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FORCE FED

BY ROBERT GOLDMAN

Sometimes we just need a little inspiration, like the first warm day of spring, to make us get after those winter projects we failed to...you know, get after. At the moment, however, I'm a little over-inspired, like a kid at Christmas counting down the minutes until he can tear open those gifts. The Moss TR3A has a running supercharger on it, and I'm going nuts.

It cannot be called a lifelong obsession, as it only started when I was 15 years old, but I am obsessed with supercharging little British sports cars. Blame it on my father's supercharged MG TC, about the only car in the world I truly covet. That machine introduced me to the sound and fury of boost.

The Goldman family's own Hatfields vs. McToy story ensued, when a few years after being indoctrinated to all things MG, yours truly attempted to bring a TR4, purchased at a Los Angeles gas station for \$750 (\$500 too much), into the family. From that point on I was on my own. No supercharger for you, said the Soup Nazi.

While original MG T-series Shorrock and Marshal superchargers could be had, the only option for my TR was the old Judson supercharger—very collectible today, but hardly a barn-burning proposition. As my supercharger-less reality sunk in, it was necessary to identify a new object of lust: Weber carburetors. Side-draft Webers look cool, and they're genuine "race" parts you can bolt on your street car. All that's necessary to make them work is many year's worth of hard-won tuning knowledge.

While I love my personal set of Weber carbs, bought 25 years ago from the Moss catalog and now on their second TR4, the supercharger lust has

never abated. With the inexorable march of time, just as winter ever so slowly turns to spring, and having developed kits for everything else on the planet, our R&D department asked if customers might be found for a TR3/4 supercharger kit.

Like the brilliant little girl who always sits at the front of the class, the instant the question was asked my arm shot up in the air so fast and hard it almost flew off. "Yes, teacher, there is an enormous groundswell of support for the prospect of boosting 50-year-old Triumphs." I may have exaggerated ever so slightly, but the squealing was real.

The economy has not been kind of late, but none the less we have pushed on. Like a government spending program, when does one cry stop? And so I have awaited the day when my phone would ring, like that first sunny spring day, with news that the company TR3 is running under boost. "When can I drive it daddy? When, when, WHEN?!"

Told you I was a kid at Christmas. And yes, I've since had my first drive. There's still plenty of work to do. Prototype parts must head into production, the tune-up is a work in progress, instructions must be written, etc. But the sun is up and I'm inspired. Better get started on a brake upgrade. The ole TR4 is soon going to need a lot more brakes. **BM**



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Per Schroeder photo



You can have modern tires that retain the classic look. See how on page 26.

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Club Meets

Summer is here, and that means it's time to get out and see the country. An annual meet put on by a British car club can make a great destination. Most of these events do a nice job of mixing speed, socializing and showing off.



Austin-Healey Club of America

Conclave 2010
Galenda, Illinois
July 11-16
austinhealeyconclave.com

Austin-Healey Club USA

Rendezvous 2010
Eugene, Oregon
June 28-July 2
healey-oregon.org/rendezvous-2010

American MGB Association

33rd Annual Meet
Sussex, Wisconsin
June 20
mgcars.org.uk/amgba

Classic Minis United

Mini 51
Erwin, Tennessee
October 13-16
classicminis.org/mini51.htm

Triumph Register of America

National Meet 2010
Holmes County, Ohio
June 16-20
triumphregister.com/TRA2010.html

Vintage Triumph Register

National Convention
Jekyll Island, Georgia
October 17-22
vtr2010.org

Concours Countdown

Looking to stroll along rows of gleaming paint and chrome? Several high-profile concours events will take place this summer, each with its own special flavor.

This year's **Concours d'Elegance of America** will highlight classic celebrity-owned cars plus space-age coupes from the '50s and '60s.

When: July 25

Where: Oakland University's Meadow Brook Hall in Rochester Hills, Michigan
More: meadowbrookconcours.org

The **Carmel-by-the-Sea Concours on the Avenue** features a beautiful setting plus a wide range of cars. There's also no charge for spectators.

When: August 10

Where: Carmel-by-the-Sea, California
More: carmelconcours.com

The **Pebble Beach Concours d'Elegance** is perhaps the most prestigious concours on the calendar, and once again it will devote some space to vintage motorcycles.

When: August 15

Where: The Lodge at Pebble Beach, Pebble Beach, California
More: pebblebeachconcours.net

This year's **Radnor Hunt Concours d'Elegance** will showcase Triumph bikes. The show takes place at Radnor Hunt, a hunting club that dates back to 1883.

When: September 11-12

Where: Radnor Hunt in Malvern, Pennsylvania
More: radnorconcours.org

The **Lake Mirror Classic Auto Festival** is huge: 500-plus cars and more than 30,000 spectators. Admission to this event is free.

When: October 15-16

Where: Lakeland, Florida
More: lakemirrorclassic.com

The **Hilton Head Island Concours d'Elegance & Motoring Festival** includes two car shows plus historic car racing at nearby Hutchinson Island.

When: October 29-November 7

Where: Coastal Discovery Museum at Honey Horn, Hilton Head, South Carolina
More: hhiconcours.com

The **Winter Park Concours d'Elegance** takes place in downtown Winter Park—tree-lined streets and little boutiques. There's no fee to attend this one, either.

When: November 8

Where: Winter Park, Florida
More: winterparkconcours.com





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

British Motoring
Attn: Motor Mail
440 Rutherford Street
Goleta, CA 93117

Resourceful New Neighbor

Steve Mefferd is a neighbor of our newest Moss warehouse outside Richmond, Virginia, and got to experience record snow fall this winter. Luckily he had the right tool for the snow clearing job!

One thing lead to another, and with the help of PhotoShop, have created, most likely, the first 1947 MG TC (Ex-Kent Constabulary Automobile) snow plow. By the way, if Moss Motors comes out with a snow thrower adaptor kit for the various automobiles you support, at least I should get a free knock-off wrench or cup of coffee when I visit the Richmond store.

Sincerely,
Steve Mefferd



1947 MG TC "JKR 411" Snow Plow, Falls Church, VA, January, 2010

MGB Adjustable Hollow Sway Bar Kit by Tourist Trophy

A Moss exclusive—this adjustable sway bar from Tourist Trophy has “multiple personalities” to suit any MGB driver’s needs. Tuned one way you’ll experience a comfortable ride; tune it up and you’ve got a high-performance bar. And the difference happens with the easy switch of two mounting bolts.. The adjustable end link mounting points give the equivalent of a 3/4" bar for regular driving and a 7/8" bar for autocross or canyon carving. Tubular bar stock is used to cut weight, and the kit includes polyurethane mounts and heim-jointed end links with specially fabricated spacers.

Features:

Lightweight design - Bar weighs 3 lbs., 9 oz.
Polyurethane mounting bushes
Heim-jointed end links
Adjustable, equivalent to 3/4" or 7/8" solid bar

MGB Adj. Front Sway Bar Kit

454-962

\$249.95



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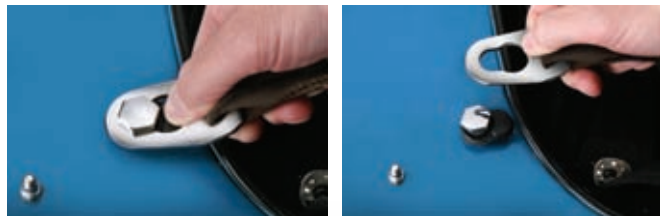
MGB Shoulder Belt Lock Button

This is the long-unavailable button which locks/releases the shoulder strap to its rear fastening point on 1968-'71 cars. Most of these buttons failed years ago and owners have had to rig alternate belts or risk the belt coming loose in a rear end collision. Don't sacrifice safety for lack of this part! If yours are broken or missing, replace them. These buttons are detailed reproductions of the originals. They are properly injection molded here in the USA of durable nylon, and will last you for years to come.

1968-'71 MGB

222-187

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MGB Glove Box Insert

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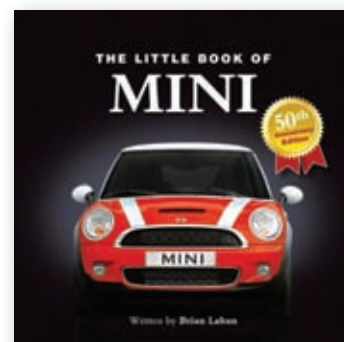
The Little Book of Mini: 50th Anniversary Edition

This is the story of an extraordinary motoring icon celebrating its 50th Anniversary in 2009. A car that was conceived as an answer to a crisis but which became legendary. It is the story of a car that was designed for the masses but became a must-have fashion statement for the rich and famous. By Brian Laban. Hardbound, 128 pages, 6.2" x 6.2".

The Little Book of Mini

210-120

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MGA Mesh Grille Insert

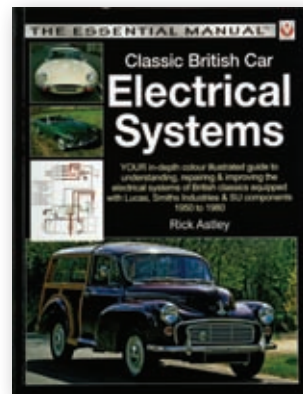
Harken back to the days of wheel to wheel racing. From vintage to modern times, race cars and elite sports cars proudly sport mesh grilles that evoke racers of the past. Made from very high quality, correctly formed stainless steel mesh, this kit fits aftermarket as well as original MGA grilles. Installation involves removing the slat assembly from your current grille, and replacing it with the formed mesh and custom brackets of this kit. This is not a difficult task, requiring only a few basic tools. Great looks and improved cooling. Kit comes with detailed illustrated instructions to transform your MGA into an eye-catching and better-performing sports car.

MGA Mesh Grille Insert **470-085** **\$149.95**

Classic British Car Electrical Systems

The electrical systems used in British cars from 1950-'80 have gained some notoriety, most of it unfavorable and much of it undeserved. This book shines a light on the subject, system by system, including the murkier corners. These cars are widely popular and cherished, this book's contribution to making the electrical systems understandable and reliable will maintain the enjoyment these cars provide for many decades to come. Based on a formula proven in Rick Astley's previous and much acclaimed book, MGB Electrical Systems, this new book breaks down the electrical systems of classic British cars into separate and easily understandable sections. In each, the components and system as a whole are examined in theory and chronology, to show how and why they evolved the way they did. With hundreds of color photographs, diagrams, and fault-finding tables, the veil of mystery is removed, which allows the owner to understand, repair and improve their cherished classic. This book is the definitive and indispensable guide to British car electrical systems, and deserves a place on every enthusiast's bookshelf. Softbound, 176 pages, 8" x 10.6".

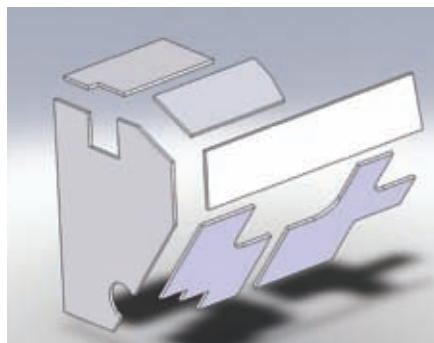
British Electrical Systems **211-810** **\$49.95**



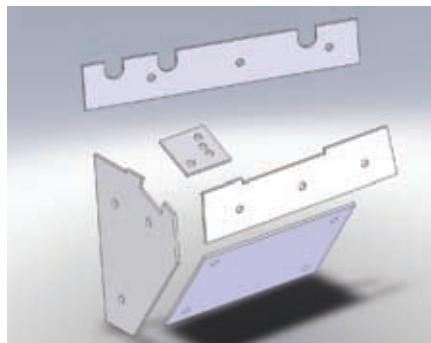
Austin-Healey Heatshield Kits

These kits are the first to market of Moss' total redevelopment of the Healey heatshield kits. These kits are unique in that the patterns are finally exactly correct, and we are providing 12 pages of detailed instructions so that each kit can be prepped (painted) and installed in the best way possible. Some history: original Healey heatshields were prone to breaking and deterioration both during shipping and while installed on the car, and many patterns (of varying shapes) were available over the years that were inconsistent, leaving the restorer to attempt his own patterns. In 2008, Moss engineers began working with two experts and original samples, and now we can offer the best heatshield kits finally available in the market again. Kits include all screws, lock washers and flat washers, and installation instructions, and are packaged securely to ensure your kit arrives in perfect condition. Please visit www.mossmotors.com for more information.

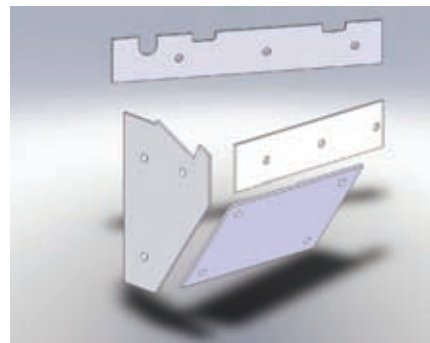
LHD 100-4 BN1, BN2	021-682	\$159.95
LHD 100-6 BN4, BN6, 3000 MK I BN7, BT7 (dual carb)	021-688	159.95
3000 MKII BN7,BT7 (tri-carb) & 3000 MKIII BJ7, BJ8	021-683	159.95



Part # 021-682 for BN1, BN2 LHD



Part # 021-688 for BN4, BN6, MkI BN7 & BT7 to (c)13750



Part # 021-683 for MkII BN7 & BT7 (tri-carb), MkIII BJ7, BJ8

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Historic Sportscar Racing returns to Savannah Harbor Racecourse on Hutchinson Island. One of the features include the IMSA Classic Series which highlights the early years of IMSA before the GTP era. Porsches, DeKon Monza, Corvettes and other production based cars carried the IMSA banner in those races.

Also the weekend will include Historic Stock Cars, the KlubSport Challenge Series and all HSR classes in qualifying and feature races. The crowd-pleasing motorcycles of the Historic Moto Gran Prix will also be featured this weekend. Make your reservations early for a wonderful summer's day on the Savannah River.

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AS THE GAVEL FALLS...



David S. Wallens photo

Classic car auctions are great entertainment whether you're a buyer or a spectator

BY DAVID S. WALLENS
PHOTOGRAPHY AS CREDITED

They're the automotive equivalent of reality TV: today's televised collector car auctions. Once the domain of just those in the know, these events have become a big deal thanks to their big prices, big lights, big ratings and big excitement.

There's a method to this sensory overload, assuming you can take in the whole picture. The TV cameras focus on the auction block and the bidders, but that's just part of the auction scene. Even if you're not in the market for a classic car at the moment, attending an auction can be great entertainment. It's equal parts ultimate car show and people watching experience.

Step 1: Make Plans

For the most part, there are two main reasons to attend an auction: to buy a car or just watch the proceedings. Sure, some people are there to sell, but they're greatly outnumbered by the bidders, tire kickers and spectacle watchers.

Few people just stumble across a collector car auction and start bidding. There's usually a bit of legwork to be done before attending.

First, decide why you're going. Do you seek a rare car or a perfect example of something special? Or do you simply want to check out the excitement firsthand? Both are valid reasons for attending.

Find a sale that appeals to you based on location, cars offered or the auction house's reputation. Once you've zeroed in on a sale or sales—don't forget, one town might host multiple sales at once as is the case with Scottsdale in January and Monterey in August—figure out what it takes to attend. Do you have to register as a bidder? If so, how much does

When bids come in from the audience, telephone and Internet, the price might go beyond your maximum limit. Still, it's fun to see a sweet car change hands for record prices. A Number 2 condition Austin-Healey 3000 can hit \$75,000, while a Mini Cooper might hit \$22,000.



RM Auctions photo

that cost? Or can you just pay the admission fee?

Buying an auction catalog usually includes admission for you and a guest. Even if you don't intend on bidding, you'll look like a high roller and get a cool keepsake.

If you intend to buy a car, do you have your finances set? A letter of credit from a bank might be required. Each auction company spells out specific requirements for bidders on its web site.

You'll also need to have car insurance ready to go. Even if you plan on having the car shipped home, once it's yours it needs to be properly insured.

Step 2: Do Your Car Model Research

Research the car you're interested in before you arrive. Know what is stock equipment so you can recognize what has been updated or modified on the car.

Bring along the cell number of an expert on the car model so you can ask about something specific you may be puzzled about. Take along a Moss Motors catalog so you can get a feel for the cost of parts that look worn and in need of replacement. You might also bring along a laptop so you can research any noted issues later that evening in your hotel room.



Step 3: Know the Value

Any object is worth only what someone is willing to pay for it, but what happens when two people seek it? The price goes up.

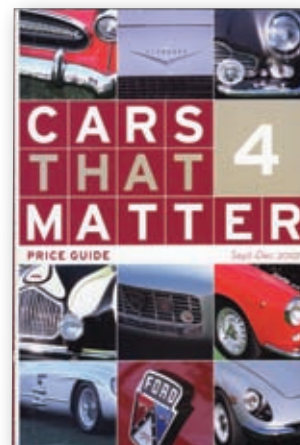
Don't let emotion steer your bidding. Instead, know what

the car is worth and set your personal limit in advance. Remember to factor in the buyer's premium from the auction house—that can easily be an additional 10 percent. You'll also need to consider other costs like tax and shipping.

Even though Kelley Blue Book won't be much help, good sources for collector car values exist. Hagerty's Cars That Matter is a price guide aimed right at the car collector. The guides are regularly updated to keep tabs on raising values and market corrections. Past auction results, as well as the sale reports found in several sports car publications, can also be invaluable.

Is the car's provenance known? Did a celebrity previously own it? Was it one of a few factory-built specials? Those two facts can greatly influence the value.

Finally, get informed input. Experts in the field, like the people who sell and service that car model, can give perspective on value. Key people in car clubs can also be invaluable resources—do some networking.



Step 4: Arrive and Kick Tires

The major auction companies generally only offer really nice examples, but sometimes stinkers do creep into the mix. If you're going to bid on a car, it's your job to do some due diligence and check it out firsthand.

The time to do this inspection is not as the car is rolling onto the auction podium. Most auction companies offer a

Current Values

Classic Motorsports magazine's auction expert Andy Reid is a walking price guide. Here are his ballpark values for some No. 2 condition cars. Of course, there's always the caveat that market prices are constantly changing and past values don't always guarantee future results.

Austin-Healey 100.....	\$50,000-\$70,000	MGC roadster.....	\$21,000-\$25,000
Austin-Healey 100/6.....	\$60,000-\$75,000	MGC GT.....	\$14,000-\$17,000
Austin-Healey 3000.....	\$50,000-\$75,000	MG TC.....	\$32,000-\$40,000
Austin-Healey Sprite (bugeye).....	\$12,500-\$14,000	MG TD.....	\$22,000-\$26,000
Austin-Healey Sprite (square-body).....	\$8,000-\$10,000	MG TF/TF 1500.....	\$28,000-\$35,000
Jaguar XKE Series 1 roadster.....	\$75,000-\$100,000	MG Midget.....	\$6,000-\$9,500
Jaguar XKE Series 1 coupe.....	\$60,000-\$75,000	Mini.....	\$14,000-\$17,000
Jaguar XKE Series 2 roadster.....	\$48,000-\$60,000	Mini Cooper.....	\$16,000-\$22,000
Jaguar XKE Series 2 coupe.....	\$28,000-\$30,000	Mini Cooper S.....	\$23,000-\$30,000
Jaguar XKE Series 3 roadster.....	\$40,000-\$75,000	Triumph TR2.....	\$30,000-\$35,000
Jaguar XKE Series 3 coupe.....	\$28,000-\$35,000	Triumph TR3.....	\$25,000-\$30,000
Jaguar XJS coupe.....	\$6,500-\$8,500	Triumph TR4/4A.....	\$17,000-\$25,000
Jaguar XJS convertible.....	\$8,000-\$12,000	Triumph Spitfire Mk IV/1500.....	\$6,000-\$8,500
MGA.....	\$24,000-\$28,000	Triumph TR6.....	\$17,000-\$22,000
MGA Twin Cam.....	\$35,000-\$45,000	Triumph TR7.....	\$3,500-\$6,500
MGB (chrome-bumper).....	\$10,000-\$15,000	Triumph TR8.....	\$8,000-\$12,000
MGB (rubber-bumper).....	\$8,000-\$10,000		



David S. Wallens photo

preview day when all of the cars are available for critical review. Spend some time crawling around the car in an effort to get up close and personal. Is the car as represented in the auction catalog? If restored, how well was the work done? Was the car simply treated to a quick re-spray of resale red, or was quality work performed throughout? Are the tires dry-rotted and old?

Also, how complete is the car itself? Does it include the proper tools and manuals?

Sometimes the seller—or the seller's agent—will be present. Can they shed some more light on the car? Do they have the paperwork to back up the claimed restoration work or back story of this particular car?

While you might not be able to go for a test drive, try to arrange at least a ride along. We'd caution bidding on a car that you haven't seen operate under its own power.

Step 5: Waiting for Arrival

Before each car crosses the auction block, it's put into a holding pen. This is your last chance to see it up close. Do the doors, hood and trunk close with a reassuring thud? Are the panel gaps consistent? And is it really the one that you want?

Before the car enters the auction house, grab a seat with a good view of the podium, find your paddle, and get ready to bid.



David S. Wallens photo

Condition Matters

While the year, make and model certainly influence a car's selling price, so does its condition. Many in the auction community rank cars on a scale from 1 to 4. To show how conditions affects price, following are the values of a 1967 MGB at each condition level.

No. 4: You're not going to see too many fixer-uppers at a classic car auction, so the lowest rung starts with cars that can best be described as decent daily drivers. They won't be rotten or rusty, but the paint, interior and chrome will reflect the years. A few minor mechanical issues might also be present.

No. 4 condition 1967 MGB: \$3,500-\$4,000

No. 3: These cars can be called good examples. They're not perfect however, as a great paint job might be teamed with old chrome or a tired interior. The engine might have been recently rebuilt, but the chassis could still use some work. These are cars that won't leave you stranded, but they aren't concours winners.

No. 3 condition 1967 MGB: \$5,000-\$6,500

No. 2: Picture a car that could easily win a local show, not Pebble Beach or Amelia Island, but the typical regional or national British car outing. The exterior and interior both look sharp and correct, while the mechanical parts have all been restored. A well-trained eye might pick up a few minor issues like small paint flaws, but by and large this car would certainly impress the average enthusiast.

No. 2 condition 1967 MGB: \$10,000-\$12,000

No. 1: Very, very few cars make it to this level. A true No. 1 car has been restored to the highest degree and everything is 100 percent perfect. Every fender gap is spot on, the chassis is the correct shade of black, and the convertible top material perfectly matches the original spec. This is exactly how the car looked the day it rolled out of the factory—or, in some cases, maybe even better.

No. 1 condition 1967 MGB: \$20,000+

Step 6: Do Thy Bidding

Remember, no matter how bright the lights and how excited the auction crew, don't let emotion call all of the shots. Sure, you're allowed to get emotional about a car, but far too often people let it get the better of them. It makes for great TV, but if you allow yourself to get sucked in, you may end up paying too much for the car.

The biggest piece of advice we can offer: Don't forget your maximum budget, and make sure it includes all of the extras like tax and the buyer's premium.

You should also know who you're bidding against. Is your competitor in the room with you? Have a friend act as your spotter. Can you see him? Or is there a mystery person at the end of a phone? Your gut might warn you when what's transpiring doesn't feel right; pay attention to your intuition.

If the bidding reaches your maximum amount, be prepared to walk away. It's not about winning at all costs. It's about getting the best car for the best price. Unless it's the only example of the car on the planet, odds are strong that another one will soon come up for sale. That big Healey might have been restored to pristine condition, but it's not the only one around. It's a big sea and there are plenty of fish.

Step 7: Sold!

Going once, going twice, sold! The hammer cracks and the car is taken away. If you're the high bidder—assuming you didn't let emotions or ego cause you to pay too much—congratulations on the purchase.

Now what? For one, how do you get the car home? You can drive it home, but it might be a long trip, plus there's the question of temporary tags. Transportation companies usually have representatives at the bigger auctions, and for a fee they can safely whisk your new car to your address.

The auction house will hold your hand for the remainder of the process, as titles need to be transferred, taxes collected, and paperwork signed.

Now it's time to enjoy your latest acquisition. **BM**



David S. Wallens photo



RM Auctions photo

Practical Guidance

Planning on attending a sale in the near future? Here are some helpful tips to make the most out of the experience.

Do Your Homework: Some truly special cars can be found at auctions, along with some duds. Enter the sale knowing the particulars about the cars you want.

Buy the Book: The catalog provides all of the details on the cars for sale, plus some exquisite photography. It's also a great keepsake.

Kick Some Tires: Take advantage of the preview days to personally inspect the cars up close. Our advice is to do it during the daylight hours.

Ask Questions: The sellers or their agents are usually at these events. Have a specific question about a car? The answer is probably nearby.

Question Answers: If an answer sounds wrong or a bit far-fetched, check the appropriate resource or call an expert on the car make and model.

Be Calm: Don't get caught up in the moment and bid too much. Decide on your top price before the car is on the auction block and know when to quit.

Know the Company: Some auction companies have better reputations than others. Ask around and learn from other people's experiences.

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PULL-HANDLE MGBs: THE PUREST FORM OF A MGB

David S. Wallens photo



BY KATHLEEN M. MANGAN

Moss has more parts and accessories for MGBs than any other car model.

To gush enthusiasm and express affection for MGBs, which held the record as the world's top-selling sports car for decades, we should really go back to the original model that debuted to the public in 1963. That's when car enthusiasts first fell in love with them.

MG designers Syd Enever and Don Hayter must have been channeling the goodwill of the automotive Gods when they started work on the successor to the popular MGA. They wanted a more comfortable, practical and powerful machine. The DNA developed for the MGB was so perfect in inception that the car was a huge hit from the start and was produced for 18 years with few major changes.

For purists, the first model, sold from the 1963 model year until April 1965, is the best expression of what the designers—and the Gods—intended and envisioned. Sure, various model changes followed over the years, but the original model reserves a special place of respect and honor in the heart of MG fans everywhere.

Those first cars are easily identified by their unique door handles. Simply pull the entire handle to open the door.

A Revolutionary Launch

Production started on the MGB in May 1962 at the Abingdon factory. The car was considered revolutionary when it was launched in September at the London

Motor Show due to the monocoque chassis combining body shell and frame, making it light yet stiff.

Designers got rid of the MGA's long curves and gave the new car an understated straight styling line from headlight to taillight, plus a demeanor that seems cheerful in every color. The roll-up windows were also a marked improvement.

The model is lightweight (1,920 lbs.), quick handling and peppy in power. It originally featured 90 bhp at 5500 rpm with 97 lb.-ft. of torque at 4000 rpm, top speed of 105 mph, and a zero-to-60 mph time of 12 seconds. It could keep pace with Triumph's TR4, which launched a year earlier.

A three-main-bearing engine—1798cc inline four-cylinder overhead-valve—powered the car for the first two years, and was switched to a five-main-bearing engine for the 1965 model year. Since the door pull handles weren't switched to push-button until April 1965, there were some pull-handle MGBs originally fitted with five-main-bearing engines.

The car's suspension system consisted of independent wishbones, anti-roll bar, coil springs and lever shocks in the front, and rigid axle, semi-elliptic leaf springs and lever shocks in the rear. It also had disc brakes on the front, drum brakes on the rear, and solid steel wheels, although wire wheels were optional.

The car also received a generator, positive-ground electrical system, non-syn-

Approximate Pull-Handle Production Numbers:

Year	Roadsters Produced
1962:	4,518
1963:	23,308
1964:	26,542
1965:	3,517
Total:	57,885

chronized first gear, mechanical cable tachometer, dual SU carburetors and a manual choke. The comfortable interior had leather seats with contrasting piping and a black crackle-finish dashboard with toggle switches.

Easy Restorations

A total of 57,885 pull-handle MGBs were produced, and good examples are still easy to find at affordable prices. To get the car into the shape you want, Moss has the parts needed. Typically better power, comfort and looks are simple bolt-on changes.

These cars are uncomplicated and easy to work on. And there's a strong group of enthusiasts to provide sup-

port. It's no wonder that condition and performance determine a MG's value rather than originality.

When shopping for pull-handle MGBs, check the three key elements that could cost major money: fuel tank, engine and body rust. The MGB received a new fuel tank starting in 1967, and the replacements for the original piece are handmade and expensive.

It's also getting hard to find parts for the three-main-bearing engine, especially the block and crank. If the engine



Many owners of later MGBs go for the crackle-finish dashboard and leather seats with contrast piping on the Pull-Handle model when restoring their cars. When the 3-main-bearing engine goes, replace it with the later 5-main-bearing engine. Wire wheels were originally optional.



Alan Dalman photos

'62-'65 MGB Popular Replacement Parts		
643-280	\$389.95	Panel Kit, Black
641-170	\$734.95	Leather Seat Set, Black
242-650	\$352.95	Vinyl Convertible Top by Robbins, Black
453-090	\$124.95	Chrome Front Bumper
454-635	\$319.95	Chrome Wire Wheel, 14x4.5 in., 60 spoke
454-760	\$99.95	Leaf Spring, 6 leaf
456-880	\$259.95	Radiator
190-808	\$149.95	Clutch Kit, Borg & Beck
264-365	\$184.95	Rebuilt Front Shock Absorber
180-525	\$139.95	L/H New Caliper Assembly
459-085	\$399.95	Stainless Steel Exhaust w/ Header

Insider's Info:

For model inspiration, MG designers used the EX181, the record-breaking vehicle that Stirling Moss piloted across Utah's salt flats at 245 mph in 1957. They worked in a wind tunnel until they came up with the timeless MGB body style.

There were more MGB roadsters produced in 1964 than in any other year.

The price of a new pull-handle MGB was \$2,658 back in the day.

Pull-handle MGBs in running condition yet needing a full restoration start around \$2000. Really nice examples tend to fetch around \$20,000.

The trunk wasn't originally outfitted with carpet or covers to protect luggage from the spare wheel. Trunk carpet kits and spare wheel covers are popular additions.

The details matter. How about MG-crested lug nut covers, valve stem caps, billet pedal covers, embroidered floor mats, engine valve cover nuts or fender work covers?

The MGB shared many parts with the MGA, including the design of the door latch, although the MGA had no exterior door handle.

A Safety Gauge was a dashboard feature on MGBs until 1967 showing oil pressure and water temperature. The crackle-finish dash is considered the best of the MGB dashboards.

Few pull-handle MGBs came with overdrive, and they're tough to find now.

The tail lamps of the U.S. specification early MGBs had a two-piece red lens. In the UK and other countries, an amber flasher lens segment was used.

Pull-Handle MGB Registrar: Bill Barge, (260) 665-6476 or brgmgb@aol.com.

is shot, you're better off replacing it with a five-main-bearing engine, says Kelvin Dodd, Moss technical expert.

The concept of a rust-free car doesn't exist; there are just different levels of rust, Dodd explains. Key areas are the dogleg in front of the rear wheel, the top of the rear wheel arch, and the bottom part of the front fender. "Every MGB either has rust in the dogleg or it has been repaired, usually poorly," he says.

Look at the area around the dogleg in front of the rear wheel where it joins the rocker panel, Dodd advises. Make sure there's a joint line there and it isn't covered over with Bondo. That's not the right way to do the repair; the Bondo will crack and the rust will start bubbling again in two or three years, he says.

"Unless you see photos of the metal work before painting, chances are it wasn't done correctly," says Dodd. "I'd rather buy a car with rust and ensure the repair is done right than pay for a pretty paint job that won't last long-term."

Further, check for wear on the SU carburetors, front suspension kingpins, lower wishbone bushings and brake shoes. And make sure the rear leaf springs aren't sagging.

Door Latch Repairs

Most importantly, understand you will have to replace the pull door handle latch mechanism, says Dodd. It's not just that the doors don't open and close right, they actually fly open when going around a curve. "It always seems to be the passenger door that flies open, and the passenger is in shock and staring at the road, so the driver has to reach across and pull in the door with lots of apologies," he explains.

The zinc castings in the door handle mechanism are brittle and tend to crack, and the pin wears down so it's barely going into the socket. Moss has a repair kit with instructions. Dodd suggests owners replace the rubber bumpers that the door closes against and keep the doors adjusted properly.

Reliability Upgrades

The most popular upgrade for dependability is to switch out the points-equipped distributor for a Pertronix electronic ignition, says Dodd. Other helpful upgrades include an electric cooling fan and a gear-reduction starter motor.

Dodd also recommends replacing the square tin brake cylinder—a piece that's no longer available—with a see-through

plastic piece. Although the new master cylinder doesn't look original, it allows a quick visual check, and it's easier to add brake fluid through the wider diameter opening.

Dodd also recommends a Hopkirk gas pedal extension (part #900-315). Up until 1967, the MGBs had a 3/4-inch square accelerator pad; the larger aluminum plate bolts onto the pedal with hand tools and provides more control, especially for heel-and-toe shifting, he explains.

The original fan blades can fatigue and fly out, and the factory manufactured a plastic replacement part in the '80s, which has not been available for a long time. Moss is developing a replica of the plastic replacement fan offering efficiency and safety, and MGB owners can expect to see it in the catalog by the end of the year.

Hot Modifications

For performance, adding overdrive to the stock four-speed transmission can be expensive since it's hard to find, but Moss offers an alternative T-9 five-speed bolt-on conversion kit that provides the benefits without the complexity, says Dodd. Don't plan on inserting a later all-synchro MGB transmission—it won't work with a three-main-bearing engine because the input shaft is too large to fit the crank pilot bushing.

Other performance options include a five-link rear suspension, larger air filters and a ported cylinder head that can add up to 30 hp. A polished stainless steel Tourist Trophy performance exhaust will make the car sound awesome. Dodd says the ultimate upgrade is the supercharger that gives the car a 40 percent improvement in power and can be installed with basic hand tools.

Modifications that will improve handling include stiffer springs, improved bushings and larger swaybars. You could convert the back shocks to tube shocks for a more comfortable drive and more stability at high speed. For better braking, there are drilled and slotted rotors, improved friction materials and stainless steel flexible line kits.

For looks, Dodd says the interior kits are the best on the market with high quality leather on seating surfaces and panels made with plywood backing boards, all made in America. The original steering wheels tended to break, so Moss has original replacements that are much stronger. There are spiff aftermarket bolt-on steering wheels too. If your MGB is fitted with a stowaway top frame, Moss sells tops with zip-out rear windows in either vinyl or canvas. **BM**

Repairing Your Pull Handles

All MGB door pull handles need to be repaired at some point. Thankfully, Moss has a door latch repair kit to return your 1963-'65 MGB to its quirky glory. All it takes is \$21.95 plus some detailed work, including riveting.

There are step-by-step instructions with close-up photos posted on the website with the part (#401-117). You must remove the door pull, inner door handle, window regulator and latch mechanism to begin assembly with new catch casting, cover plate, plunger and spring. It's not a project for everyone, but you'll appreciate it when done! And you won't have to worry about losing passengers when the door flies open around a curve.



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RICHARD LIDDICK, MG LEADER

BY KATHLEEN M. MANGAN

Richard Liddick admits he has a problem when it comes to MGs: "I can't say no." That's why he's Chairman of the North American MGB Register (NAMGBR) and president of MGs of Baltimore, and owns three MGs that he uses for different purposes. "I love that British car owners wave at one another. It's a real brotherhood," says the Glen Arm, Maryland resident.

How did it all start? "When I was a kid in the '60s, my neighbor had a MG Midget—British racing green with wire wheels—and he was always out shining it. I used to bug him for a ride and he finally agreed. It felt like we were going so fast...the top was down and the car sat low to the ground. I said, 'When I grow up, I'm gonna get one of these,'" explained Liddick.

But it took Liddick about two decades to fill that vow. He nearly bought one in the '70s, but a mechanic cautioned him against the decision. Liddick bought a Chevy Vega instead, a decision he regrets to this day. His whining and longing for a MG got stronger as the years went by; he finally bought a yellow 1976 Midget in 1986.

Liddick added a 1971 MGB GT to the garage as his daily driver in the '90s, which he enjoys using for camping trips. "You can load up the gear with the hatch," he says. The he added a 1977 MGB roadster with overdrive and comfortable seats for longer highway trips. He also has a '69 Austin America, a big brother to the Mini, with the 1275cc engine and a back seat for his daughter. He has a parts car for the Austin too. Oh, and he drives a Land Rover.

But Liddick's favorite in the stable is still the Midget: "It's just a fun car."

As Liddick added to his MG collection, he got more and more involved in the hobby, and the social and support aspects of MG car clubs. His first car show was MGs on the Rocks at Rocks State Park in Jarrettsville, Maryland. "All the models were there and people were selling parts; I was like a kid in a candy shop," says Liddick. He started helping recruit members and promote the show, and has been president of MGs of Baltimore since 1992. The club now has 160 members and attracts over 250 cars to the show.

A 12-car contingency from the club decided to drive up to the first NAMGBR national convention in Peterboro, Ontario in 1992, and Liddick was part of the entourage. As a result, he joined the North American MGB Register. Since he was experienced promoting his local club, the national organization asked him to handle publicity. He went on to serve two terms as vice chairman, and was recently voted chairman of the organization for a two-year term.

His agenda? More promotion and advertising while keeping dues reasonable,



Richard Liddick promotes the benefits of local and national car club membership. He says in addition to the car events, social activities and newsletters/magazines, the members are willing to give free advice and help by email or phone to fellow members. "We've seen it all," he says.

expanding membership, and raising awareness of the marque among younger people. Liddick says it hit him when he went to an auto parts store and told the kid at the counter he needed an oil filter for a MG, and he said, "You mean a GM?"

Liddick worries about the future of MG enthusiasts.

For now, Liddick believes MG enthusiasm is as strong as ever, and that the cars seen at events are better than ever. "The beater cars have died and are not on the road. The cars you see now have owners who are committed to keeping them running and in good condition," he says.

Key to the marque's strength is the strong club network, Liddick emphasizes. "The nicest thing is the fact that this bunch of people are happy to offer help online or on the phone. Most of the problems are the same; we've seen it before. And the advice doesn't cost anything," he explains. The Baltimore club even has some specialty tools that members can borrow, including an engine lift and stand.

"Many of us have extra parts that we're happy to trade to other owners. I've taken many MGs apart and have a garage full of parts. I've got a stack of wheels that I sell cheap to members," he says.

There are plenty of other advantages to belonging to a local club too, says Liddick, pointing to the newsletters, event calendar, social activities, road rallies and holiday parties. The club's TSD event the first Sunday in May is popular.

Membership in the North American MGB Register is also a great value at \$30 a year, Liddick adds. Many see

the bi-monthly, all-color MGB Driver magazine as a useful resource, especially with John Twist's explanation of detailed technical issues. Back copies are available; many technical articles are on the website.

There are over 70 local affiliated chapters, regional events around the country and the national convention, which can draw up to 500 MGs. This year's national convention will take place on the North Shore of Lake Ontario in Belleville June 23 to 27. It's hosted by the MG Car Club of Toronto.

MG 2011 will take place in Reno, Nevada, June 13 to 17, and will be an all-register meet sponsored by the MG Council, which takes place every five years. Joining the NAMGBR will be the NEMGTR, the NAMGAR, the AMGCR and the NAMMMR; it will be an epic gathering.

Liddick feels more comfortable driving to far-off events thanks to

the NAMGBR's Mutual Aid Directory that lists members around the country willing to help stranded MG drivers get back on the road. It lists shops that can work on the car as well.

Once Liddick was headed to a car show on Prince Edward Island in his MGB, and as he got off the ferry in Nova Scotia, his car started sputtering. He knew he needed a fuel pump, yet he was driving through an area featuring little more than pine trees and log trucks. The network in the Mutual Aid

Directory helped him locate an aftermarket fuel pump in a tire shop, and the temporary part got him to the show and home again.

Often problems can be resolved with a little help from your friends. **BM**

Liddick finds his garage a bit crowded with five British cars, a parts car and a big inventory of parts. Below: Past NAMGBR chairman Bruce Wyckoff presents a service award to Liddick, now chairman.



Links of note:

North American MGB Association: www.namgbr.org

NAMGBA Annual Convention: www.mg2010.com

MG's of Baltimore: www.mgsofbaltimore.com

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THE HEAT SHIELD PROJECT

Attention to detail yields proper kits for the big Healeys

BY MICHAEL GRANT, MOSS TECHNICAL SERVICES

We don't always wind up where we intended to go. A couple of years back, we received a complaint about our heat shield kit for the Austin-Healey 100 (BN1 and BN2).

The complaint came to me because I own a BJ8. I don't know nearly enough about the 100s, but it was mine to investigate. When I get in over my head on a problem related to these cars, I call Roger Moment. Many in the Healey world will recognize the name, a well-known authority on the BN1 and BN2.

What started out as a simple question about the shape and dimensions of one of the heat shield panels took on a life of its own. Roger, patient man that he is, explained that the 100 had heat shield panels on the driver's foot box only, and the later cars had one panel on the fire-wall. He directed me to pages 64 and 65 of the Concours Guide, and said he'd take a look at the pictures and the heat shield panel set I was sending him.

Roger took on this project with a good deal of energy. He spent time crawling around under several cars and tracing panels that were known to be original. He made a set of patterns and after trying them on several different cars, forwarded them to me. When compared to the panels we were selling, his patterns were different in a number of areas. Roger also had comments about the hardware.

Moss tapped the experts and historic resources to develop a new heat shield kit for the big Healeys.





Shop Floor Comparisons

With Roger's patterns and all the heat shields we could find, we headed to Eric Grunden's shop, Absolutely British, in Santa Maria, California. Eric has a reputation for restoring Austin-Healeys. He pulled out his own collection of patterns, used original panels and factory books. To try to make sense out of all the various patterns and parts, we decided to spread them out across the shop floor for comparison purposes.

Eric realized that the answers would probably be evident in his 30-year collection of photos taken of all his customers' cars while in the shop. We spent hours poring over the pictures, setting aside those of the heat shields, then borrowing them for scanning.

We knew that simply making a few changes in what we had been selling wouldn't work. We decided to start from scratch. We wanted to use a cement-based material that is favored by restoration shops, but had to find a parts producer that could work with it. We talked

a company that makes wood products for us into giving it a try. They decided that between the dust and the pile of router bits they went through, they couldn't make these panels in their shop.

CAD Design, Computer Cutting

Finally we found a company with computer-controlled cutting equipment claiming to cut anything. Collin Dunner, a Moss engineer, turned our patterns into SolidWorks CAD drawings and sent them off. Three weeks later we had samples. The edges were smooth and the parts matched the drawings exactly.

About that time, Roger brought up the heat shield hardware issue again. He raised two points. The nuts used to secure the panels were 10-32, common enough, but the English nuts are $\frac{5}{16}$ inch across the flats, while American 10-32 hex nuts are $\frac{3}{8}$ inch across the flats. The nuts are visible in the BN1 and BN2, and you can tell the difference just looking at them. We needed to use the English nuts.

When he graduated with an Engineering Degree from UCSB, I doubt Collin Dunner had this in mind as he pondered his career options... Altogether we spent several days in Eric's shop, and many more hours with his photo albums. Finding known good original samples was essential because the factory changed the design of these panels and the hardware specifications but did not change the part numbers.

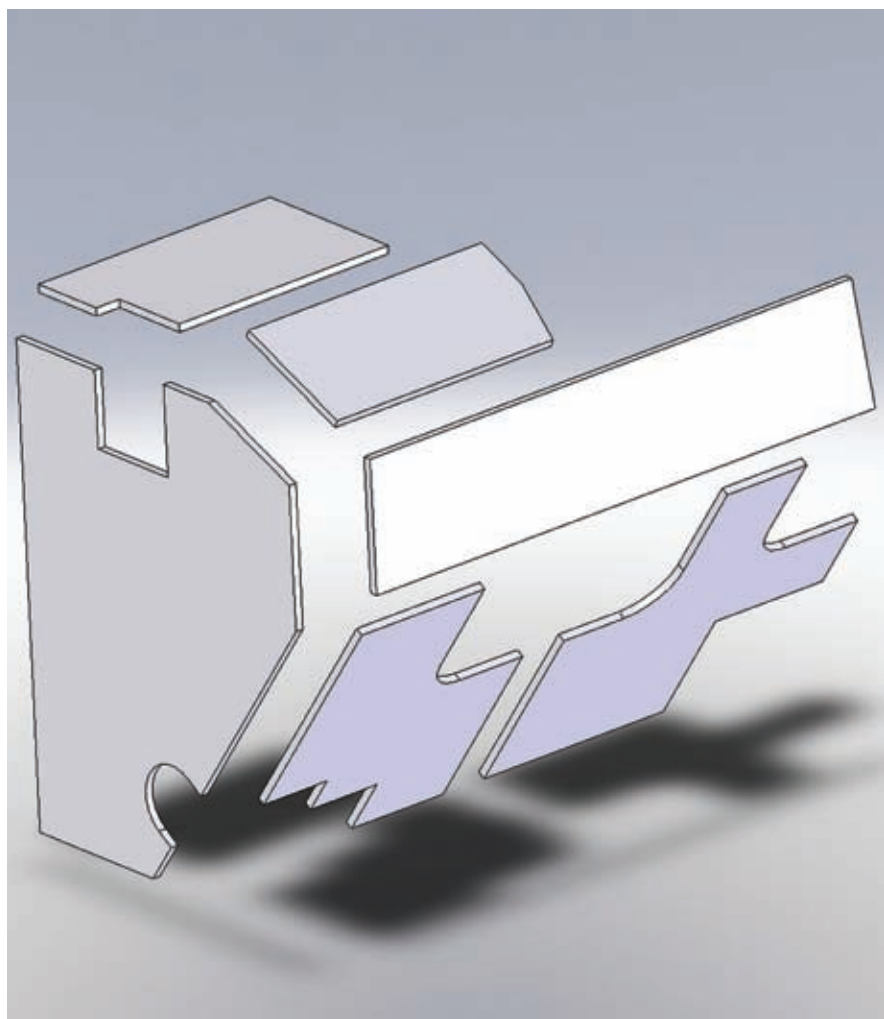
Roger also pointed out that the large, thick flat washers used with the screws and nuts, 53K3151, were not available commercially. I contacted a specialty hardware supplier in England and arranged to have the washers made to go along with our proper English nuts.

Moss now offers what we feel are beyond a doubt the best heat shield kits for the big Healeys. They come complete with the correct nuts (for the 100), screws and the special flat washers. The kit for the 100 comes with incredibly detailed instructions courtesy of Roger. Moss is also pleased to offer a kit that is correct for the 100-6 and 3000 MK I, which was never before available.

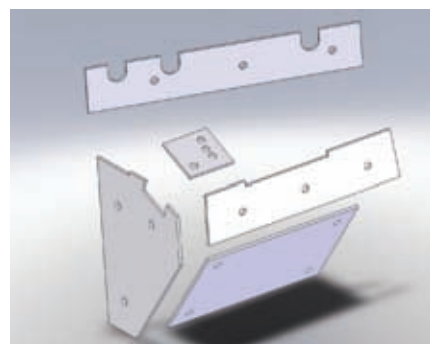
Thinking back on how this all started, I am reminded of that phrase “a string on a sweater.” Next time, I may think twice before pulling on that loose thread. **BM**



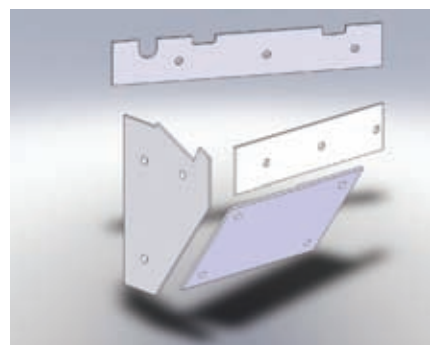
It may seem odd given the nature of our business, but when we can, we apply every bit of modern technology to our development projects. In this case, Solidworks (and Collin's talent) converted piles of notes, photographs, sketches, samples and patterns into a state-of-the-art set of engineering drawings. That in turn enabled us to have the panels cut by computer-controlled machines, which guarantees consistent fit and accuracy. Anyone who has fabricated a set of these panels with saw, router and hole saw will appreciate the difference. Below are the Solidworks models of our new kits. For more information about these kits, please see page 9 in our Motor Gear section.



Part # 021-682 for BN1, BN2 LHD



Part # 021-688 for BN4, BN6, MkI BN7 & BT7 to (c)13750



Part # 021-683 for MkII BN7 & BT7 (tri-carb), MkIII BJ7, BJ8

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FRESH RUBBER

New tires provide better handling and safety, plus vintage looks

STORY COURTESY CLASSIC MOTORSPORTS • PHOTOGRAPHY BY PER SCHROEDER

Old cars are a thrill...old tires are a hazard. While our beloved Austin-Healeys, MGs and Triumphs sit idle in the garage, the tires they stand on are hardening, cracking and crumbling away due to aging and the environment.

Many purists want to keep their classic car outfitted with original equipment, especially the guys competing in concours d'elegance. Judges award extra points for running period-correct tires, going so far as checking tire date codes. Some owners argue they're only logging say, a hundred miles per season, so why bother putting on new tires when the old ones are barely used. But how do you think 40-year-old tires are holding up?

The tread blocks might still stand tall and look fresh, but problems probably lurk beneath. No matter the number of miles driven, experts say a tire can become unsafe in just five years—the rubber and other components lose their ability to perform. Handling and road adhesion are critical to driving enjoyment and safety.

There's no sense risking your car or yourself due to rotting rubber. If your tires are more than five years old, consider replacing them. We agree, new tires often appear out of place on a classic car. Thankfully, a few tire companies like Coker Tire and Universal Tire are producing period-correct tires for our classics. You can even get redlines.

How can we make such a definitive statement about replacing old tires? Because we tested a set of never-used old

tires against a set of new vintage-looking tires, and the results raised eyebrows. But we had our proof.

The Test For Proof

Here's how it came down. A friend of ours had been storing a set of never-used Michelin X redline tires for decades, intended for a perfect concours Triumph he's slowly restoring. His intentions were good, but he didn't consider that although each tire was stored in a plastic bag in a barn, there is still no protection from the aging process.

We decided to test the saved Michelins against a set of new vintage-looking tires, Universal's Vredestein Sprint Classic. Despite its modern construction materials and date stamp, the Vredestein has a classic tread pattern, tall sidewall and period lettering.

We rustled up eight 15x5-inch steel Triumph TR6 wheels, one set for the 33-year-old 185R15 Michelins paired with fresh Carlisle inner tubes, and the second set for brand-new, H-speed rated 185R15 Vredestein Sprint Classic tires.

A two-part test seemed appropriate for the tires fitted to a Triumph TR6. First was a real-world road test to evaluate each tire for comfort and noise on fresh asphalt, aged pavement and concrete with expansion joints. Second was a performance handling test at the track, including an emergency lane change and braking test.

Old Tires Don't Measure Up

We had problems with the old Michelins before we even got them on the car: Small cracks developed between the tread blocks during the mounting process. Once mounted, we noticed the Michelins outweighed the Vredesteins by a few pounds due to the inner tube.

On the road, the Michelins had a heavy, clumpy feeling over bumps, struggling to follow the roadway's irregularities and instead skipping over them. There was ample kickback through the steering wheel and cowl shake.

The Michelins were also measurably loud at 95 db. Vibrational resonances seemed to come and go independent of road speed, as if the tire was going in and out of balance.

Time spent on track with the Michelins wasn't pleasant. The TR6 refused to turn at times and violently spun at other times. Unpredictability was the key descriptor regarding these tires, followed by a notable lack of grip and traction. We averaged 47.2-second laps around the Ocala Gran Prix, a Central Florida kart track.

Trying to stop the TR6 from 60 mph on 33-year-old tires was also a challenge—strong braking resulted in immediate lockup. With many braking exercises, we got the braking distance down to 160 feet, not great by today's standards, but still half what we measured in the first attempt. Think about that for a second.

The emergency lane change maneuver was also troublesome. Slow response, followed by unpredictable and violent oversteer, gave us the chills. Frankly, we'd avoid using tires this old for rolling across the show field, let alone a highway drive or even a parade through town.

New Vintage Tires Perform Well

In comparison, the Vredestein vintage-looking tires performed well on the TR6. The tall sidewall of the 185R15 size is roughly equivalent to an 80-series tire, much taller than a typical modern radial but appropriate for a classic sports car.

These tires allowed more relaxed shifting and provided far more comfort over bumps than the older tires. The sidewall

compliance and soft spring rates felt perfectly matched as the car buzzed down the road.

The Vredesteins had a slight, pleasant hum. Peak noise from the tire's resonance point—we took our readings at about 40 mph—was 93 db and nearly indistinguishable from other road and wind noise. While the Michelins were only 2 db louder, don't forget that decibel readings are exponential.

The Vredesteins also performed well on the track. They had enough grip to get around corners with authority and provided nice, progressive breakaway characteristics. While these tires lack the outright grip of modern radial race tires, you won't embarrass yourself at a marque-club autocross with them either. Our lap times of 44.7 seconds are respectable and beat the old tires by two-and-a-half ticks.

Braking revealed the Vredesteins' biggest advantage—they only needed a little more than 140 feet to stop from 60 mph. Unlike the old Michelins, braking with the Vredesteins was consistent and predictable, with only slight lockup on the front brakes during the last few feet of the test. The Vredesteins also aced our 35-mph emergency lane change, as the Triumph snaked through the left-right-left chicane with no drama whatsoever.

Lessons Learned

Too often people take their tires for granted, and classic car enthusiasts are no different. All is assumed okay if tires are still sporting tread and holding air. Unfortunately, a tire past its prime can look safe yet still be dangerous.

For about \$150 a piece, a modern, vintage-looking tire like the Vredestein Sprint Classic can be an inexpensive insurance policy for your cherished classic. You'll appreciate these comfortable, safe and properly sized tires for daily use that won't let you down in an emergency situation. Plus, they look just right with wire wheels, chrome bumpers and a set of Lucas fog lamps. **BM**

This article comes courtesy of testing performed by the Classic Motorsports magazine staff.



Michelin X	
Build date:	1975
Diameter:	26.3 inches
Width:	5.7 inches
Sound Level:	95 db.
Lap Time:	47.2 sec.
Emergency Lane Change:	Snap oversteer
Braking:	Poor



Universal Tire Vredestein Sprint Classic	
Build date:	2008
Diameter:	26.2 inches
Width:	6 inches
Sound level:	93 db
Lap Time:	44.7 sec.
Emergency Lane Change:	Neutral
Braking:	Good

ORANGE BLOSSOM TOUR

Sports Car Fans Join Moss Motors for a Florida Road Trip

Classic car enthusiasts from as far away as Maine and California experienced a variety of Florida's unexpected and authentic treasures with *Classic Motorsports* magazine's first-ever Orange Blossom Tour, held March 15-19. The tour was a perfect way to fill the weeklong gap between the Amelia Island Concours d'Elegance and the 12 Hours of Sebring race.

Moss Motors helped make the event a success. They joined Amelia Island Concours d'Elegance, Bridgestone, Heacock Classic Car Insurance and Mazda as event sponsors, while Robert Goldman, vice president of business development, personally tagged along on the tour.

Florida is home to many motorsports icons, and the tour included stops at the Don Garlits Museum of Drag Racing, the Brumos Porsche Collection, and Bob Tullius's assortment of Group 44 Inc. race cars. Tullius gave an amazing presentation on the first day of the event, and Don Leatherwood's guided tour of the Brumos collection was first rate.

Tuesday's visit to Daytona included laps of the same infield configuration used at the Rolex 24 At Daytona. A stop at the Fantasy of Flight museum gave participants a chance to sample some classic hardware of the airborne variety.

Florida's natural beauty was not neglected. The transit portions of the tour were inherently scenic, and a few stops along the way focused on some of Florida's most beautiful natural treasures. These included a boat tour of the Dora Canal, complete with exotic birds and some very large alligators. Considering Florida's reputation as one of the flattest and straightest driving states in the nation, many were surprised by the twisting, turning roads that led to and from the Lakeridge Winery.

Several special guests dropped by along the way, including Wayne Cherry of GM Design fame and Lanky Foushee, former chief mechanic for Group 44 Inc. The tour finale was a party at Lakeland Terrace hosted by Ford Heacock of Heacock Classic Car Insurance. The event raised nearly \$2000 for the Amelia Island Concours Foundation charity. *Classic Motorsports* is gauging interest in a potential tour in 2011; visit classicismotorsports.net for the latest.



ABOVE: Orange Blossom Tour participants got to sample many sides of Florida. Moss' Robert Goldman joined *Classic Motorsports* Publisher Tim Suddard for a few laps around Daytona.
LEFT: Florida is home to some stellar scenery. Waterfront byways provide miles of ocean views.

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TR4 RESTO LEADS TO NEW CAREER

Bill Thomas of Frenchtown, New Jersey, is one of those guys the rest of us idolize. He left his corporate job to follow his passion and is making a living doing it. And his passion happens to be British cars.

It all began for him at just four years old. The red vertical slats and the sparkle of the chrome on the grille on his father's black 1952 MG TD completely captivated him. During high school, he pumped gas at a local Amoco station where a sharp-dressed guy in a low, lean sports car—a TR6—came to fill up every Friday evening.

Hearing the deep exhaust note as it pulled out, Thomas vowed to own one someday. He achieved that goal in 1988 with the purchase of a 1971 TR6.

Thomas became an ASE Certified Master Technician and worked as a professional technician for Nissan. He later worked as a technical representative for the Infiniti division before moving to Ferrari/Maserati North America as a technical and business manager.

He sought reprieve from his four-hour daily commute with Triumph therapy. He purchased a 1964 TR4 project car for this purpose and reveled in sweating through every detail of the restoration in his time off.

He executed every aspect of the body-off frame restoration in his two-car garage except for the exterior

or paint job. His goal was nothing short of perfection.

Proud of the results, Thomas started taking the TR4 to British car shows. It won more trophies than he expected, including Best in Show at Moss Motors Fall Fest in Dover, New Jersey.

It earned more attention than he expected. Other car owners started asking for the name of the shop that did the restoration. When he told them that he did the work himself, they asked how much he'd charge to restore their cars. When he responded that he did it in his spare time and didn't do it for a living, many proclaimed, "Well, you should!"

That was Thomas's moment of truth. He realized there was a demand for a quality restoration shop in his area specializing in the cars he loved. Despite holding what many would consider a pinnacle job in the automotive industry, he resigned from Ferrari. With his wife's support, he took the plunge and opened William Thomas Roadsters, LLC (www.wtroadsters.com) in 2004.

Since then, the cars Thomas has restored have won many concours and show awards. Moss has supplied many of the parts for these projects, and is proud to have a strong dealer partnership with Thomas. "I can honestly say that I'm living my dream and have never looked back," says Thomas. "I'm a lucky guy."

"This was to be my perfect TR4," says Bill Thomas. Others recognized perfection and wanted the same treatment for their cars, launching a new restoration business.



transposure.com photo

Summer SALE

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Austin-Healey

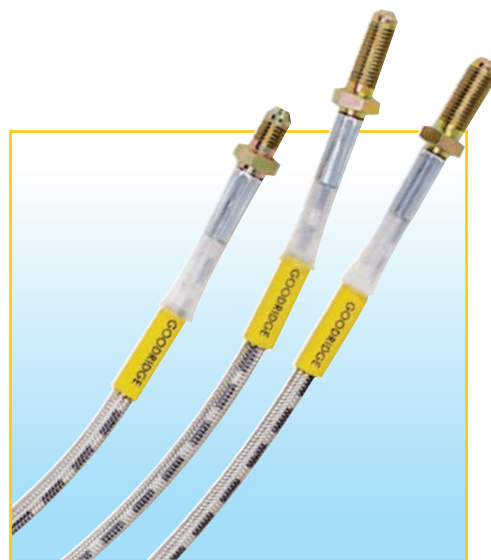
Body Trim & Fittings

Description	Application	Part #	Retail	SALE
Bumper Bar, Front	100-6, 3000	991-353	\$149.95	\$116.95
Crossmember, Front	All	806-400	129.95	104.95
Edge Kit, Gearbox Cover	BN7 From (c)16039, BT7 From (c) 15881, BJ7, BJ8	805-785	156.85	129.95
Inner Sill Assy. L/H	All	856-051	139.95	114.95
Inner Sill Assy. R/H	All	856-061	139.95	114.95
Outtrigger, Front, R/H	All	857-600	134.95	109.95
Outtrigger, Rear, R/H	All	857-620	134.95	109.95
Rear Fender Repair, Rear, L/H	All	857-525	191.95	149.95
Rear Fender Repair, Rear, R/H	All	857-515	191.95	149.95
Splash Panel Set, With Stays	100-6, 3000	806-320	92.60	77.95
Surround Panel, Rear Seat	BN4, BT7, BJ7, BJ8	805-820	244.95	204.95
Trunk Floor, rear section	BJ8	856-155	169.95	139.95
Trunk Side Box, R/H	All	856-320	64.95	53.95



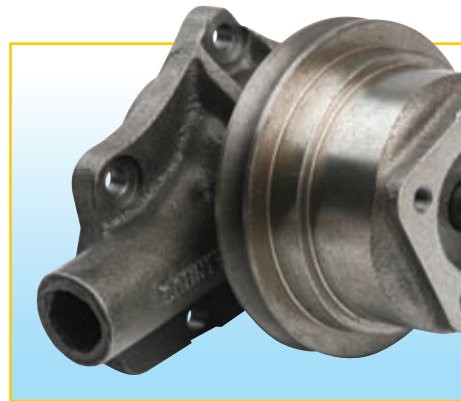
Brakes

Description	Application	Part #	Retail	SALE
Bracket Set	Lockheed Replacement Servo	021-489	\$122.95	\$89.95
Brake Hose Set	BT7, BJ7, BJ8	582-088	104.95	89.95
Brake Pipe Set	BN1, BN2	585-408	131.95	99.95
Brake Pipe Set	BN7, BT7, BJ7 (without servo)	585-428	131.05	99.95
Brake Pipe Set	BN7, BT7, BJ8 (with servo)	585-438	113.60	89.95
Master Cylinder Assembly	100-4	021-142	298.95	234.95
Wheel Cylinder, 1" Bore, R/H, front	BN1 To C.E.221403, BN4, BN6 Wire Wheels	021-149	44.95	33.95
Wheel Cylinder, 3/4" Bore, R/H, front	BN1 From C.E.221404, BN2	021-147	74.95	59.95
Wheel Cylinder, L/H, front	BN1 To C.E.221403, BN4, BN6 Wire Wheels	021-146	44.95	33.95



Cooling

Description	Application	Part #	Retail	SALE
Air Deflector Assy.	BN7, BT7 From (c)13751 BJ7, BJ8	806-340	\$85.30	\$69.95
Water Pump	100-4	021-065	99.95	79.95
Water Pump, 3/8" Pulley (With Pulley)	BN7, BT7 From 29EH2246, BJ7, BJ8 To 29K-H10271	835-020	99.95	77.95
Water Pump, With 1/2" Pulley	BJ8 From 29K-H10272	580-010	104.95	79.95



Drivetrain

Description	Application	Part #	Retail	SALE
Bearing, Rear Wheel	All except BN1	021-174	\$64.95	\$48.95
Clutch Disc	BJ7 From 29F-H4879, BJ8	502-505	89.95	67.95
Clutch Master Cylinder	BN4 To C.E.48862	513-323	129.95	99.95
Hub Extension, L/H	BJ8 From (c)26705	664-010	124.95	94.95
Hub Extension, R/H	BJ8 From (c)26705	664-000	124.95	94.95
Release Bearing	BJ7 From 29F-H4879, BJ8	501-032	74.95	57.95

Electrical

Description	Application	Part #	Retail	SALE
Pump Assy. Kit (not electric)	BJ8	565-170	\$73.95	\$54.95
Wiring Harness, Cloth/Braid	BN4 From C.E.68960, BN6 From (c)3460, BN7, BT7, BJ7	357-190	480.95	374.95
Wiring Harness, Cloth/PVC	BN4 From C.E.68960, BN6 From (c)3460, BN7, BT7, BJ7	356-340	399.95	309.95
Wiring Harness, Cloth/PVC	BJ8 To (b)76137	356-345	399.95	309.95
Wiring Harness, Cloth/PVC	BJ8 From (b)76138	356-355	384.95	299.95





Engine

Description	Application	Part #	Retail	SALE
6 Cyl. Rear Oil Seal Conversion	AHY 100-6, 3000	833-415	\$114.95	\$84.95
Cam Bearing Set	100-4	550-645	89.95	69.95
Camshaft Gear	100-6, 3000	021-366	86.95	69.95
Head Gasket Set	BN4 (6 port), BN6, BN7, BJ7, BJ8	524-051	69.95	54.95
Main Bearing Set, .010	100-6, 3000	550-436	79.95	59.95
Piston Set, .040	100M 8.5:1 C.R.	021-113	449.95	359.95
Sump, Alloy	100-6, 3000	021-148	489.95	389.95
Throttle Switch	All with overdrive	141-050	199.95	154.95

Exhaust

Description	Application	Part #	Retail	SALE
Front Muffler & Intermediate Pipe, L/H	BJ8	610-258	\$229.95	\$179.95
Front Muffler & Intermediate Pipe, R/H	BJ8	610-257	229.95	179.95

Exterior

Description	Application	Part #	Retail	SALE
Car Cover, Mosom Plus	4-Seaters	237-450	\$99.95	\$83.95
Car Cover, Stormproof	4-Seaters	237-455	226.95	189.95
Luggage Rack	100-6, 3000	644-730	359.95	279.95
Retaining Rail	BN4, BT7	806-110	123.85	104.95
Top Bow, Wood	BN4, BN6, BN7, BT7	806-080	128.95	97.95
Windwing Set	100-6 Thru 3000 BT7	240-150	74.95	54.95

Fuel & Air

Description	Application	Part #	Retail	SALE
Fuel Tank, Aluminum	BN4 From C.E. 68960 Thru BJ8	021-825	\$739.95	\$549.95
Fuel Tank, Premium Quality Steel	BN4 From C.E. 68960 Thru BJ8	021-800	269.95	199.95
Fuel Tank, Steel	BN1, BN2	849-070	499.95	389.95
Rebuild Kit, For 2 Carbs	BJ8	375-328	139.95	104.95

Interior

Description	Application	Part #	Retail	SALE
Body Rubber Set	BN7, BT7 Side Shift	682-338	\$224.95	\$169.95
Check Strap Assy., L/H	100-6, 3000	805-620	76.95	59.95
Check Strap Assy., R/H	100-6, 3000	805-630	76.95	59.95
Dashboard Set, Walnut Veneer	BJ8 LHD	633-650	399.95	329.95
Door Top Rail Pair	BJ8	858-158	179.95	139.95
Frame, Seat Base, L/H	BN4 From C.E.68960, BN6, BN7, BT7, BJ7, BJ8	856-270	169.95	139.95
Frame, Seat Base, R/H	BN4 From C.E.68960, BN6, BN7, BT7, BJ7, BJ8	856-280	169.95	139.95
Glove Box	BJ8 LHD	633-590	66.95	54.95
Heat Shield, Exhaust	BJ8	021-787	91.95	68.95
Seat Base, Metal, L/H	BN4 From C.E.68960, BN6, BN7, BT7, BJ7, BJ8	856-230	159.95	134.95
Seat Base, Metal, R/H	BN4 From C.E.68960, BN6, BN7, BT7, BJ7, BJ8	856-240	159.95	134.95

Suspension & Steering

Description	Application	Part #	Retail	SALE
Control Head Assy.	BN4-BJ8 Non Adjustable Wheels Only	853-820	\$849.95	\$699.95
Cross Rod Assy., With Ends	BT7/BJ7 From (c)19191, BJ8	667-735	107.95	84.95
Hub, Wire Wheel, Front, L/H (12 T.P.I.)	BN7, BT7, BJ7, BJ8 To (c)26704	031-269	164.95	129.95
Hub, Wire Wheel, Front, L/H (8 T.P.I.)	BJ8 From (c)26705	662-000	174.95	139.95
Shock Absorber, Rear, L/H	BJ8 From (c)26705	021-218	189.95	144.95
Shock Absorber, Rear, R/H	BJ8 From (c)26705	021-219	189.95	144.95
Steering Wheel, Adjustable	BN4, BN6, BN7, BT7, BJ7, BJ8	853-790	329.95	249.95
Steering Wheel, Non-Adjustable, 16 1/2"	All	853-800	269.95	199.95

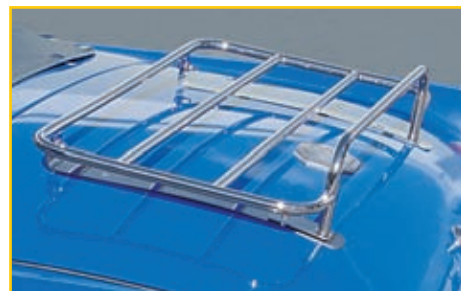


Sprite/Midget



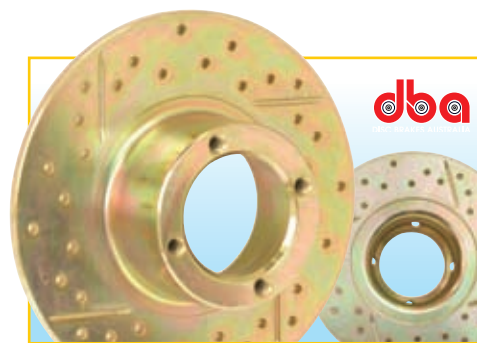
Body Trim & Fittings

Description	Application	Part #	Retail	SALE
Brace, spring hanger	AH MkI-MkII, MG MkI With ¼ Elliptic Springs	455-975	\$79.95	\$59.95
Bumper Blade, Front	1275 MG From (c)74886 To 143354 (1970-Mid'74)	400-270	244.95	184.95
Floor Pan, L/H repair	AH MkIII On, MG MkII On	455-415	139.95	109.95
Floor Pan, L/H repair	AH MkI-MkII, MG MkI	455-635	169.95	134.95
Floor Pan, R/H repair	AH MkIII On, MG MkII On	455-410	139.95	109.95
Floor Pan, R/H repair	AH MkI-MkII, MG MkI	455-625	169.95	134.95
Grille Assy.	MG 1961-'69	459-790	419.95	299.95
Hood	MG To (c)183739, All AH	455-290	999.95	799.95
Luggage Rack, Stainless Steel	MG, AH MkII On	244-730	299.95	234.95
Overrider, Rear	All	400-210	72.95	54.95
Reinforcement Set, Bulkhead/Floor	AH MkI, II, MG MkI With ¼ Elliptic Springs	455-520	107.95	79.95
Repair Panel, Rear, L/H	Bugeye	452-210	159.95	124.95
Valance, Lower Front	Bugeye	452-110	379.95	299.95



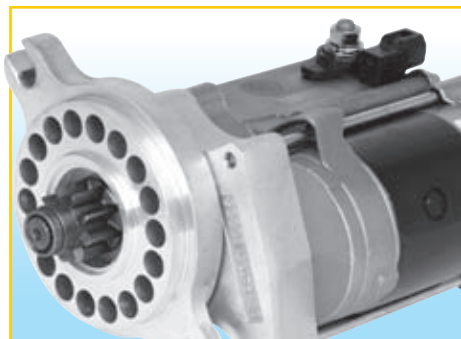
Brakes

Description	Application	Part #	Retail	SALE
L/H Front Wheel Cylinder	Drum Brakes Only	021-144	\$74.95	\$59.95
Performance Rotors, Pair	Disc Wheels Only	586-600	209.95	164.95



Drivetrain

Description	Application	Part #	Retail	SALE
2nd Gear	1098 From (e)10CC/4642, 1275	843-040	\$149.95	\$112.95
Axle Shaft, Disc Wheels	All	265-300	259.95	204.95
Clutch Kit, Borg & Beck	948	190-960	319.95	254.95
Flywheel, Aluminum	1275	461-005	509.95	399.95
Gear Set, 3.73:1 (11x41 Teeth)	AH MkIII-On, MG MkII Thru 1500	265-375	299.95	234.95
Laygear	1098 From (e)10CC/4642 And 1275	461-905	289.95	219.95



Electrical

Description	Application	Part #	Retail	SALE
Gearbox, Tachometer Drive	1958-'61 948	361-870	\$94.95	\$69.95
HiTorque Starter	1958-'74	541-547	272.95	224.95
Rear Side Marker Assy.	MG 1970 On	164-135	99.95	79.95
Wiring Harness, Cloth	AH MkIII, MG MkII	355-035	439.95	344.95
Wiring Harness, Cloth	AH 1958-'61 HAN5-501 To 50116	356-100	318.95	249.95

Engine

Description	Application	Part #	Retail	SALE
Oil Cooler Installation Kit	1962-'74 All	235-878	\$189.95	\$149.95
Piston Set, .020"	948 C.R. 8:3:1	420-105	249.95	199.95



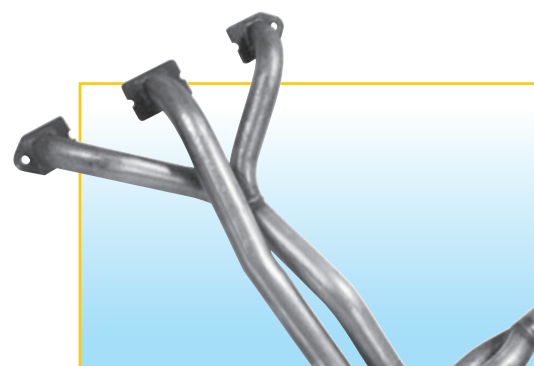


Exterior

Description	Application	Part #	Retail	SALE
Car Cover, Mosom Plus	All Except 1500	237-460	\$99.95	\$83.95
Car Cover, Mosom Plus	1500	237-470	99.95	83.95
Car Cover, Stormproof	All Except 1500	237-465	226.95	189.95

Exhaust

Description	Application	Part #	Retail	SALE
Header	1098, 1275	452-065	\$369.95	\$289.95
Header	MG 1500	452-070	339.95	264.95
Manifold, Exhaust	1975-'76	444-375	244.95	184.95
Manifold, Exhaust	1977-'80	444-380	399.95	299.95
Muffler & Tailpipe	1098 (10CC) & 1275 To Sept. 1973	444-260	63.95	47.95
Pipe & Muffler Assembly, 2-Piece	1500	444-315	149.95	114.95



Fuel & Air

Description	Application	Part #	Retail	SALE
Carb Conv Kit, Weber 1X40 DCOE	948, 1098	222-440	\$864.95	\$739.95
Carb Conv Kit, Weber Single Downdraft	1500, Manual Choke	222-257	559.95	479.95
Carb Conv Kit, Weber Single Downdraft	1275	222-275	559.95	479.95
Fuel Pump, Electronic, SU	All 1098-1275 1972-'74 Neg. Ground	377-285	166.95	134.95
Fuel Pump, Original SU	1098 (10CC), 1275	377-175	133.95	109.95
Fuel Tank	Bugeye	471-190	229.95	169.95
Fuel Tank	1962-'69	471-230	219.95	164.95
Master Rebuild Kit, For 2 Carbs	948, (Not Bugeye)	375-538	126.95	97.95
Rebuild Kit, For 2 Carbs	1098, 1275 AUD136 & 266	375-410	124.95	94.95
Rebuild Kit, For 2 Carbs	1275 AUD502 & 549	375-430	135.95	104.95
Rebuild Kit, For 2 Carbs	948 Bugeye	375-460	124.95	94.95



Interior

Description	Application	Part #	Retail	SALE
Adapter Hub, aftermarket Strg. Whl.	AH MkI-MkII 1958-'63, MG MkI 1961-'63	905-345	\$99.95	\$74.95
Adapter Hub, aftermarket Strg. Whl.	MG MkIII 1971-'74, MG 1500 1975-'77	905-480	92.95	69.95
Console & Armrest	All	453-805	124.95	104.95
Dash Panel Cover	Cars With Manual Choke, 1968-'74	453-815	299.95	254.95
Embroidered Carpet Mat Set	AH 1958-'69	240-470	99.95	77.95
Embroidered Carpet Mat Set	MG 1961-'74	240-480	98.95	77.95
Wood Rim Steering Wheel Assy.	MG 1977-'80	263-758	249.95	189.95

Suspension & Steering

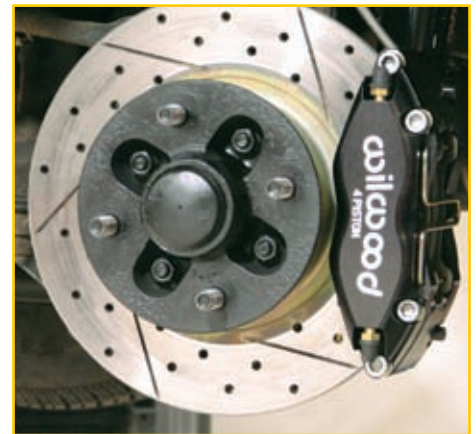
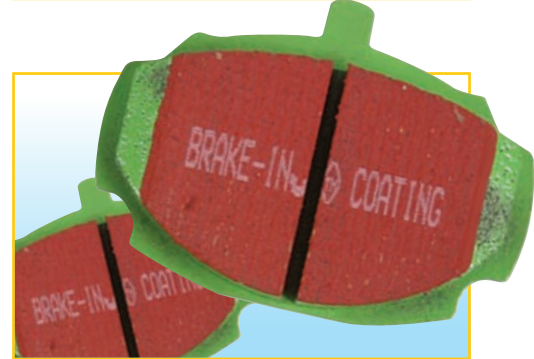
Description	Application	Part #	Retail	SALE
Competition Spring, 340 Lb/In, front	All	264-605	\$54.95	\$39.95
Competition Spring, 400 Lb/In, front	All	264-615	69.95	52.95
Fulcrum Pin Repair Kit	All	264-195	84.95	63.95
Major Suspension Kit	1098, 1275, 1500 Disc Brakes	264-088	219.95	167.95
Panasport Wheel, 13" x 5"	All	854-835	249.95	209.95
Rear Shock Conversion Kit	From MG MkII, AH MkIII (From March 1964-On)	268-288	214.95	172.95
Shock Absorber, New, L/H, front	All	264-005	189.95	144.95
Shock Absorber, New, R/H, front	All	264-000	189.95	144.95
Shock Absorber, New L/H, rear	MG MkII On, AH MkIII On	265-430	179.95	139.95
Shock Absorber, New R/H, rear	MG MkII On, AH MkIII On	265-440	179.95	139.95
Spring, rear	MG MkII & MkIII, AH MkIII & MkIV	265-490	119.95	89.95
Spring, rear	1500	265-500	119.95	89.95
Spring Assy., Rally Spec.	1/4 elliptic	265-630	104.95	82.95
Steering Wheel	1964-'67	453-865	249.95	189.95
Swivel Pin Repair Kit	1098, 1275, 1500 Disc Brakes	264-205	85.60	64.95
Tie Rod Assembly, inner	All AH, MG to GAN5-114486	260-330	147.95	119.95
Tube Shock Conversion, Rear	1964-'74 All	264-675	499.95	389.95
Wheel, Minilite Repro, 13"	All	453-065	149.95	119.95
Wishbone/Spring Pan, With Pin	All	264-067	169.95	134.95





Body Trim & Fittings

Description	Application	Part #	Retail	SALE
Bumper Conversion Kit, Chrome Override	1974½-'80	453-878	\$999.95	\$799.95
Crossmember, Full Length	All	457-490	139.95	109.95
Door Hinge, L/H	All	405-460	129.95	104.95
Floor Panel, L/H, replacement	Thru 1967	458-940	209.95	174.95
Floor Panel, L/H, OE	1968 On	458-885	199.95	149.95
Floor Panel, R/H, replacement	Thru 1967	458-945	209.95	174.95
Floor Panel, R/H, OE	1968 On	458-875	199.95	149.95
Floor Panel, R/H, Repro.	1968 On	458-955	119.95	97.95
Front Apron (BMH)	RD/GT, 1962 To Approx. '73	457-120	169.95	134.95
Front Apron, Aftermarket	RD/GT, 1974½-On	457-126	129.95	104.95
Front Apron, With Vent Holes (BMH)	RD/GT, Approx. 1973-'74½	457-115	169.95	129.95
Front Bumper Kit, W/All Chrome Overrides	1962-'69	453-808	229.95	184.95
Front Bumper Kit, W/Rubber Tip Overrides	1970-'74	453-818	229.95	184.95
Grille Assy., Complete	1973-mid '74	455-340	199.95	169.95
Hood, Steel, (BMH)	Interchangeable With Aluminum	457-245	799.95	639.95
Hood, Steel, Aftermarket	Interchangeable With Aluminum	457-250	289.95	217.95
Inner Rocker Panel, L/H	All	457-170	73.95	57.95
Inner Rocker Panel, R/H	All	457-180	73.95	57.95
Panel, L/H, Side Member Bottom	All	459-065	124.95	99.95
Panel, R/H, Side Member Bottom	All	459-055	124.95	99.95
Quarter Section, L/F fender	All	457-575	86.95	69.95
Quarter Section, R/F fender	All	457-570	86.95	68.95
Rear Bumper Kit, W/Rubber Tip Overrides	1971-mid '74	453-838	269.95	214.95
Rear Fender Repair Panel, R/H	Rubber Bumper	457-955	209.95	164.95
Repair Kit, R/H Rocker Panel	All	457-168	299.95	234.95
Rocker Panel, L/H, OE	All	457-150	109.95	92.95
Rocker Panel, L/H Replacement	All	457-155	94.95	77.95
Rocker Panel, R/H	All	457-160	109.95	92.95
Rocker Panel, R/H Replacement	All	457-165	94.95	77.95
Sill, L/H, inner	All	458-280	89.95	77.95
Trunk Floor, Main Panel	RD To 360300, GT To (c)361000	458-987	236.95	189.95



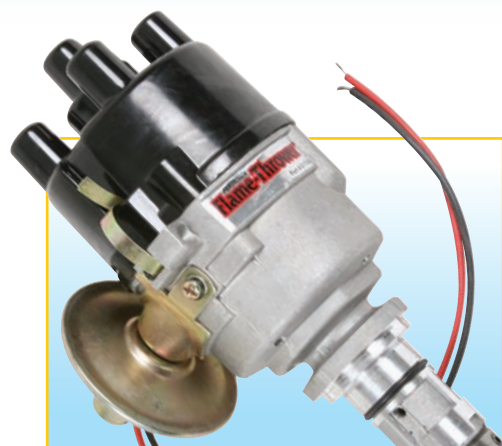
Brakes

Description	Application	Part #	Retail	SALE
Master Cylinder Single Line	1962-'67	180-756	\$69.95	\$55.95
EBC "GreenStuff" Brake Pads	All	585-630	92.95	69.95
High Performance Brake Kit	All	586-608	399.95	319.95
Performance Rotors, Pair	All	586-605	209.95	164.95
Slotted Brake Rotors, Pair	All	588-630	123.95	99.95
Wilwood Four Piston Big Brake Kit	All	586-628	1,495.95	1,199.95

Cooling

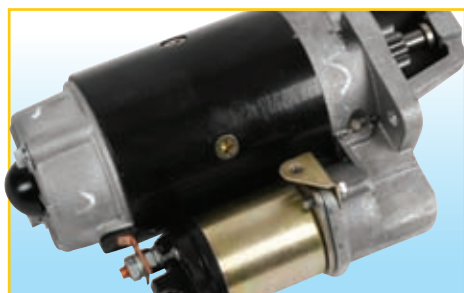
Description	Application	Part #	Retail	SALE
Fan Motor	18V Engines, 1977-'80	542-430	\$84.95	\$64.95
Fan, 7 Blade	1973-'76	434-340	89.95	67.95
Radiator	1962-'67	456-880	259.95	199.95
Radiator	1968-'75	459-660	249.95	199.95
Water Pump	18G/GA Engines, 1962-'64	434-000	72.95	54.95





Drivetrain

Description	Application	Part #	Retail	SALE
Complete Overdrive Transmission	5 main 1975-'80	041-413	\$2,835.00	\$2,195.95
Drive Shaft Assy. 31.125", Std., O/D	Tubed Type Axle, RD/GT From (c)138401 On	268-090	189.95	144.95
First Gear & Hub	1962-'67	461-470	249.95	199.95
Hub Extension, L/H	Wire Wheel, 1968-'80	267-730	149.95	116.95
Hub Extension, R/H	Wire Wheel, 1968-'80	267-720	149.95	116.95
Sliding Hub Assembly, 1st & 2nd Gear	1968-'80	462-180	399.95	299.95



Electrical

Description	Application	Part #	Retail	SALE
Distributor, Flame Thrower, Electronic	1962-'71, Neg. Ground, Ported Vacuum	143-116	\$239.95	\$199.95
Distributor, Flame Thrower, Electronic	1962-'71, Pos. Ground, Ported Vacuum	143-125	249.95	204.95
Main Harness	1970 RD & GT	356-550	449.95	349.95
Main Harness	1971 RD & GT	356-560	449.95	349.95
Main Harness	1973 RD & GT	356-600	459.95	359.95
Main Harness	1977-'78 RD	356-670	496.95	389.95
Main Harness	early 1980 RD	356-680	496.95	389.95
Pertronix Electronic Ignition	1975 45D4 distributor	222-435	108.95	89.95
Rear Side Lamp, L/H	1970-'80	164-865	79.95	63.95
Rear Side Lamp, R/H	1970-'80	164-875	79.95	63.95
Starter, New Reproduction	1968-'80	131-220	219.95	172.95
Sub-Harness, Rear	1974/1/2-'80	357-430	104.95	79.95
Transmitter, Oil Press.	1968-'72	131-580	124.95	99.95
Wiring Harness, Cloth (complete)	1965-'67 RD	356-390	466.95	364.95
Wiring Harness, Vinyl (complete)	1977-'78 RD	356-678	804.95	639.95



Engine

Description	Application	Part #	Retail	SALE
Camshaft	18G/GA Engines (1962-'64)	451-320	\$239.95	\$194.95
Camshaft	1965-'80	451-335	239.95	179.95
Cylinder Head, Crossflow	All	451-690	1,699.95	1,449.95
Cylinder Head, New, W/Valves & Springs	1962-'67	451-518	1,099.95	879.95
Cylinder Head, New, W/Valves & Springs	1975-'80	451-555	999.95	799.95
Engine Stand	To 1974 1/2	384-915	109.95	89.95
Heat Shield	1972-'74 HIF Carbs	451-015	68.95	49.95
Oil Pump	5 Main Engines	435-600	76.95	57.95
Oil Pump	3 Main Engines	460-730	69.95	54.95
Oil Pump, Up-rated	5 Main Engines	435-625	123.95	89.95
Piston Set, .020"	3 Main Engines	420-320	319.95	249.95
Piston Set, .020", 2.4" Long	5 Main Engines, Press Fit Pin From 1972	420-385	229.95	179.95
Piston Set, .020", 2.4" Long, AE Brand	5 Main Engines, Press Fit Pin From 1972	420-436	319.95	249.95
Piston Set, .020", 2.4" Long, Aftermarket	5 Main Engines, Press Fit Pin From 1972	420-435	219.95	172.95
Piston Set, .030", 2.4" Long, AE Brand	5 Main Engines, Press Fit Pin From 1972	420-441	319.95	249.95
Piston Set, .030", 2.4" Long, Aftermarket	5 Main Engines, Floating Pin Thru 1971	420-412	229.95	179.95
Piston Set, .030", 2.4" Long, Aftermarket	5 Main Engines, Press Fit Pin From 1972	420-440	219.95	172.95
Piston Set, .040", 2.4" Long	5 Main Engines, Press Fit Pin From 1972	420-405	229.95	179.95
Piston Set, .040", 2.4" Long, Aftermarket	5 Main Engines, Press Fit Pin From 1972	420-445	219.95	172.95
Piston Set, .060", 2.4" Long, AE Brand	5 Main Engines, Press Fit Pin From 1972	420-451	319.95	249.95
Piston Set, .060", 2.4" Long, Aftermarket	5 Main Engines, Press Fit Pin From 1972	420-450	219.95	167.95
Pulley, Crankshaft	18G Thru 1974 18V Engines	433-696	149.95	109.95
Tappet & Pushrod Set	18G Thru GK Engines	460-638	94.95	74.95
Valve Cover, Black Textured Finish	No Breather Vent	224-490	109.95	84.95
Vernier Cam Gear Conversion Kit	All	460-398	289.95	224.95





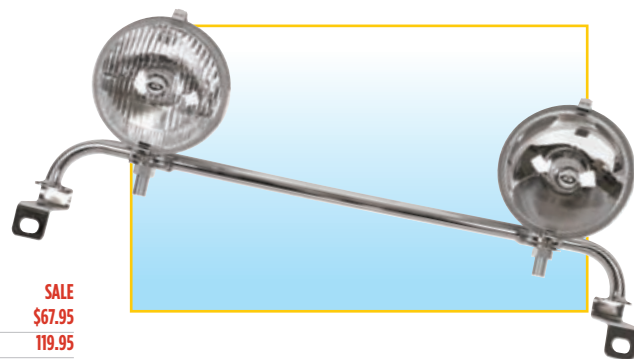
Exhaust

Description	Application	Part #	Retail	SALE
Catalytic Converter, Replacement	1975-'80 (not California)	444-175	\$255.95	\$217.95
Headpipe	1968-'74	444-020	74.95	63.95
Muffler & Pipe Assembly (3-Piece)	1975-'80 w/Catalytic Converter	444-180	165.95	134.95
Muffler, Front	1975-'80 w/Catalytic Converter	444-415	69.95	54.95
Muffler, Rear, Replacement	1968-'74	444-030	74.95	62.95
Peco Exhaust Header	All	459-045	299.95	234.95
Peco Muffler & Pipes	All	459-035	269.95	209.95
Short Header	non-catalytic converter	459-011	169.95	134.95



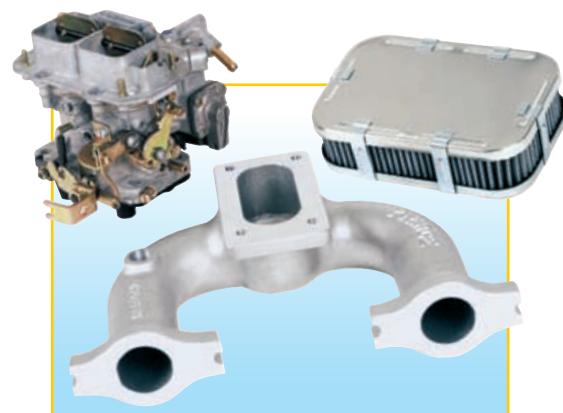
Exterior

Description	Application	Part #	Retail	SALE
Air Dam, Front	1962-'74½	475-195	\$89.95	\$67.95
Badge Bar, Chrome, With Tabs	Chrome Bumper	244-121	157.95	119.95
Car Cover, Mosom Plus	RD 1975-'80	237-430	99.95	83.95
Car Cover, Mosom Plus	GT	237-440	99.95	83.95
Car Cover, Stormproof	RD 1975-'80	237-435	226.95	189.95
Car Cover, Stormproof	GT	237-445	226.95	189.95
Front Bumper Bar	1962-mid '74	453-090	124.95	106.95
Front Sebring Valance	All	475-185	159.95	119.95
Header Rail	All RD	406-250	219.95	167.95
Luggage Rack	All RD	244-010	199.95	149.95
Luggage Rack	All RD	244-750	289.95	229.95
Luggage Rack, Classic	All RD	244-715	449.95	349.95



Fuel & Air

Description	Application	Part #	Retail	SALE
Carb Conv Kit, Weber Single Downdraft	1962-Mid '74, Manual Choke	222-260	\$559.95	\$479.95
Gas Tank, Non Vented, British Motor Heritage	1965-'69	456-815	259.95	204.95
Heat Shield Kit	W/Moss Supercharger	150-066	179.95	144.95
K&N Air Filter, Tapered Design	HIF44 (superchargers)	222-905	70.95	59.95
Master Rebuild Kit, For 2 Carbs	HSA 1962-'71	375-548	124.95	94.95
Master Rebuild Kit, For 2 Carbs	HIF4 1972-'74	375-558	144.95	114.95
Rebuild Kit, For 2 Carbs	AUD52/135, 1963-'67	375-338	124.95	94.95
Rebuild Kit, For 2 Carbs	AUD326/405, 1969-'70	375-358	135.95	104.95
Rebuild Kit, For 2 Carbs	AUD465, 1971	375-368	135.95	104.95
Rebuild Kit, For 2 Carbs	AUD493, 1972	375-378	135.95	104.95
Rebuild Kit, For 2 Carbs	AUD550/630, 1973-'74	375-398	149.95	114.95





Interior

Description	Application	Part #	Retail	SALE
Adaptor Hub, aftermarket Strg. Whl.	1971-'76	905-480	\$92.95	\$69.95
Console, Padded	1962-'71	453-800	124.95	104.95
Console, Tunnel	All	453-750	99.95	74.95
Cover, For Radio Console	1968-'71	453-705	109.95	93.95
Dash Liner Pair, ABS	1968-'80	453-863	85.95	67.95
Dash Panel Cover	1968-'71	453-720	354.95	299.95
Dash Panel Cover	1972-'76	453-740	354.95	299.95
Dash Roll, Black	1962-'67	453-570	129.95	99.95
Dead Pedal	1968-'80	190-795	69.95	59.95
Deluxe Windblocker	All RD	458-298	358.95	294.95
Front Floor Mat Set, Black	1968-'76	283-018	114.95	84.95
Strg. Whl. Hub & Center, 46mm Emblem	1977-'80	905-486	95.95	69.95
Strg. Whl. Hub & Push, 46mm Emblem	1962-'67	454-366	119.95	89.95
LE Steering Wheel Assembly	1977-'80	263-748	209.95	154.95
LE Steering Wheel Conversion Kit	1970-'76	263-738	209.95	154.95
LE Steering Wheel Only	1977-'80	263-740	229.95	169.95
Mat Set, Black W/Logo	1968-'80	240-430	96.95	74.95
Moulding, Rear Cockpit	All RD	408-995	79.95	62.95
Sill Cover Set	1962-'76	282-738	89.95	68.95
Ultra Plush Floor Mats	1968-'80	240-730	139.95	109.95
Windblocker	All RD	458-290	229.95	189.95
Wood Rim Steering Wheel Assy.	1977-'80	263-758	249.95	189.95



Suspension & Steering

Description	Application	Part #	Retail	SALE
Anti-Tramp Bar Kit	Tube Type Rear Axle, 1965-'74	454-935	\$319.95	\$239.95
Front Bush Kit, Prothane	Rubber Bumper	264-928	79.95	66.95
Front Sway Bar Installation Kit, 5/8"	All	454-978	114.95	84.95
Horn Push/Centerpiece Assy.	RD mid '74-'76, GT to mid '74	408-220	79.95	59.95
Hub, L/H, Wire Wheel	RD From (c)30851 On, All GT, Coarse Thread	264-880	137.95	109.95
Hub, R/H, Wire Wheel	RD From (c)30851 On, All GT, Coarse Thread	264-870	137.95	109.95
King Pin Set	All	264-418	109.95	89.95
Leaf Spring, 1" Lowered	Roadster	456-215	176.95	134.95
Leaf Spring, 1" Lowered	GT	456-375	174.95	129.95
Leaf Spring, 7 Leaf	RD From (c)360301 to 386795, GT to (c)361000	454-770	109.95	84.95
Lowering Kit	Tube Axles, All GT, Roadster 1965-'80	268-140	89.95	67.95
Major Suspension Kit	All	264-408	174.95	139.95
Panasport Wheel, 15" x 6" (+1)	All	854-715	299.95	254.95
Pivot, Wishbone	All	264-270	79.95	59.95
Shock Absorber, New, Front	All	264-360	269.95	199.95
Shock Absorber, R/H, New, Rear	All	267-705	179.95	139.95
Shock Conversion, Front W/KYB Shocks	All	268-122	528.95	409.95
Shock Conversion, Front W/Monroe Shocks	All	268-121	509.95	399.95
Steering Column, Complete	RD 1977-'80	263-580	199.95	149.95
Steering Wheel	RD To (c)138400, GT To (c)139283	454-340	279.95	209.95
Tube Shock Kit, Rear, Street	All	268-126	247.95	189.95
Steering Column U-joint Assy.	RD To (c)360300, GT To (c)361000	263-090	89.95	68.95
Wheel, Minilite Repro, 14"	All	455-386	159.95	129.95
Wheel, Minilite Repro, 15"	All	456-045	199.95	159.95



Body Trim & Fittings

Description	Application	Part #	Retail	SALE
Apron, Front Race	All	455-112	\$119.95	\$89.95
B Post, L/H	Roadster	456-162	119.95	89.95
B Post, R/H	Roadster	456-142	119.95	89.95
Battery Cover	All	456-280	119.95	89.95
Body Rubber Set	1500 Coupe	281-718	361.95	269.95
Body Rubber Set	1600 Roadster	281-728	242.95	179.95
Body Rubber Set	MKII Roadster	281-748	233.95	174.95
Bumper Assy. Front	All	454-880	124.95	106.95
Bumper Face Bar	All	453-170	99.95	77.95
Complete Floorboard Set	1500 To (c)61503	456-945	219.95	172.95
Extension Assy. Front Frame	All	456-040	349.95	274.95
Fender, L/H Rear	All	456-700	999.95	799.95
Fender, R/H Rear	All	456-710	999.95	799.95
Front Valance, Fiberglass	All	455-110	119.95	89.95
Front Valance, Steel	All	456-100	499.95	389.95
Packing Set, Body To Frame (Complete)	All	281-778	79.95	66.95
Panel, Radiator Duct	Except Twin Cam	456-240	119.95	93.95
Repair Panel, Lower L/H	All	457-770	64.95	48.95
Repair Panel, Lower R/H	All	457-760	64.95	48.95
Repair Piece, L/H Front	Roadster	459-150	135.95	99.95
Repair Piece, R/H Front	Roadster	459-155	135.95	99.95
Shut Face Panel, L/H	Roadster	457-900	84.95	64.95
Sill & Pillar Assy. L/H	Roadster	456-160	299.95	239.95
Sill & Pillar Assy. R/H	Roadster	456-140	299.95	239.95
Sill, L/H, With End Caps	All	457-810	97.95	74.95
Splash Plate, L/H Front	All	456-250	89.95	68.95
Splash Plate, R/H Front	All	456-260	89.95	68.95
Valance, Rear	All	457-715	729.95	569.95
Window Seal, Rear	Coupe	280-950	69.95	54.95
Windshield Seal, Front	Coupe	280-940	69.95	54.95



Brakes

Description	Application	Part #	Retail	SALE
Brake/Clutch Master Cylinder	1500	180-670	\$209.95	\$169.95
Brake Drum, Front	1500 Wire Wheel	264-780	99.95	74.95
Brake Pipe Set	1500 To (c)27988	183-008	129.95	99.95

Cooling

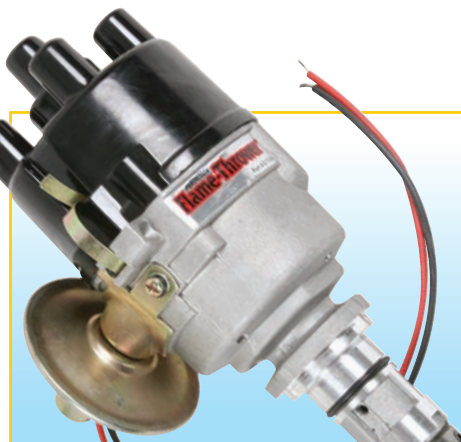
Description	Application	Part #	Retail	SALE
Air Hose Set, 5 Original Type Hoses	All	456-188	\$84.95	\$63.95
Radiator (Reproduction, With Overflow Tube)	All	456-050	259.95	209.95

Drivetrain

Description	Application	Part #	Retail	SALE
First Gear Assy. With Hub	All	461-470	\$249.95	\$199.95
Gearshift Lever	All	443-065	89.95	67.95
Rear Hub, L/H Wire Wheel	All	267-480	149.95	119.95
Rear Hub, R/H Wire Wheel	All	267-485	149.95	119.95

Electrical

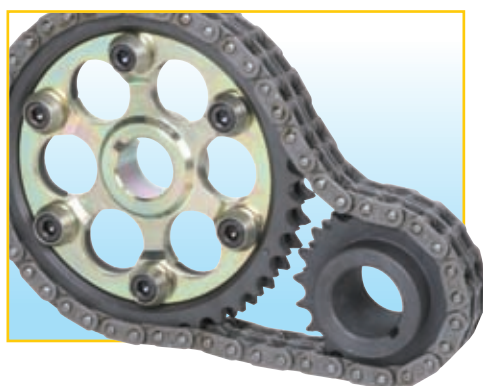
Description	Application	Part #	Retail	SALE
Distributor, Flame Thrower, Electronic	All Negative ground	143-116	\$239.95	\$199.95
Distributor, Flame Thrower, Electronic	All Positive ground	143-125	249.95	204.95
Headlamp Assy. (2-Adj.)	1600 From (c)70222	168-698	109.95	84.95
Wiring Harness, Fabric Bound, Lacquer Braid	1500	357-500	449.95	349.95
Wiring Harness, Fabric Bound, PVC Wires	1500	356-170	359.95	279.95





Engine

Description	Application	Part #	Retail	SALE
39" Braided Oil Cooler Hose	All	435-680	\$64.95	\$48.95
45 1/2" Braided Oil Cooler Hose	All	435-700	64.95	48.95
47 1/2" Braided Oil Cooler Hose	All	435-710	67.95	49.95
Camshaft	All	451-320	239.95	194.95
Cylinder Head, Crossflow	All	451-690	1,699.95	1,449.95
Cylinder Head, New, Replacement W/Valves & Spring	All	451-518	1,099.95	879.95
Engine Storage Stand	All	384-915	109.95	89.95
Oil Pump	From (e)GB46342	460-730	69.95	54.95
Piston Set, .020"	1500 (8.3:1 CR)	420-438	319.95	254.95
Piston Set, .030"	1500 (8.3:1 CR)	420-448	319.95	249.95
Piston Set, .040"	1500 (8.3:1 CR)	420-458	319.95	249.95
Piston Set, .060"	1500 (8.3:1 CR)	420-468	319.95	249.95
Tappet & Pushrod Set (8 Pr.)	All	460-638	94.95	74.95
Valve Cover, Black Textured Finish	No Breather Vent	224-490	109.95	84.95
Vernier Timing Gear Set	All Roadster	460-398	289.95	224.95



Exterior

Description	Application	Part #	Retail	SALE
Grille Kit	1500, 1600 (Not MKII)	470-068	\$329.95	\$249.95
Windwing Set	All	240-200	72.95	54.95

Fuel & Air

Description	Application	Part #	Retail	SALE
Carb. Rebuild Kit, 1500	All	375-238	\$124.95	\$94.95
Carb. Rebuild Kit, 1600/MKII	All	375-248	124.95	94.95
Gas Tank, Aluminum	All	456-805	699.95	529.95
Gas Tank, Zinc Plated Steel, Premium	All	456-800	229.95	169.95
Heat Shield Kit	W/Moss Supercharger (150-048)	150-066	179.95	144.95
K&N Air Filter	Original Vokes Filter Cans	222-928	69.95	59.95
Strap, Tank Mounting	All	470-840	89.95	68.95

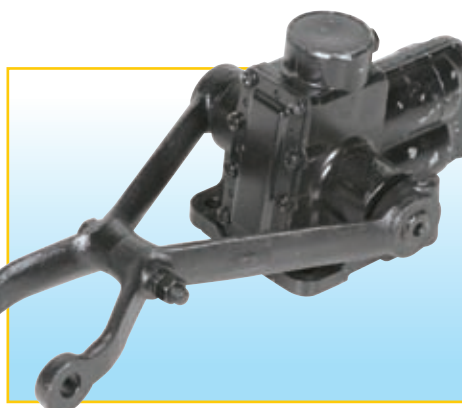


Interior

Description	Application	Part #	Retail	SALE
Hub And Push, 46mm Enamel Emblem	All (for aftermarket wheels)	454-338	\$124.95	\$94.95
Steering Wheel, Brooklands	All	453-165	399.95	309.95
Ultra Plush Floor Mats	All	240-710	139.95	109.95
Under Dash Pad Set	Coupe, LHD	241-980	104.95	79.95

Suspension & Steering

Description	Application	Part #	Retail	SALE
Bolt-On Sport Wheel	15 x 5.5	456-045	\$199.95	\$159.95
Steering Column Joint Assy.	All	263-090	89.95	68.95
Hub, Wire Wheel, L/H	1500 Wire Wheels	264-310	159.95	124.95
Hub, Wire Wheel, L/H	1600 Wire Wheel From (c)70276	264-735	159.95	124.95
Hub, Wire Wheel, R/H	1500 Wire Wheels	264-300	159.95	124.95
Hub, Wire Wheel, R/H	1600 Wire Wheel From (c)70276	264-740	159.95	124.95
Installation Kit, 5/8" Sway Bar	All	454-978	114.95	84.95
Major Suspension Kit W/Poly Bushings	All	264-338	129.95	99.95
Major Suspension Kit W/Stock Rubber Bushings	All	264-358	135.95	99.95
Major Suspension Kit W/V8 Type Bushings	All	264-348	136.95	99.95
Panasport Wheel, 15" x 6"	All	854-715	299.95	254.95
Pivot	All	264-270	79.95	59.95
Shock Absorber, Front, New	All	264-800	279.95	209.95
Shock, Left, New	All	267-630	179.95	139.95
Shock, Right, New	All	267-620	179.95	139.95
Swivel Pin, L/H	All	264-230	149.95	114.95
Swivel Pin, R/H	All	264-220	149.95	114.95





Body Trim & Fittings

Description	Application	Part #	Retail	SALE
Body Rubber Kit, (Rectangular Tail Lamps)	TD To (c)21302 (Early)	281-518	\$256.95	\$189.95
Body Rubber Kit, (Round Tail Lamps)	TD From (c)21303 (Late)	281-528	248.95	189.95
Bumper Face Bar, Rear	TD	453-020	164.95	124.95
Door Hinge Set	TC	401-858	329.95	249.95
Door Hinge Set	TD-TF	402-018	269.95	199.95
Door Lock, L/H	TC-TF	401-100	79.95	59.95
Door Lock, R/H	TC-TF	401-200	79.95	59.95
Floorboard Set, Footwell	TD LHD From (c)4238	456-935	192.95	154.95
Front Quarter Panel, L/H	TD	457-320	239.95	194.95
Front Quarter Panel, R/H	TD	457-330	239.95	194.95
Fuel Tank	TD	456-785	999.95	759.95
Fuel Tank	TF	456-795	999.95	759.95
Gearbox Cover	TC	281-288	234.95	174.95
Grille Slat Set, Radiator Shell (12 Slats)	TF	454-148	299.95	224.95
Grille, Radiator Shell, Zinc Plated, Paintable	TC-TD	454-170	99.95	74.95
Hood Handle Set	TC-TD	406-868	84.50	63.95
Interior Lock Kit	TD-TF	402-158	219.95	164.95
Lock & Handle Assy.	TD-TF	402-178	274.95	199.95
Major Body Rubber Kit	TC	281-508	314.95	234.95
Major Body Rubber Kit	TF	281-538	237.95	179.95
Major Bumper Assy., Front & Rear	TD	111-108	609.95	459.95
Major Bumper Assy. Rear	TD	110-908	336.95	259.95
Mirror Head	TC	407-347	111.95	89.95
Mirror, R/H Windshield	TC	407-350	204.95	154.95
Radiator Assembly	TD	453-980	549.95	429.95
Rear Quarter Panel, L/H	TF	456-690	499.95	389.95
Rear Quarter Panel, L/H	TD	457-090	428.95	329.95
Rear Quarter Panel, R/H	TF	456-680	499.95	389.95
Splash Apron, Front	TD	457-110	329.95	259.95
Strip, Center Hood	TC-TF	453-050	104.95	79.95



Brakes

Description	Application	Part #	Retail	SALE
Master Cylinder	TD-TF	181-195	\$159.95	\$129.95
Brake Pipe Set	TC	183-138	249.95	199.95
Front & Rear Brake-Drum	TD-TF Wire Wheels	264-320	149.95	114.95
Master Cylinder Assy. (No Pushrod)	TC	180-608	349.95	264.95
Master Cylinder, Brake	TD-TF	180-730	275.95	209.95

Cooling

Description	Application	Part #	Retail	SALE
Branch Pipe, Water	TD	434-220	\$97.95	\$74.95
Moto-Meter w/Wreath Trim	TC-TD	230-125	147.95	109.95
Moto-Meter w/Plain Trim	TC-TD	230-130	147.95	109.95
Thermostat & Housing	TC-TD	434-168	129.95	99.95
Water Pump	All	434-010	169.95	129.95



Drivetrain

Description	Application	Part #	Retail	SALE
Axle Shaft, nitrided	TC	453-185	\$179.95	\$139.95
Axle Shaft, SAE Thread	TD-TF	453-220	214.95	167.95
Cable, Clutch	TD To (c)22250	331-070	113.95	84.95
Cap, Bevel Pinion Housing	TC	265-198	141.95	104.95
Gearshift Lever	All	443-055	89.95	67.95
Pedal Shaft, L/H Drive	TD-TF	190-500	94.95	77.95
Rear Hub, L/H	TC	265-150	219.95	164.95
Rear Hub, L/H, Wire Wheels	TF	266-400	219.95	164.95
Rear Hub, R/H, Wire Wheels	TF	266-390	219.95	164.95





Electrical

Description	Application	Part #	Retail	SALE
Gearbox, Tachometer Reduction	All	360-010	\$99.95	\$74.95
Harness Kit (Braid/Pvc)	TD To (c) 18882	356-308	749.95	559.95
Ignition, Electronic, Neg Grnd	Symmetric or High Lift Dist	222-573	132.95	104.95
Ignition, Electronic, Pos Grnd	Asymmetric Distributor	222-561	144.95	116.95
Ignition, Electronic, Pos Grnd	Symmetric or High Lift Dist	222-572	144.95	116.95
Wiring Harness (Braid/Pvc)	TC To (c) 7379 (Includes turn signal wires)	356-110	321.95	249.95
Wiring Harness (Braid/Pvc)	TD From (c) 18883	356-150	354.95	274.95
Wiring Harness (Braid/Pvc)	TF From (c) 1501 (fuel pump at RH rear)	356-160	354.95	274.95
Wiring Harness (Lacquer-Braid)	TD To (c) 18882 (Without turn signals)	357-060	376.95	294.95
Wiring Harness (Lacquer-Braid)	TD From (c) 18883	357-080	393.95	309.95
Wiring Harness (Lacquer-Braid)	TF From (c) 1501 (fuel pump at RH rear)	357-090	393.95	309.95



Engine

Description	Application	Part #	Retail	SALE
Adjustable Oil Pressure Regulator	All	435-550	\$86.95	\$64.95
Bolt & Nut Set, Connecting Rod (8 Of Each)	All	321-268	104.95	81.95
Cam Bearing Set	All	424-968	157.95	119.95
Connecting Rod Set	All	433-788	799.95	639.95
Crane Camshaft, Std. Grind	All	451-260	359.95	279.95
Engine Gasket Set, (Complete)	1250cc To (e) 22734	297-708	153.95	114.95
Engine Gasket Set, (Complete)	1250cc From (e) 22735	297-808	149.95	109.95
Engine Gasket Set, (Complete)	1500cc Engines	297-908	153.95	114.95
Gasket, Cyl. Head (Elongated Water Holes)	1250cc To (e) 22734	290-000	69.95	52.95
Gasket, Cylinder Head	1500cc Engines	290-200	76.95	57.95
Gear Set, Oil Pump (2 Gears)	All	435-128	149.95	112.95
Head Gasket Set	1250cc To (e) 22734	297-208	109.95	79.95
Head Gasket Set	1250cc From (e) 22735	297-308	103.95	77.95
Main Bearing Set, .010"	All	424-750	99.95	74.95
Main Bearing Set, .020"	All	424-800	99.95	74.95
Main Bearing Set, .030"	All	424-850	99.95	74.95
Main Bearing Set, Std.	All	424-650	99.95	74.95
Oil Filter Assy.	TC-TD To (e) 14223	435-385	179.95	139.95
Piston Set, .030"	1250cc Engines	420-048	269.95	209.95
Piston Set, .040"	1250cc Engines	420-058	269.95	209.95
Piston Set, .060"	1250cc Engines	420-068	269.95	209.95
Piston Set, .060"	1500cc Engines	420-268	309.95	249.95
Piston Set, .080"	1250cc Engines	420-078	279.95	209.95
Piston Set, .100"	1250cc Engines	420-088	279.95	209.95
Piston Set, .120"	1250cc Engines	420-098	279.95	209.95
Piston Set, Std.	1250cc Engines	420-018	269.95	209.95
Piston Set, Std.	1500cc Engines	420-218	309.95	249.95
Push Rod Set, Short	All	433-335	79.95	63.95
Rear Oil Seal Conversion Kit	All	433-418	224.95	169.95
Ring Set, .040"	1250cc Engines/3-ring Mowog & AeroLite Pistons	421-040	72.95	54.95
Ring Set, .080"	1250cc Engines/Most 4-ring pistons	421-110	83.95	64.95
Ring Set, .100"	1250cc Engines/12387 & 18546 Pistons	421-120	83.95	64.95
Ring Set, Std.	1250cc Engines/3-ring Mowog & AeroLite Pistons	421-010	72.95	54.95
Shaft & Gear	All	435-090	97.95	77.95
Shaft, Rocker Arm (14 7/8" Long)	TD-TF From (e) 9008	451-180	69.95	52.95
Shaft, Rocker Arm (14" Long)	TC-TD To (e) 9007	451-170	59.95	44.95
Spin-On Oil Filter Adaptor	TD From (e) 14224 & TF	235-865	97.95	74.95
Sprocket, Camshaft	All	433-430	119.95	89.95
Stabilizer Link Assembly	TD-TF	411-050	63.65	48.95
Starting Handle	TD-TF	386-150	99.95	74.95
Tappet Set	All	433-365	324.95	259.95
Tensioner Assy. Timing Chain	All	433-578	94.50	69.95
Valve Set (8 Valves)	TC-TD	423-058	175.95	129.95
Valve Set (8 Valves)	TD MKII-TF	423-068	178.95	134.95
Valve Spring Set	TC-TD	423-410	78.95	59.95
Valve Spring Set	TD MKII-TF	423-420	99.95	74.95





Exterior

Description	Application	Part #	Retail	SALE
Car Cover, Mosom Plus	All	237-400	\$99.95	\$83.95
Car Cover, Nylon	All	236-016	84.95	64.95
Fender Cover, Black	TD	236-220	159.95	124.95
Luggage Rack, OE Style	TC	244-400	369.95	279.95
Luggage Rack, OE Style	TD	244-500	399.95	304.95
Luggage Rack, OE Style	TF	244-600	439.95	334.95
MG TD Luggage Rack	TD	243-705	219.95	164.95
Windwing Set	All	240-100	109.95	84.95

Fuel & Air

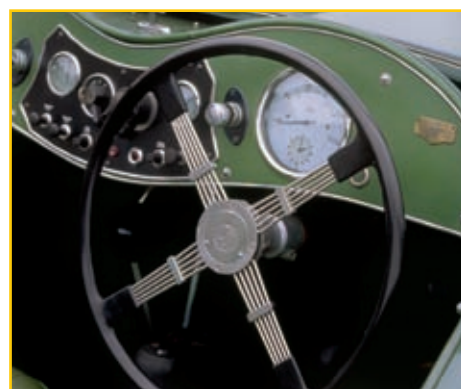
Description	Application	Part #	Retail	SALE
Carb Kit, Master, H2x2	All	375-508	\$146.95	\$114.95
Fuel Pump, Electronic, SU	TC-TD H2 (1 1/4")	377-205	237.95	189.95
Fuel Pump, Electronic, SU	TC-TD-TF To (c) 1509 Pos. Ground	377-215	228.95	184.95
Fuel Pump, New (Original SU)	TC-TF To (c)1509	376-990	239.95	179.95
Fuel Pump, New Brass Base SU	TC To Approx. (c)4400	376-980	479.95	374.95
Rebuild Kit, (1 1/2" Carb.)	TF	375-228	124.95	94.95
Rebuild Kit, (1 1/4" Carb.)	TC-TD	375-218	124.95	94.95
Sending Unit, Fuel Warning Lamp	All	360-050	54.95	39.95

Interior

Description	Application	Part #	Retail	SALE
Strg. Whl. Adapter Hub with 28mm "MG" Emblem	TD, TF	454-327	\$119.95	\$93.95
Bead Set, Dash (Chromed Brass)	TD	454-110	274.95	224.95
Gauge, Oil Pressure/Water Temp.	TD From (c)13914	360-070	379.95	299.95
Mat Set, Black W/Logo	TD-TF	240-450	96.95	74.95
Panel, Instrument Cluster (Bronze W/Chrome Rim)	TD	408-870	324.95	254.95
Replica Tachometer	TC-TD To (c)10778	360-470	399.95	304.95
Steering Wheel, Brooklands	TA (Late)-TB-TC	454-240	439.95	344.95
Steering Wheel, Brooklands	TA (Late)-TB-TC	454-258	399.95	304.95
Steering Wheel, Brooklands	TD-TF	454-265	399.95	309.95
Steering Wheel, Brooklands	TD-TF	454-268	399.95	299.95
Switch, Panel Light Rheostat (W/Knob)	TD From (c)10701	145-900	109.95	84.95
TC Choke Cable, Original Type	TC	331-380	86.95	64.95
TC Slow Running Cable, Original Type	TC	331-390	86.95	64.95
TC Starter Cable, Original Type	TC	331-370	86.95	64.95

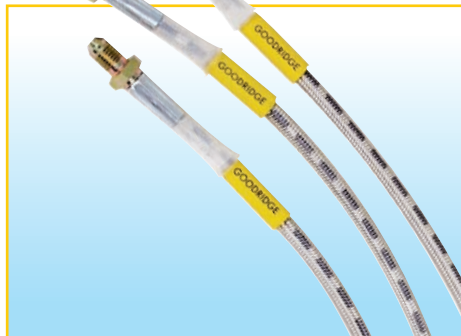
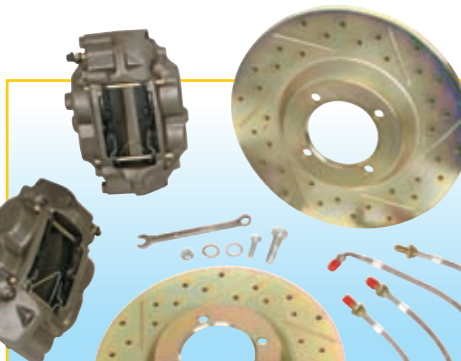
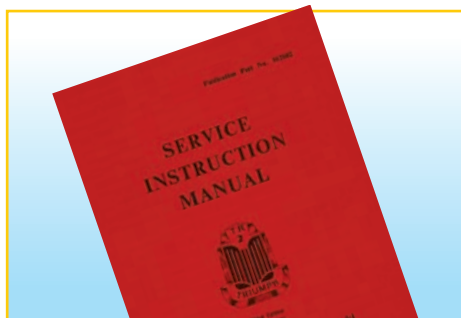
Suspension & Steering

Description	Application	Part #	Retail	SALE
Coil Spring Set (2 Springs)	All	264-378	\$99.95	\$79.95
Front Hub, L/H	TF Wire Wheels	264-310	159.95	124.95
Front Hub, R/H	TF Wire Wheels	264-300	159.95	124.95
King Pin Set (Both Sides)	TC	261-078	235.95	179.95
Major Suspension Kit	TD-TF	264-358	135.95	99.95
Pivot, A-Arm	TD-TF	264-270	79.95	59.95
Shock Absorber, L/H (Armstrong) Less Link	TD-TF	266-460	179.95	139.95
Shock Absorber, R/H (Armstrong) Less Link	TD-TF	266-470	179.95	139.95
Shock Conversion Kit, Rear	TD-TF	267-658	599.95	479.95
Steering Wheel, Original Type	TD-TF	454-230	289.95	219.95
Suspension Rubber Kit	TD-TF	281-558	186.95	139.95
Swivel Pin, L/H	TD-TF	264-230	149.95	114.95
Swivel Pin, R/H	TD-TF	264-220	149.95	114.95
Tool Set, Shock Bush Installation	All	385-890	69.95	57.95





Triumph TR2-4A



Body Trim & Fittings

Description	Application	Part #	Retail	SALE
Battery Box (Steel)	TR2-TR3B	241-005	\$69.95	\$52.95
Body Mounting Kit	TR4A	680-648	109.95	79.95
Body Mounting Kit	TR2-TR3B	680-668	76.95	57.95
Bumper Bar, front	TR2-TR3	854-200	429.95	344.95
Bumper Bar, front	TR3A-TR3B	854-210	369.95	304.95
Bumper Face Bar, front	TR4	854-060	169.95	129.95
Face Bar, Rear Bumper	TR4-TR4A	854-080	549.95	439.95
Fender, L/H Front	TR4-TR4A	855-150	1,267.95	949.95
Fender, R/H Front	TR2-TR3B	855-480	979.95	779.95
Floor, L/H	TR2-TR3B	855-820	197.60	149.95
Front Valance Panel, Lower	TR4-TR4A	855-100	129.95	99.95
Gas Cap, W/Integral Extension	TR3A From TS60001-TR3B	834-840	69.95	52.95
Gearbox Cover, Polyethylene	TR4-TR4A	857-125	86.95	67.95
Grille	TR4	870-000	359.95	274.95
Grille	TR3A-TR3B	870-030	229.95	169.95
Hub Cap Set, 4 W/Medallions	All	674-708	168.95	129.95
Hood Medallion, Blue/White	TR3A From TS41874-TR3B	601-130	169.95	134.95
Panel, Rear Trunk	TR3 From TS16473-TR3B	855-750	769.95	599.95
Quarter Panel, L/H (Dogleg)	TR2-TR3B	855-730	157.95	119.95
Quarter Panel, R/H (Dogleg)	TR2-TR3B	855-720	157.95	119.95
Rear Fender, L/H	TR2-TR3B	855-330	1,169.95	879.95
Repair Panel, Lower L/H Front	TR2-TR3B	855-495	139.95	104.95
Repair Panel, Lower R/H Front	TR2-TR3B	855-485	139.95	104.95
Rocker Panel, Outer, R/H	TR4-TR4A	855-240	119.95	89.95
Sill Assy. R/H	TR2-TR3B	855-850	159.95	129.95
Stoneguard Set	TR2-TR3B	802-988	124.95	99.95
Trunk Lid, W/O Reinforcement	TR4-TR4A	855-380	1,029.95	829.95

Books

Description	Application	Part #	Retail	SALE
Shop Manual	TR4-TR4A	212-700	\$89.95	\$68.95

Brakes

Description	Application	Part #	Retail	SALE
Big Brake Kit	TR4A IRS	586-718	\$729.95	\$599.95
Brake Drum, Rear, 9"	TR4A IRS	586-020	99.95	74.95
Brake Pipe Set	TR3 From TS13046-TR3B	588-618	114.45	84.95
Brake Pipe Set	TR4	588-658	140.65	104.95
Oil Cooler Complete Kit, W/SS Hoses	TR2-TR4A	635-465	299.95	234.95
Master Cylinder, Brake (.70" Bore)	TR4 From CT5784-TR4A	581-030	169.95	109.95
Master Cylinder, Clutch & Brake	TR2-3 To TS13045	581-008	369.95	199.95
Performance Rotors, Pair	TR3B-TR4A With 10 3/4" Rotors	586-615	209.95	164.95
Shoe Set, Rear, New	10" Brakes (Girling)	585-020	99.95	74.95
Stainless Steel Brake Hose Kits	TR3 From TS13046 thru TR4 to CT4387	582-018	99.95	84.95

Triumph TR2-4A

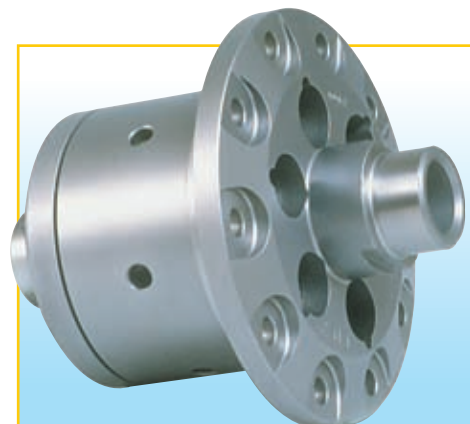
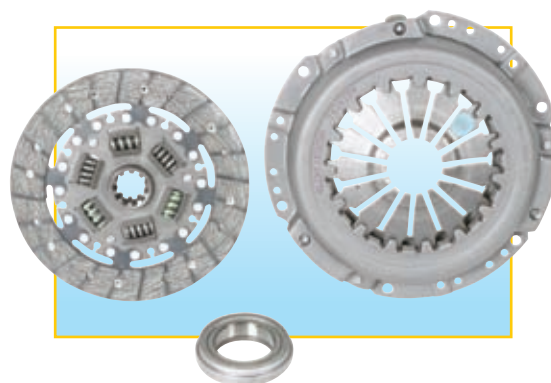
Cooling

Description	Application	Part #	Retail	SALE
Pulley Conversion Kit to 3/8" Belt	TR2-TR4A	837-508	\$239.95	\$189.95
Radiator, Long Neck, No Crank Hole, Offset Inlet	TR2 From TS1201E-TR3B, TR4	850-000	419.95	319.95
Radiator, Long Neck, W/Crank Hole, Offset Inlet	TR2 From TS1201E-TR3B	849-990	429.95	329.95



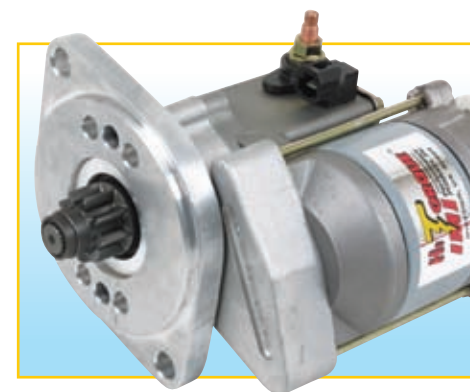
Drivetrain

Description	Application	Part #	Retail	SALE
Bush, 2nd Gear (steel upgrade)	All	848-575	\$89.95	\$67.95
Clutch Disc, New	TR2-TR4	591-000	94.95	74.95
Clutch Kit	TR4A	593-030	179.95	144.95
Differential, Limited Slip	Triumph TR2-TR4A, solid axle	674-065	1,995.95	1,595.95
Front Diff. Mount Repair Kit	TR4A IRS	850-795	114.20	84.95
Outer Axle & Hub Assy. New	TR4A IRS	041-555	529.95	399.95
Outer Axle Shaft	TR4A IRS	674-890	189.95	139.95
Pressure Plate, New	TR2-TR4	593-000	189.95	149.95
Pressure Plate, New	TR4A	593-010	74.95	59.95
Ring & Pinion, 3.45:1	TR2 From TS4731-TR4A	674-175	439.95	329.95
Ring & Pinion, 3.7:1	TR2 From TS4731-TR4A	674-160	359.95	274.95
Sliding Axle Assy.	TR4A IRS	675-550	167.95	129.95
Upated Sliding Axle Assy.	TR4A IRS	675-555	389.95	304.95
Wheel Hub With Disc Wheel Studs, rear	TR3 From TS13046-TR4A solid axle	674-350	299.95	224.95



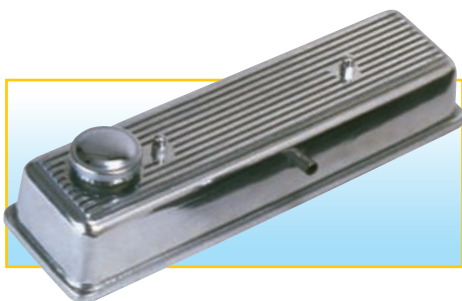
Electrical

Description	Application	Part #	Retail	SALE
Control Head, Std. Wheel	TR2-TR3B	667-480	\$229.95	\$169.95
Headlamp Assy., Sealed Beam	TR3A From TS32585-TR4 To (b)24600CT	544-000	148.95	109.95
HiTorque Starter	TR2-TR3A TS50000	541-515	294.95	234.95
HiTorque Starter	TR3A TS50001-TR4A	541-535	294.95	234.95
Main Harness, Cloth Bound	TR3A From TS60001-TR3B	356-270	345.95	269.95
Main Harness, Lacquer Braid	TR3-TR3A From TS18913-TS60000	357-230	379.95	299.95
Main Harness, Vinyl Bound	TR3A From TS60001-TR3B	355-520	278.95	217.95
Main Harness, Vinyl Bound	TR4A	355-530	349.95	274.95
Tail Lamp Assy., With Red/Red Lens	TR4-TR4A	544-080	169.95	129.95





Triumph TR2-4A



Engine

Description	Application	Part #	Retail	SALE
Aluminum Cylinder Head	TR3 From TS13052E-TR4A	853-048	\$2,999.95	\$2,249.95
Cam Bearing, Front	All	827-000	99.95	77.95
Camshaft	TR2-TR4A	851-060	279.95	219.95
Fan, 4-Bladed	TR2-TR3B	834-030	129.95	99.95
Oil Pump Assy.	All	836-000	139.95	109.95
Oil Seal Assy., Crankshaft Rear (orig. type)	All	837-000	64.95	51.95
Rockershaft Aux Oil Feed Kit	TR2-TR4A	821-350	69.95	52.95
Valve Cover, Polished Rib	TR2-TR4A	852-090	177.95	134.95



Exhaust

Description	Application	Part #	Retail	SALE
Exhaust System, Stainless Steel	TR4A Dual Mufflers	860-110	\$799.95	\$619.95
Header, Mild Steel	TR3 From TS13052E-TR4A	865-018	449.95	369.95

Exterior

Description	Application	Part #	Retail	SALE
Luggage Rack, Amco Style	TR2-TR4A	646-090	\$399.95	\$309.95
Windwing Set	TR2-TR3B	647-000	89.95	67.95

New Products

TR4 Rear Deck Moldings

Moss is pleased and proud to announce the introduction of three new items to its extensive range of reproduced parts. These three items are the polished aluminum deck coverings for the TR4. Mass produced versions of these items have not been available for at least thirty-five years, and during our research to perfect the reproductions, we discovered many different variations in the original products produced by Triumph. The side pieces had considerable variations between the different samples that we managed to find. We believe we have produced a product that will fit all TR4s and are pleased to advise that these items are now again available.

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

Triumph TR2-4A



Fuel & Air

Description	Application	Part #	Retail	SALE
Flex Hose Assy. Pipe To Carbs	TR3-TR3A	376-278	\$81.95	\$59.95
Gas Tank (Outlet At Bottom Center)	TR3-TR3A To TS60000	849-010	579.95	449.95
Rebuild Kit, For 2 Carbs	AUC786, 878 TR3-4 SU	370-795	125.95	97.95
Rebuild Kit, For 2 Carbs	TR4-TR4A Zenith-Stromberg	375-138	135.40	99.95

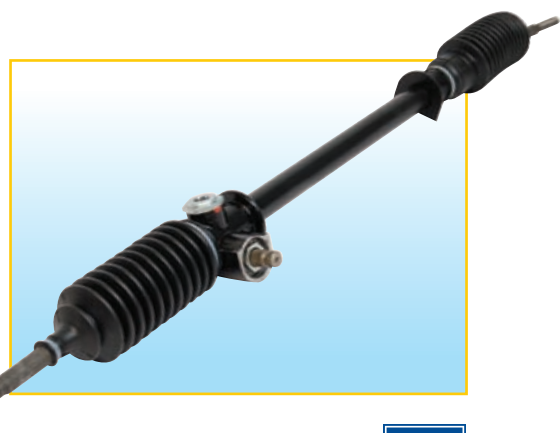
Interior

Description	Application	Part #	Retail	SALE
Burlwood Dash	TR4	854-581	\$449.95	\$349.95
Door Glass Channel, Front, L/H	TR2-TR4A	803-270	84.95	68.95
Door Glass Channel, Front, R/H	TR2-TR4A	803-260	84.95	68.95
Dash Pad, L/H Lower	TR2-TR4A	633-240	89.95	77.95
Dash Pad, R/H Lower	TR2-TR4A	633-260	99.95	84.95
Dash Pad, Top	TR2-TR4A	855-010	189.95	162.95
Door Handle Pair (Keyed Alike)	TR2-TR4A	803-158	179.95	139.95
Glove Box	TR2-TR4A	633-110	67.95	52.95
Strg. Whl. Hub & Push, 46mm Emblem	TR2-TR4A	853-786	93.95	69.95
Mat Set, Black W/Logo	TR4-TR6	240-440	93.95	69.95
Padded Cover, Dash Support	TR4A	633-555	199.95	169.95
Plinth, Switch Mounting	TR4A	633-410	119.95	104.95
Seal, Rubber	Cars W/O Surrey Top	649-060	74.95	54.95
Seat Rail Set (3 Pcs.)	TR4 From (b)20877CT-TR4A	801-430	79.95	59.95
Switch, Lighting (Replacement)	TR4A	635-660	191.95	144.95
Ultra Plush Floor Mats	TR2-TR4A	240-740	139.95	109.95



Suspension & Steering

Description	Application	Part #	Retail	SALE
Front Axle Reinforcing Kit	All	661-293	\$299.95	\$254.95
Cam, Steering Column	TR2-TR3B LHD	667-375	294.95	219.95
Driveshaft Assy.	All	854-050	268.95	204.95
Front Shock	TR4A	264-697	169.95	129.95
Major Front Suspension Kit, Repairs Both Sides	TR4A	660-998	89.95	68.95
Quick Rack	TR4 From CT20064, TR4A	667-175	279.95	209.95
Rack & Pinion Assy. LHD	TR4A	667-125	189.95	144.95
Replacement Shock Absorber, Koni	TR4A, Moss rear shock conversion	670-095	189.95	154.95
Front Shock Absorber, Koni Adjustable	TR4A	670-090	229.95	179.95
Rear Shock Absorber, L/H (New)	TR2-TR4	670-030	169.95	129.95
Rear Shock Absorber, New, L/H	TR4A	670-050	169.95	129.95
Rear Shock Absorber, New, R/H	TR4A	670-040	169.95	129.95
Rear Shock Absorber, R/H (New)	TR2-TR4	670-020	169.95	129.95
Shock Conversion Kit	TR4A IRS (rear)	670-128	529.95	409.95
Splined Extension, L/H	Wire Wheels TR3 from TS13046-TR4A	661-420	79.95	59.95
Splined Extension, R/H	Wire Wheels TR3 from TS13046-TR4A	661-410	79.95	59.95
Steering Wheel, Standard	TR2-TR3B	853-740	289.95	217.95
Suspension Kit	TR2-TR4 To CT7218	660-988	114.95	84.95
Trunnion, Bottom (0 Degrees Castor)	TR2-TR4 To CT6343 (Wire Wheel) CT6389 (Disc Wheel)	661-440	89.95	67.95



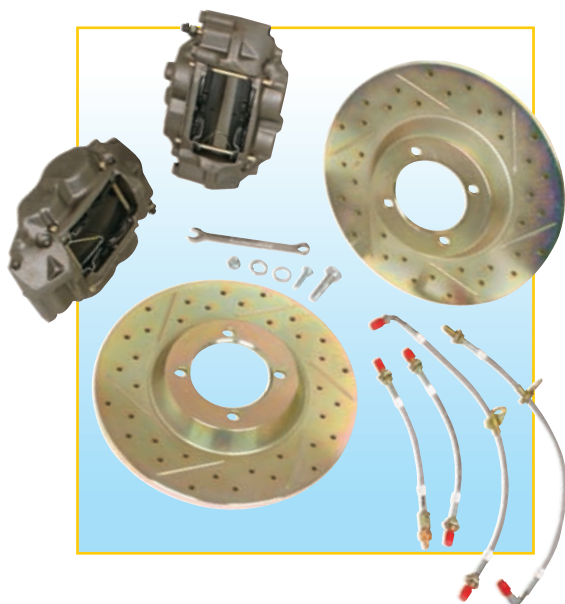


Triumph TR250-6



Body Trim & Fittings

Description	Application	Part #	Retail	SALE
Body Mounting Set	All	680-648	\$109.95	\$79.95
Windshield Capping Strip, Aluminum	TR6	801-175	96.95	69.95
Center Bar, Rear Bumper	TR6 Thru 1972	854-760	199.95	149.95
Center Bar, Rear Bumper	TR6 CF12501 - CF27000	994-770	229.95	169.95
Corner Bar L/H, Rear Bumper	TR6 Thru CF27000	854-095	109.95	79.95
Corner Bar R/H, Rear Bumper	TR6 Thru CF27000	854-085	109.95	79.95
Windshield Finisher Set, Black	All	801-268	99.95	74.95
Front Bumper Bar	USA Thru 1974, All Non-USA	994-055	499.95	374.95
Front Fender, L/H	TR250	855-150	1,267.95	949.95
Front Spoiler	TR6 1973-'76	855-095	144.95	109.95
Front Valance Assy.	TR6 Thru Mid-1974 (To CF27000)	855-165	449.95	359.95
Gearbox Cover, Polyethylene	All	857-125	86.95	67.95
Grille Assy.	TR6	870-150	179.95	134.95
Lock Set	TR6, 1972-'76	402-140	99.95	77.95
Lower Front Apron	TR6 To CF27000	855-465	299.95	234.95
Lower Valance, Front	All	855-100	129.95	99.95
Rear Bumper Bar	TR250	854-080	549.95	439.95
Rear Fender, L/H	TR250	855-330	1,169.95	879.95
Rocker Panel, R/H	All	855-240	119.95	89.95
Trunk Lid Shell	TR250	855-380	1,029.95	829.95



Brakes

Description	Application	Part #	Retail	SALE
Big Brake Kit	All	586-718	\$729.95	\$599.95
Brake Drum	All	586-020	99.95	74.95
Brake Pipe Set	TR250/6 1969-'72 To CC81078	588-188	149.95	116.95
Brake Pipe Set	TR6 1972-'76 From CC81079	588-198	145.90	116.95
Performance Rotors, Pair	All	586-615	209.95	164.95
Servo Unit Assy., Aftermarket	All	581-055	292.95	234.95



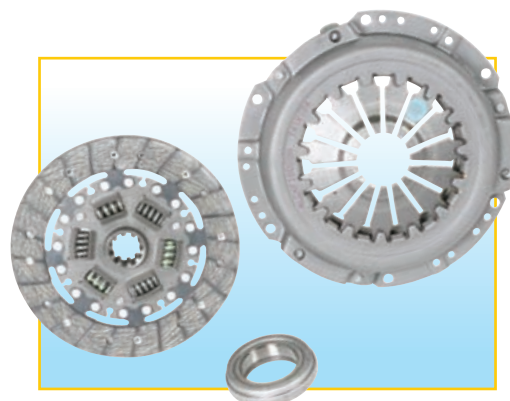
Cooling

Description	Application	Part #	Retail	SALE
Water Pump & Pulley	TR250/6 To (e)CC80027E	835-030	\$62.95	\$49.95
Water Pump & Pulley, With 1/2" Groove	TR6 1975-'76	835-055	79.95	59.95

Triumph TR250-6

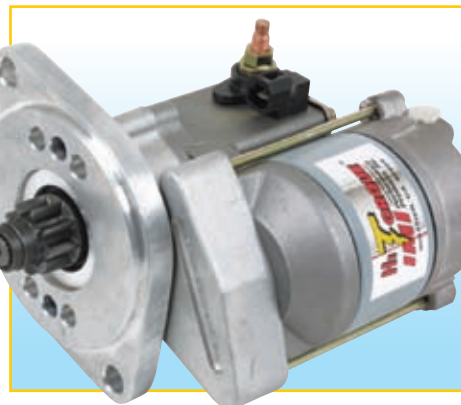
Drivetrain

Description	Application	Part #	Retail	SALE
Alloy Flywheel Assy.	TR6 1970-76	460-676	\$509.95	\$409.95
Bush, Second Gear (steel upgrade)	To (g)CF12500	848-575	89.95	67.95
Clutch Kit, Borg & Beck	All	593-030	179.95	144.95
Driveshaft Assy.	All	854-050	268.95	204.95
Front Dif. Mount Repair Kit	All	850-795	114.20	84.95
Rear Hub Assy. New	All	041-555	529.95	399.95
Outer Axle Shaft	All	674-890	189.95	139.95
Pressure Plate, Borg & Beck	All	593-010	74.95	59.95
Ring & Pinion Assy., 3.45:1	All	674-175	439.95	329.95
Ring & Pinion Assy., 3.7:1	All	674-160	359.95	274.95
Sliding Axle Assy., New	All	675-550	167.95	129.95
Upgraded Sliding Axle Assy.	All	675-555	389.95	304.95



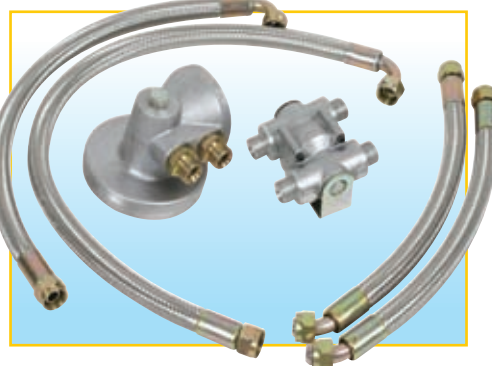
Electrical

Description	Application	Part #	Retail	SALE
HiTorque Starter	TR6	541-555	\$294.95	\$234.95
Spark Plug Wire Set, 8.5mm, Magnacore	All	143-560	92.95	77.95
Tail Lamp Assy., All Red Lens	TR5, TR250	544-080	169.95	129.95
Vacuum Unit, Retard	TR6 From CC58361 Thru 1973	560-205	99.95	74.95
Wiring Harness, Complete	TR6 1970-71	356-748	589.95	459.95
Wiring Harness, Main	TR6 1973	356-760	479.95	374.95
Wiring Harness, Main	TR6 1974	356-770	479.95	374.95

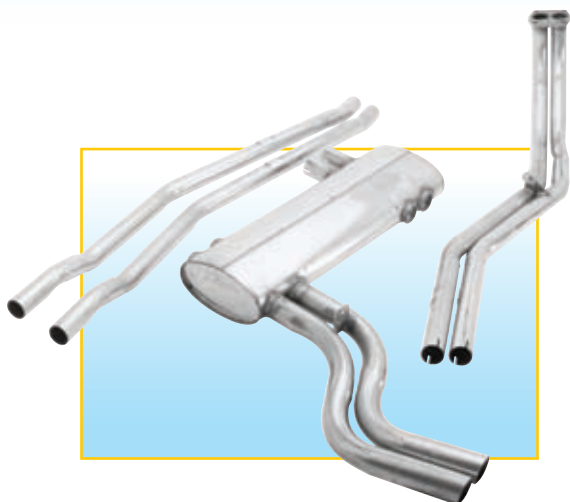


Engine

Description	Application	Part #	Retail	SALE
Spin-on Oil Filter Adaptor & Hose Kit	All (for oil cooler)	635-285	\$199.95	\$149.95
Camshaft	TR6 1974-76	838-040	339.95	264.95
Camshaft	TR250/6 Thru 1973	838-045	339.95	264.95
Choke Cable, OE Specification (Multi-Strand)	TR250/6 Thru 1972	734-260	92.95	74.95
Head Gasket Set, Payen	TR6 1972-76	694-561	89.95	68.95
Oil Cooler Installation Kit, Stainless Hoses	All	635-855	319.95	249.95
Oil Pump Assy.	TR6 From (e)CC66297	836-200	84.95	68.95
Piston Set, .020"	All	814-428	539.95	449.95
Piston Set, .030"	All	814-438	539.95	449.95
Ring Set, Standard	All	817-600	72.95	59.95
Rocker Shaft Tuffrided	All	839-130	79.95	59.95
Stud Kit, Cylinder Head, Heavy Duty	All	322-818	164.95	139.95



Summer **SALE**



Triumph TR250-6

Exhaust

Description	Application	Part #	Retail	SALE
Exhaust System, Stainless Steel	TR250/6 1968-'71	860-200	\$399.95	\$339.95
Exhaust System, Stainless Steel	TR6 1972	860-210	589.95	469.95
Header	TR6 1972-'76	865-035	399.95	309.95
Muffler & Tailpipe, Mild Steel	TR6 1972-'76	862-080	129.95	99.95
Sports Exhaust System, Stainless Steel	TR6 1972-'76 Dual Head Pipe	860-270	679.95	539.95



Exterior

Description	Application	Part #	Retail	SALE
Car Cover, Mosom Plus	TR6 1974-'76	237-480	\$99.95	\$83.95
Car Cover, Stormproof	TR6 1974-'76	237-485	226.95	189.95
Luggage Rack, Amco Style	TR250	646-090	399.95	309.95
Luggage Rack	TR6	646-100	419.95	319.95

New Products



TR250-6 Uprated Sway Bar End Link

This sway bar end link offers more precise movement over the original rubber bush type, giving greater control over the front suspension. Comes fitted with "Superpro" polyurethane bushings. 2 required.

Uprated Sway Bar End Link, each 667-721 \$59.95



TR6 Roll-Over Bars

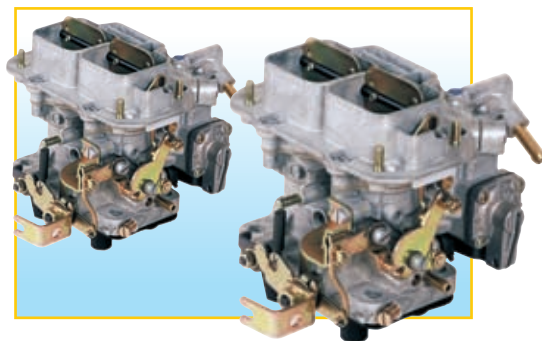
These bars have been designed to meet SCCA guidelines based on destructive testing. Made from 1.75" DOM tubing with fully boxed headrest area for strength. Choose black or silver powdercoated, or unfinished. The bars are drop shipped from the manufacturer with flat rate shipping and a handling charge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

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

Triumph TR250-6

Fuel & Air

Description	Application	Part #	Retail	SALE
Carb Conv Kit, Weber Dual Downdraft	All	222-420	\$1,199.95	\$1,019.95
HS6 Conversion Kit	All	370-848	987.95	839.95
Master Rebuild Kit, 1970-on	TR6 1970-76	365-970	135.40	99.95
Rebuild Kit, For 2 Carbs	All	365-955	85.30	63.95



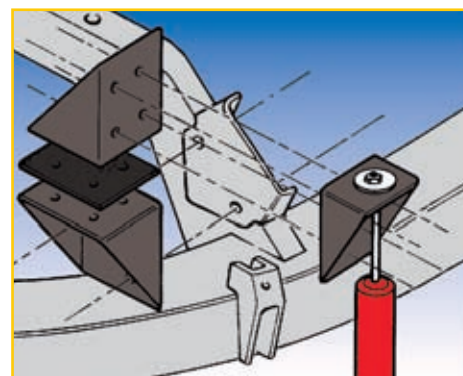
Interior

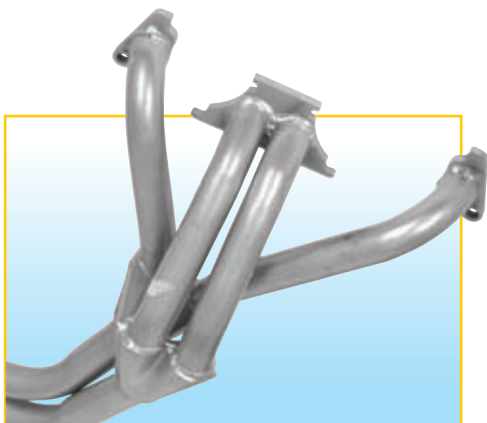
Description	Application	Part #	Retail	SALE
Door Glass Channel Assy., L/H Front	All	803-270	\$84.95	\$68.95
Door Glass Channel Assy., R/H Front	All	803-260	84.95	68.95
Crash Pad, L/H Lower, LHD	TR250/6 1969	633-240	89.95	77.95
Crash Pad, R/H Lower, LHD	TR6 1970-76	633-265	89.95	77.95
Hazard Switch, Rocker Type	TR250/6 Thru 1971	635-600	196.95	154.95
Head Lamp Flasher & Dimmer Switch	TR6 1974-76	635-665	199.95	149.95
Lights, Flasher, & Dimmer Switch	TR250/6 1970-73	635-660	191.95	144.95
Mat Set, Black W/Logo	TR6	240-440	93.95	69.95
Retractable Seat Belt Set	TR6	222-008	241.95	209.95
Seat Runner Assy.	All	801-430	79.95	59.95
Spare Tire Cover	TR6	633-820	169.95	129.95
Strap & Clip Set (Per Seat)	TR6 1973-76	681-158	77.95	61.95
Switch Plinth, With 4 Holes	TR6 1970-76	633-425	89.95	77.95
Switch Plinth, With 5 Holes	TR250/6 1969	633-415	89.95	77.95
Ultra Plush Floor Mats	TR6	240-740	139.95	109.95
Underfelt Set	All	639-355	74.95	63.95
Windblocker	TR6	458-292	259.95	214.95
Wiper/Washer Switch	TR6 1973-76 (Replacement Type)	635-770	163.95	124.95



Suspension & Steering

Description	Application	Part #	Retail	SALE
Front Axle Reinforcing Kit	All	661-293	\$299.95	\$254.95
Front Shock	All	264-697	169.95	129.95
Major Suspension Kit, Repairs Both Sides	All	660-998	89.95	68.95
Quick Rack	All	667-175	279.95	209.95
Rack & Pinion Assy. LHD	All	667-125	189.95	144.95
Rear Shock Absorber, L/H, New	All	670-050	169.95	129.95
Rear Shock Absorber, R/H, New	All	670-040	169.95	129.95
Replacement Shock Absorber	All (for tube shock conversion)	670-095	189.95	154.95
Front Shock Absorber, Koni Adjustable	All	670-090	229.95	179.95
Shock Conversion Kit Rear	All	670-128	529.95	409.95
Spring Set, Front, Heavy Duty	All	670-158	109.95	89.95
Spring Set, Rear, Heavy Duty	TR6 From CC61570	670-168	109.95	92.95
Steering Lock & Ignition Switch	TR6 1970-72	667-840	159.95	119.95
Steering Lock & Ignition Switch, W/2 Keys	TR6 1973-76	667-850	139.95	104.95
Sway Bar Kit, Rear, 3/4"	All	660-970	199.95	164.95
Wire Wheel Adapter, L/H	Wire Wheels	661-420	79.95	59.95
Wire Wheel Adapter, R/H	Wire Wheels	661-410	79.95	59.95



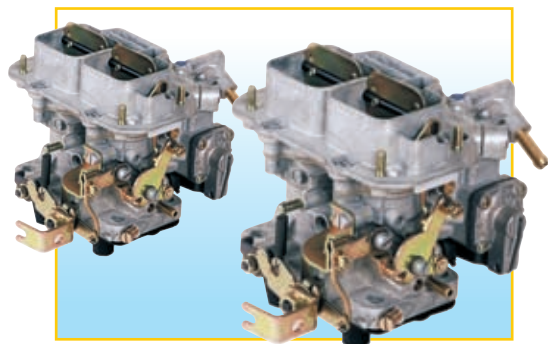


Body Trim & Fittings

Description	Application	Part #	Retail	SALE
Capping Strip, Windshield Frame	Spitfire 1500	801-185	\$96.95	\$69.95
Polyethylene Gearbox Cover	Spitfire	867-480	69.95	\$9.95

Drivetrain

Description	Application	Part #	Retail	SALE
Master Cylinder, Clutch, Aftermarket	All Spitfire & GT6	581-121	\$69.95	\$52.95
Slave Cylinder, Clutch, Aftermarket	Spitfire 1968-'77	580-785	68.95	\$2.95
Slave Cylinder, Clutch, Aftermarket	Spitfire 1978-'80	580-795	62.95	47.95



Electrical

Description	Application	Part #	Retail	SALE
Ignition Switch	Spitfire 1973-'76	667-850	\$139.95	\$104.95
Switch, Headlamp Flasher/Dimmer	Spitfire 1972-'76	635-665	199.95	149.95

Engine

Description	Application	Part #	Retail	SALE
Stud Kit, Cylinder Head, Heavy Duty	GT6 (Not Mkl)	322-818	\$164.95	\$139.95

Exhaust

Description	Application	Part #	Retail	SALE
Muffler	Spitfire 1500, 1978-'80	862-160	\$129.95	\$104.95
Exhaust Header	Spitfire 1971-'80	865-143	429.95	344.95



Exterior

Description	Application	Part #	Retail	SALE
Car Cover, Mosom Plus	Spitfire 1971-'74	237-510	\$99.95	\$83.95

Fuel & Air

Description	Application	Part #	Retail	SALE
Carb Conv Kit, Weber Single Downdraft	Spitfire 1500, Manual Choke	222-257	\$559.95	\$479.95



Interior

Description	Application	Part #	Retail	SALE
Door Panel Set (Pair), Black	Spitfire 1973-'80	644-410	\$149.95	\$119.95
Headrest Assembly, Black	Spitfire 1977-'80	642-865	128.95	99.95
Rear Quarter Trim Kit (Pair), Black	Spitfire 1973-'80	644-460	149.95	119.95

Suspension & Steering

Description	Application	Part #	Retail	SALE
Major Front Suspension Kit	All Spitfire & GT6	660-028	\$159.95	\$119.95
Steering Lock & Switch, W/2 Keys	Spitfire To (c)FM10000	667-840	159.95	119.95
Steering Rack Assy. New	All Spitfire	667-900	199.95	149.95
Wheel, Miniite Repro, 13"	Spitfire, GT6	854-720	159.95	119.95

Classic Mini

Body Trim & Fittings

Description	Application	Part #	Retail	SALE
Bullet Mirror, 4.25"	All	222-390	\$74.95	\$54.95
Raydyot Mirror	All	222-355	64.95	\$7.95

Drivetrain

Description	Application	Part #	Retail	SALE
Clutch Slave Cylinder	Diaphragm Clutches	180-655	\$59.95	\$46.95

Electrical

Description	Application	Part #	Retail	SALE
Antenna, electric lift	All	386-960	\$102.95	\$79.95
Driving Lamp 500 SLR, back mount	All	162-760	141.95	104.95
Driving Lamp 500 SLR, stem mount	All	162-700	97.95	79.95
Fog Lamp 500 SFT, back mount	All	162-770	141.95	104.95
Fog Lamp 500 SFT, stem mount	All	162-800	97.95	79.95
Generator, w/o Pulley	thru 1967	140-200	174.95	129.95
Headlamp Assy. 2 adj. no rim	LHD, 2 adjuster	144-800	79.95	59.95
Lucas PL Tripod Headlamp	LHD	163-980	129.95	99.95
Mallory Dual Point Distributor	4 Cyl. Neg. Ground	143-180	329.95	279.95
Mallory Electronic Distributor	4 Cyl. Neg. Ground	143-155	599.95	509.95
Pertronix Electronic Ignition Kit	Lucas 23, 24 & 25D, 4 Cyl. Neg. Ground	222-405	108.95	89.95
Pertronix Electronic Ignition Kit	Lucas 45D4	222-435	108.95	89.95
Pertronix Electronic Ignition Kit	Lucas 23, 24 & 25D, 4 Cyl. Pos. Ground	222-555	120.95	97.95
Pertronix for Mallory Dual Point	4 Cyl. Neg. Ground	143-181	154.95	124.95
PL Tripod Headlamp Set	LHD	156-898	169.95	129.95
Tripod Headlamp Set	LHD	156-878	74.95	59.95

Engine

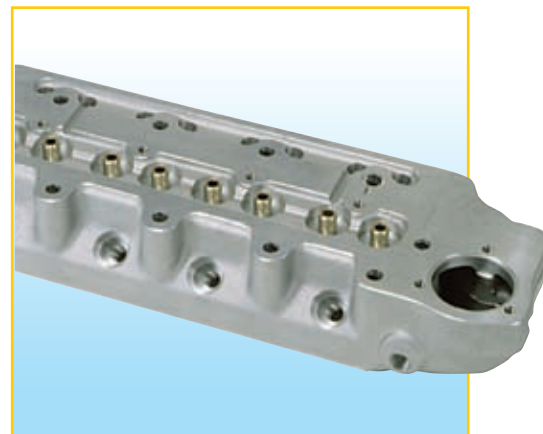
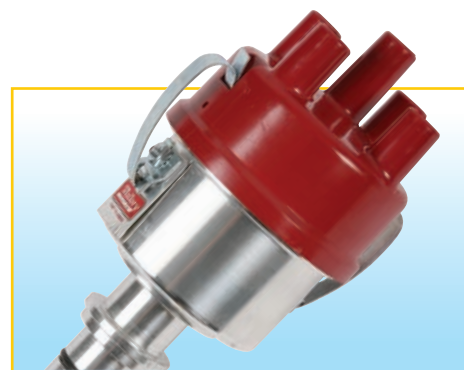
Description	Application	Part #	Retail	SALE
Adaptor, Spin-On Oil Filter	All	235-875	\$133.95	\$104.95
Alloy Cylinder Head, New	1275	451-875	1,249.95	1,049.95
Alloy Valve Cover	All	224-530	84.95	64.95
Super Duty Tappet Set	All	460-601	159.95	129.95
Tappet Set w/Lube	All	460-604	199.95	154.95

Exterior

Description	Application	Part #	Retail	SALE
Gas Cap, locking, Aston design	All	407-125	\$156.95	\$124.95

Fuel & Air

Description	Application	Part #	Retail	SALE
Double Fuel Pump, electronic, SU	Negative ground	377-335	\$453.95	\$374.95
Fuel Pressure Regulator w/Filter	All	377-435	109.95	84.95
Fuel Pump - Solid State	All	377-420	69.95	54.95
Fuel Pump, Double End - SU	All	377-036	420.95	344.95
Fuel Pump, electronic, SU	Negative ground	377-285	166.95	134.95
K&N Air Filter, 2.5" Thick	1 1/2" SU carbs (2 1/2" deep)	222-985	66.95	57.95
K&N Air Filter, 2.5" Thick	1 3/4" SU carbs (2 1/2" deep)	222-995	70.95	59.95
K&N Air Filter, Tapered Design	HIF44 Cooper 1300	222-905	70.95	59.95



COMING EVENTS

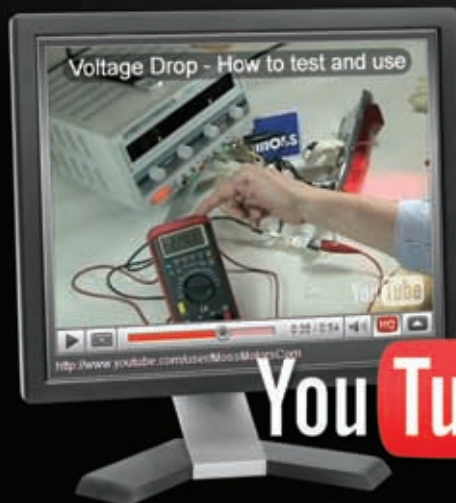
- June 16-20:** Triumph Register of America National Meet, Holmes County, OH, John Huddy, 614-846-2321, jhuddy@columbus.rr.com, www.triumphregister.com/TRA2010.html
- June 18-20:** 32nd Annual Vintage Racing Festival by VARA and 15th Annual MG Vintage Racer's Focus Event, Mosport International Raceway, Bowmanville, Ontario, Canada, lolaracer@rogers.com, mgvr.org, varac.ca
- June 20:** 29th Annual British Car Field Day, Sussex, WI, John Stockinger 262-521-1072 jstockinger4@wi.rr.com
- June 23-27:** 19th Annual North American MGB Register Convention, Belleville, Ontario, Canada, Robert Grainger mg2010@mgtoronto.com, www.mg2010.com
- June 26-27:** Idaho British Car Club Salmon Event, Salmon, ID, Lyla Scheihing mons4u@msn.com
- June 27:** Michiana Brits Annual British Car Show, St. Mary's College, Notre Dame, IN, Larry Palguta 574-288-3923, www.michianabrits.com
- June 28-30:** Put-in-Bay Road Races Reunion, S. Bass Island, OH, Manley Ford manley776@yahoo.com, put-in-baysportscarreunion.blogspot.com
- June 28-July 2:** Austin-Healey Rendezvous, Valley River Inn, Eugene, OR, Bill Bolton 541-895-5576 tricarb@aol.com
- July 1-3:** GoF Central, Sandusky, OH, Tom Metcalf mgtom@zoominternet.net, www.gofcentral.com
- July 11:** 20th Annual Man Dogs & Englishmen, Gilmore Classic Car Museum, Hickory Corners, MI, TW or Sue Lane 269-344-5555
- July 12-16:** GoF West, Big Bear, CA, www.gofwest.com
- July 18:** Brits in the Park, Lindsay, Ontario, Canada, www.victoriabritishcarclub.ca
- July 18:** British Car Day, Harbin Park, Cincinnati, OH, Don Fales 513-378-5805 byronwaller@gmail.com
- July 24:** British Car Day, Pittsburgh Vintage GP, Pittsburgh, PA, Wil Schweitzer 724-356-7341 w.schweitzer@live.com, wptriumph.org
- July 25:** 18th Annual Tea at the Vicarage, Howe, IN, Keith Wishmeier 574-277-7746, www.michianabrits.com
- Aug 1:** Britbull 14, Millwood City Park, Millwood, WA, Ron Wilson 509-448-6656 Rwilson408@aol.com
- Aug 7:** 26th Annual British Car Day, Eastwood MetroPark, Dayton, OH, Skip Peterson 937-293-2819 daytonbcd2010@aol.com
- Aug 11-15:** Austin-Healey Encounter 2010, Normandy Farm, Blue Bell, PA, Leo Kob leo.kob@villanova.edu
- Aug 13-15:** 53rd Annual Antique and Classic Car Meet, Nichols Field, VT, Gene vaeinfo@gmail.com
- Aug 19-22:** Heartland Vintage Racing's O'Reilly Auto Parts Grand Prix, Heartland Park Topeka, Topeka, KS, Gary Fuqua gary@heartlandvintageracing.com, heartlandvintageracing.com
- Aug 28:** Horsepower for History Concours d'Elegance, Seneca Hills Golf Course, Tiffin, OH, Casey Putsch 614-832-8728 Putschracing@hotmail.com, www.putschracing.com
- Aug 29:** 22nd Annual Indy British Motor Days, British car and motorcycle show, Carmel, IN, Bob 317-253-3921, www.ibcu.org
- Sept 10-11:** The Gathering – Brits at the Shoals, Joe Wheeler State Park, Florence, AL, Jean Mammen 256-767-2032 thegathering@shoalsbritishcars.org
- Sept 12:** Southern California MG Club's Annual Show and Shine, the Automobile Driving Museum, El Segundo, CA, Steve Gartner 818-768-4641 sgartner@aol.com
- Sept 12:** 24th Annual Chicagoland British Car Festival, Oakton Community College, Des Plaines Campus, Des Plaines, IL, www.britishcarunion.com
- Sept 16 -19:** Northwest Meet hosted by Cascade Austin-Healey Club of Washington, Lake Chelan, WA, Walt & Zoe Harrison wzharrison@comcast.net, <http://cascadeahc.homestead.com/home.html>
- Sept. 17-19:** British Invasion, Stowe, VT, Paula Gaetano, 508-497-9655, pgaetano@britishinvasion.com, www.britishinvasion.com
- Sept 24-26:** Southeast British Car Festival, Dillard, GA, Larry Norton mgbnut1973@yahoo.com, www.peachtreemg.com
- Sept 24-26:** 20th Annual Rio Grando Valley Regional Rendezvous All British Car Meet, Ruidoso, NM, Kevin Kittle 505-345-4207, www.baooa.org
- Sept 25:** 30th Annual MGs on the Rock Car Show, Rocks State Park, MD, Richard Liddick 410-817-6862 RGL2MGBGT@aol.com, www.mgsofbaltimore.com
- Sept 25:** British Car Club Western NC's 11th Annual "Autumn in the Mountains", Jackson Park, Hendersonville, NC, Steve Miller, millerleft@charter.net, 828-667-3702, www.bccwnc.org
- Sept 25:** 13th Annual British Car Day, "Brits on the Beach 2010" hosted by the Positive Earth Driver's Club, Main Ave, Ocean Grove, NJ, 732-477-3878 PEDC@comcast.net www.pedc.org
- Oct 1-2:** 29th Annual British Car Show hosted by the Shenandoah Valley British Car Club, Ridgeview Park, Waynesboro, VA, Mark Harris 434-295-8469, www.SVBCC.net
- Oct 9-11:** Six Pack Trials, Oxford, OH, www.6-pack.org
- Oct 10:** 15th Annual Hunt Country Classic British Car Show, Willoughby Farm, Middleburg, VA 20115, www.mgcarclubdc.com
- Oct 16-23:** Penrite Mainland Classic Tour, Dunedin, New Zealand, ++64 3 4770800, mainland.classic@ihug.co.nz, www.mainlandclassic.co.nz
- Oct 30:** 12 Annual Brits at the Battleship Car Show, NC Battleship Park, Wilmington, NC, www.bmccf.org

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