



BRITISH MOTORING

MOSS MOTORS LTD. | VOL 23 | NO 2 | SPRING 2005

One Man And His Healey



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MOSS MOTORS LTD.
VOL 23 | NO 2 | SPRING 2005
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ON THE COVER:

The clouds parted long enough for Lance X. Lusignan to snap some shots of Michael Grant's '66 BJ8. For the inset, Leonard Emanuelson paid a visit to George Chilberg to learn about his still-raced MG N-Type and other classic machines.

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Editorial

Routine Maintenance and "Carpe Do It"

By Tom Morr

This issue's theme isn't the most riveting subject matter for an editorial. Like flossing after brushing, we all know that our cars' fluids need to be changed regularly and that their belts, hoses, pads, shoes, and other wear parts should be routinely inspected and replaced. But knowing and doing aren't one and the same.

The fuel filters don't always get changed when they should, the SUs don't quite get dialed in, and we won't even go into seeps versus leaks.


We suggest looking at routine maintenance as an opportunity for improvement. The British automotive industry was rarely awash in profits, so some of the original components and designs were born from financial

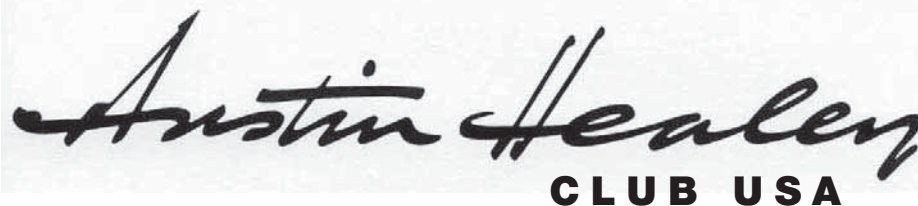
realities instead of begat by the ideal blend of performance and reliability.

This issue presents routine maintenance maneuvers as "resto-mod" performance opportunities. For starters, dead generators in MGAs and early MGBs can always be removed and replaced. Or, the performance-minded MG owner can seize the opportunity to upgrade to an alternator, which—for not much more time and money than would be spent replacing the generator—is more reliable, produces more power at lower engine speeds, and weighs less. True, it would incur points deductions in the Pebble Beach paddock, but the conversion makes the cars more enjoyable to drive. Bolt-

on modifications such as this can always be reversed to stock should authenticity ever become an issue.

Clutch replacement is another opportunity to go better than stock. Consider swapping in a lightweight flywheel to improve acceleration by minimizing rotating mass. Finally, Rick Malsed's 10,000-mile summer-vacation trek in a '52 MGTD documented here is testament to the link between reliability and routine maintenance.

Drudgery or opportunity? Seize the opportunity to go better-than-stock whenever possible. Or as the original Nike, Greek goddess of triumph and victory, might've said had she spoken Latin, "Carpe do it." 



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Reader Letters

Members Only?

I enjoyed the recent editorial praising the virtues of clubs—belonging to a car club is a great way to go. However, I was sorry to see that my club wasn't listed. I realize that you couldn't possibly mention every organization devoted to Brit cars, and our club, consisting of only about 500 members, probably isn't considered a major club. Another reason we aren't a "major" club is we have many Morris cars in our membership, which, as everyone knows, are strictly "minors." Many members own the well-known Brit sportscars, and our devotees also have some of the more obscure marques such as Armstrong Siddeley, Hillman, Humber, Wolseley, Daimler, and Vauxhall. Thank you and happy motoring to all.

—John Northup

British Saloon Car Club of Canada
www.geocities.com/MotorCity/7967/

Thanks for the most appalling pun of the month. We used that editorial space to list a handful of the major national clubs and associations, hoping that car owners could find their local clubs through those umbrellas. We encourage all clubs to send their contact information to editor@mossmotors.com. At some point in the not-too-distant future, we hope to post a club directory online at the Moss Motors website (www.mossmotors.com) or possibly on the British Motoring site (www.britishmotoring.net).

British Value Guides Invaluable

I enjoyed Rick Feibusch's great TR2/TR3 "Value Guide" in the Summer 2003 issue. Has a similar MGTD article been published? It would be great to get an idea of estimated TD prices.

—Lois Starling

We'll eventually do a Value Guide on every British sportscar that Moss Motors caters to. Thus far, Rick has covered the XKE Jag, the TR2/TR3, and Sprite/Midget. Look for TR6/TR250 values in this issue, and stay tuned for the MGTs.

Raises For Everyone?

For Christmas 2003, my dad gave me his 1960 MGA Roadster that had been garaged since 1974. It hadn't seen the light of day since, and it took me a while to figure out what I was going to do with it. Last March, I discovered Moss Motors. The company is a godsend for me and my little Magic Gadget. After I received the Moss catalog, I decided to do a complete body-off restoration! The parts quality and service have been outstanding. Moss made this adventure so much fun that I can't possibly explain it in words. When this little MG is back in showroom condition this summer, I'm going to give it back to my parents to have for memories of how much excitement they had with the car when they were younger. They're in their mid-70s now, and I know this is going to floor them. Thanks for helping make this dream of mine come true.

—Russ Young

Midget Rodding

My husband and I bought our MG in June 2003. We drove it briefly, then began to restore it. The first time we looked under the bonnet, we both figured out very quickly that we weren't looking at anything like a Ford or Chevrolet engine. Surprisingly, the whole process took around three months to complete. I purchased the car for \$1,800 and we have about another \$2,000 in parts in it. We did all of the work ourselves, including my husband's very first paint job. It looks GREAT!

It is amazing to me how many people stare at us when we are driving around town. The number one question is, "What kind of car is that?" The younger kids have never heard a car called a "Midget."

We live in the northeastern part of Texas, and the weather is nice and warm throughout the year. I love my MG Midget and hope to have it for many years to come. Please check out our site: www.rodgersdream.com/mgmidget. —Jason and Rhonda Jones



A Mighty Midget

This is my 1979 Midget (46,000 original miles) taken last summer in front of the Milwaukee Art Museum with the Hiawatha locomotive designed by Brooke Stevens, the industrial designer. I think both the Midget and the Hiawatha are classics of design. I was struck that they had the same color scheme. —Tim Duax

More On Smog Laws

I just read Ken Smith's editorial in the Winter issue on the new smog laws in California. All cars here in Reno, Nevada, 1968 or newer must be smogged every year! I sold my 1968 MGC-GT because it was so hard to get through the test.

Tests run from \$26.95 to \$32.00. Your registration can be renewed at where your car is tested, so it's convenient, but still a pain. Consider yourselves lucky. —Gene deRuelle

Classic car enthusiasts should become involved in clubs and organizations that are lobbying to relax emissions regulations for special-interest/limited-mileage vehicles. 🇬🇧

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

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



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Kirt Bass



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Readers' Cars

Mmm, Mmm Good!



Herbert Satzman of New York submitted this photo of his 1956 A-H 100M. It was totally restored in the UK but still received a few “finishing touches” from Moss Motors. Certified by the British Heritage Certificate and the 100M Registry, the car’s numbers all match. About the unpainted hood, Herbert explains, “The original bonnet had some paint issues after restoration, so the seller provided this aluminum version. The polished aluminum looks so good and cuts down on weight, so I kept it installed. I’ve kept the original bonnet because its stamped numbers prove authenticity.” The Healey hibernates during the winter, and Herbert can hardly wait for good weather: “Nothing beats putting the windscreen into racing position and zooming around country roads on a warm spring day,” he says.

Heirloom MGA

Chip Henderson of Reynoldsburg, Ohio, is a chip off the old block. His dad bought this 1960 MGA in 1973 for \$150. Several years of work later, the A drove and looked great. Then it went into mothballs. Enter Chip: “Several years ago, Dad gave me the car with the agreement that I wouldn’t sell it—and I promised to get it running again. Along with the car came several boxes of parts, over 20 years’ worth of Moss receipts, and a current parts catalogue.” After a couple years of “fiddling,” Chip got the car up and running, only to break the crank on his maiden voyage. After installing a new Moss crankshaft, Chip gave his Dad the first drive. “It was just like old times,” Chip says. “Now I’m looking forward to passing the car (and the latest Moss catalogue) on to my son so he can enjoy the car as much as my father and I have.”




T Revival



Rich Haberkern bought his '55 TF1500 in 2002 from an 85-year-old gentleman, who'd owned the car since 1957. The car had been disassembled and partially rebuilt when the owner fell ill. Rich bought the car and parts and relocated the lot from New York to Philly. Using Moss parts and advice, Rich got the car up and running over the course of a year. The TF has since taken several first-place trophies at shows. “I enjoy seeing others—especially children— appreciate the fruit of my labors,” Rich says. He recently sent a large photo of the car to its previous owner, who now lives in a nursing home.

B For Bruce



Grapevine, Texas, seems like an unlikely place for an MG fleet. Resident Bruce Slocum has collected several MGs and Britcars there over the past 45 years: two MGAs, an MG 1100, an MGB-GT, a Sprite, and even a Sunbeam Alpine. Bruce’s latest (but maybe not his final one at age 71) is a '79 B. Bruce ran a “wanted” ad in the classifieds, which was answered by an elderly man who'd owned this well-restored car for 24 years. Bruce bought it at first sight. “He even gave me the shop manual and a Moss catalog,” Bruce says. “I already had a copy, but I thanked him anyway.” 

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

Tech Q&A

By Kelvin Dodd

MGA Disc Brake Conversion

Q I have a 1958 MGA and would like to change the front brakes from drum to discs. I have wire wheels. What's the best way to do this? Is there a kit available or can I do the conversion with stock MGA or MGB parts? —*Tony Colima*




These Moss lightweight brackets adapt MGB calipers to the MGA.

A Moss brake caliper adapter plates (P/N 180-522) make converting a wire-wheel MGA to

disc brakes easy using off-the-shelf components. To install disc brakes on these cars, MG redesigned the wheel hubs to accept brake rotors. New wire-wheel hubs for the disc brake cars are available (P/N 264-740, P/N 264-750) and should be installed with new bearings and seals (P/N 125-500 [2], P/N 125-400 [2], P/N 120-600 [2]). The new brake rotors (P/N 182-180 [2]) are attached to the hubs with the following hardware: bolts (P/N 264-400 [8]), lockwashers (P/N 824-040 [8]), and nuts (P/N 310-075 [8]). Rebuilt MGB calipers (P/N 180-535, P/N 180-545) are then installed on the brake caliper adapter plates with bolts and tab washers (P/N 320-135 [4], P/N 181-670 [2]). Converting a steel-wheel car uses the same process, but the disc-brake wheel hubs are no longer in production and would have to be found used.

Ignition Proposition

Q The ignition switch on my 1973 MGB just failed. It appears that this switch is not available from Moss. How do I go about keeping the car original? —*Andy Jameson*

A This switch was discontinued in the '70s. The factory supercession at the time was to supply the complete later lock assembly, which uses the smaller black switch but with separate bullet connectors instead of the normally supplied single multi-plug. A reproduction of this switch assembly is available (P/N 263-640 for your '73) and would be an appropriate update for your car. 

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

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Are We Getting Yours?

At Moss Motors, we receive more than 100 British Car Club publications each month. We read them all!

Some are glossy and large in size. Some are smaller and some are even single-sheet newsletters. Nonetheless, each and every one is important, both to the members who receive them and also to us here at the heart of the British car movement.

We often imagine club members compiling the latest issue of their club magazine late at night, a task that has become somewhat easier since the advent of desktop publishing plus the ability to receive and send materials by Internet. Still, 99% of these excellent publications are compiled and edited by volunteers who perform the service not because they have to but because they want to!

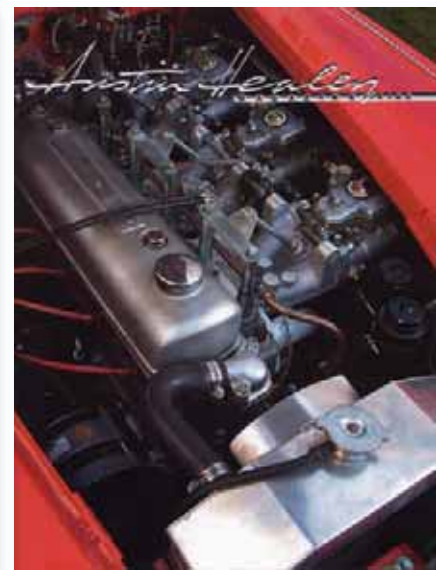
Many of the magazines contain details of upcoming events, and some contain a wealth of technical information, hints, and tips on British car maintenance. Others describe activities within the various organizations, illustrated by excellent photographs of club members enjoying what we here call "The Life."

No matter how large or small the publication, we enjoy receiving them, reading them, and occasionally learning from them—especially on the technical side. We file each issue we receive and often have to smile at some of their titles: *Dzus Dnuz*, the magazine of the Western Pennsylvania Triumph Association, or *Snic Braaapp*, published by the Illinois Sports Owners Association. We also note several *Octagons* and *MGazettes* among our files while the Brown's Lane brigade regale us with *Kitty Litter*, *Jagwire*, *Jaguar Growl*, and many others supporting this great English marque.

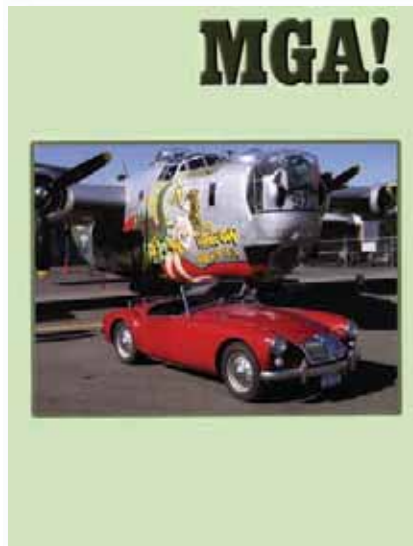
Healey clubs have several excellent publications, headed by *Healey Marque* and *Austin Healey Magazine*—two national, professionally produced glossies. Of no less importance are others such as *Healey Northwest*, *Healey*



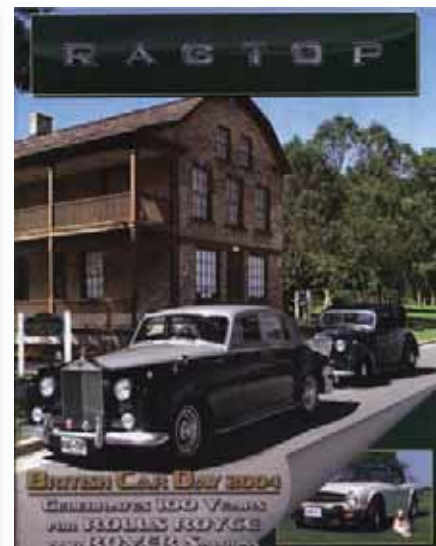
Snic Braaapp, the newsletter of the Illinois Sports Owners Association, www.snic-braaapp.org



Austin-Healey Magazine, the official publication of the Austin-Healey Club USA, www.healey.org



MGA!, the magazine of the North American MA Register, www.NAMGAR.com



Ragtop, Toronto Triumph Club, www.torontotriumph.com

Trails, and *Healey Hearsay*. We also get many All British magazines that cover the whole spectrum of our pastime.

We know how much work goes into each and every issue. This feature is intended to pay tribute to all those unsung heroes (and heroines!) who faithfully assemble the "club pubs."

So, are we getting yours? If so,

thanks a million. If not, please add us to your mailing list: Moss Club Corner, 440 Rutherford St., Goleta, CA 93117. And while we're at it, how do you feel about resurrecting the Moss Journalism Awards, wherein we featured some of the best club magazines in the business? Your comments are always welcomed and appreciated.

20 Years Ago In Moss Motoring

Under the editorship of R.B. Hart, the Spring 1985 issue of *Moss Motoring* highlighted the comprehensive range of Moss catalogs available for classic British cars. Extensive research with an exceptional effort toward accuracy made Moss catalogs a cut above the rest. To illustrate this, and following some debate about the newly produced TD-TF steering wheel and the color of the rim, a portion of the early MG factory blueprint was depicted, showing that the original wheel had a gold pearl finish with a polychromatic bronze hub. Moss reproduced this exactly!

In Club Corner, Lawrie Alexander explained running a "Dual Funkhana," complete with diagrams illustrating the set up required. A new feature was the announcement of the 1985 Moss Motoring Photo Contest with nearly \$500 in prizes for the winners. We also recorded the passing of Sir William Lyons, who steered Jaguar to great success.

An amusing article by Reid Trummel

on trawling through the classified adverts in various magazines was accompanied by a whole page of cars for sale. Highlights from Reid's comments included, "Now I like Bugeyes as much as the next guy, but for six grand I must assume that this car comes complete with at least two cases of Chateau Lafite Rothschild that are older than the car," and "There's something slightly undignified about seeing a Healey advert sandwiched between an AMC Hornet and a Bricklin."

Technical stuff included an article on tuning brakes, a tip on servicing late-model MGB cooling systems, and a feature on stainless-steel exhaust systems.

There were nearly 40 cars for sale in the Classic-fied ads section. Highlights included an unregistered 1979 Brooklands Green MGB for \$10k and a "Healey Goldmine": three Big Healeys with lots of spares for \$8,900. Those were the days.



In 1985, Moss Motoring provided background information on the mail-order catalogs and also had an obituary for Sir William Lyons.

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Will MG Ever Return To The USA?



The MG TF is the UK's best-selling sportscar. Don't look for it in American any time soon.

We continue to be amazed (and not a little amused!) at the latest news from the United Kingdom. At MG/Rover, not only do the right hand and the left hand not know exactly what they are doing, but even the fingers are having some difficulties.

We haven't commented on the machinations of the MG Group since the "ten quid" buyout from BMW, but recent reports suggest that all is not well within the confines of Longbridge. Much has been made of the various partnerships that have been considered to assist the "Phoenix Four" in establishing MG/Rover as a global competitor.

However, we do not make the news—we only report it. Here's a selection of comments from the leading British newspapers.

The Independent, 1/25/05: John Towers made a rod for his own back when he predicted last November that MG/Rover would tie up its much-touted rescue deal with China's Shanghai Automotive Industry Corporation before the end of the month. The deadline is about to pass and there's no agreement in sight.

The Times, 1/26/05: Government ministers are promising MG/Rover's would-be Chinese partner a £100 million "dowry" to prevent the collapse of a proposed rescue deal for the troubled Midlands carmaker.

The Evening Standard, 1/26/05: MG/Rover described reports that the British government has offered a £100 million "sweetener" to make the deal as "rubbish." However, it is understood that officials have instructed the British Embassy in Beijing to inform SAIC that they could be offered a deal. The department of Trade & Industry said the report was "inaccurate."

Xinhua (China Daily), 1/27/05: Britain

has offered China's Shanghai Auto a £100 million (US \$186.5 million) sweetener to seal a proposed carmaking venture with MG/Rover. The British government has warned that up to 60,000 jobs might be at risk, if the agreement collapses.

So, with all this going on there seems little chance of a new MG or Healey coming to the USA in the immediate future—don't hold your breath until the smoke clears! For the newcomers among our readers:

Hire Purchase

- Until British Aerospace (BAE) bought Rover in 1988, the British government had to sustain all Rover Group losses.
- BAE got £600 million development aid.
- BMW bought Rover from BAE in 1994 and sold it to the present owners in 2000 for £10!
- BMW also gave the business a £500 million cash injection and wrote off a similar amount of debt.

The Road to Shanghai

- 1905: First Rovers made at Longbridge by Herbert Austin.
- 1952: Austin merges with Morris to become the British Motor Company (BMC).
- 1966: BMC merges with Jaguar to become British Motor Holdings (BMH).
- 1968: BMH joins Leyland Motor Corporation to become British Leyland Motor Corporation.
- 1975: BLMC is nationalized and called British Leyland.
- 1986: Renamed Rover Group.
- 1988: Bought by British Aerospace.
- 1994: Bought by BMW.
- 2000: Phoenix buys Rover, becomes MG/Rover.
- 2002: Directors attacked for excessive pay.
- 2004: Partnership talks with S.A.I.C. China.

Meet Us At The Mitty

Once again, Moss Motors is proud to be a co-sponsor of the Classic Motorsports Mitty April 28-May 1 at Road Atlanta. On the track, Moss will steward the MG/Triumph Challenge. As a bonus, all competitors in this HSR-sanctioned race will receive dedicated space in the track's new pro paddock. The MG Vintage Racers have named the Mitty their 2005 Focus Event, and the Friends of Triumph are expected to respond accordingly.

In addition to vintage racing, several other activities will be on tap during the Mitty. Moss Motors representatives and distributors will be present to meet customers, as will staff members from *British Motoring*, *Classic Motorsports*, and *Grassroots Motorsports* magazines. Project cars will be on display, car-show trophies will be awarded, Kumho Tires will present a Mini autocross, and technical seminars will also take place. See you at Road Atlanta April 28-May 1.



For British sportscar fans, all roads lead to Road Atlanta in late April.

Remembering Ron Tugwell

Moss Motors lost a good friend with the passing of Ron Tugwell after a long battle with cancer. Ron was the former chairman of the North American MGB Register and their Limited Edition MGB Registrar. A true enthusiast, in addition to being a master electrician working on nuclear submarines, he was also the Chief Engineer at the renowned Monterey Bay Aquarium.

Our memories of him at Moss include the fact that he was always the

first to sign up for our British Car Festivals, often registering the day after the festival finished for the following year.

As Moss manager Craig Cody says, "I have never met anyone who so completely enjoyed his job or showed as much enthusiasm for his job. Ten minutes after meeting him, anyone had a friend for life. Ron will be missed—he touched so many lives."

We extend our sincere condolences to Ron's wife Niki and his daughter Laura.



The late Ron Tugwell (left) and Jim Bull, President of the Paradise MGs, pose with their Limited Edition MGBs, the VIN numbers of which were coincidentally consecutive.

A Wonderful Piece Of The Past

Last year at the Los Angeles British Car Meet, Sprite and Frazer-Nash (replica) owner Clayton La Baw handed me a little envelope that had been rattling around his desk for years. It is an official Nuffield dealer promotional Union Jack decal from at least before 1952 when Nuffield (Morris, MG, Riley, and Wolseley) merged with Austin to form BMC. I remember these little symbols of Britishness affixed to the bonnets of MGs and bootlids of Morris Minors when I was a wee sprout in

San Francisco. This was from the "Export Or Die" era of early postwar Britain, where factory steel allotments were dependant on how much product was exported—especially to the U.S., as dollars were needed to rebuild their war-torn country. The Austin A-40, a car that proudly proclaimed "Austin of England" in chrome script on the bonnet sides, was the top single exported product in the whole country as full-scale auto production resumed in 1948. It looks like these decals

might have been the inspiration for the chrome metal, enameled Union Jack badges with the loops and screw holes on each side that have been marketed to enthusiasts for many years now.

—Rick Feibusch 



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One Man And His Healey

By Ken Smith

Photos By Lance X. Lusignan



A 30-year quest for the perfect time machine

Michael Grant is in charge of Product Management at Moss Motors, and he lusted after a Big Healey for the longest time. Seeing him drive into the Moss parking lot recently after his daily 45-mile commute from the Santa Ynez Valley, we decided to ask Michael about his car and what it means to him. We sometimes take Michael for “granted” (no pun intended!) and are delighted to recount his Healey story here.

In 1966 I went on a trip with my dad. We wound up in Alaska, but that’s not part of this story. On the way, we went to visit an uncle who lived in Van Nuys, near Los Angeles. Driving through L.A. I saw a Big Healey for the first time, at least the first time I can remember. I thought it was one of the neatest cars I had ever seen, and since that day I have always thought that someday, if I were lucky, I’d own a car like that. I was 12 years old at the time.

I was happy enough to have a VW during my time at college, moving on to Fiats in a moment of madness. The Healey remained in the back of my mind. After school, work took me to Texas, and there I met Scott Aurandt,

a certifiable Healey enthusiast. Scotty is well known in Healey circles, and I met a number of similarly enthusiastic people at the Texas Healey Roundup.

Scotty and I went to Conclave in 1984 in Snowshoe, West Virginia. We drove a big limo towing a huge trailer loaded down with tri-carb parts, which we dropped off in Wisconsin. Then it was off to Ohio to pick up Scotty’s 100-6, which I drove from Ohio to West Virginia. That trip, with the last leg at night in the rain, has evolved with the telling to be a trial of epic proportions. In truth, it was your basic Healey adventure—starting with the fuel pump overheating. (No trouble: flip open the access panel, grab the knockoff hammer by the head, reach around back of the driver’s seat, and rap the pump with the wooden handle.) Later in the day I wrapped a rag around the pump and kept it wet with a jumbo Pepsi bottle, which I refilled from hoses along the way. It was hot enough during the day that I even poured some of the water on my feet too!

As we got closer to our destination, the sun went down and we had one of those tremendous



Eastern “Thunder & Lightning” rainstorms. While the fuel pump was happy, I was getting seriously wet. Up went as much of the top as we could find, minus the side curtains and most of the rear window. The temperature dropped and I quickly forgot how hot my feet had been at 1:00 PM. There was no heater, but pulling the loose gearbox cover back a quarter inch made the cockpit warm enough. The wipers didn’t work, and I alternated between wiping the windshield and sticking my head out the side. Like I said, it was just your basic Healey adventure!



In 1986 I came to work for Moss and became a regular at the California Healey Week, the annual club outing of the Austin-Healey Association. I joined the Association and was treated well by the members, who no doubt felt sorry for the guy who always showed up in “some other brand” of car. I always enjoyed the bench-racing sessions and listening to the members relate their own experiences. I also managed to drive a fair sample of cars, and they were all much more civilized and less entertaining than Scotty’s 100-6.

In 1995 I started looking for a car, specifically a BRG BJ8. I could not afford a restored car, and the deal I made with my wife meant that I had to find a driver, a car in good enough shape that it wouldn’t have to be taken apart. With a good deal of help from members of the Association, I learned what to look for, and what to avoid. I even talked some of them into coming with me to look at cars. In the process I learned quite a bit. When I heard that one of the cars in the club was coming up for sale, I was in the right place at the right time and became the third owner of a 1966 BRG BJ8, a car that had spent most of its life in the California desert. With no rust to speak of, I highly recommend that as a great place to keep a British car.

I’ve managed to work on the car without taking it apart, very much. I’ve rebuilt the passenger’s door and the window mechanism and will get around to the driver’s door any day now. I’ve done normal maintenance: replacing radiator hoses, the fan belt, and the usual tune-up stuff. I drive the car and am interested in logical improvements. The car has a spin-on oil filter, a Texas cooler fan, the Bilstein tube-shock conversion, spline-drive Mini-Lite wheels, and Yokohama A321 tires that stick really well. They don’t make those tires any more and I will miss them when they are gone.

The car is a blast to drive, and when the weather is nice, I really like driving the car to work, a 45-mile spin through the hills that separate Santa Barbara from the inland valley where I live. The top is still in the box it came

in, and I will get around to putting it on. But right now I just want to drive the car!

People often ask me if I worry about being stranded by the Healey (or any British car), and frankly I’ve never been stuck on the side of the road with the Healey. Keep on top of it with regular maintenance and it’s as reliable as any car I’ve owned. Actually, I did have a cracked rotor that interrupted the photo session for this article—but that’s it.

Why a Healey, you may ask? Aside from stunning good lines, it’s a machine I’m very comfortable with. My automotive technology knowledge is stuck in 1973. If my Civic won’t start, I’m not sure where to begin. That’s why I have a AAA card. I keep a small toolkit in the boot of the Healey, and a few spares. No matter what happens, I’m pretty sure I can deal with it. Besides, the British car really needs me, and I get the feeling the Civic would hiss if I came near it with a wrench!

The Healey is special, in the way many classic sportscars are. You can tell, because when you drive down a street, you get a thumbs-up or a wave from young and old alike. The kids don’t know what it is, they just know a cool car when they see one. The older folks are perhaps reminded of something else, and it makes them smile. That’s what I mean: You just don’t get that driving a Nissan or a Honda—fine cars that they are, they just don’t engender the same reaction. 🇬🇧



What’s A BEJAYATE? A Primer For You Youngsters...

Built at Abingdon-On-Thames from 1963-1968 alongside the MG cars of the time, the Austin-Healey BJ8 had an engine capacity of 2912cc. This big six-cylinder lump was similar to the engine that later powered the MGC. Twin SU HD8 carburetors and a compression ratio of 9:1 produced a maximum 148 bhp at 5,250 rpm. With a 0-60 time of 9.4 seconds and a top speed of 121 mph, it was steady, fast, and more civilized than its predecessors.



De-Rustification

At-home rust-busting with no pits or errors

By Jim McGowan & Kelvin Dodd

It's very quiet, works day and night, and eventually turns your valuable parts into flaky, brown powder. They say that rust never sleeps (unlike some of our restoration projects), and this demon is the enemy of almost all metals on the planet. But it can be prevented and controlled. Inspecting the undercarriage, engine compartment, trunk, and other known areas of your vehicle for rust spots is a great pro-active means of detection. Also, using Moss Motors' extensive line of original-color paint products to touch up bare metal spots will prevent rust from forming. Remember the old adage, "The best defense is a carefully planned offense!"

Even though we might not drive our cars during the winter months or in the rain, rust somehow finds them nonetheless. Once discovered, rust must be dealt with immediately or you'll have to face the consequences. Many "de-rusting" products on the market can be brushed on, sprayed on, blasted on, and more, but some can be caustic, distort the surface of the metal, or only seal the rust beneath the product. Plus, many times these products are harmful to the environment and you.

International armed forces face a huge rust problem with the number of vehicles that have to be maintained. Trucks, tanks, and Humvees all rust, and it must be quickly dealt with to preserve the metal's integrity. Luckily, a rust-busting product called Evapo-Rust—originally developed for the military—is now available to the



Classic cars and parts need no longer rust in peace.

public. It's a non-caustic liquid that is sewerable in "neat" (uncontaminated) form and literally dissolves rust.

We decided to try the solution on carefully cleaned parts that had been set aside and forgotten in a coastal climate. Salty fog ushered in the rust fairy, and every exposed bit of tin and cast iron became refuge for the dreaded ferrous-oxide beast. Instead of using the wire wheel and removing fingerprints from their source in the process or bead-blasting (great for exterior rust but can pit and scar internal engine parts), we gave the parts an Evapo-Rust bath.


Simply submerge the entire part(s) in a container of Evapo-Rust and let it sit. Small parts should be checked every 30 minutes, and soak times will vary up to 24-48 hours depending on the severity of the rust. Evapo-Rust is water-based, biodegradable, and has an indefinite shelf life. One gallon will remove ½-pound of pure dry rust or will de-rust up to 300 pounds of steel.

We had some light rust dust and some serious corrosion on a variety of Brit parts—Evapo-Rust easily crosses international boundaries when it

comes to rust destruction. It will de-rust a barn-buried Jag, your dormant MG, or even a Sherman tank.

Following the simple instructions on the container yielded excellent results, and we didn't have to leave home to do it. Since Evapo-Rust is non-hazardous, it can be shipped U.S. Postal, UPS, or regular freight.

Evapo-Rust isn't any good for rusted rocker panels, but if you have parts or tools that can be dipped, it's worth adding to your list of shop supplies. Think of all the hours spent hunkered over a wire wheel or squinting into a blasting cabinet when you could've just plopped the parts in a tank, then cleaned 'em up with water. Evapo-Rust is available in 1-gallon jugs, 5-gallon tubs, and 55-gallon drums that contain 35 gallons of solution—ready to go for submerging large parts. Now if we can just figure out how to submerge a rusty MGC up to its beltline...

For more information on Evapo-Rust, visit www.orisonmarketing.com or contact Orison Marketing, LLC, Dept. BM, P.O. Box 5198, Abilene TX, 79608, 325-692-1135, Fax: 325-690-0569. 



1. The test subjects: an MGB harmonic damper that sat in mud, a pair of MGA door hinges in pre-resto condition, a pair of oil cooler fittings, and a crank bolt that was degreased, then sat for 10 years. (The concrete tool sat out in the rain, just to prove there is life after British cars.)



4. The inside of the damper and the oil seal surface were both clean and smooth. There was no apparent damage to the rubber damper, and Evapo-Rust won't eat away paint or plating.



5. This close-up shows the difference between the oil fittings: The one on the right was only partially submerged. Inside the fittings, the red oxide has been completely removed.



2. Pour Evapo-Rust into a suitably sized plastic container, possibly one purchased by the wife at a party. Completely submerging the parts produces the best results, but we dangled a few bits out for before-and-after comparisons.



6. This shot of the MGA hinges shows the striking difference after the bath. The right-hand hinge didn't taste Evapo-Rust.



7. Next up was the concrete finishing tool, which seemed like a good example of how Evapo-Rust works on steel.



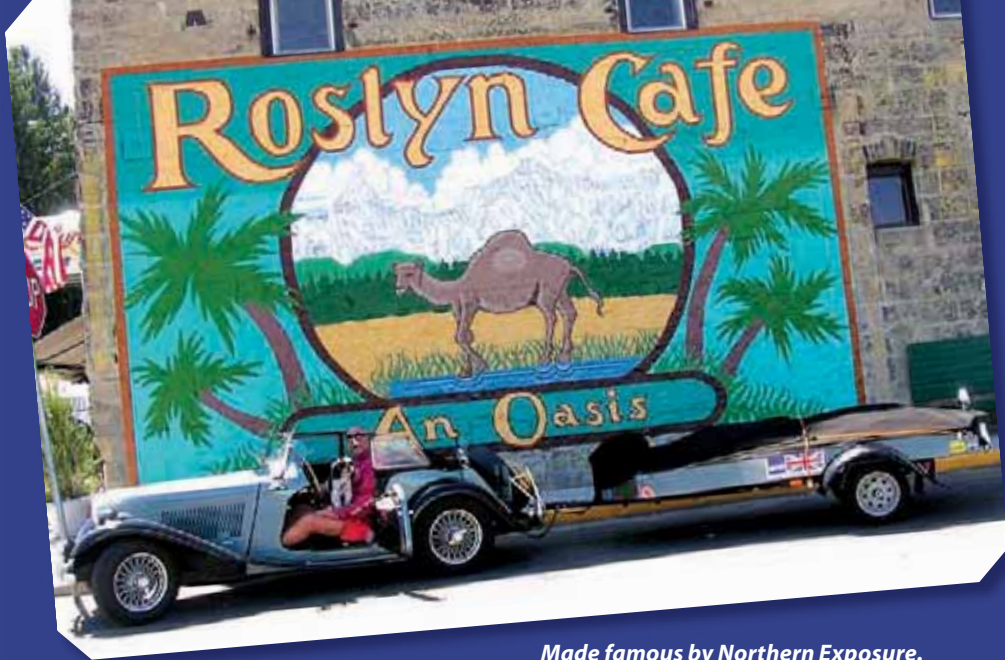
3. The next day, this is what the parts looked like after rinsing with tap water and drying. Evapo-Rust turns from clear to black as it works, indicating how much rust was removed. The same bath can be reused until the product won't work anymore.



8. This is the tool after sitting overnight in Evapo-Rust, ambient temperature around 45 degrees. Even so, the results were impressive.

Ever since I was a teenager, I dreamed about owning a T-Type MG. After 40 years, I finally bought my dream: an Austin-Healey blue/gray-bodied, black-winged TD that I named “MaGgie” in honor of Maggie, my little black-and-white Shih Tzu companion and navigator (she thinks).

But now what? I’ve obtained my dream car. What do you do once a lifelong dream has become reality? I’ve always felt that ALL MGs were meant to be driven—driven anywhere the spirit took you. So, why not drive MaGgie to an east coast Gathering of the Faithful (GoF) MG event?



Made famous by Northern Exposure. (Courtesy L.D. Zobrist)

The 10,000-Mile TD

By Rick Malsed

Or, how I spent my summer vacation

What good fortune: GoF Mk 77 would be in Watkins Glen, New York, in September. Simple enough...at least until learning about the MG Summer Party Reunion in Grand Rapids, Michigan, a month before GoF.

How could we do it? What would I do with a month layover? But it just had to be done: Coast-to-coast MG-ing for the 1952 TD’s 52nd year. It was what her heritage cried out for, even if the trip would be in the North American Colonies. I had no doubt it could be done.

Preparations

A tentative route was set, MG clubs in the travel path were searched out. Using eBay sellers from states along the route as a contact, more clubs, MG mechanics, and “host” driveways and showers were located. Then the idea of an MG towable trailer came to light: With something that could hold a two-person tent and a few spare parts, we could camp our way around the land. The trailer, dubbed “TD-BT,” for bedroom trailer, was personally constructed in Seattle the summer of ’03. It included a set of TD fenders and taillights plus the

protection of a TD rear bumper, then a custom-fit tonneau cover and paint job to match MaGgie’s.

By April 2004, a number of mechanical preparations and modifications had been completed and all was ready for a test-drive: a short 1,400-mile trek with the trailer in tow on the Route 66 Fun Run in northern Arizona and then on to Seattle. The SU carbs seemed less than happy with this exercise, and we became a popular visitor to mechanics along the way. Finally, Pete and the folks at Performance Motors in Seattle solved the problem by assembling the carbs in the proper order! They were perfect—in fact, the carbs took us the entire 10,000-plus miles, including over the 11,703-foot Continental Divide without any further adjustment.

Along the Way

Constant comfort came from being connected with MG lovers around the world through The Milwaukee & Greatlakes MG Motorcar Group website (www.mg3club.org) as I traveled my odyssey. If you take such a trip, get MG3 or your local club to post a website so others can enjoy the ride, too. We had over 4,000 “hits” in three-plus months!

Many Moss Motors parts

incorporated into the trip preparation made for an amazingly dependable journey. Only three mechanical challenges slowed our progress. One was brake failure on day one of our trip. This was due to improperly installed replacement lines just before we left Seattle. The second was another brake failure, this time on the Blue Ridge Parkway mountain drive. The fault here was a leaky original brake/stop light switch. The last mechanical problem came to light



1. Cornhusker welcome.

2. Continental Divide, elevation 11,307.

while performing a regularly scheduled oil change and lube at Pat and Al Witt's car-collector planned community in Lenoir, North Carolina (a dream place if you're a retiring car nut—visit www.hawkshill.com and tell 'em The 10,000-Mile TD sent you). Again it was an original TD part—the right-front wheel bearing had eaten its retaining clip. All was fine in just a few hours... and thus ended any idea that a long journey in an MG wouldn't work!

Not only was it an amazing, mechanically trouble-free travel adventure, but the heavens also blessed the little MG—in 83 days on the road (including dodging three hurricanes and traveling far out into the Atlantic for a Nova Scotia visit), the hood only reached the “up” position on two days!

My greatest MG travel comfort was “The Fellowship of MGing.” This is the camaraderie that exists throughout the country at gas stations, in grocery-store parking lots, at rest stops or view points. MG fans even try to flag you over while driving along your happy way. The road is extremely well-populated with “I-haves,” “I-hads,” and “I-knew-someone-onces!” Through 41 states and several visits to Canada, I was constantly approached by folks who themselves owned or once owned an MG T-Type, MGA, or MGB plus the always-popular “my roommate-in-college's first cousin on his mother's side had an MG-something.” These are the uniquely MG joys of everyday drives, but just imagine the warmth from “the fellowship” along a 10,000-mile, 3-month drive. Be prepared to make lots and lots of friends along your trip. Please visit www.mg3club.org/rickontheroad.htm for a list and for more images of our 10,000 miles of new friends and places.



Virginia-Tennessee Blue Ride Parkway.

Planning A Big Trip?

1. Trust your little British travel machine:

After such a smooth trip, I am somewhat at a loss for advice to others considering such travels. I think my MG would have done just fine even without the pre-trip engine work. I do recommend the 5-speed transmission if only for peace and quiet. Most of my other mechanical preparations were done to tow the TD-BT.

My MG adventure was an extra joy due to the grand support from Moss Motors.

Although a funny little old English sports car is not the usual place one might envision a Global Positioning System (GPS), I thank my lucky stars that Magellan facilitated the trip with their

STATS and FACTS

“10,000-Mile” Consumption

- Gas: 544.5 US gallons; 21 mpg
- Oil: 3 changes—6.5 US quarts each
- Water: MG—very little; Maggie—3–4 bowls per day
- Frappuccino: 415 9.5-oz. bottles
- Donettes: At least 30 pounds' worth
- Dog Bones: 2 boxes Milk-Bone
- Time: 83 days, July 25–Oct. 15, 2004; 250.5 driving hours, 45.6 mph
- Sleep: 35 nights in trailer, 22 at motels, 19 at new friends' homes, 5 other, 1 lost someplace: 82
- Trailer Time: RV parks—12, City/State/Fed parks—10, new friends' driveways—9, rest stop—3, car wash—1: 35

Where and When

- STATES: 41; 9 missed (AK, FL, HI, KY, LA, MT, NV, ND, SD)
- AREA: United States and Canada
- Start: Seattle
- MG 100,000th mile: Syracuse
- Trip 5,000th mile: navigator's log entry lost—Nova Scotia
- 10,000th mile: Rt. 66, Gallup, N.M.
- Finished: Palm Springs



1. In the wind (courtesy Magnolia News)
2. MG legend Bunny Warnocks.
3. Slinky factory, Holidaysburg, PA (Maggie's grandma invented the Slinky Dog.)
4. The Highway Hilton (courtesy Magnolia News).
5. Ready for the road (courtesy Magnolia News).



1. Mapping 11,434 miles.
2. If it's August 6, it must be Iowa...
3. Camping at a Mt. Holly, PA, carwash.
4. "Let's go home..."
5. Visiting Linda McEvoy & Al Moss in Arizona.

RoadMate 700 GPS unit. It not only found motels, banks, gas stations, and campgrounds for me, the RoadMate 700 would see around the corner in places like the switchback climb over the Rockies in Colorado and along the 400-some-mile Blue Ridge Parkway from Virginia to Tennessee.

2. Don't be overwhelmed:

Remember that a long drive, like life itself, gains nothing from being done in a hurry except that you get to the end sooner than you wanted. A long drive, even a very long drive, is just like the everyday drives of 200 or so miles you've already done many times—but now you're just doing five or ten or 50 of 'em in a row.

3. You are never too old to have a happy childhood:

Thanks to these sponsors and hundreds of new friends along the way, Maggie and I were able to live a lifelong dream. And along the way I met hundreds of MG'ers who "wished" they could do the same thing, who had "always dreamed" of such a trip, who "someday" would take a country drive like ours.

Always, my response to them was, "A lifelong dream is a terrible thing to die with."

Yes, I'd do the trip again...and again! It was easier than one in a modern-day travel machine—and 10 times the fun!

1952 MGTD "10,000-Mile" Modifications

95,715 original-mile XPAG engine (increased to 1,500cc displacement)

- 5 speed SkyHook transmission, re-gearred rear end
- TF springs (for trailer load)
- Negative-earth (ground) conversion
- Magellan GPS, cell phone, computer power outlets
- MGB fan, 6-blade water pump, overflow reservoir
- Aux. fuel pump, in-line filter
- Trailer hitch and lights

2002 MGTD-BT (Bedroom Trailer)

Custom-built to carry spares & 2-person pop-up tent

- TD fenders, taillights, bumper
- Paint & tonneau cover to match TD

MGA-ZA/ZB • MGB-MIDGET-1100/1300 • MGC/MGF • MMM-T-SERIES-Y TYPE



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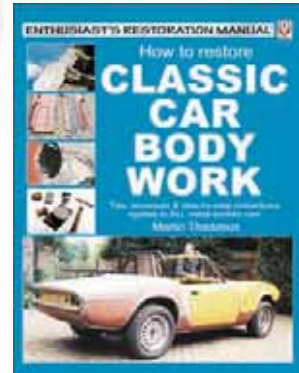
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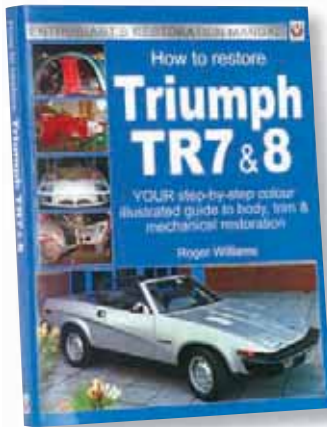
1972-76 MGB Radio Console
 Long unavailable, our reproduction is an exact duplicate of the original. This piece is a must for concours-quality restorations.
 453-745 \$49.95



TR7/TR8 5-Speed Nylon Shifter Bushings
 A common problem with these gearboxes is the failure of their rubber shift-housing bushings. This replacement kit upgrades to high-tolerance nylon bushings and stainless spacers to tighten up the mounting and increase shifter response.
 072-259 \$35/set



How to Restore Classic Car Bodywork
 Finally, a comprehensive book that details the typical bodywork needed by our classics, including door skins, floor and sill replacement, and rust repair. Martin Thaddeus covers all these restoration techniques in a book that's packed full of photos of denuded MGs and Triumphs being given new leases on life.
 212-416 \$32.95



How to Restore TR7 & 8
 Roger Williams wrote this book for the UK market, where the last of the Triumph line are appreciating and even poor-condition cars are worth restoring. In-depth coverage of body and trim restoration plus mechanical rebuilding tips allow you to restore your car back to top shape.
 213-664 \$44.50



Seat Heater Kit
 A little warmth in the right place can really make cooler-weather drives more comfortable. This therapeutic seat heater has dual zones and two settings to keep your bottom and lower back toasty. Designed to be installed under existing upholstery or seat covers, this kit draws 3.5 amps and is suitable for alternator-equipped cars. Sold as a set for one seat.
 903-250 \$129.95/set



Sprite/Midget HiTorque Starter
 Upgrade your 1958-74 Spridget with this HiTorque starter motor. The kit comes complete with step-by-step instructions and all necessary parts for the conversion.
 541-547 \$272.95 



Hazard Flasher Kit
 This is a period accessory that allows four-way flashers to be hooked up on a British car that wasn't originally equipped with them. Installation requires cutting and splicing of the original vehicle wiring and should be done by someone proficient with British electrical wiring.
 635-625 \$98.95

Alternator Upgrade

Moss's new kit juices up MGAs and early Bs

By The Moss Development Staff



Technological advancements allow today's cars to be more reliable than ever. Although true purists demand period authenticity, people who want to spend more time driving their British sportscars and less time repairing them generally embrace advancements. Knowing this, Moss Motors' latest performance system is an alternator conversion kit (Part Nos. 130-078, 130-088) for 1955-62 MGAs and pre-1968 MGBs.

An alternator provides two prominent benefits over the OE generator: greater dependability and increased power output. The stock generator's relay-type voltage regulator wasn't the most reliable unit, and the Moss kit's Lucas alternator produces a maximum 36 amps of power compared to the OE generator's 22 amps. So, the alternator is able to charge the battery while powering more DC accessories: stereo systems, radar detectors, and such. Plus, the alternator generates more juice at lower engine speeds and weighs less than the generator.

Preliminaries

The competent home mechanic should be able to complete the conversion with few worries. Ordinary hand tools are required, as are an impact wrench, wire cutters/crimpers, and a multimeter.

The process also involves converting the car from "positive earth" to negative-ground. This entails swapping the battery cables

(or turning around the connecting wire for cars that have dual 6-volt batteries). Polarity must also be changed on the fuel pump, voltmeter/ammeter, electronic tach, electronic ignition module, and car radio where applicable.

Highlights of the Moss Motors alternator conversion are shown here. For more in-depth information, please visit www.mossmotors.com.



1. Remove the coil from the generator. Position it on the right side of the firewall, marking and drilling two holes for the coil bracket.



2. Mount the coil, then reverse the wires since the polarity will now be negative-ground.



The Moss kit includes a Lucas alternator, pulley, fan, belt, brackets wiring connectors and instructions. The kit also adapts to Moss-supercharged MGBs.



3. If the MG has an electronic ignition, it must be swapped for a negative-ground application. Also reverse the wires on an ammeter or voltmeter if the car has one.



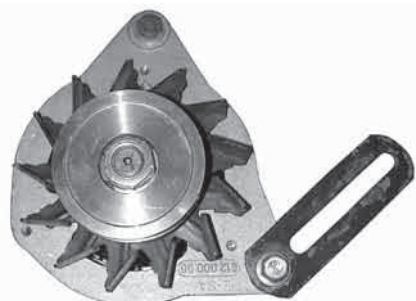
4. If the car has an SU fuel pump with a positive-ground diode, reverse the diode wires/connectors after removing the pump. Solid-state pump will have to be replaced with a new pump (Moss PN 377-225).



5. Loosen the generator's mounting and adjustment bolts, rotate the generator, and remove its belt.



6. Reuse the hardware to attach the kit's alternator bracket to the block.



7. Assemble the alternator with the kit's fan and pulley.



8. Mount the alternator by sliding the slot in the adjuster over the threaded stud on the pillar. Then line up the alternator's front ear with the water-pump bracket and secure using the original hardware. Make sure that the alternator is at full droop.



9. Wire the alternator, converting the original ring-type connectors to spades if necessary; heat-shrink tubing is included in the kit for weatherproof connections. The original yellow/green wire connects to the smaller terminal, and yellow wire can go to either of the larger terminals.



10. Install the new belt: wrap it around the water-pump pulley and then walk it onto the alternator pulley. Put a towel over the alternator, then use a prybar between the alternator and block to tension the belt. Tighten the adjuster nut, allowing 3/16" to 1/4" of belt deflection.



11. Unscrew the regulator and turn it over to access the terminal posts (screw-type shown).



12. Move the yellow wire from "D" to "A" and yellow/green from "F" to "D." Use a multimeter to test continuity and the alternator leads for verification. Remount the regulator.



13. Spade-connector regulators require wire stripping and connection-crimping. Disconnect the yellow wire at the "D" terminal, strip the insulation, and crimp on the kit's male spade connector. At the "A" terminal, identify the wire that doesn't go to the battery, crimp the kit's yellow wire tap on it, and connect the spade connector to the tap. Relocate the yellow/green wire from "F" to "D" using the kit's female spade connector and heat-shrink tubing.



14. Swap the battery cables, ensuring that the negative post now goes to ground. Turn the key to ON and look for smoke or sparks. If clear, start the car and test voltage with a multimeter. Voltage should be above 13 at idle, increasing at higher RPM. 🇬🇧

George Chilberg— Vintage Racer

By Len Emanuelson

Photos by Len Emanuelson & Gordon L. Jolley



George Chilberg couldn't help but be a car enthusiast. As he was growing up in Pasadena, California, his grandfather—who owned a Packard dealership—planted the seed. It's hard to ride around in cars as grand as the Packards of the '30s without being permanently influenced by them. His father had a profound effect as well. While George's dad was attending Cal Tech, hot rodding was taking hold of Southern California. He had a souped-up, stripped-down Model T roadster that he street-raced as often as possible. It was this exposure to a wide variety of automotive experiences that would shape George's enthusiasm for the next 60 years.

In my 30-plus years as an automotive journalist I've met a lot of car crazies, but none like George Chilberg. Why? In my opinion, George is the true essence of a car guy. To begin with, he describes his rambling three-acre ranch in Bonsal, California, as a garage with an attached house. At 73 years young, he is chomping at the bit to race his vintage cars any place, any time. Road course, paved speedway, dirt oval, Bonneville, dry lakes, or hill

George vintage raced the MG across the U.S. in 2004. Here he is in the rain at VIR. In 2003 he was awarded the MG Vintage Racers' annual "Spirit Award" for the driver that best embodies the spirit of MG vintage racing.

climb—bring it on! Last year he hit the road with his 1934 MG L-Type, racing at Buttonwillow, Laguna Seca, Lime Rock, Watkins Glen, and Del Coronado. Most racers in George's position would have pulled that one off with a full pit crew in an enclosed semi truck. Instead, he loaded up his

trailer and dually by himself, crawled behind the wheel, and struck out for Watkins Glen, arriving 3 ½ days later.

There are many other traits that set George apart from typical collectors and vintage racers. Although he is a British car fan at heart, his collection of vintage cars



The MG 1100cc inline six-cylinder gets fed boost from a front-mounted supercharger. An intake tube travels back to the engine, pressurizing the three-port intake manifold.

is very eclectic. Aside from his five ultra-rare British cars, he owns and races a bunch of pre- and post-war Sprint cars, and has a very traditional '32 Ford roadster hot rod. (More on his collection later.) What determines much of what he owns and drives is his love of rare and exotic engines. He's a gear head in the finest sense of the term. There's a sweet-running Ardun-converted flathead in his J2 Allard, a rare (one of six) Miller Indy engine in one of his pre-war sprinters, and a Cunningham-style Chrysler Hemi lurking in a British hand-built two-seat roadster. Heck, there are engines everywhere you look...he even has three engines on display in his study.

As anyone who has raced knows, maintaining a race car is a lot of work, especially when dealing with fragile vintage cars. George does his own maintenance—all but the heavy fabrication and engine building. He has a well-equipped workshop with a lathe, mill, and virtually everything else needed to keep his cars running strong. What I really like about George is his attitude towards his cars: They look great but they are by no means prepped for concours judging. He doesn't pamper them or worry about dings or imperfections. They are used as they were intended—as everyday road cars and all-out race cars. In fact, it's not unusual to run across an oil pan punctured by connecting rods that came loose at 6,000rpm or Model A transmissions that couldn't handle the torque of one of his modified Flatheads. He crashed his prized Rex Mays Sprint Car when it back-flipped off the mountain while competing in a hill climb. Because the car was raced before roll bars were required, the sturdy gas tank in the tail was all that kept George from being seriously injured.

George's affection for British cars began when he purchased a 3-Litre Bentley while stationed in the Air Force in England. His innate ability to "wheel and deal" surfaced when he traded the 3-Litre for an 8-Litre Bentley, then a 4 ¼ Bentley and finally a V-12 Lagonda Rapide. He learned early on that to successfully trade in



A vintage Volume-Ex supercharger is driven off of the front of the crankshaft and draws fuel through a large Solex carb that extends through the grille shell.



The rear of the L-Type is pretty basic with semi-elliptical leaf springs, N-Type axle and friction shocks. The modern Supertrap exhaust is the only way to dampen the piercing exhaust note.



George is a pretty big guy and there is barely enough leg room for him to drive the L-Type. Besides the huge mechanical tach, the vintage banjo-style MG steering wheel adds a touch of class.



Would your wife let you display engines in the house? George has three vintage engines in his study—these OHV-converted Model As and a fully hot-rodded Flathead Ford V8.

► One of the most famous race cars George owns was driven by Rex Mays in '48. George flipped it in a hill climb event then totally restored it to original with a 220 Offy engine.



When George isn't racing the MG he turns to his vintage Sprint cars. He runs them at dirt ovals like Calistoga, hill climbs, road courses, and even tracks like California Speedway. The Blue-Green Special has a rare Miller four-banger and runs in pre-war events. The white car was built by Bill Ewing and has a Ford Flathead with an extremely rare set of Arnold J. Birner (AJB) OHV heads.



George poses with the bulk of his British car collection. Besides the MG Type-L he has a J2 Allard, Lagonda LG 45 Rapide and a Bentley Continental R-Type.



The Challenger is one of George's latest projects. It has quite a history. The alloy body was built by Brit Paul Emory and the engine will be an early Chrysler Hemi.



A pristine 354cid Chrysler Hemi will power the Challenger. It is riding in a '49 Ford chassis with an independent rear suspension.

these cars required certain disciplines, like knowing everything there is to know about the vehicles you are interested in—including where they are at all times, who owns them, and how to get in touch with the current owners. George has huge files on individual cars filled with their history and correspondence to current and previous owners. Has this diligence paid off? Well, considering that George has paid literally pennies on the dollar for many of the rare and expensive vehicles in his collection, we'd say it has. Let's take a look at what he's got.



George has owned the '50 Allard J2 for many years. He vintage raced it for a few years, and has decided to sell it less engine. The car needs a full restoration.



The Allard has a very impressive Arduin-converted Flathead Ford engine. It features period-correct carbs on a log style manifold. This engine is music to any racer's ears.

The current car that George is most well known for in the vintage-racing community is his 1934 MG L-Type K3 recreation. It was built by Len Bull in the '60s using an L-type frame and N-type axles. The rear uses a standard N live axle and the brakes are cable-operated mechanical brakes. The car is powered by an MG 1100cc SOHC six-cylinder engine

with a front-mounted Volume-Ex supercharger and a huge Solex carb sticking through the grille shell. There were approximately 23 K3s built for racing; all but one were two-seater bodies for sports car racing.

George has driven the wheels off his single-seater and was presented the MGVR "Spirit Award" two years ago at the annual "Focus Event" weekend at Virginia International Raceway's Gold Cup vintage race. More than 70 MGs showed up for the event. The winner of the Spirit Award is selected by a vote of all MG racers at the event. They select the MG driver that best embodies the "Spirit of MG Vintage Racing."

Another British car that George raced for a period of time is his 1950 Allard J2. He purchased it out of the *Auto Trader* in the '80s. It came with the 24-stud Flathead Ford engine that was standard equipment in most J2s. (Many of the 90 J2s built were shipped to the U.S. without engines, and their new owners installed OHV Cadillacs, Nailhead Buicks, and Chrysler Hemis.) Allard fans consider the ultimate powerplant to be a Ford Flathead fitted with an Arduin OHV conversion designed by Zora Duntov. This engine package was light, made excellent power, and the torque didn't overpower the chassis like the bigger domestic V8s did. So George built an Arduin with four Stromberg carbs and swapped it into the Allard, retaining the three-speed Ford gearbox. The car is in bare aluminum and needs a full restoration, but George is looking to sell the car (less Arduin) because he has too many projects in the works.

One of the prettiest and most rare cars in George's collection is his 1937 LG45 Lagonda Rapide. Lagonda was actually founded by American Wilbur Gunn in 1899. He set up a small manufacturing facility in Staines, England, where he produced Lagonda automobiles until it was sold to Aston-Martin in the late '40s. Lagonda quickly built a reputation as a world-class sports car by winning Le Mans in 1935. George's LG45 is the last of only 25 built. It is a magnificent open touring car with classic front-end styling and a boat tail rear. George

likes driving the open-air Rapide with its torquey 4.5L engine and plans on spending more time driving his road cars and less time racing this year.

George is still a Bentley guy at heart, and his favorite car in the garage is the 1952 Bentley R-Type Continental. He considers it the "Ultimate Collectible Bentley." He loves the fastback lines of the alloy body and the fact that it was the fastest production four-seater built in 1952. Thanks to a slightly hot-rodged Rolls-Royce engine, it would top out around 120 mph—faster than the production tires were rated for at the time. After years of looking, George found the R-Type advertised in the *L.A. Times*. It turned out to be number eight of the 208 R-Type Continentals built between 1952 and 1954. It holds the distinction of being the first left-hand-drive model ever built. George has been a member of the Bentley Drivers Club for more than 50 years. The R-Type Continental is certainly a fast and comfortable way to attend club meetings and events.

One of the most interesting vehicles George is working on is the Challenger. It is an offshoot of the Challenge, a single-seater road-race car built by Brit Reg Parnell in '38 or '39. Parnell built the car to run against the Mercedes and Audis in the lower formula. The Challenge was designed for an engine that was never built, a large-displacement, DOHC six-cylinder MG. Instead, it was run with an ERA engine before the war and a roller bearing DeLage engine after the war. The car was never successful and was purchased by fellow Brit Paul Emory, who installed a V-12 Lagonda engine and gearbox and a two-seater alloy body of his own design. Emory outfitted the car with four large fuel tanks, which leads George to believe that Emory intended to race it at Le Mans. It was unsuccessful as a sports racer too, so it changed hands a number of times. A U.S. Army Captain brought it to the States sometime in the '50s, and it eventually ended up in a salvage yard in Arizona. Someone who saw the car knew that George Chilberg was a Lagonda expert and put the car and George together.



This 1952 Bentley R-Type Continental is George's favorite car in his collection. It was the first left-hand-drive R-Type built and features a curvaceous alloy body.



The Torpedo-Back styling is striking from the rear. George has been a member of the Bentley Owners Club for more than 50 years. The R-Type was the fastest production four-seater in 1952.

George purchased the car for a small sum of money and put it away for a few years. Finally he was contacted by Dean Butler from the UK, who told George that some Brits wanted to restore the Challenge because there were so few British single-seat race cars built in that era. All that Butler wanted was the engine and chassis, so George struck a deal to keep the body and trade the engine and chassis for the MG L-Type he now owns and races. (Pretty shrewd horse-trading.)

So now George is reconstructing a two-seater road car with the Emory-built alloy body that he mounted to a '49 Ford frame he located that has a fully independent rear suspension. The wheelbase has been stretched to 102 inches, and the frame's width is nearly a perfect fit for the body. A beautifully turned-out 354cid Chrysler Hemi with multiple era-correct Carter carbs will provide the power, backed up by a modern four-speed transmission. It will certainly be a one-of-a-kind conversation piece with a lot of British car heritage.

Besides the Challenger, George has a vintage Sprint car under construction. George lives with his



Another favorite road car of George's is this '37 Lagonda LG45 Rapide, one of only 25 ever built. The side exhaust and boat tail rear lend a Cord-like flavor.



Dual carbureted, the Lagonda inline six cylinder is beautifully detailed. George claims it has a lot of torque and is an excellent high-speed cruiser.



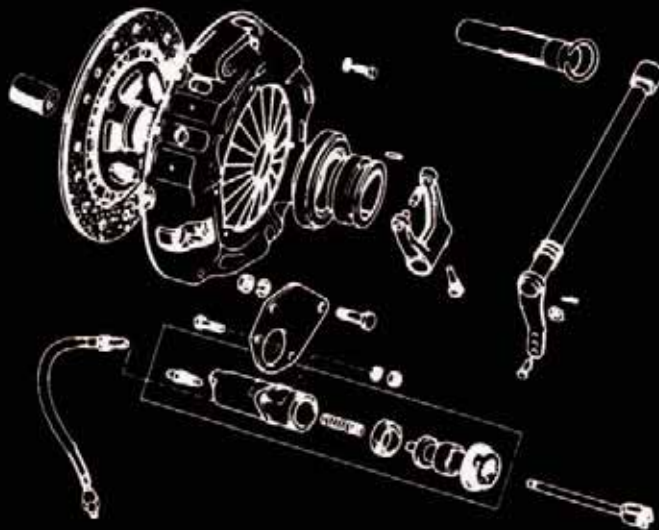
Elegant is the only way to describe the coachwork and trim on the Lagonda Rapide.

beautiful wife Janet of 44 years and his faithful Great Dane Lucy. He stays in racing shape by swimming 50 laps in his pool every day. More important, he has the energy and drive of a 40-year-old. Good thing: Maintaining close to 15 cars is no small feat, but it has its rewards. One of George's proudest moments was receiving the Rolex Cup award at the 2004 Monterey Historics at Laguna Seca. 🇬🇧

TR6 Clutch Replacement

Fixing the friction, upgrading the flywheel

By Rob Mullner



The days of learning something via the “trial and error” method are rapidly disappearing now that the Internet can connect you with a bloke or a blog that’s done exactly what you are contemplating (no matter how strange or scintillating). Applying this phenomenon to the TR6, you can find step-by-step instructions on how to drop a V-8 into your Triumph as well as numerous images of ghastly scoops, flares, and other Bondo-induced horrors sprouting from these handsome classics.

Back when I had more available time than money, I learned how to replace my worn clutch since I couldn’t afford to take it to a “real” shop. After reading the Robert Bentley *TR6 Workshop Manual* for the tenth time (my favorite bedside companion for many years), I felt prepared to attack my first clutch job.

Much like surgery, the first step is a thorough cleaning of the patient, so I removed all of my maps, papers, books, and cassettes. Then I delicately removed the snapped-in sections of carpeting, laying them out in a neat pile. With the clutch nearly in my sights, I disconnected the battery, unplugged the spindly, dried-out wires behind the courtesy light switch and the radio power and antennae leads, and removed the center tunnel support. After removing the bolts securing the seats to the floor tracks and putting them gently on the floor, I was staring at a big hunk of

cardboard. Upon removing the bolts, washers, and metal-plate hardware, the oil-soaked cardboard tunnel came free.

Once the transmission is out of the car, we recommend carefully disassembling and cleaning the following:

1. Clutch release-fork securing pin—this is tricky because the pin’s square head usually twists off its threaded body. Consider using one of Moss’s upgraded pins each time you replace the clutch.
2. Remove the bolt holding the shaft in place on the right side of the bellhousing.
3. The clutch release fork has two small bearings that the throw-out bearing travels on—make sure that these bearings and the grooves of the throw-out bearing’s sleeve aren’t damaged, which will increase the amount of effort required to engage the clutch. Take the sleeve and a new throw-out bearing to your local machine shop to have it pressed onto the brass sleeve.
4. The shaft the fork attaches to should be cleaned, the ends where it engages the transmission should be examined for wear, and the bushings they ride on should be replaced. Don’t lose the spring that sits between the outside edge of the clutch shaft and the left side of the transmission.
5. This is also an opportune time to change the oil.

Clutch & Flywheel Options

Moss has various clutch and flywheel options. Clutch-assembly offerings are Borg & Beck (an OE supplier) and LUK, which acquired Laycock, another OE TR6 supplier. Enthusiasts generally feel that the Borg & Beck pressure-plate spring tension is higher and thus better suited for modified-engine applications. Another difference is that Borg & Beck pressure plate and discs are available separately, while LUK only offers a complete assembly. Also, Moss doesn’t recommend mixing and matching LUK and Borg & Beck components.

For the flywheel, if the existing unit looks unmarred, you might be able to reuse it as-is. However, having the flywheel resurfaced by a machine shop or replacing a worn one with a new unit is always recommended.

Another alternative is to “resto-mod” your Triumph with Moss’s trick aluminum flywheel. Weighing only 11 pounds compared to the stock 33-pound piece, the aluminum flywheel is one of those beautiful parts that nobody sees. It’s CNC-machined to aerospace standards, has a replaceable wear surface, and comes with the starter ring-gear attached. The benefit is improved throttle response—the engine has less weight to overcome. The trade-off is a slight increase in noise (less mass to absorb sound and vibration).

Re-Entry

To reinstall the trans, first smear a dab of lithium grease on the nose of its input shaft. Then ensure that the engine and transmission bolt holes are on the same plane by gently lifting the backend of the engine with a floorjack if necessary (a wood block under the oil pan works nicely). Once engine and trans are level, they'll mate with little effort. Use the tail-mounting bolts to hold the tranny to the chassis, then install the four driveshaft fasteners and the other nuts and bolts



1. Prep steps include removing a seat for easier access, removing the carpet and trans tunnel, and raising and securing the car.



2. Unbolt the driveshaft from the trans output shaft, then remove the two bolts that mount the tranny's tail to the chassis.



3. Strip the tranny by removing the 17 fasteners of various sizes and lengths. You'll also need to disconnect the speedo cable and the pin securing the clutch slave cylinder pushrod to the transmission cross-shaft from the left side of the tranny. Also, secure the starter and clutch slave cylinder, which are soon to be homeless.

that secure the engine and gearbox. Don't forget to re-install the speedo cable and clutch slave pushrod pin and cotter key.

If you have a hydraulic bleeder, you can bleed the clutch yourself. If not, ask a friend to pump the clutch a few times while you bleed the slave cylinder. (Servicing clutch hydraulics is beyond our scope here.) Finally, reinstall the carpet, seats, and dash support and reconnect the wires where you found them. Then you can enjoy your new clutch.



4. Two bolts on the bellhousing are obscured by the bulkhead. Then the tranny can be clean-and-jerked out through the top.



5. Remove the six bolts that hold the clutch cover to the flywheel. Then, the pressure plate and disc pop off with minimal effort.



6. Remove the four bolts that hold the flywheel on the crankshaft. Resurfacing or replacing the flywheel is always recommended, as is using a new pilot bushing.



7. Here's Moss's lightweight aluminum flywheel, which installs the same as the stock unit. The new clutch assembly bolts up by using the required alignment tool and torquing the six bolts in a star pattern per the instructions' specs.



8. Triumph transmission guru Herman van den Akker recommends a "belt and suspender" safety solution for the strength pin (blue arrow). Here, a new Moss high-strength pin is bolstered by a second pin (pink arrow), then both are safety-wired. Note the lithium grease on the trans input shaft.



9. Consider upgrading to a modern plastic transmission tunnel cover and seal kit. Paper (cardboard) versus plastic, the difference is obvious with a better seal that keeps out more noise and fumes. 🇬🇧

Moss Parts List

212-780	Robert Bentley TR6 Shop Manual
596-055	TR6 Clutch Release-Fork Securing Pin
595-010	TR6 Throw-Out Bearing
330-500	TR6 Flywheel Pilot Bushing
593-030	TR6 Borg & Beck Clutch Assembly
593-040	TR6 Luk Clutch Assembly
460-676	TR6 Aluminum Flywheel
857-125	TR6 Plastic Trans Tunnel Cover
680-428	TR6 Trans Tunnel Seal Kit

MGB Floorpan Replacement

Do it yourself and save \$500—
and your shoe soles?

Floor pans are one of the most rust-prone areas of British sports cars. Rust has a way of hiding and prospering under carpeting. Once rust is discovered, carpeting becomes a way to keep it out of sight and temporarily out of mind. But ignoring rust doesn't make it go away. The sooner rust is dealt with, the less likely the car will ever develop Fred Flintstone syndrome.

My '76 MGB's floor pan was badly rusted. I went to a local professional restorer, who quoted \$500 plus parts to do the job. He gave me a lot of free tips, and I decided to do the job myself. When I finished, I went back and told him he isn't charging enough!

A few of the major steps are shown here. (We didn't put down the tools and photograph every procedure, particularly the ones that take place under the car.) Afterward, you might treat yourself and your B to new sound-deadener and carpet.

Replacing rotting pans won't win you the Nobel Prize for curing cancer, but you can take pride in knowing that your car's floor is rust-free. For now...



By T. Keith Vezina, British Motoring Club New Orleans



2. Both OE and reproduction floor pans are available for the MGB from Moss. The OEM replacement pans (P/N 458-885, 458-875)—one per side—have the nuts for the seats and the studs for the brake and fuel-line clamps already welded in place.



3. Instead of welded-on nuts and studs, replica pans (P/N 458-950, 458-955) have an extra 1" vertical lip of sheetmetal all around.



1. This cancer is malignant. MG engineers likely didn't have bonus ventilation in mind when they designed the B.



4. Replica pans were chosen here because of their extra "meat" for the rusted-out transmission-tunnel sheetmetal.



5. Before cutting out the old pans, measure and re-measure the locations of the seat nuts and line clamp studs. Transfer these dimensions to the new pans.



6. We began by raising the car as high and level as possible before securing it on jackstands. From underneath, we then drilled holes at the edges of obstructions. We used these holes as a guide when cutting out the old pans from above.



7. Using an air-powered body saw, we cut out the old pans.



8. After removing as much as possible with the body saw, we attacked the spot welds with an air chisel. We put the chisel between the remaining floor pan sheetmetal and the body sheetmetal. (Be careful not to cut the latter.)



9. Once all of the pan was out, we ground all of the spot welds smooth and sanded the rusty metal.



10. Use the seat rails to locate the seat nuts perfectly. If you don't get this right, you'll have to slot the seat-rail holes.



11. Because of crossbrace interference, the seat nuts must be welded onto the new repro pan before it can be installed.



12. On the replica pans, we trimmed away most of the vertical sheet metal. We left it only where we had rust-throughs on the body.



13. After several fit-and-trim procedures, we marked the edges of the body sheetmetal and braces on the pan from underneath. Using these marks, we drilled 3/16" holes about every 1.25 inches for spot welds.



14. To assure good welds, we used two hammers (one under the panel as a back-up) to flatten the drilled holes.



15. We used a heavy weight to keep the pan flat and in position while welding.



16. Spot-weld the new panel in place. (Always have a fire extinguisher on hand—better to have it and not need it than the other way around.)



17. After the pans were welded in, I sprayed their bottoms with undercoat, applying two coats at the seams. After a coat of primer was dry, I caulked the inside seams with a good butyl rubber caulk. (Do not use silicone caulk, which can release acetic acid as it dries.) I then used a high-quality primer on the interior surfaces of the pans and any bare metal.



18. OE-style sound-deadening pads (Moss kit P/N 409-128) are asphalt-based and can be applied to clean floor pans. A more modern alternative that absorbs sound and offers heat resistance is Dynamat (P/N 409-026). This peel-and-stick dense foam material has a foil backing and can easily be cut with scissors. 🇬🇧

Triumph TR250/TR6

By Rick Feibusch



The Triumph TR6 just might be the last mid-sized British roadster bargain. While exceptional examples are in the \$15,000 area, very presentable “drivers” can still be had for about ten grand. This buys a gutsy little roadster with lots of bottom end, a snarly exhaust note, and an interior that can accommodate real American adults. These cars are just coming into their own because younger enthusiasts remember them from their “glory days,” a full two decades later than most MGTD and TR3 devotees.

While the TR250 and TR6 were engineered and introduced during turbulent times (corporate mergers, British auto-worker strikes, American longshoremen strikes, yearly changes in U.S. smog and safety rules, and the first onslaught of the Japanese auto invasion), they still sold well. American enthusiasts embraced this entertaining, open-topped, modern-looking sportster that still retained traditional road feel.

The late-sixties were an odd time for sporting cars in America. While some American auto enthusiasts opted to buy huge-engined musclecars, others became interested in the lighter, more agile, highly refined, and stylishly minimal Euro fare. The British interpretation of muscle was tempered by their limitations. Saloons were the industry’s bread and butter, so investment in sportscar development was minimal. The biggest motors available were inline sixes, and the carryover sportscar chassis still contained design elements that went back well before WWII.

The predecessor to the TR6—

*Actor Alan Alda became a Hollywood connection to Triumph when the automaker sponsored M*A*S*H during the mid-1970s.*

the TR250 (TR5 outside the U.S.; see sidebar)—looked like a four-cylinder TR4 and was only available for the 1968 model year. It shared the TR4’s IRS and low, rearward engine positioning, giving the TR250 the advantage of smooth, torquey six-cylinder power without diminished handling.

Introduced for the 1969 model year, the TR6 was immediately well received. With the Austin-Healey 3000 being discontinued in 1967, few “mid-priced” six-cylinder sportscars were available. The TR6’s look moved the headlights out to the fenders and flattened the bonnet to make the car appear wider. The rear was stylishly cut off at an angle, tilting in at the bottom and creating a semi-Kammback look that was popular at that time. Most everyone liked the way the TR6 drove. The torque made driving in traffic much easier, and the lazy sixes seemed to last forever.

The 1969-72 models were essentially all the same. The 1973 TR6 sprouted a chin spoiler and the 1974 got big rubber blocks instead of bumper guards in order to meet the U.S. safety requirements. In 1975, new laws raised the bumpers again, and the parking lights had to be relocated to under the big rubber bumpers. Four different stripe kits and a few different bootlid racks were available. The TR6 has the strange distinction to have been born way too late for the “classic” British sportscar movement yet was one of the last cars to include most of those vintage motoring nuances that

we enthusiasts hold so near and dear to our hearts.

We asked TR6 owners about their experiences on the triumphs@autox.team.net Internet list.

Why Buy A TR250/TR6?

John Voelcker from New York City said, “We wanted a traditional British sportscar, and the TR6 was bigger, beefier, and butcher than an MGB—that throaty exhaust note!” Hugh Barber of Hollister, California, wrote, “I saw one when I was in high school and just loved the looks of it. Also I used to crew for my father’s racing efforts and was exposed to Group 44’s TR6—what a car!” Jim Hill from Madison, Wisconsin, stated, “Having owned a Healey 100-6 and a Triumph TR4 when they were new, I figured that the TR6 was the next sportscar I’d have bought. I considered various Healeys, Lotus Elite, 308 Ferrari, AC Ace, etc., but all were either too expensive to buy or maintain, or too difficult to find parts for.”

Good Points

Rien Corzilius, who owns a European-spec TR5, responded from Amsterdam, Netherlands: “Looks great. Power up to 150 HP. Speedy with overdrive and 15” rims. Simple to work on (bolts-and-nuts car). Good rally car. Excellent fit for a not-so-tall person. (MGA is for the tall ones.) Keeping their value.” Tyler W. Hancock from Richmond, Virginia, is sold on the TR6’s durability under many conditions: “The TR6 is able to

be raced on the track and then driven by my wife to work the next day, the only change being the wheels and tires. The engine is very solid, and every nut, bolt, and body part is available from several suppliers.” John Voelcker adds, “The basic structure of these cars is almost indestructible, and compared to unibodies like the MGB, they can take a lot more rust damage without seriously compromising things. If you’re up to it, a slightly rusted TR6 is probably a better deal than a B with similar rust.” Chuck Easton from Campbell River, British Columbia, sums it up pretty well: “The TR6 is simple and easy to work on—it’s a good starter hobby vehicle. It gets lots of comments from many different types of people.”

Bad Points

Bob Thomas of North Augusta, Ontario, says, “Like many British cars of its era, the TR6 is like a Timex watch—water-resistant, not waterproof when driving in the rain. If you want to have all the modern comforts, buy a Miata! Lucas electrics are another known weakness, although I haven’t experienced any problems myself. I attribute this to good maintenance and perhaps a bit of luck.” Bob went on to say, “Like many owners, I’ve spent a lot of time and money correcting mistakes made by unknowing or uncaring people in the past.”

Aside from the standard rust, accident damage, and bogus restoration woes, look for frame-mount failures that occur quite often in TR6s. Martin Lodawer from Santa Clarita, California, reminds us, “The IRS differential mount on the frame will crack and need to be welded and reinforced, and the lower control-arm brackets on the front must be inspected for cracks. The front end parts are bolt-on, and the rear is easy to do, but these repairs should be checked out and used in determining the value of the car.”



Here’s a page from the special Alda promotion brochure that Triumph produced in 1975.

Another thing to consider, especially if you live in California, is that cars sold in 1976 (some ‘75s weren’t sold until a year after production) still have to be smog-tested.

Owner John Voelcker explains, “The late TR6 is the most unreliable British car I’ve owned, and that’s saying something. The quality was dreadful, and a lot of the regulatory stuff was pasted on without any thought to whether the rest of the car could handle it. And even the ancillaries seem to be made of lower-quality stuff. The funky IRS needs tube-shock conversion to handle decently, but that’s easily available and easily installed.” Lee Daniels of The Woodlands, Texas, remarks, “These days it’s starting to feel a little underpowered considering what automakers are now getting out of engines with fewer cylinders and less displacement.” And Martin Secrest from Arlington, Virginia, chimes in, “The worst thing I can say about my TR6 is that there’s nowhere to put my left foot when I’m cruising down the highway.”

Tyler W. Hancock warns, “The Red Line Radials that come on the car

are pretty, but do not drive them hard as they are unstable. If you want to run your car hard, get a real tire. Also, there is almost nothing on the TR6 that cannot be rebuilt, replaced, or repaired. It all depends on if you want a driver to turn into a show car and

Who Styled the TR6?

As a lifelong British car enthusiast, I jolly well knew that all those interesting Euro-ish bodies found on the less-traditional Triumphs were penned by Italian designers working for Michelotti. I assumed the same for the TR6.

Wrong! The redesign was done by Karmann-Ghia in Germany! The British and Europeans knew this all along, but the factory felt that Americans might presume a VW connection or would be suspect of anything that didn’t have an Italian coachbuilder’s badge of endorsement, so they kept a lid on it. Triumph’s engineering department was designing a number of brand-new cars, and Michelotti was too busy at the time.

K-G approached Triumph with a package deal that combined the redesign and all of the tooling and body dies to be delivered on time, on budget, and with German efficiency. Another interesting aspect is that much of the design input to K-G came from U.S. distributors, who strongly influenced both the grille and rear panel design. —Rick Feibusch

ESTIMATED PRICES

Model	Project	Running	Good	Excellent	Concours
1969–74 TR6	\$3,500	\$5,000	\$7,500	\$9,500	\$14,000
1975–76 TR6	\$3,500	\$5,000	\$7,000	\$9,000	\$13,000
TR250	\$4,500	\$6,000	\$8,500	\$10,500	\$15,000

spend the cash, or keep as a driver, or make it a race car. I've auto-crossed my '72 TR6 for 25-plus years, and my wife still drives it on nice days."

About Values

Buy the best-restored car you can afford unless you have the money and skills to see a restoration through to the end. Buy strictly on condition. The TR6 didn't change that much between 1969 and 1975, so more focus on the car's mileage and condition/quality of restoration than on model year. Tyler W. Hancock reminds us, "Take along someone who knows the car well. Take along an ice pick to see if the frame is solid and to get an idea of the amount of other rust. The purchaser should have someone check the engine's compression and drive the car to check the transmission."

Most of these cars are too old to be tested for emissions, but Californians beware that 1976 models could now be tested forever, so be sure that all of the smog gear is intact.

Stock spec is good, but a little

The Triumph TR250: Rare Roadster

Even though the TR250 looks almost identical to the four-cylinder TR4, inside is more akin to the TR6.

Introduced during hard times and on the verge of the merger between Leyland Motor Corporation and British Motor Holdings to form British Leyland Motor Corporation, the TR250 was the North America version of the car that was marketed in Europe as the TR5.

The TR5 was fitted with a Lucas mechanical fuel-injection system that produced 150 horses at the expense of build cost (adding about \$500 to each car) and the fact that it was not set up for emissions reduction. For America, the factory instead fitted less-expensive, twin Zenith-Stromberg carbs, which would pass smog testing and was more familiar to most American mechanics.

The TR6 was already in development and scheduled for a 1969 release, but Triumph needed a sports car to sell in 1968. Squeezing in between the discontinued-in-1967 Austin-Healey 3000 and introduced-in-'70 Datsun 240Z, the TR250 became the next step down from a Jag with its open top and a torquey six. Though the original "classic" Michelotti body remained intact, love of that look is purely subjective. —Rick Feibusch



Only about 8,000 of the TR5/TR250 were built for the 1968 model year.

"dressing up" doesn't harm value. Wire wheels can increase the value a bit, an overdrive can add up \$1,500, and the handsome factory hardtop will add another \$500. Don't confuse

the American-made Royal Coachman hardtop that was fitted to a number of the earliest cars until the factory top was available. It's a nice bonus but worth zip. 



MARCH

19: British Car Day Show, The British Motoring Club of New Orleans, New Orleans, LA, Bill Breithoff, (504) 488-8560, www.bmcno.org

APRIL

3: Chicagoland MG Club Party, Darian, IL, (630) 964-6101, www.chicagolandmgclub.com

8-10: GoF South, Suncoast Classic MG Club, Sebring, FL, Susan & Warren Maxon, (727) 736-1990, suzy-armana@msn.com, www.ranjos.com/Britcars/Britclub.htm

9: Legends on the Green, The Jaguar Car Club of North Florida, St. Augustine, FL, Gaye Hanley, (904) 716-9572, Ghanley@PerdueOffice.com

16: Pensacola Beach British Car Show, Panhandle British Car Association, Pensacola Beach, FL, Tom Schmitz, (251) 961-7171, tschmitz@ametro.net, www.pbca1.com

17: Rolling British Car Day, San Diego British Car Club Council, San Diego, CA, Steve Kirby, (760) 746-1458, www.sandiegobritishcarday.org

20-24: NAMGAR Regional, North American MGA Register, Key West, FL, (972) 422-9593

22-24: The Gathering, Triumph Club of the Carolinas, Dobson, NC, Steve Ward, (704) 358-6252, tr6driver@yahoo.com, www.Triumphclub.org

22-24: Texas Healey Roundup, North Texas Austin-Healey Club, Pottsboro, TX, Don Lenschow, (940) 433-8276, drtrite@aol.com,

23: British Car Show, Colonial Vintage British Car Club, Williamsburg, VA, Judy Acord, (757) 345-3340, acordjudy@hotmail.com

24: Britain on the Green, Capital Triumph Register, Alexandria, VA, Charlie Brown, (703) 339-5871, cb1500@erols.com, www.capitaltriumphregister.com

24: All British & European Car Day, Dallas, TX, Kip or Debra Lankenau, (972) 243-0440, abcd@kipmotor.com

24: Annual All British Swap Meet, Club T-MG, Portland, OR, Tim Foren, (503) 287-2024, slatskars@comcast.com

28-5/1: South Central Meeting of the VTR, South Texas Triumph Assoc., San Marcos, TX, Joe Kboudi, (210) 884-3036, www.sotxtriumphasn.org

29-5/1: Walter Mitty Vintage Races/MG-TR Challenge, GRM/Classic Motorsports/Moss Motors/HSR, Road Atlanta, GA, (888) 477-5999, www.hsrrace.com

30: British Car Days, British Motorcar Club of New Mexico, Las Cruces, NM, Charles Beard, (505) 525-0993, beard@zianet.com, www.zianet.com/bmcsmn

MAY

7: Britfest, MG Car Club Central Jersey Center, Succasunna, NJ, Charles Tregidgo, (201) 796-8648, ctregidgo@att.net

7: MGs by the Bay, MG Owners Club, San Leandro, CA, Daniel Shockey, (408) 923-3927, mgmogul@earthlink.net

13-14: Sports Car at Tannehill, Birmingham British Motoring Club, Birmingham, AL, David Lavies, (205) 307-9461, ddl@wwisp.com

14-15: Moss Buttonwillow British Extravaganza, Moss Motors/VARA, Buttonwillow, CA, Kelvin Dodd, (800) 882-1349, doddk@mossmotors.com, www.vararacing.com

22: All British Car Show and Swap Meet, The United British Car Club, Dixon, CA, Bill Pugh, anabil@caltel.com, www.ubsc.org

27-29: Champagne British Car Festival, Champaign, IL, Dick Brown, (309) 662-3020, altmgb2@yahoo.com, www.wvbcc.org/cbcb/

28: The Brits Are Back at Hope Lodge, Delaware Valley Triumphs Club, Fort Washington, PA, Steve Klein, (610) 825-2617, klassicar@aol.com

JUNE

- 4: Brits on the Bay, Tidewater Triumph Register, Norfolk, VA, David Hunt, DandD4BB@aol.com, www.tidewatertriumphs.org
- 5: Sports Car and Vintage Auto Festival, MG Car Club of Western New York, Farmington, NY, Dave Wild, (585) 223-1065, www.mgcarclub.com
- 5: All British Car Day, Honolulu, HI, Harvey Henderson, (808) 531-2023, hhenderson@insurlawhawaii.com
- 5: British Return to Fort Meigs, Lake Erie British Car Club, lakeeriebritishnews@att.net, http://lakeeriebritishnews.home.att.net
- 5: Red Mill British Car Day, MG Drivers Club of North America, Clinton, NJ, (908) 713-6251, mgdriversclub@hotmail.com, www.mgdriversclub.com
- 9-12: British V8 2005, Terre Haute, IN, Rick Ingram, (217) 469-2007, Mowog1@aol.com, www.britishv8.org
- 10-12: Gold Cup Historic Races/Healey Challenge, Virginia International Raceway/Moss Motors, Virginia Intl. Raceway, VA, (888) RACE-099, www.virclub.com
- 10-11: Glenwood Springs Rally, Denver-Glenwood Springs, CO, Ron Akin, rakin9@aol.com, www.mgcc.org
- 11: Heartland MG Regional, St. Joseph, MO, Robin Camblin, (816) 795-9628, www.heartlandmg.com
- 12: British Motorcar Gathering, Keystone Region MG Club, Hellertown, PA, Kim de Bourbon, (570) 424-6259, kimdeb@ptd.net, www.keystonemg.com
- 15: Richmond British Classic Car Meet, Richmond Triumph Register, Richmond, VA, Gary Kinney, (804) 527-2190, gckinney@aol.com, www.richmondtriumphregister.com
- 16-18: Rendezvous at the Rapids, Grand Rapids, MI, Minnesota Austin-Healey Club, Greg Lauser, glauser@pressenter.com, www.mnhealey.com/rend05/regform.htm
- 17-18: Brits on the Brix, Toronto MG Car Club, Toronto, Canada, http://mgtoronto.com
- 18: Indianapolis Concours Grand Prix, Indianapolis, IN, Helen Vogel, (317) 822-3533, www.indyconcours.com
- 19: British Car Field Day, Sussex, WI, John Stockinger, (262) 521-1072, johnstockinger@earthlink.net
- 24-25: British Marques in the Park, Windsor-Detroit MG Club, Windsor, Canada, Lise Brown, (519) 258-5987, lise@wdmcc.com, www.mgcars.org.uk

- 24-26: National TRA Meet, Texas Triumph Register, Branson, MO, www.triumphregister.com/TRA2005.html
- 26: All British Car Meet, Chico Area British Car Club, Chico, CA, Tony Rodrigues, (877) 465-9344, etype@sbcglobal.net
- 26: Original British Car Day, Chesapeake Chapter of the New England MG T Register, Buckeystown, MD, John M. Tokar, (301) 831-5300, tokarj@erols.com
- 26-7/1: Austin-Healey Conclave, Winston, NC, Bary Brieton, (336) 249-8869

JULY

- 1-4: Mog-35, Morgan Car Club of Washington DC, Shepherdstown, WV, Thomas Warden, (540) 337-9339, twarden@isp.com
- 6-9: GoF Central, Bloomingdale, IL, Jerry Cihak, (708) 246-6951, jerrycichak@aol.com
- 7-10: MG2005, North American MGB Register, Olympia, WA, Steve Hanegan, (206) 365-5807, http://MG2005.com
- 8-10: Rally in the Valley, Okanagan British Car Club, Kelowna, Canada, Joan, ritv05@uniserive.com, www.obcc.ca
- 9: British Car Show Within A Show, Columbus, OH, Bill Blake, (614) 403-1074, billblake@thekayesco.com, www.BuckeyeTriumphs.org
- 11-15: GoF West, Central Coast MG Clubs, Buellton, CA, Larry Long, (805) 937-3784, emgeeguy@aol.com
- 12-16: GT30, North American MGA Register, Mackinaw City, MI, Curt Smith, (734) 697-4363, Smith32670@aol.com, www.gt30blackmga.com
- 16: London to Brighton Run, The Indiana British Club, London, IN, Don Hayman, (317) 887-3867, mgdr@quiknet.net
- 16: All British Car Day, Ottawa, Canada, Frank Rizzuti, www.britishcarday.ca
- 17: British Car & Motorcycle Show, Ohio Valley Austin-Healey Club, British Car Club of Gt. Cincinnati, Cincinnati, OH, Bob Merten, (513) 941-4911, bobmert@fuse.net, www.bccgc.com
- 23: All British Field Meet, Puget Sound British Auto Society, Bellevue, WA, Arnie Taub, (425) 644-7874, ataub@worldnet.att.net, www.abfm.com
- 24: All British Car Show and Swap Meet, Central Coast British Car Club, Oxnard, CA, Dave Wellwood, (805) 469-7842, dswellwood@hotmail.com

- 26-30: Vintage Triumph Register National Convention, Illinois Sports Owners Association, Rockford, IL, Tim Buja, (815) 332-3119, buja@insightbb.com, www.vtr2005.org

- 31: British Car Show, Positive Earth Drivers Club, Lakewood, NJ, Paul Johnson, (732) 681-1686, j5pmkaa@aol.com, www.pedc.org

AUGUST

- 6: British Car Day, Southwestern Ohio Centre of MG Club & Miami Valley Triumphs, Dayton, OH, Skip Peterson, (937) 293-2819, MGBSkip@aol.com
- 10-14: Austin-Healey Encounter, Philadelphia Region of the Austin Healey Sports & Touring Club, Valley Forge, PA, Leo Kob, (610) 265-3455, encinfo@austin-healey-stc.org, www.austin-healey-stc.org
- 12-14: Northwest All Triumph Drive-In, Tyee Triumph Club, Olympia, WA, John Nikon, (206) 325-8554, jsjgnicon@juno.com, www.tyeeetriumph.org
- 18-19: Grand Lake Tour, The MG Club of St. Louis, Grand Rapids, MI, Robert Rushing, mgslime@swbell.net
- 18-21: University Motors Summer Party, Grand Rapids, MI, John Twist, (616) 682-0800, www.universitymotorsltd.com
- 26-28/05: Drive-In #9, MG Drivers Club of North America, Killington, VT, (908) 713-6251, mgdriversclub@hotmail.com, www.mgdriversclub.com

- 27-28: Greater L.A. British Car Meet show and tour, Van Nuys, CA, Rick Feibusch, (310) 392-6605, rfeibusch1@earthlink.net

SEPTEMBER

- 10-11: Northern California British Car Meet show and tour, Palo Alto, CA, Rick Feibusch, (310) 392-6605, rfeibusch1@earthlink.net
- 11: Battle of the Brits, Detroit Triumph Sportscar Club, Sterling Heights, MI, Suzanne Snyder, (586) 979-4875, snydleydog@yahoo.com, www.detroittriumph.org
- 17: Fallfest, Dover, NJ, Larry Gersten, (908) 879-3993, austhealey@aol.com
- 17-18: Colorado Conclave, Denver, CO, Alan Magnuson, Alan.Magnuson@qwest.com
- 23-25: Indy British Motor Days, The Indiana British Club, Indianapolis, IN, Don Hayman, (317) 887-3867, mgdr@quiknet.net
- 28: Taste of Britain, The Lancaster County MG Club, Lancaster, PA, Sally Harbold, (717) 292-0579

OCTOBER

- 2: San Diego British Car Day, San Diego, CA, Steve Kirby, (760) 746-1458, www.sandiegobritishcarday.org
- 6-9: GoF, Southeastern MG T Register, Hiawassee, GA, Ellis Carlton, (770) 457-4561, callelaine@mindspring.com
- 9: Hunt Country Classic, Middleburg, VA, Tom Herrick, (703) 933-0811, www.mgcarclubdc.com

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



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'75 XJ6C: Rare, 58,960 miles, new interior, body condition and motor excellent, drive home. \$7,500 OBO, J. Ball, 941-378-2615, FL



'87 XJC-V12: 29K miles, like new, no rust, no disappointments, new tires, brakes & battery, stored indoors. \$14,000, 208-342-4918 home, 208-343-4474 office, 208-343-4494 fax, ID



'93 XJS-6: With rare 5-speed trans, exterior and interior in exc. cond., top and tires in good cond., everything works, car runs and drives superbly, 95K miles. Asking \$14,900 OBO, 616-891-7581 evenings, MI

MG



'52 MGTD Special: Built in '56 using TD 14605 as a race/rally car, incl. MGA 1500 engine, trans, rear end & front disc brakes, frame-off restoration to high standard, recent cosmetic resto. incl. new Pirellis, Moss interior, top, tonneau, Brooklands wheel & Optima battery, photo documentation of all phases. \$22,500, BanditoTD356@aol.com, 801-277-7268, UT



'54 MGT: Good condition, all original except for top, summer driven only, garage stored. Asking \$15,000, sherrieemerson@netscape.net, 308-665-2789, NE



MG TF 1800 by Victor Motors: Very dependable, Weber carb conversion, electronic ignition, enjoy turning heads wherever you go. \$14,500, poolsafety1@aol.com, 850-434-5524, FL

Classified Ad Submissions

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'77 MGB: Original paint, never any rust, garaged, good daily driver or easy restorer, new tires. \$3,300, 828-778-4064, western NC



'67 MGB-GT Special Edition: Medium gray exterior, black interior, good condition, runs well, lovingly cared for. \$5,000, brujac@zoominternet.net, 724-794-5666, PA



'79 MGB: Arizona car, recent restoration, 8,000 miles on rebuilt engine, new paint, new windshield, new interior, tires, etc. \$6,800, 541-265-5200, Newport, OR



'79 MGB Limited Edition: 2nd owner, rare original car, like-new condition, just over 43K miles, everything works, has electric overdrive, \$1,000 in new spare parts: hard top, good soft top. Appraised at \$8,500, must sell, \$7500 firm, serious inquiries only, rmarikos@cox.net, 619-787-2339 or 619-501-2655 (please leave message), CA



'68 MGC-GT: Rare, only 1,700 imported of 4,500-car production, very good condition, OD, new tires, new interior, all maintenance records for past 8 yrs., 120K. Asking \$8,970, 206-546-2232, WA



'80 MGB Limited Edition: 43K original miles, new top, distributor, carb, heater core, fuel pump, battery, U-joints, fuel tank, numerous switches/bulbs, plus '74 1/2 parts car. \$4,000 or trade, 360-276-4870, WA



'69 MGB-GT: 4-speed trans, new interior, both floor pans replaced, rebuilt heads and carbs, recent tune-up, tires new, brakes are good, body painted several years ago, car starts and runs very good, 86K miles. Asking \$5,900 OBO, 616-891-7581 evenings, MI



'80 MGB Limited Edition: 49,500 miles, runs great, no rust, always garaged, 3rd owner, misc. new parts and undercoat since 7/03, will scan or mail photos if interested. \$5,500, 563-872-5130, IA

TRIUMPH



'62 TR4: Frame-off resto, rebuilt TR4A engine, new chrome wire wheels, roll bar, seatbelts with shoulder harness both seats, overdrive, 79K miles on odometer. Asking \$13,500, 949-586-5143, CA



'63 TR4: Full professional restoration—engine, trans rebuilt, new interior, great new paint job, will be done 2/15/05, for more pics email Ben.cissell@comcast.net. \$12,000 OBO, Ben, 615-599-8774, Nashville, TN



'70 TR6: Original owner, soft top, boot & tonneau, clutch & misc. parts, looks & runs good. \$6,000 OBO, Mike, 702-368-7906, filmpros@juno.com, Las Vegas



'75 Spitfire: Mileage unknown, odometer reads 17,800, new gas tank and fuel pump. \$1,500 OBO, 740-653-7305, OH



'79 Spitfire: New vinyl interior, shocks, and tires, BMW blue paint, no dents or rust, runs and looks great, 56K miles. \$5,995 OBO, 317-782-0433, Indianapolis

OTHER




'62 Morris pickup: Rare, 1275 MG engine, front disc brakes, electronic ignition, rebuilt transmission, rebuilt rearend. \$7,500, DaveMarkland@msn.com, 317-996-4626, IN



'55 Sunbeam-Talbot Mk IIA Saloon: 32,500 original miles, no rust ever, some age patina, excellent condition otherwise, full details and pix: olfud@sbcglobal.net. \$9,500, 847-395-8024 evenings, IL



'63 Austin Mini-Cooper: RHD, Cooper "S" head, electronic ignition, coil spring suspension, many new parts. \$7,500, DaveMarkland@msn.com, 317-996-4626, IN 

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Brake Components

Description	Application	Part No.	Reg.	SALE
Brake Master Cylinder	BN1, BN2	021-142	377.95	306.95
Brake Master Cylinder	BN4 to C.E.48862	513-326	214.95	187.95
Brake Master Cylinder	BN4 from C.E.48863, BN6	513-320	209.95	170.95
Brake Master Cylinder	BN7, BT7, BJ7 (without servo)	513-318	92.95	75.95
Brake Master Cylinder	BN7, BT7, BJ7, BJ8 (with servo)	581-100	178.95	144.95
Brake Servo, Lockheed Replacement	BN7, BT7, BJ7, BJ8 (with servo)	981-173	665.95	539.95
Wheel Cylinder, RH Front	BN1 to C.E.221403, BN4, BN6 (wire)	021-149	102.95	83.95
Wheel Cylinder, LH Front	BN1 to C.E.221403, BN4, BN6 (wire)	021-146	102.95	83.95
Wheel Cylinder, RH Front, Wire Wheel	BN4, BN6	021-149	102.95	83.95
Wheel Cylinder, LH Front, Wire Wheel	BN4, BN6	021-146	102.95	83.95
Wheel Cylinder, Rear	BN1 from C.E.221536-BN6	021-159	31.95	25.95
Wheel Cylinder, Rear .75"	BN7, BT7, BJ7, BJ8	021-161	64.95	52.95
Caliper Piston, Stainless Steel	BN7, BT7, BJ7, BJ8 to (c)26704	021-176	33.95	27.95
Caliper Piston, Stainless Steel	BJ8 from (c)26705 on	582-095	34.95	28.95
Brake Disc	BN7, BJ8 to (c)26704	021-170	80.95	65.95
Brake Disc	BJ8 from (c)26705 on	021-171	63.95	51.95
Brake Disc Set, Grooved X drilled	BJ8 from (c)26705 on	586-620	180.95	157.95
Brake Hose, Front	BN1, BN2, BN4, BN6	584-070	35.95	29.95
Brake Hose, Front	BN7, BT7, BJ7, BJ8	021-162	23.95	19.95
Brake Hose, Rear	BN1, BN2, BN4, BT7, BJ7, BJ8	584-070	35.95	29.95
Brake Hose, Rear	BN6, BN7	584-050	26.95	21.95
Brake Hose Set, Braided Stainless Steel	BN1, BN2, BN4	582-058	96.95	82.95
Cupro-Nickel Brake Pipe Set	BN1, BN2	585-408	108.95	88.95
Cupro-Nickel Brake Pipe Set	BN4, BN6	585-418	104.95	85.95
Cupro-Nickel Brake Pipe Set	BN7, BT7, BJ7 (without servo system)	585-428	108.95	88.95
Cupro-Nickel Brake Pipe Set	BN7, BT7, BJ8 (with servo system)	585-438	108.95	88.95
Brake Fluid Reservoir	BN1, BN2	582-975	53.95	45.95
Brake & Clutch Fluid Reservoir	BN4 from C.E.48863 thru BJ8	582-980	83.95	71.95

Clutch Components

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Clutch Master Cylinder	BN4 from C.E.48863 thru BJ8	513-318	92.95	75.95
Clutch Slave Cylinder	BN4 thru BJ8	513-316	89.95	72.95
Clutch Slave Hose	BN4 thru BJ8	584-760	23.95	19.95
Clutch Disc	BN1	591-020	172.95	150.95
Clutch Disc	BN2, BN4, BN6	021-140	74.95	60.95
Clutch Disc	BN7, BT7, BJ7 to 29F-H4878	500-100	94.95	76.95
Clutch Disc	BJ7, BJ8 from 29F-H4879	502-505	96.95	78.95
Clutch Cover	BN1 thru BN6	021-135	132.95	107.95
Clutch Cover	BN7, BT7, BJ7	021-136	164.95	133.95
Clutch Cover	BJ7, BJ8	021-139	138.95	119.95

Cooling Components

Radiator Assembly	BN4 thru BJ8	834-990	841.95	681.95 ✓
Radiator Shroud	BN1, BN2	806-410	23.95	19.95
Radiator Shroud	BN4 thru BJ8	806-420	29.95	24.95
Water Pump	BN1, BN2	021-065	119.95	103.95
Water Pump	BN4 thru BJ8 to 29K-H10271	835-020	102.95	83.95
Water Pump	BJ8 from 29K-H10272	580-010	117.95	95.95
Top Radiator Hose	BN1, BN2	021-067	10.30	8.30
Top Radiator Hose	BN4 thru BJ8	570-083	9.95	8.05
Lower Radiator Hose	BN1, BN2	570-021	17.95	14.95
Lower Radiator Hose	BN4 thru BJ8 with heater	570-085	22.95	18.95
Lower Radiator Hose	BN4 thru BJ8 w/o heater	021-068	21.95	17.95

Engine Components

Head Gasket Set	BN1, BN2	524-012	108.95	94.95
Head Gasket Set	BN4 2 Port Head	524-050	159.95	135.95
Head Gasket Set	BN6 thru BJ8	524-051	74.95	60.95
Lower Gasket Set	BN1, BN2	021-052	60.95	50.95
Lower Gasket Set	BN4 thru BJ8	522-025	44.95	36.95
Oil Pump Assembly	BN1, BN2	836-010	639.95	556.95
Oil Pump Assembly	BN4, BN6, BN7, BT7 to (e)29D-H894	021-364	366.95	297.95
Oil Pump Assembly	BN7, BT7 from (e)29D-H894, BJ7, BJ8	021-362	294.95	238.95
Harmonic Crank Balancer	BN4 thru BJ8	031-206	439.95	356.95
Oil Filter Cartridge, Felt Crosland	BN1 thru BJ8	950-070	17.95	14.95
Oil Filter Cartridge, Paper Crosland	BN1 thru BJ8	950-080	11.35	9.15
Rear Crankshaft Oil Seal Conversion	BN4 thru BJ8	833-415	120.95	97.95
Alloy Valve Cover, Polished	BN1, BN2	852-130	349.95	283.95
Alloy Valve Cover, Polished, Engraved	BN1, BN2	852-095	322.95	280.95
Alloy Valve Cover, Polished	BN4 thru BJ8	852-100	299.95	248.95
Alloy Valve Cover, Polished, Engraved	BN4 thru BJ8	852-105	349.95	290.95

Fuel System Components

SU HD6 Carburetor Set	BN4, BN6	370-618	1,663.95	1,447.95 ✓
SU HD6 Carburetor Set	BN7, BT7 (AUC935)	370-638	1,636.95	1,424.95 ✓
SU HD6 Carburetor Set	BN7, BT7 (AUC963)	370-648	1,524.95	1,235.95 ✓
SU HS4 Carburetor Set	BN7, BT7 (triple)	370-658	947.95	824.95 ✓
SU HS6 Carburetor Set	BJ7	370-888	836.95	728.95 ✓
SU HD8 Carburetor Set	BJ8	370-898	1,663.95	1,497.95 ✓
SU Fuel Pump	BN1 thru BN4 to C.E. 60412	377-040	154.95	125.95
SU Fuel Pump	BN4 from C.E. 60413, BJ8 to (c)28224	377-085	352.95	296.95
SU Fuel Pump	BJ8 from (c)28224 on positive ground	377-160	155.95	126.95



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DIRECT ORDER HOTLINE **800.667.7872** OPEN 7 DAYS A WEEK FAX: 805-692-2525 ♦ OVERSEAS: 805-681-3400

Maintenance & Rebuild SALE

Sale prices valid 4/4 through 5/29/05

Fuel System Components (Cont.)

Description	Application	Part No.	Reg.	SALE
SU Fuel Pump	BJ8 from (c)28224 on negative ground	377-165	129.95	105.95
Double Ended SU Fuel Pump	Pos. Ground	377-045	352.95	285.95
Double Ended SU Fuel Pump	Neg. Ground	377-035	352.95	289.95
Rear Air Filter Assembly, Original Type	BN4 thru BJ7 (with twin HD6 carbs.)	806-002	39.95	35.95
Rear Air Filter Assembly, Original Type	BJ8	806-005	39.95	35.95
Front Air Filter Assembly, Original Type	BN4 thru BJ7 (with twin HD6 carbs.)	806-016	39.95	35.95
Front Air Filter Assembly, Original Type	BJ8	806-017	39.95	35.95

Exhaust

Stainless Steel Exhaust System	BN1, BN2	850-015	293.95	238.95
Stainless Steel Exhaust System	BN4 thru BJ7	610-120	435.95	353.95
Stainless Steel Exhaust System	BJ8	850-005	670.95	543.95

Suspension Components

X Rod Ball End Set	BN1, BN2 to CE 228931	021-181	46.95	39.95
X Rod Ball End Set	BN2 from CE228932, BT7, BJ7 to C19190	667-580	40.95	35.95
X Rod Ball End Set	BT7, BJ7 from C19191, BJ8	021-182	46.95	38.95
Side Rod Assy.	BN2 from CE228932, BN4 thru BJ8	667-550	60.95	53.95
King Pin Set	BN1 thru BJ8	021-188	150.95	122.95
Front Inner Wheel Bearing	BN1	866-630	29.95	24.95
Front Outer Wheel Bearing	BN1	620-614	31.95	25.95
Front Seal	BN1	535-055	.6	4.85
Front Inner Wheel Bearing	BN2, BN4, BN6(wire), BN7, BT7, BJ7, BJ8	126-000	9.15	7.95
Front Outer Wheel Bearing	BN2, BN4, BN6(wire), BN7 thru BJ8 to c26704	620-234	23.95	20.95
Front Seal	BN2, BN4, BN6(wire), BN7 thru BJ8 to c26704	535-055	6.00	4.85
Front Inner Wheel Bearing	BN4, BN6(disc)	866-630	29.95	24.95
Front Outer Wheel Bearing	BN4, BN6(disc)	021-200	50.95	41.95
Front Seal	BN4, BN6(disc)	535-055	6.00	4.85
Front Inner Wheel Bearing	BJ8 from c 26705	866-630	29.95	24.95
Front Outer Wheel Bearing	BJ8 from c 26705	126-100	7.95	6.40
Front Seal	BJ8 from c 26705	535-055	6.00	4.85
Rear Wheel Bearing	BN1 Spiral Bevel Axle	127-600	40.95	33.95
Rear Oil Seal	BN1 Spiral Bevel Axle	120-900	3.55	2.85
Rear Wheel Bearing	BN1 thru BJ8 Hypoid Axle	021-174	79.95	64.95
Rear Oil Seal	BN1 thru BJ8 Hypoid Axle	535-085	4.55	3.65
Front Shock	BN1 thru BJ8	655-066	274.95	222.95
Rear Shock, R/H	BN1 thru BJ8 to (c)26704	021-216	160.95	130.95
Rear Shock, L/H	BN1 thru BJ8 to (c)26704	021-215	160.95	130.95
Rear Shock, R/H	BJ8 from (c)26705	021-219	160.95	130.95
Rear Shock, L/H	BJ8 from (c)26705	021-218	160.95	130.95

Electrical Components

Pertronix Electronic Ignition Kit	Neg. Grnd. 6 cyl. with 25D6 dist.	222-415	107.95	87.95
Pertronix Electronic Ignition Kit	Pos. Grnd. 6 cyl. with 25D6 dist.	222-560	124.95	101.95
Pertronix Electronic Ignition Kit	Pos. Grnd. 6 cyl. with DM6 dist.	222-570	124.95	101.95
Mallory Dual Point Distributor	BN1, BN2	143-180	280.95	244.95
Mallory Dual Point Distributor	BN4 thru BJ8	543-040	280.95	244.95
Unilite Electronic Distributor	BN1, BN2 Neg. Grnd. Only	143-155	524.95	472.95

Gear Reduction Starter	BN1 thru BJ8	540-420	244.95	198.95
Clear Front Side and Flasher Lamp Assy.	BN1, BN2	143-450	31.95	27.95
Red Stop/Tail and Flasher Lamp Assy.	BN1, BN2	143-700	36.95	29.95
Clear Side/Flasher Lamp Assy.	BN4 thru BJ8 to 26704	544-050	29.95	24.95
Red Stop/Tail Lamp Assy.	BN4 thru BJ8 to 26704	143-950	36.95	29.95
Clear Side Lamp Assy.	BJ8 26705 on	544-070	60.95	49.95
Amber Flasher Lamp Assy.	BJ8 26705 on	143-660	37.95	30.95
Red Stop/Tail Lamp Assy.	BJ8 26705 on	144-430	43.95	35.95
License Lamp Assy.	BN1 thru BJ8	144-200	27.95	22.95
Ignition Switch Assembly	BN1 thru BJ7	169-108	37.95	30.95
Windscreen Wiper Switch	BN1 thru BJ7	162-100	24.95	20.95
Starter Solenoid Push Switch	BN1 thru BJ7	872-092	36.95	30.95
Head and Side Lamp Switch	BN1 thru BJ7	140-500	32.95	26.95
Overdrive Switch	BN1 thru BJ7	141-240	34.95	28.95
Ignition Switch Assembly	BJ8	140-530	26.95	21.95
Windscreen Wiper Switch	BJ8	141-530	36.95	29.95
Panel Light Switch	BJ8	141-210	9.40	7.60
Overdrive Switch	BJ8	141-210	9.40	7.60

Body Trim & Fittings

Front Bumper Bar	BN1, BN2	854-260	361.95	314.95
Rear Bumper Bar	BN1, BN2	854-270	371.95	323.95
Front or Rear Overrider	BN1, BN2	454-010	39.95	32.95
Front Bumper Bar	BN4 thru BJ8	991-353	150.95	122.95
Rear Bumper Bar	BN4 thru BJ8	991-356	145.95	118.95
Badge Bar	BN1, BN2	870-125	100.95	81.95
Badge Bar	BN4 thru BJ8	870-130	68.95	55.95
Grille	BN1, BN2	870-050	484.95	421.95
Grille	BN4, BN6, BN7, BT7 to c13750	870-060	345.95	311.95
Grille Slat Assy.	BN7, BT7 from c13751, BJ7, BJ8	031-360	193.95	168.95
Headlamp Rim	BN1, BN2	560-180	43.95	35.95
Headlamp Rim	BN4-BJ8	164-080	30.95	25.95

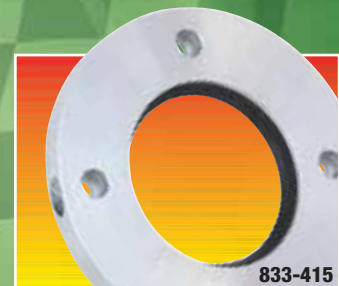


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AH Sprite/MG Midget

Brake Components

Description	Application	Part No.	Reg.	SALE
Brake/Clutch Master Cylinder	1958-63	180-670	466.95	378.95
Brake Master Cylinder	1967 Single Line	180-585	108.95	94.95
Brake Master Cylinder	1968-79	180-345	252.95	204.95
Wheel Cylinder, RH Front	w/ front drum brakes	180-640	37.95	30.95
Wheel Cylinder, LH Front	w/ front drum brakes	180-650	37.95	30.95
Wheel Cylinder, Rear	Bugeye	181-285	59.95	48.95
Wheel Cylinder, Rear .875"	1962-63 w/ front drum brakes	180-445	163.95	132.95
Wheel Cylinder, Rear .75"	1964-74	180-385	24.95	20.95
Wheel Cylinder, Rear	1975-79 1500	180-395	24.95	20.95
Caliper Piston	with disc brakes	181-925	20.95	16.95
Brake Disc	with wire wheels	182-145	34.95	28.95
Brake Disc	with disc wheels	182-155	37.95	30.95
Brake Disc Set, Grooved X drilled	with disc wheels	586-600	198.95	161.95
Brake Hose, Front	1958-63	180-355	19.95	16.95
Brake Hose, Rear	1958-63	180-895	21.95	17.95
Brake Hose, Front	1964-79	180-375	19.95	16.95
Brake Hose, Rear	1964-79	180-895	21.95	17.95
Brake Hose Set, Braided Stainless Steel	with drum brakes	182-198	96.95	78.95
Brake Hose Set, Braided Stainless Steel	with disc brakes	182-248	96.95	78.95
Brake Pipe Set, Cupro Nickel	Bugeye	184-008	108.95	88.95
Brake Pipe Set, Cupro Nickel	1961-62 w/ front drum brakes	184-018	105.95	85.95
Brake Pipe Set, Cupro Nickel	1963-67 w/ front disc brakes	184-028	105.95	85.95
Brake Pipe Set, Cupro Nickel	1968-74	184-038	108.95	88.95
Brake Pipe Set, Cupro Nickel	1975-79	184-048	108.95	88.95

Clutch Components

Clutch/Brake Master Cyl.	1958-63	180-670	466.95	378.95
Clutch Master Cylinder	1967-79	180-625	82.95	67.95
Clutch Slave Cylinder	1958-67 948, 1098cc	180-655	57.95	46.95
Clutch Slave Cylinder	1967-74 1275cc	180-665	114.95	93.95
Clutch Slave Cylinder	1975-79 1500	180-705	56.95	46.95
Clutch Slave Hose	1967-74	180-820	17.95	14.95
Clutch Kit, 6 1/4"	1958-63 948cc	190-960	286.95	232.95
Clutch Kit, 7 1/4"	1963-66 1098cc	190-970	239.95	196.95
Clutch Kit, 6 1/2"	1967-74 1275cc	190-980	167.95	136.95
Clutch Kit	1975-79 1500cc	190-990	156.95	127.95

Cooling Components

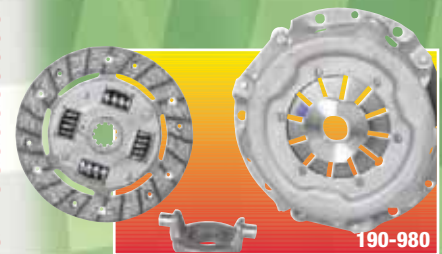
Radiator, vertical flow	1958-67	459-730	263.95	213.95
Radiato, cross flow	1967-74	459-735	222.95	180.95
Water Pump	1958-74 Vertical Flow Rad.	434-540	32.95	26.95
Water Pump	1958-74 Cross Flow Rad.	434-545	41.95	33.95
Water Pump, replacement	1975-79	835-655	58.95	47.95
Lower Radiator Hose	1958-67	470-380	10.45	8.45
Lower Radiator Hose	1967-74 Tube to W/P	470-395	9.50	8.25
Lower Radiator Hose	1967-74 Rad. to Tube	470-400	4.55	3.65
Lower Radiator Hose	1975	470-415	7.95	6.40
Lower Radiator Hose	1976-79	470-420	7.30	5.90

Engine Components

Head Gasket Set, Payen Brand	948, 1098cc	296-641	27.95	22.95
Head Gasket Set	948, 1098cc	296-642	21.95	17.95
Head Gasket Set, Payen Brand	1275cc	296-651	37.95	30.95
Head Gasket Set	1275cc	296-652	29.95	24.95
Head Gasket Set, Payen Brand	1500cc	694-141	47.95	38.95
Head Gasket Set	1500cc	694-142	23.95	19.95
Lower Gasket Set, Payen Brand	948, 1098cc 10CG	296-661	31.95	25.95
Lower Gasket Set	948, 1098cc 10CG	296-662	26.95	21.95
Lower Gasket Set, Payen Brand	1098cc 10CC	296-671	32.95	26.95
Lower Gasket Set	1098cc 10CC	296-672	21.95	17.95
Lower Gasket Set, Payen Brand	1275cc	296-681	38.95	31.95
Lower Gasket Set	1275cc	296-682	24.95	20.95
Lower Gasket Set, Payen Brand	1500cc	694-151	26.95	21.95
Lower Gasket Set	1500cc	694-152	18.95	15.95
Oil Pump, pin drive	948, 1098cc	435-630	46.95	40.95
Oil Pump, star drive	1275cc	435-640	39.95	34.95
Oil Pump	1500cc	836-130	119.95	97.95
Alloy Valve Cover	1500	224-550	92.95	75.95
Competition Manifold Gasket	948-1275	296-645	8.95	7.25
Heavy-Duty Rod Bolt Kit	1275	322-838	134.95	109.95
Heavy-Duty Main Bearing Stud Kit	1098-1275	322-888	99.95	80.95
Heavy-Duty Head Stud Kit	948-1275	322-998	198.95	161.95
Vernier Timing Gear Set	all	460-385	262.95	228.95

Fuel System Components

SU HS2 Carburetor Set	1961-62	370-708	615.95	517.95
SU HS2 Carburetor Set	1963-66	370-718	615.95	535.95
SU HS2 Carburetor Set	1967	370-728	627.95	546.95
SU HS2 Carburetor Set	1968-69	370-908	615.95	535.95
SU HS2 Carburetor Set	1969-71	370-928	615.95	535.95
SU HS2 Carburetor Set	1972-74	370-948	615.95	535.95
SU Carburetor Set	1961-62	370-708	615.95	517.95
SU Carburetor Set	1967	370-728	627.95	546.95
SU Carburetor Set	1968-69 AUD 328	370-908	615.95	535.95
SU Carburetor Set	1969-71 AUD 404	370-928	615.95	535.95
Carburetor Heatshield	1961-74	372-430	25.95	22.95
SU Electric Fuel Pump	1964-74	377-175	104.95	85.95



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Maintenance & Rebuild SALE

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Exhaust

Description	Application	Part No.	Reg.	SALE
Stainless Steel Exhaust System	948cc	452-000	205.95	166.95
Stainless Steel Exhaust System	1098cc, 1275cc 1967-68	452-010	205.95	166.95
Stainless Steel Exhaust System	1275cc 1969-72	452-015	205.95	166.95
Stainless Steel Exhaust System	1275cc 1973-74	452-025	285.95	231.95
Stainless Steel Exhaust System	1500	452-030	292.95	237.95

Suspension Components

Outer Tie Rod End	1958-72	263-287	25.95	21.95
Inner Tie Rod End	1958-72	260-330	115.95	93.95
Outer Tie Rod End	1972-80	668-047	27.95	22.95
Front Wheel Bearing Kit	all	125-820	59.95	48.95
Rear Wheel Bearing Kit	all	125-830	24.95	20.95
Front Shock, R/H	all	264-000	171.95	149.95
Front Shock, L/H	all	264-005	171.95	149.95
Rear Shock, R/H	1958-64	265-410	167.95	136.95
Rear Shock, L/H	1958-64	265-400	167.95	136.95
Rear Shock, R/H	1965-80	264-440	217.95	189.95
Rear Shock, L/H	1965-80	265-430	167.95	136.95

Electrical Components

Starter, New Repro	all	140-400	131.95	106.95
Generator, New	1958-61	140-300	204.95	166.95
Generator, New	1962-71	140-200	99.95	80.95
Alternator, Lucas New Repl.	1972-80	130-000	149.95	121.95
Pertronix Electronic Ignition Kit	Pos. Grnd. 25D dist. thru 1974	222-555	124.95	101.95
Pertronix Electronic Ignition Kit	Neg. Grnd. 25D dist. thru 1974	222-405	107.95	87.95
Pertronix Electronic Ignition Kit	1975 45D4 dist.	222-435	107.95	87.95
Pertronix Electronic Ignition Kit	1976 on OPUS dist. (int. amp)	222-425	107.95	93.95
Pertronix Electronic Ignition Kit	1978 on CEI dist. (remote amp)	222-475	107.95	93.95
Mallory Dual Point Distributor	all	143-180	280.95	244.95
Unilite Electronic Distributor	Neg. Grnd. Only	143-155	524.95	472.95
Small Clear Side/Flasher Lamp Assy.	Bugeye	544-050	29.95	24.95
Side/Flasher Lamp Assy.	Midget 1970-74	159-090	85.95	69.95
Side/Flasher Lamp Assy.	Midget 1500	164-155	103.95	90.95
Side Marker Reflector, Rear	1968-69	144-720	21.95	17.95
Side Marker Lamp, R/H Front	1970-79	164-855	84.95	73.95
Side Marker Lamp, L/H Front	1970-79	164-845	84.95	73.95
Side Marker Lamp, Rear	1970-79	164-135	77.95	63.95
Tail Lamp Assy.	Bugeye	143-800	41.95	33.95
Tail Lamp Assy.	1961-69	144-390	84.95	68.95
Stop/Tail Lens, Lucas	1961-69	164-820	21.95	17.95
Stop/Tail Lens, Replacement	1961-69	164-720	7.95	6.40
Flasher Lens, Lucas	1961-69	164-830	18.95	15.95
Flasher Lens, Replacement	1961-69	164-730	7.95	6.40
Flasher Lens, Amber (Euro Spec.)	1961-69	164-725	15.95	12.95
Tail Lamp Assy.	1970-79	144-395	126.95	110.95
Tail Lamp Lens, Lucas	1970-79	164-835	33.95	27.95
Backup Lamp Lens	1967-79	164-860	13.95	11.95
License Lamp Assy.	1958-69	144-200	27.95	22.95
License Lamp Assy.	1970-74	144-180	64.95	56.95
License Lamp Assy. Chrome	1975-76	144-220	29.95	24.95
License Lamp Assy. Black	1977-79	144-230	17.95	14.95
Interior Lamp Assy.	1970-79	158-920	25.95	21.95
Interior Lamp Lens & Bezel	1970-79	158-925	12.95	10.95
Combination Switch, reproduction	Bugeye	140-535	59.95	48.95
Turn Signal Switch	Bugeye	141-200	33.95	27.95
Wiper Switch	Bugeye	162-100	24.95	20.95
High Beam Switch	Bugeye	140-900	41.95	33.95
Ignition Switch	1962-64	169-108	37.95	30.95
Panel Light Switch	1962-67	141-530	36.95	29.95
Wiper Switch	1962-67	141-530	36.95	29.95
Turn Signal Switch	1962-64	141-200	33.95	27.95
Ignition Switch	1964-67	542-070	36.95	29.95
Turn Signal Switch	1964-67	141-770	98.95	80.95
Headlight Switch	1968-72	141-260	27.95	22.95
Hazard Warning Switch (repl.)	1968-72	140-540	32.95	26.95
Heater Fan Switch (repl.)	1968-72	141-270	23.95	19.95
Wiper/Washer/OD Switch	1968-73	141-825	98.95	80.95
Turn Signal/Horn/Dimmer Switch	1968-70	141-810	93.95	76.95
Turn Signal/Dimmer Switch	1971-73	141-830	65.95	53.95
Headlight Switch	1973-79	141-275	23.95	19.95
Heater Fan Switch (repl.)	1973-79	141-270	23.95	19.95
Hazard Warning Switch	1973-79	141-635	38.95	31.95
Wiper/Washer/OD Switch	1974-77	141-845	126.95	102.95
Turn Signal/Dimmer Switch	1974-77	141-840	65.95	53.95
Turn Signal/Dimmer/Horn Switch	1978-79	141-850	94.95	76.95

Body Trim & Fittings

Front Bumper Bar	Bugeye Sprite	400-170	339.95	292.95
Front Override	Bugeye Sprite	454-010	39.95	32.95
Rear Override	Bugeye Sprite	400-210	78.95	63.95
Front Bumper Bar	1961-69	400-240	179.95	145.95
Rear Bumper Bar	1961-69	853-100	273.95	221.95
Front or Rear Override	1961-69	853-110	36.95	29.95
Front Bumper Bar	1970-74	400-270	193.95	157.95
Rear Bumper, R/H	1970-74	400-320	76.95	62.95
Rear Bumper, L/H	1970-74	400-330	76.95	62.95
Front or Rear Override	1970-74	400-310	43.95	35.95



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AH Sprite/MG Midget (cont.)

Body Trim & Fittings (cont.)

Description	Application	Part No.	Reg.	SALE
Badge Bar	1962-74	451-085	69.95	56.95
Badge Bar w/ lamp lugs	1962-74	451-075	117.95	95.95
Grille	Sprite 1962-69	459-780	252.95	204.95
Grille	Midget 1962-69	459-790	408.95	331.95
Grille Finisher, Hood	1962-74	459-620	41.95	33.95
Grille Finisher, R/H	1962-69	459-825	37.95	30.95
Grille Finisher, L/H	1962-69	459-830	37.95	30.95
Grille Finisher, Lower	1962-69	459-835	34.95	28.95
Grille	Midget 1970-74	459-800	399.95	323.95
Grille Finisher, R/H	Midget 1970-74	459-840	31.95	25.95
Grille Finisher, L/H	Midget 1970-74	459-845	31.95	25.95
Grille Finisher, Lower	Midget 1970-74	459-850	34.95	28.95
Grille	Midget 1500	459-810	51.95	42.95
Headlamp Rim	Bugeye	164-000	23.95	20.95
Headlamp Rim	1961-74	560-180	43.95	35.95
Headlamp Rim	Midget 1500 1975-79	164-020	34.95	28.95



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Brake Components

Brake Master Cylinder	TC	180-608	360.95	292.95
Brake Master Cylinder	TD, TF	180-730	299.95	242.95
Wheel Cylinder, Front	TC	180-590	269.95	218.95
Wheel Cylinder, Rear	TC	180-580	274.95	222.95
Wheel Cylinder, Front	TD, TF	180-620	81.95	66.95
Wheel Cylinder, Rear	TD, TF	180-630	72.95	63.95
Brake Drum	TD, TF with wire wheels	264-320	250.95	203.95
Brake Hose, Front	TC	180-860	36.95	29.95
Brake Hose, Rear	TC	180-850	37.95	30.95
Brake Hose, Front & Rear	TD, TF	180-840	31.95	25.95
Brake Pipe Set, Cupro Nickel	TD-TF	183-168	108.95	88.95



Clutch Components

Clutch Disc	TC, TD to (e)9407	190-130	67.95	55.95
Clutch Disc	TD, TF from (e)9408	190-140	46.95	38.95
Clutch Cover	TC, TD to (e)9407	190-840	149.95	122.95
Clutch Cover	TD, TF from (e)9408	190-120	117.95	96.95

Cooling Components

Radiator Assembly	TC, TD, TF	453-980	516.95	418.95
Water Pump	TC, TD, TF	434-010	172.95	140.95
Top Radiator Hose	TC, TD	434-410	17.95	14.95
Top Radiator Hose	TF	434-420	11.95	9.65
Lower Radiator Hose	TC, TD	434-438	17.95	14.95
Lower Radiator Hose	TF	434-448	14.95	12.95



Engine Components

Head Gasket Set	TC, TD 1250cc to 22734	297-208	98.95	80.95
Head Gasket Set	TD, TF 1250cc from 22735	297-808	127.95	103.95
Head Gasket Set	TF 1500cc	297-908	130.95	106.95
Oil Pump Rebuild Kit	TC, TD, TF	435-088	229.95	186.95
Adjustable Oil Pressure Reg.	TC, TD, TF	435-550	60.95	49.95
Front Oil Seal Kit	TC, TD, TF	120-750	11.95	9.65
Standard Camshaft	TC, TD, TF	451-260	319.95	259.95
Performance Camshaft	TC, TD, TF	451-270	257.95	208.95
Front Engine Mount	TC	410-010	37.95	30.95
Front Engine Mount	TD, TF	411-010	32.95	26.95

Fuel System Components

SU H2 Carburetor Set	TC	370-748	1,107.95	963.95 ✓
SU H2 Carburetor Set	TD	370-758	1,144.95	996.95 ✓
SU H4 Carburetor Set	TD MK II, TF	370-768	1,274.95	1058.95 ✓

Exhaust

Stainless Steel Exhaust System	TC	454-508	389.95	315.95
Stainless Steel Exhaust System	TD, TF	454-528	344.95	279.95

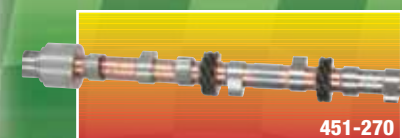
Suspension Components

Tie Rod End Assy. L/H Thread	TC	261-238	125.95	102.95
Tie Rod End Assy. R/H Thread	TC	261-248	125.95	102.95
Tie Rod End Set	TD, TF	262-278	51.95	42.95
Front Inner Wheel Bearing	TC	125-900	19.95	16.95
Front Outer Wheel Bearing	TC	125-400	16.95	13.95
Rear Wheel Bearing	TC	127-500	25.95	21.95
Front Inner Wheel Bearing	TD, TF	125-500	23.95	19.95
Front Outer Wheel Bearing	TD, TF	125-400	16.95	13.95
Rear Wheel Bearing	TD, TF	128-000	39.95	32.95
Differential Pinion Cap with seal	TA, TB, TC	265-198	105.95	85.95



6 Electrical Components

Generator, New	TD, TF	140-300	204.95	166.95
Starter, New Repr	TD, TF	140-400	131.95	106.95
Starter Switch	TD, TF	145-800	38.95	31.95



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Maintenance & Rebuild SALE

Sale prices valid 4/4 through 5/29/05

Electrical Components (cont.)

Description	Application	Part No.	Reg.	SALE
Mallory Dual Point Distributor	TC, TD, TF	143-180	280.95	244.95
Unilite Electronic Distributor	Neg. Grnd. Only	143-155	524.95	472.95
Pertronix Electronic Ignition Kit	Positive Ground symmetric or high lift distributor	222-572	125.25	108.95
Pertronix Electronic Ignition Kit	Negative Ground symmetric or high lift distributor	222-573	121.8	98.95
Pertronix Electronic Ignition Kit	Negative Ground asymmetric distributor	222-562	121.8	98.95
Pertronix Electronic Ignition Kit	Positive Ground asymmetric distributor	222-561	125.25	108.95
Parking Lamp Assy.	TC, TD, TF	143-400	98.95	80.95
Rear Flasher Lamp Assy.	49 EXU TC	143-975	155.95	132.95
Tail Lamp Assy.	TC	143-900	131.95	106.95
Rectangular Tail Lamp Assy.	TD to (c)21302	157-908	65.95	53.95
License Lamp Assy.	49 EXU TC, TD, TF	144-200	27.95	22.95
Ignition/Headlamp Switch	TC, TD	141-510	298.95	242.95
Turn Signal Switch	TC 49 EXU	140-600	89.95	80.95
Panel Light Switch	TF	140-500	32.95	26.95
Fog Light Switch	TC, TD	141-000	91.95	74.95
Horn/Dipper Switch	TC, TD to (c)18882	140-700	76.95	62.95

Body Trim & Fittings

Front Bumper Bar	TD, TF	453-010	118.95	96.95
Rear Bumper Bar	TD	453-020	113.95	92.95
Rear Bumper Bar	TF	453-030	113.95	92.95
Front or Rear Overrider	TD, TF	454-010	39.95	32.95
Badge Bar	TC	451-070	78.95	68.95
Badge Bar	TD, TF	451-060	51.95	42.95
Grille, Zinc Plated	TC, TD	454-170	91.95	74.95
Grille, Chrome	TC, TD	454-180	113.95	92.95
Grille Slat Set	TF	454-148	228.95	185.95
Headlamp Rim	EXU TC, TD	156-400	71.95	58.95
Headlamp Rim	TF	164-000	23.95	20.95

MGA

Brake Components

Brake/Clutch Master Cyl.	1500	180-670	466.95	378.95
Brake/Clutch Master Cyl.	1600, MKII	180-750	484.95	392.95
Brake Master Cylinder	Twin Cam, Deluxe	180-770	272.95	221.95
Brake Disc	All exc. Twin Cam	182-180	83.95	73.95
Brake Disc, Front	Twin Cam, Deluxe	182-160	140.95	122.95
Brake Disc, Rear	Twin Cam, Deluxe	182-165	161.95	131.95
Wheel Cylinder, RH Front	1500	180-640	37.95	30.95
Wheel Cylinder, LH Front	1500	180-650	37.95	30.95
Wheel Cylinder, Rear	All exc. Twin Cam	180-630	72.95	63.95
Caliper Piston	1600, MKII	180-740	74.95	62.95
Piston & Cylinder, Front	Twin Cam, Deluxe	181-590	307.95	249.95
Brake Drum, Front	1500 with disc wheels	264-790	125.95	102.95
Brake Drum, Rear	All exc. Twin Cam	264-790	125.95	102.95
Brake Hose, Front	1500	180-830	24.95	20.95
Brake Hose, Front	1600, MKII	180-890	24.95	20.95
Brake Hose, Rear	1600, MKII	180-830	24.95	20.95
Brake Hose, Front	Twin Cam, Deluxe	181-560	28.95	23.95
Brake Hose, Rear	Twin Cam, Deluxe	180-830	24.95	20.95
Brake Hose Set, Braided Stainless Steel	MGA 1500	182-218	96.95	81.95
Brake Hose Set, Braided Stainless Steel	MGA 1600-1600 MK II	182-208	107.95	87.95
Brake Pipe Set, Cupro Nickel	1500 thru (c)27988	183-008	108.95	88.95
Brake Pipe Set, Cupro Nickel	1500 from (c)27989	183-048	108.95	88.95
Brake Pipe Set, Cupro Nickel	1600, MKII	183-088	108.95	88.95
Brake Pipe Set, Cupro Nickel	Twin Cam, Deluxe	183-178	135.95	110.95

Clutch Components

Clutch/Brake Master Cyl.	1500	180-670	466.95	378.95
Clutch/Brake Master Cyl.	1600, MKII	180-750	484.95	392.95
Clutch Master Cylinder, reproduction	Twin Cam, Deluxe	180-791	79.95	69.95
Clutch Slave Cylinder (O.E.)	1500, 1600, MKII	180-720	99.95	80.95
Clutch Slave Cylinder	Twin Cam, Deluxe	513-316	89.95	72.95
Clutch Slave Hose	all	180-820	17.95	14.95
Clutch Disc	1500, 1600, MK II to (e)3928	190-140	46.95	38.95
Clutch Disc	MK II from (3929)	190-250	47.60	39.95
Clutch Cover	all	190-120	117.95	96.95

Cooling Components

Radiator Assembly	all	456-050	252.95	204.95
Radiator Fan Shroud	all	459-645	52.95	45.95
Water Pump	all	460-950	51.95	45.95
Upper or Lower Hose, repro	All exc. Twin Cam	470-270	7.30	5.90
Upper or Lower Hose, OE	All exc. Twin Cam	470-275	31.95	25.95
Water Pump to Tee Hose	All exc. Twin Cam	434-487	6.10	4.90

Engine Components

Head Gasket Set	All exc. Twin Cam	296-420	23.95	19.95
Lower Gasket Set	All exc. Twin Cam	296-430	20.95	16.95
Oil Pump	all from (e)GB46342	460-730	90.95	73.95
Tuftrided Rockershaft	All exc. Twin Cam	433-725	89.95	72.95
Vernier Timing Gear Set	All exc. Twin Cam	460-398	299.95	260.95
Adjustable Sprocket Set	All exc. Twin Cam	460-388	134.95	117.95
Alloy Cylinder Head Assy.	all, may require cyl. relief	451-806	1299.95	1065.95
Stainless Steel Flexible Oil Line	all	376-060	24.95	20.95



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MGA (cont.)

Fuel System Components

Description	Application	Part No.	Reg.	SALE
SU H4 Carburetor Set	MGA 1500	370-778	1,225.95	1,066.95 ✓
SU H4 Carburetor Set	MGA 1600, MK II	370-788	1,225.95	1,066.95 ✓
SU Fuel Pump, Pos. Ground	all	377-040	154.95	125.95

Exhaust

Stainless Steel Exhaust System	MGA	454-875	230.95	203.95
Stainless Steel Exhaust System	MGA Twin Cam	452-100	389.95	315.95

Suspension Components

Tie Rod End Set	all	263-288	32.95	26.95
Front Inner Wheel Bearing	all	125-500	23.95	19.95
Front Outer Wheel Bearing	all	125-400	16.95	13.95
Rear Wheel Bearing	all	127-600	40.95	33.95
Front Shock	MGA	264-800	262.95	212.95
Rear Shock, R/H	MGA	267-620	151.95	126.95
Rear Shock, L/H	MGA	267-630	151.95	127.95

Electrical Components

Generator	all	140-200	99.95	80.95
Pertronix Electronic Ignition Kit	Neg. Grnd. 25D dist.	222-405	107.95	87.95
Pertronix Electronic Ignition Kit	Pos. Grnd. 25D dist.	222-555	124.95	101.95
Pertronix Electronic Ignition Kit	Neg. Grnd. DM2 dist.	222-605	124.95	101.95
Pertronix Electronic Ignition Kit	Pos. Grnd. DM2 dist.	222-615	124.95	101.95
Mallory Dual Point Distributor	all	143-180	280.95	244.95
Front Parking Lamp Assy.	MGA 1500	143-500	37.95	30.95
Front Parking Lamp Assy.	MGA 1600, MK II	143-600	41.95	33.95
Tail Lamp Assy.	MGA 1500, 1600	143-800	41.95	33.95
Small Red Flasher Lamp Assy.	MGA 1600	144-000	28.95	23.95
Tail Lamp, R/H Assy.	MGA 1600, MK II, Deluxe	144-400	130.95	111.95
Tail Lamp, L/H Assy.	MGA 1600, MK II, Deluxe	144-300	130.95	113.95
License Lamp Assy.	MGA	144-200	27.95	22.95
Map Light Switch	MGA	162-100	24.95	20.95
Wiper Switch	MGA	162-100	24.95	20.95
Headlight Switch	MGA	140-500	32.95	26.95
Panel Light Switch	MGA	146-000	76.95	62.95
Ignition Switch Assembly	MGA	169-108	37.95	30.95
Headlight Dimmer Switch	MGA	140-900	41.95	33.95
Starter Switch	MGA	145-800	38.95	31.95

Body Trim & Fittings

Front Bumper Assembly	MGA	454-880	139.95	113.95
Rear Bumper	MGA	453-170	96.95	78.95
Override, Front or Rear	MGA	454-940	28.95	23.95
Badge Bar	MGA	453-400	104.95	89.95
Grille Assembly	MGA 1500-1600	990-060	159.95	129.95
Grille Assembly	MGA 1600 MK II	990-090	169.95	141.95
Headlamp Rim	MGA	164-000	23.95	20.95

MGB, MGC

Brake Components

Brake Master Cylinder	MGB 1962-67	180-755	120.95	104.95
Brake Master Cylinder	MGB 1968-74	180-765	239.95	206.95
Brake Master Cylinder	MGB 1977-80	180-735	269.95	218.95
Wheel Cylinder, Rear	MGB Rdst.	180-635	26.95	21.95
Wheel Cylinder, Rear	MGB GT	180-645	63.95	51.95
Wheel Cylinder, Rear	MGC	780-635	60.95	49.95
Caliper Piston	MGB	180-745	19.95	16.95
Caliper Piston	MGC	582-000	22.95	18.95
Brake Disc	MGB	182-170	36.95	29.95
Brake Disc Set, Grooved X drilled	MGB	586-605	180.95	157.95
Brake Disc Set, Grooved X drilled	MGC	586-620	180.95	157.95
Brake Drum	MGB 1962-67	264-810	113.95	94.95
Brake Drum	MGB 1968-80	264-820	59.95	48.95
Brake Hose, Front	MGB 1962-75	180-895	21.95	17.95
Brake Hose, Front	MGB 1976-80	180-885	21.95	17.95
Brake Hose, Rear	MGB 1962-80	180-835	14.95	12.95
Brake Hose Set, Braided Stainless Steel	MGB	182-228	96.95	78.95
Brake Pipe Set, Cupro Nickel	MGB 1962-67	182-998	108.95	88.95
Brake Pipe Set, Cupro Nickel	MGB 1968-74	183-118	108.95	88.95
Brake Pipe Set, Cupro Nickel	MGB 1975-76	183-128	108.95	88.95
Brake Pipe Set, Cupro Nickel	MGB 1977-80	183-188	108.95	88.95

Clutch Components

Clutch Master Cylinder	MGB 1962-67	180-675	87.95	76.95
Clutch Master Cylinder	MGB 1968-80	180-695	108.95	89.95
Clutch Slave Cylinder (O.E.)	MGB	180-720	99.95	80.95
Clutch Slave Hose	MGB	180-820	17.95	14.95
Borg & Beck Clutch Kit	MGB	190-808	149.95	121.95

Cooling Components

Radiator Assembly	MGB 1962-67	456-880	208.95	169.95
Radiator Assembly	MGB 1968-76	459-660	254.95	206.95
Radiator Assembly	MGB 1977-80	459-675	285.95	231.95
Mud Shield Panel	MGB 1977-80	458-195	34.95	28.95
Cooling Fan Motor	MGB 1977-80	542-430	83.95	67.95
Water Pump	MGB 1962-65 3 Main	434-000	101.95	82.95



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Cooling Components (cont.)

Description	Application	Part No.	Reg.	SALE
Water Pump	MGB 1965-71 5 Main	434-030	49.95	42.95
Water Pump	MGB 1972-74	434-035	49.95	40.95
Water Pump	MGB 1975-80	434-045	55.95	45.95
Upper Radiator Hose	MGB 1962-76	470-270	7.30	5.90
Upper Radiator Hose	MGB 1977-80	470-360	8.35	6.75
Upper or Lower Hose, repro	MGB 1962-72	470-270	7.30	5.90
Upper or Lower Hose, OE	MGB 1962-72	470-275	31.95	25.95
Lower Radiator Hose, Tee to W/P	MGB 1962-72	434-487	6.10	4.90
Lower Radiator Hose	MGB 1972-74	470-310	11.95	9.65
Lower Radiator Hose	MGB 1974-77	470-320	10.95	8.85
Lower Radiator Hose	MGB 1977-80	470-350	14.95	12.95

Engine Components

Head Gasket Set, Payen Brand	MGB 1962-74	297-302	46.95	38.95
Head Gasket Set	MGB 1962-74	297-303	30.95	25.95
Head Gasket Set, Payen Brand	MGB 1975-80	297-321	40.95	33.95
Lower Gasket Set	MGB 1962-65	297-510	22.95	18.95
Lower Gasket Set, Payen Brand	MGB 1965-80	297-521	39.95	32.95
Lower Gasket Set	MGB 1965-80	297-522	24.95	20.95
Oil Pump	MGB 3 Main	460-730	90.95	73.95
Oil Pump	MGB 5 Main	435-600	67.95	55.95
Tuftrided Rockershaft	MGB	433-725	89.95	72.95
13-Row Oil Cooler Radiator	MGB thru 1974	235-925	114.95	93.95
Oil Cooler Hose, 26"	MGB 1965-74	435-650	24.95	20.95
Oil Cooler Hose, 45 1/2"	MGB 1965-74	435-660	25.95	21.95
Stainless Steel Flexible Oil Line	MGB	376-180	20.95	16.95
Oil Pressure Sender	MGB 1968-72, MGC	131-580	136.95	110.95
Vernier Timing Gear Set	MGB	460-398	299.95	260.95
Adjustable Sprocket Set	MGB	460-388	134.95	117.95
Alloy Cylinder Head Assy.	MGB, may require cyl. relief	451-806	1,299.95	1,065.95 ✓
Alloy Cylinder Head Assy.	MGB 1968-80 (w/smog)	451-816	1,299.95	1,065.95 ✓

Fuel System Components

SU HS4 Carburetor Set	MGB 1962-67	372-248	615.95	535.95
SU HS4 Carburetor Set	MGB 1968	366-478	615.95	498.95
SU HS4 Carburetor Set	MGB 1969	366-498	615.95	535.95
SU HS4 Carburetor Set	MGB 1970-71	366-488	615.95	535.95
SU HIF4 Carburetor Set	MGB 1972-74	366-628	959.95	835.95 ✓
1 3/4" HS6 Carb. Conversion Kit	MGB	366-398	916.95	797.95 ✓
SU Fuel Pump, Pos. Ground	MGB thru 1964	377-040	154.95	125.95
SU Fuel Pump, Pos. Ground	MGB 1965-67	377-160	155.95	126.95
SU Fuel Pump, Neg. Ground	MGB 1968 on, MGC	377-165	129.95	105.95

Exhaust

Stainless Steel Exhaust System	MGB 1962-74	454-560	338.95	274.95
Stainless Steel Exhaust System	MGB 1975 Fed	454-570	331.95	268.95
Stainless Steel Exhaust System	MGB 1976-80	454-745	267.95	217.95

Suspension Components

Tie Rod End	MGB, MGC	263-390	24.95	20.95
Front Wheel Bearing Kit	MGB, MGC	125-840	32.95	26.95
Rear Wheel Bearing Kit	MGB 1962-67	125-860	66.95	54.95
Rear Wheel Bearing Kit	MGB 1968-80, MGC	125-850	42.95	34.95
Front Shock	MGB	264-360	246.95	204.95
Rear Shock, R/H	MGB 1975-80	267-705	171.95	139.95
Rear Shock, L/H	MGB 1975-80	267-715	171.95	139.95

Electrical Components

Generator	MGB thru 1967	140-200	99.95	80.95
Alternator, Lucas New Repl.	MGB 1968-74.5, MGC	130-000	149.95	121.95
Alternator, Lucas New Repl.	MGB 1978-80	130-100	149.95	121.95
Hi Torque Conversion Starter	MGB 1963-67	541-545	257.95	216.95
Hi Torque Conversion Starter	MGB 1968-80	131-215	272.95	237.95
Pertronix Electronic Ignition Kit	Pos. Grnd. 25D dist. thru 1974	222-555	124.95	101.95
Pertronix Electronic Ignition Kit	Neg. Grnd. 25D dist. thru 1974	222-405	107.95	87.95
Pertronix Electronic Ignition Kit	1975 45D4 dist.	222-435	107.95	87.95
Pertronix Electronic Ignition Kit	1976 on OPUS dist. (integral amp)	222-425	107.95	93.95
Pertronix Electronic Ignition Kit	1978 on CEI dist. (remote amp)	222-475	107.95	93.95
Mallory Dual Point Distributor	MGB	143-180	280.95	244.95
Mallory Dual Point Distributor	MGC	543-040	280.95	244.95
Unilite Electronic Distributor	MGB (neg. grnd.)	143-155	524.95	472.95
Unilite Electronic Distributor	MGC	543-045	524.95	472.95
Side/Flasher Lamp Assy. Clear/Clear	MGB 1962-67	143-955	45.95	37.95
Side/Flasher Lamp Assy. Clear/Amber	MGB 1968-69, MGC	143-960	71.95	58.95
Side/Flasher Lamp Assy. (repl.)	MGB 1970-74.5	143-970	71.95	58.95
Side/Flasher Lamp Assy.	MGB 1974.5-80	143-980	80.95	65.95
Side Marker Reflector, Rear	MGB 1968-69, MGC	144-720	21.95	17.95
Side Marker Lamp, R/H Front	MGB 1970-80	164-855	84.95	73.95
Side Marker Lamp, L/H Front	MGB 1970-80	164-845	84.95	73.95
Side Marker Lamp, R/H Rear	MGB 1970-80	164-875	91.95	77.95
Side Marker Lamp, L/H Rear	MGB 1970-80	164-865	91.95	76.95
Tail Lamp Assy.	MGB 1962-69, MGC	144-390	84.95	68.95
Stop/Tail Lens, Lucas	MGB 1962-69, MGC	164-820	21.95	17.95
Stop/Tail Lens, Replacement	MGB 1962-69, MGC	164-720	7.95	6.40
Flasher Lens, Lucas	MGB 1962-69, MGC	164-830	18.95	15.95
Flasher Lens, Replacement	MGB 1962-69, MGC	164-730	7.95	6.40
Flasher Lens, Amber (Euro Spec.)	MGB 1962-69, MGC	164-725	15.95	12.95
Tail Lamp Assy.	MGB 1970-80	144-395	126.95	110.95
Tail Lamp Lens, Lucas	MGB 1970-80	164-835	33.95	27.95
Backup Lamp Lens	MGB 1967-80, MGC	164-860	13.95	11.95



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MGB, MGC (cont.)

Electrical Components (cont.)

Description	Application	Part No.	Reg.	SALE
License Lamp Assy.	MGB 1962-69, 1971-74, MGC	144-210	54.95	44.95
License Lamp Assy.	MGB 1970	144-215	46.95	41.95
License Lamp Assy. Chrome	MGB 1975-76	144-220	29.95	24.95
License Lamp Assy. Black	MGB 1977-80	144-230	17.95	14.95
Interior Lamp Assy.	MGB 1971-76	158-920	25.95	21.95
Interior Lamp Lens & Bezel	MGB 1971-76	158-925	12.95	10.95
Turn Signal Switch	MGB 1962-67	141-770	98.95	80.95
Overdrive Switch	MGB 1962-66 to (c)61015	141-210	9.40	7.60
Overdrive Switch	MGB 1966-67 from (c)61016	141-760	30.95	25.95
Panel Light Switch	MGB 1962-67	146-000	76.95	62.95
Ignition Switch (lock and barrel not incl.)	MGB 1962-67	141-220	16.95	13.95
Wiper Switch	MGB 1962-67	141-530	36.95	29.95
Heater Switch	MGB 1962-67	141-210	9.40	7.60
Map Light Switch	MGB 1962-67	162-100	24.95	20.95
Turn Signal/Horn/Dimmer Switch	MGB 1968-70	141-810	93.95	76.95
Turn Signal/Dimmer Switch	MGB 1971	141-820	109.95	89.95
Wiper/Washer/OD Switch	MGB 1968-71, MGC	141-825	98.95	80.95
Heater Switch (repl.)	MGB 1968-71, MGC	141-270	23.95	19.95
Heated Rear Window Switch	MGB GT to (c)187840	162-150	32.95	26.95
Heated Rear Window Switch	MGB GT from (c)187841 to 258000	141-290	27.95	22.95
Map Light Switch	MGB 1968-71, MGC	162-160	20.95	16.95
Fog Light Switch	MGB 1968-71, MGC	162-170	20.95	16.95
Hazard Warning Switch (repl.)	MGB 1968-71, MGC	140-540	32.95	26.95
Turn Signal/Dimmer Switch	MGB 1972	141-820	109.95	89.95
Turn Signal/Dimmer Switch	MGB 1973	141-830	65.95	53.95
Turn Signal/Dimmer Switch	MGB 1974-76	141-840	65.95	53.95
Wiper/Washer/OD Switch	MGB 1972	141-825	98.95	80.95
Wiper/Washer/OD Switch	MGB 1973-76	141-845	126.95	102.95
Heater Switch (repl.)	MGB 1973-80	141-270	23.95	19.95
Lighting Switch	MGB 1972	141-260	27.95	22.95
Lighting Switch	MGB 1973-76	141-275	23.95	19.95
Heated Rear Window Switch	MGB GT 1973-75	141-290	27.95	22.95
Hazard Warning Switch	MGB 1972	140-540	32.95	26.95
Hazard Warning Switch	MGB 1973-76	141-635	38.95	31.95
Fog Light Switch	MGB 1972-76	162-170	20.95	16.95
Turn Signal/Dimmer/Horn Switch	MGB 1977-80	141-850	94.95	76.95
Overdrive Switch	MGB 1977-80	141-320	28.95	23.95
Lighting Switch	MGB 1977-80	141-420	29.95	24.95

Body Trim & Fittings

Front Bumper Bar	MGB 1962-74, MGC	453-090	126.95	102.95
Front Overrider	MGB 1962-69, MGC	454-310	25.95	23.95
Front Overrider	MGB 1970-73	454-315	32.95	26.95
Rear Bumper	MGB 1962-74, MGC	453-100	189.95	153.95
Rear Overrider, R/H	MGB 1962-69, MGC	454-330	27.95	22.95
Rear Overrider, L/H	MGB 1962-69, MGC	454-320	27.95	22.95
Rear Overrider, R/H	MGB 1971-73	453-115	30.95	25.95
Rear Overrider, L/H	MGB 1971-73	453-105	30.95	25.95
Badge Bar	MGB 1962-74, MGC	244-120	83.95	67.95
Badge Bar	MGB 1975-80	244-230	92.95	75.95
Grille Assembly	MGB 1962-69, MGC	454-140	158.95	128.95
Grille Assembly	MGB 1970-72	455-308	310.95	264.95
Grille Assembly	MGB 1973-74.5	455-340	150.95	122.95
Headlamp Rim	MGB 1962-79, MGC	164-010	23.95	19.95
Headlamp Rim	MGB 1980	164-015	42.95	34.95

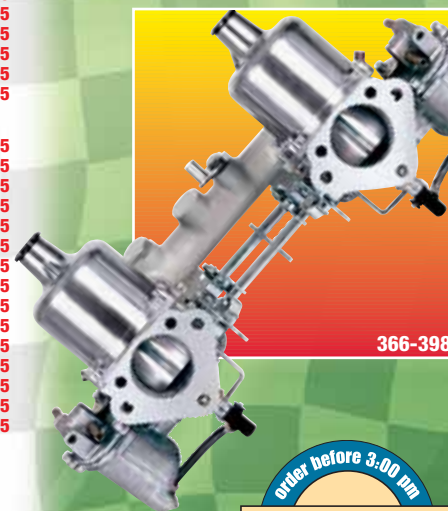
Triumph TR2-4A

Brake Components

Brake/Clutch Master Cyl.	TR2, 3 to TS13045	581-008	472.95	402.95
Brake Master Cyl.	TR3, 3B from TS13046	581-010	106.95	86.95
Brake Master Cyl.	TR4, 4A from CT5784	581-030	189.95	153.95
Wheel Cylinder, RH Front	TR2, 3 to TS13045	180-640	37.95	30.95
Wheel Cylinder, LH Front	TR2, 3 to TS13045	180-650	37.95	30.95
Wheel Cylinder, Rear	TR2, 3 to TS13045	180-630	72.95	63.95
Wheel Cylinder, Rear	TR3, 3A TS13046 to TS15331	580-025	25.95	21.95
Wheel Cylinder, Rear .75"	TR3A from TS15332 to TS34403	021-161	64.95	52.95
Wheel Cylinder, Rear .75"	TR3A from TS34404 to TS56376	580-025	25.95	21.95
Wheel Cylinder, Rear .70"	TR4 from CT5656, TR4A	580-045	31.95	25.95
Caliper Piston	all with disc brakes	582-000	22.95	18.95
Caliper Piston, Stainless Steel	all with disc brakes	582-095	34.95	28.95
Brake Disc, 11"	TR3 from TS13046, TR3B, 4 (check catalog)	586-500	120.95	100.95
Brake Disc, 10 3/4"	TR3B, 4 (check catalog), TR4A	586-510	40.95	33.95
Brake Disc Set, Grooved X drilled	TR3B, 4 (check catalog), TR4A	586-615	198.95	161.95
Brake Hose, Rear, aftermarket	TR2, 3 to TS13045	584-061	17.95	14.95
Brake Hose, Front	TR3 thru 4A from TS13046	584-045	24.95	20.95
Brake Hose, Front	TR3 thru 4A from TS13046	584-070	35.95	29.95
Brake Hose, Rear	TR3 thru 4A from TS13046	584-070	35.95	29.95
Brake Hose, Front	TR4A	584-080	19.95	16.95
Brake Hose, Rear	TR4A, Non IRS	584-110	19.95	16.95
Brake Hose, LH Rear	TR4A, IRS	584-100	20.95	16.95
Brake Hose, RH Rear	TR4A, IRS	584-090	21.95	17.95
Brake Hose Set, Braided Stainless Steel	TR3 from TS13046, TR3B, 4 (check catalog)	582-018	96.95	78.95



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Brake Components (cont.)

Description	Application	Part No.	Reg.	SALE
Brake Hose Set, Braided Stainless Steel	TR3B, 4 (check catalog)	582-028	96.95	78.95
Brake Hose Set, Braided Stainless Steel	TR4A IRS	582-048	107.95	87.95
Brake Pipe Set, Cupro Nickel	TR2, 3 (to TS13045)	588-608	104.95	85.95
Brake Pipe Set, Cupro Nickel	TR3 (from TS13046), 3B	588-618	104.95	85.95
Brake Pipe Set, Cupro Nickel	TR4	588-658	108.95	88.95
Brake Pipe Set, Cupro Nickel	TR4A (IRS)	588-688	108.95	88.95

Clutch Components

Clutch/Brake Master Cyl.	TR2, 3 to TS13045	581-008	472.95	402.95
Clutch Master Cylinder	TR3, 3B from TS13046	581-010	106.95	86.95
Clutch Master Cylinder	TR4, 4A	581-510	95.95	77.95
Clutch Slave Cylinder, 7/8" replacement	TR3, 3B from TS13046	580-761	59.95	48.95
Clutch Slave Cylinder, 7/8" replacement	TR4, 4A	580-761	59.95	48.95
Clutch Slave Hose	TR2, 3 to TS13045	180-820	17.95	14.95
Clutch Slave Hose	TR3, 3B from TS13046	584-760	23.95	19.95
Clutch Slave Hose	TR4, 4A	584-770	46.95	38.95
Clutch Kit	TR2 thru 4	593-050	262.95	212.95
Clutch Kit	TR4A	593-030	162.95	131.95

Cooling Components

Radiator Assy. (with crank hole)	TR2, 3	849-990	412.95	334.95
Radiator Assy. (w/o crank hole)	TR2 thru 4	850-000	399.95	323.95
Radiator Duct Panels	TR3A	855-125	20.95	16.95
Radiator Duct Panels	TR4, 4A	855-130	32.95	28.95
Water Pump	TR2 thru 4A	835-070	96.95	78.95
Upper Radiator Hose	TR2 thru 3B	834-250	9.85	7.95
Upper Radiator Hose	TR4, 4A	834-260	10.95	8.85
Lower Radiator Hose	TR2 thru 3B W/P to Pipe & Pipe to Rad.	834-280	5.30	4.25
Lower Radiator Hose	TR4, 4A W/P to Pipe	834-280	5.30	4.25
Lower Radiator Hose	TR4, 4A Pipe to Rad.	834-310	5.80	4.70

Engine Components

Head Gasket Set	TR2, 3 to (TS13051E)	690-000	91.95	74.95
Head Gasket Set, Payen Brand	TR3 thru 4A from (TS13052E)	690-021	59.95	48.95
Head Gasket Set	TR3 thru 4A from (TS13052E)	690-022	53.95	44.95
Lower Gasket Set, Payen Brand	TR2 thru 4A	691-001	44.95	36.95
Lower Gasket Set	TR2 thru 4A	691-002	27.95	24.95
Oil Pump Assembly	TR2 thru 4A	836-000	136.95	119.95
Oil Pump Rotor & Vane	TR2 thru 4A	836-005	33.95	27.95
Spin On Filter Adapter Kit	all	635-828	36.95	29.95
Oil Filter Cartridge, Felt Crosland	all	950-070	17.95	14.95
Oil Filter Cartridge, Paper Crosland	all	950-080	11.35	9.15
Rear Oil Seal Conversion Kit	all	837-005	168.95	136.95
Alloy Valve Cover, Polished Ribs with Cap	all	852-090	165.95	139.95
Alloy Valve Cover with Triumph-Tune Logo	all	852-115	225.95	183.95

Fuel System Components

SU H4 Carburetor Set	TR2	370-808	1,250.95	1,013.95 ✓
SU H6 Carburetor Set	TR3, 3A	370-818	1,285.95	1,118.95 ✓
SU HS6 Carburetor Set	TR4A	370-838	726.95	625.95 ✓
Fuel Pump, Replacement	TR2 thru 4A	377-000	42.95	34.95
Fuel Pump Rebuild Kit	TR2 thru 4A with orig. pump	378-530	20.95	16.95

Exhaust

Stainless Steel Exhaust System	TR2 thru 4	860-100	303.95	246.95
Stainless Steel Exhaust System	TR4A (late)	860-120	435.95	374.95

Suspension Components

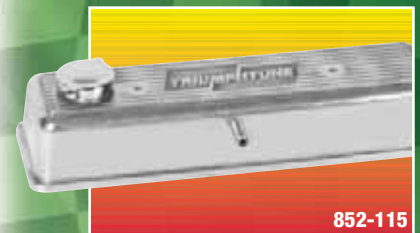
Tie Rod End Pair	TR2 thru 3B	667-368	131.95	114.95
Tie Rod End Set	TR4, 4A	667-265	27.95	22.95
Ball Joint	TR2 thru 4 to CT6343(wire) CT6390(disk)	661-070	52.95	42.95
Ball Joint	TR4 from CT6344(wire) CT6391(disk), 4A	661-080	49.95	40.95
Front Wheel Bearing Kit	TR2 thru 4A	525-220	43.95	35.95
Rear Wheel Bearing	TR2, 3 to TS13045	525-050	27.95	22.95
Rear Oil Seal	TR2 to TS5555	520-110	3.6	2.90
Rear Oil Seal	TR2, 3 from TS5556 to 13045	520-120	4.75	3.85
Rear Wheel Bearing	TR3 from TS13046, 4A (live axle)	525-060	57.95	46.95
Rear Oil Seal	TR3 from TS13046, 4A (live axle)	520-130	5.85	4.70
Rear Wheel Bearing Kit	TR4A (IRS)	525-230	64.95	52.95
Front Shock	TR2 thru 4	670-007	33.95	27.95
Rear Shock, R/H	TR2 thru 4	670-020	160.95	130.95
Rear Shock, L/H	TR2 thru 4	670-030	160.95	130.95
Front Shock	TR4A IRS	670-015	37.95	30.95
Rear Shock, R/H	TR4A IRS	670-040	171.95	139.95
Rear Shock, L/H	TR4A IRS	670-050	171.95	139.95

Electrical Components

Generator, New	all	140-200	99.95	80.95
Hi Torque Conversion Starter	TR2, 3 to TS50000	541-515	304.95	247.95
Hi Torque Conversion Starter	TR3A from TS50001, TR4A	541-535	257.95	219.95
Pertronix Electronic Ignition Kit	TR2 (pos. grnd.)	222-615	124.95	101.95
Pertronix Electronic Ignition Kit	TR2 (neg. grnd.)	222-605	124.95	101.95
Pertronix Electronic Ignition Kit	TR3 thru 4A (pos. grnd.)	222-555	124.95	101.95
Pertronix Electronic Ignition Kit	TR3 thru 4A (neg. grnd.)	222-405	107.95	87.95
Mallory Dual Point Distributor	all	143-180	280.95	244.95
Unilite Electronic Distributor	Neg. Grnd. Only	143-155	524.95	472.95
Front Flasher Lamp Assy.	TR2, TR3 to TS17340	143-450	31.95	27.95



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852-115



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Triumph TR2-4A (cont.)

Electrical Components (cont.)

Description	Application	Part No.	Reg.	SALE
Front Flasher Lamp Assy.	TR3 from TS17341, 3B	544-050	29.95	24.95
Tail Lamp Assy.	TR2 from TS1301, 3B	143-800	41.95	33.95
Brake & License Lamp Assy.	TR3 to TS18912	544-100	55.95	45.95
Rear Flasher Lamp Assy.	TR3 from TS15601, 3B	144-000	28.95	23.95
License Lamp Assy.	TR3 from TS18913, 3B	144-200	27.95	22.95
Parking Lamp Assy.	TR4, 4A	544-040	46.95	38.95
Flasher Lamp Assy.	TR4 to (b)30348CT	544-060	29.95	24.95
Flasher Lamp Assy.	TR4 from (b)30349CT, 4A	544-070	60.95	49.95
Tail Lamp Assy. Red Lens	TR4, 4A	544-080	188.95	153.95
Tail Lamp Assy. Red/Amber Lens	TR4, 4A	544-790	194.95	157.95
License Lamp Assy. Replacement	TR4, 4A	544-091	29.95	24.95
Panel Light Switch	TR2 thru 3A	162-100	24.95	20.95
Wiper Switch	TR2 thru 3A	162-100	24.95	20.95
Headlight Switch	TR2 thru 3B	140-500	32.95	26.95
Fog Light Switch	TR2 thru 3A	162-100	24.95	20.95
Overdrive Switch	TR2 to TS6265	162-100	24.95	20.95
Overdrive Switch	TR2 from TS6265, 3B	542-015	59.95	48.95
Overdrive Switch	TR4, 4A	542-160	59.95	48.95
Horn Push, Triumph Shield	TR4, 4A	667-430	36.95	29.95
Ignition Switch Assembly	TR4, 4A	542-070	36.95	29.95
Wiper Switch	TR4	162-100	24.95	20.95
Heater Fan Switch	TR4, 4A	162-100	24.95	20.95
Turn Signal Switch	TR4, 4A	560-080	54.95	44.95
Lighting Switch (repl.)	TR4A	635-660	194.95	157.95

Body Trim & Fittings

Front Bumper Bar	TR2, 3	854-200	377.95	306.95
Front Overrider	TR2, 3 (not 3A)	802-750	34.95	28.95
Front Overrider	TR3A, TR3B	802-760	43.95	35.95
Rear Overrider	TR2, 3B	802-800	43.95	35.95
Front Bumper Bar	TR4	854-060	156.95	127.95
Front Overrider	TR4	804-170	41.95	33.95
Front Bumper Bar	TR4A	854-070	155.95	126.95
Front Overrider, R/H	TR4A	804-180	40.95	33.95
Front Overrider, L/H	TR4A	804-190	40.95	33.95
Rear Bumper Bar	TR4, 4A	854-080	461.95	401.95
Rear Overrider, R/H	TR4, 4A	804-200	52.95	42.95
Rear Overrider, L/H	TR4, 4A	804-210	52.95	42.95
Badge Bar	TR2, 3	646-200	152.95	123.95
Badge Bar	TR3A, 3B	646-210	149.95	121.95
Grille	TR3	870-020	286.95	232.95
Grille	TR3A, 3B	870-030	194.95	157.95
Grille	TR4	870-000	421.95	341.95
Grille	TR4A	870-010	419.95	344.95
Headlamp Rim	TR2, 3 to TS22013	560-180	43.95	35.95
Headlamp Rim	TR3A from TS32585, TR4 to (b)24600CT	560-200	40.95	33.95
Headlamp Rim	TR4 from (b)24601Ct, TR4A, 6	560-210	25.95	21.95

Triumph TR250/6

Brake Components

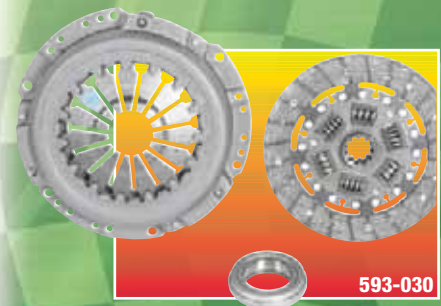
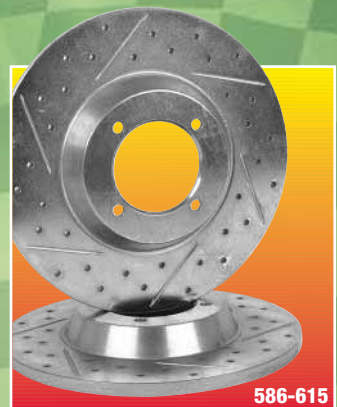
Brake Master Cylinder	TR250, TR6	581-040	257.95	208.95
Brake Servo	TR250, TR6	581-050	444.95	387.95
Wheel Cylinder, Rear .70"	TR250, TR6	580-045	31.95	25.95
Caliper Piston	TR250, TR6 to CC29929	582-000	22.95	18.95
Caliper Piston, Stainless Steel	TR250, TR6 to CC29929	582-095	34.95	28.95
Caliper Piston	TR6 from CC29930	582-005	18.95	15.95
Brake Disc, 10 3/4"	TR250, TR6	586-510	40.95	33.95
Brake Disc Set, Grooved X drilled	TR250, TR6	586-615	198.95	161.95
Brake Hose, Front	TR250, TR6	584-080	19.95	16.95
Brake Hose, LH Rear	TR250, TR6	584-090	21.95	17.95
Brake Hose, RH Rear	TR250, TR6	584-100	20.95	16.95
Brake Hose Set, Braided Stainless Steel	TR250, TR6	582-048	107.95	87.95
Brake Pipe Set, Cupro Nickel	TR250, TR6 to 1972 (CC81078)	588-188	139.95	113.95
Brake Pipe Set, Cupro Nickel	TR6 1972 on (CC81078)	588-198	139.95	113.95

Clutch Components

Clutch Master Cylinder, .75"	TR250, TR6 1968-70	581-530	95.95	77.95
Clutch Master Cylinder, .70"	TR6 1970-76	581-540	129.95	105.95
Clutch Slave Cylinder	TR250, TR6	580-770	54.95	45.95
Clutch Slave Hose	TR250, TR6	584-780	18.95	15.95
Clutch Kit, Borg & Beck	TR250, TR6	593-030	162.95	131.95

Cooling Components

Radiator Assembly	TR250, TR6 1968-71	850-060	319.95	259.95
Radiator Assembly	TR6 1972-74	850-040	298.95	242.95
Radiator Assembly	TR6 1975-76	850-070	309.95	251.95
Air Deflector (ea)	TR250	857-260	16.95	13.95
Air Duct	TR6	855-135	25.95	21.95
Water Pump	TR250, TR6 1968-72.5 to CC80027	835-030	72.95	59.95
Water Pump	TR6 1975-76	835-055	118.95	101.95
Upper Radiator Hose	TR250, TR6 1968-71	834-600	8.80	7.10
Upper Radiator Hose, Curved	TR6 1972-74	834-610	7.30	5.90
Upper Radiator Hose, Straight	TR6 1972-74	834-620	4.15	3.35
Upper Radiator Hose	TR6 1975-76	834-605	9.95	8.15
Lower radiator Hose, to rad	TR250, TR6	834-630	3.95	3.20
Lower radiator Hose, to WP	TR250, TR6	834-640	4.15	3.35



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Engine Components

Description	Application	Part No.	Reg.	SALE
Head Gasket Set, Payen Brand	TR250, TR6 1968-71	694-551	50.95	41.95
Head Gasket Set	TR250, TR6 1968-71	694-552	39.95	32.95
Head Gasket Set, Payen Brand	TR6 1972-76	694-561	71.95	58.95
Head Gasket Set	TR6 1972-76	694-562	33.95	27.95
Lower Gasket Set, Payen Brand	TR250, TR6	692-051	33.95	27.95
Lower Gasket Set	TR250, TR6	692-052	20.95	17.95
Oil Pump	TR6 from CC66297 (will retro)	836-200	94.95	76.95
Alloy Valve Cover with Triumphtune Logo	all (without E.G.R.)	223-250	197.95	168.95
Alloy Valve Cover, Polished	all (without E.G.R.)	223-340	186.95	151.95
Alloy Valve Cover, Polished with Ribs	all (without E.G.R.)	223-360	247.95	200.95
Heavy Duty Head Stud Kit	TR250, TR6	322-818	149.95	121.95
Heavy Duty Rod Bolt Kit	TR250, TR6	322-828	129.95	105.95
Spin On Filter Adapter Kit	TR250, TR6	635-820	69.95	57.95
Performance Rockershaft Oil Feed Line	TR250, TR6	821-360	53.95	43.95
Fuel System Components				
HS6 Carb. Conversion Kit	TR250, TR6	370-848	899.95	782.95
Fuel Pump, with prime lever	TR250, TR6	377-061	99.95	80.95

Exhaust

Stainless Steel Exhaust System	TR250, TR6 1968-71	860-200	376.95	305.95
Stainless Steel Exhaust System	TR6 1972	860-210	408.95	331.95
Stainless Steel Exhaust System	TR6 1973-76	860-220	408.95	331.95

Suspension Components

Tie Rod End Set	TR250, TR6	667-265	27.95	22.95
Upper Ball Joint	TR250, TR6	661-080	49.95	40.95
Front Wheel Bearing Kit	TR250, TR6	525-215	44.95	36.95
Rear Wheel Bearing Kit	TR250, TR6	525-230	64.95	52.95
Front Shock	TR250, TR6	670-015	37.95	30.95
Rear Shock, R/H	TR250, TR6	670-040	171.95	139.95
Rear Shock, L/H	TR250, TR6	670-050	171.95	139.95

Electrical Components

Starter, New Repro	TR250	140-400	131.95	106.95
High Torque Starter	TR6	541-555	314.95	255.95
Alternator, New Lucas	TR250	130-000	149.95	121.95
Pertronix Electronic Ignition Kit	TR250, TR6	222-395	107.95	87.95
Tail Lamp Assy. Red Lens	TR250	544-080	188.95	153.95
Tail Lamp Assy. Red/Amber Lens	TR250	544-790	194.95	157.95
License Lamp Assy. Replacement	TR250	544-091	29.95	24.95
Flasher Lamp Assy.	TR250	143-660	37.95	30.95
Rear Side Marker Lamp Assy.	TR250	544-120	18.95	16.95
Reverse Lamp Assy.	TR250	544-060	29.95	24.95
Interior Lamp Assembly	TR6 1969-72	158-920	25.95	21.95
Interior Lamp Lens & Bezel	TR6 1969-72	158-925	12.95	10.95
Trunk Lamp	TR6	544-245	10.95	8.85
Flasher Lens, R/H	TR6	544-390	43.95	35.95
Flasher Lens, L/H	TR6	544-380	43.95	35.95
Stop/Tail Lens, R/H	TR6	544-410	47.95	38.95
Stop/Tail Lens, L/H	TR6	544-400	47.95	38.95
Reverse Lamp Lens, R/H	TR6	544-450	19.95	16.95
Reverse Lamp Lens, L/H	TR6	544-440	19.95	16.95
Wiper/Washer Switch (repl.)	TR6 1973-76	635-770	137.95	111.95
Hazard Switch	TR250, TR6 1969-71	635-600	167.95	136.95
Hazard Switch	TR6 1972	635-610	73.95	59.95
Hazard Switch	TR6 1973-76	635-620	88.95	72.95
Turn Signal Switch	TR250, TR6 1969-72	560-080	54.95	44.95
Lighting Switch (repl.)	TR250, TR6 1969-72	635-660	194.95	157.95
Lighting Switch	TR6 1973	635-660	194.95	157.95
Headlamp Flasher & Dimmer Switch	TR6 1974-76	635-665	202.95	164.95
Lighting Switch (repl.)	TR6 1974-76	635-675	13.95	11.95
Turn Signal Switch	TR250-6	560-080	54.95	44.95
Overdrive Switch	TR250-6	542-160	59.95	48.95

Body Trim & Fittings

Front Bumper Bar	TR250	854-070	155.95	126.95
Front Override, R/H	TR250	804-180	40.95	33.95
Front Override, L/H	TR250	804-190	40.95	33.95
Rear Bumper Bar	TR250	854-080	461.95	401.95
Rear Override, R/H	TR250	804-200	52.95	42.95
Rear Override, L/H	TR250	804-210	52.95	42.95
Front Bumper Bar	TR6 1969-74 1/2	994-055	471.95	382.95
Rear Bumper Center Bar	TR6 1969-72	854-760	200.95	162.95
Rear Bumper Corner Bar, R/H	TR6 1969-73	854-085	131.95	106.95
Rear Bumper Corner Bar, L/H	TR6 1969-73	854-095	131.95	106.95
Grille	TR250	870-015	472.95	383.95
Grille Assembly	TR6	870-150	165.95	134.95
Headlamp Rim	TR250-6	560-210	25.95	21.95

Triumph TR7

Brake Components

Wheel Cylinder, Rear	TR7 4 Speed & Auto, TR8 1980-81	071-516	27.95	24.95
Wheel Cylinder, Rear	TR7 5 Speed, TR8 1978-79	071-522	46.95	38.95
Caliper Piston	TR7, TR8	181-925	20.95	16.95
Brake Drum	TR7 5 Speed, TR8	072-118	133.95	108.95
Brake Disc	TR7	071-540	37.95	30.95

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Triumph TR7 (cont.)

Brake Components (cont.)

Description	Application	Part No.	Reg.	SALE
Brake Disc Set, Grooved X drilled	TR7	586-610	198.95	161.95
Brake Disc	TR8	TKC3157	144.95	117.95
Brake Hose, Front	TR7, TR8	071-530	24.95	21.95
Brake Hose, Rear	TR7, TR8	071-534	28.95	23.95

Clutch Components

Clutch Slave Cylinder	TR7, TR8	071-312	109.95	89.95
Clutch Slave Cylinder, aftermarket	TR7, TR8	071-313	56.95	46.95
Clutch Kit	TR7 1977-81 5spd.	071-345	172.95	140.95
Clutch Kit	TR8	LEK110	395.00	355.95

Cooling Components

Water Pump, 6 vane	TR7 1975-76	071-216	537.95	457.95
Water Pump, 12 vane	TR7 1977-81	071-220	525.95	441.95
Upper Radiator Hose, LH	TR7 1975-79	071-200	8.35	6.75
Upper Radiator Hose, RH	TR7 1975-79	071-204	7.30	5.90
Upper Radiator Hose, LH to tank	TR7 1980-81	071-202	8.20	6.60
Upper Radiator Hose, RH to Carb	TR7 1980-81	071-206	16.95	13.95
Upper Radiator Hose, RH	TR7 F.I.	071-210	9.40	7.60
Lower Radiator Hose	TR7 1975-81	071-212	14.95	12.95

Engine Components

Head Gasket Set	TR7 1975-81 Carb	071-003	34.95	28.95
Lower Gasket Set	TR7	071-005	22.95	19.95
Oil Pump Assembly	TR7	071-040	82.95	67.95

Suspension Components

Tie Rod End	TR7	071-402	23.95	19.95
Inner Tie Rod	TR7	072-110	55.95	48.95
Lower Ball Joint	TR7, TR8	071-403	24.95	20.95
Front Wheel Bearing Kit	TR7, TR8	071-554	28.95	23.95
Rear Wheel Bearing Kit	4 spd. and Auto	071-555	37.95	30.95
Rear Wheel Bearing Kit	5 spd.	071-556	70.95	57.95
Front Strut	TR7, TR8	071-400	85.95	69.95
Rear Shock	TR7, TR8	071-401	39.95	32.95

Electrical Components

Pertronix Electronic Ignition Kit	TR7 with Lucas dist.	222-425	107.95	93.95
Mallory Dual Point Distributor	TR7	143-275	458.95	413.95
License Lamp Assy.	TR7, TR8	544-230	10.95	8.85
Trunk Lamp	TR7, TR8	544-245	10.95	8.85
Headlamp Switch	TR7, TR8	071-746	35.95	29.95
Demist Switch	TR7 1975-1977.5	071-750	24.95	20.95
Fog Lamp Switch	TR7 1975-1977.5	071-755	26.95	22.95



Triumph Spitfire MK IV - 1500

Brake Components

Brake Master Cylinder	Spitfire 1963-67	581-120	118.95	96.95
Brake Master Cylinder	Spitfire 1968-77/5	580-100	450.95	365.95
Wheel Cylinder, Rear	Spitfire 1963-5/70	64673476	42.95	34.95
Wheel Cylinder, Rear 15mm	Spitfire 6/1970-75	580-080	25.95	21.95
Wheel Cylinder, Rear 18mm	Spitfire 1976-80	580-090	25.95	21.95
Caliper Piston	Spitfire 1968-80	582-115	25.95	21.95
Brake Disc	Spitfire 1963-80	586-520	34.95	28.95
Brake Hose, Front	Spitfire 1963-10/67	584-110	19.95	16.95
Brake Hose, Rear	Spitfire 1963-10/67	GHP2	25.95	21.95
Brake Hose, Front	Spitfire 10/1967-76	584-110	19.95	16.95
Brake Hose, Rear	Spitfire 10/1967-76	584-045	24.95	20.95
Brake Hose, Front	Spitfire 1976-80	584-110	19.95	16.95
Brake Hose, Rear	Spitfire 1976-80	021-162	23.95	19.95
Brake Pipe Set, Cupro Nickel	Spitfire 1970-80	588-208	122.95	99.95

Clutch Components

Clutch Master Cylinder	Spitfire 1963-80	581-120	118.95	96.95
Clutch Slave Cylinder, alloy	Spitfire 1968-77	64068370	133.95	108.95
Clutch Slave Cylinder, iron	Spitfire 1978-80	580-790	108.95	88.95
Clutch Disc	Spitfire MK 1 1962-64	190-870	56.95	46.95
Clutch Disc	Spitfire MK II, III 1965-70	190-890	53.95	43.95
Clutch Disc	Spitfire 1500 1973-74	190-880	78.95	63.95
Clutch Disc	Spitfire 1500 1975-80	190-900	64.95	52.95
Clutch Cover	Spitfire MK 1 1962-64	HA3354	199.95	161.95
Clutch Cover	Spitfire MK II, III 1965-70	594-020	79.95	64.95
Clutch Cover	Spitfire MK IV 1971-74	594-020	79.95	64.95
Clutch Cover	Spitfire 1500 1973-74	190-860	95.95	77.95
Clutch Cover	Spitfire 1500 1975-80	190-860	95.95	77.95
Clutch Kit	Spitfire MK II, III 1965-70	593-060	145.95	118.95
Clutch Kit	Spitfire MK IV 1971-74	593-060	145.95	118.95
Clutch Kit	Spitfire 1500 1975-80	190-990	156.95	127.95

Cooling Components

Water Pump	Spitfire 1963-70	GWP200	107.95	87.95
Water Pump	Spitfire 1971-74	835-645	68.95	59.95
Water Pump	Spitfire 1979-80	835-655	58.95	47.95
Upper Radiator Hose	Spitfire 1963-78	834-380	6.60	5.35
Upper Radiator Hose, RH	Spitfire 1978-80	834-940	8.35	6.75
Upper Radiator Hose, LH	Spitfire 1978-80	834-945	10.95	8.85
Lower Radiator Hose	Spitfire 1963-72	834-920	8.00	6.45
Lower Radiator Hose	Spitfire 1973-74	834-925	3.65	2.95
Lower Radiator Hose	Spitfire Early 1975	834-930	9.75	7.90
Lower Radiator Hose	Spitfire 1975-78	834-935	8.25	6.65
Lower Radiator Hose	Spitfire 1979-80	834-950	13.95	11.95



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Engine Components

Description	Application	Part No.	Reg.	SALE
Head Gasket Set	Spitfire 1963-67	696-315	47.95	38.95
Head Gasket Set	Spitfire 1968-71	696-320	53.95	43.95
Head Gasket Set	Spitfire 1971-74	696-325	34.95	28.95
Head Gasket Set, Payen Brand	Spitfire 1975-80	694-141	47.95	38.95
Head Gasket Set	Spitfire 1975-80	694-142	23.95	19.95
Lower Gasket Set, Payen Brand	Spitfire 1971-80	694-151	26.95	21.95
Lower Gasket Set	Spitfire 1971-80	694-152	18.95	15.95
Oil Pump, vert. pickup	Spitfire 1300, 1500 to FM59898E	836-125	94.95	79.95
Oil Pump, angle pickup	Spitfire 1500 from FM59899E (will retro)	836-130	119.95	97.95

Exhaust

Stainless Steel Exhaust System	Spitfire 1973-74	862-180	344.95	279.95
Stainless Steel Exhaust System	Spitfire 1975-77	862-190	344.95	279.95
Stainless Steel Exhaust System	Spitfire 1977-80	862-200	324.95	263.95

Suspension Components

Tie Rod End	Spitfire, GT6	668-047	27.95	22.95
Upper Ball Joint	Spitfire, GT6	661-095	22.95	18.95
Front Wheel Bearing Kit	Spitfire 1963-80	525-215	44.95	36.95
Rear Wheel Bearing Kit	Spitfire 1963-80	525-235	44.95	36.95
Front Shock	Spitfire, GT6	670-195	41.95	33.95
Rear Shock, Pair	Spitfire, GT6	670-218	71.90	58.95

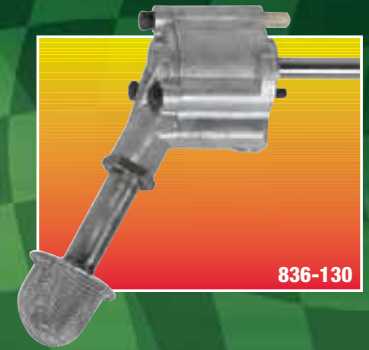
Electrical Components

Starter, New Repro	Spitfire, GT6	140-400	131.95	106.95
Alternator, Lucas New Repl.	Spitfire 1968-80	130-100	149.95	121.95
Pertronix Electronic Ignition Kit	Spitfire 1974 with Lucas dist.	222-405	107.95	87.95
Pertronix Electronic Ignition Kit	Spitfire 1975 on	222-425	107.95	93.95
Mallory Dual Point Distributor	Spitfire	143-180	280.95	244.95
Unilite Electronic Distributor	Spitfire Neg. Grnd. Only	143-155	524.95	472.95
Clear Flasher Lamp Assy.	Spitfire/GT6 1963-69	544-070	60.95	49.95
Stop/Tail Lens, Red	Spitfire/GT6 1963-69	54580753	26.95	21.95
Reverse Lens, Clear	Spitfire MK IV, 1500	570-225	15.95	12.95
Indicator Lens, Amber	Spitfire MK IV, 1500	570-230	19.95	16.95
Stop Lens, Red	Spitfire MK IV, 1500	570-235	19.95	16.95
License Lamp Assy.	Spitfire/GT6 1963-69	144-200	27.95	22.95
License Lamp Assy.	Spitfire 1971-72	544-540	278.95	239.95
License Lamp Assy. Chrome	Spitfire 1973-76	144-220	29.95	24.95
License Lamp Assy. Black	Spitfire 1977-80	144-230	17.95	14.95
Horn Push, Triumph Shield	Spitfire 1963-72	667-430	36.95	29.95
Horn Push, Triumph Logo	Spitfire 1973-76	667-435	32.95	26.95
Headlamp Dip & Flash Switch	Spitfire 1963-76	635-665	202.95	164.95
Turn Signal Switch	Spitfire 1963-76	560-080	54.95	44.95
Hazard Switch (rocker)	Spitfire 1971-76	635-610	73.95	59.95
Hazard Switch (pull)	Spitfire 1977-80	635-620	88.95	72.95
Headlamp Rim	Spitfire/GT6 1965-70	560-210	25.95	21.95

Jaguar

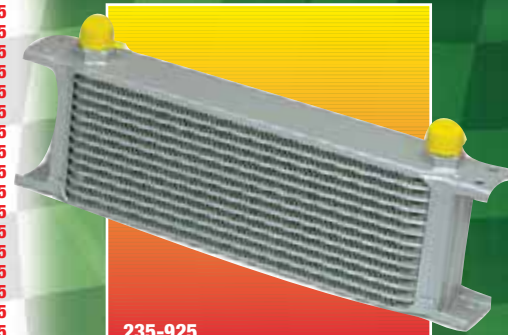
Brake Components

Brake Master	XK120 1949-52 Single System	011-234	339.95	295.95
Brake Master	XK140	011-234	339.95	295.95
Brake Master	XK150-150S	011-236	240.95	195.95
Brake Master	E-TYPE 4.2	L4212-556	569.95	495.95
Brake Master	E-TYPE V12	L4212-556	569.95	495.95
Brake Master	XJ6, XJ12 1974-77	74066132	216.95	175.95
Brake Master	XJ6, XJ12, XJS 1977-87	74066126	207.95	168.95
Brake Servo	XK120-150S when fitted	981-173	665.95	539.95
Brake Hose, Front or Rear	XK120 1949-52	180-860	36.95	29.95
Brake Hose, Front	XK120 1952-54	011-248	46.95	38.95
Brake Hose, Rear	XK120 1952-54	180-850	37.95	30.95
Brake Hose, Front or Rear	XK140	180-860	36.95	29.95
Brake Hose, Front	XK150	011-249	24.95	20.95
Brake Hose, Rear	XK150	513-332	23.95	19.95
Brake Hose, Front	E-TYPE 3.8	011-249	24.95	20.95
Brake Hose, Rear	E-TYPE 3.8	513-332	23.95	19.95
Brake Hose, Front	E-TYPE 4.2 1965-9/68	GHP93	25.95	21.95
Brake Hose, Rear	E-TYPE 4.2 1965-9/68 OTS, FHC	513-332	23.95	19.95
Brake Hose, Rear	E-TYPE 4.2 1965-9/68 2+2	GHP87	34.95	28.95
Brake Hose, Front	E-TYPE 4.2 9/1968-71	011-249	24.95	20.95
Brake Hose, Rear	E-TYPE 4.2 9/1968-71 OTS, FHC	513-332	23.95	19.95
Brake Hose, Rear	E-TYPE 4.2 9/1968-71 2+2	584-760	23.95	19.95
Brake Hose, Front	E-TYPE V12	011-249	24.95	20.95
Brake Hose, Rear	E-TYPE V12 OTS	513-332	23.95	19.95
Brake Hose, Rear	E-TYPE V12 2+2	584-760	23.95	19.95
Brake Hose, Front	XJ6 1969-10/73	011-249	24.95	20.95
Brake Hose, Rear	XJ6 1969-10/73	021-162	23.95	19.95
Brake Hose, Front	XJ6, XJ12 10/1973-87	GHP101	24.95	20.95
Brake Hose, Rear	XJ6, XJ12 10/1973-81	071-530	24.95	21.95
Brake Hose, Front	XJS 1971-77	GHP101	24.95	20.95
Brake Hose, Front	XJS 1977-92.5	GHP64	27.95	25.95
Brake Hose, Rear	XJS 1976-92.5	071-530	24.95	21.95
Brake Disc, Front or rear	XK150, XK150S	011-875	163.95	132.95
Brake Disc, Front	E-TYPE 3.8 1961-64	C23484-AM	86.95	70.95
Brake Disc, Front	E-TYPE 4.2 1965-68	C23484-AM	86.95	70.95
Brake Disc, Rear	E-TYPE 4.2 1965-68	GR112	47.95	38.95
Brake Disc, Front	E-TYPE 4.2 1968-71	C27024-AM	103.95	84.95

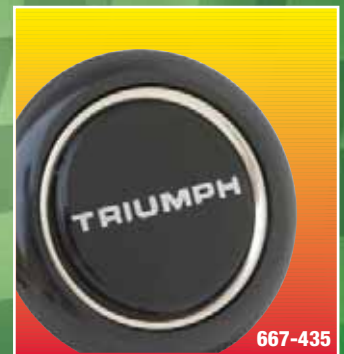


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Jaguar (cont.)

Brake Components (cont.)

Description	Application	Part No.	Reg.	SALE
Brake Disc, Rear	E-TYPE 4.2 1968-71	GR112	47.95	38.95
Brake Disc, Front	E-TYPE V12 1971-74	GR114	87.95	71.95
Brake Disc, Rear	E-TYPE V12 1971-74	GR112	47.95	38.95
Brake Disc, Front	XJ6 1968-73, XJ12 1973	GR113	57.95	46.95
Brake Disc, Front	XJ6, XJ12, XJS 1973-87	GR114	87.95	71.95
Brake Disc, Rear	XJ6, XJ12 1969-87	GR112	47.95	38.95
Brake Disc, Rear	XJS 1976-92, Non Dana	GR112	47.95	38.95
Brake Disc, Rear	XJS with Dana rear end	JLM731-AM	50.95	41.95

Clutch Components

Clutch Master Cylinder	E-TYPE 3.8	64068754	130.95	106.95
Clutch Master Cylinder	E-TYPE 4.2 1965-66	64068754	130.95	106.95
Clutch Master Cylinder	E-TYPE 4.2 1966-71	64068754	130.95	106.95
Clutch Master Cylinder	E-TYPE V12	64068754	130.95	106.95
Clutch Slave Cylinder	E-TYPE 3.8	L4252-364	105.95	85.95
Clutch Slave Cylinder	E-TYPE 4.2 1965 to 7E4606	L4252-364	105.95	85.95
Clutch Slave Cylinder	E-TYPE 4.2 1966-71 from 7E4607	L4252-387	96.95	78.95
Clutch Slave Cylinder	E-TYPE V12	L4252-387	96.95	78.95
Clutch Slave Hose	XK150	011-252	34.95	28.95
Clutch Slave Hose	E-TYPE 3.8	021-162	23.95	19.95
Clutch Slave Hose	E-TYPE 4.2	584-080	19.95	16.95
Clutch Slave Hose	E-TYPE V12	584-080	19.95	16.95
Clutch Kit, 9.5" Diaph.	All 6cyl. 1965-71	HK5228	309.95	251.95
Clutch Kit	All 5.0 V12	HK5230	405.95	328.95

Cooling Components

Upper Radiator Hose	XK120	011-175	18.95	15.95
Upper Radiator Hose	XK140-XK150	434-427	13.95	11.95
Upper Radiator Hose	XJ6 4.2 1969-77	GRH562-AM	8.35	6.75
Upper Radiator Hose	XJ6 4.2 1978-82.5	GRH626-AM	8.95	7.25
Upper Radiator Hose	XJ12 5.3 RH	GRH588-AM	8.35	6.75
Upper Radiator Hose	XJ12 5.3 LH	GRH587-AM	9.40	7.60
Upper Radiator Hose	XJS RH	GRH588-AM	8.35	6.75
Upper Radiator Hose	XJS LH	GRH587-AM	9.40	7.60
Lower Radiator Hose, Bypass	XK120	011-181	9.50	7.70
Lower Radiator Hose	XK140-150	011-178	8.40	6.80
Lower Radiator Hose, Bypass	XK140-150	834-320	9.40	7.60
Lower Radiator Hose, W/P to Pipe	E-TYPE 3.8	GRH293	9.95	8.05
Lower Radiator Hose, Rad. to Pipe	E-TYPE 3.8	GRH575	6.85	5.55
Lower Radiator Hose, Rad. to Intake Pipe	E-TYPE 4.2 1965-67	GRH575	6.85	5.55
Lower Radiator Hose, Int Man. to Header Tank	E-TYPE 4.2 1965-67	GRH576	5.85	4.70
Lower Radiator Hose, W/P to Conn. Pipe	E-TYPE 4.2 1968-71	GRH583	35.95	29.95
Lower Radiator Hose, Conn. Pipe to Rad.	E-TYPE 4.2 1968-71	GRH584	10.45	8.45
Lower Radiator Hose, Rad. to Tee	E-TYPE V12	GRH544	8.35	6.75
Lower Radiator Hose, Tee to Conn.	E-TYPE V12	GRH539-AM	8.95	7.25
Lower Radiator Hose, Conn. Pipe to Cooler	E-TYPE V12	GRH540-AM	10.45	8.45
Lower Radiator Hose, Cooler to W/P	E-TYPE V12	GRH541	59.95	52.95
Lower Radiator Hose, Tee to Exp. Tank	E-TYPE V12	GRH545-AM	10.45	8.45
Lower Radiator Hose, Rad. to Cooler	XJ6 4.2	GRH565-AM	9.40	7.60
Lower Radiator Hose, Cooler to W/P	XJ6 4.2	GRH563-AM	13.95	11.95
Lower Radiator Hose	XJ12 5.3	GRH560-AM	12.95	10.95
Lower Radiator Hose	XJS 1976-92	GRH560-AM	12.95	10.95

Engine Components

Head Gasket Set	XK120	524-071	103.95	84.95
Head Gasket Set	XK140-150 3.4 Litre	524-069	101.95	82.95
Head Gasket Set	XK150 3.8 Litre	011-620	126.95	102.95
Head Gasket Set	XK150S 3.8 Litre	524-073	135.95	110.95
Head Gasket Set	E-TYPE 3.8	524-073	135.95	110.95
Head Gasket Set	E-TYPE 4.2 1965-68	CG571	99.95	80.95
Head Gasket Set	E-TYPE 4.2 1969-71	DJ021	99.95	80.95
Head Gasket Set	E-TYPE V12	GEG1207	253.95	205.95
Head Gasket Set	XJ6 4.2 1968	CG571	99.95	80.95
Head Gasket Set	XJ6 4.2 1969-74	DJ021	99.95	80.95
Head Gasket Set	XJ6 4.2 1974-78	DJ023	107.95	87.95
Head Gasket Set	XJ6 4.2 1978-87	GEG1253	144.95	126.95
Head Gasket Set	XJ12 5.3 Carb.	GEG1207	253.95	205.95
Head Gasket Set	XJS HE 1982-92	GEG1248	326.95	264.95
Lower Gasket Set	XK150	522-053	59.95	48.95
Lower Gasket Set	E-TYPE 3.8	522-053	59.95	48.95
Lower Gasket Set	E-TYPE 4.2 1965-68	EG571	59.95	48.95
Lower Gasket Set, aftermarket	E-TYPE 4.2 1968-71	GEG255-AM	24.95	20.95
Lower Gasket Set	E-TYPE V12	GEG285	139.95	113.95
Lower Gasket Set, aftermarket	XJ6 4.2 1969-87	GEG255-AM	24.95	20.95
Lower Gasket Set	XJ12 5.3	GEG285	139.95	113.95
Lower Gasket Set	XJS 1976-80	GEG285	139.95	113.95
Lower Gasket Set	XJS HE 1982-92	GEG285	139.95	113.95
Crank Sprocket	6 cyl. thru 1987	031-915	125.95	102.95
Intermediate Sprocket	6 cyl. thru 1987	031-916	253.95	205.95
Cam Sprocket	6 cyl. thru 1987	031-918	136.95	110.95
Timing Chain, Lower	6 cyl. thru 1987	600-099	22.95	18.95
Timing Chain, Upper	6 cyl. thru 1987	600-105	22.95	18.95
Damper Pad, Upper LH	6 cyl. thru 1987	031-921	16.95	13.95



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Engine Components (cont.)

Description	Application	Part No.	Reg.	SALE
Damper Pad, Upper RH	6 cyl. thru 1987	.031-922	16.95	13.95
Chain Guide, Lower LH	4.2	.031-919	14.95	12.95
Chain Guide, Lower RH	6 cyl. thru 1987	C21815	18.95	15.95
Cam Bearing Set	6 cyl. thru 1987	550-630	79.95	64.95
Oil Cooler Hose, Long	XJ6 1980-87	.CBC1437	99.95	80.95
Oil Cooler Hose, Short	XJ6 1980-87	.CBC1438	98.95	80.95
Flex Plate, Ring Gear Assy.	XJ6 1978-87	.EAC8973	272.95	237.95
Tappet Guide Hold Down Kit	6 cyl. thru 1987	.J3842	69.95	61.95
Front Motor Mount	XJ6 thru 1987	.JLM1009	21.95	17.95
Front Motor Mount	XJ12/S	.JLM1010	29.95	24.95

Fuel System Components

SU Fuel Pump	E-Type 12 cyl.	.377-035	352.95	289.95
SU Fuel Pump, Neg. Ground	E-Type 1968-71, XJ6 1968-75	.377-165	129.95	105.95
Fuel Pump	XJ6 1978-87, XJS 1980-91	.73144	258.95	225.95
Air Filter, Crosland	XJ6 thru 1978	.950-250	18.95	16.95
Fuel Filter, Crosland	XJ6 1980-87, XJS 1982-91	.950-100	24.95	20.95

Exhaust

Stainless Steel Exhaust System	XK120 Roadster	.860-170	549.95	445.95
Stainless Steel Exhaust System	XK140-150 (with standard gearbox)	.860-190	680.95	551.95
Stainless Steel Exhaust System	XK120 FHC & DHC	.870-175	471.95	382.95

Suspension Components

Tie Rod End	E-TYPE 1962-71	.QR1178S	28.95	23.95
Tie Rod End	E-TYPE V12	.GSJ206-AM	22.95	18.95
Tie Rod End	XJ6, XJ12, XJS 1969-82.5	.GSJ206-AM	22.95	18.95
Tie Rod End	XJ6, XJS 4.2 1982.5-87	.GSJ203-AM	21.95	17.95
Upper Ball Joint	XK 120-150S	.GSJ145-AM	32.95	26.95
Upper Ball Joint	E-TYPE	.RTC2203-AM	38.95	31.95
Lower Ball Joint	E-TYPE	.GSJ129-AM	37.95	30.95
Upper Ball Joint	XJ6, XJ12, XJS	.GSJ145-AM	32.95	26.95
Lower Ball Joint	XJ6, XJ12, XJS	.GSJ129-AM	37.95	30.95
Upper Ball Joint, Replacement Sealed	XJ6/12, XJS	.CAC9938	62.95	50.95
Lower Ball Joint, Replacement Sealed	1959-87	.CAC9937	64.95	52.95
Front Inner Wheel Bearing	XK120-150S	.011-225	28.95	23.95
Front Outer Wheel Bearing	XK120-150S	.011-226	20.95	16.95
Rear Wheel Bearing	XK120-150S Sauls Axle	.011-223	28.95	23.95
Front Inner Wheel Bearing	E-TYPE 3.8	.126-000	9.15	7.95
Front Outer Wheel Bearing	E-TYPE 3.8	.126-100	7.95	6.40
Front Wheel Seal	E-TYPE 3.8	.OS6320	6.60	5.35
Rear Inner Wheel Bearing	E-TYPE 3.8	.GHB139	25.95	22.95
Rear Outer Wheel Bearing	E-TYPE 3.8	.GHB140	26.95	24.95
Rear Inner Seal	E-TYPE 3.8	.OS7605	9.65	7.80
Rear Outer Seal	E-TYPE 3.8	.GHS170	7.95	6.40
Front Wheel Bearing Kit	E-TYPE 4.2, V12	.GHK1025	43.95	35.95
Rear Wheel Bearing Kit	E-TYPE 4.2, V12	.GHK1026	79.95	64.95
Front Wheel Bearing Kit	XJ6, XJ12, XJS 1969-77	.GHK1025	43.95	35.95
Rear Wheel Bearing Kit	XJ6, XJ12, XJS	.GHK1026	79.95	64.95
Front Wheel Bearing Kit	XJ6, XJ12, XJS 1977-87	.GHK1089	59.95	48.95
Front Shock, Koni	XK120	.656-260	358.95	290.95
Front Shock, Spax	E-Type 3.8, 4.2	.C20011-AM	127.95	103.95
Rear Shock, Boge	E-Type 3.8, 4.2	.26-259-0	72.95	59.95
Rear Shock, Spax	E-Type 3.8, 4.2	.C25951-AM	143.95	120.95
Front Shock, Spax	E-Type V12	.C35592-AM	185.95	150.95
Rear Shock, Spax	E-Type V12	.C32061-AM	290.95	235.95
Front Shock, Boge	XJ6, XJ12 1968-87	.36-302-0	86.95	72.95
Front Shock, Unipart	XJ6, XJ12 1968-87	.GDA4182	117.95	95.95
Rear Shock, Boge	XJ6, XJ12 1968-87	.36-303-0	92.95	80.95
Front Shock, Boge	XJS 1976-92	.36-302-0	86.95	72.95
Front Shock, Unipart	XJS 1976-92	.GDA4182	117.95	95.95
Rear Shock, Boge	XJS 1976-92	.36-303-0	92.95	80.95

Electrical Components

Pertronix Electronic Ignition Kit	6 cyl. Points Distributor 1964-74	.222-395	107.95	87.95
Pertronix Electronic Ignition Kit	6 cyl. CEI Distributor 1979-87	.222-525	124.95	101.95
Mallory Dual Point Distributor	all	.543-040	280.95	244.95
Unilite Electronic Distributor	Neg. Grnd. Only	.543-045	524.95	472.95
Headlight Dimmer	XK120-150	.140-900	41.95	33.95
Ignition Switch (lock and barrel not incl.)	XK120-150	.031-978	60.95	49.95
Window/Sunroof/Door Lock Switch	XJ6 1980-87, XJS 1978-87	.011-015	11.95	9.65
Window & Door Lock Switch	XJ6/12 1974-79, XJS 1976-77	.33727	47.95	38.95
Rear Window Defroster Switch	XJ6 1980-87	.33785	81.95	66.95
Interior Light Door Switch	XJ6 1980-87	.33788	77.95	63.95
Turn Signal Switch	XJ6 1983-87, XJS 1982-87 (w/cruise control)	.35360	117.95	95.95
Master Window Switch	XJ6 1974-87, XJ12 1974-78, XJS 1976-87	.39980	26.95	21.95
Steering Lock Assembly, with switch	XJ6/12 1974-79, XJS 1976-79	.DAC1419	204.95	166.95
Ignition Switch	XJ6/12 1975-79, XJS 1976-82	.39998	57.95	46.95
Steering Lock Assy.	XJ6 1980-87, XJS 1980-89	.DAC4153	424.95	344.95
Neutral Safety Switch on Transmission	XJ6 1980-87	.DAC4155	106.95	93.95



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Reproduction Early Sleeved Type Thermostat 434-156 \$38.95



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Cover for regulator 141-920 24.95



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