

BRITISH MOTORING

MOSS MOTORS, LTD. | WWW.BRITISHMOTORING.NET | SUMMER 2008

SUMMER SAVINGS
SALE

*Bargains start
on page
31*

**LITTLE MINI
BIG FUN**



CLASSIC TIRE TECH



MG CHAMPION



MIDGET REWIND





ATTENTION: CLASSIC MINI OWNERS

NEW CLASSIC MINI CATALOG

MAILING AUGUST 2008

- Over 100 Pages
- Fully Illustrated with Exploded Views
- Full Color Accessory Section
- 24 Month Warranty
- Customer Loyalty Program
- Great Prices
- Covers All Classic Minis from 1959-2000



**CALL
OR GO ONLINE
FOR YOURS
TODAY!**



SECURE ONLINE ORDERING!

www.mossmotors.com

**DIRECT ORDER
HOTLINE
OPEN 7 DAYS
A WEEK!**

CALL TOLL FREE:

800-479-3892

INTERNATIONAL CALLS: 805-681-3400



ORDER BY 3:00 PM WEEKDAYS YOUR LOCAL TIME FOR SAME DAY SHIPPING!



VIRGINIA IS FOR LOVERS— OF BRITISH CARS

BY ROBERT GOLDMAN

In addition to old cars, I collect old cameras. As folks who have visited will tell you, every nook and cranny of my house is stuffed with photographica. The cardinal rule of collecting states that when you run out of room, you buy a bigger house. Not all spouses are aware of this, but trust me, it's a rule. Well, as things stand, Moss Motors' house is full of parts and accessories, so it's time to move to a bigger house.

When we located our East Coast warehouse in Dover, New Jersey 20 years ago, it was our third different home in six years, but one which we hoped would serve for the long term. In fact, it has served us very well, but we have outgrown our 20-year-old expectations. The lack of space in New Jersey forces us to ship too many parts from California with the inevitable delays and extra cost this entails. And it's not as if the California warehouse has space to burn. The fact is, we're bulging at the seams.

Knowing a move was inevitable, we took the opportunity to look at all our operations and ask what should be done differently. The obvious answer was to increase space back East. This would allow us to place more stock closer to major markets and reduce the strain on the California warehouse. In broad terms, any new facility would have to be centrally located, be near a major port and have reasonable facility costs, plus offer affordable housing and good quality of life for our staff.

By now many of you are aware that we have chosen a location near Richmond, Virginia. As you read this, we are in the process of designing and equipping the warehouse. With a chance to start from scratch, we want to ensure our material handling processes take advantage of the latest thinking in warehouse design and flow efficiency. However, we probably will not go so far as to equip the staff with roller skates.

For folks living in Virginia, our presence means all orders destined for delivery in the Old Dominion State must now carry sales tax. We apologize for this, but there is no alternative. As the new operation comes online, we hope having more stock available for inexpensive overnight delivery will help ease the pain. It will also now be possible for customers to pick up parts in person at our sales counter. Of course, New Jersey customers will no longer have to pay sales tax once we are out of our old building.

We have one other surprise in this issue of *British Motoring*. In case the classic Mini owners have not already noticed the ad, we're preparing to distribute our first-ever classic Mini parts and accessories catalog. Make sure you tell us to include you in the mailing.

Moss Motors may be 60 years old this year, but with all of the goings-on, we feel like kids in a candy store. That may be a bit of an exaggeration. Let's just say we feel like collectors who have just taken possession of a bigger house. **BM**



SPORTS CAR SERVICES WESTMINSTER, VT

British Cars Since 1987



Look behind the badges: Oil cooler installed on a high output TR3

802-387-4540

We pick up and deliver in eastern NY, NJ & New England

www.sportscar-services.com

Your destination for all things MG...Visit

UNIVERSITYMOTORSLTD.COM



TECHNICAL Q&A DATABASE
GOLDSTAR PRODUCTS
RESTORATION
PROJECTS
SERVICE
EVENTS
NEWS

UNIVERSITY MOTORS LIMITED
6490 FULTON STREET EAST
ADA, MI 49301 USA
TEL (616) 682-0800
FAX (616) 682-0801



UNIVERSITY MOTORS LIMITED



Austin to Vauxhall

*Parts, Service and Restoration for
Uncommon British Marques
that Moss doesn't service.*

**KIP
MOTOR
COMPANY**

(888) 243-0440 Toll Free
(972) 243-0440 Canda & International
Dallas, Texas
info@kipmotor.com
www.kipmotor.com



Motorcar Garage

British Car Specialists



British automobiles are our *passion*.
Let us share the passion with *you*.

www.Motorcar-Garage.com

856-667-6657

Maple Shade, New Jersey



BRITISH MOTORING

CONTENTS SUMMER 2008



FEATURES:

- 11 New Mini vs. Classic Cooper S:** Has BMW bred the Britishness out of their new cutemobile?
- 16 Buyer's Guide:** The big impact of the Mini
- 19 Modern Tires for Classics:** Re-shoeing your car with radials
- 28 Automotive Film Fest:** Car movies and car shows in Yosemite
- 29 Mitty Mania:** Classic racers and infield antics at Road Atlanta
- 30 Vintage University:** Give vintage racing a try with your own car
- 31 Moss Summer Savings Sale:** 15 pages of bargains for your British car

DEPARTMENTS:

- 3 Loud Pedal:** Virginia is for lovers
- 6 News:** What's happening in the British car world
- 7 Motor Mail:** Your questions and comments
- 8 Motor Gear:** Great new products for your British car
- 24 Hero:** Road racing champ Kent Prather
- 27 Editor's Choice:** Spritely beginnings
- 46 Your Projects:** What's parked in your garage?



Published by Moss Motors, Ltd., 440 Rutherford Street, Goleta, CA 93117, 800-667-7872

Publisher: **Robert Goldman**

British Motoring Editorial Team:

Editor: **Kathleen M. Mangan**

Executive Editor: **Ken Smith**

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

Senior Copy Editor: **Christine Knight**

Art Director: **Max Gosha**

Contributors credited individually

Moss Is Moving

Moss Motors' East Coast distribution facility is moving. Established in 1988, Moss' Dover, New Jersey, warehouse no longer has sufficient space to expand. Taking into account distribution patterns, cost of living and lifestyle issues, the decision has been made to move distribution to a new facility in Virginia.

The world's oldest and largest supplier of British sports car restoration and accessory products, Moss is also a fast-growing supplier of modern accessories for various Ford, Mazda and BMW Mini models. Company President Glen Adams says, "By moving to larger quarters, we can better serve our East Coast customers and expand product lines. Product availability will be dramatically improved and overall delivery times reduced. Relocating to Virginia also helps our staff by placing them in a more affordable environment."



The move will take place in the second half of 2008. Notification will be given before New Jersey ceases operations. However, orders will continue to be processed daily from California as usual. This will mean slightly increased delivery times for East Coast customers while the move takes place, but availability will improve and delivery times will drop as the new facility comes online. Every effort will be made to reduce or eliminate the impact on delivery times.

Located on 22 acres south of Richmond, Virginia, the new building offers 112,000 square feet of combined office and warehouse space. The site is already prepared to allow for approximately 100,000 square feet of warehouse expansion. A parklike setting makes the new location ideal for marque days and other promotional activities.

New Moss Classic Mini Catalog Promises to Be Anything But Small

During the last 60 years, Moss has put together many catalogs for its American consumers, covering a slew of British classics like MG, Triumph, Jaguar and Austin-Healey. Now they're launching a full parts program for the classic Mini.

"Considering how much fun they are, and with a growing population of classic Minis here in the States, it just seems natural that Moss should build a classic Mini catalog," explains Robert Goldman, Moss Motors' Vice President of Business Development. "With the help of Mini experts from our U.K. operations, we have created the first Moss Motors classic Mini parts and accessories cata-



log. In terms of quality and selection, we think it will be everything folks have come to expect in a Moss Motors catalog program."

The new parts line will cover both restoration parts as well as accessories. Years covered will span from the first 1959 models through the final Rover-badged cars. The actual catalog will be done to Moss' typical standards, meaning lots of exploded views. Parts will be in the States in late summer.

Get the Latest

Want to stay up to date on the latest parts available for your favorite machine? Moss Motors regularly sends out e-newsletters that contain sales promotions, technical bulletins and even upcoming event information. You can put yourself on the list at mossmotors.com.

Hide some horses under your cap.

Increased performance... with an easy conversion to Ignitor® electronic ignition ...for many sports cars.



The Pertronix IGNITOR, proven for years in thousands of vehicles. Rotating cobalt magnets trigger an electronic switching module (Hall cell). Over 2,000,000 in use.

(Distributor not included)

The Ignitor® breakerless electronic ignition installs as quick as the points it replaces, so you'll never change points again. It fits entirely under your distributor cap for a stock look, and for about \$100, delivers reliability and performance. And, the new Ignitor II® (available for some applications) adds a microcontroller that adjusts the dwell period for the best possible spark over the entire RPM range!

Keep those horses from running wild.

Fool-proof control with our new Digital Rev Limiter.

Designed for use with most 4, 6 or 8 cylinder engines using points, OEM electronic, or aftermarket inductive type ignition systems, including our popular Ignitor line. This microcontroller based unit provides much greater accuracy (+/-0.01%) than analog systems, and digital rotary switches permit easy setting. (Not for CD ignition systems.)



800-827-3758 or 909-599-5955 Ext. 1536 www.pertronix.com

QUALITY PRODUCTS FOR OVER 30 YEARS

Ignitor • Flame-Thrower Coils, Plug Wires, Distributors & Second Strike • Patriot Exhaust Products • Smithy's Mufflers • Doug's Headers

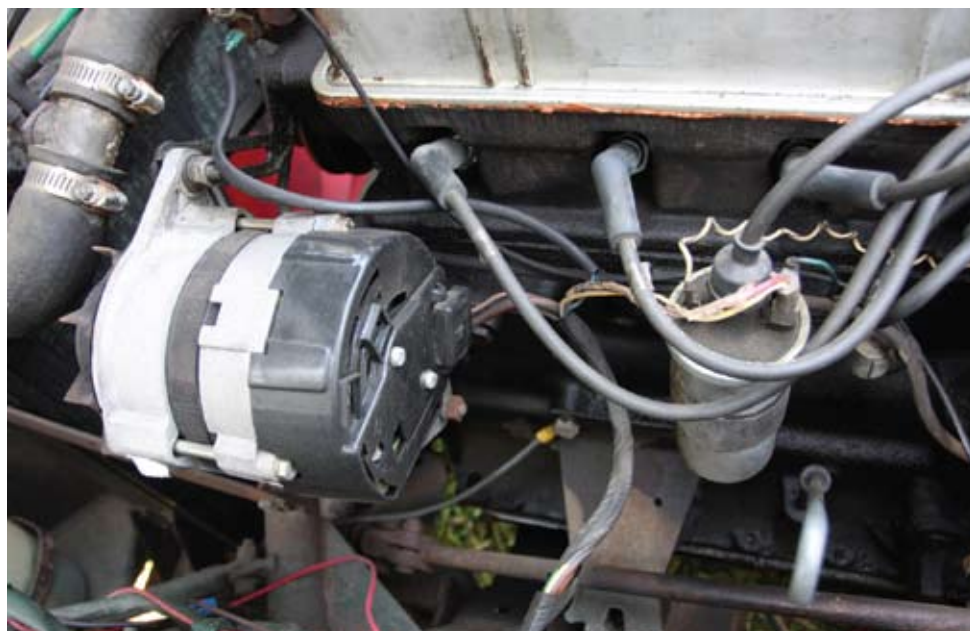


You have questions and we have trunions... We mean answers! Compliments, comments and castigations are all welcome at Motor Mail. Please send yours to editor@mossmotors.com or via USPS to:

British Motoring, Attn: Motor Mail

440 Rutherford Street

Goleta, CA 93117



There's an easy way to keep the car original, yet use these more modern 12V devices. Simply obtain a 12V female lighter socket connected to a cable (from Radio Shack, for example), and then wire that into the car with the shell connected to the car's negative and with the contact connected to the car's "ground," which is positive at the battery. I left the socket in the glove box for access, and since it is isolated around the shell, this technique works fine.

Regards,
Brian Laine
Arlington, Washington

Electric Cars

I received your latest issue yesterday and, as usual, read it thoroughly from cover to cover, looking for articles of particular interest to me. I'm into anything electrical.

Your article on upgrades got my attention. I'm sure that other readers have sent you their suggestions for expanding the list. Here are mine. I have installed Bosch-type relays for the headlights (both high and low beams) for the horn, and for the brake light, along with a module for daytime running lights.

I mounted these components on a phenolic board on the inner fender panel on the passenger side just aft of the radiator. I also ran a heavy battery cable from the starter to this board so that I had a 12-volt stud to attach jumper cables to if I ever needed a jump

start, eliminating the need to access the battery via the rear shelf. (We're talking about a 1976 MGB.) This modification produced better than a one-volt increase in the voltage to the headlights, as well as reduced the current through the associated switches. It has been a very worthwhile investment.

I marveled at the restoration job on the Healey—that's not restoration, that's resurrection!

Keep those LBCs on the road.

Arthur M. Horn
Ft. Meyers, Florida

I enjoy reading *British Motoring*. In the recent article "Ten Safety and Convenience Upgrades for Your British Car," Gary Anderson makes the argument that one should convert to negative ground in order to facilitate use of GPS, cell phone chargers, etc.

Genealogy

First, many thanks to you all for helping me keep my Austin-Healey not only running but in top form. Secondly, in 1965 while I was serving as a dentist on a carrier (USS Hancock), my college roommate was flying jets off of the USS Kitty Hawk. He still laments that he had to sell his MG before we left for the South China Sea.

I thought possibly (in reference to the article for Ken Smith) the present owner could be found. [The current owner] also might enjoy knowing one of the early owners. Many thanks for any help possible. [The car was] a 1947 MG TC number 3547.

Best regards,
R. Griffin
San Rafael, California



Radio: Vintage Style Mounting

The Model One was created to meet the needs of classic car enthusiasts. This radio maintains the old style in-dash mounting required for our beloved British Classics while offering all of the latest modern conveniences.

Utilizing the "InfiniMount" shaft/bracket system (patent pending), the Model One is a breakthrough classic car radio offering flexible mounting options. Used with the OEM mounting position or with a Remote Control and Hide Away installation capability, the Model One can be hidden in the glove box or trunk - allowing for a completely stock appearance. The included U bracket allows for under dash mounting options and the unit can be mounted virtually anywhere due to its small 3.54" w X 6.57" d X 1.57" h footprint. Advanced installers can unscrew the Model One's faceplate and adjust its cant/angle to allow for even more customization!

Load a bunch of files on any Flash or Thumb drive and plug directly into the USB input. Now you can easily play your favorite music without worrying about your IPOD being stolen. There's even a front panel Auxiliary input so you can plug in any device you want to.

Fitment:

Car must be negative ground. This radio can be dash/console mounted on MGA, MGB, Sprite, Midget, TR2-4, TR250-6, Spitfire, TR7, most Jags, and AH BJ8. Can be remotely mounted on any other negative ground classic. Includes universal faceplate 9" w x 3.5" h which can be modified to fit smaller installations.

Features:

- Negative ground only
- LCD Display w/enhanced viewing angle, daylight compatible
- LCD Display shows MP3/WMA track names
- An optional 94" remote mount infrared "eye" allows for complete hide-away placement
- AM/FM PLL tuner w/30 presets
- 60W x 4 (Integrated amplifier)
- 2pr RCA pre amp outputs to add an external amplifier
- Onboard CD changer controller output (to control optional 10 Disc changer) will work with any Sanyo compatible unit
- Front mounted USB port, plug in any USB flash drive and play MP3 / WMA files directly off the drive
- InfiniMount adjustable shaft system w/removable Universal bracket (included)
- Insulated bracket system and external shaft system reduces electrical noise inherent in older vehicles
- Front aux input, plug in any MP3 player or other portable device, (cell phone, etc.)
- Full Function 18 key remote control
- Main unit is remote mountable and comes with "U" bracket for mounting under the seat or a glove box
- External IR sensor w/ 94" cable, allows for easy remote operation via the included remote control
- Adjustable faceplate angle, allows mounting of faceplate display to virtually any dash
- Small 3.54" w X 6.57" d X 1.57" h installation size

Vintage Mount Radio	230-365	\$249.95
Remote IR Cable	230-367	19.95

TR6 Roll-Over Bar

This bar has been designed to meet SCCA guidelines based on destructive testing. Made from 1.75" DOM tubing with fully boxed headrest area for strength, and black powdercoated for appearance. The bars are drop shipped from the manufacturer with a flat rate shipping and handling charge of \$85.00 within the continental U.S. (in addition to the stated price). Hardware, backing plates and instructions are supplied.



Roll-Over Bar	856-092	\$475.00
----------------------	----------------	-----------------



TR2-4A Lightened Tappets

Specially lightened tappets reduce the load on the camshaft and allow higher engine speeds to be used. Drilled for oil drainage to reduce operating mass. Sold individually, but must be used in complete sets only.

TR2-4A Lightened Tappets	838-260	\$17.80
---------------------------------	----------------	----------------

Westco 12V Battery

The Westco battery uses absorbed glass mat technology for high cranking ability. No maintenance, non-spillable, vibration resistant. 7 1/2" l x 5" w x 7" h



12V Battery	459-375	\$99.95
--------------------	----------------	----------------



Late MGB Fan Spacer

Machined from solid aluminum, this reproduction fan spacer replaces the no longer available original diecast piece. Install it between the water pump flange and plastic fan.

Fan Spacer	434-375	\$29.95
-------------------	----------------	----------------

TR2-3B Delrin Center Tie Rod Bush & Pin Kit

This kit replaces the troublesome Silentbloc bushes in the steering linkage center tie rod (drag link) with precision machined steel and delrin assemblies. These bushings were originally designed for racing use, but have proved to be very effective on the street.



Bush & Pin Kit	667-042	\$69.95
---------------------------	----------------	----------------



Triumph Nylatron Rocker Spacer Set

Accurately machined Nylatron rocker spacers replace the side load springs in the rocker assembly. The rockers are spaced precisely and cause a minor reduction in friction, which equates to more power.

TR250-6, GT6 Nylatron Spacer Set	839-142	\$34.95
TR2-4A Nylatron Spacer Set	821-330	31.95

Austin-Healey ARP Performance Fasteners

Premium grade 8740 alloy studs are centerless ground with rolled threads and a tensile strength of 200,000 psi.

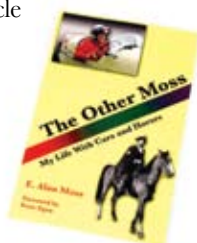
These studs offer far superior performance and are the best bet to ensure your rebuild lasts. If used with an alloy head 328-877 oversize washers must be substituted (16 reqd.).



6 Port Head Stud, Nut & Washer set	328-876	\$189.95
Washer for Alloy Head, 16 reqd.	328-877	1.29

"The Other Moss" by E. Alan Moss

Al Moss was born with a silver wrench in his mouth. This is the story of his life, from playing with toy cars to tinkering with, restoring and racing sports cars. His motorcycle adventures are also included. At 81, he is still competing in historic automobile races. In addition to Al's passion for things mechanical and wheeled, a large part of his mid-life was devoted to horses and related activities, as described in this book. Al also narrates the history of Moss Motors. 176 pages, soft-bound, over 100 photos.



Book: "The Other Moss"	211-805	\$21.95
-------------------------------	----------------	----------------

TR6 Solid Walnut Dashes

Make your Triumph's interior a complete beauty with a new dash! Made from gorgeous solid walnut with a satin finish.

TR6 1969-early '72	859-700	\$319.95
TR6 late 1972	859-710	319.95
TR6 1973-'75	859-720	319.95
TR6 1976	859-730	319.95



MGB Cruise Control

Now you can add the modern comfort of cruise control to your MGB! Engineered especially for use with HIF, HF and Zenith carbs., this kit has everything you need for a simple and satisfying upgrade.



MGB Cruise Control	366-350	\$249.95
---------------------------	----------------	-----------------

MGB Air Conditioning—Now Fits Supercharged MGBs

Keeping cool in hot summer driving conditions makes the trip more enjoyable!

Open air motoring on a hot day will be much more enjoyable and less draining with cool air flowing through the cabin instead of road heat wearing you down. The Moss Motors air conditioning system will make your driving experience more comfortable whether your top is up or down without sacrificing drivability or interior space.

Under the hood the Moss Motors air conditioning system looks factory installed, and is completely reversible. Modern system components are efficient and include an R134a rotary compressor with electric clutch and aluminum condenser with an integrated thermostatically controlled fan. Details like CNC brackets, pre-built wiring harnesses and mandrel bent steel lines ensure a perfect fit. The system can be installed on MGBs with or without smog pumps by a professional mechanic in 8-10 hours, or you can do it yourself over a weekend in about 16-20 hours. Cars with generators must be converted to an alternator to use this kit.

Inside, the Moss Motors air conditioning system maximizes interior legroom with a custom evaporator box and features 4 under dash vents and a 3-speed blower motor. All wiring, hardware and brackets required are included, as well as complete illustrated installation instructions. Fits 1962-'76 only.

A/C Kit w/o Supercharger	363-400	\$1,795.95
A/C Kit w/Supercharger	363-405	1,895.95



Fast, Faster, Fastest!

APT has the parts to make it happen.

ARP fasteners, K&N air filters,
Vandervell bearings, AE Hepolite pistons,
Isky valve train parts,
Crane Cams, Kent Cams, Titan, Borg & Beck, Payen,
AP Racing, Manifold manifolds, Rimflo Valves,
Aldon distributors, Race Engine Components,

Specialised Valves Ltd., British Leyland - Rover,
Unipart, Titan Motorsport, Mini Spares Centre,
Moss Motors, SRP, KAD, Swiftune
and so much more for your British race car.

**ADVANCED
PERFORMANCE
TECHNOLOGY**

APT

595 Iowa Ave., Unit "C", Riverside, CA 92507 USA

www.APTfast.com

951-686-0260

800-278-3278



RAGTOPS & ROADSTERS INC.

Award Winning Restoration
and Repair Services for the
Discriminating Motorcar Enthusiast



Perfection . . . Delivered!

proud member



Conveniently located between New York
and Philadelphia in Bucks County, PA
www.ragtops.com

(215) 257-1202

KEEPING THE MARQUE ALIVE...TRIUMPH SPORTS CARS

Triumph Frames and Performance Upgrades



**Frames
Available
for
TR2 - TR6**

*Upgrades Available
for a RATCO Frame or
for Your Existing
Triumph Frame*

- Rear Sway Bar Kit
- Front Sway Bar Kit
- Throttle Linkage Kit
- Shock In Coil Conversion Kit
- Tube Shock Conversion Kit



Roadtronics Automotive
Technologies Company Inc.
7 Old Dock Road • Yaphank, NY 11980

(631) 775-6943

Fax: (631) 205-1072



Major improvements from
Original Frame Design

Stress Point Gusseting

All Hardware Supplied

For Technical Information,
visit our website:

www.rat-co.com

or call: **(631) 775-6943**

or email: **tony@rat-co.com**

New Mini vs. Classic Cooper S

**Has BMW
bred the
Britishness
out of the new
cutemobile?**

BY ROBERT
GOLDMAN
PHOTOS
BY BILL
DELANEY



Talk to any British adult today, and they'll likely have stories of teenage adventures involving four or more kids and a Mini. This points to one of the fundamental differences between the old and new iterations.

The original Mini was first and foremost an economy car, intended to carry the greatest possible load in the least space, and do so without consuming much in the way of natural resources. As originally conceived, the Mini was a pretty uninspired machine. It took the vision of hardcore performance-seekers like John Cooper to identify the mighty mouse in the mundane Mini. The feature set—and consequent price tag on a new Mini—are targeted at, shall we say, a more gainfully employed clientele. Whomever the target customer, the question remains: Is the new Mini a faithful rendering in updated form or merely a new car borrowing an old name?

Styling

When parked side by side, the new car dwarfs the old. Yes, Minis really were that small. The new car may be reminiscent of the old, but in this author's opinion, it's a bit of a stretch to say they look much alike. Certainly, the new car's grille is an update of the old, and it does have fender flares. Beyond that, there are fundamental differences. The original Mini had a straight-through waistline.

While the recently deceased "classic" Beetle may forever hold the position of subcompact sales champion, one could argue that the classic Mini was a car of greater historical importance. Don't believe me? Go out and purchase a new rear-engine, rear-drive, two-door/four-seat car. Not many choices, are there? Even the new Beetle has a transverse front-drive layout, a concept pioneered in the Mini.

Every small two-door, wheels-on-the-corners, two-box economy car on the planet today owes something to Alec Isigonis' inspired design. When BMW took over creation of the new Mini, there was no need to change paradigms. What worked in 1959 still works today.

The remarkable aspect of the Mini concept is how an intentionally utilitarian design has become synonymous with sportscar performance. Today's Mini, a very practical and efficient machine, is marketed in sporty and sportier forms. The Cooper S, in today's supercharged format, is squarely targeted at enthusiasts. While there may not be another Coupe des Alpes in its future, the new S is a highly competent backroads performer.

We must have become a lot larger in the last 40 years. The new Mini looks quite small. In fact, it's one of the smallest cars you can buy, but it looks downright big next to an original Mini. In either case, the rear seat is best suited to slim teenagers.

The new car's rises from front to back, giving the total package a somewhat more aerodynamic look. By comparison, the old car really is just a big square box, with a small box stuck on the front.

How one can look at a box and call it cute is beyond me. It is for this reason that automotive stylists are gainfully employed. Old Mini is cute. Amazingly, the new Mini is cute in the same way—when compared with its modern contemporaries. Take the old car away and the new one looks like two boxes grafted together in the same charming fashion.

Performance Shootout

In the realm of performance, those who believe a vintage car may be fairly compared to a modern machine have not been paying attention. However, for fun we took a beautiful Australian-issue 1967 Mini Cooper S, belonging to David Rentfrow, and a new supercharged Cooper S out to Camarillo Airport for a little magazine-style testing. In fact, we snuck in a few runs in conjunction with *Popular Mechanics'* 2004 fullsize pickup test. Using all the charm we could muster, we convinced them to let us record a couple numbers between runs. I never saw the truck results, but it wouldn't surprise me if they were faster in a straight line.

With enough modification, I'm sure an old Mini could be made to accelerate faster than a new Cooper S. The new Cooper is sporty, but nothing to write home about. Safety technology adds a significant weight penalty, and the blown 1.6L single-cam motor provides adequate—if not overwhelming—power. In many respects this makes the car true to its heritage. Small British cars always placed a premium on handling and braking. Once the truck-testers suggested we turn off the traction control, it at least proved possible to smoke the 17" run-flats through First gear. This is great fun, especially if you don't have to pay for the tires.

While the original Cooper's 13.28-seconds 0-60 time was comparatively slow, it sounded like a million miles per hour.



Our truck-tester friends thought it was quick, just from the noise. Braking tests (60-0) were little more than a formality. The new Cooper is after all a BMW design, and its four-wheel discs with ABS produced easily repeatable results. The procedure? Stomp both brake and clutch pedals together, then let the computer do the rest. Not much drama here. After three successive stops, braking effectiveness was unchanged: 126.7', 127.5', and 128.5'.

The little old Cooper that could perhaps couldn't by its third attempt. David never quite came to a stop, and drove in with smoke billowing off the discs. The truck guys, perhaps unused to seeing so much smoke without call for a fire extinguisher, firmly instructed the car not be allowed to sit

until it had been driven to allow the front rotors to cool off. (The first run was a trial, and the second stopped in 156.0' feet from 60 mph.)

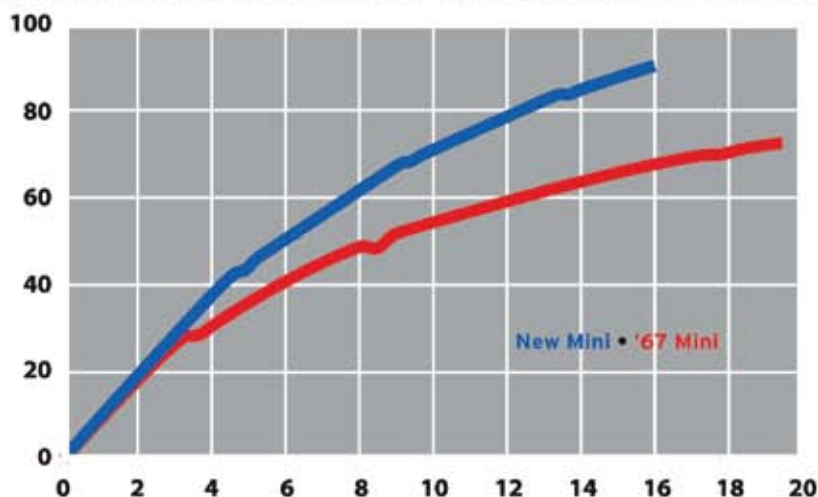
With the slalom test remaining, the new Cooper was withdrawn. This led to some great speculation. Was the car withdrawn because, knowing in a test where acceleration and braking do not play a part, the classic car may have won? Wide modern tires and computer-aided suspension design would give the new car a theoretical advantage, but the much wider modern car would have had to move further side to side. Alas, we shall never know, but if you have ever seen a well-prepared classic Mini on track, one could easily speculate the new car got scared and ran away. In reality, driver David Rentfrow's main slalom

challenge in the old Mini was in not sliding off the old bench seat while whipping through the cones. And an ultimate testament to the new Mini's handling prowess is that it's currently *Road & Track's* reigning slalom champ.

Sterile performance numbers alone have never been the true measure of car. Is it fun to drive? Does it respond as expected, or are there hidden vices waiting to trap the unwary? In this admittedly subjective realm, we shall have to call it a dead heat. Only once have I ever tried to keep pace with a modern sportscar while driving a classic. Worrying over the pace of the new car is pointless. Where old cars have the advantage is in the rewards for getting it right.

Handling

A few years ago I had the chance to drive a classic Mini in the Alps. Charging up or down a series of switchbacks in an old car is more an exercise in technique than sheer speed. One could spend an hour at a time shifting from second to third. Then braking hard and pulling a perfect heel and toe downshift back to second. So what if the car won't run when it's cold and the motor sounds like a mangled sewing machine? The work is immensely satisfying, and even if the brakes give out entirely,



At 150 feet of altitude, the new Mini ran a 15.52-second quarter-mile @ 90.5 mph. The '67 Mini mustered an 18.47 @ 71.1 mph.





Mini Cooper S Specifications

	1967	2003
Manufacturer:	British Motor Corporation Australia	BMW
Engine size/type:	1275cc SOHC I-4	1600cc SOHC I-4
Peak horsepower (SAE net@rpm):	75 @ 5,800	163 @ 6,000
Peak torque (SAE net lb-ft@rpm):	80 @ 3,000	155 @ 4,000
Transmission:	4-speed manual	6-speed manual
Final Drive Ratio:	3.65:1	3.44:1
Front suspension:	Hydroelastic operating on unequal length arms, connected fore/aft with rear	IFS
Rear suspension:	Hydroelastic operating on trailing arms, connected fore/aft with front	IRS
Front brakes:	Servo-assisted 7.5" vented discs	Vented discs
Rear brakes:	7" drums	Solid discs
Tires:	145/80-10	P195/55SR16.0 BSW Run Flat AS
Wheels:	10x4.5 steel	16x6.5 alloy
Wheelbase, in:	80.2	97.1
Length, in:	120.3	143.9
Width, in:	55.5	66.5
Height, in:	53.0	55.8
Turning circle, ft:	28.5	35.0

Sources

Chuck Heleker, Seattle Area Mini Owners Association, www.hoffard-blaauw.com/seattlemini
 MiniGuy, 75 W. Thompson Blvd., Ventura, CA 93001, (805) 641-1970, (818) 865-6062, www.miniguy.com
 Moss Mini, 440 Rutherford St., Goleta, CA 93117, (800) 895-2471, www.mossmini.com

you're not traveling fast enough to get hurt. Even on the downhill stretches an emergency downshift will provide enough revs and compression braking to save the car.

While I haven't driven a new Cooper in the Alps, there are a few short stretches in the coastal mountains of Southern California in which one can duplicate the experience. It becomes plainly obvious; the levels of grip and power place this new car in a different realm. In spite of its superb brakes and brain-fade-saving traction control, the new Mini will bite back when pushed too far. While I have never feared building enough speed in an old Mini to slide off a cliff, the new car can generate serious momentum.

Are the new and old Minis fun to drive? Absolutely. Do they equally love tight, twisting mountain roads? In a word, yes. Is one better than the other? A loaded question indeed. I'll say this much: The new Mini can be worked so hard through the hills that this driver has made himself car sick while driving. However, unlike a dog that will eat himself sick at any opportunity, with a little discretion the drivers of Minis new or old will have all the fun they can handle. **BM**



AUGUST 21-24, 2008



BOBBY RAHAL HISTORIC RACES

HSR and ROLEX return to the Autobahn Country Club. This scenic 3.56 mile racetrack on 350 acres of gently rolling countryside outside of Joliet, Illinois will feature Muscle Cars, Production Sports Cars, Klub Sport Porsche Challenge, ROLEX Endurance Challenge Series Races and all HSR feature races.

HSR
www.hsrrace.com
(404) 298-5616

Photos and
Background composite
Chalmers M. Crowell

© 2008 HSR

Classic
Motorsports
magazine

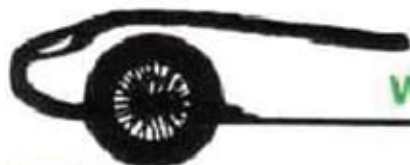
COOL SHIRT

Klub Sport

stand21

TRUE CHOICE

ROLEX
2008 Official Endurance
Series Sponsor



wire wheel classic sports cars inc.



Over 50 British Sports & Race Cars in stock!

BUY-SELL-TRADE

www.wirewheel.com

Check our website for the latest inventory. Cars arriving daily

tel: 772-299-9788 fax: 772-299-9787

995 36th Court SW. Vero Beach, Florida 32968

THE BIG IMPACT OF THE MINI

BY KATHLEEN M.
MANGAN
PHOTOS AS
CREDITED



photo courtesy BMW

For a car to be produced and sold for nearly half a century, it has to have a lot going for it. The Mini, first launched in 1959, is one of the most beloved cars ever made. During 41 years of production, 5.3 million Minis were sold worldwide. When BMW launched the all-new Mini Cooper in 2002, two years after production of the original ceased, it wisely kept the retro styling and aesthetics—why mess with a sure thing?

This small car offers big perceived benefits to enthusiasts—it's a blast to drive, it has cachet, and it's easily customized to make it as quirky and individual as the owner. Most of all, it makes everyone—from drivers to admirers on the street—smile. You can never underestimate the Happy Factor.

The Mini was revolutionary when launched due to its small, compact layout, transversely mounted engine and front-wheel-drive configuration. Within a decade, most other manufacturers followed suit. The original model offered both performance (a top speed of 70 mph) and frugality (50 mpg).

Through the years, the Mini evolved with engineering innovations—at the end of production it sported fuel injection,

catalytic converters and air bags. Performance-tuned Mini Coopers produced by John Cooper, a Formula 1 car builder, enjoyed great success in European Touring Car Championship racing and international rally competition. The Mini won the prestigious Monte Carlo rally in 1964, 1965 and 1967.

The Mini also evolved in physical form with model variations ranging from vans to pickups and long-wheel-base estates. They evolved aesthetically with upscale factory models sporting an elegant front grille or modern front end. An Italian firm, Innocenti, built more luxurious versions under license from British Motor Cars. Virtually infinite ways to personalize the sweet mobile became available, from “Mini Mad” embroidered floor mats to Union Jack flags for the roof.

In America, about 15,000 Minis were imported and sold by the factory from 1959 through 1967. Changing safety and emission standards enacted for the 1968 model year ended the car's American run.

But demand remained strong, and it is safe to say that there are more Minis stateside today than were ever imported by the factory. This popularity was further fueled by the introduction

of BMW's Mini Cooper in 2002, as new enthusiasts were drawn to own an authentic model.

All this renewed passion for the Mini is great for the brand, collectors, car clubs and vintage racers. It enhances resale value, fosters the demand for parts, encourages the sharing of expertise, and generates closer bonds within the owner community.

However, the demand, availability of parts and ease of making changes to the car can create other problems for owners. Private dealers and individuals have unofficially imported cars to the U.S. for years, and some have illegally swapped VIN plates and altered the year of manufacture on the paperwork so the car would appear to comply with U.S. Customs, DOT standards and EPA laws.

To determine the exact build year, you might have to do a detailed inspection and compare findings against model specifications. If you see an early model-year car with 12-inch wheels, wind-up windows and fuel injection, be prepared for even more scrutiny of the car and paperwork. On the next page, we'll walk you through the car's history and major model changes over the years to get you on the path to the whole Mini model truth.

A Mini History of the Mini

British Motor Cars conceived the Mini as a response to the popularity of the Volkswagen Beetle and as a reaction to the 1956 Suez Canal fuel crisis. The Mini debuted in 1959 as an economical, entry-level car. It was initially marketed as the Austin Seven and Morris Mini Minor, and was quickly renamed as the Austin Mini and Morris Mini. The name was shortened to just Mini in 1969.

The original 848cc engine produced just 37 horsepower. But with curb weight at 1400 pounds, it still propelled the Mini to a top speed of 70 mph. Its compact size saved space with an 80-inch wheelbase and little overhang, yet it could hold four adults plus luggage in the trunk. The fully independent suspension used rubber cones as both shock absorbers and springs, supplying go-kart-like handling. Fuel-starved Europe appreciated

the 50-mpg fuel economy. It was an instant success.

The most notable features on models made from 1959 through 1967—now commonly called the Mk I Mini—are external door hinges, sliding front side windows and 10-inch-diameter wheels.

Clearly the engineers started having fun with the Mini as a platform for ideas, and soon they were introducing model upgrades and variations. A van joined the lineup in 1960 and a pickup the following year. The Riley Elf and Wolseley Hornet models debuted in 1961 as up-market versions with more stately grilles, refined rear trunk treatment and upgraded interiors.

The first performance-tuned Mini was developed not by the factory, but by Formula 1 sensation John Cooper. The Mini Cooper was introduced in 1961 with a comprehensive set of engine,

Insider's Info:

There are more Minis in the U.S. now than ever, so there's no reason to buy the first car you find. Take the time to locate the right one.

All Minis rust, especially around the A-panels, floors, windshield frame, roof corners, door jams and headlight surrounds. In fact, vigilantly check the entire car.

Don't disregard the 10-inch-wheel models. Many enthusiasts say these cars offer a better ride than the later 12- and 13-inch models.

Some Minis that couldn't pass England's MOT safety and emission inspection were sent Stateside. Watch for cars with skeletons in the trunk.

Not all Minis came from England. Cars were also built in Italy, Australia, New Zealand, South Africa, Spain, Chile and other countries around the globe.

Right- and left-hand drive cars are available in the States. Your decision: novelty or practicality?

Despite the fact that Minis haven't been officially imported to the U.S. for more than 40 years, quality replacement parts, as well as performance and aesthetic upgrade bits, are readily available.

Prices have been on the rise lately. Decent Minis go for about \$10,000, while pristine Cooper S models have been topping out at \$25,000.

There are many Mini model variants, including pickups, vans, wagons and the Jeep-like Moke. They carry standard Mini mechanicals.

Despite the diminutive size, a Mini will easily carry two full-size adults. The back seat is quite roomy, too.



photo courtesy BMW



The Mini was a worldwide sensation—and still is. Credit for that success goes to BMC's durable A-series engine and a very roomy interior.

drivetrain, exhaust and suspension changes. A 997cc engine producing 55 horsepower gave it go, which evolved to a better 998cc version. To accommodate racing class considerations, the 1963 Mini Cooper S carried a 1071cc engine, and the 1964 model had 970cc and 1275cc engine options. The Mini four-wheel-drum brakes were replaced with front disc brakes—7-inch rotors on the Cooper and 7.5-inch rotors on the Cooper S.

With the success of the Coopers, the factory put a 55-horsepower, 998cc engine into the Hornet in 1962, and on Austin and Morris Minis in 1964. The original rubber cone suspension was replaced in 1964 with a hydrolastic system that used assemblies containing pressurized hydraulic fluid.

What is now known as the Mk II version of the Mini was built from 1967 to 1969. It featured a larger rear window, bigger tail lights and a redesigned front grille. It was produced with 848cc, 998cc and 1275cc engines.

The Mk III was released in 1969 with roll-up windows, larger doors with internal hinges and the original rubber cone suspension system to cut costs. In 1973, an alternator replaced the generator in an upgraded electrical system, and a rod-change transmission replaced the “magic wand” gear stick.

The Mk IV, released in 1976, used rubber mounts for the front subframe to reduce road noise. A Verto clutch became standard in 1980. A shift to 12-inch wheels and 8.4-inch front disc brakes marked the Mk V release in 1984. The 1275cc engine became standard equipment on the Mk VI, starting in 1991. Single-point fuel injection replaced the single SU carburetor in 1994, and then was replaced by multi-point injection in 1996. An alarm system and catalytic converters were also added.

The last Mini rolled off the line in October 2000. During its last days, the car was sold by BMW under the Rover nameplate. BMW launched the all-new Mini in 2002 with Cooper and Cooper S models, paying homage to the car's heritage and quirky styling, yet giving it the performance muscle that made enthusiasts take notice. While purists don't consider the new Mini a real Mini, it deserves praise for helping to increase the value of the originals. **BM**

Keeping Your British Car Safe, Reliable and Fun



When you see this logo you know you are dealing with restoration shops, parts suppliers and service providers who are passionate about the British car hobby.



Abacus Racing & Machine
Acme Speed Shop
Advanced Performance Technology
Alexander Racing Enterprises
Apex Motorsports
Autodynamics
Automotive Specialties
Autosport Inc
Bentley Publishers
Britauto
British Auto Restorations
British Auto Sport
British Car Service
British Car Specialists
British Cars of America
British Parts NW, Inc
British Wire Wheel
British Wiring
Carlisle Productions, Inc
Charleston Import Automotive
Christopher's Foreign
Clark & Clark, Inc
Clarke Spares
Classic Conversions
Classic MG Magazine
Classic Motorsports Magazine
Classic Sports Cars LLC
Coventry Import Auto
Connell's MG
Dave Bean Engineering, Inc
Dayton Wire Wheel
Delta Motorsports, Inc
Eclectic Motorworks LLC
Engel Imports

Faster Jags
Fourth Gear Ltd.
Glenn's MG Repair
Gustafson Machine
Guy's Garage Inc
Hagerty Insurance
Hendrix Wire Wheel
Hi Tech Collision Repair
JAE
Jim Allen & Associates
Joe Curto Inc
John's MG Works
Kip Motor Company Inc
Old Cars Weekly / Krause
LaFox Auto
Little Britain Motor Co
Little British Car Co
McLean's Brit Bits
Mender & Woodson Automotive, Inc.
Midwest Motor Sports, Inc.
MG Bits and Spares
MG Drivers Club of NA
Mini Mania
Moss Motors Ltd
Motorcar Garage LLC
Motorhead LTD
North American MG Council
Northshore Sports Cars
Northwest Import Parts
Old Sportscar Garage
Omni Specialties
Pennsylvania Metal Cleaning
Pertronix
Pierce Manifolds

Prather Racing
Profitware Inc
Quality Coaches Inc
Ragtops & Roadsters, Inc
Reborn Company
Retro Air
Riverside Motors
Roadspeed Garage
Ron Shimek Auto Service
Roundabout Motors
rpMGroup
Scuderia Silvestri
Sports Car Craftsmen, LLC
Sportscars Ltd.
Strohm Automotive Inc
Surrey Motorsports
Terry's Jaguar Parts
The B Hive
The Motorway Ltd
The Roadster Factory
The Winner's Circle
Triple C Motoring Accessories
Triumph Rescue
University Motors Ltd
Van Hook Vintage Sports Car Services LLC
Victoria British Ltd
Victory Lane Magazine
Vintage Restorations Limited
Whitworth Shop
Wire Wheel Sports Cars
World Wide Auto Parts
XKS Unlimited
Your Kit Car Assembly Manual

To learn more or to join please visit: **www.britcar.org**
(616) 355-2850 • Fax (616) 355-4266



MODERN TIRES FOR CLASSIC SPORTS CARS

Re-Shoeing With radials

BY KELVIN DODD

One of the most frequently asked questions faced by the Moss Motors technical department is, "What size tire should I buy?" In response, here's a size-matters look at the four black round things that keep your sportscar from dragging on the ground.

Luckily, British sportscars were originally designed with a fairly limited range of wheel and tire combinations (see OEM Sizes chart, page 21). So, we can begin by lumping some applications together. In the interest of simplicity, the original fittings are followed by some caveats. (Purists please note: We are quite aware of the minor production differences and have chosen the most popular OE sizes.)

Behind The Numbers

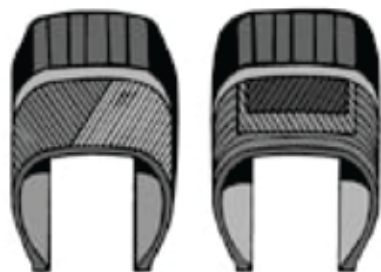
These factory-fitment tires have Numeric System sizing. The first digits indicate the nominal cross-sectional width of the tire, and the last digits are the wheel rim diameter. The approximate diameter of the tires can be determined by digging into auto tire lore. An aspect ratio is the percentage of the section height to section width, and Numeric System tires had a nominal 88-92 aspect ratio. Compare this to modern tires with 50-60 aspect ratios (commonly called "series") and it becomes obvious that

your classic chariot was designed to operate on tires that were very tall and skinny in comparison to the rubber strips masquerading as tires on today's sport-compact street racers.

Original-style bias-ply (known to Brits as "cross-ply") tires have a much narrower tread width or contact patch than modern radial tires. This becomes an important issue when understanding the

loading experienced by early suspension designs. With a typical tread width of less than 4", the original bias-ply tires break free easily, reducing the loading on the wheels and suspension. Watching early sportscar racing footage shows that the current sport-compact "drifting" craze is far from a modern phenomena. Going sideways around corners with the tail hanging out was the real test of sportscar driving.





Bias-Ply

Radial

Tires were originally made with stiff-carcased bias-ply construction. Michelin patented the radial design in 1946. Radials offer several performance advantages over bias-plys because the sidewalls are more compliant. (Courtesy Coker Tire)

Even with these early tires, wheel failure was a problem, and most manufacturers had to increase wheel strength to withstand spirited driving.

As tire technology advanced, these changes influenced factory chassis engineering. Radial tires were first fitted as options, then later as standard equipment.

The first radial tires to see service on British sportscars were labeled in the Metric Sizing System, which again did not have a stated aspect ratio. By this time, "low profile" tires were popular, and the aspect ratio ranged from 78 to 82 depending on manufacturer and date, the earlier tires being taller. Comparing the original-fitment radial tires with the earlier OE bias-ply sizes shows how little the diameter—and hence, gearing—changed (see Original Fitment Sizes chart, page 21).

Unfortunately, many of the original sizes are no longer available, so wider, lower-profile tires are substituted. The resulting domino effect causes changes in gearing and steering effort—and often a decrease in safety and handling. Much of these cars' charm comes from their nimble feeling, which is often lost with overly wide tires. Heavy low-speed steering and a lack of crispness when cornering are symptoms of too wide a tire. At a certain point, wider isn't better, and it's important to check wheel widths and choose tires that are matched correctly to the wheel. In some cases this means ordering tires from companies that specialize in vintage

Radial Recommendations Here are tire sizes that will ensure safe handling and maintain an original look.	
A-H Sprite/MG Midget and Triumph Spitfire with stock 4" steel or wire wheels	145/80 or 155/80
Later Triumph Spitfire with 4.5" or 5" steel wheels	165/80 or 175/70
Triumph TR7/TR8	The original 185/70 tires are readily available. 205/60 tires may be safely fitted.
Early MGB with 4" steel wheel	155/80 or 165/80
MGB with wire wheels	165/80 or 175/70
MGB with "Rostyle" 5" wheels	175/70 or 185/70
MGB with 5.5" alloy wheels	185/70 or 195/65 (check for clearance on the inner and outer rear fenders)
A-H 100, MG TD/TF, MGA, TR2-4 with original early 4" steel or 48-spoke wire wheels	155/80 or 165/80
A-H 100/100-6, MGA, TR2-4A with 4.5" steel or 60-spoke wire wheels	165/80 or 175/80
A-H 100-6, MGA, TR2-4A with 5.5" 72-spoke wire wheels	175/80, 185/70, 195/70 (check for clearance on the wider tires)
6-cylinder Jaguar E-Type, TR250/6 with original 5.5" wheels	185/80, 195/75, 205/70
12-cylinder Jaguar E-Type and XJ sedan	205/70
Tire Diameter = (Cross-Section Width X Aspect Ratio/100) X 2 + Wheel Diameter.	

tires because modern radials are too wide to be safe on the original wheels.

Matching factory tire diameter is also necessary to retain correct odometer accuracy, ride height, and final-drive gearing. Aesthetically, a tire that's too short may look out of place in the wheelwell. The Typical Modern Tire Sizes charts that follow on page 21 give calculated dimensions

of available tires; compare these diameters and recommended wheel widths. (Wheel width is measured between the two bead mounting surfaces of the wheel, not from edge to edge.)

When completing a restoration, many choices affect safety. Maintaining the car's original look and handling are important to many

OEM Sizes

Application	Size
A-H Sprite/MG Midget and Triumph Spitfire	5.20x13
MGB	5.60x14
Austin-Healey 100-3000, MG TD/TF, MGA, TR2-TR4	5.90x15
Jaguar E-Type	6.40x15

Original Fitment Sizes

Designation	Aspect Ratio	Width	Diameter
5.20x13	90	5.20"	22.36"
145R13	82	5.71"	22.36"
5.60x14	90	5.60"	24.08"
155R14	82	6.10"	24.01"
5.90x15	90	5.90"	25.62"
165R15	82	6.50"	25.65"
6.40x15	90	6.40"	26.52"
185R15	82	7.28"	26.94"

- Recommended fitments are in bold.

Typical Modern Tire Sizes (actual sizes vary by manufacturer)

Modern 13" Tires

Original 5.20x13 Tire Diameter Approx. 22.5"

Size	Width	Diam.	Wheel Width
145/80R13	5.71"	22.13"	4.0"-5.5"
155/80R13	6.10"	22.76"	4.0"-5.5"
165/80R13	6.50"	23.39"	4.5"-5.5"
165/70R13	6.50"	22.09"	4.5"-5.5"
175/70R13	6.89"	22.65"	5.0"-6.0"
175/60R13	6.89"	21.27"	5.0"-6.0"
185/70R13	7.28"	23.20"	5.0"-6.5"
205/60R13	8.07"	22.69"	5.5"-7.5"

- Recommended fitments are in bold.
- Wire wheels and early Sprite/Midget and Spitfire steel wheels were 4.0" wide. Rostyle and later Spitfire wheels were 4.5" wide.
- The 1980 Spitfire was fitted with 5.0"-wide steel wheels.
- TR7s/TR8s were fitted with 5.5" wheels.

Modern 14" Tires

Original 5.60x14 Tire Diameter Approx. 24.0"

Size	Width	Diam.	Wheel Width
165/80R14	6.50"	24.39"	4.0"-5.5"
165/65R14	6.50"	22.44"	4.0"-5.5"
175/80R14	6.89"	25.02"	4.5"-6.0"
175/70R14	6.89"	23.65"	4.5"-6.0"
175/65R14	6.89"	22.96"	4.5"-6.0"
185/70R14	7.28"	24.20"	5.0"-6.5"
185/65R14	7.28"	23.47"	5.0"-6.5"
185/60R14	7.28"	22.74"	5.0"-6.5"
195/65R14	7.68"	23.98"	5.5"-7.0"
195/60R14	7.68"	23.21"	5.5"-7.0"
205/60R14	8.07"	23.69"	5.5"-7.5"

- Recommended fitments are in bold.
- Early MGB roadster steel wheels were 4.0".
- Wire wheels and early GT steel wheels were 4.5".
- Rostyle and Alloy wheels are 5.0"

Typical Modern Tire Sizes (cont'd) (actual sizes vary by manufacturer)

Modern 15" Tires

Original 5.90x15 Tire Diameter Approx. 25.6"

Size	Width	Diam.	Wheel Width
155/80R15	6.10"	24.76"	4.0"-5.5"
165/80R15	6.50"	25.39"	4.0"-5.5"
175/80R15	6.89"	26.02"	4.5"-6.0"
175/65R15	6.89"	23.96"	4.5"-6.0"
185/70R15	7.28"	25.20"	5.0"-6.5"
185/65R15	7.28"	24.47"	5.0"-6.5"
195/70R15	7.68"	25.75"	5.5"-7.0"

- Recommended fitments are in bold.
- A-H 100, MG TD/TF, MGA, and early TR2-4 were equipped with 4" steel or 48-spoke wire wheels.
- Later A-H 100-6/3000, MGA, and TR3-4A were equipped with 4.5" steel or 60-spoke wire wheels.

Original 6.40x15 Tire Diameter Approx. 26.5"

Size	Width	Diam.	Wheel Width
185/80R15	7.28"	26.65"	5.0"-6.5"
195/75R15	7.68"	26.52"	5.5"-7.0"
195/70R15	7.68"	25.75"	5.5"-7.0"
195/65R15	7.68"	24.98"	5.5"-7.0"
195/60R15	7.68"	24.21"	5.5"-7.0"
205/70R15	8.07"	26.30"	5.5"-7.5"
205/60R15	8.07"	24.69"	5.5"-7.5"

- Recommended fitments are in bold.
- TR250/6 were fitted with 5.5" steel and 72-spoke wire wheels.
- 6-cylinder Jaguar E-Types and early sedans were fitted with 5" wire wheels.
- 12-cylinder E-Types and the XJ series were fitted with 6" wheels.

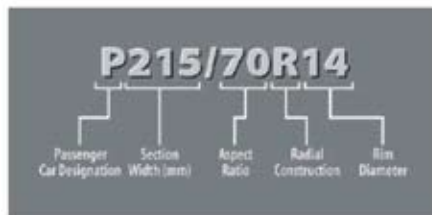
restorers, yet when it comes time to choose tires, cost and availability often outweigh aesthetics. Luckily, a few companies (some of which are listed below) specialize in stock, period-correct bias-ply tires for British sportscars for those who want to accurately restore early cars. If driving safety is a priority, though, modern-tech radials are available that fit well and offer increased handling and safety. Just don't be tempted to install an incorrect-size tire because it's on sale. Use this article to help enjoy your sportscar the way its engineers intended. **BM**

Sources

- Coker Tire, (800) 251-6336, www.coker.com
- Hoosier Tire, (574) 784-3152, www.hoosiertire.com
- Kelsey Tire, (800) 325-0091, www.kelseytire.com
- Michelin, (800-847-3435), www.michelin-us.com
- Yokohama, (800) 366-8473, www.yokohamatire.com



Numeric sizing was the standard through the late-sixties. Section widths ending in zero were 92-series, and 82 aspect ratios were indicated by section widths ending in numbers other than zero. (Courtesy Yokohama)

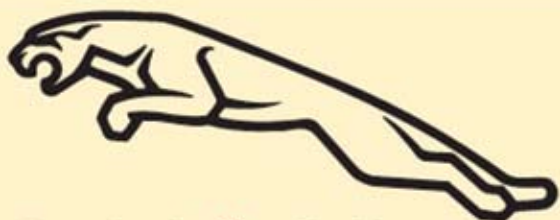


Metric sizing uses millimeter measurements instead of inches. P-metric sizing appeared in 1976 for small cars that require higher inflation pressures. (Courtesy Yokohama)

Anatomy Of A Radial Tire



(Courtesy Yokohama)



British Motors of Fairfield County

Specialists in restoring, servicing, repairing and supplying parts for a vast range of vintage British cars for Austin Healey 100/4, 100/6, 3000 and Sprite • Jaguar XK, XKE, XJ6, XJS and XJ8 MG TC, TD, MGA, MGB and Midget • Triumph TR3, TR4, TR6, Herald, Spitfire and Stag • and the luxury off road vehicles of Range Rover

www.britishmotorsltd.com

10 Platt Street, Norwalk, CT 06855

Telephone (203) 866-9307 • Fax (203) 838-9474

charles@britishmotorsltd.com



PRATHER RACING

- Nat'l Championship MGA-B & Mazda Miata
- Eight SCCA National Championships
- Tech Advice • Reliable Power & Workmanship
- MANY Hard to Find Parts • 30 Years Experience
- High Quality/Reasonable Price
- Proper Street Engines Also

Ph 785/836/2265 • Fax 785/836/2211

www.pratherracing.com

**PROUDLY
SPONSORED
BY:**



GET YOUR FREE ISSUE



Get inside the world of classic sports car driving, restoration and racing

- **Get More Issues**

Six issues a year full of classic and British car features

- **Get More Tech**

More in-depth how-to articles

- **Get It FREE**

Visit ClassicMotorsports.net to get a FREE TRIAL ISSUE

Classic Motorsports
magazine

Visit: ClassicMotorsports.net

Call: (800) 520-8292



Cut along dashed line

☒ **YES!** Send my FREE TRIAL ISSUE of *Classic Motorsports* magazine.

If I like it, I'll receive 5 more issues for the low price of \$19.95. If I am not completely satisfied, I'll just return the invoice marked "Cancel" and the FREE TRIAL ISSUE is mine to keep.

Name: _____ E-mail: _____

Address: _____

City: _____ State: _____ Zip: _____

Canada add \$8.00 per year, other foreign add \$12.00 per year. Allow 4-6 weeks for delivery. Florida residents add 6% sales tax.

Send to: PO Box 1568. • Ormond Beach, FL 32175



KENT PRATHER, EIGHT-TIME SCCA CHAMPION



Rupert Berrington photo

See the newer Mazda trailing the MG? That's usually how they finish. Meet MGA pilot Kent Prather; he's upholding the marque's honor.

Kent Prather has been racing the same 1962 MGA for nearly 30 years. Together they've made history: Prather has taken the car to the SCCA national championships every year since 1984 and has won an unprecedented six G Production championships. His track record earned him the SCCA President's Cup in 2005, the highest award in SCCA racing.

How does he continue to produce results with this epic car? Certainly luck, a well-prepared car and driver ability, admits Prather.

But his edge is the experience gained by driving the same car through the years and improving the car incrementally. "If you combine all the development efforts, gaining perhaps a second per season, over time you have a competitive car," he figures.

Prather has had a long love affair with British cars. He bought his first MGA while in high school in 1966,

and was one of the first members of the North American MGA Registry. After college he worked for a car dealership for a year, then started a repair shop, K&K Import Service in Virginia. He first got into racing by repairing a client's Formula Vee, and bought his familiar white MGA to race in 1979 after attending some SCCA events with customers.

As he started earning acclaim for

If you combine all the development efforts, gaining perhaps a second per season, over time you have a competitive car.

his SCCA racing, he attracted racing customers looking for engine development work. He sold the repair shop in 1990 and moved to Wakarusa, Kansas, to set up Prather Racing Inc. Once there, he could focus solely on race car preparation.

"Racing is my hobby, working on cars is my job," he says. He builds engines for customers as well as pre-

pares and services client cars for SCCA and vintage racing. He has been a Moss Motors supplier since 1975 and uses the car as a promotional tool.

Make It Faster

Ever since Prather purchased his MGA race car in 1979, it's been a story of constant development. The car was already set up for racing when Prather bought it, and as the rules changed through the years, so did the car.

He first modified the cylinder

head and experimented with pistons and other parts. Then he was permitted to install four-wheel disc brakes, take advantage of more advanced suspension setups, and install a dogleg transmission that allows for quicker, clutchless shifts. Add in a shape that is low and aerodynamic, and you have the ingredients needed to give a car the edge on track.

"It's a lot of little things that make the car competitive," says Prather. "To win, you must finish and be up in the front of the pack, and that requires good power and handling."

Thankfully Prather hasn't spent much time doing accident repairs. He's had only one serious crash, and it happened at Watkins Glen back in 1985. He bounced back nicely, however, and won his first national championship the following year. The incident also gave him an opportunity to rebuild the car to a higher standard than before.

Changing Winds

For the 2008 season, Prather has had to deal with a changing scene. His traditional G Production class is no longer invited to the year-ending Runoffs, so he's moved to the faster F Production class. The car is now lighter and sports larger carburetors and valves, but he'll have to face newer machinery.

"I've been an underdog before," he says. "The car has a good power-to-weight ratio on paper, but that has nothing to do with the actual amount of work done to the car." Prather admits that many in the sport will be watching to see what he can do in this faster class.

"I still like the old British car," Prather says. His car is the only MGA to ever win a national SCCA championship, and it's the last one still running in SCCA competition; the rest have gone to vintage racing.

"I like to show up the new cars," he says, adding that the MGA attracts a lot of crowd attention at events. "It has nice fender flares and big slicks; it's an eye-catcher."

He also has no problem investing 50 hours of time to get the car ready for two hours of racing. "It's the thrill of going into a corner fast, slamming the brakes, downshifting and accelerating through the corner in a drift," he explains.

"The car must handle the transition without scrubbing speed. I have 160 horsepower on a 1950-pound car, so I don't have the raw power to pull the car out of the corner. I rely on momentum and smoothness to maintain speed. It's all about finesse in this car."

And he's not the only family member obsessed with speed. Prather's son, Jesse, now works in the business and is the reigning F Prepared national champion, with two consecutive titles to his credit.

This year's championships could be quite interesting. **BM**

More Than Just Racing

In addition to SCCA racing, Kent Prather runs an MGB in vintage racing and belongs to the Topeka British Car Club. He enjoys long road trips to British car events with his friends while trading driving duties with his wife. He has a number of cars to choose from, but typically he takes his wife's MGA or his highly modified Triumph Stag.

Prather owns five MGAs, including a 1962 that he bought while in college and has now owned for 50 years. He drove it hard for 10 years, then took it apart for restoration. But just before final assembly, he bought the MGA race car, leaving this project still in pieces 30 years later. "It's really a shame; the body and frame are beautiful," he admits.

He also has a right-hand-drive MGA that was previously raced but sat in a barn for 25 years. He has plans to restore that one for vintage racing. His fleet also includes a 1962 MGB sporting serial number 523 that awaits a restoration.

Racing British cars is an excellent family affair, says Prather. "We took our kids to the track, and our friends came along as crew," he says. The sport has provided him with good times and memories over the years, and it's a source of pride that his son continues his racing legacy.



Longtime Moss dealer Kent Prather bought his first MG back in 1966. He has owned the white race car since 1979 and has taken eight SCCA national championships with it.

Rupert Berrington photo

U.S. Vintage Grand Prix

September 4 -7, 2008



Watkins Glen will host separate features for the 50th Lola Anniversary, saluting the cars from Eric Broadley, from the Coventry Climax engined car of 1959 to the the Ford and Chevrolet based Indy cars, Sports Racers, Formula 5000s and T70 from the Lola T600 Endurance cars that ran from Daytona to Lemans and Watkins Glen to the Indianapolis Speedway in the 1970s through today. It's not often that so many successful types and styles come from one Marque. Also featured this weekend are a special F5000 race, Triumph cars, OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races.



Event Photos Courtesy of
R. Harrington Photography
Stewart Lola Courtesy of
Chalmers M. Crowell



Featuring Lola 50th Anniversary,
F5000 and Triumph



Composite Background Photograph
from R. Harrington Photos



Mike Stott
UBS
Mike Stott - Event Sponsor
& Driver Orientation
Program Sponsor

TRACOMATE
Track Orientation
Program Sponsor

COOL SHIRT
Official Drivers Cooling System

OPTIMA
BATTERIES
2008 Official Battery

MOTOR
CHECK
2008 Enduro Series Sponsor

stand21
Official Safety Equipment

The
Mid-Ohio
School
Official Driver Schools

rpace
AMERICAN
Official Race Trailer

TRUECHOICE
Official Motorsports
Equipment & Technology

Classic
Motorsports
Official Vintage Magazine

SVRA
SPORTSCAR VINTAGE
RACING ASSOCIATION

Sportscar Vintage Racing Association • 257 DeKalb Industrial Way • Decatur, GA 30030
(404) 298-3323 • FAX (404) 298-3325 • www.svra.com • email: svra1@bellsouth.net

© 2008 SVRA





SPRITELY BEGINNINGS

BY JOHN SPRINZEL

I had my first glimpse of a Sprite during the winter of 1958. John Thornley, MG factory boss and BMC Competition Department instigator, heard that I was writing "Modified Motoring," a tuning book on the A series Austin A 35 and Morris Minor. He invited me to an early showing of the Bugeye so that I could include details in the book.

I was just starting my first year as a works driver for Abingdon when Marcus Chambers, the Competition Department manager, loaned me a car to prepare in my Speedwell shop and run in international events. He didn't think that such an underpowered car had much hope of success in the competition field, but hoped that our tuning and private entry might give a class win or two at little cost to his department.

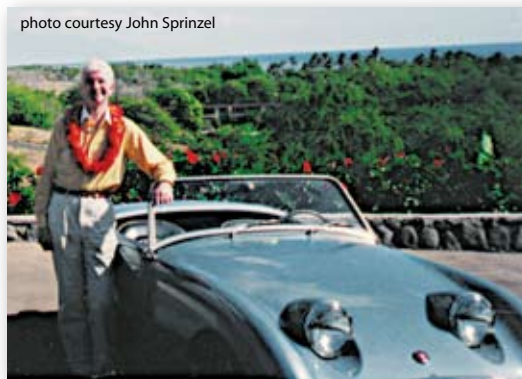
Within a couple of months, Bugeyes were winning club rallies, won an International GT Race in Ireland and took the first three places in class on the tough Alpine Rally, which climbed several towering mountains in the Dolomites to over 9,000 feet. Sprites were also dominating the 1000cc class in Sports and GT races. The 1959 season started with a second in the GT category at the Monte Carlo Rally, this time as a works entry finishing 14th overall out of several hundred starters, which included around 16 three-car factory teams.

Sprites took the first three places in class at Sebring in the U.S. A Sprite won the 1959 British Rally Championship and British Trials, plus the Rally Drivers Gold Star Championship, culminating with a class win at the rough, fast and dusty four-day Liege-Rome-Liege Marathon. A works Sprite was also second overall at the British RAC International Rally, a feat that it repeated the following year, as well as a third place overall at the Liege in 1960.

The list of successes goes on and on, and 50 years later, the Sprite is still considered to be the leader among small GT cars in classic and vintage races and rallies. On recent trips to Goodwood in the U.K. and Road America in the U.S., I saw highly modified Sprites vying for first place in unlimited size GT events. The many versions built by specialist firms like my Speedwells and Sebrings, Ashleys, WSM and even sophisticated models

raced by the Donald Healey Company itself shows how the tuning profession took to Donald's "frog"—even if, at the time, those stick-up headlamps didn't win many friends.

The affordable Sprite enabled thousands of enthusiasts all over the world to take part in competitions that had previously only been the prerogative of the rich, including me. A full Sebring Sprite



with steel body could be bought new for around 1500 pounds sterling with every listed mechanical option, including discs, tougher close ratio gears, wire wheels, and engine modifications for race or rally. The first such model, purchased in the summer of 1960 by John Patten, was the third place car at Liege among an entry list of Porsches, Alfas, Ferraris, works Healey 3000s and other expensive factory entries.

Geoff Healey and his crew designed a truly brilliant and forward-thinking body shell, in fact an early monocoque. But naturally, BMC searched the parts bins for the bits and pieces of power, drivetrain, braking, steering and suspension in order to keep the price as low as possible.

The gearbox was a horror; I cannot tell you how many crates of busted first and reverse gears were stacked under our workbenches. Front stub axles were also too frail for the job. BMC's chief designer, Syd Enever, told me that the two holes drilled into the stub had no place on the production run and were almost certainly the cause of the weakness. In true BMC style, they were still drilled—and failing—when I tackled the London-to-Sydney Marathon 10 years later in a Spridget, which shed its front wheel through stub failure as we crossed into New South Wales, the last state in

a 10,000-mile event. More galling was the fact that we were leading the private owner category and were in position for a top-10 finish.

The rear suspension with unusual quarter elliptic springs was sensational. It had tremendous road holding ability, and when coupled with a stiff front anti-roll bar, gave excellent adhesion even with a beam axle and no limited slip differential.

Braking was surprisingly good in the Sprite even with the original drum brakes, as long as the rather cheap production linings were changed to VG95s. The conversion to a Girling disc brake front setup with rear brakes from the Riley 1.5 transformed the stopping power to equal almost every high-end GT car in the world. Outbraking and outcornering far bigger GT cars became the hallmark of the Bugeye in the seasons to come.

Getting out the spare wheel would have been a lengthy disaster, but luckily punctures were somewhat rare, and mainly affected those who liked to slide the back end too close to the rough edges of the road. I think I only had five punctures in 20 years or so of racing and rallying. Nowadays tires seem to be changed every hour during an event, and the adhesion of modern sticky rubber no doubt puts a lot of extra strain on the suspension. My drive a decade ago at the Lactos Rally in Tony Bennetto's Sprite showed just how different the driving techniques are with these new "stickies." Braking distances were incredibly short and our old-fashioned technique of tail-sliding was virtually impossible. It took the first day to get used to a car that didn't slide all over the road; I reckon I was braking far too soon even on day three!

My only real complaint about those early Sprites was the choice of colors. I don't know who chose BMC's palette, but the range was pretty much dull, duller and dullest. Speedwell Blue was the best of a bad bunch and is the colour of my own Bugeye, which has been my only road car for the last 15 years here in Hawaii. It carries the registration plate PMO 200, which was on that first Sprite I drove out of the factory a few days before the official launch of Britain's arguably most successful production competition car. **BM**

HOT ROD HORROR DEBUTS AT AUTOMOTIVE FILM FESTIVAL

BY KATHLEEN M.
MANGAN
PHOTOGRAPHY BY
TIM SUDDARD



The top-billed screening at this year's Southern Yosemite Automotive Film Festival held in March in Oakhurst, California, was like a combination of the Hollywood film premieres of two classic movies: "American Graffiti" (think loads of classic cruisers) and the "Texas Chainsaw Massacre" (think campy mayhem). There is no other way to describe the world premiere of "Hot Rod Horror," which was enthusiastically reviewed by a large audience. The independent film's stars and director were on hand to gauge audience reaction—which included gasps and small shrieks—and were smiling by the end of the screening.

Shrieks aren't common at a film festival focused on cars and racing, but "Hot Rod Horror" features a psychopathic killer in car-filled scenes filmed in a junkyard and on California streets. Festival attendees got a chance to meet the actor who portrayed the psychopath and look at the rat rod he built in the film, a combination of a 1932 Ford coupe and a pick-up cab. The gleaming Cadillac convertible from the movie was also on display.



The common reactions heard in other film screenings were "wow" as cars and racers performed stunts and showed racing finesse in films like "The Speed Merchants," "The Racing Scene," "Gone in 60 Seconds," "Winning" starring Paul Newman, and the 1974 "Champions Forever: The Formula One Drivers." Bruce Kessler, producer of the 1963 film "The Sound of Speed," discussed the making of this masterwork, which featured Lance Reventlow in a Scarab and won the Cannes Film Festival.

Legendary racers were on hand to discuss their top-speed experiences and sign autographs, including Jerry Grant, the first to exceed a 200 mph lap in an Indy Car; Tony Adamowicz, winner of the 1969 Formula 5000 championship; Doug Hooper, Corvette Hall

of Famer; Davey Jordan and Scooter Patrick, endurance racers; and Howden Ganley, a Formula 1 driver.

There were plenty of oohs and aahs expressed around the hundred pristine and rare vehicles featured in the multi-marque Spring in the Sierra car show. Highlights ranged from a Model

T Speedster to a real 427 Cobra. Participating car clubs included the Valley British Auto Club along with the local Corvette and Porsche clubs.

Longtime racer Dave Wolin organized this three-day classic sports car event. It also featured rare racing footage, an area for vendors to sell car-related products and services, automotive authors and artists, a poker run, displays, mini races for kids, and a special lunch at Riverside Raceway.

At the awards banquet, the Southern Yosemite Lifetime Achievement Award was given to Bruce Kessler, producer of the "Sound of Speed." The Autobooks/Aerobooks Automotive Film Excellence Award was presented to Arlene Sidaris on behalf of the late Andy Sidaris, who directed the "The Racing Scene." The Lee Iacocca Award was given to Kathy McCorry, executive director of the Oakhurst Area Chamber of Commerce. The evening was topped off by Polish racing driver Tony Adamowicz's tales of the crazy non-stop trip across the country in a van during the first Cannonball Run.

Event sponsors included Moss Motors, *Classic Motorsports*, Kumho Tires and Optima Batteries. The Oakhurst Area Chamber of Commerce and the Community Service and Support Group Inc. were the organizers. **BM**

MITTY MANIA

British Cars Add to the Global Tapestry at Road Atlanta

BY SCOTT R. LEAR

PHOTOGRAPHY AS CREDITED

Many events claim to offer something for everyone, but the *GRM* Speedfest at the *Classic Motorsports* Mitty presented by Mazda is truly an all-you-can-eat buffet of automotive delicacies from around the world. Held this year from May 1-4, the Mitty served up racing, car corrals and heaping portions of infield fun for thousands of enthusiasts.

Once again Moss Motors was a big part of the show by hosting the Moss Pub. It was the infield's centerpiece, hosting evening parties and giving attendees a comfortable, shady place to rest their weary feet.

Road Atlanta's iconic 2.54-mile circuit buzzed with a staggering variety of race cars. From rare vintage racers dripping with patina to the latest legends from the world of prototype sports car racing, it was a rare attendee who could identify all of the cars on track at any given time. The featured race of the weekend was the Historic Grand Prix battle between vintage Formula 1 cars.

The infield was alive with the *Grassroots Motorsports* Speedfest. Attendees could stroll the aisles of the many car corrals, meet Bob Bondurant, or take a few hot laps of their own in a Kumho Tires Mazda MX-5 at the autocross.

As day rolled into evening, the Moss Motors Pub opened for business. Cold drinks were served, while the dart boards were open for business. Chris Knight, Moss Motors' marketing assistant, was also present to hand out catalogs, answer questions and meet loyal customers. **BM**

Day or night, the Moss Pub was open for business. The pub was located right in the middle of the infield, making it a convenient stop for anyone at the track. The menu included cold drinks, hot darts and lots of socializing.



Need a new toy? Wire Wheel Classic Sports Cars sponsored the for-sale corral, and some tasty wares were on display.



The British favorites weren't confined to the track and paddock; the infield was also full of neat machines.



The guys from *Slot Car Illustrated*, B.R.M. Model Cars and the Race Place hosted a slot car shootout for anyone interested in giving it a try.



Several times each day spectators were allowed to take some touring laps around the famed 2.54-mile Road Atlanta track.

VINTAGE UNIVERSITY

Take your own car and give vintage racing a try

BY KATHLEEN M. MANGAN

PHOTOS BY TIM SUDDARD



Who says you can't learn the fine art of motor racing in your British classic? VARA U makes that a possibility. And it's a friendly group, too, as trackside repairs usually come free of charge.

Always wanted to give vintage racing a try? There's an opportunity every February at Buttonwillow Raceway in Buttonwillow, California, that offers a safe, low-cost way to get out on the track in a classic car and learn racing techniques from the experts. It's presented by the Vintage Auto Racing Association (VARA), a group that's been organizing vintage racing in California, Arizona and Nevada for more than 35 years.

VARA University participants can bring their own classic cars—the only requirements are a roll bar for open cars and a helmet. Cars of any vintage and style are eligible; at this event old MG street cars are as welcome as new Corvette race cars. Rented rides are also available at reasonable rates for out-of-town participants who want to fly out for the three-day weekend event. VARA University costs just \$275, a bargain compared to other racing schools.

Drivers and their cars are sorted into four groups according to car preparation and race experience. Everyone gets in-depth classroom instruction, on-track coaching and track time. The experts leading the program are Danny McKeever, a professional driving

instructor and stunt man, and VARA's own John Wilkins.

Novice racers learn about flagging, basic driving techniques, and how to take the different types of corners. More experienced drivers learn proper racing lines, defensive moves and other advanced techniques. On the skidpad, students learn the limits of their car in a safe, controlled environment. The threshold braking exercise teaches additional valuable skills. After the slalom exercise to teach car control, students are ready for the track.

Groups are first introduced to the tight East Loop, running at speeds barely faster than a typical autocross event. Racers progress to the much faster West Loop and then combine the two loops for the full-track experience. Each group gets at least three track sessions per day. All racers get some wheel-to-wheel racing action, but it is more limited and tightly regulated for novice racers in street cars.

Instructor McKeever's most important advice for racers at all levels is to keep eyes focused ahead. He explains that racers concentrate too much on the current corner to determine where they

need to be next. This has an impact on car placement and the driving line. He adds that drivers typically start out quite timid, but end up becoming better, more confident drivers, not only on the track, but on the streets as well.

"This program is a great way to see if vintage racing is what you really want to do," says Steve Rogers, owner of a MGB GT. John Nikas took the plunge first, buying a TR4 race car and taking it to VARA University as his first event. But he struggled with some mechanical problems with his car during the event. His advice to program participants: Shake out your car in advance to ensure it's in good mechanical shape so you can focus on learning.

After the program, many participants decide to make the time and financial commitment to fully prepare a classic car for vintage racing. A one-year VARA membership is just \$85. **BM**

Source: VARA

www.vararacing.com
(800) 280-VARA



Moss Motors
COOL STUFF FOR COOL CARS

SUMMER SAVINGS SALE



Austin-Healey

Valid 6/9/08
- 7/25/08

AH Sprite/MG Midget

Body Trim & Fittings

Description	Application	Part #	Regular	SALE
Luggage Rack, Stainless Steel	MG, AH MkII On	244-730	\$336.95	\$296.95
Overrider, Rear	Bugeye	400-210	76.95	63.95
Bumper Blade, Front	1275 MG From (c)74886 To 143354 (1970-Mid '74)	400-270	214.95	187.95
Valance, Lower Front	Bugeye	452-110	410.95	357.95
Repair Panel, Rear, L/H	Bugeye	452-210	188.95	164.95
Hood	MG To (c)183739, All AH	455-290	1,079.95	961.95
Floor Pan, R/H	AH MkIII On, MG MkII On	455-410	156.95	136.95
Floor Pan, L/H	AH MkIII On, MG MkII On	455-415	156.95	136.95
Reinforcement Set, Bulkhead/Floor	AH MkI, II, MG I With 1/4 Elliptic Springs	455-520	81.95	71.95
Floor Pan, R/H	AH MkI-MkII, MG MkI	455-625	199.95	169.95
Floor Pan, L/H	AH MkI-MkII, MG MkI	455-635	199.95	169.95
Brace	AH MkI-MkII, MG I With 1/4 Elliptic Springs	455-975	83.95	68.95
Grille Assy.	MG 1962-'69	459-790	440.95	383.95
Windshield Glass	AH From (c)5477	459-900	157.95	137.95
Windshield Glass, Laminated	AH MkIII, MG MkII on	459-910	146.95	127.95

Brakes

Performance Rotors, Pair	Disc Wheels Only	586-600	189.95	169.95
--------------------------	------------------	---------	--------	---------------

Drivetrain

Clutch Kit, Borg & Beck	948	190-960	299.95	272.95
Axle Shaft, Disc Wheels	All	265-300	252.95	227.95
Gear Set, 3.73:1 (11x41 Teeth)	AH MkIII-On, MG MkII Thru 1500	265-375	336.95	293.95
Flywheel, Aluminum	1275	461-005	529.95	471.95
Laygear	1098 From (e)10CC/4642 And 1275	461-905	163.95	137.95
2nd Gear	1098 From (e)10CC/4642, 1275	843-040	152.95	133.95

Electrical

Rear Side Marker Assy.	MG 1970 On	164-135	99.95	86.95
Wiring Harness, Cloth	1966-'67 HAN8-38829 To 64734	355-035	499.95	434.95
Wiring Harness, Cloth	1964-'66 GAN3-25788 To 52411	355-035	499.95	434.95
Wiring Harness, Cloth	1958-'61 HAN5-501 To 50116	356-100	367.95	320.95
Gearbox, Tachometer Drive	1958-'61 948	361-870	94.95	77.95
HiTorque Starter	1958-'74	541-547	272.95	245.95

Engine

Oil Cooler Installation Kit	1962-'74 All	235-878	187.95	163.95
Piston Set, .020"	948 C.R. 8.3:1	420-105	269.95	234.95

Exhaust

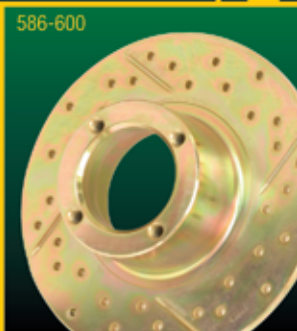
Muffler & Tailpipe	1098 & 1275 To Sept. 1973	444-260	74.85	65.95
Pipe & Muffler Assembly, 2-Piece	1500	444-315	140.95	122.95
Manifold, Exhaust	1975-'76	444-375	269.95	234.95
Manifold, Exhaust	1977-'80	444-380	429.95	374.95
Exhaust System, Stainless Steel	1275 1968-'73	452-015	229.95	202.95
Header	1098, 1275	452-065	419.95	365.95
Header	MG 1500	452-070	409.95	356.95

Exterior

Car Cover, Mosom Plus	All Except 1500	237-460	129.95	113.95
Car Cover, Stormproof	All Except 1500	237-465	219.95	195.95
Car Cover, Mosom Plus	1500	237-470	129.95	113.95

Fuel & Air

Carb Conv Kit, Weber Single Downdraft	1500, Manual Choke	222-257	579.95	533.95
Carb Conv Kit, Weber Single Downdraft	1275	222-275	579.95	533.95
Carb Conv Kit, Weber 1X40 DCOE	948, 1098	222-440	899.95	827.95
Rebuild Kit, For 2 Carbs.	1098, 1275 AUD136 & 266	375-410	142.95	124.95
Rebuild Kit, For 2 Carbs.	1275 AUD502 & 549	375-430	154.95	134.95
Rebuild Kit, For 2 Carbs.	Bugeye, H1	375-460	131.95	114.95



SUMMER SAVINGS SALE

AH Sprite/MG Midget

Fuel & Air (cont.)

Description	Application	Part #	Regular	SALE
Master Rebuild Kit, For 2 Carbs.	948, 1275 (Not Bugeye)	375-538	\$144.95	\$126.95
Fuel Pump, Original SU	1098 (10CC), 1275	377-175	135.95	118.95
Fuel Pump, Electronic, SU	1098 (10CC)-1275 Neg. Ground	377-285	159.95	139.95
Fuel Tank	Bugeye	471-190	346.95	284.95
Fuel Tank	Thru 1969	471-230	212.95	174.95

Interior

Embroidered Carpet Mat Set	AH	240-470	106.95	87.95
Embroidered Carpet Mat Set	MG 1961-'74	240-480	106.95	87.95
Wood Rim Steering Wheel Assy.	1977-'80	263-758	249.95	217.95
Console & Armrest	All	453-805	109.95	97.95
Dash Panel Cover	1968-'74	453-815	271.95	242.95
Adapter Hub, steering wheel	AH MkI-MkII 1958-'63, MG MkI 1961-'63	905-345	124.95	99.95
Adapter Hub, steering wheel	MG MkII 1971-'74, MG 1500 1975-'77	905-480	124.95	99.95
Adapter Hub, steering wheel	MG 1500 1978-'79	905-485	124.95	99.95

Suspension & Steering

Tie Rod Assembly	All To GAN5-114486	260-330	137.95	120.95
Shock Absorber, R/H, Front, New	All	264-000	187.95	167.95
Shock Absorber, L/H, Front, New	All	264-005	187.95	167.95
Wishbone/Spring Pan, With Pin	All	264-067	189.95	165.95
Major Suspension Kit	1098, 1275, 1500 Disc Brakes	264-088	229.95	200.95
Fulcrum Pin Repair Kit	All	264-195	79.95	69.95
Swivel Pin Repair Kit	1098, 1275, 1500 Disc Brakes	264-205	88.95	79.95
Competition Spring, 340 Lb/In, Front	All	264-605	94.80	82.95
Competition Spring, 400 Lb/In, Front	All	264-615	78.60	68.95
Spax Tube Shock Conversion, Rear	1964-'74 All	264-675	549.95	478.95
Shock Absorber, New L/H	MG MkII On, AH MkIII On	265-430	187.95	163.95
Shock Absorber, New R/H	MG MkII On, AH MkIII On	265-440	187.95	163.95
Spring, Rear	MG MkII & MkIII, AH MkIII & MkIV	265-490	99.95	86.95
Spring, Rear	1500	265-500	89.65	75.95
Spring Assy., Rally Spec, Rear	AH MkI, II, MG MkI	265-630	109.95	95.95
Rear Shock Conversion Kit	From MG MkII, AH MkIII (From March 1964-On)	268-288	185.95	161.95
Reamer, Kingpin	Disc Brake Cars	386-380	341.95	297.95
Wheel, Minilite Repro, 13"	All	453-065	167.95	147.95
Steering Wheel	1964-'67	453-865	249.95	217.95
Panasport Wheel, 13" x 5"	All	854-835	244.95	225.95

Austin-Healey 100, 3000

Body Trim & Fittings

Edge Kit, Gearbox Cover	BN7 From (c)16039, BT7 From (C) 15881, BJ7, BJ8	805-785	167.95	146.95
Surround Panel, Rear Seat	BN4, BT7, BJ7, BJ8	805-820	253.95	220.95
Splash Panel Set, With Stays	100-6, 3000	806-320	87.95	78.95
Crossmember, Front	All	806-400	129.95	115.95
Inner Sill Assy. L/H	All	856-051	94.95	86.95
Inner Sill Assy. R/H	All	856-061	94.95	86.95
Trunk Floor	BJ8	856-155	179.95	156.95
Trunk Side Box, R/H	All	856-320	69.95	62.95
Rear Fender Repair, Rear, R/H	All	857-515	184.95	160.95
Rear Fender Repair, Rear, L/H	All	857-525	184.95	160.95
Outrigger, Front, R/H	BN1, BN2, BN4, BN6, BN7, BT7, BJ7	857-600	108.95	94.95
Outrigger, Rear, R/H	BN1-BJ8	857-620	108.95	94.95
Bumper Bar, Front	100-6, 3000	991-353	159.95	139.95

Brakes

Master Cylinder Assembly	BN1, BN2	021-142	359.95	313.95
Wheel Cylinder, L/H	BN1 To C.E.221403, BN4, BN6 Wire Wheels	021-146	72.95	65.95
Wheel Cylinder, 7/8" Bore, R/H	BN1 From C.E.221404, BN2	021-147	83.95	75.95
Wheel Cylinder, 1" Bore, R/H	BN1 To C.E.221403, BN4, BN6 Wire Wheels	021-149	72.95	65.95
Bracket Set	Lockheed Servo	021-489	108.95	94.95
Master Cylinder Assy.	BN7, BT7, BJ7 Without Servo	513-318	83.95	73.95
Master Cylinder Assy.	BN4 From C.E.48863, BN6	513-320	245.95	218.95
Master Cylinder Assy.	BN7, BT7, BJ7, BJ8 With Servo	581-100	138.95	120.95
Brake Hose Set	BT7, BJ7, BJ8	582-088	101.95	90.95
Brake Pipe Set	BN1, BN2	585-408	142.95	124.95
Brake Pipe Set	BN7, BT7, BJ7	585-428	141.95	123.95
Brake Pipe Set	BN7, BT7, BJ8	585-438	122.95	106.95

Cooling

Water Pump	BN1, BN2	021-065	94.45	85.95
Water Pump, With 1/2" Pulley	BJ8 From 29K-H10272	580-010	99.95	86.95
Air Deflector Assy.	BN7, BT7 From (c)13751 BJ7, BJ8	806-340	91.95	79.95
5-Blade Plastic Fan	100-6, 3000	834-878	146.95	127.95
Water Pump, 3/8" Pulley (With Pulley)	BN7, BT7 From 29EH2246, BJ7, BJ8 To 29K-H10271	835-020	99.95	89.95

377-285



264-675



582-088



Austin-Healey 100, 3000 (cont.)

Drivetrain

Description	Application	Part #	Regular	SALE
Bearing, Wheel, Rear	All except early BN1	.021-174	..\$74.85	..\$65.95
Release Bearing	BJ7 From 29F-H4879, BJ8	.501-032	..77.50	..67.95
Clutch Disc	BJ7 From 29F-H4879, BJ8	.502-505	..109.95	..95.95
Clutch Master Cylinder	BN4 From C.E.48863, BN6, BN7, BT7, BJ7, BJ8	.513-318	..83.95	..73.95
Clutch Master Cylinder	BN4 To C.E.48862	.513-323	..157.95	..127.95
Hub Extension, R/H	BJ8 From (c)26705	.664-000	..136.95	..119.95
Hub Extension, L/H	BJ8 From (c)26705	.664-010	..136.95	..119.95

Electrical

Wiring Harness, Cloth/PVC	BN4 From C.E.68960, BN6 From (c)3460, BN7, BT7, BJ7	.356-340	..356.95	..317.95
Wiring Harness, Cloth/PVC	BJ8 To (b)76137	.356-345	..391.95	..348.95
Wiring Harness, Cloth/PVC	BJ8 From (b)76138	.356-355	..356.95	..317.95
Wiring Harness, Cloth/Braid	BN4 From C.E.68960, BN6 From (c)3460, BN7, BT7, BJ7	.357-190	..430.95	..396.95
Washer Pump Assy.	BJ8	.565-170	..83.95	..73.95

Engine

Piston Set, .040	100M 8.5:1 C.R.	.021-113	..482.95	..420.95
Sump, Alloy	100-6, 3000	.021-148	..493.95	..444.95
Camshaft Gear	100-6, 3000	.021-366	..94.45	..86.95
Throttle Switch	100-6, 3000	.141-050	..189.95	..165.95
Head Gasket Set	BN4 (6 port), BN6, BN7, BJ7, BJ8	.524-051	..69.95	..60.95
Main Bearing Set, .010	100-6, 3000	.550-436	..70.80	..61.95
Cam Bearing Set	100-4	.550-645	..93.25	..82.95
6 Cyl. Rear Oil Seal Conversion	100-6, 3000	.833-415	..114.95	..98.95

Exhaust

Front Muffler & Intermediate Pipe, R/H	BJ8	.610-257	..225.95	..196.95
Front Muffler & Intermediate Pipe, L/H	BJ8	.610-258	..225.95	..196.95

Exterior

Car Cover, Mosom Plus	4-Seaters	.237-450	..129.95	..113.95
Car Cover, Stormproof	4-Seaters	.237-455	..219.95	..195.95
Windwing Set	100-6 Thru 3000 BT7	.240-150	..69.95	..57.95
Top Frame Assembly	BN4 From C.E.68960, BT7	.453-665	..514.95	..448.95
Luggage Rack	100-6, 3000	.644-730	..324.95	..298.95
Top Bow, Wood	BN4, BN6, BN7, BT7	.806-080	..128.95	..105.95
Header Rail	BJ7, BJ8	.806-090	..134.95	..110.95
Retaining Rail	BN4, BT7	.806-110	..125.95	..109.95
Badge Bar, Chrome	100-6, 3000	.870-130	..84.95	..69.95

Fuel & Air

Fuel Tank, Premium Quality	BN4 From C.E. 68960 Thru BJ8	.021-800	..299.95	..260.95
Fuel Tank, Aluminum	BN4 From C.E. 68960 Thru BJ8	.021-825	..640.95	..557.95
Rebuild Kit, For 2 Carbs.	BJ8 (HD8)	.375-328	..142.95	..124.95
Fuel Tank, Steel	BN1, BN2	.849-070	..498.95	..434.95

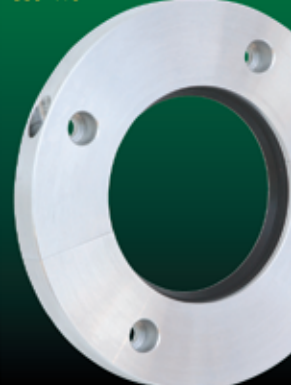
Interior

Heat Shield Kit, w/Hardware	BN4-BJ8	.021-783	..153.95	..135.95
Heat Shield, Exhaust	BN7/BT7 From (c)13751, BJ7, BJ8	.021-787	..104.95	..91.95
Glove Box	BJ8 LHD	.633-590	..72.40	..65.95
Dashboard Set, Walnut Veneer	BJ8 LHD	.633-650	..399.95	..351.95
Body Rubber Set	BN7, BT7 Side Shift	.682-338	..217.95	..189.95
Check Strap Assy., L/H	BN4, BN6, BN7, BT7	.805-620	..82.90	..74.95
Check Strap Assy., R/H	BN4, BN6, BN7, BT7	.805-630	..82.90	..74.95
Seat Base, Metal, L/H	BN4 From C.E.68960, BN6, BN7, BT7, BJ7, BJ8	.856-230	..142.95	..127.95
Seat Base, Metal, R/H	BN4 From C.E.68960, BN6, BN7, BT7, BJ7, BJ8	.856-240	..142.95	..127.95
Frame, Seat Base, L/H	BN4 From C.E.68960, BN6, BN7, BT7, BJ7, BJ8	.856-270	..169.95	..147.95
Frame, Seat Base, R/H	BN4 From C.E.68960, BN6, BN7, BT7, BJ7, BJ8	.856-280	..169.95	..151.95
Door Top Rail Pair	BJ8	.858-158	..188.95	..164.95

Suspension & Steering

Shock Absorber, Rear, L/H	BJ8 from (c)26705	.021-218	..189.95	..165.95
Shock Absorber, Rear, R/H	BJ8 from (c)26705	.021-219	..189.95	..165.95
Hub, Wire Wheel, Front, L/H (12 T.P.I.)	BN7, BT7, BJ7, BJ8 To (c)26704	.031-269	..188.95	..164.95
Hub, Wire Wheel, Front, L/H (8 T.P.I.)	BJ8 From (c)26705	.662-000	..188.95	..164.95
Cross Rod Assy., With Ends	BT7/BJ7 From (c)19191, BJ8	.667-735	..104.95	..91.95
Steering Wheel, Adj.	BN4, BN6, BN7, BT7, BJ7, BJ8	.853-790	..349.95	..286.95
Steering Wheel, Non-Adj., 16 1/2"	All	.853-800	..249.95	..204.95
Control Head Assy.	BN4-BJ8 Non Adj. Wheels Only	.853-820	..943.95	..821.95

833-415



237-450



021-800



SUMMER SAVINGS SALE

MG TC, TD, TF

Body Trim & Fittings

Description	Application	Part #	Regular	SALE
Major Bumper Assy. Rear	TD	110-908	\$319.95	\$284.95
Major Bumper Assy. Front & Rear	TD	111-108	569.95	507.95
Gearbox Cover	TC	281-288	219.25	190.95
Major Body Rubber Kit	TC	281-508	294.95	256.95
Body Rubber Kit, (Rectangular Tail Lamps)	TD To (c)21302 (Early)	281-518	244.95	213.95
Body Rubber Kit, (Round Tail Lamps)	TD From (c)21303 (Late)	281-528	239.95	208.95
Major Body Rubber Kit	TF	281-538	224.95	195.95
Door Lock, L/H	TC-TF	401-100	74.95	61.95
Door Lock, R/H	TC-TF	401-200	74.95	61.95
Door Hinge Set	TC	401-858	273.95	238.95
Door Hinge Set	TD-TF	402-018	249.95	217.95
Interior Lock Kit	TD-TF	402-158	214.95	187.95
Lock & Handle Assy.	TD-TF	402-178	274.95	239.95
Hood Handle Set	TC-TD	406-868	82.95	72.95
Gas Cap, Original Style	TC-TF	407-090	149.95	130.95
Mirror Head	TC	407-347	109.95	95.95
Mirror, R/H Windshield	TC	407-350	185.95	161.95
Bumper Face Bar, Rear	TD	453-020	144.95	118.95
Strip, Center Hood	TC-TF	453-050	94.45	82.95
Radiator Assembly	TD	453-980	639.95	524.95
Grille Slat Set, Radiator Shell (12 Slats)	TF	454-148	254.95	221.95
Grille, Radiator Shell, Zinc Plated, Paintable	TC-TD	454-170	99.95	81.95
Rear Quarter Panel, R/H	TF	456-680	571.95	509.95
Rear Quarter Panel, L/H	TF	456-690	571.95	509.95
Fuel Tank	TD	456-785	1,153.95	1,027.95
Fuel Tank	TF	456-795	1,153.95	1,027.95
Floorboard Set, Footwell	TD LHD From (c)4238	456-935	174.95	155.95
Rear Quarter Panel, L/H	TD	457-090	433.95	386.95
Splash Apron, Front	TD	457-110	347.95	309.95
Front Quarter Panel, L/H	TD	457-320	218.95	190.95
Front Quarter Panel, R/H	TD	457-330	218.95	190.95

Brakes

Master Cylinder Assy. (No Pushrod)	TC	180-608	438.95	381.95
Master Cylinder, Brake	TD-TF	180-730	279.95	243.95
Brake Pipe Set	TC	183-138	272.95	237.95
Front & Rear Brake-Drum	TD-TF Wire Wheels	264-320	209.95	172.95

Cooling

Moto-Meter On Radiator Cap	TC-TD	230-125	124.95	108.95
Moto-Meter W/Radiator Cap	TC-TD	230-130	134.95	117.95
Water Pump	All	434-010	174.95	152.95
Thermostat & Housing	TC-TD	434-168	129.95	106.95
Branch Pipe, Water	TD	434-220	101.10	82.95

Drivetrain

Pedal Shaft, L/H Drive	TD-TF	190-500	91.50	79.95
Rear Hub, L/H	TC	265-150	266.95	232.95
Cap, Bevel Pinion Housing	TC	265-198	133.95	116.95
Rear Hub, R/H, Wire Wheels	TF	266-390	266.95	232.95
Rear Hub, L/H, Wire Wheels	TF	266-400	266.95	232.95
Cable, Clutch	TD To (c)22250	331-070	117.95	102.95
Gearshift Lever	All	443-055	85.95	70.95
Axle Shaft	TC	453-185	214.95	187.95
Axle Shaft, SAE Thread	TD, TF	453-220	214.95	191.95

Electrical

Ignition, Electronic, Pos Grnd	Asymmetric Distributor Cam	222-561	136.95	121.95
Ignition, Electronic, Pos Grnd	Symmetric or High Lift Dist Cam	222-572	136.95	121.95
Ignition, Electronic, Neg Grnd	Symmetric or High Lift Dist Cam	222-573	127.95	113.95
Wiring Harness (Braid/PVC)	TC To (c)7379 (Includes turn signal wires)	356-110	309.95	269.95
Wiring Harness (Braid/PVC)	TD From (c) 18883	356-150	379.95	330.95
Wiring Harness (Braid/PVC)	TF From (c)1501 (fuel pump at RH rear)	356-160	379.95	330.95
Harness Kit (Braid/Pvc)	TD To (c) 18882	356-308	699.95	608.95
Wiring Harness (Lacquer-Braid)	TD To (c)18882 (Without turn signals)	357-060	392.95	341.95
Wiring Harness (Lacquer-Braid)	TD From (c) 18883	357-080	439.95	382.95
Wiring Harness (Lacquer-Braid)	TF From (c)1501 (fuel pump at RH rear)	357-090	439.95	382.95
Gearbox, Tachometer Reduction	All	360-010	114.95	94.95

230-130



222-561



433-365



MG TC, TD, TF

Engine

Description	Application	Part #	Regular	SALE
Spin-On Oil Filter Adaptor	TD From (e)14224 & TF	235-865	\$94.95	\$82.95
Gasket, Cyl. Head (Elongated Water Holes)	1250cc To (e)22734	290-000	78.95	64.95
Gasket, Cylinder Head	1500cc Engines	290-200	82.95	68.95
Head Gasket Set	1250cc To (e)22734	297-208	109.95	95.95
Head Gasket Set	1250cc From (e)22735	297-308	99.95	86.95
Engine Gasket Set, (Complete)	1250cc To (e)22734	297-708	149.95	130.95
Engine Gasket Set, (Complete)	1250cc From (e)22735	297-808	143.95	125.95
Engine Gasket Set, (Complete)	1500cc Engines	297-908	149.95	130.95
Bolt & Nut Set, Connecting Rod (8 Of Each)	All	321-268	86.90	75.95
Starting Handle	TD-TF	386-150	89.95	78.95
Stabilizer Link Assembly	TD-TF	411-050	72.85	63.95
Piston Set, Std.	1250cc Engines	420-018	269.95	234.95
Piston Set, .030"	1250cc Engines	420-048	269.95	234.95
Piston Set, .040"	1250cc Engines	420-058	269.95	234.95
Piston Set, .060"	1250cc Engines	420-068	269.95	234.95
Piston Set, .080"	1250cc Engines	420-078	279.95	243.95
Piston Set, .100"	1250cc Engines	420-088	279.95	243.95
Piston Set, .120"	1250cc Engines	420-098	279.95	243.95
Piston Set, Std.	1500cc Engines	420-218	309.95	269.95
Piston Set, .060"	1500cc Engines	420-268	309.95	269.95
Ring Set, Std.	1250cc Engines/3-ring Mowog & AeroLite Pistons	421-010	78.95	68.95
Ring Set, .040"	1250cc Engines/3-ring Mowog & AeroLite Pistons	421-040	78.95	68.95
Ring Set, .080"	1250cc Engines/Most 4-ring pistons	421-110	89.95	78.95
Ring Set, .100"	1250cc Engines/12387 & 18546 Pistons	421-120	89.95	78.95
Valve Set (8 Valves)	TC-TD	423-058	175.95	153.95
Valve Set (8 Valves)	TD MKII-TF	423-068	178.95	155.95
Valve Spring Set	TC-TD	423-410	89.85	78.95
Valve Spring Set	TD MKII-TF	423-420	121.95	106.95
Main Bearing Set, Std.	All	424-650	115.95	100.95
Main Bearing Set, .010"	All	424-750	115.95	100.95
Main Bearing Set, .020"	All	424-800	115.95	100.95
Main Bearing Set, .030"	All	424-850	115.95	100.95
Cam Bearing Set	All	424-968	173.95	151.95
Push Rod Set, Short	All	433-335	79.95	71.95
Tappet Set	All	433-365	309.95	278.95
Rear Oil Seal Conversion Kit	All	433-418	211.95	184.95
Sprocket, Camshaft	All	433-430	146.95	127.95
Tensioner Assy. Timing Chain	All	433-578	88.55	77.95
Connecting Rod Set	All	433-788	929.95	836.95
Shaft & Gear, Oil Pump	All	435-090	95.25	82.95
Gear Set, Oil Pump (2 Gears)	All	435-128	146.95	127.95
Oil Filter Assy.	TC-TD To (e)14223	435-385	219.95	191.95
Adjustable Oil Pressure Regulator	All	435-550	79.95	69.95
Shaft, Rocker Arm (14" Long)	TC-TD To (e)9007	451-170	79.75	69.95
Shaft, Rocker Arm (14 7/8" Long)	TD-TF From (e)9008	451-180	77.50	67.95
Crane Camshaft, Std. Grind	All	451-260	359.95	313.95
Crane Camshaft, 3/4 Grind	All	451-270	259.95	226.95

Exhaust

Exhaust System, Stainless Steel	TD-TF	454-528	429.95	382.95
---------------------------------	-------	---------	--------	---------------

Exterior

Car Cover, Nylon	All	236-016	69.95	60.95
Fender Cover, Black	TD	236-220	149.95	130.95
Car Cover, Mosom Plus	TC-TD-TF	237-400	129.95	113.95
Windwing Set	TC-TD-TF	240-100	104.95	86.95
MG TD Luggage Rack	TD	243-705	279.95	229.95
Luggage Rack, OE Style	TC	244-400	469.95	408.95
Luggage Rack, OE Style	TD	244-500	469.95	408.95
Luggage Rack, OE Style	TF	244-600	479.95	417.95

Fuel & Air

Sending Unit, Fuel Warning Lamp	All	360-050	82.95	68.95
Rebuild Kit, (1 1/4" Carb.)	TC-TD	375-218	142.95	124.95
Rebuild Kit, (1 1/2" Carb.)	TF	375-228	142.95	124.95
Carb Kit, Master, (1 1/4" Carb.)	TC-TD	375-508	168.95	146.95
Fuel Pump, New Brass Base SU	TC To Approx. (c)4400	376-980	352.95	307.95
Fuel Pump, New (Original SU)	TC-TF To (c)1509	376-990	265.95	231.95
Fuel Pump, Electronic, SU	TC-TD-TF To (c) 1509 Neg. Ground	377-205	246.95	214.95
Fuel Pump, Electronic, SU	TC-TD-TF To (c) 1509 Pos. Ground	377-215	246.95	214.95

451-260



237-400



376-980



SUMMER SAVINGS SALE

MG TC, TD, TF

Interior

Description	Application	Part #	Regular	SALE
Switch, Panel Light Rheostat (W/Knob)	TD From (c)10701	145-900	\$117.95	\$104.95
Mat Set, Black W/Logo	TD-TF	240-450	106.95	87.95
Starter Cable, Original Type	TC	331-370	93.75	76.95
Choke Cable, Original Type	TC	331-380	93.75	76.95
Slow Running Cable, Original Type	TC	331-390	89.95	73.95
Gauge, Oil Pressure/Water Temp.	TD From (c)13914	360-070	395.95	344.95
Replica Tachometer	TC-TD To (c)10778	360-470	429.95	374.95
Panel, Instrument Cluster (Bronze W/Chrome Rim)	TD	408-870	405.95	353.95
Bead Set, Dash (Chromed Brass)	TD	454-110	249.95	217.95
Steering Wheel, Brooklands	TA (Late)-TB-TC	454-240	397.95	346.95
Steering Wheel, Brooklands	TA (Late)-TB-TC	454-258	387.95	337.95
Steering Wheel, Brooklands	TD-TF	454-265	387.95	337.95
Steering Wheel, Brooklands	TD-TF	454-268	387.95	337.95
Steering Wheel, Original Type	TD-TF	454-230	289.95	237.95
Adapter Hub with 28mm "MG" Emblem	TD, TF	454-327	131.95	114.95

Suspension & Steering

King Pin Set (Both Sides)	TC	261-078	231.95	206.95
Swivel Pin, R/H	TD-TF	264-220	144.95	118.95
Swivel Pin, L/H	TD-TF	264-230	144.95	118.95
Pivot, A-Arm	TD-TF	264-270	104.95	91.95
Front Hub, R/H	TF (Wire Wheels)	264-300	178.95	159.95
Front Hub, L/H	TF (Wire Wheels)	264-310	178.95	159.95
Major Suspension Kit	TD-TF	264-358	138.95	120.95
Coil Spring Set (2 Springs)	TD-TF	264-378	108.95	94.95
Shock Absorber, L/H (Armstrong) Rear	TD-TF	266-460	198.95	173.95
Shock Absorber, R/H (Armstrong) Rear	TD-TF	266-470	198.95	173.95
Shock Conversion Kit, Rear	TD-TF	267-658	589.95	513.95
Suspension Rubber Kit	TD-TF	281-558	169.95	147.95
Tool Set, Shock Bush Installation	TC, early TD (Girling)	385-890	69.95	62.95
Rear Leaf Spring (Complete)	TF	454-830	121.95	106.95

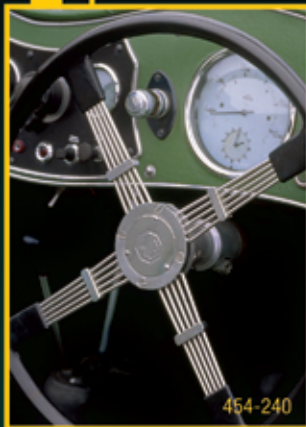
MGA

Body Trim & Fittings

Sun Visor, White	Coupe	233-945	122.95	106.95
Windshield Seal, Front	Coupe	280-940	69.95	60.95
Window Seal, Rear	Coupe	280-950	69.95	60.95
Body Rubber Set	1500 Coupe	281-718	361.95	314.95
Body Rubber Set	1600 Roadster	281-728	231.95	201.95
Body Rubber Set	MkII Roadster	281-748	231.95	201.95
Packing Set, Body To Frame (Complete)	All	281-778	74.95	66.95
Bumper Face Bar	All	453-170	114.95	94.95
Bumper Assy. Front	All	454-880	129.95	113.95
Front Valance, Fiberglass	All	455-110	128.95	114.95
Apron, Front Race	All	455-112	135.95	118.95
Extension Assy. Front Frame	All	456-040	415.95	361.95
Windshield	Roadster	456-080	178.95	155.95
Front Valance, Steel	All	456-100	419.95	386.95
Sill & Pillar Assy. R/H	Roadster	456-140	319.95	278.95
B Post, R/H	Roadster	456-142	119.95	104.95
Sill & Pillar Assy. L/H	Roadster	456-160	319.95	278.95
B Post, L/H	Roadster	456-162	119.95	104.95
Panel, Radiator Duct	Except Twin Cam	456-240	99.95	88.95
Splash Plate, L/H Front	All	456-250	84.30	73.95
Splash Plate, R/H Front	All	456-260	84.30	73.95
Battery Cover	All	456-280	99.95	86.95
Fender, L/H Rear	All	456-700	1,099.00	956.95
Fender, R/H Rear	All	456-710	1,099.00	956.95
Fender, L/H Front	All	456-740	1,899.00	1,690.95
Fender, R/H Front	All	456-750	1,899.00	1,690.95
Complete Floorboard Set	1500 To (c)61503	456-945	194.95	169.95
Valance, Rear	All	457-715	812.95	747.95
Repair Panel, Lower R/H	All	457-760	69.95	60.95
Repair Panel, Lower L/H	All	457-770	69.95	57.95
Sill, L/H, With End Caps	All	457-810	87.95	76.95
Shut Face Panel, L/H	Roadster	457-900	72.95	63.95
Repair Piece, L/H Front	Roadster	459-150	118.95	103.95
Repair Piece, R/H Front	Roadster	459-155	118.95	103.95

Brakes

Piston, Brake Caliper	1600 & MkII	180-740	89.95	73.95
Brake Pipe Set	1500 To (c)27988	183-008	141.95	123.95
Brake Drum, Front	1500 Wire Wheel	264-780	159.95	139.95



MGA (cont.)

Cooling

Description	Application	Part #	Regular	SALE
Radiator (Reproduction, With Overflow Tube)	All	456-050	\$249.95	\$217.95
Air Hose Set, 5 Original Type Hoses	All	456-188	82.95	72.95

Drivetrain

Rear Hub, L/H Wire Wheel	All	267-480	180.95	161.95
Rear Hub, R/H Wire Wheel	All	267-485	180.95	161.95
Gearshift Lever	All	443-065	89.95	73.95
First Gear Assy. With Hub	All	461-470	283.95	261.95
Synchro Ring, 2nd Gear, Steel	All	461-495	88.75	77.95

Electrical

Distributor, Flame Thrower, Electronic	Negative Ground	143-116	216.95	195.95
Distributor, Flame Thrower, Electronic	Positive Ground	143-125	219.95	202.95
Headlamp Assy. (2-Adj.)	1600 From (c)70222	168-698	113.95	99.95
Wiring Harness, Fabric Bound, PVC Wires	1500	356-170	356.95	310.95
Wiring Harness, Fabric Bound, Lacquer Braid	1500	357-500	482.95	420.95

Engine

Camshaft, High Performance	All	222-270	399.95	347.95
Valve Cover, Black Textured Finish	No Breather Vent	224-490	129.95	113.95
Engine Stand	All	384-915	104.95	93.95
Piston Set, .020"	1500 (8.3:1 CR)	420-438	299.95	260.95
Piston Set, .030"	1500 (8.3:1 CR)	420-448	299.95	260.95
Piston Set, .040"	1500 (8.3:1 CR)	420-458	299.95	260.95
Piston Set, .060"	1500 (8.3:1 CR)	420-468	299.95	260.95
39" Braided Hose	All	435-680	73.45	60.95
45 1/2" Braided Hose	All	435-700	73.45	60.95
47 1/2" Braided Hose	All	435-710	69.95	57.95
Camshaft	All	451-320	261.95	240.95
Cylinder Head, New, Repl. W/Valves & Spring	All	451-518	1,230.95	1,132.95
Crankshaft, New, Forged Steel	1500, 1600	451-520	729.95	656.95
Cylinder Head, Crossflow	All	451-690	1,799.95	1,637.95
Vernier Timing Gear Set	All	460-398	326.95	284.95
Tappet & Pushrod Set (8 Pr.)	All	460-638	99.95	86.95
Oil Pump	From (e)GB46342	460-730	74.95	65.95

Exterior

Windwing Set	Roadster	240-200	69.95	57.95
Grille Kit	1500, 1600 (Not MKII)	470-068	319.95	284.95

Fuel & Air

Heat Shield Kit	W/Moss Supercharger	150-066	179.95	156.95
K&N Air Filter	Original Vokes Filter Cans	222-928	69.95	62.95
Carb. Rebuild Kit	1500	375-238	142.95	124.95
Carb. Rebuild Kit	1600 & MkII	375-248	142.95	124.95
Gas Tank, Zinc Plated Steel, Premium	All	456-800	299.95	260.95
Gas Tank, Aluminum	All	456-805	649.95	565.95
Strap, Tank Mounting	All	470-840	92.95	80.95

Interior

Ultra Plush Floor Mats	All	240-710	139.95	121.95
Under Dash Pad Set	Coupe, LHD	241-980	102.95	89.95
Steering Wheel, Brooklands	All	453-165	358.95	312.95
Adaptor Hub	All	454-337	124.95	99.95
Hub And Push, 46mm Enamel Emblem	All	454-338	124.95	99.95

Suspension & Steering

Coupling Joint Assy.	All	263-090	82.95	72.95
Swivel Pin, R/H	All	264-220	144.95	118.95
Swivel Pin, L/H	All	264-230	144.95	118.95
Pivot	All	264-270	104.95	91.95
Hub, Wire Wheel, R/H	1500 Wire Wheels	264-300	178.95	159.95
Hub, Wire Wheel, L/H	1500 Wire Wheels	264-310	178.95	159.95
Major Suspension Kit W/Poly Bushings	All	264-338	124.95	108.95
Major Suspension Kit W/V8 Type Bushings	All	264-348	144.95	126.95
Major Suspension Kit W/Stock Rubber Bushings	All	264-358	138.95	120.95
Hub, Wire Wheel, L/H	1600 Wire Wheel From (c)70276	264-735	178.95	159.95
Hub, Wire Wheel, R/H	1600 Wire Wheel From (c)70276	264-740	178.95	159.95
Shock Absorber, Front, New	All	264-800	294.95	256.95
Shock, Right, Rear, Original Armstrong	All	267-620	187.95	163.95
Shock, Left, Rear, Original Armstrong	All	267-630	187.95	163.95
Installation Kit, 5/8" Sway Bar	All	454-978	126.95	110.95
Bolt-On Sport Wheel, 15" x 5.5"	All	456-045	219.95	202.95

143-116



222-270



240-710



SUMMER SAVINGS SALE

MGB, MGC

Body Trim & Fittings

Description	Application	Part #	Regular	SALE
Door Hinge, L/H	1977-'80	405-460	\$135.95	\$125.95
Front Bumper Kit, W/All Chrome Overriders	1962-'69	453-808	219.95	191.95
Front Bumper Kit, W/Rubber Tip Overriders	1970-'74	453-818	219.95	191.95
Rear Bumper Kit, W/Rubber Tip Overriders	1970-'74	453-838	269.95	234.95
Bumper Conversion Kit, Chrome Override	1974 1/2-'80	453-878	934.95	813.95
Grille Assy., Complete	1973-'74	455-340	159.95	145.95
Front Apron, With Vent Holes (BMH)	RD/GT, Approx. 1973-'74 1/2	457-115	167.95	146.95
Front Apron (BMH)	RD/GT, 1962 To Approx. '73	457-120	167.95	149.95
Front Apron, Aftermarket	RD/GT, 1974 1/2 - On	457-126	138.95	126.95
Rocker Panel, L/H	All	457-150	146.95	121.95
Rocker Panel, L/H Replacement	All	457-155	95.95	88.95
Rocker Panel, R/H	All	457-160	146.95	121.95
Rocker Panel, R/H Replacement	All	457-165	95.95	88.95
Repair Kit, R/H	All	457-168	334.95	291.95
Inner Panel, L/H	All	457-170	74.95	65.95
Inner Panel, R/H	All	457-180	74.95	65.95
Hood, Steel, (BMH)	Interchangeable With Aluminum	457-245	871.95	758.95
Hood, Steel, Aftermarket	Interchangeable With Aluminum	457-250	149.95	130.95
Crossmember, Full Length	All	457-490	157.95	140.95
Quarter Section, R/F	All	457-570	89.95	82.95
Quarter Section, L/F	All	457-575	89.95	82.95
Rear Fender Repair Panel, R/H	Rubber Bumper	457-955	228.95	199.95
Sill, L/H	All	458-280	94.45	86.95
Windshield, Tinted, Original Style	Roadster	458-815	136.95	119.95
Floor Panel, R/H, OE	1968 On	458-875	202.95	176.95
Floor Panel, L/H, OE	1968 On	458-885	202.95	176.95
Floor Panel, L/H	Thru 1967	458-940	179.95	156.95
Floor Panel, R/H	Thru 1967	458-945	179.95	156.95
Floor Panel, R/H, Repro.	1968 On	458-955	120.95	108.95
Trunk Floor, Main Panel	RD To 360300, GT To (c)361000	458-987	244.95	222.95
Panel, R/H, Side Member Bottom	All	459-055	135.95	118.95
Panel, L/H, Side Member Bottom	All	459-065	135.95	118.95

Brakes

Master Cylinder	Dual Line, Non-Servo (1968-'74)	180-765	275.95	240.95
EBC "GreenStuff" Brake Pads	All	585-630	96.95	84.95
Performance Rotors, Pair	All	586-605	189.95	169.95
High Performance Brake Kit	All	586-608	309.95	278.95
Wilwood Four Piston Big Brake Kit	All	586-628	1,399.95	1,259.95
Slotted Brake Rotors, Pair	All	588-630	114.95	100.95

Cooling

Water Pump	18G/GA Engines, 1962-'64	434-000	82.95	72.95
Fan, 7 Blade	RD (c)306257 To 410000 GT (c)309326 On	434-340	89.95	79.95
Radiator	1962-'67	456-880	249.95	217.95
Radiator	1968-'75	459-660	230.95	212.95
Fan Motor	18V Engines, 1977-'80	542-430	89.85	78.95

Drivetrain

Complete Overdrive Transmission	.5 main engine, 1975-'80	041-413	2,835.00	2,551.95
Hub Extension, Rear, R/H	Wire Wheel 1968-'80	267-720	163.95	145.95
Hub Extension, Rear, L/H	Wire Wheel 1968-'80	267-730	163.95	145.95
Drive Shaft Assy. 31.125", Std., O/D	Tube Type Axle, RD/GT From (c)138401 On	268-090	199.95	173.95
First Gear & Hub	non-synchro 1st (1962-'67)	461-470	283.95	261.95
Synchro Ring, 2nd Gear, Steel	non-synchro 1st (1962-'67)	461-495	88.75	77.95
Sliding Hub Assembly, 1st & 2nd Gear	all synchro (1968-'80)	462-180	539.95	442.95

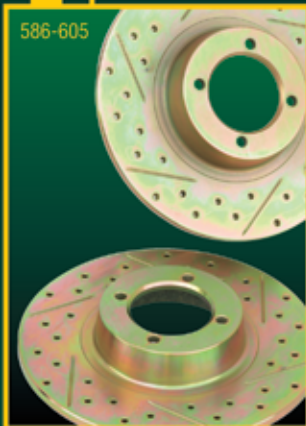
Electrical

Starter, Rebuilt, Exchange	1968-On	131-210	229.95	200.95
Starter, New Reproduction	1968-On	131-220	219.95	191.95
Transmitter, Oil Press.	1968-72	131-580	129.95	115.95
Distributor, Flame Thrower, Electronic	1962-'71, Neg. Ground, Ported Vacuum	143-116	216.95	195.95
Distributor, Flame Thrower, Electronic	1962-'71, Pos. Ground, Ported Vacuum	143-125	219.95	202.95
Rear Side Lamp, L/H	RD 1970-'80	164-865	94.45	78.95
Rear Side Lamp, R/H	RD 1970-'80	164-875	94.45	78.95
Pertronix Electronic Ignition	1975 (45D4 distributor)	222-435	106.95	95.95
Wiring Harness, Cloth	RD & GT 1965-'67	356-390	464.95	404.95
Main Harness, Vinyl	RD & GT 1970	356-550	428.95	373.95
Main Harness, Vinyl	RD & GT 1971	356-560	409.95	377.95
Main Harness, Viny	RD & GT 1973	356-600	416.95	371.95

453-878



586-605



222-435



MGB, MGC

Electrical (cont.)

Description	Application	Part #	Regular	SALE
Main Harness, Vinyl	RD 1977-'78	356-670	\$472.95	\$411.95
Wiring Harness, Complete, Vinyl	RD 1977-'78	356-678	756.95	688.95
Main Harness, Vinyl	RD 1979-early '80	356-680	472.95	411.95
Sub-Harness, Rear	RD 1974 1/2-'79	357-430	104.95	91.95

Engine

Valve Cover, Black Textured Finish	No Breather Vent	224-490	129.95	113.95
Engine Stand	To 1974 1/2	384-915	104.95	93.95
Piston Set, .020"	3 Main Engines	420-320	326.95	284.95
Piston Set, .020", 2.4" Long	5 Main Engines, Press Fit Pin From 1972	420-385	259.95	226.95
Piston Set, .040", 2.4" Long	5 Main Engines, Press Fit Pin From 1972	420-405	259.95	226.95
Piston Set, .030", 2.4" Long, Aftermarket	5 Main Engines, Floating Pin Thru 1971	420-412	259.95	226.95
Piston Set, .020", 2.4" Long, Aftermarket	5 Main Engines, Press Fit Pin From 1972	420-435	224.95	195.95
Piston Set, .020", 2.4" Long, AE Brand	5 Main Engines, Press Fit Pin From 1972	420-436	262.95	228.95
Piston Set, .030", 2.4" Long, Aftermarket	5 Main Engines, Press Fit Pin From 1972	420-440	224.95	195.95
Piston Set, .030", 2.4" Long, AE Brand	5 Main Engines, Press Fit Pin From 1972	420-441	262.95	228.95
Piston Set, .040", 2.4" Long, Aftermarket	5 Main Engines, Press Fit Pin From 1972	420-445	224.95	195.95
Piston Set, .060", 2.4" Long, Aftermarket	5 Main Engines, Press Fit Pin From 1972	420-450	224.95	195.95
Piston Set, .060", 2.4" Long, AE Brand	5 Main Engines, Press Fit Pin From 1972	420-451	262.95	228.95
Pulley, Crankshaft	18G Thru 1974 18V Engines	433-696	164.95	143.95
Oil Pump	5 Main Engines	435-600	78.60	68.95
Oil Pump, Upgraded	5 Main Engines	435-625	132.95	115.95
Heat Shield	HIF Carbs 1972-'74	451-015	69.95	57.95
Camshaft	18G/GA Engines	451-320	261.95	240.95
Camshaft	1965-'80	451-335	251.95	219.95
Cylinder Head, New, W/Valves & Springs	1962-'67	451-518	1,230.95	1,132.95
Cylinder Head, New, W/Valves & Springs	From 18V/797 On	451-555	1,145.95	1,054.95
Cylinder Head, Crossflow	All	451-690	1,799.95	1,637.95
Vernier Cam Gear Conversion Kit	All	460-398	326.95	284.95
Tappet & Pushrod Set	18G Thru GK Engines	460-638	99.95	86.95
Oil Pump	3 Main Engines	460-730	74.95	65.95

Exhaust

Headpipe	1968-'74	444-020	69.25	58.95
Muffler, Rear, Replacement	1968-'74	444-030	70.30	59.95
Big Bore Stainless Steel Exhaust System	1975-'80	444-155	329.95	287.95
Catalytic Converter, Replacement	1975-'80	444-175	231.95	204.95
Muffler & Pipe Assembly (3-Piece)	1975-'80	444-180	162.95	145.95
Muffler, Front	1975-'80	444-415	70.30	59.95
Muffler, Rear	1975-'80	444-420	70.30	59.95
Exhaust System, Stainless Steel	1975	454-570	379.95	338.95
Exhaust System, Stainless Steel	1975-'80	454-745	359.95	313.95
Short Header	All w/o Catalyst	459-011	169.95	147.95
Header, Stainless Steel	All w/o Catalyst	459-015	349.95	318.95
Peco Exhaust System	All (does not include downpipe)	459-035	315.95	274.95
Peco Exhaust Header	All w/o Catalyst	459-045	304.95	265.95

Exterior

Car Cover, Mosom Plus	RD 1975-'80	237-430	129.95	113.95
Car Cover, Stormproof	RD 1975-'80	237-435	219.95	195.95
Car Cover, Mosom Plus	MGB GT	237-440	129.95	113.95
Car Cover, Stormproof	MGB GT	237-445	219.95	195.95
Luggage Rack	All RD	244-010	279.95	229.95
Badge Bar, Chrome, With Tabs	Chrome Bumper	244-121	155.95	135.95
Luggage Rack, Classic	All RD	244-715	444.95	396.95
Luggage Rack	All RD	244-750	259.95	226.95
Header Rail	All RD	406-250	272.95	237.95
Front Bumper Bar	1962-'74 1/2	453-090	117.95	102.95
Front Sebring Valance	All	475-185	191.95	166.95
Air Dam, Front	1962-'74 1/2	475-195	101.10	87.95

Fuel & Air

Heat Shield Kit	W/Moss Supercharger	150-066	179.95	156.95
Carb Conv Kit, Weber Single Downdraft	1962-Mid '74, Manual Choke	222-260	579.95	533.95
K&N Air Filter, Tapered Design	HIF44 (on supercharger)	222-905	76.50	68.95
Automatic Choke Assy.	Zenith-Stromberg 1975-'80	366-170	270.95	243.95
Rebuild Kit, For 2 Carbs, SU HS4	AUD52/135, 1963-'67	375-338	142.95	124.95
Rebuild Kit, For 2 Carbs, SU HS4	AUD326/405, 1969-'70	375-358	154.95	134.95
Rebuild Kit, For 2 Carbs, SU HS4	AUD465, 1971	375-368	154.95	134.95



SUMMER SAVINGS SALE

MGB, MGC (cont.)

Fuel & Air (cont.)

Description	Application	Part #	Regular	SALE
Rebuild Kit, For 2 Carbs, HIF-4	AUD493 1972	375-378	\$154.95	\$134.95
Rebuild Kit, For 2 Carbs, HIF-4	AUD550/630 1973-'74	375-398	154.95	134.95
Master Rebuild Kit, For 2 Carbs HS-4	1962-'71	375-548	142.95	124.95
Master Rebuild Kit, For 2 Carbs, HIF-4	1972-'74	375-558	164.95	143.95
Gas Tank, Non Vented, British Motor Heritage	1965-'69	456-815	276.95	240.95

Interior

Dead Pedal	1968-'80	190-795	69.95	63.95
Mat Set, Black W/Logo	1968-'80	240-430	106.95	87.95
Ultra Plush Floor Mats	1968-'80	240-730	139.95	121.95
LE Wheel Conversion Kit	1970-'76	263-738	209.95	182.95
LE Wheel Only	MGB L.E.	263-740	209.95	172.95
LE Wheel Assembly	1977-'80	263-748	209.95	182.95
Wood Rim Steering Wheel Assy.	1977-'80	263-758	249.95	217.95
Steering Wheel	1968-'69	263-840	259.95	226.95
Steering Wheel	RD To (c)138400, GT To (c)139283	454-340	259.95	226.95
Sill Cover Set	1962-'76	282-738	94.95	78.95
Front Floor Mat Set, Black	1968-'76	283-018	124.95	108.95
Moulding, Rear Cockpit	All RD	408-995	77.50	67.95
Dash Roll, Black	1962-'67	453-570	140.95	118.95
Cover, For Radio Console	1968-'71	453-705	93.25	81.95
Dash Panel Cover	1968-'71	453-720	289.95	263.95
Dash Panel Cover	1972-'76	453-740	289.95	263.95
Console, Tunnel	1972-'80	453-750	112.95	98.95
Console, Padded	1962-'71	453-800	109.95	97.95
Dash Liner Pair, ABS	1968-80	453-863	84.95	73.95
Hub And Push, 46mm Enamel Emblem	1962-'67	454-366	124.95	99.95
Windblocker	All	458-290	214.95	193.95
Deluxe Windblocker	All	458-298	367.95	338.95
Adaptor Hub	1971-'76	905-480	124.95	99.95
Adaptor Hub	1977-'80	905-485	124.95	99.95
Hub And Center, 46mm Enamel Emblem	1977-'80	905-486	124.95	99.95

Suspension & Steering

U-Joint Coupling Assy.	RD To (c)360300, GT To (c)361000	263-090	82.95	72.95
Steering Column, Complete	RD From (c)410000 On	263-580	224.95	195.95
Pivot, Wishbone	All	264-270	104.95	91.95
Shock Absorber, Front, New	All	264-360	259.95	236.95
Major Suspension Kit	All	264-408	169.95	147.95
King Pin Set	All	264-418	112.95	99.95
Swivel Assy. Pair, Rebuilt (incl. \$75 core)	All	264-468	514.95	463.95
Hub, R/H, Wire Wheel, Front	RD From (c)30851 On, All GT, Coarse Thread	264-870	157.95	140.95
Hub, L/H, Wire Wheel, Front	RD From (c)30851 On, All GT, Coarse Thread	264-880	157.95	140.95
Urethane Bush Kit	Rubber Bumper	264-928	73.95	64.95
Shock Absorber, R/H, Rear, New	All	267-705	193.95	168.95
Shock Conversion, Front W/Monroe Shocks	All	268-121	509.95	443.95
Shock Conversion, Front W/KYB Shocks	All	268-122	549.95	478.95
Tube Shock Kit, Rear, Street	All	268-126	229.95	200.95
Lowering Kit, Rear	Tube Axles, All GT, Roadster 1968-'80	268-140	107.95	93.95
Horn Push/Centerpiece Assy.	RD To (c)138400, GT To (c)139471	408-220	77.95	63.95
Leaf Spring, 7 Leaf	RD From (c)360301 to 386795, GT to (c)361000	454-770	104.95	93.95
Anti-Tramp Bar Kit	Tube Type Rear Axle, 1965-'74	454-935	387.95	337.95
Front Sway Bar, 5/8" Installation Kit	All	454-978	126.95	110.95
Wheel, Minilite Repro, 14"	All	455-386	199.95	173.95
Wheel, Minilite Repro, 15"	All	456-045	219.95	202.95
Leaf Spring, 1" Lowered	Roadster	456-215	171.95	149.95
Leaf Spring, 1" Lowered	GT	456-375	182.95	159.95
Panasport Wheel, 15" x 6" (+1)	All	854-715	299.95	275.95

263-738



458-290



268-121



Triumph Spitfire MK IV - 1500

Body Trim & Fittings

Description	Application	Part #	Regular	SALE
Windshield Glass, Tinted	All	.458-827	..\$152.95	.. \$133.95
Capping Strip, Windshield Frame	All	.801-185	..116.95	.. 101.95
Windshield Glass, Clear	All	.856-065	..157.95	.. 137.95
Polyethylene Gearbox Cover	All	.867-480	..69.95	.. 63.95

Brakes

Master Cylinder (Large Cap)	MkIV, 1500 To (c)FM40000 (1971-'75)	.580-100	..279.95	.. 243.95
Master Cylinder (Small Cap)	1500 From (c)FM40001 (1976-'80)	.580-110	..199.95	.. 173.95

Drivetrain

Slave Cylinder, Clutch, Aftermarket	1968-'77	.580-785	..78.95	.. 68.95
Slave Cylinder, Clutch, Aftermarket	1978-'80	.580-795	..71.95	.. 62.95
Master Cylinder, Clutch	All	.581-120	..146.95	.. 127.95
Master Cylinder, Clutch, Aftermarket	All	.581-121	..78.95	.. 68.95

Electrical

Switch, Headlamp Flasher/Dimmer	1971-'76	.635-665	..238.95	.. 207.95
Ignition Switch	1973-'76	.667-850	..147.95	.. 128.95

Engine

Stud Kit, Cylinder Head, Heavy Duty	GT6 (Not MkI)	.322-818	..159.95	.. 145.95
-------------------------------------	---------------	----------	----------	------------------

Exhaust

Muffler	1500, 1973-'80	.862-160	..133.95	.. 111.95
Spitfire Exhaust Header	1971-'80	.865-143	..279.95	.. 249.95

Exterior

Car Cover, Mosom Plus	1971-'74	.237-510	..129.95	.. 113.95
-----------------------	----------	----------	----------	------------------

Fuel & Air

Carb Conv Kit, Weber Single Downdraft	1500, Manual Choke	.222-257	..579.95	.. 533.95
---------------------------------------	--------------------	----------	----------	------------------

Interior

Headrest Assembly, Black	1977-'80	.642-865	..118.95	.. 103.95
Door Panel Set (Pair), Black	1973-'80	.644-410	..161.95	.. 144.95
Rear Quarter Trim Kit (Pair), Black	1973-'80	.644-460	..171.95	.. 149.95

Suspension & Steering

Major Front Suspension Kit	All	.660-028	..165.95	.. 144.95
Steering Lock & Switch, W/2 Keys	To (c)FM10000	.667-840	..131.95	.. 114.95
Steering Rack Assy. New	All	.667-900	..213.95	.. 175.95
Wheel, Minilite Repro, 13"	Spitfire, GT6	.854-720	..174.95	.. 152.95

865-143



222-257



854-720



NEW

Spitfire Front Brake Calipers

Don't waste your time, energy and money rebuilding a 40 year old caliper. Our all new calipers are completely new inside and out. Just drop in a set of your favorite brake pads and you're all set.

Left Caliper	580-061	\$119.95
Right Caliper	580-071	119.95



SUMMER SAVINGS SALE

Triumph TR2-4A

Body Trim & Fittings

Description	Application	Part #	Regular	SALE
Battery Box (Steel)	TR2-TR3B	241-005	\$74.95	\$65.95
Medallion, Blue/White	TR3A From TS41874-TR3B	601-130	167.95	149.95
Hub Cap Set, 4 W/Medallions	All	674-708	159.95	139.95
Body Mounting Kit	TR4A	680-648	123.95	101.95
Body Mounting Kit	TR2-TR3B	680-668	83.95	68.95
Stoneguard Set	TR2-TR3B	802-988	103.95	92.95
Gas Cap, W/Integral Extension	TR3A From TS60001-TR3B	834-840	74.95	61.95
Bumper Face Bar, Front	TR4	854-060	181.95	149.95
Face Bar, Rear Bumper	TR4-TR4A	854-080	569.95	495.95
Bumper Bar, Front	TR2-TR3	854-200	349.95	318.95
Bumper Bar, Front	TR3A-TR3B	854-210	365.95	336.95
Front Valance Panel, Lower	TR4-TR4A	855-100	109.95	90.95
Fender, L/H	TR4-TR4AII	855-150	1,449.95	1,290.95
Rocker Panel, Outer, R/H	TR4-TR4A	855-240	106.95	93.95
Rear Fender, L/H	TR4-TR4A	855-330	1,258.95	1,095.95
Trunk Lid, W/O Reinforcement	TR4-TR4A	855-380	1,154.95	1,062.95
Fender, R/H Front	TR2-TR3B	855-480	1,039.95	956.95
Repair Panel, Lower R/H Front	TR2-TR3B	855-485	149.95	130.95
Repair Panel, Lower L/H Front	TR2-TR3B	855-495	149.95	130.95
Quarter Panel, R/H (Dogleg)	TR2-TR3B	855-720	179.95	156.95
Quarter Panel, L/H (Dogleg)	TR2-TR3B	855-730	179.95	156.95
Panel, Rear Trunk	TR3 From TS16473-TR3B	855-750	899.95	782.95
Floor, L/H	TR2-TR3B	855-820	225.95	196.95
Sill Assy. R/H	TR2-TR3B	855-850	153.95	133.95
Glass, Windshield	TR2-TR3B	856-000	157.95	137.95
Windshield Glass, Clear	TR4-TR4A	856-010	157.95	137.95
Windshield Glass, Tinted	TR4-TR4A	856-015	251.95	219.95
Gearbox Cover, Polyethylene	TR4-TR4A	857-125	69.95	60.95
Grille	TR4	870-000	395.95	352.95
Grille	TR3A-TR3B	870-030	189.95	165.95

Books

Shop Manual	TR4-TR4A	212-700	89.95	78.95
-------------	----------	---------	-------	--------------

Brakes

Master Cylinder, Clutch & Brake	TR2-3 To TS13045	581-008	415.95	361.95
Master Cylinder, Brake (.70" Bore)	TR4 From CT5784-TR4A	581-030	169.95	147.95
Stainless Steel Brake Hose Kits	TR3 From TS13046	582-018	94.45	83.95
Shoe Set, Rear, New	10" Brakes (Girling System)	585-020	171.95	158.95
Brake Drum, Rear, 9"	TR4A IRS	586-020	143.95	125.95
Performance Rotors, Pair	TR3B-TR4A With 10 3/4" Rotors	586-615	189.95	169.95
Big Brake Kit	TR4A IRS	586-718	899.95	782.95
Brake Pipe Set	TR3 From TS13046-TR3B	588-618	123.95	107.95
Brake Pipe Set	TR4	588-658	152.95	133.95
Complete Kit, With Stainless Steel Hoses	TR2-TR4A	635-465	309.95	269.95

Cooling

Conversion Kit, 1/2" Fan Belt	TR2-TR4A	837-508	279.95	243.95
Radiator, Long Neck, W/Crank Hole, Offset Inlet	TR2 From TS1201E-TR3B	849-990	479.95	417.95
Radiator, Long Neck, No Crank Hole, Offset Inlet	TR2 From TS1201E-TR3B	850-000	479.95	417.95

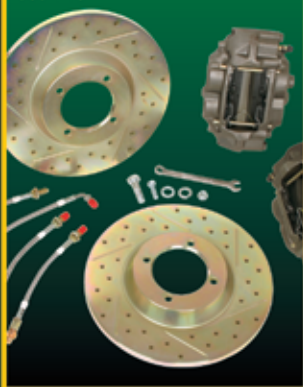
Drivetrain

Outer Axle & Hub Assy. New	TR4A IRS	041-555	599.95	521.95
Alloy Flywheel Assy.	TR4A (Diaphragm Spring Clutch)	460-677	529.95	471.95
Clutch Disc, New	TR2-TR4	591-000	99.95	86.95
Pressure Plate, New	TR2-TR4	593-000	199.95	173.95
Pressure Plate, New	TR4A	593-010	78.95	68.95
Clutch Kit	TR4A	593-030	192.95	167.95
Differential, Limited Slip	Triumph TR2-TR4A, solid axle	674-065	2,162.95	1,946.95
Ring & Pinion, 3.7:1	TR2 From TS4731-TR4A	674-160	440.95	383.95
Ring & Pinion, 3.45:1	TR2 From TS4731-TR4A	674-175	427.95	372.95
Wheel Hub With Studs, Rear	TR3 From TS13046-TR4A (Disc Wheel)	674-350	371.95	323.95
Outer Axle Shaft	TR4A IRS	674-890	203.95	177.95
Sliding Axle Assy.	TR4A IRS	675-550	180.95	164.95
Upgraded Sliding Axle Assy.	TR4A IRS	675-555	414.95	377.95
Bush, 2nd Gear (Steel Replacement)	All	848-575	102.05	88.95
Repair Kit, Front Differential Mount	TR4A IRS	850-795	130.95	113.95

Electrical

Main Harness, Vinyl Bound	TR3A From TS60001-TR3B	355-520	273.95	238.95
Main Harness, Vinyl Bound	TR4A	355-530	394.95	343.95
Main Harness, Cloth Bound	TR3A From TS60001-TR3B	356-270	367.95	320.95
Main Harness, Lacquer Braid	TR3-TR3A From TS18913-TR3A TS60000	357-230	407.95	354.95

586-718



593-030



674-065



Triumph TR2-4A

Electrical (cont.)

Description	Application	Part #	Regular	SALE
HiTorque Starter	TR2-TR3A TS50000	541-515	\$284.95	\$253.95
Starter Motor, Rebuilt	TR3A From TS50001-TR4A	541-530	259.95	226.95
HiTorque Starter	TR3A TS50001-TR4A	541-535	284.95	253.95
Headlamp Assy., Sealed Beam	TR3A From TS32585-TR4 To (b)24600CT	544-000	144.95	126.95
Tail Lamp Assy., With Red/Red Lens	TR4-TR4A	544-080	209.95	182.95
Control Head, Non-adj. Wheel	TR2-TR3B	667-480	234.95	204.95

Engine

Rockershaft Aux Oil Feed Kit	All	821-350	77.50	63.95
Cam Bearing, Front	All	827-000	131.95	114.95
Fan, 4-Bladed	TR2-TR3B	834-030	124.95	102.95
Oil Pump Assy.	All	836-000	146.95	132.95
Oil Seal Assy., Crankshaft Rear	All	837-000	74.95	67.95
Camshaft	All	851-060	303.95	273.95
Valve Cover, Polished Rib	All	852-090	189.95	165.95
Aluminum Cylinder Head	TR3 From TS13052E-TR4A	853-048	3,595.00	3,127.95

Exhaust

Exhaust System, Stainless Steel	TR4A Dual Mufflers	860-110	489.95	426.95
Header, Mild Steel	TR3 From TS13052E-TR4A	865-018	349.95	304.95

Exterior

Luggage Rack, Amco Style	TR4-TR4A	646-090	429.95	374.95
Windwing Set	TR2-TR3B	647-000	78.95	64.95

Fuel & Air

Rebuild Kit, For 2 Carbs.	AUC786, 878 TR3-4, SU H6	370-795	144.95	126.95
Rebuild Kit, For 2 Carbs.	TR4-TR4A Zenith-Stromberg	375-138	142.95	124.95
Flex Hose Assy. Pipe To Carbs.	TR3-TR3A	376-278	79.85	69.95
Gas Tank (Outlet At Bottom Center)	TR3-TR3A To TS60000	849-010	579.95	521.95

Interior

Mat Set, Black W/Logo	TR4-TR4A	240-440	106.95	87.95
Ultra Plush Floor Mats	TR4-TR4A	240-740	139.95	121.95
Glove Box	TR4-TR4A	633-110	68.20	57.95
Dash Pad, L/H Lower	TR4-TR4A	633-240	83.50	74.95
Dash Pad, R/H Lower	TR4-TR4A	633-260	93.75	83.95
Plinth, Switch Mounting	TR4A	633-410	90.35	81.95
Padded Cover, Dash Support	TR4A	633-555	199.95	177.95
Switch, Lighting (Replacement)	TR4A	635-660	192.95	162.95
Seal, Rubber	TR4-TR4A W/O Surrey Top	649-060	79.30	65.95
Seat Rail Set (3 Pcs.)	TR4 From (b)20877CT-TR4A	801-430	79.95	69.95
Door Handle Pair (Keyed Alike)	TR4-TR4A	803-158	172.95	150.95
Channel, Front, R/H, Doorglass	TR4-TR4A	803-260	99.95	81.95
Channel, Front, L/H, Doorglass	TR4-TR4A	803-270	99.95	86.95
Hub And Push, 46mm Plastic Emblem	TR4-TR4A	853-786	124.95	99.95
Burlwood Dash	TR4	854-581	472.95	411.95
Dash Pad, Top	TR4-TR4A	855-010	143.95	132.95

Suspension & Steering

Front Shock	TR4A	264-697	162.95	141.95
Suspension Kit	TR2-TR4 To CT7218	660-988	109.95	95.95
Major Ft. Suspension Kit, Repairs 2 Sides	TR4A	660-998	81.95	71.95
Axle Reinforcing Kit	All	661-293	299.95	272.95
Splined Extension, R/H	Wire Wheels	661-410	84.95	73.95
Splined Extension, L/H	Wire Wheels	661-420	84.95	73.95
Trunnion, Bottom (O' Castor)	TR2-TR4 To CT6343 (Wire Wheel) CT6389 (Disc Wheel)	661-440	97.30	84.95
Rack & Pinion Assy. LHD	TR4A	667-125	213.95	175.95
Quick Rack	TR4 From CT20064, TR4A	667-175	285.95	248.95
Cam, Steering Column	TR2-TR3B LHD	667-375	303.95	264.95
Shock Absorber, R/H (New)	TR2-TR4	670-020	176.95	153.95
Shock Absorber, L/H (New)	TR2-TR4	670-030	176.95	153.95
Shock Absorber, New, R/H	TR4A	670-040	180.95	157.95
Shock Absorber, New, L/H	TR4A	670-050	180.95	157.95
Shock Absorber, Koni Adjustable	TR4A	670-090	237.95	207.95
Replacement Shock Absorber, Koni	TR4A IRS Rear Shock Conv.	670-095	229.95	200.95
Shock Conversion Kit, Rear	TR4A IRS	670-128	497.95	443.95
Shock Absorber, R/H, Rebuilt, Rear	TR2-TR4	670-135	164.95	146.95
Shock Absorber, L/H, Rebuilt, Rear	TR2-TR4	670-145	164.95	146.95
Shock Absorber, L/H, Rebuilt, Rear	TR4A	670-150	149.95	134.95
Shock Absorber, R/H, Rebuilt, Rear	TR4A	670-160	149.95	134.95
Steering Wheel, Adj.	TR2-TR3B	853-730	329.95	270.95
Steering Wheel, Standard	TR2-TR3B	853-740	289.95	237.95
Driveshaft Assy.	All	854-050	281.95	245.95

541-515



853-048



667-175



SUMMER SAVINGS SALE

Triumph TR250, TR6

Body Trim & Fittings

Description	Application	Part #	Regular	SALE
Lock Set	TR6, 1972-'76	.402-140	..\$88.15	..\$76.95
Body Mounting Set	All	.680-648	..123.95	..101.95
Windshield Capping Strip, Aluminium	TR6	.801-175	..98.95	..86.95
Windshield Finisher Set, Black	All	.801-268	..110.95	..96.95
Rear Bumper Bar	TR250	.854-080	..569.95	..495.95
Corner Bar R/H, Rear Bumper	TR6 Thru CF27000	.854-085	..139.95	..121.95
Corner Bar L/H, Rear Bumper	TR6 Thru CF27000	.854-095	..139.95	..121.95
Center Bar, Rear Bumper	TR6 Thru 1972	.854-760	..235.95	..193.95
Front Spoiler	TR6 1973-'76	.855-095	..259.95	..226.95
Lower Valance, Front	All	.855-100	..109.95	..90.95
Front Fender, L/H	TR250	.855-150	..1,449.95	..1,290.95
Front Valance Assy.	TR6 Thru Mid-1974 (To CF27000)	.855-165	..481.95	..443.95
Rocker Panel, R/H	All	.855-240	..106.95	..93.95
Rear Fender, L/H	TR250	.855-330	..1,258.95	..1,095.95
Trunk Lid	TR250	.855-380	..1,154.95	..1,062.95
Lower Front Apron	TR6 To CF27000	.855-465	..334.95	..291.95
Glass, Windshield, Clear, Laminated	All	.856-010	..157.95	..137.95
Glass, Windshield, Top Tinted, Laminated	All	.856-015	..251.95	..219.95
Gearbox Cover, Polyethylene	All	.857-125	..69.95	..60.95
Grille Assy.	All	.870-150	..169.95	..147.95
Front Bumper Bar	USA Thru 1974, All Non-USA	.994-055	..469.95	..385.95
Center Bar, Rear Bumper	TR6 CF12501 - CF27000	.994-770	..244.95	..200.95

Brakes

Brake Master Cylinder Assy.	All	.581-040	..213.95	..186.95
Servo Unit Assy., Aftermarket	All	.581-055	..334.95	..291.95
Brake Drum	All	.586-020	..143.95	..125.95
Performance Rotors, Pair	All	.586-615	..189.95	..169.95
Big Brake Kit	All	.586-718	..899.95	..782.95
Brake Pipe Set	TR250/6 1969-'72 To CC81078	.588-188	..157.95	..137.95
Brake Pipe Set	TR6 1972-'76 From CC81079	.588-198	..157.95	..140.95

Cooling

Water Pump & Pulley	TR250/6 To (e)CC80027E	.835-030	..71.95	..59.95
Water Pump & Pulley, With 1/2" Groove	TR6 1975-'76	.835-055	..84.95	..73.95

Drivetrain

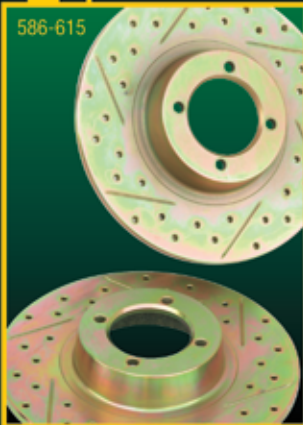
Rear Hub Assy. New	All	.041-555	..599.95	..521.95
Alloy Flywheel Assy.	TR6 1970-'76	.460-676	..529.95	..471.95
Master Cylinder, Clutch, 0.70" Bore	TR6 From '70 CC52952-'76	.581-541	..94.95	..82.95
Pressure Plate, Borg & Beck	All	.593-010	..78.95	..68.95
Clutch Kit, Borg & Beck	All	.593-030	..192.95	..167.95
Ring & Pinion Assy., 3.7:1	All	.674-160	..440.95	..383.95
Ring & Pinion Assy., 3.45:1	All	.674-175	..427.95	..372.95
Outer Axle Shaft	All	.674-890	..203.95	..177.95
Sliding Rear Axle Assy., New	All	.675-550	..180.95	..164.95
Up-rated Sliding Rear Axle Assy.	All	.675-555	..414.95	..377.95
Bush, Second Gear	To (g)CF12500	.848-575	..102.05	..88.95
Front Dif. Mount Repair Kit	All	.850-795	..130.95	..113.95
Driveshaft Assy.	All	.854-050	..281.95	..245.95

Electrical

Spark Plug Wire Set 8.5mm	All	.143-560	..74.95	..66.95
Wiring Harness, Complete	TR6 1970-'71	.356-748	..566.95	..493.95
Wiring Harness, Main	TR6 1973	.356-760	..469.95	..408.95
Wiring Harness, Main	TR6 1974	.356-770	..472.95	..411.95
Alternator, Rebuilt, Exchange	TR6 Thru 1972	.540-220	..169.95	..147.95
Alternator, Rebuilt, Exchange	TR6 1973-'74 (Cars Without air pump)	.540-240	..199.95	..173.95
Alternator, Rebuilt, Exchange	TR6 1975-'76 (Cars With air pump)	.540-245	..199.95	..173.95
HiTorque Starter	TR6	.541-555	..284.95	..253.95
Tail Lamp Assy., All Red Lens	TR5, TR250	.544-080	..209.95	..182.95
Vacuum Unit, Retard	TR6 From CC58361 Thru 1973	.560-205	..78.70	..68.95

Engine

Stud Kit, Cylinder Head, Heavy Duty	All	.322-818	..159.95	..145.95
Spin-On Oil Filter Adaptor & Hose Kit	All	.635-285	..202.95	..176.95
Oil Cooler Installation Kit, Stainless Hoses	All	.635-855	..348.95	..303.95
Head Gasket Set, Payen	TR6 1972-'76	.694-561	..79.95	..69.95
Choke Cable, OE Specification (Multi-Strand)	TR250/6 Thru 1972	.734-260	..89.20	..77.95



Triumph TR250, TR6

Engine (cont.)

Description	Application	Part #	Regular	SALE
Piston Set, .020"	All	814-428	\$459.95	\$409.95
Piston Set, .030"	All	814-438	459.95	409.95
Ring Set, Standard	All	817-600	78.50	68.95
Oil Pump Assy.	TR6 From (e)CC66297	836-200	90.55	82.95
Camshaft	TR6 1974-'76	838-040	427.95	372.95
Camshaft	TR250/6 Thru 1973	838-045	427.95	372.95
Rocker Shaft Tuftrided	All	839-130	96.25	83.95

Exhaust

Exhaust System, Stainless Steel	TR250/6 1968-'71	860-200	449.95	395.95
Exhaust System, Stainless Steel	TR6 1972	860-210	479.95	431.95
Sports Exhaust System, Stainless Steel	TR6 1972-'76 Dual Head Pipe	860-270	629.95	548.95
Muffler & Tailpipe, Mild Steel	All	862-080	144.95	126.95
Header	TR6 1972-'76	865-035	447.95	389.95

Exterior

Car Cover, Mosom Plus	TR6 1974-'76	237-480	129.95	113.95
Car Cover, Stormproof	TR6 1974-'76	237-485	219.95	195.95
Luggage Rack, Amco Style	TR250	646-090	429.95	374.95
TR6 Luggage Rack	TR6	646-100	427.95	372.95

Fuel & Air

Carb Conv Kit, Weber Dual Downdraft	All	222-420	1,199.95	1,103.95
Rebuild Kit, For 2 Carbs.	All	365-955	97.60	84.95
Master Rebuild Kit, 1970-on	All	365-970	154.95	134.95
HS6 Conversion Kit	All	370-848	1,099.95	989.95

Interior

Retractable Seat Belt Set	TR6	222-008	235.95	217.95
Mat Set, Black W/Logo	All	240-440	106.95	87.95
Ultra Plush Floor Mats	All	240-740	139.95	121.95
Windblocker	TR6	458-292	239.95	215.95
Crash Pad, L/H Lower, LHD	TR250/6 1969	633-240	83.50	74.95
Crash Pad, R/H Lower, LHD	All	633-265	83.50	74.95
Switch Plinth, With 5 Holes	TR250/6 1969	633-415	84.95	75.95
Switch Plinth, With 4 Holes	TR6 1970-'76	633-425	79.75	70.95
Spare Tire Cover	TR6	633-820	185.95	161.95
Hazard Switch, Rocker Type	TR250/6 Thru 1971	635-600	199.95	177.95
Lights, Flasher, & Dimmer Switch	TR250/6 1970-'73	635-660	192.95	162.95
Head Lamp Flasher & Dimmer Switch	TR6 1974-'76	635-665	238.95	207.95
Wiper/Washer Switch	TR6 1973-'76 (Replacement Type)	635-770	156.95	136.95
Underfelt Set	All	639-355	71.35	62.95
Seat Back Strap & Clip Set (Per Seat)	TR6 1973-'76	681-158	83.95	73.95
Seat Runner Assy.	All	801-430	79.95	69.95
Door Glass Channel Assy., R/H Front	All	803-260	99.95	81.95
Door Glass Channel Assy., L/H Front	All	803-270	99.95	86.95

Suspension & Steering

Front Shock	All	264-697	162.95	141.95
Steel Wheel, 5.5" x 15"	TR6 1970-'76	454-715	242.95	211.95
Sway Bar Kit, Rear, 3/4"	All	660-970	209.95	182.95
Major Suspension Kit, Repairs Both Sides	All	660-998	81.95	71.95
Front Axle Reinforcing Kit	All	661-293	299.95	272.95
Wire Wheel Adapter, R/H	Wire Wheels	661-410	84.95	73.95
Wire Wheel Adapter, L/H	Wire Wheels	661-420	84.95	73.95
Rack & Pinion Assy. LHD	All	667-125	213.95	175.95
Quick Rack	All	667-175	285.95	248.95
Steering Lock & Ignition Switch	TR6 1970-'72	667-840	131.95	114.95
Steering Lock & Ignition Switch, W/2 Keys	TR6 1973-'76	667-850	147.95	128.95
Rear Shock Absorber, R/H, New	All	670-040	180.95	157.95
Rear Shock Absorber, L/H, New	All	670-050	180.95	157.95
Shock Absorber, Koni Adjustable	All	670-090	237.95	207.95
Replacement Shock Absorber	All (for shock conv.)	670-095	229.95	200.95
Shock Conversion Kit Rear	TR6	670-128	497.95	443.95
Rear Shock Absorber, L/H, Rebuilt	All	670-150	149.95	134.95
Spring Set, Front, Heavy Duty	All	670-158	99.95	86.95
Rear Shock Absorber, R/H, Rebuilt	All	670-160	149.95	134.95
Spring Set, Rear, Heavy Duty	TR6 From CC61570	670-168	99.95	87.95

860-200



370-848



264-697





HUBBY SCORES POINTS



Lately, Diane Ohlendorf is very pleased with her husband, Tim. While she was in college—before she had ever met him—she had two different orange Midgets. They were fun cars for a single college student, but quite impractical for the winters experienced while at Eastern Illinois University.

Diane eventually chose a more winter-friendly car and allowed her fun MGs to become memories. She could share those memories with her college friends but only recount them to her husband.

Since parting with her cars, Diane has become a teacher and her husband now runs a shop that restores antique cars. Last summer, while Diane was leading a student trip to London, Tim

worked on his anniversary present.

One Saturday after her return, Tim left for the afternoon to wrap up a few projects at his shop. A couple of hours later Diane heard her dogs barking in the driveway and went to investigate—and found Tim delivering an orange Midget very similar to the ones she had owned years before!

He had studied all of her old photographs and found a suitable candidate in Kentucky. He had the car sent to his

shop where he completely restored it for her. Diane notes that Tim stands 6-foot-5-inches tall, so not only was the restoration a job, but there was quite a bit of contortion involved on Tim's behalf. She says that she is incredibly grateful for all of it, of course. **BM**



FREE Catalogs!



EVERYTHING FOR YOUR BRITISH CLASSIC

- FREE Catalogs
- Same Day Shipping
- 24 Month Warranty
- Customer Loyalty Program
- Warehouses on East and West Coasts
- 50,000 Part Numbers



SECURE ONLINE ORDERING!

www.mossmotors.com

DIRECT ORDER
HOTLINE
OPEN 7 DAYS
A WEEK!

CALL TOLL FREE:

800-479-3765

INTERNATIONAL CALLS: 805-681-3400



ORDER BY 3:00 PM WEEKDAYS YOUR LOCAL TIME FOR SAME DAY SHIPPING!



CHOOSE YOUR STYLE

Moss has the wheels you want to fit your British Classic. Nothing makes your car look better than a new set of wheels - whether you love classic wires, racing Panasports or Minilite style wheels Moss offers the right sizes and offsets to fit your British classic. Plus we have the accessories you need including caps, lugnuts, inner tubes, valve stem caps and knockoffs to complement your car.



MINILITE

MiniLite style bolt-on wheels are available for your British Classic. Their timeless eight spoke look and affordable price make them a great value. Minilite style wheels are manufactured using modern casting techniques and materials to ensure a safe and stylish wheel.

WIRE

Moss offers a huge selection of wire wheels and accessories for your British Classic. Whether your car was originally equipped with wires or you just love the classic British style, we have the spoke design, size and finish that will look great on your baby. Don't forget knockoffs and inner tubes!

PANASPORT

A favorite of restomodders and instantly recognizable as a timeless classic, for more than 30 years Panasport wheels have been the choice of Champions. With a broad range of diameters and offsets Moss has the perfect fit for your car. Strong and light; their brightly polished rims look awesome on any British car.

INT 805-681-3400
FAX 805-692-2525

ORDER TOLL FREE
800-667-7872

FOR MORE INFORMATION GO TO
WWW.MOSSMOTORS.COM



Moss Motors, Ltd.
440 Rutherford Street
P.O. Box 847
Goleta, CA 93117

PRESORTED
STANDARD
U.S. POSTAGE
PAID
LAS VEGAS, NV
PERMIT #1260