper	All	117-201	182.95	153.95

Fuel System & Emission

Description	Application	Part #	Retail	Sale
Dashpot Cover, Chrome	SU HS4 and HS6	374-575	\$22.95	\$17.95
Fuel Pump, Mechanical	Carburetor models as fitted	114-447	129.95	100.95
Sending Unit, Fuel Tank	Carburetor models only	114-402	46.65	35.95



Exterior

Description	Application	Part #	Retail	Sale
Arch Kit, Black	All	115-963	\$52.95	\$43.95
Bonnet	1970-'96	115-611	209.95	155.95
Bumper, Chrome	All	115-903	69.95	60.95
Bumper, Quarter, Chrome	Mini Van	115-917	86.95	77.95
Car Cover, Mosom Plus	All	117-072	99.95	88.95
Car Cover, Silverguard Plus	All	117-074	143.95	129.95
Car Cover, Stormproof	All	117-076	236.95	212.95
Container, Windshield Washer (pouch)	Early cars, as fitted	361-120	19.95	15.95
Floor Panel, Both Sides	All	115-769	335.70	288.95
Floor Panel, Front, LH	All	115-701	32.95	26.95
Floor Panel, Front, RH	All	115-691	32.95	26.95
Front Panel	1964-'75	115-619	123.95	102.95
Mirror Assy, Flat, L/H Door	All	165-135	34.95	29.95
Mirror Assy, Flat, R/H Door	All	165-170	34.95	29.95
Mirror, Convex, R/H	All	165-185	46.95	38.95
Moulding, Roof Gutter	All	116-001	15.90	12.95
Moulding, W/Arch, Chrome	All	115-969	15.90	12.95
Moustache	All	115-913	157.95	141.95
Rear Lamp, LH	All	115-506	119.95	99.95
Rear Lamp, LH, Amber/Red	MKI	115-510	124.95	103.95
Rear Lamp, RH	All	115-507	119.95	100.95
Rear Lamp, RH, Amber/Red	MKI	115-511	124.95	103.95
Repair Panel, LH	All	115-689	69.95	58.95
Repair Panel, RH	All	115-687	69.95	58.95
Seal, Boot Lid, Fits To Boot	to VIN 398599	115-697	19.25	14.95
Seal, Windshield, late wide type	All	115-841	21.75	17.95
Seal, Windshield	All	115-834	20.90	16.95
Seal, Rear Screen	All	115-833	28.75	21.95
Stainless Steel Sump Guard	All	117-405	139.95	115.95
Wheel Arch Set, Classic Wide	All	117-530	184.85	147.95
Windscreen, Laminated, Clear	All	115-836	119.95	97.95
Windscreen, Laminated, Tinted	All	115-850	119.95	99.95
Wing, RH, BMH	to 1986	115-614	134.95	119.95



117-076

Interior

Description	Application	Part #	Retail	Sale
Binnacle, 3 Clocks	All	115-422	\$53.95	\$43.95
Carpet Set, Black	All	116-019	89.95	75.95
Cowl, Steering Column	thru 1967	114-977	72.95	60.95
Door Capping Set	Cars with wind-up windows	117-616	247.95	209.95
Drive Cable, Speedometer	Center Binnacle	115-405	16.15	12.95
Gauge, 0-7000 Tacho	All	115-402	224.90	192.95
Gauge, Dual (Temperature & Oil Pressure)	All	115-401	379.95	299.95
Handle Set, Chrome (3 pc.)	1972 on	115-831	129.05	105.95
Hinge, Lower	All	115-781	84.55	62.95
Interior Door Handle Set, Alloy	Cars with wind-up windows	117-700	104.65	85.95
Mirror, Interior Stainless Steel	All	116-022	70.60	57.95
Rubber Seal, Glass Upper LH	All	115-853	25.30	18.95
Rubber Seal, Glass Upper RH	All	115-849	25.30	18.95
Seal, Door Aperture, Black	All	115-782	21.75	16.95
Speedometer, MPH	Cooper S	115-442	289.95	243.95
Subframe, No Catch/Lock	Up To 1976	117-742	109.95	94.95



116-022

Suspension & Steering

Description	Application	Part #	Retail	Sale
Gaiter Kit, For O.E. Racks	All	114-910	\$15.95	\$11.95
Gmax Shock Lowered, Front	All	117-391	59.30	48.95
Gmax Shock Lowered, Rear	All	117-392	59.30	48.95
Hub Bearing Kit, Taper Bearing	All	115-074	36.60	28.95
Polished Alloy Adj. Ride Kit	All	117-369	178.75	147.95
Rear Subframe, O.E.	All	114-834	399.95	339.95
Repair Kit, Radius Arm	All	115-052	27.25	21.95
Repair Kit, Top Fulcrum Shaft	All	115-002	39.95	32.95
Rubber Cone, "Dry" Suspension (Metric Thread)	All	117-025	99.95	89.95
Shock Absorber	All	115-053	29.95	22.95
Shock Absorber, Front	All	115-001	29.95	22.95
Shock, Front, SPAX, Lowered	All	115-005	99.95	89.95
Steering Rack, LHD	All	114-903	169.95	150.95
Steering Rack, QuickRack, LHD	All	114-902	219.95	179.95
Swivel Pin Kit, (Per Side)	All	115-000	17.85	14.95
Tie Bar Kit	All	115-031	28.25	22.95
Track Rod End	All	114-905	15.70	12.95
Track Rod End, OE	All	114-906	16.95	13.95



117-545

Wheels

Description	Application	Part #	Retail	Sale
Alloy Wheel, 8 Spoke, 10 X 5	All	117-546	\$115.95	\$96.95
Alloy Wheel, 8 Spoke, 10 X 6	All	117-552	128.95	106.95
Alloy Wheel, 8 Spoke, 12 X 5	All	117-545	129.95	107.95
Center Cap, Green W/Mini	All	117-557	29.95	23.95

COMING EVENTS

- April 1-3:** MG Vintage Racers Focus West, Infineon Raceway, Sonoma, CA, MGVR.org
- April 2:** 27th Annual All British Car Day, Mead Gardens, Winter Park, FL, Diana Moore, 407-657-7825, AllBritishCarClub.com
- April 8:** MG-GOF South, City of the Mermaids, Weeki Wachee, FL, englishcarclub@yahoo.com
- April 28-May 1:** Speedfest at the Classic Motorsports Mitty, Road Atlanta, Braselton, GA, classicmotorsports.net
- May 7:** Britfest 2011 hosted by the MG Car Club Central Jersey Centre, Horseshoe Lake Park, Succasunna, NJ, Charles Tregidgo, 201-791-6675, ctregidgo@gmail.com
- May 18-22:** California Healey Week, Ventura, CA, austin-healey.org
- May 22:** Annual All British Motorcar Show & Swap Meet, Yolo County Fairgrounds, Woodland, CA, Jerry, 916-652-4537, chairman@ubsc.org, ubsc.org
- June 4:** Cars of England Show, Oakbourne Mansion, Westtown, PA, Steve Klein Klassiccar@aol.com, dvtr.org
- June 4:** Rallye to Reno begins, Ocean City, MD, to MG-2011 in Reno and on to San Francisco, CA, RallyeToReno.com
- June 4-6:** Champagne British Car Festival, Bloomington, IL, Dave, hauman48@aol.com, champagnebritishcarfestival.com
- June 5:** Red Mill British Car Day, Red Mill Museum Village, Clinton, NJ, 908-713-6251, mgdriversclub@hotmail.com
- June 13-17:** MG-2011, North American Council of MG Registers All-Register Gathering, Reno-Tahoe, NV, MG2011info@aol.com, MG2011.com
- June 15-19:** TRA (Triumph Register of America) National Meet 2011, Fort Wayne, IN, TRA2011.com
- July 23:** Western Washington All British Field Meet, Bellevue College, Bellevue, WA, abfm.com
- June 27-July 1:** Austin-Healey Rendezvous, Heathman Lodge, Vancouver, WA, Dwight Jones, 509-545-9735, dwightbj8@msn.com
- Aug. 17-21:** Triumph in the Rockies III, Beaver Run Resort, Breckenridge, CO, vtr2011.com, rockymountaintr.org
- Aug. 26-28:** "The Drive In" & British Marque Triathlon IX, Point Lookout Resort, Northport, ME, 908-713-6251, mgdriversclub@hotmail.com, britishmarque.com
- Sept. 3-5:** MG Vintage Racers Focus EAST, Lime Rock Park, CT, MGVR.org
- Sept. 15-18:** Triumphest 2011, Northwoods Resort & Conference Center, Big Bear, CA, Triumphest2011.com


Is your club planning an event? Would you like Moss sponsorship and goodies?

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In writing, please provide the following:

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- 2) How many people/cars you are expecting to attend.
- 3) ONE contact person's information – phone, email address, etc.
- 4) A street address where we can send goodies via UPS.

Have a wonderful 2011!



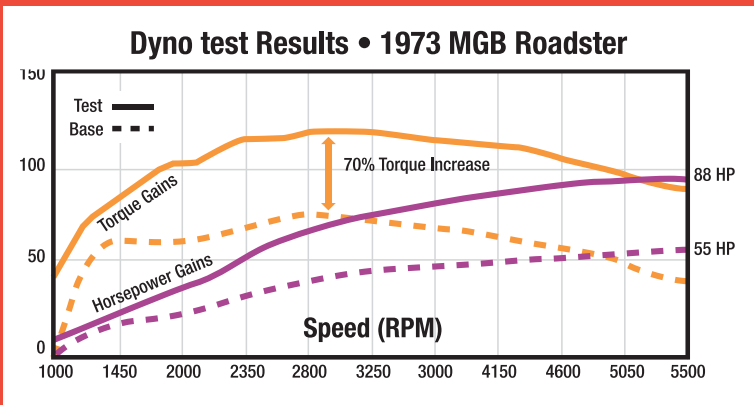
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