



International 1000 Km
UK Fastest 100 mile
Record Holders



2016



Big Healey Performance Catalogue

Healey Specialists

the finest all-in-one facility

“ If you want the best, the quickest and most reliable car, there is no-one better.

If it's outright speed you need, we hold the record for
the fastest 100 miles in the UK ever, regardless of type of car!

Jeremy Welch, Managing Director.



You will always find a warm welcome at our Yoxall premises, near Burton-on-Trent, where we have specialised in classic cars for over 35 years, establishing a world renowned reputation for the specialist development of Austin Healeys and Jaguar E-Types.

In the 4 years since our last catalogue we have made significant investments in the business involving even greater use of CAD to help us to improve the design and functionality of many products. The addition of a new CNC lathe has enabled greater accuracy and consistency for products as well as reducing costs.



1955 'Works' 100S

The ex John Doulton car re-built for racing and returned to classic Le Mans.

This catalogue includes some of these products and explains what makes us 'The Healey Masters' as opposed to simply parts suppliers. We are committed to improving the products we offer and the range of services that our customers can benefit from.



DD300 'Works' Le Mans 3000

The famous ex John Chatham 'Works' car, rebuilt for racing and prepared by Denis Welch Motorsport.

Our staff have been extensively trained in the skills required to service and maintain these attractive and individual vehicles to the highest standards. Working with these cars on a daily basis increases our knowledge and as problems arise (such as constant failures of some ageing components) we devise new and improved

replacements. Utilising modern techniques, we manufacture in our own factory and outsource products, which are successful, but do not destroy the cars' impeccable heritage.



1965 'Works' Le Mans Sprite

Rebuilt by Denis Welch Motorsport and returned to Le Mans 25 years on. Top speed 147 mph.

It is our constant aim to provide the very best service available, whether for road, race or rally use. We believe that the many famous cars and champions we have helped towards success bear testament to our ambition to be:

'the very best partner, for you to achieve your ambitions'.



Ex John Gott 'Works' 3000

Just retrieved from a museum collection, currently being evaluated prior to rebuild.

We offer a comprehensive resource ranging from routine road car maintenance, bodywork, MOT testing, engine building and dyno testing, together with race preparation, support and development.

All this is backed by our parts manufacturing facility and fully-stocked store with worldwide mail order capability.

INDEX

4 Cylinder Engine	Page 12-21
6 Cylinder Engine	Page 22-31
Clutch	Page 32-33
Gearbox	Page 34-37
Overdrive	Page 38-39
Axle	Page 40-41
Exhaust	Page 42-44
Wellite Wheels	Page 45
Steering	Page 46-49
Front Suspension	Page 50-51
Rear Suspension	Page 52-53
Hubs	Page 54
Ignition	Page 56-58
Electrical	Page 59-61
Oil cooling	Page 62
Water cooling	Page 63
Oils, fluids and polishes	Page 64-65
Brakes	Page 66-70
Fuel	Page 71-75
Chassis New	Page 76-77
100S Specialist parts	Page 78-84
Miscellaneous	Page 85-89
Pit Bits & Regalia	Page 90-92
Location & Ordering	Page 94-95



Jeremy Welch and Martyn Corfield receive the International record certificates for the 6 FIA records held by the Healey Endurance Car, presented by the Chairman of the RAC.

Service

bodyshop, rebuilds
and performance

“ We have the longest, most successful racing pedigree of any preparation service in the Healey world. ”

Our customers are truly global - UK, USA, Germany, France, Italy, Australia and South Africa - even TVR's from Malaysia, they don't come all that way without good reason - they want the best!

All of our customers are important to us and few other companies match our passion for excellence, skill levels and resources. We offer a full service from 'season starter check-ups' (which are often the starting point for long term customer relationships) to the more exotic demands of a long distance race or international rallying. We have served some customers for over 30 years which is a testament to the level of satisfaction we achieve.

Our ambition is always to be the best in our field, and that means excelling at customer service.

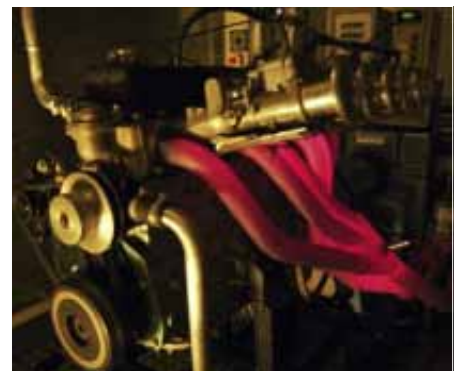


If your engine is at the stage where it requires re-building, why not consider an upgrade? Engines are a major strength at Denis Welch Motorsport and we have a large array of specialist parts, developed by us to enhance performance.

For the more spirited driver, we can offer a large array of options to improve cars:

- Handling conversions
- Oil leak kits, spin-on oil filter adaptations
- Disc brake and wire wheel conversions
- Aluminium cylinder heads and unleaded conversions
- Straight cut gearboxes and race clutches
- Standard and safety steering box conversions

These are complete Denis Welch products, designed and manufactured in our own factory.



Race track testing, specialist support and advice



DYNAMOMETER

To monitor the increasing power and develop ever more sophisticated cam and ignition systems, we have our own in-house Dynamometer facilities.

A purpose built, fly-by-wire controlled cell, sports a barrage of sensors to provide us with a huge amount of information on your engine's performance. This Dyno has been called 'the most sophisticated in classic racing' and we know that it enables us to give our customers the extra power they seek.

We are able to cater for more exotic engines in other marques as well, such as

Cosworth BDA and BDG's and American V8's, with power ratings up to 850 bhp and 14,000 rpm can be accommodated giving them our 'winning edge' too.

PRE-BUILD ADVICE

Customers often consult us before they get involved with a particular car or type of competition. This enables us to advise on choice of engine, cam, crank, gearbox or wheels etc. This often helps to avoid expensive oversights such as ensuring that 100/4 crankshafts are crack detected before being rebuilt as they are notoriously frail due to the long stroke of the engine.

DEVELOPMENT CONSULTANCY

For those interested in pushing the envelope even further, we offer a consultancy service for car development. Using up-to-date technologies puts us at the forefront of Historic Motorsport which helps to provide solutions for improved performance which can give that all important competitive advantage.



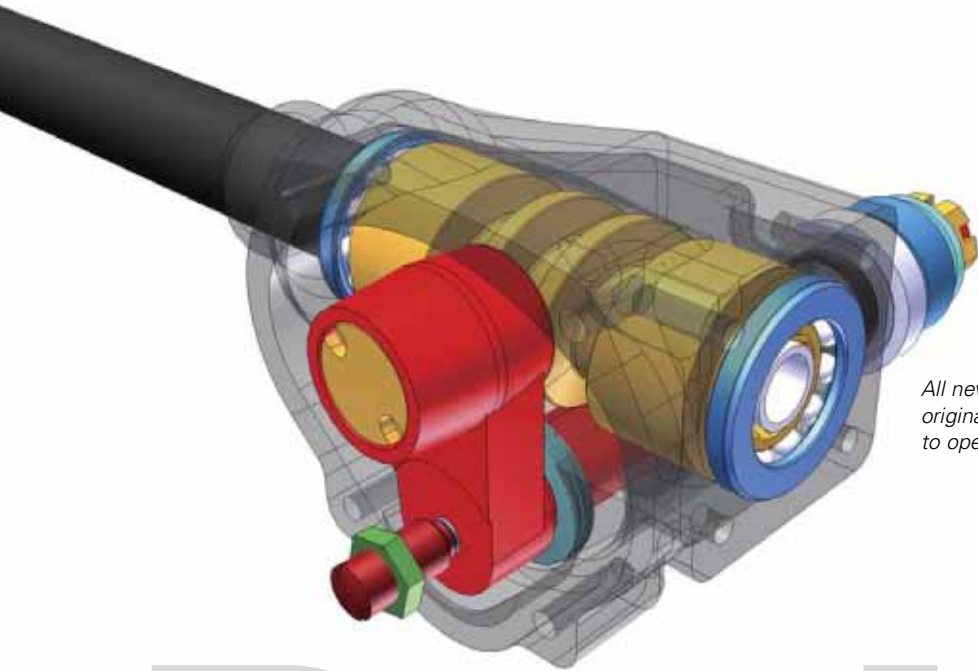
RACE SUPPORT & TRANSPORTATION

To win, you must have a car that is capable of fulfilling your talents as a driver.

To achieve that ambition you need a team of experts at your disposal both in the workshop and at the circuit.

We can transport your car and look after it over the weekend, so you can concentrate on the driving and having fun.

So – no matter what you require – we are here to help, to advise and to advance your dreams.



All new steering box design based on original drawings, with improvements to operational efficiency.

Design

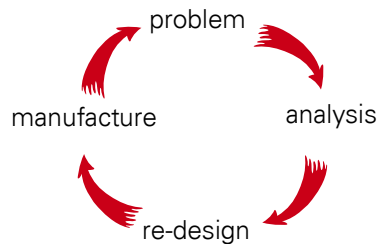
that improves the original

In our long experience, parts fail in competition for a variety of reasons, but there is always a cause and often a remedy. We have taken a pro-active attitude towards these issues for many years and re-engineered products to enable superior performance to the original part.

For example, the ball race clutch release bearing featured here has been used in racing for many years and the superior performance it provided was also useful for road use. So, we adapted it for economic production, in total 5 prototype designs were required before the item was deemed perfect for both applications and could be put into production.



This is now a standard engine improvement, available to all, but it demonstrates the way in which our process improves the breed.



The 100/4 timing cover opposite is another product that has been improved in its new form. For many years we had to source original covers, cut out the felt seal housing and weld in another housing for a modern lip seal, using a special jig. Now with a complete re-design and new tooling based on the original drawings, new items are being made with superb quality engineering,

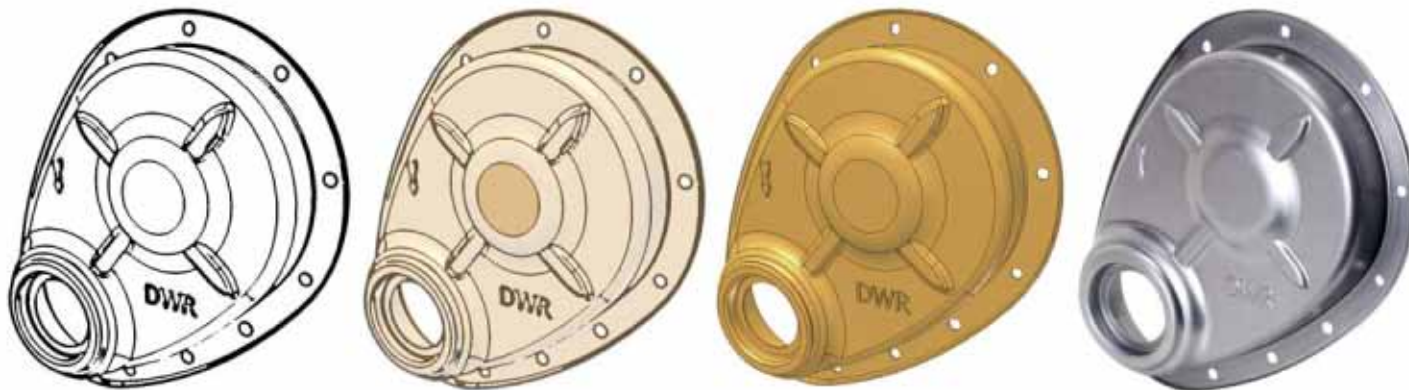
that are better than the original with the advantage of a seal that actually keeps the oil inside the engine, where it belongs.

In order to guarantee quality and reliability, it is our policy to control as many aspects of our product and service as possible. This is why we have developed a self-sufficient engineering factory, that is second to none. We find this especially necessary in the high-performance field.

That's why you should be sure you get a Denis Welch original - look for our logo.



Analysis ► Design ► Prototyping ► Manufacture



100/4 timing cover with neoprene lip seal to replace felt seal original - actually keeps the oil in the engine!



Developing and improving parts year on year isn't easy. It takes skill, experience and a lot of in-house facilities. That's what makes us unique.

Jeremy Welch, Managing Director.



Denis Welch steering box, manufactured to our exacting standards and assembled in our own UK factory.

Available in standard, and safety versions, high and STD ratio, LHD and RHD.

A better performing product, with a greater range of solutions than the standard factory offerings.

Manufacturing

quality control that maintains performance

As each year progresses, new challenges arise and Denis Welch Motorsport have recognised the need to have the ability to consistently manufacture, high quality engineered products, in ever increasing numbers. We have invested heavily in our machining equipment to facilitate this. Our factory has a fully equipped machine shop with crack detecting, pressure testing, precision and CNC lathes, folding and pressing equipment and a fabrication shop, as well as computer - controlled millers.

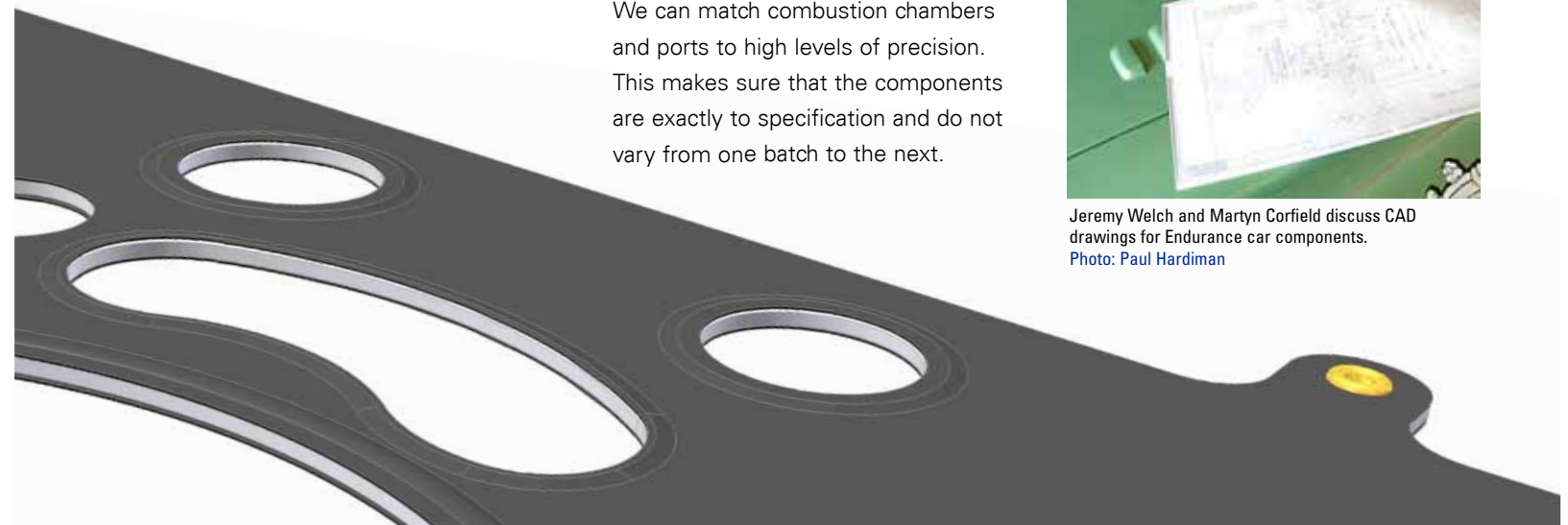
Our computer aided design capability has significantly increased and become ever more sophisticated. Recently we have acquired a 3-D printer to model components and prefit them onto cars prior to manufacture, this is also useful in developing patterns for castings so we can be assured that the quality is exactly as we want.

This has been assisted by our new CNC machining centre that machines complex components at up to 12,000 rpm with a huge array of specialist tools, to make complicated components such as cylinder heads and porting systems more consistently than ever before.

We can match combustion chambers and ports to high levels of precision. This makes sure that the components are exactly to specification and do not vary from one batch to the next.



Jeremy Welch and Martyn Corfield discuss CAD drawings for Endurance car components.
Photo: Paul Hardiman





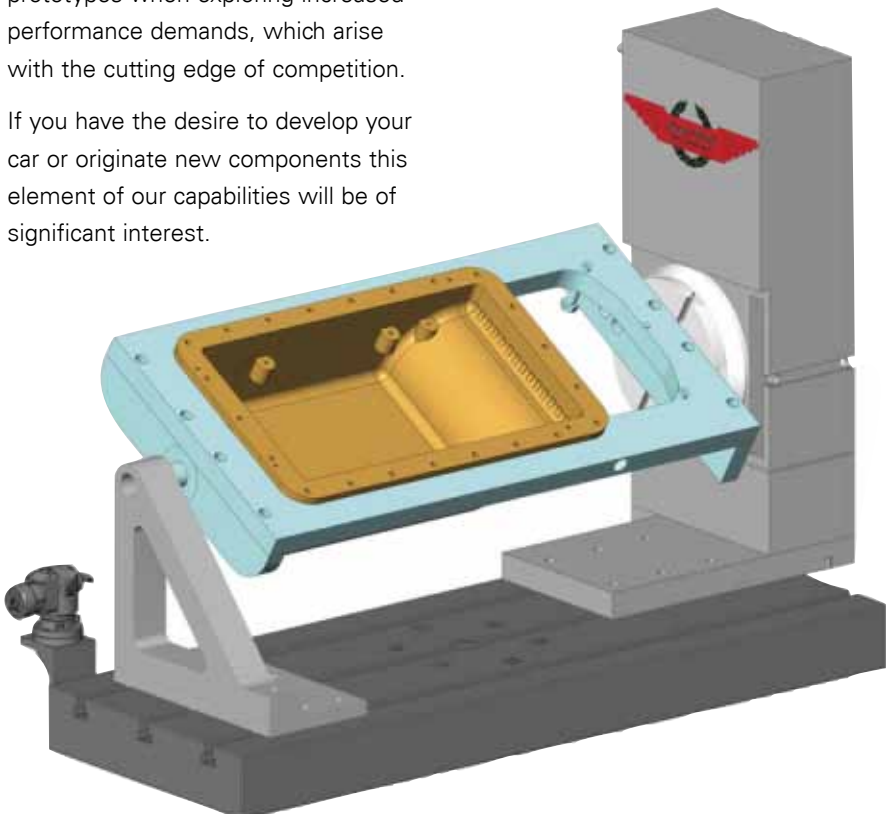
This complete design-to-manufacturing capability sets us aside from most component companies, in that we can design solutions and then produce precision engineered components to satisfy engineering problems.

This is vital to our ability to develop prototypes when exploring increased performance demands, which arise with the cutting edge of competition.

If you have the desire to develop your car or originate new components this element of our capabilities will be of significant interest.

With all these facilities under one roof, we have a considerable edge over our competitors:

- Problem solving and solution provision
- The ability to produce winners, when time is at its most precious





Stores

expanded by 1600 sq ft

We have a long standing ambition to provide the best solution to race problems, although our parts facility goes well beyond competition requirements.

We manufacture and stock a vast array of standard road-going parts and can usually fulfil orders the same day.

As a result of demand the Autumn of 2010 saw the Denis Welch Motorsport Stores Department undergo a huge re-development, extending the existing parts storage area by some 245% to accommodate the vast array of parts now available.

Then again in 2015 the stores was expanded, with the addition of a 1600 sq ft parts warehouse.

We now have an exemplary inventory of parts exceeding 260,000 items covering over 9,500 product lines, and backed by fully trained staff who are supported by a full e-commerce website with **UPS Carriage Cost Calculator** and secure online payment system with **HSBC World Pay**.

HSBC 



Each member of the team has a dedicated desk and area to ensure each order is processed quickly and efficiently, from initial order through to dispatch.

Our van frequently delivers to Northern Europe and customers can arrange pick up and delivery of heavy items - even whole cars can be catered for, by contacting us in advance to take advantage of beneficial carriage costs.

Many of our overseas customers make use of our fast, reliable mail order service as it is backed up by one of the worlds leading couriers - **UPS**.

We can advise and supply solutions to all your Healey problems



Talk to the people who know the marque well and can advise on the best solution.



Huge range - many parts made in house and not available elsewhere.



Extensive stock - most orders we can fulfil next day.

9,500 Product lines

You might be surprised at just how economic it is to use our mail order or online service.

Aftersales care is an important element of the service we offer, we are proud to lead this industry with the high level of product fitting instructions and technical advice offered by our staff as and when required. Our customers

value our wealth of knowledge and information and as a result we see them returning time and time again.

For further information please contact us on:

Tel: +44 (0)1543 472244

Fax: +44 (0)1543 472339

Email: sales@bighealey.co.uk

TIPS ON USING THIS CATALOGUE

Please note that where replacement parts are listed they are highlighted in red. These parts are included in the original item when purchased and so further purchases would be as spares.

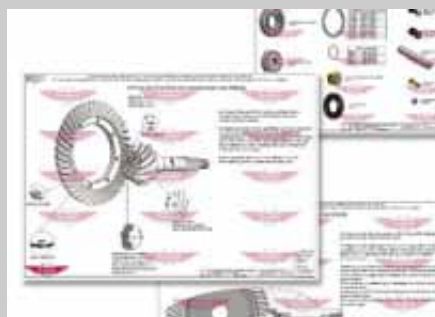
2015 sees even more stores capacity added with a further 1600 sq ft extension.



over 260,000 items in stock, collection and delivery available.



Deliveries and collections Worldwide, also regular van deliveries to Europe.



Complete fitting instructions, the best in the business, makes fitting much easier.



CAD designed for accurate fitting, don't waste your time with badly made parts.

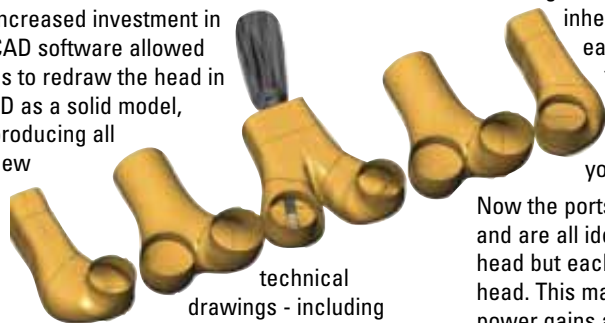


ALUMINIUM CYLINDER HEADS

After 17 years successfully producing our aluminium 100/4 cylinder heads, 4 years ago we took the decision to upgrade our product. By reinvesting in modern techniques we continue the development of this product to be the best on the market, thereby staying ahead of the competition in so many ways.

We went back to the drawing board and started with completely new CAD drawings to ensure accuracy and perfect detail in our product.

Increased investment in CAD software allowed us to redraw the head in 3D as a solid model, producing all new



technical drawings - including fully modelling and drawing the inlet and exhaust ports.

We further enhanced this 'design to manufacture' investment philosophy by including state of the art CAM software. This allowed us to plan the tool paths and write the machining program from a professionally designated drawing office, not the shop floor, linking these programs direct to the CNC machine, with a dedicated computer network.

Around 607,000 lines of code will download, just to machine the ports of a fast road 100/4 head with a continuous machining time of 5 hours and 20 minutes.

When it comes to machining, 2010 saw a huge upgrade to our capabilities with the acquisition of a brand new CNC machining centre.

This allowed us to fully machine the inlet and exhaust ports along their entire length, which involves around 5 hours of continuous machining – so no more hand gas flowing like the old days with its inherent inconsistencies making each head liable to variations in flow capability - this is now eliminated.

What we design, is what you get - every time.

Now the ports are machined with symmetry and are all identical, not only from head to head but each port along an individual head. This makes for considerably higher power gains and balanced performance, with the potential for each engine to give much more consistent power outputs than ever before.

We not only lead the Austin Healey market with this technology, we are at the very front of modern engine development offering this service to all makes and types of engine.

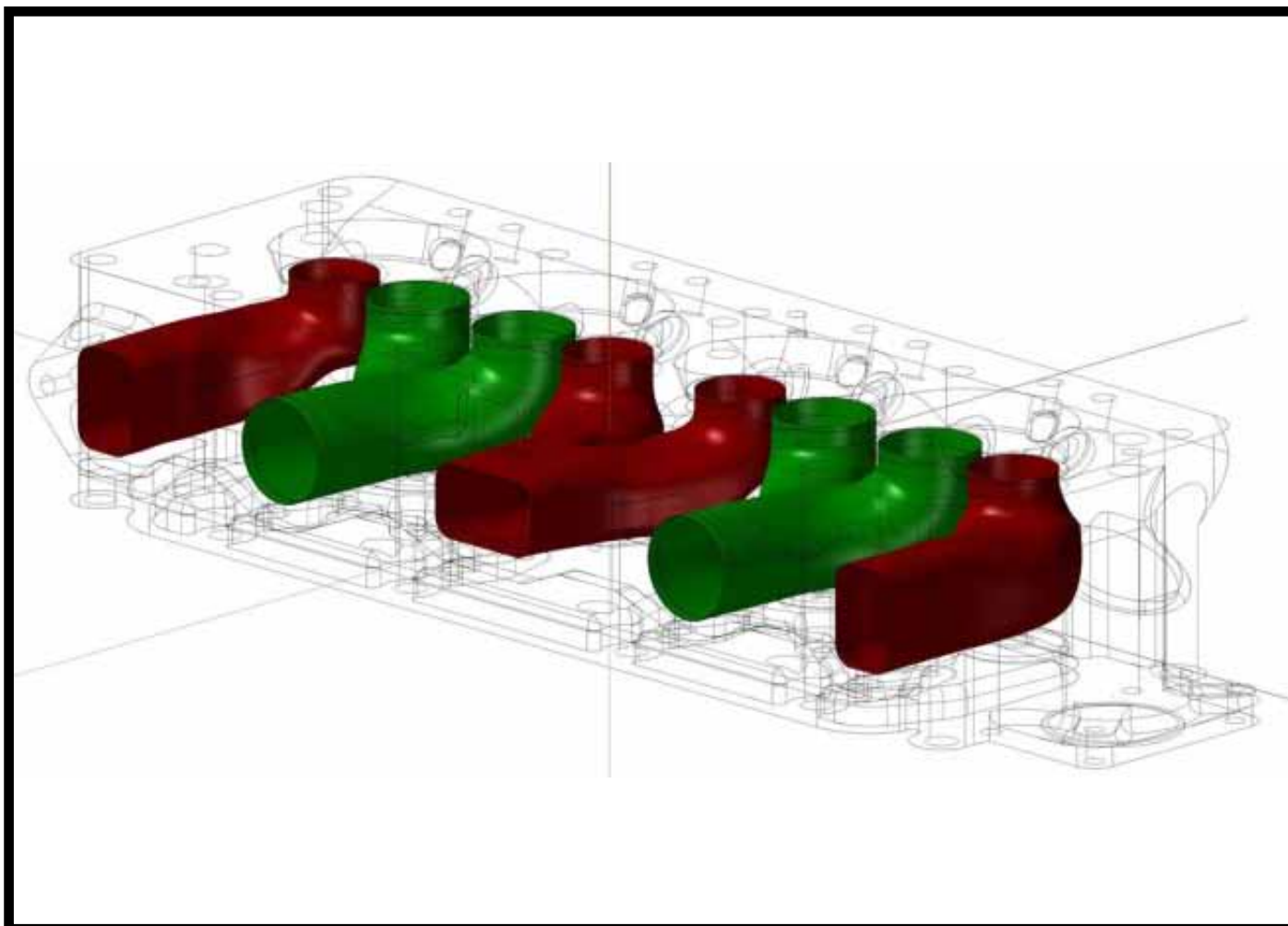
So whether you require a standard, fast road or full race head, there really is no better or more up to date version available on the market today.

Be sure to buy a Denis Welch Motorsport original...look for our logo!



BENEFITS OF OUR HEADS

- Fully CNC machined chambers
- Pressure tested water jacket
- Rocker and manifold stud kit included
- All heads totally interchangeable with all things standard
- Precision ground, replaceable lead free valve seats of the latest high grade material
- Fully inspected and assembled in-house
- CNC ported inlet manifolds match seamlessly



BARE HEAD

Fully machined bare head (as cast ports) with valve inserts fitted and semi-formed seats. Ready for you to supply and fit valve guides, cut seats, final skim head gasket face and assemble with your components.

(Must use 6 cylinder exhaust valves).

CENG495AB

£1495-00

STANDARD COMPLETE

Supplied ready assembled by us in our own factory. Bronze valve guides, stainless steel valves, steel valve top caps and heavy duty springs etc. All as listed on page 14. Head gasket face final skimmed giving a combustion chamber of 62cc as original.

CENG495AS

£1850-00

FAST ROAD COMPLETE

As 'Standard' with the addition of CNC machined ports, all symmetrical and matching. Aluminium valve top caps, competition valve springs and top hat stem seals. 62cc chamber volume.

CENG495AR

£2450-00

FULL RACE COMPLETE

As 'Fast Road' with larger CNC machined ports, for increased flow. The significantly larger exhaust ports are best suited to a large bore manifold gasket and big bore exhaust. They also benefit from dowel holes machined in the manifold face to match the inlet manifolds precisely to the ports. 62cc chamber volume.

Both inlet and exhaust ports are hand fettled after CNC machining to achieve the desired surface finish and gas flow characteristics.

CENG495AF

£2650-00

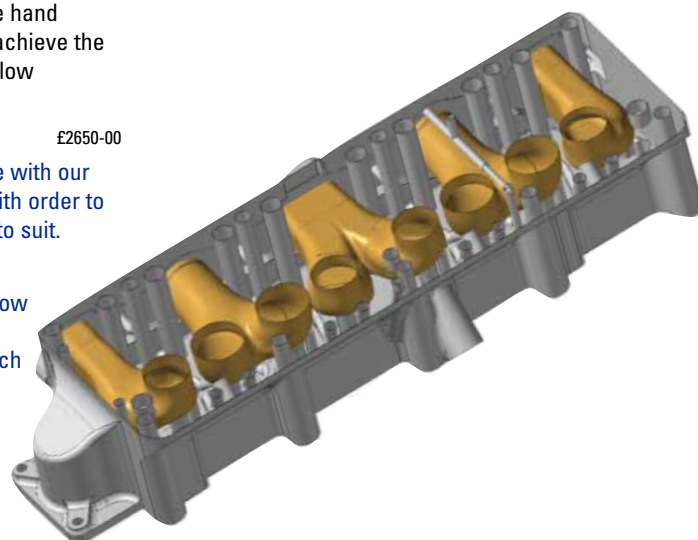
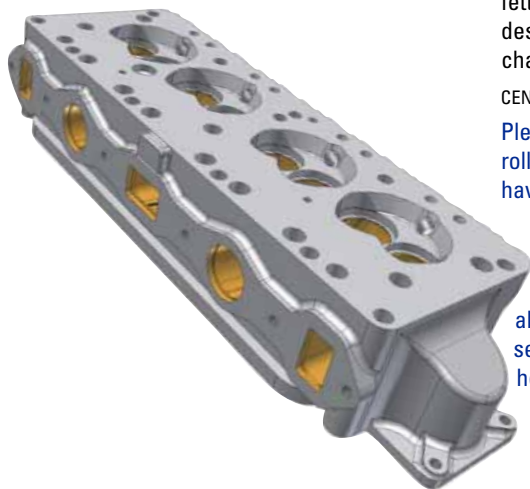
Please note – if intending to use with our roller rockers, please specify with order to have push rod holes machined to suit.

All our inlet manifolds are now also available CNC ported along with dowel holes to match seamlessly to our cylinder heads.

For further information and to view machining videos please visit our website –



www.cncporting.co.uk





COLISBRO-BRONZE VALVE GUIDES

These are essential in all engines with gas flowed ports whether aluminium or iron and engines converted to lead-free fuel. Precision turned with honed bores these should not require reaming after fitting. Colisbro material being of a copper colour should not be confused with the inferior yellow brass coloured cheaper alternatives.

CENG722	Bronze valve guide STR	each £9-95
CENG722A	Bronze valve guide Tapered	each £9-95
CENG722C	Valve guide circlip	each £0-19

VALVES

All our valves are made from one-piece forgings in 214N stainless steel with stellite tips and plasma nitrided stems for increased life. Suitable for both leaded and unleaded fuel. These are made to the lightest design using standard size stems and collets.

CENG720S	Standard size inlet	1.750" (44.5mm)	£16-95
CENG721S	3000 size exhaust	1.562" (39.7mm)	£16-95
CENG720	Large inlet	1.811" (46mm)	£19-95
CENG721	Large exhaust	1.614" (41mm)	£18-95

COMPETITION VALVE SPRING SET

These give increased seat and nose pressure. Please note: To fit these springs in the 100 it is necessary to use (CENG731 or ENG731) 3000 Top Caps

ENG525HD	Double springs to suit std. & 100M cams.	£24-50
CENG525	Single springs to suit higher performance cams.	£125-00

LIGHTWEIGHT VALVE TOP CAPS

These are manufactured from either top quality aircraft aluminium and are hard anodised or high grade steel and heat-treated, both are to suit 3000 size springs.

CENG731	Aluminium	each £7-95
ENG731	Steel	each £5-95

VALVE COLLETS

Due to the non-availability of good quality collets we have had these made to the highest tolerances from EN24T steel and heat-treated. Also direct replacement for the standard.

ENG733	Pair £3-95
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VALVE SPRING SHIMS

We have had these made specifically so that the race engines and badly worn road engines can have all the valve springs shimmed to the correct length. We have two sizes of bore diameter available to suit valve guides with or without circlips.

CENG725A	0.010" Thick	0.595" Bore	£0-52
CENG725B	0.015" Thick	0.595" Bore	£0-52
CENG725C	0.020" Thick	0.595" Bore	£0-52
CENG725G	0.010" Thick	0.640" Bore	£0-52

TOP HAT VALVE STEM OIL SEALS

A press fit onto the top of the valve guide. The black only fit with single-valve springs. The green with single or double.

CENG735	Black	each £1-09
CENG735W	Green	each £1-99



ROCKER OIL FEED PIPE

Faithful reproduction of the original.

ENG515	£29-50
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CYLINDER HEAD STUD SET

These are manufactured from the highest grade steel and heat-treated in order to have a greater resistance to stretching. Supplied with special nuts these help reduce head gasket problems.

CENG561 £76-50

HEAVY DUTY CYLINDER HEAD WASHERS

A must when using an aluminium head, although also recommended for iron heads.

CENG762 each £1-25

COMPETITION HEAD GASKET

The very latest design using modern manufacturing techniques means this three layer all steel gasket is the best on the market. It has been made solely for us on dedicated tooling at considerable expense. Whether used on high compression race engines or simply to stop the constant water leaks down the distributor side of a standard engine, this is more than adequate to do the job. Being the same thickness as original it does not change the compression ratio and suiting bores up to 3.562" (90.5mm) diameter. This gasket may also be re-used up to three times.

CENG401A £169-95



RIBBED ALUMINIUM ROCKER COVER

Finished in crackle black and highlighted with our motif. They are complete with polished Monza quick action filler cap and all fittings. They were designed to give extra clearance for rocker gear, especially on engines with high-lift cams.

CENG536 £185-00

ROLLER ROCKER KIT

Comprising of roller rocker arms made from aircraft specification aluminium, offset steel posts, spacers and shaft. These are fully assembled, ready to fit to the engine (the push rod holes require machining a little for clearance). They are considerably lighter and higher ratio than the standard and therefore not only reduce valve guide wear they also give increased valve lift (1.65:1 theoretical ratio).

CENG502K £675-00

Replacement parts

XCENG502S Roller rocker shaft £75-00

CENG702A Adjuster screw £9-50

CENG702B Lock nut £2-00

STEEL ROCKER PEDESTALS AND SPACERS

These are much stronger than the standard aluminium ones and stop the rocker shaft from flexing and fretting. The spacers hold the rockers firm, stopping them from moving up and down the shaft.

CENG508 £120-00

TUFTRIDED ROCKER SHAFT

CENG500 £29-50

TAPPET ADJUSTER SCREW

We have reproduced these to the original design with increased high quality 3/8" BSF thread.

ENG503 Tappet adjuster screw £7-95

ENG504 Lock Nut £0-80

BIG BORE MANIFOLD GASKET

Top quality material with larger port holes.

CENG546 £16-00

All other gaskets available separately.

MANIFOLD BLANK COVER

Protect your engine whilst in transport or storage

ENG546B BN1- BN2 £4-64





CAMSHAFTS

In 2003 we totally revised not only the way we sell our camshafts but also the design and manufacturing. We now only sell camshafts packaged complete with followers and cam lube for assembly. There are considerable differences between new and reground cams so the decision should be taken carefully.

PROFILES

DWR 1 profile is the only camshaft which will fit without any valve pocket reliefs. This profile is similar to the original 100M cam and so works well in any standard or mildly tuned car.

DWR 2 profile is high lift with 300 degrees duration (may require valve pockets). This profile is very similar to the original 'Works' profile and ideal for race and rally cars.

DWR 4 profile is our 100S interpretation with 278 degrees duration. Which puts it midway between our 1 and 2 in performance terms and very suitable for a Mille Miglia type rally 100/4 or 100S.

FOR CAM TIMING CHARTS SEE OUR WEBSITE

REMEMBER Prices include followers and cam lube, but not pushrods.

NEW CAMSHAFTS

Manufactured to the original specifications with original lobe position. The oil feed to the centre journal is as standard and the lobes are made as large as possible to reduce wear. Using the best material available for long life and fully heat treated. Also now available as a Billet Blank for final profiling and heat treatment to your specification, by ourselves or your cam grinder.

ENG456/1	DWR 1 100M	£465-00
SCENG456/4	DWR 4 100S	£465-00
CENG456/2	DWR 2 Race / Rally - 300 degree	£465-00
CENG456B	Billet blank camshaft	£329-00

EXCHANGE CAMSHAFTS

Reground old units limit the lobe size and position, with this in mind we only accept old units which have not been reground before, both on the lobes and journals. Using the original material we heat-treat these to the best limits available.

ENG457/1	DWR 1 100M	£245-00
SCENG457/4	DWR 4 100S	£245-00
CENG457/2	DWR 2 Race / Rally - 300 degree	£245-00

MODIFIED CAM FOLLOWERS

These new cam followers are modified in our machine shop to increase lubrication to the cam lobes and also help the cam follower run lighter, as they will not fill with oil.

CENG640 each £10-82

STEEL CAM THRUST PLATE

These are much stronger than the original bronze type and are a direct replacement. They will not break and wear much better.

CENG654 £18-95

VERNIER STEEL CAMSHAFT SPROCKET

These give you the advantage of adjusting the camshaft timing accurately.

CENG649V £147-20

COMPETITION ENDLESS TIMING CHAIN

Top quality chain made to our specification.

CENG648 For normal road or race engines. £29-95

CENG648R For very aggressive drivers (may whine a little) £38-15

"the chain that is not the driver"



100M PISTONS

These Die Cast pistons are made specially for us by Omega, one of Britain's leading competition piston

manufacturers. They have the original 100M dish of 14cc which will give a compression ratio of approximately 8.5:1 providing the cylinder head and block have not been skimmed. Being lighter and having a better design than the original these are stronger for performance use and quieter for road cars as well. We have used metric sizes in order to take advantage of the latest ring technology and reduce crank case pressure. They are supplied with gudgeon pins to suit standard clamp conrods (gudgeon pins for fully floating rods available to order). The sizes stated are the actual bore sizes, all clearances have been allowed for on the piston.

CENG409	88mm (3.4646")	set £395-00
CENG410	88.5mm (3.4843")	set £395-00
CENG411	89mm (3.5039")	set £395-00

Replacement Parts

CENG413	88mm ring pack	per piston £31-00
CENG414	88.5mm ring pack	per piston £31-00
CENG415	89mm ring pack	per piston £31-00
CENG409C	Clamped gudgeon pin	each £19-95

FLAT TOP PISTONS

Forged by Omega for maximum strength, these give an approximate compression ratio of 10.5:1. The crown is of sufficient thickness to allow a 6cc dish to be machined in if a slightly lower compression ratio is required. They are supplied with plain gudgeon pins to suit fully floating con rods (gudgeon pins for standard clamp rods available to order).

CENG409F	88mm (3.4646")	set £495-00
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Replacement Parts

CENG413/3	Chrome top ring	£9-95
CENG413/7	2nd ring	£8-65
CENG413/10	Oil ring	£12-65
CENG409G	Floating gudgeon pin	£16-95

CYLINDER LINERS

Good quality cast iron, straight plain liners, available in three sizes, all require shortening. Dimensions approximate.

CENG417B	3.543" OD 3.346" ID 9.0" Long (90.00x85.0x228mm)	£40-00
CENG417	3.562" OD 3.375" ID 9.0" Long (90.47x85.73x228mm)	£40-00
CENG417A	3.597" OD 3.441" ID 8.15" Long (91.36x87.4x207mm)	£40-00



STEEL CRANKSHAFT

Made from EN40B and Nitride hardened. This steel crankshaft is made with the 'Works' type 8 bolt fixing for the flywheel and is also ground ready for our rear oil seal kit. Requiring no additional machining to fit as it uses the standard main bearings and original 111.1mm stroke. It can only be used with our Steel Con Rod Set CENG432R.

For the person who wants the ultimate in performance, these obviously strengthen the bottom end considerably and mean that the engine can be revved safely to very high limits.

CENG432K	Crankshaft	£2150-00
CENG419	Big end bearings to suit std. size	£34-87
CENG419R	Heavy duty big end bearings to suit std. size	£82-40

STEEL CON ROD SET

These are English made from forged billets and fully machined in H-beam style to suit conventional fully floating little ends and can therefore only run with pistons that contain circlip grooves (i.e. our pistons CENG409, CENG410, CENG411 & CENG409F). These are considerably lighter and stronger than standard ones.

CENG403	Suits standard crank.	£1475-00
CENG432R	Suits our steel crank.	£1175-00

Replacement Parts

CENG605	Rod bolt	each £12-95
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REAR CRANKSHAFT OIL SEAL CONVERSION KIT

When fitting this kit to the 100 it will require some machining to the crankshaft and cylinder block, therefore can only be fitted during a total engine rebuild. Although full instructions are supplied it is recommended that this kit is fitted by us or a qualified engineer. (A 4.2mm Drill & M5 Tap is also required).

It is worth spending the money as, when fitted correctly, it really does stop those annoying oil leaks.

CENG590	Crankshaft oil seal kit	£59-50
CENG850D	4.2mm drill	£1-95
CENG850T	M5 tap	£10-60

Replacement parts

CENG850S	Seal & grease	£12-95
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ALUMINIUM ENGINE BACK PLATE

These are much lighter and stronger than standard and are CNC machined in our own factory to clear our rear crank oil seal kit. Two types available, to suit original 4 cyl. mechanical clutch bellhousing or 6 cyl. hydraulic clutch bellhousing.

CENG402	To suit std. mechanical clutch	£95-00
CENG402A	To suit hydraulic clutch	£95-00



Note: Other products on the market use Laser or water jet cutting, this cannot achieve the tight tolerances required for these back plates.

Check before you buy!

LIGHTENED FLYWHEEL (EXCHANGE)

Due to the long stroke characteristics of the 100 engine the flywheel can be lightened substantially with no noticeable loss of torque or detriment to smooth running. This makes the engine more willing to rev quicker and higher with an all round improvement in performance on a standard or fast road car.

Supplied to suit original 2 or 3 dowel clutch.

CENG435A	Not balanced	EXCHANGE	£145-00
CENG435AB	Balanced	EXCHANGE	£165-00

STEEL FLYWHEELS

These are machined from a solid billet to different specifications to suit either a 7.25" twin plate race clutch or the 9.5" organic clutch with 2 or 3 dowels, also to suit the 'Works' 8 or 4 bolt crank fixing. Both have considerable lightening holes where possible, the one to suit the race clutch also only accepts a thin ring gear.

CENG635S0	8 Bolt, organic	£295-00
CENG635SR	8 Bolt, race	£475-00

LIGHTWEIGHT STARTER RING GEAR

We have had these specially made so the flywheel can be lightened even more. 0.375" thick and weighing only 1.1 kgs, they give a 40% weight saving. (Only recommended with our X27 pre-engaged starter see p61).

CENG6635	£74-95
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COMPETITION CRANK SUPER DAMPER

We import these special crankshaft dampers directly from the USA and produce our own pulley/boss to fit the Healey engine. They will stand much higher revs and absorb the harmonics from the engine. These must be used in conjunction with narrow belt pulleys see p20.

A must for full race and beneficial to a fast road specification.

CENG6643	Super damper	£305-00
CENG6643P	Pulley/boss	£109-95

Replacement Parts

CENG6643R	'O' ring overhaul kit	£69-00
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We stock undersize crank sprockets and super damper pulleys for instances where the crank nose requires grinding smaller to rectify damage.



ALUMINIUM FLYWHEEL

English manufactured to our design, the quality of these is outstanding. Fully assembled with steel friction ring fitted and a thin ring gear grub screwed on. To suit 2 or 3 dowel Organic or Paddle clutches and the 'Works' 8 bolt or 4 bolt crank fixing. Ideal for Rally, Fast Road or Sprint cars which wish to retain the large diameter clutch with the lightest of flywheels. Should be installed using our flywheel bolts and washers, also a 27mm offset pre-engaged starter motor is recommended see p61.

CENG636A0G 8 Bolt, organic £495-00

CORE PLUG STRAP KIT

This kit is designed to fit across the core plugs to stop them blowing out when under high stress from race or rally conditions.

CENG570 £19-50

DISTRIBUTOR DRIVE GEAR

Reproduction of standard.

ELI156 £105-00

HEAVY DUTY LITTLE END CAP SCREWS

High quality cap-head screws to maintain constant clamp load of the gudgeon pin.

CENG406 Set of four £3-95

FLYWHEEL WASHERS

Extra heavy duty washers should be used with aluminium flywheels.

ENG637W Individual washer each £1-25



STEEL MAIN BEARING CAPS

These steel semi-finished main caps require final grinding on width to suit your cylinder block and then line boring/honing both of which can be done by Denis Welch Motorsport if you wish.

CENG490 Set £475-00



LIP SEAL FRONT COVER

Fabricated from the original pressed steel front cover with a housing for a proper Nitrile lip seal. Also available with a removable inspection cover to change the cam timing if using our vernier cam sprocket. Ideal for rolling road or Dyno tuning.

Now also available outright from extremely high quality brand new pressings, these fit as the originals.

NEW

CENG580AN Lip seal cover £ 135-00

CENG580N Lip seal & inspection cover £165-00

EXCHANGE

CENG580A Lip seal cover £ 97-95

CENG580 Lip seal & inspection cover £128-75

Replacement parts

ENG782 Lip seal £2-95

XCENG7800 'O' ring £0-85





ALUMINIUM SUMP

These are very strong, giving the block extra strength. The fins on the underside also help oil cooling. They will stand more abrasion than the original steel ones and have mountings to bolt in baffles.

Supplied complete with bolts.
CNC machined in house.

CENG467S £185-00

Replacement parts

CENG467W Copper washer £0-60

BOLT-IN SUMP BAFFLE

Two baffles and bolts. Only suits aluminium sump.

CENG467B £22-00

METAL FLEXI-HOSE

Replacement for original copper pipe which runs between the oil pump and the block. These are susceptible to metal fatigue resulting in loss of oil pressure and major engine damage. Change it now!

CENG465 £36-95

OIL PUMP

Manufactured by ourselves to our usual high standard.

(Supplied without drive shaft)

ENG466 £225-00

OIL PUMP DRIVE SHAFT

Reproduction of standard.

ENG465 £135-00

NARROW FAN BELT CONVERSION KIT

Designed to eliminate the vibration problems at high revs caused by the original wide fan belt. This kit consists of an aluminium deep 'V' water pump pulley, aluminium deep 'V' dynamo pulley, cast iron crankshaft pulley and cogged fan belt to suit.

This kit is to suit the original dynamo, the pulleys are available separately if using an alternator.

CENG591 £195-00

Replacement parts

CENG442 Crank pulley £69-50

CCHT130 Water pump pulley £79-50

CCHT137 Fan belt £7-45

CELG187 Dynamo pulley £49-50

SPIN-ON OIL FILTER CONVERSION KIT

Our adapter replaces the complete oil filter housing at the block which then accepts the modern spin-on filter, thus making changing the oil filter a much easier and cleaner job. Also helps fitment of oil coolers. The modern design also has much improved filtration and includes a magnet within it.

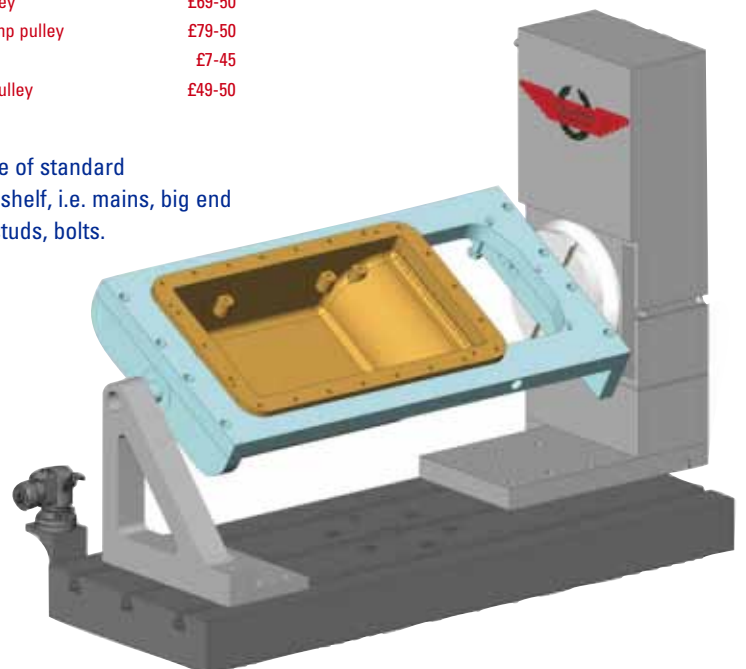
CENG489K £38-50

Replacement parts

CENG688 Spin-on filter only £6-95

ENG696 Gasket £0-45

We keep a full range of standard components on the shelf, i.e. mains, big end bearings, gaskets, studs, bolts.





MAIN STUDS & NUTS

Longer, heavy duty studs to suit nyloc nuts.

ENG439	Nyloc nut	each	£2-65
CENG430S	Stud	each	£9-95
CENG430W	Spring washer	each	£0-18

CRANK OIL RESTRICTORS

Reproduction of standard brass item in two sizes. A necessary item to replace if heat treating the crank or thoroughly cleaning it.

CENG633B	Standard size	each	£1-95
CENG633D	0.002" oversize	each	£2-25

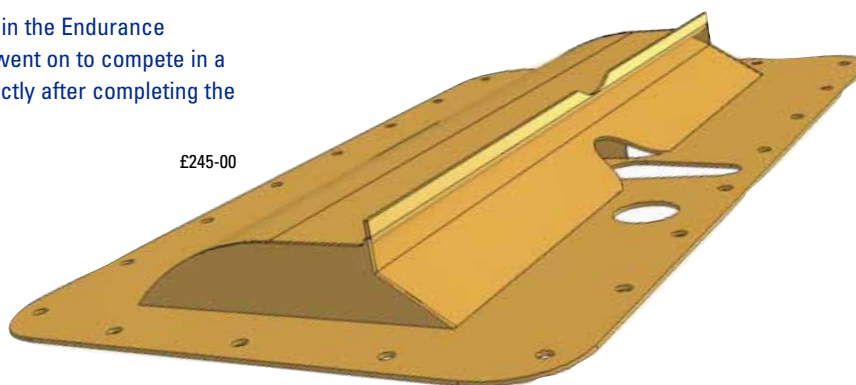
WINDAGE TRAY

Looking for the last few horse power, scrape away the oil mist from around the crank with this modern race engine trick. Designed to fit with either a steel crank and rods, or the original and our aluminium sump. Only an extra sump gasket required as this sandwiches between the sump and cylinder block.

As proven with use in the Endurance Record Car, which went on to compete in a seasons racing directly after completing the 1000km run.

CENG467T

£245-00



CRANKSHAFT PULLEY

Reproduction of standard.

ENG442			£69-50
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WATER PUMP TUBE NUT

Reproduction of standard.

CHT124B		each	£4-75
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OIL PUMP STRAINER

Now available in two depths.

ENG463	Standard		£52-50
CENG463	To suit aluminium sump		£52-50

LIGHTENED CRANKSHAFT SPROCKET

The originals are made of soft cast iron, ours are made to our own specification from steel billets and heat treated to within close limits, for long life and weight saving.

CENG640		£54-95
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We stock undersize crank sprockets and damper hubs for instances where the crank nose requires grinding and undersizing.

OIL PUMP LOCATING NUT & SCREW

Reproduction of standard.

CENG466A	Nut		£9-95
CENG466	Screw		£8-45

TACHO DRIVE BUSH

Reproduction of standard.

ENG490	Bush		£32-96
ENG789	Seal		£3-25
ENG789B	Retaining ring		£9-95

TACHO DRIVE HOUSING

Reproduction of standard.

ENG491			£120-00
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TACHO DRIVE GEAR

Reproduction of standard.

ENG492			£92-50
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COMPETITION CRANK NUT

Top quality steel with no starter dog.

CENG646		each	£12-95
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ALUMINIUM CYLINDER HEADS

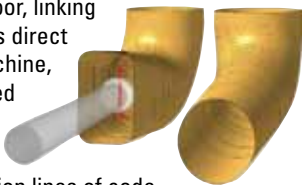
After 17 years successfully producing our aluminium cylinder heads, 4 years ago we took the decision to upgrade our product. By reinvesting in modern techniques we continue the development of this product to be the best on the market, thereby staying ahead of the competition in so many ways.

We went back to the drawing board and started with completely new CAD drawings to ensure accuracy and perfect detail in our product.

Increased investment in CAD software allowed us to redraw the head in 3D as a solid model, producing all new technical drawings - including fully modelling and drawing the inlet and exhaust ports.

We further enhanced this 'design to manufacture' investment philosophy by including state of the art CAM software. This allowed us to plan the tool paths and write the machining program from a professionally designated drawing office, not the shop floor, linking these programs direct to the CNC machine, with a dedicated computer network.

Around 1.5 million lines of code will download just to machine the ports of a fast road 3000 head with a continuous machining time of 13 hours.



When it comes to machining 2010 saw a huge upgrade to our capabilities with the acquisition of a brand new CNC machining centre.

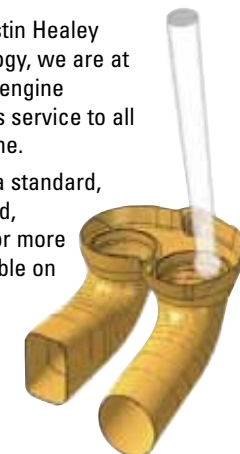
This allowed us to fully machine the inlet and exhaust ports along their entire length, which involves around 13 hours of continuous machining – so no more hand gas flowing like the old days with its inherent inconsistencies making each head liable to variations in flow capability – this is now eliminated.

What we design, is what you get - every time.

Now the ports are machined with symmetry and are all identical, not only from head to head but each port along an individual head. This makes for considerably higher power gains and balanced performance, with the potential for each engine to give much more consistent power outputs than ever before.

We not only lead the Austin Healey market with this technology, we are at the very front of modern engine development offering this service to all makes and types of engine.

So whether you require a standard, fast road or full race head, there really is no better or more up to date version available on the market today.

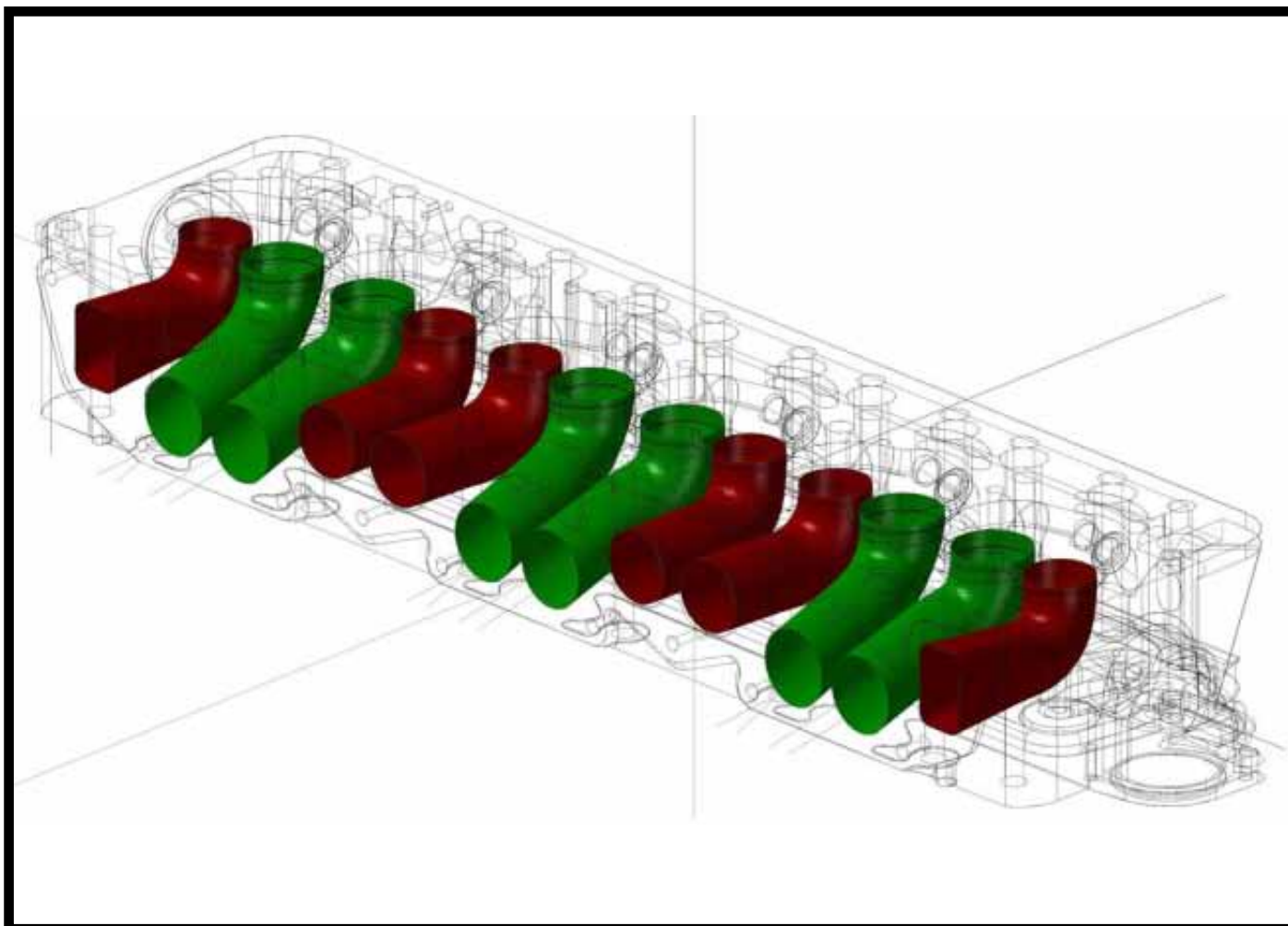


Be sure to buy a Denis Welch Motorsport original...look for our logo!



BENEFITS OF OUR HEADS

- Fully CNC machined chambers
- Pressure tested water jacket
- Rocker and manifold stud kit included
- All heads totally interchangeable with all things standard
- Precision ground, replaceable lead free valve seats of the latest high grade material
- Fully inspected and assembled in-house
- CNC ported inlet manifolds match seamlessly
- The only new cylinder head available today in the FIA yellow book to be allowed under FIA regulations



BARE HEAD

Fully machined bare head (as cast ports) with valve inserts fitted and semi formed seats. Ready for you to supply and fit valve guides, cut seats, final skim head gasket face and assemble with your components. Totally interchangeable with all things standard.

CENG999AB £1950-00

STANDARD COMPLETE

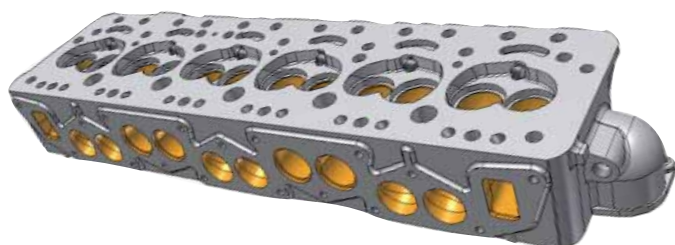
Supplied ready assembled by us in our own factory. Bronze valve guides, stainless steel valves, steel valve top caps and heavy duty springs etc. All as listed on page 24. Head gasket face final skimmed giving a combustion chamber of 52cc as original.

CENG999AS £2250-00

FAST ROAD COMPLETE

As 'Standard' with the addition of CNC machined ports, all symmetrical and matching. Aluminium valve top caps, competition valve springs and top hat stem seals. 50cc chamber volume to slightly increase the compression ratio.

CENG999AR £2950-00



FULL RACE COMPLETE

As 'Fast Road' with larger CNC machined ports, for increased flow. They also benefit from dowel holes machined in manifold face to match the inlet manifolds precisely to the ports.

Both inlet and exhausts ports are hand fettled after CNC machining to achieve the desired surface finish and gas flow characteristics. 46cc chamber volume for increased compression ratio.

CENG999AF £3250-00

Please note – if intending to use with our roller rockers, please specify with order to have push rod holes machined to suit. Any chamber volume available if specified with order.

All our inlet manifolds are now also available CNC ported along with dowel holes to match seamlessly to our cylinder heads.

For further information and to view machining videos please visit our website –



www.cncporting.co.uk

IRON HEADS – EXCHANGE

STANDARD COMPLETE

An original head reconditioned with all new components from page 24 and unleaded valve seats fitted. Head gasket face ground and 52cc chamber volume for standard compression.

CENG990A £995-00

Surcharge on old unit £500-00

FAST ROAD

As above with gas flowed ports, a blend of CNC porting and hand gas flowing. 48cc chamber volume for slightly increased compression ratio.

CENG990 £1650-00

Surcharge on old unit £500-00



VALVES

All our valves are made from one-piece forgings in 214N stainless steel with stellite tips and plasma nitrided stems for increased life. Suitable for both leaded and unleaded fuel. These are made to the lightest design using standard size stems and collets.

CENG720S	Standard size inlet 1.750"(44.5mm)	£16-95
CENG721S	3000 size exhaust 1.562"(39.7mm)	£16-95
CENG720	Large inlet 1.811"(46mm)	£19-95
CENG721	Large exhaust 1.614"(41mm)	£18-95

COLISBRO-BRONZE VALVE GUIDES

These are essential in all engines with gas flowed ports whether aluminium or iron and engines converted to lead-free fuel. Precision turned with honed bores these should not require reaming after fitting. Colisbro material being of a copper colour should not be confused with the inferior yellow brass coloured cheaper alternatives.

CENG722	Bronze valve guide STR	each £9-95
CENG722A	Bronze valve guide Tapered	each £9-95
CENG722C	Valve guide circlip	each £0-19

COMPETITION VALVE SPRING SET

These give increased seat and nose pressure.

ENG725HD	Double springs to suit std. & Fast road cams.	£36-75
CENG725	Single springs to suit our race cams.	£185-00

VALVE SPRING SHIMS

We have had these made specifically so that the race engines and badly worn road engines can have all the valve springs shimmed to the correct length. We have two sizes of bore diameter available to suit valve guides with or without circlips.

CENG725A	0.010" Thick	0.595" Bore	each £0-52
CENG725B	0.015" Thick	0.595" Bore	each £0-52
CENG725C	0.020" Thick	0.595" Bore	each £0-52
CENG725G	0.010" Thick	0.640" Bore	each £0-52

ROCKER OIL FEED PIPE

Faithful reproduction of the original.

ENG712	£29-50
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VALVE COLLETS

Due to the non-availability of good quality collets we have had these made to the highest tolerances from EN24T steel and heat-treated. Also direct replacement for the standard.

ENG733	pair £3-95
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TOP HAT VALVE STEM OIL SEALS

A press fit onto the top of the valve guide. The black only fit with single-valve springs. The green with single or double.

CENG735	Black	each £1-09
CENG735W	Green	each £1-99



LIGHTWEIGHT VALVE TOP CAPS

These are manufactured from either top quality aircraft aluminium and hard anodised red, or high grade steel and heat-treated.

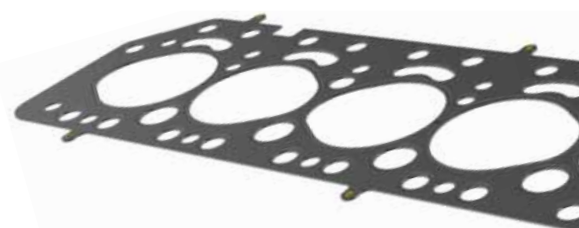
CENG731	Aluminium	each £7-95
ENG731	Steel	each £5-95

COMPETITION HEAD GASKET

With the loss of British made Payen Gaskets and now only cheap imitations to choose from, we decided to invest in the very latest design. Using modern manufacturing techniques means this three layer all steel gasket is the best on the market. It has been made solely for us on dedicated tooling at considerable expense in Japan.

Whether used on high compression race engines or simply to ensure your road car is reliable, this is more than adequate to do the job. Being 0.039" (1.0mm) thick the same thickness as original it does not change the compression ratio and suiting bores up to 3.366" (85.5mm) diameter. This gasket may also be re-used up to three times.

CENG602A	£225-00
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HEAVY DUTY CYLINDER HEAD STUDS

These are manufactured from the highest grade steel and heat-treated in order to have a greater resistance to stretching, thus helping to reduce head gasket problems. The waisted design gives a greater clamp load as the gasket compresses.

CENG760W each £6-50

HEAVY DUTY CYLINDER HEAD WASHERS

A must when using an aluminium head, although also recommended for iron heads.

CENG762 each £1-25

HEAVY DUTY CYLINDER HEAD NUTS

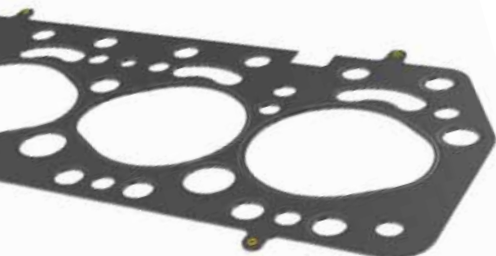
A replacement for the standard with increased quality.

CENG562 each £1-56

RIBBED ALUMINIUM ROCKER COVER

Finished in crackle black and highlighted with our motif. They are complete with polished Monza quick action filler cap and all fittings. Designed to give extra clearance for rocker gear, especially on engines with high-lift cams.

CENG736 £195-00



ROLLER ROCKER KIT

Comprising of roller rocker arms made from aircraft specification aluminium, offset steel posts, spacers and shaft. These are fully assembled, ready to fit to the engine (the push rod holes require machining a little for clearance). They are considerably lighter and higher ratio than the standard and therefore not only reduce valve guide wear they also give increased valve lift (1.65:1 theoretical ratio).

CENG702K £945-00

Replacement parts

XCENG702S	Rocker shaft	£95-00
CENG702A	Adjuster screw	£9-50
CENG702B	Lock nut	£2-00

TUFTRIDED ROCKER SHAFT

We have these specially heat-treated to give longer life under high performance conditions.

CENG700 £33-78

BIG BORE MANIFOLD GASKET

Top quality material with larger port holes.

CENG759 each £19-00

MANIFOLD BLANK COVER

Protect your engine whilst in transport or storage.

ENG759B 3000 £4-95



STEEL ROCKER PEDESTALS AND SPACERS

As used by 'Works' Healeys. These are much stronger than the standard aluminium ones and stop the rocker shaft from flexing and fretting. The spacers hold the rockers firm, stopping them from moving up and down the shaft.

CENG707 set £180-00

TAPPET ADJUSTER SCREW

We have reproduced these to the original design with increased high quality $\frac{3}{8}$ " UNF thread.

ENG703	Adjuster screw	each £7-95
ENG704	Lock Nut – std	each £0-25
CENG702N	Lock Nut – light weight	each £1-45



Healey 3000 engine gets put through its paces on our Dynamometer.



CAMSHAFTS

In 2003 we totally revised not only the way we sell our camshafts but also the design and manufacturing. We now only sell camshafts packaged complete with followers and cam lube for assembly. We offer the choice of our bucket or standard type cam followers, please specify when ordering (pushrods not included). There are considerable differences between new and reground cams so the decision should be taken carefully.

NEW CAMSHAFTS

The relative positioning and relationship between cam and follower is unique to our design in order to promote follower rotation at low rpm. These camshafts are also gun drilled through their entire length, with oil feed holes in each lobe base circle and the oil pump drive gear, thus giving a positive pressure fed oil feed to every hard working part of the cam and follower. The material used is the best available for long life and is fully heat-treated with the lobes made as large as possible to reduce wear. Also now available as a Billet Blank for final profiling and heat treatment to your specification, by ourselves or your cam grinder.

ENG656/1	DWR 1 Mild Road	£595-00
CENG656/8	DWR 8 Fast Road / Mild Rally	£595-00
CENG656/2	DWR 2 Race / Rally - 300 degree	£595-00
CENG656/3	DWR 3 Full Race - 320 degree	£595-00
CENG656B	Billet blank camshaft	£385-00

PLEASE STATE WITH ORDER WHICH TYPE OF CAM FOLLOWERS REQUIRED

EXCHANGE CAMSHAFTS

Reground old units limit the lobe size and position, with this in mind we only accept old units which have not been reground before, both on the lobes and journals. Using the original material we heat-treat these to the best limits available.

ENG657/1	DWR 1 Mild Road	£295-00
CENG657/8	DWR 8 Fast Road / Mild Rally	£295-00
CENG657/2	DWR 2 Race / Rally - 300 degree	£295-00
CENG657/3	DWR 3 Full Race - 320 degree	£295-00

To purchase an exchange camshaft kit for outright sale with no old unit please add £100.00 surcharge.

BUCKET CAM FOLLOWERS

These are much lighter than standard. Not only reducing the valve train weight, by design they also reduce the side loading of the follower and subsequent block wear. They must be used with our long tubular push rods (below).

CENG660B	each £9-79
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LONG TUBULAR PUSH RODS TO SUIT BUCKET FOLLOWERS

Made from chrome-moly tube these are very strong and are normally supplied to the correct length to achieve the combined standard follower and push rod length. These can be made to a specific length if required.

CENG661	set of 12 £195-00
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PROFILES

DWR 1 profile is the only camshaft which will fit without any valve pocket reliefs. This profile is a little better than the BJ8 cam and so works well in any standard or mildly tuned car.

DWR 8 profile is a higher lift with mild duration (requires valve pockets). This profile is ideal for fast road or mild rally and works well with twin 2" SU's or triple Webers for a smooth tractable car.

DWR 2 profile is high lift with 300 degrees duration (requires valve pockets). This profile is very similar to the original 'Works' profile and ideal for rally or track day cars and works well with triple Webers for a punch of power as it comes on cam.

DWR 3 profile is high lift with 320 degrees duration (requires valve pockets). This profile is very similar to the DWR 2 with a little extra duration and overlap. Ideal for race cars and works well with triple Webers.

FOR CAM TIMING CHARTS SEE OUR WEBSITE

MODIFIED CAM FOLLOWERS

These new original type cam followers are modified in our machine shop to increase lubrication to the cam lobes and also help the cam follower run lighter as they will not fill with oil.

CENG660	each £9-79
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REMEMBER CAM PRICES INCLUDE FOLLOWERS AND CAM LUBE BUT NOT PUSHRODS.



STEEL CAM THRUST PLATE

These are much stronger than the original sintered type and are a direct replacement. They will not break and wear much better.

CENG654 £18-95

NEEDLE ROLLER CAM THRUST BEARING

Reduces friction and wear, can only be used with a steel thrust plate (CENG654). The cam sprocket will require a small amount of machining.

CENG654NR £14-95

VERNIER STEEL CAMSHAFT SPROCKET

These are lightweight and give you the opportunity of adjusting the cam timing accurately.

CENG649V £147-50

COMPETITION ENDLESS TIMING CHAIN

Top quality chain made to our specification.

CENG648 For normal road or race engines. £29-95

CENG648R For very aggressive drivers (may whine a little) £38-15

"the chain that is, not the driver"

INSPECTION FRONT COVER

Fabricated from the original pressed steel front cover with a removable inspection plate which allows access to change the cam timing if you have our vernier cam sprocket. Ideal for rolling road or dyno tuning.

CENG780 EXCHANGE £120-00

Replacement parts

XCENG7800 'O' ring £0-85

HYDRAULIC CHAIN TENSIONER

This is a fresh approach to the very out of date original design, it consists of a nylon slipper pad and uses the engine's oil pressure to assist in the tensioning with the use of a small ball valve, extremely reliable.

CENG650N4 £129-50



TIMING CHAIN TENSIONERS

The original tensioner has two main faults. The rubber pad becomes un-bonded from the steel piston and the ratchet mechanism is weak, breaking easily.



COMPETITION CRANK NUT

Top quality steel with no starter dog

CENG646 each £12-95





FORGED PISTONS

These pistons are manufactured exclusively for us by Omega. They are designed for competition and therefore are much stronger but are equally good for road use. They are a direct replacement for the originals and require no special liners, head gaskets, etc. To keep the compression ratio as high as possible they are machined in height to the upper-most limit and this means, if the engine block has been skimmed at any time, the piston top may have to be machined to suit. This is standard practice with all good engine builders and therefore should not pose any problem. These pistons come in sets of six, including gudgeon pins, circlips and rings. Please note: The sizes quoted are finished bore sizes and all tolerances have been allowed for on the piston. We have used metric sizes in order to take advantage of the latest piston ring technology.



CENG608	83.5mm	(3.2874")	£795-00
CENG610	84mm	(3.3071")	£795-00
CENG611M	84.5mm	(3.3268")	£795-00
CENG612M	85mm	(3.3465")	£795-00

Replacement rings available, please state diameter and width when ordering.

COMPETITION CRANK SUPER DAMPER

Designed specifically for high performance engines and using our own unique pulley/boss to fit the Healey engine. These will stand much higher revs and absorb the harmonics from the engine. (Requires slight modification to the chassis cross member.) Ideal to make a fast road car smoother and a MUST for race and rally cars.

CENG643	Super damper	£305-00
CENG643P	Pulley/boss	£109-95

Replacement Parts

CENG643R	'O' ring overhaul kit	£69-00
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CRANKSHAFT DAMPER/PULLEY

This damper has been tested on our own Dynamometer and also on many of our engines. It meets all the specified requirements for standard engines.

ENG643	£285-00
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STANDARD CRANKSHAFTS

Our reconditioned crankshafts go through a rigorous series of quality control tests before we sell them. They are crack tested, re-ground and if required tufrided and straightened (the tufriding process can warp the crank). A new spigot bush and oil restrictors are fitted. We normally have a range of sizes in stock. PLEASE ENQUIRE FOR SPECIFICATIONS

STEEL CRANKSHAFT

Made from EN40B and Nitride hardened, these are for the serious competitor who is looking for the ultimate performance and reliability from their engine. Having the original stroke and using std. main bearings. It can only be used with our Steel Con Rod Set CENG632R, a 12 bolt fixing flywheel and an aluminium back plate with full circle seal.

CENG632K	Steel crankshaft	£2950-00
CENG603C	Aluminium back plate	£145-00
CENG632S	Seal	£12-95
CENG619	Big ends to suit. std. size	£52-98
CENG619R	Heavy duty big end bearing to suit std. size	£123-00

STEEL CON ROD SET

These are English made from forged billets and fully machined with H-beam style. Considerably lighter and stronger than standard ones, using far better and stronger rod bolts. Only fits with our steel crank.

CENG632R	£1399-00
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Replacement Parts

CENG605	Rod bolts	each £12-95
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STEEL FLYWHEELS

These are machined from a solid billet to four different specifications to suit either a 7.25" twin plate race clutch or the 9 1/2" organic clutch, also to suit the 'Works' 8 or 4 bolt crank fixing or our 12 bolt steel crank fixing. All have considerable lightening holes where possible, the ones to suit the race clutch also only accept a thin ring gear.

CENG635SO	8 Bolt, organic	£295-00
CENG635SOT	12 Bolt, organic	£295-00
CENG635SR	8 Bolt, Race	£475-00
CENG635SRT	12 Bolt, Race	£475-00

LIGHTWEIGHT STARTER RING GEAR

We have had these specially made so that the flywheel can be lightened even more. 0.375" thick and weighing only 1.1 kgs, they have a 40% weight saving. Only recommended with our X27 pre-engaged starter see p53.

CENG635	£74-95
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We stock undersize crank sprockets and super damper pulleys for instances where the crank nose requires grinding smaller to rectify damage.

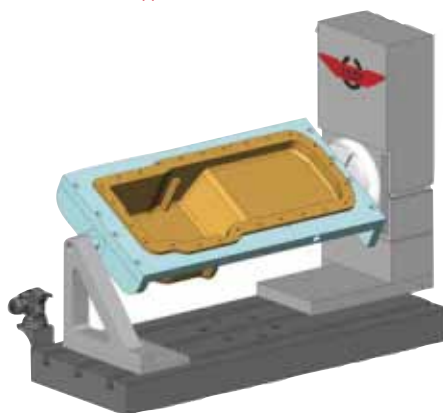
ALUMINIUM SUMP

Designed by ourselves to improve oil cooling through the deep ribs cast on the underneath. It also aids in making the engine block more rigid. These sumps will stand more abrasion than the original and comes complete with fittings. It also has mountings inside to allow a baffle to be bolted in. CNC machined in-house. Now available in low profile version for the ground clearance concious.

CENG665	Normal	£210-00
CENG665R	Low Profile	£315-00

Replacement parts

CENG467W	Copper washer	£0-60
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BOLT-IN SUMP BAFFLE

This is a bolt-in baffle, designed to fit our aluminium sump.

CENG665B	£69-95
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OIL PUMPS

Heat treated castings for longer life and removable gallery plugs to be sure it is clean are advantages of both types of oil pump we offer. We recommend the high capacity for all road engines using a standard type crank up to 6000 rpm and the standard pump for race engines, steel cranks or anything over 6000 rpm. Both are precision machined and assembled in-house to control the highest quality.

ENG672M	High capacity	£175-00
ENG672	Std. type	£185-00

OIL PUMP DRIVE GEAR AND SHAFT

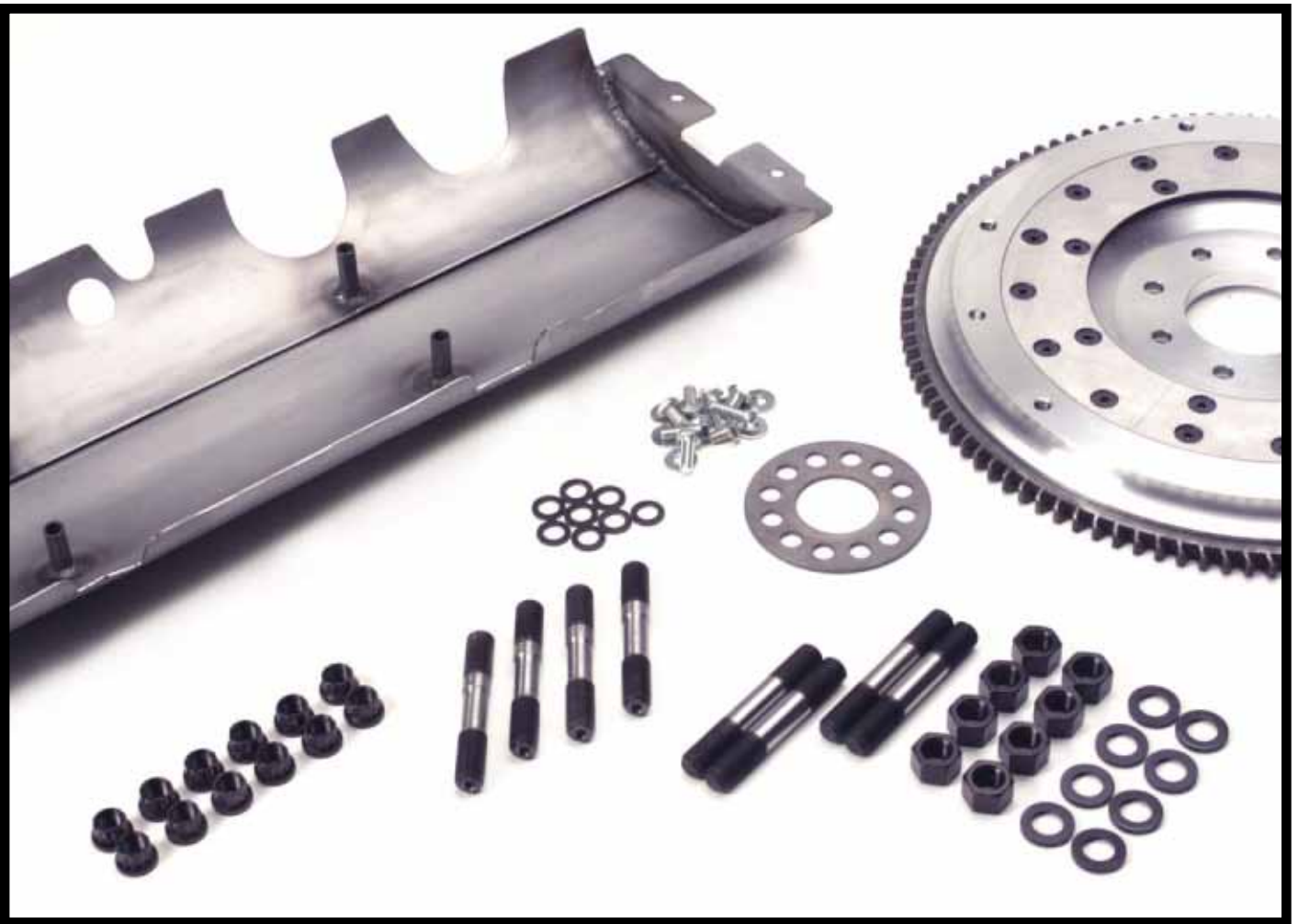
We have had these re-manufactured to our usual high quality, complete with thrust washer

CENG674	£89-95
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LIGHTENED FLYWHEEL (EXCHANGE)

Not only are these lightened but they are modified to accept our heavy duty 9 1/2" organic or standard BJ8 clutch. Substantial lightening is possible with no noticeable loss of torque or detriment to smooth running. This makes the engine more willing to rev quicker and higher with an all-round improvement in performance on a standard or fast road car.

CENG635A	Not balanced	EXCHANGE	£125-00
CENG635AB	Balanced	EXCHANGE	£145-00



COMPETITION BIG END NUT

These 12 point reduced head size nuts are excellent quality and lightweight. To fit the standard 6 cylinder big end bolts.

CENG606 each £2-25

FLYWHEEL WASHERS

Extra heavy duty washers should be used with aluminium flywheels. Individual washers are fine for the 8 bolt however due to the close proximity of the holes with the 12 bolt flywheel, a single purpose made washer is required.

ENG637W Individual washer each £1-25

CENG635W 12 bolt washer each £19-95

CORE PLUG STRAP KIT

This kit is designed to fit across the core plugs to stop them blowing out when under high stress from race or rally conditions.



CENG670 £24-99



MAIN STUDS

Two types available, a replacement for standard or our competition washed which include a thread in the top end to suit the fixing of our windage tray.

Both are heavy duty, excellent quality items to improve the main bearing cap clamp load. Can be used in conjunction with original or our nut and washer set.

ENG630S Standard each £7-95

CENG630S Competition each £9-95

WINDAGE TRAY

Looking for the last few Horse Power? Scrape away the oil mist from around the crank with this modern race engine trick.

Designed to fit with either a steel crank and rods, or the original and our aluminium sump. Supplied with fittings and instructions, the sump will require small modifications along with the main studs, or the use of our competition main studs (CENG630S).

CENG665W £275-00

Replacement parts

CENG665WB Bolt kit £19-95

ALUMINIUM FLYWHEEL

English made to our design the quality of these is outstanding. Fully assembled with steel friction ring fitted and a thin ring gear grub screwed on. To suit the 9¹/₂" Organic or Paddle clutches & the 'Works' 8 bolt or 4 bolt crank fixing or our 12 bolt steel crank fixing. Ideal for Rally, Fast Road or Sprint cars, which wish to retain the large diameter clutch with the lightest of flywheels. Should be installed using our flywheel bolts and washers, also a 27mm offset pre-engaged starter motor is recommended.

CENG636A0G 8 Bolt, organic £495-00

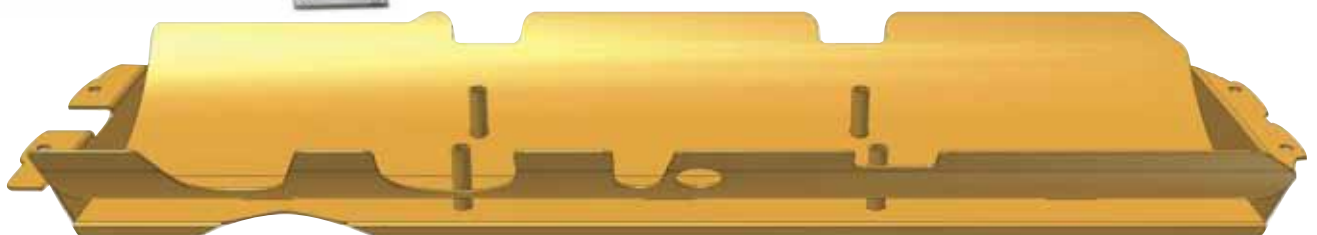
CENG636A0TG 12 Bolt, organic £495-00

MAIN NUT AND WASHER SET

Heavy duty excellent quality items to improve the main bearing cap clamp load. Can be used in conjunction with original or our studs.

CENG631 set £17-50

We recommend inspection of the windage tray at usual race engine rebuild intervals, from our experience this should be every one or two years.





SPIN-ON OIL FILTER CONVERSION

Our adapter replaces the complete original oil filter housing at the block and then accepts the modern spin-on filter, making changing the oil filter an easier and more pleasant job. Also helps fitment of oil coolers. The modern design also has much improved filtration and includes a magnet within it.

CENG689K £38-50

Replacement parts

CENG688 Spin-on filter only £6-95

ENG696 Gasket £0-45

LIGHTENED CRANKSHAFT SPROCKET

The originals are made of soft cast iron, ours are made to our own specification from steel billet and heat treated to within close limits, for long life and weight saving.

CENG640 £54-95

HEAVY DUTY FLYWHEEL BOLTS

12 point head, excellent quality and a direct replacement for standard.

ENG637 each £4-45

CRANK THREADED INSERTS

Reproduction of the standard in a higher grade steel. Required for general replacement or when converting to 8 bolt.

CENG633C each £3-95

CRANKSHAFT REAR SEAL CONVERSION

This kit consists of a small aluminium housing which holds a split lip seal around the rear of the crank and stops those annoying oil leaks from the back of the engine.

When fitting the kit to the 100/6 or 3000 it can be done with the engine in-situ, just the gearbox, flywheel and back plate must be removed. It requires only four holes to be drilled and tapped in the back of the block. The back plate to be relieved to clear the housings or alternatively we offer an exchange or aluminium back plate ready machined. Drilling jig and full instructions are supplied with the kit. (A 4.2mm drill and M5 tap is also required)

CENG850 Crankshaft rear seal conversion £43-78

CENG850D 4.2mm Drill £1-95

CENG850T M5 tap £10-60

CENG603B Exchange back plate £49-50

ENG603R Back plate gasket £2-75

Replacement parts

CENG850S Seal & grease £12-95



ALUMINIUM ENGINE BACK PLATE

These are much lighter than standard and are CNC machined in our own factory. Includes machining to clear our rear crank oil seal kit.

CENG603D To suit std. crank £135-00

CENG603C To suit steel crank £145-00



Note: Other products on the market use Laser or water jet cutting, this cannot achieve the tight tolerances required for these back plates. Check before you buy!

COMPETITION FRONT CRANK SEAL

A considerably higher grade material allows these seals to stand increased heat levels. Particularly useful when driving in long distance races, not recommended for road cars.

CENG782 £12-00

CRANK OIL RESTRICTORS

Reproduction of standard brass item in two sizes. A necessary item to replace if heat treating the crank or thoroughly cleaning it.

CENG633B Standard size each £1-95

CENG633D 0.002" oversize each £2-25





9½" HEAVY DUTY DIAPHRAGM CLUTCH KIT

Consisting of cover, centre plate and carbon thrust this kit has the same bolt centres and dowel arrangement as the Mk III BJ8. All our lightened flywheels are modified to accept this cover. It will stand the extra power of a highly modified engine without affecting the pedal pressure or the ease of driving in town. Not suitable for 100/4 with mechanical clutch linkage. Recommended for all fast road applications up to 200 bhp.

CCLU103K £179-95

Replacement Parts

CCLU103	Cover	£141-42
CCLU108	Plate	£64-00
CLU112	Thrust	£30-85



Rinus Sinke wins Tulip Rally outright, for the 3rd time May 2015.

AP RACING 9½" CLUTCH COVER

Heavy duty cover to suit either the paddle or organic centre plate available with or without centre pad depending on the choice of release bearing. Recommended for all fast road applications over 200 bhp.

CCLU103P	With pad	£193-77
CCLU103PP	Without pad	£193-77

AP RACING 9½" PADDLE CLUTCH PLATE

Suitable for hard rally/racing. Fits with a normal 9½" clutch cover.

CCLU108P £227-27

AP RACING 9½" ORGANIC CLUTCH PLATE

Suitable for fast road/rally. With a more progressive take up than the paddle plate.

CCLU108A £129-96

AP RACING 7¼" TWIN PLATE CLUTCH COVER

The reduced diameter of these racing clutches gives much improved acceleration and has far greater torque capability. These do need a ball-race release bearing.

CCLU103R £344-20

AP RACING 7¼" CLUTCH CENTRE PLATES

These sintered plates fit with the above cover.

CCLU108T each £69-14

BALL RACE RELEASE BEARING

Designed to fit onto the original fork mechanism. These are far more reliable if replacing the carbon thrust and a must if being used with a racing clutch. One type fits all diaphragm clutches directly onto fingers after removal of the centre pad if fitted.



CCLU112M £95-00

Replacement parts

YCLU112B Bearing £21-79

BRAIDED FLEXI CLUTCH PIPE

This Teflon pipe with stainless steel braiding will have greater resistance to abrasions and will not swell under high line pressures, therefore giving a better pedal feel.

CCLU135 BN4 to BJ8 £17-04

Replacement parts

44516	Copper washer - solid	£00-10
44516T	Copper washer crushable	£00-27



BN2 CLUTCH CROSS SHAFT

Our reproduction of the original fits both Left Hand and Right Hand drive.

CLU152 each £62-50

CLUTCH PIVOT SHAFT SHIMS

At 0.020" thick these shims are perfect to remove excess end float in the hydraulic clutch arm pivot of a BN4 to BJ8.

CBRK155A each £0-49

BN1 & 2 CLUTCH ARM

Reproduction of standard item.

CLU149 £165-00

HEAVY DUTY CLUTCH LINKAGE

New levers and rods together with the far superior ball joints, means this linkage gives a much smoother drive take up. A direct replacement for the original mechanical linkage.

CCLU123 BN1 – BN2 £89-95



100/4 RHD HYDRAULIC CLUTCH PEDAL

CAD designed with the help of original drawings to exact dimensions and tolerances.

- These certainly were not copied and re-copied from a 50 year old part.
 - Finished in a high quality stove enamelled black paint.
 - Manufactured in-house on extensive jigs
- An addition to complement our current range of standard pedals.

CLU500H £125-00



CLUTCH ALIGNMENT TOOL

Be warned, centre plate alignment should be done with the root of the clutch plate spline not the inside diameter hence only a splined shaft should be used! Also necessary when aligning twin plate clutches of course!

CLU160 BN1 to BJ8 £30-85



EXTENDED PUSH ROD

Longer than standard, used in order to control the clutch lever free play.

CCLU136 £6-25

CLUTCH BLEED PIPE

Whether road or race, why struggle when this simple braided pipe will make bleeding the clutch easy.

CCLU130 £18-54

Replacement parts

44516 Copper washer - solid £00-10
44516T Copper washer crushable £00-27



Jeremy Welch wins John Gott Memorial race beating Anders Schildt - Racing Sweden. Silverstone 2009.

Photo: www.crucialimage.org.uk



GIRLING SLAVE CYLINDER

For long life under demanding conditions use genuine parts - British Made are best.

CLU133G BN4 to BJ8 £96-85



STRAIGHT CUT GEAR SETS

Available in two ratios – Tulip, the original 'Works' rally ratios, having a large jump between 3rd and 4th gear, therefore needing a 22% overdrive to split the gap and effectively creating a 6 speed gearbox. Or – Sebring which are similar to the 'Works' Sebring race ratios, having a higher first gear with a close gap between all the gears, therefore only needing the overdrive on top to create a 5 speed gearbox. Today most people prefer the Sebring ratios as they are less confusing in a heated situation. They are both manufactured solely for us with Molybdenum coated synchro cones to improve the synchromesh, giving a smoother and faster gear selection.

These must run with BJ8 steel baulk rings.

They are designed to run on a BJ8 main shaft and layshaft which can be installed into an earlier side or centre change gearbox (except BN1) with slight modifications to the centre case.

CGBS301	Tulip ratio	£895-00
CGBS301S	Sebring ratio	£895-00

SEE OUR WEBSITE FOR A RATIO CHART

Whilst not undertaking to rebuild BN1 three speed gearboxes we have a reasonable stock of good second hand parts, please ask for details. The supply of gears will require the original to be sent to us for matching.

UP-RATED MAIN SHAFT

An improvement on the original that uses a higher grade steel and a redesigned 3rd gear locking ring to prevent cracking and breaking. These shafts are also spline ground as original, not hobbled as our competitors, thus ensuring the gear selector hubs fit smoothly.

CGBC122	BJ8 overdrive	£345-00
CGBC123	BJ8 non overdrive	£365-00
CGBS121	BN6 to BJ7 overdrive	£365-00
CGBS120	BN2 to BN4 overdrive	£365-00

Replacement parts

GBS148	Circlip	£1-25
XBCGBC122	Steel ball	£0-65

SELECTOR HUBS

Made to our design, these are not only a little lighter than original they also do a much better job of staying in gear. Also a direct replacement for standard.

GBS125	1st/2nd BN2-BJ8	£275-00
GBS142	3rd/4th BN2-BJ7	£245-00
GBC142	3rd/4th BJ8	£245-00

DIPSTICK 'O' RING CONVERSION

Stop another annoying oil leak. A steel slug with an 'O' ring seal, to fit onto your dipstick in place of the felt seal.

CGBS257	Side change	£12-50
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3rd/4th SELECTOR FORKS

Made from our pattern equipment with the best material, increased in thickness where necessary, these are much less likely to crack and break. Also a direct replacement for std.

GBS240	BN2-BT7 side change	£98-50
GBC240	BT7-BJ8 centre change	£98-50

BRASS BAULK RINGS

At last now available after extensive testing we are satisfied these will cure your synchro problems. CNC machined in the UK to our specifications.

CGBS130	2nd gear	BN2 – BJ7	£59-99
CGBS140	3rd/4th gear	BN2 – BJ7	£59-99

REPAIRED LAYGEARS

We carry a large selection of repaired laygears in stock, even for straight cut gear sets. These have a new first gear fitted. As long as damage to your laygear is only on the first gear, it should be suitable for exchange.

STEEL BAULK RINGS

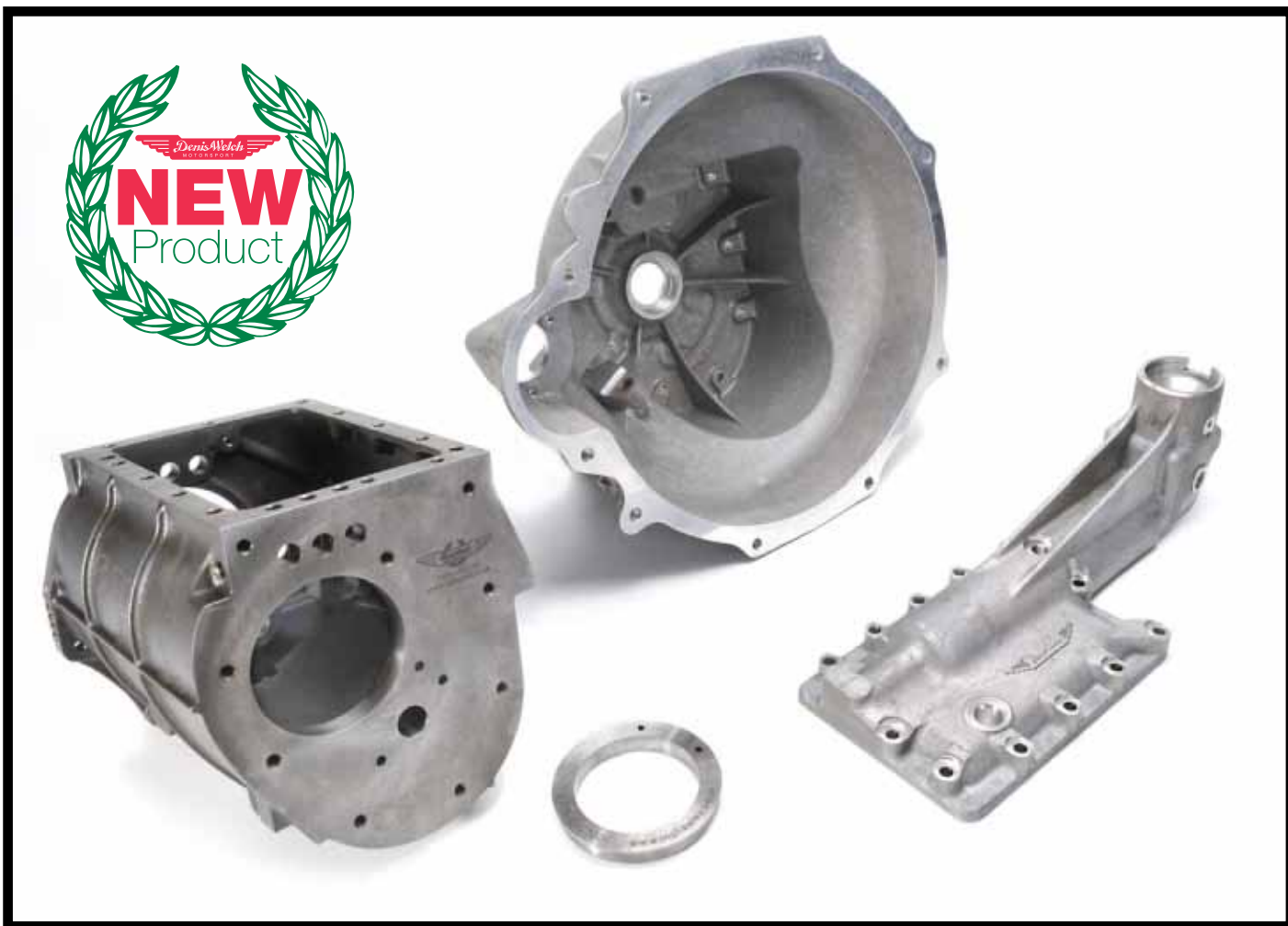
CNC machined in the UK to our specifications.

GBC131	2nd gear BJ8	£49-50
GBC141	3rd/4th gear BJ8	£49-50



MGB

We now also manufacture Brass and Steel Baulk Rings for the 3 & 4 Synchro MGB & MGA gearboxes.



GEARBOX LID

Supplied bare or complete with internal selector and gearstick shoe etc.

The BJ7 is to suit a brass bush gearstick.

The BJ8 is to suit a nylon bush gearstick.

GBC320	BJ7 - Bare	£495-00
GBC320A	BJ7 - Assembled	£595-00
GBC320L	BJ8 - Bare	£495-00
GBC320LA	BJ8 - Assembled	£595-00



COMPETITION GEARBOX AND OVERDRIVE

New Straight Cut gears, mainshaft, baulk rings, selector hubs and bearings etc. Assembled into a combination of new and used centre change cases. Complete and now available from stock.

Sold on an OUTRIGHT basis or £1000-00 rebate if old unit exchanged.

CGBC400S	Sebring gears, 22% overdrive	£5795-00
CGBC400	Tulip gears, 22% overdrive	£5795-00



STANDARD GEARBOX AND OVERDRIVE

Fully reconditioned standard Centre Change gearbox and overdrives now from stock. Rebuilt with new bearings, baulk rings, seals and layshaft etc. assembled into a combination of new and used cases with original standard helical gear sets.

Sold on an exchange basis with a £1500-00 surcharge for the old unit.

GBC280	BT7-BJ7	£2295-00
GBC281	BJ8	£2295-00

We have now manufactured the three main items to produce new centre change gearboxes.

Superb quality – Fully CNC machined.

All a direct replacement for the original in every way. Produced from our own pattern equipment and CAD drawings. All with the aid of original drawings and tolerances



CENTRE CASE

Cast iron as original. Supplied with rear bearing housing.

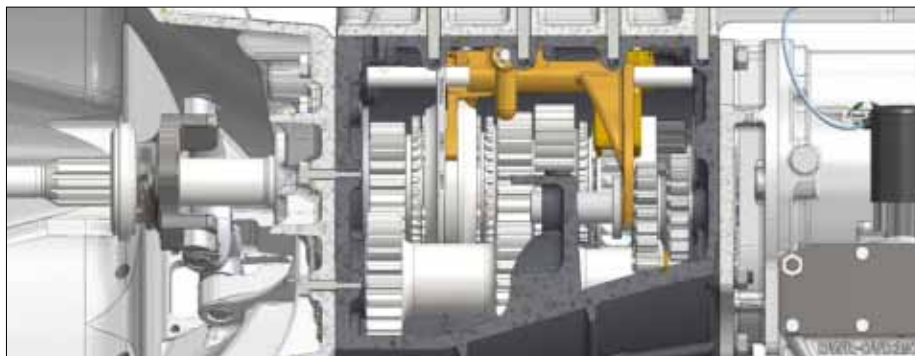
GBC350	BJ7	£850-00
GBC355	BJ8	£850-00



BELLHOUSING

Suits all centre change gearboxes, recommended to use with our heavy duty pre-load washer (CGBS156).

GBC300		£595-00
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1ST/2ND SELECTOR FORKS

A reproduction of the original by ourselves.

GBS236	BN2-BT7 side change	£139-05
GBC236	BT7-BJ8 centre change	£139-05

REVERSE SELECTOR FORKS

Reproduction of the original by ourselves. Available bare or complete with both indent springs and plungers.

GBS242	Side change - bare	£175-00
GBS242C	Side change - complete	£199-00
GBC242	Centre change - bare	£175-00
GBC242A	Centre change - complete	£199-00

BRASS GEAR LEVER BUSH

CNC machined to exacting standards from our own drawings in the correct hard wearing grade of bronze – these fit correctly and last longer.

GBS104	BN2 to BJ7	each £12-25
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GEAR LEVER SHOES

Reproduction of the original items.

GBS113A	BN2 to BN7 side change	£139-50
GBC113E	BN7 to BJ7 (brass bush)	£49-50
GBC113L	BJ8 (nylon bush)	£49-50

STUDS

Simple but necessary items.

GBC200	Centre case to adaptor plate & adaptor plate to O/D short.	£1-50
OVD147S	O/D to adaptor long	£1-65
OVD220S	O/D to tail-housing long	£2-12

LAYSHAFT

Top quality reproduction of the original to the highest specification, manufactured by ourselves due to the short lifespan of our competitor's products.

GBC160	BJ8	£36-00
GBS159	BN2 to BJ7	£36-00
GBT106	BN1	£64-50
ZGBC160	1275 Sprite/Midget	£39-00

HEAVY DUTY GEAR LEVERS

Made from stronger steel and a direct replacement for standard. Finished in bare metal or chrome plated.

GBS109	BN2 Bare metal	£105-00
GBS109C	BN2 Chrome	£125-00
GBS109A	BN4-BN6 Bare metal	£105-00
GBS109AC	BN4-BN6 Chrome	£125-00
GBC109E	BT7-BJ7 Bare metal	£75-00
GBC109EC	BT7-BJ7 Chrome	£95-00
GBC109	BJ8 Bare metal	£75-00
GBC109C	BJ8 Chrome	£95-00

SELECTOR RODS

Precision made to our specification. Produced with the aid of original drawings, so you can rely on these lining up!

GBS230	reverse side and centre change	£53-50
GBS234	1st/2nd side change	£69-95
GBS238	3rd/4th side and centre change	£53-50
GBC234	1st/2nd centre change	£69-95

PRE-LOAD WASHERS

At 0.035" thick, these increase the clamp load of the front & rear main gearbox bearings substantially. Fits all BN2 to BJ8 gearboxes although occasionally some cases may require the register machining deeper to accept these. A must use item for road or race to help increase the life of the gearbox.

CGBS156	Front	£5-10
CGBS146	Rear	£4-07

ABUTMENT COLLAR AND WASHERS

A reproduction of the standard BN6 to BJ8 item in a higher grade steel of this surprisingly high wearing item. Available in two lengths.

GBS147	Collar STD	£18-00
GBS147A	Collar Oversize	£18-00
GBS147C	Washers	pair £18-56
GBS148	Circlip	£1-25

GEAR STICK LOCATING BOLTS

Reproduction of original and heat treated for long life.

GBS105	BN2 – BJ7	each £6-95
GBC105A	BJ7 centre change	each £5-95

SELECTOR FORK SCREWS

Reproduction of this hard to find item.

GBS243		each £9-95
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**REVERSE GEAR**

Top quality reproduction of standard item. British made from our CAD drawings with the aid of original drawings.

GBT120	BN1	£97-85
GBS189	BN2 – BJ8 (not BN4)	£68-95
GBS189A	BN4	£86-95

**REVERSE GATE**

LHD or RHD this item stops the accidental engagement of reverse often encountered during competition.

CGBS102G	Side change – exchange	£47-50
CGBC102G	Centre change – outright	£47-50

**MAGNETIC DRAIN PLUG**

Stop all those loose metal particles floating about in the oil – Also fits the axle.

CRAX148	each £9-95
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Note:

This ½" NPT magnetic plug also fits most BMC applications.

BN2 BELL HOUSING

Top quality reproduction of the original. Now there is nothing stopping you changing that weak three speed BN1 gearbox for the later four speed and staying with the original type mechanical clutch linkage. We have reconditioned gearboxes available for outright sale.

GBS300	BN2	£545-00
CLU152	Clutch cross shaft - BN2	£62-50

**INPUT SHAFT NUT**

Reproduction of original part.

GBS157	BN2 to BJ8	£19-50
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**INPUT SHAFT NUT BOX SOCKET**

British made to suit the hard to reach nut.

GBS158	BN2 to BJ8	£33-75
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**LAY GEAR THRUST PLATES**

Reproduction of the standard items to suit early and later lay shaft diameters.

GBS172	Front BN2 – BJ7	each £19-95
GBC172	Front BJ8	each £19-95
GBS176	Rear BN2 – BJ7	each £19-95
GBC176	Rear BJ8	each £19-95

**LAY GEAR THRUST WASHERS**

Reproduction of the standard brass item.

GBS171	Front BN2 – BJ8	each £12-95
GBS179	Brass Rear 0.080"	each £12-95
GBS180	Brass Rear 0.082"	each £12-95
GBS181	Brass Rear 0.085"	each £12-95
GBS182	Brass Rear 0.087"	each £12-95
GBS183	Brass Rear 0.090"	each £12-95

**SIDE COVER**

Supplied bare or as a complete assembly with selector and shaft etc. CNC machined from our drawings etc.

GBS320	BN2 to BN7 – Bare	£365-00
GBS320A	BN2 to BN7 – Assembled	£525-00

**STANDARD GEARBOX AND OVERDRIVE**

Fully reconditioned standard side change gearbox and overdrives now from stock. Rebuilt with new bearings, baulk rings, seals and layshaft etc. assembled into a combination of new and used cases with original standard helical gear sets and 28% overdrive. Supplied without bellhousing on an outright sale basis.

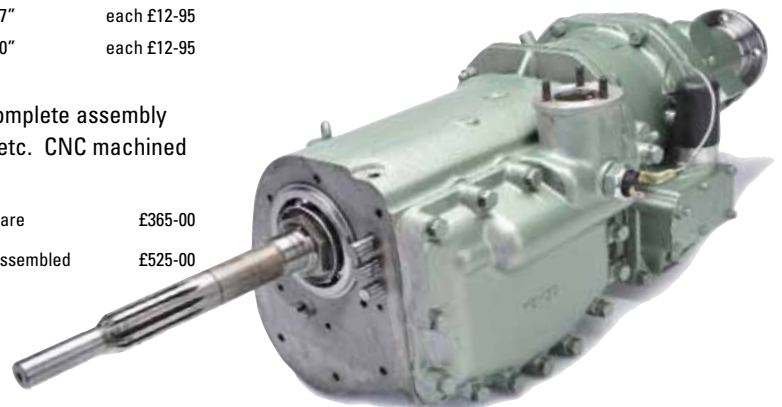
GBS400	side change	£3450-00
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**COMPETITION GEARBOX AND OVERDRIVE**

Side change uprated gearbox and overdrives now from stock. Assembled with new straight cut gears and mainshaft, bearings, baulk rings, seals and layshaft etc. assembled into a combination of new and used cases. Supplied without bellhousing on an outright sale basis.

CGBS400	Tulip gears 22% overdrive	£4795-00
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CGBS400S	Sebring gears 22% overdrive	£4795-00
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**OVERDRIVE CLUTCH BRAKE RING**

Reproduction of the original in cast iron as original with precise control of the cone angle and surface finish to help avoid problems with the sliding member sticking

OVD101 BN1 to BJ8 £145-00

**SOLENOID BRACKETS**

Reproduction of original open and closed type. Machined in house.

OVD196	Open type	£58-50
OVD197	Closed type	£59-95
OVD195	Closed lid	£10-95

**PROPSHAFT FLANGE**

Reproduction of the original.

OVD235 BN2 to BJ8 £78-50

**OPERATING PISTONS**

Reproduction of the later original O ring type which will not wear the case.

OVD150 BN1 to BJ8 £17-50

**COMPETITION OPERATING VALVE**

This valve allows the overdrive to disengage faster – essential for drivers who want an instant response when the switch is flicked out – road or race.

COVD155	BN1 to BJ8	£19-50
OVD160	Valve Cap	£9-50
OVD159	Cap Washer	£0-60

**FILTER**

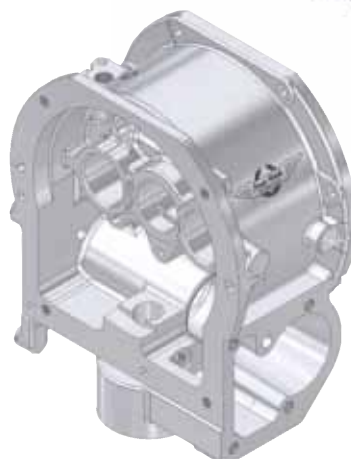
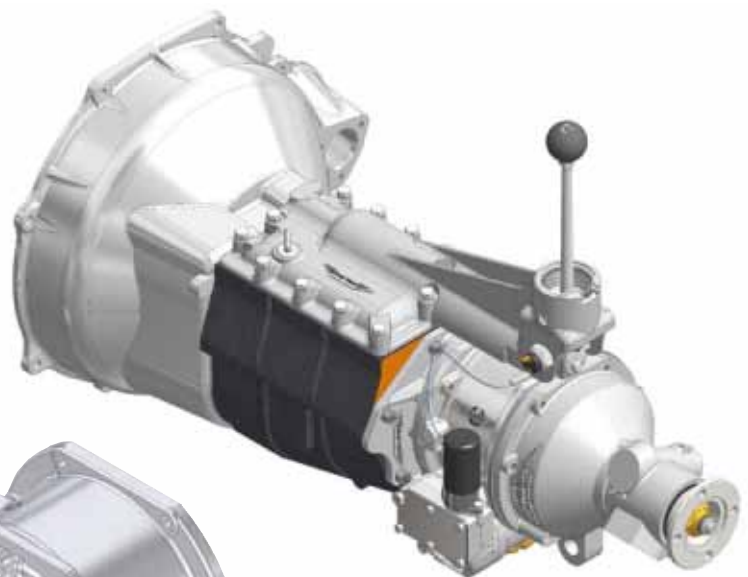
Strong stainless steel reproduction of the original type.

OVD175 BN1 to BJ8 £16-15

COMPLETE OVERDRIVE

Fully reconditioned and available for outright sale in two specifications. Race 22% which is up-rated and has no speedo drive, or road 28% which is fast road / standard with a 15 tooth speedo drive. Requires adaptor plate to suit gearbox.

COVD211A	Race	£1595-00
OVD210A	Road	£1495-00

**COMING SOON**

Overdrive centre case, fully CNC machined from a solid billet in-house.



UP-RATED OVERDRIVE ACCUMULATOR PISTON AND SPRINGS

Two types available, the larger 'Works' 1 $\frac{3}{4}$ " diameter accumulator piston and the two heavier springs should always be fitted together as a pair. These suit all overdrives except the late BJ8 with a stepped case. This model uses the 1 $\frac{1}{2}$ " dia. kit which comes complete with piston, springs and sleeve. With both types the reasoning is, as they accumulate a much larger volume of oil the overdrive will operate quicker when engaged.

COVD202A	1.75" piston with rings	£69-50
COVD205	Pair of springs to suit 1.75" dia. piston	£18-95
COVD204	1.50" piston & spring kit	£120-40

Replacement parts

COVD203	1.75" dia. piston ring pack	£44-50
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OVERDRIVE ADAPTOR PLATE

Cast to the original design using higher grade aluminium and heat-treated, CNC manufactured in-house.

OVD146	BN2 to BT7 side change	£195-00
OVD147	BJ8 centre change	£195-00

OVERDRIVE TAIL HOUSING

A higher grade reproduction of the original to replace those with warped gasket faces or broken off tie bar mountings.

OVD220	BN2 to BJ8	£265-00
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OVERDRIVE DRAIN PLUG SPANNER

Thick steel and plated black, this is a cost effective way to tighten the drain plug when hit with a hammer.

OVD174S	£22-50
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OVERDRIVE DRAIN PLUG SOCKET

Our CAD team have developed this drain plug socket. CNC machined in house from steel and zinc plated. The $\frac{3}{4}$ " hex drive can be used with a socket and bar or even a torque wrench!

OVD174T	£42-50
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We now have most parts available (except the centre case) to build a new Healey overdrive.

Whilst good stocks of the centre cases allow, we can supply complete outright units for sale. Alternatively we can rebuild your own unit for return.

OVERDRIVE CLUTCH SLIDING MEMBER

Made from thick heavy duty material with the fast road riveted and race bonded and riveted.

COVD107	EXCHANGE - fast road	£85-00
COVD107R	EXCHANGE - race	£98-00

'WORKS' TYPE GEAR LEVER KNOB

These are made in aluminium and have a built-in switch to control the overdrive. This enables you to change gear and operate the overdrive all with one hand.

CELS123	£34-97
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Replacement Parts

CELS123S	Replacement switch with wire	£12-95
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OVERDRIVE DRAIN PLUG

In house reproduction of the original part. Made in brass as original.

OVD174	Plug	£38-50
OVD173	Washer	£1-53



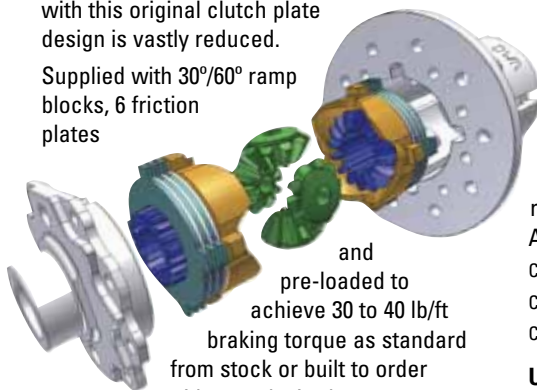
DD300 at Le Mans July 2014 finishing 3rd overall, fully supported by Denis Welch Motorsport
Photo: Jeff Bloxam



CLUTCH TYPE LIMITED SLIP DIFFERENTIAL

Re-designed for 2011 these are manufactured exclusively for us, to our own CAD drawings and assembled in our own factory. Now with improved gear geometry and Molybdenum coated plates. The clicking and clunking associated with this original clutch plate design is vastly reduced.

Supplied with 30°/60° ramp blocks, 6 friction plates



and pre-loaded to achieve 30 to 40 lb/ft braking torque as standard from stock or built to order with your desired setup.

Please advise with your order.

THE ONLY LSD CORRECT FOR FIA EVENTS WHERE APPLICABLE.

CRAX100	BN2-BJ8	£945-00
CRAX100S	BN1/100S	£1195-00

Replacement Parts

All internal parts available separately

MGC

We also manufacture MGC clutch type LSD.

TORQUE BIAS LIMITED SLIP DIFFERENTIAL

Manufactured by Quaife these give a smoother more tractable ride for the road than the clutch type, however they do not transmit the power of a race or rally Healey so well.

CRAX100Q	BN2-BJ8	£839-50
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CROWN WHEEL & PINIONS

Manufactured to original specifications. The 'Works' 4.3:1 being the most popular for competition and the 3.5:1 being very suitable to enable higher speed for fewer revs with a fast road car. Other lower ratios available to order (4.8, 5.1, 5.3 etc). All to suit BN2 to BJ8 5 stud axle.

CRAX150	4.3:1	£395-00
CRAX150A	3.9:1	£295-00
CRAX150B	3.54:1	£595-00

UP-RATED HALF SHAFTS

Made from brand new forgings of higher grade steel and surface treated. These are much stronger than the original and lighter than any other design available. A direct replacement for standard.

CRAX152A	BN1/100S	each £325-00
CRAX152	BN2-BJ8	each £295-00

HEAVY DUTY PROP SHAFT BOLT

High tensile top quality bolt with correct length shank to suit this application. A must for the most demanding power trains when used with the all metal stiff nut.

CRAX222	Bolt	each £4-95
038SNNF	Stiff nut	each £1-15

REAR BEARING CARRIERS

New manufacture of this item means no more loose fitting wheel bearings and hence less load on the half shaft & less brake pad knock off. A reproduction of the standard BN2 to BJ8 complete with or without wire wheel studs fitted.

RAX155	With studs	£115-00
RAX159	Without studs	£98-50

COMPETITION HUB SEALS

A considerably higher grade material allows these seals to stand increased heat levels. Particularly useful when rear discs are fitted and driving in long distance races, not recommended for road cars.

CRAX174	each	£14-95
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HIGH DEFLECTION PROP-SHAFT

For race and rally cars. If not running tramp bars, these are necessary to stop the universal joints binding up and breaking the nose off the differential when the axle winds up.

CRAX214	£159-95
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MGB AND SPRITE HALF SHAFTS

Now manufactured by ourselves.





CROWN WHEEL BOLT & WASHER SET

Top quality heavy duty bolts with 12 point heads and washers to suit, allows consistent torque to be maintained on this stressed item.

CRAx230

£39-50

LSD OIL ADDITIVE

Reduce the clicking noise from a clutch type LSD by adding this friction modifier.

One bottle is adequate for any Austin Healey axle.

CRAx951 50ml

£4-38

HEAVY DUTY PINION NUT & WASHER

Maintain consistent torque of this highly stressed item. This nut is not only made from a higher grade steel it also has a stiff nut action. Recommended for all BN2 to BJ8 diffs whether road or race.

RAX142

£4-95

TECH TIP

Use an old nut whilst setting up the Pinion preload, when happy then install the new H/D nut once.

BEARING CAP NUT & WASHER SET

Top quality heavy duty nuts with thick washers to allow correct torque to be achieved and replace the original poor quality items.

CRAx240

£10-95

We stock a vast range of standard diff and axle spares including all shims and bearings.

DIFF CROSS SHAFT

Reproduction of original in high grade steel.

RAX120 BN2-BJ8 £55-52

RAX120A BN1&100S £55-52



HUB STUDS

High grade steel made to our specification.

RAX160 BN1 each £14-95

SRAX160 100S each £11-95

DIFF SIDE SHIMS

Now available in a greater range of sizes or ground to your requirements. Suitable for BN2 to BJ8.

RAX105C 0.210" (5.33mm) £13-25

RAX105B 0.200" (5.08mm) £13-25

RAX105A 0.197" (5.00mm) £13-25

RAX105 0.193" (4.90mm) £13-25

RAX107 0.187" (4.75mm) £13-25

RAX109 0.183" (4.65mm) £13-25

RAX110 0.181" (4.60mm) £13-25

RAX108 0.179" (4.55mm) £13-25

RAX112 0.177" (4.50mm) £13-25

RAX113 0.175" (4.45mm) £13-25



MAGNETIC DRAIN PLUG

Stop all those loose metal particles floating about in the oil – Also fits gearbox.

CRAx148 BN1 to BJ8 each £9-95



AXLE NUT SOCKET

Sturdy solid sockets to achieve long life. ¾" sq drive.

RAX235 BN2 to BJ8 each £35-00

RAX235A BN1 & 100S each £29-95

RAX236 ½" to ¾" drive adaptor each £15-45

DIFF PROP FLANGE

Reproduction of the original in the highest grade steel to help combat the wear of the bearing face and maintain consistent pinion preload. Supplied with dust shield.

RAX140 BN2 to BJ8 £49-95

RAX139 BN1 & 100S £62-50

AXLE NUTS

Made from high tensile steel to help maintain the clamp load on the bearing in the most demanding applications.

RAX183A BN1 & 100S each £19-95

RAX184 BN2 to BJ8 (RH) each £12-50

RAX185 BN2 to BJ8 (LH) each £12-50

PINION SOLID SPACER

Made from high grade steel with extra length to avoid using shims in the most demanding applications.

CRAx129 BN2 to BJ8 £32-00

CRAx128 BN1 & 100S £32-00

AXLE TUBE ENDS

Made from top quality high tensile steel. A direct replacement for the original, requires welding on.

RAX250L BN1 & 100S -LH side £225-00

RAX250R BN1 & 100S -RH side £225-00

RAX260L BN2 to BJ8 -LH side £225-00

RAX260R BN2 to BJ8 -RH side £225-00

TECH TIP: To avoid broken half shafts or leaking rear hub seals, check wheel bearings are a knock-on fit to the axle.

**100M TUBULAR EXHAUST MANIFOLD****100/4 BIG BORE EXHAUST****100M TUBULAR EXHAUST MANIFOLD**

Made to a similar design as the original 100M. This manifold has a long centre branch siamesed, 3 into 2 into 1 terminating in a 2" outlet which meets up to our silencer systems.

CEXS102 £385-25

100M SILENCER

2" diameter straight through. Ideal for road or mild rally.

CEXS104 £244-65

100M TAIL PIPE

Both of these have brackets to line up to the original mountings.

CEXS104S Side exit £41-00

CEXS104T Rear exit £107-35

100/4 BIG BORE EXHAUST

These are a bigger bore than the original 100M and on a full race or rally engine will give more power. The silencer is very large and therefore lasts a good length of time, with the choice of trouser it can be set up for the big bore or 100M manifold. The trouser and tail pipe must be welded to the silencer to suit the car and therefore are unpainted. The front and rear outrigger must be modified and the manifold does not accept the original throttle linkage, it is recommended to convert to cable throttle.

CEXS103L Manifold LHD and RHD £464-00

CEXS103S Big bore silencer £340-95

CEXS103T Big bore tail pipe side exit £42-75

CEXS103Y Trouser to suit Big bore manifold £116-40

CEXS104CON Trouser to suit 100M manifold £135-30

All our exhaust systems are manufactured to the highest tolerances and specification and are made of top quality thick mild steel. We have done this to eliminate the resonance caused when using stainless steel, therefore helping to keep the noise to a tolerable level.

They are supplied with heat proof black paint on the manifolds and gloss black flame proof paint on the systems. They do not suffer with reduced pipe diameter on the bends as most of our competitors do.

Now pressure tested for even better quality, as small imperfections in the welds can create an air leak, which is the cause of annoying popping on over run. Also now supplied with support straps across the flanges to prevent any transport damage and ensure an improved fit to the head.



**TRIPLE WEBER MANIFOLD****3000 REAR EXIT SILENCER SYSTEM****TWIN & TRIPLE SU MANIFOLD****3000 TUBULAR EXHAUST MANIFOLD**

Two types of manifold available, both a similar design to the 'Works' manifolds. In both cases the front left hand outrigger cut-out must be to the BJ8 size to suit under floor silencers. The twin carb manifold will make the single most increase in power and torque possible for the money spent to a standard car.

CEXS120	Twin & triple SU carb	£466-50
CEXS120R	Triple Weber carbs	£393-90

3000 RACE SILENCER SYSTEM

This system has been specially designed to combat the 110db noise limits. Only available as side exit with a large oval tail pipe. It is hollow by design and therefore it does not wear out the stuffing like traditional silencers. It is a must for race cars and ideal for rally cars if looked after. (They do not like to be heavily scratched as this can cause resonance cracks)

CEXS127R		£621-15
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**HEAVY DUTY SILENCER MOUNTS**

For the 3000 side exit silencer the twin mount kit lines up to clear the undulations in the floor pan and allows easy adjustment of the silencer height. Maintaining excellent reliability.

For the 3000 race silencer just a pair of the bonded rubber mounts is fine.

For all our 100M and the 3000 rear exit systems use the original mounts.

CEXS173	H/D twin mount kit	£12-00
CEXS173A	H/D bonded mount only	each £2-94
EXS173	Standard mount	each £1-70

**3000 SIDE EXIT SILENCER SYSTEM**

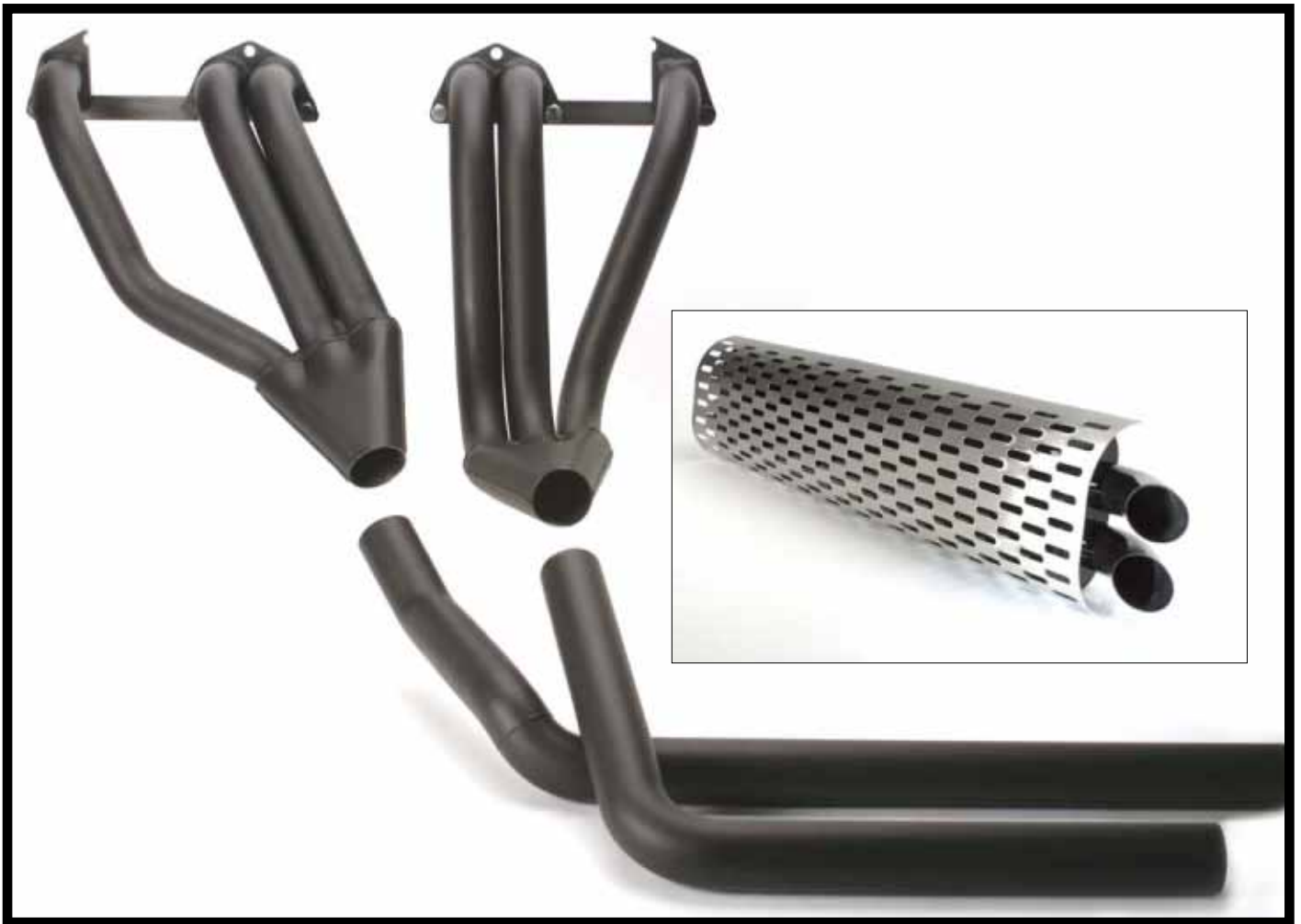
Handmade with twin exit pipes welded to the silencer. This fits both the 3000 manifolds.

CEXS127	Fast road / mild rally	£390-95
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**3000 REAR EXIT SILENCER SYSTEM**

This system lines up with both of our 3000 manifolds. It is a true big bore straight through to the rear, with 2" diameter pipes all the way. The silencer is separate from the tail pipes with the choice of either plain or polished stainless steel ends. It is designed to line up to BJ8 mountings, earlier cars may need additional mounts fitting.

CEXS127S	Silencer	£348-45
CEXS127TT	Tail pipe pair – plain ends	£219-50
CEXS127TTS	Tail pipe pair – polished ends	£277-85



3000 RALLY TUBULAR MANIFOLD

This manifold is made to the same exacting standards as all our other manifolds. Allowing the mounting of a door silencer, similar to the 'Works' cars.

Fully welded except the secondary pipe, allows the fitter the flexibility of choosing the precise design of their installation and welding them together to suit each car as required.

CEXS120RS Triple carb £531-65

3000 DOOR MOUNTED SILENCER SYSTEM

Handmade with twin exit pipes welded to the silencer. This is the largest possible to fit in the limited space. Painted black.

CEXS127RS £495-00



RALLY SILENCER HEAT SHIELD

Manufactured from Stainless Steel with a brushed surface finish, these are supplied slotted and curved to shape. Supplied as universal and one size fits all, mounting holes to be drilled to suit car.

CEXS127RS-HS £81-90

SUPER CLAMPS

Stainless steel wide band exhaust pipe clamps have a stronger grip on the pipes with better ground clearance. As they do not crush the pipes like traditional clamps it is easier to remove the pipes time after time.



CEXS130/37	37 to 40mm	each £2-14
CEXS130/40	40 to 43mm	each £2-14
CEXS130/43	43 to 47mm	each £2-14
CEXS131	47 to 51mm 100M manifold	each £2-14
CEXS133	51 to 55mm 100M and 6 cyl silencer / tail pipes	each £2-14
CEXS130	55 to 59mm	each £2-14
CEXS132	59 to 63mm	each £2-14
CEXS130/63	63 to 68mm	each £2-14

The excellent quality of these clamps lends them to many uses other than just exhausts and Healeys, please enquire for any sizes required which are not listed above.

HIGH TEMPERATURE SEALANT

Strongly recommended to apply to the gasket for both inlet and exhaust to help stop popping on over run, whether using Webers or SU's.

CEXS950 £10-32



Rinus Sinke wins Tulip Rally outright, May 2009.



Wellite

6" lightweight wheels

WELLITE 6" WHEELS FOR THE BIG HEALEY

For some time there has been a requirement for a 6" alloy wheel that fits the standard bodywork of a Big Healey but it simply wasn't available.

These new wheels are manufactured in a high-grade Magnesium alloy that is 40% lighter at 6.8Kg than a standard 72 spoke wire wheel, this helps the unsprung weight improving the grip of the contact patch of the tyre.

They have been made with sufficient inset to retain the correct track width whilst fitting under standard bodywork.

The idea was sparked by FIA rule changes that allow more cars to run to homologation paper 163 specification using 6" rims.

Other features include:

- FIA Compliant (allows for standard track)
- Safety beads on the rim to resist tyres coming off when run at low pressures
- The ability to run tubeless which reduces friction and helps the tyres run cooler improving tyre wear
- Two piece centre in stainless steel for splined fitting
- Rim only for bolt-on fitting so that all forms of cars whether competition or fast road specification can be catered for
- A polished rim is also available
- Supplied painted silver as standard

CWHE110	6" inset - splined	each £795-00
CWHE110B	6" inset - bolt on	each £795-00
CWHE115	6" outset - splined	each £795-00

- Any other rim width made to order
- Polished rims to order at extra cost
- Painted any colour to order



ALSO AVAILABLE FOR MGC & JAGUAR.



Brand new **Steering boxes**



Over many years working with Healeys we have rebuilt literally hundreds of steering boxes, many with customers own cases and new internal components made with our own manufacturing techniques.

There was always some element of craftsmanship and engineering know-how required to make a good job, and with a complete re-think, we felt they could be made to perform more smoothly and reliably.

The root of most steering box issues is the casing which is often a less than perfect piece of engineering. We therefore set about acquiring access to original works drawings for reference and started from scratch.

New CAD drawings and a brand new casting, based on a blueprinted original specification meant that our constant clearance worm (designed by us some years ago) could now be installed in a completely new box, along with many other subtle refinements.

Professional industry-leading, toleranced drawings for every single component, all made under our control, allowed for tight quality control and a

reassurance that parts fit together correctly first-time and every-time.

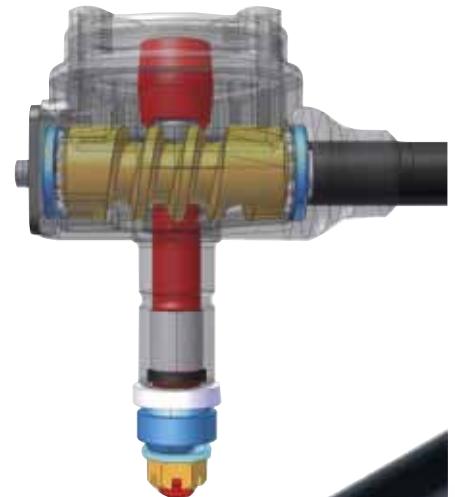
The original steering worm design was meant to have a tight spot in the straight ahead position with increased clearance (play) towards lock. Unfortunately the original design very rarely worked out this way. Usually the tight spot is just off to one side.

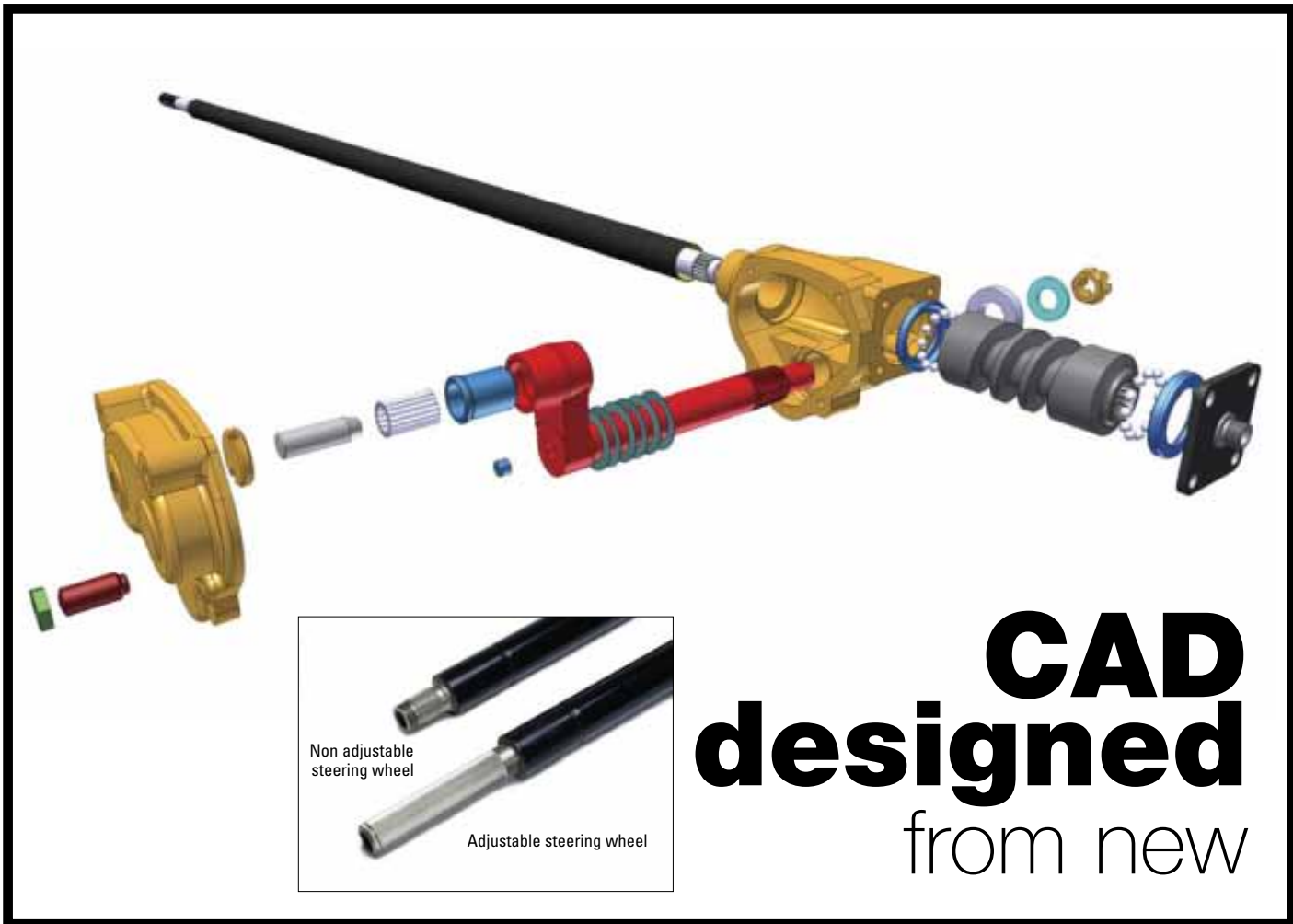
With modern computer controlled 5 axis machining centres, our constant clearance worm is exactly as you may expect. It has no tight spot, nor does it have increased clearance on lock. Like a steering rack it has the same feel and clearance on full lock as it does in the straight ahead.

Thus giving a wholly superior product that outperforms all others on the market. It is as close to the feel and response of a modern steering rack as this peg and worm design can be.

Available as left or right hand drive, adjustable or non adjustable steering wheel, high or standard ratio, safety column or standard column.

Direct replacement for BN2-BJ8.
BN1 also available.





CAD designed from new

ORIGINAL COLUMN STEERING BOXES

RIGHT HAND DRIVE OPTIONS

STG111	RHD Adjustable STD Ratio	£1295-00
STG111H	RHD Adjustable High Ratio	£1295-00
STG111B	RHD Non Adjustable STD Ratio	£1295-00
STG111BH	RHD Non Adjustable High Ratio	£1295-00

LEFT HAND DRIVE OPTIONS

STG114	LHD Adjustable STD Ratio	£1295-00
STG114H	LHD Adjustable High Ratio	£1295-00
STG114B	LHD Non Adjustable STD Ratio	£1295-00
STG114BH	LHD Non Adjustable High Ratio	£1295-00

SAFETY COLUMN STEERING BOXES

RIGHT HAND DRIVE OPTIONS

CSTG111	Safety Stg Box RHD Adjustable STD Ratio	£1495-00
CSTG111H	Safety Stg Box RHD Adjustable High Ratio	£1495-00
CSTG111B	Safety Stg Box RHD Non Adjustable STD Ratio	£1495-00
CSTG111BH	Safety Stg Box RHD Non Adjustable High Ratio	£1495-00

LEFT HAND DRIVE OPTIONS

CSTG114	Safety Stg Box LHD Adjustable STD Ratio	£1495-00
CSTG114H	Safety Stg Box LHD Adjustable High Ratio	£1495-00
CSTG114B	Safety Stg Box LHD Non Adjustable STD Ratio	£1495-00
CSTG114BH	Safety Stg Box LHD Non Adjustable High Ratio	£1495-00

For BN1 versions use same part number just add 'BN1' suffix.

SAFETY COLUMN CONVERSION

The safety column option was developed by us some years ago, when experience of accidents indicated that a full column travelled back towards the driver under head on collisions. To reduce this problem we produced this conversion incorporating a universal joint and body mounting clamp together with steering wheel centre boss.

This is now offered on our new steering boxes or alternatively we can convert your existing column to a safety type if you wish. Note this requires moving the horn and indicators to the dash board.



Safety column kit

CUSTOMER REBUILDS

We can rebuild customers own columns with new internals as necessary, please call for details.



The original steering worm design was meant to have a tight spot in the straight ahead position with increased clearance (play) towards lock. Unfortunately the original design very rarely worked out this way. Usually the tight spot is just off to one side.

With modern computer controlled 5 axis machining centres now available we have designed a new type of worm, we call it our constant clearance worm, which is exactly as you may expect. It has no tight spot, nor does it have increased clearance on lock. In fact it is as close to a steering rack as you may wish to get. Like a steering rack it has the same feel and clearance on full lock as it does in the straight ahead.

This design fits directly into any raised lid steering box with no modifications necessary. Available in LH and RH Drive as STD $3\frac{1}{4}$ turns ratio or the $2\frac{1}{2}$ turns high ratio with adjustable and non adjustable columns.

STEERING PEG

Reproduction of original.

STG137	BN1	£79-50
STG139	BN2 on flat lid	£58-50
STG140	BJ8 raised lid	£21-79

STEERING ARMS

Reproduction of original part using our own forge tool.

STG300	Right side BN2-BJ8	£125-00
STG301	Left side BN2-BJ8	£125-00

STEERING WHEELS & HUBS

Moto-Lita, the only make to have. Polished aluminium with drilled holes.

STG107	13" leather rim - Flat	£142-00
CSTG105	14" wood rim - Flat	£142-00
CSTG107A	14" leather rim - Flat	£142-00
STG105	15" wood rim - Flat	£142-00
STG108	Adjustable hub	£76-00
STG109	Non adjustable hub	£65-00

STEERING WHEEL CENTRE

Polished aluminium with 'Denis Welch' motif in the centre, hole pattern to suit after market steering wheel hubs.

CSTG255	£14-94
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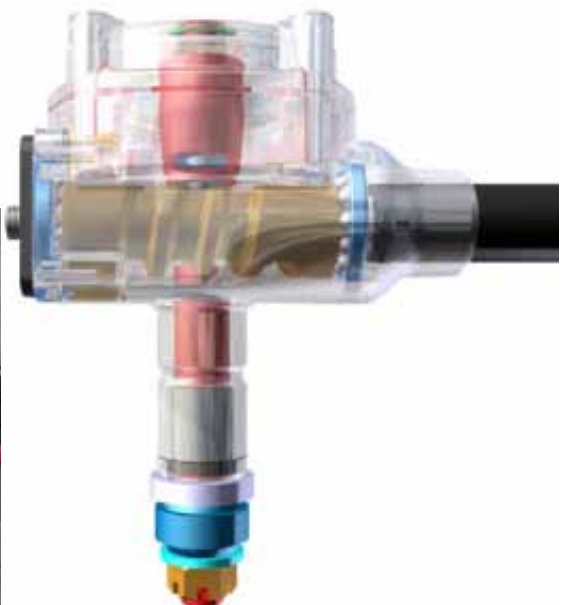
CONSTANT CLEARANCE WORMS

Supplied with column and cam assembled, ready for fitment to raised lid steering box. NOTE: Not suitable for non-original cases. Do not overtighten adjuster.

CSTG300	RHD non-adj column	std ratio	£245-00
CSTG300H	RHD non-adj column	high ratio	£245-00
CSTG301	RHD adjustable column	std ratio	£245-00
CSTG301H	RHD adjustable column	high ratio	£245-00
CSTG302	LHD non-adj column	std ratio	£245-00
CSTG302H	LHD non-adj column	high ratio	£245-00
CSTG303	LHD adjustable column	std ratio	£245-00
CSTG303H	LHD adjustable column	high ratio	£245-00



Tony Worthington meets the girls! Spa 6 hour 2014





STEERING IDLER BOX COMPLETE

Yet again fed up with the poor quality offerings already on the market. We have reproduced this item entirely. Available complete or in component parts.

Every item made to our drawings, on our tooling - in Britain.

Don't be disappointed – buy the best.

STG200	RHD BN2 to BJ8	£225-00
STG201	LHD BN2 to BJ8	£225-00



IDLER BODY

Bushes fitted ready to ream to size.

STG203	RHD BN2 to BJ8	£115-00
STG204	LHD BN2 to BJ8	£115-00

IDLER OIL SEAL

STG209	BN2 to BJ8	£1-60
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STEERING BOX / IDLER BUSH

Steel backed bronze lined to original specification. Made especially for us – look for our logo.

STG146	BN2 to BJ8	£5-95
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SHAFT IDLER BOX

As original.

STG205	BN2 to BJ8	£69-95
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IDLER LID

Case hardened for long life – As the original.

STG213	BN1 to BJ8	£26-50
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GASKET - IDLER LID

As original.

STG211	each £0-55
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BN1 STEERING BOX BUSH

Phosphorus bronze bush.

STG145	each £24-95
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STEERING BOX SPACER

Quality reproduction of original item from our own pattern equipment.

STG160	each £24-00
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UPPER STEERING COLUMN CLAMP

Quality reproduction from our own pattern equipment.

STG166	pair £19-50
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Jeremy Welch & Mark Pangborn at Portimao 2014 in the 120 minute GT and Sports Car Cup race. Clinching 1st overall in the series
Photo Jim Houlgrave



COMPETITION SPRINGS

Sold individually.

CSUF122	412 lbs 4 cyl. race, rally	£39-34
SUF123	412 lbs 6 cyl. BJ8	£32-50
CSUF123	600 lbs 6 cyl. rally	£39-34
CSUF123/500	500 lbs 6 cyl. race	£39-34
CSUF123/800	800 lbs 6 cyl. race	£39-34
CSUF123/1000	1000 lbs 6 cyl. race	£45-00

SPRING PLATFORM

Reproduction of standard.

SUF130	each £35-95
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TOP TRUNION

Machined from new forgings as per original.

CSUF105T	each £69-50
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SUSPENSION HANDLING KIT

See rear suspension page 52.

ADJUSTABLE FRONT SHOCK ABSORBER MOUNTINGS

Rectify your incorrect camber angles caused by a bent or damaged chassis with these hollow front turret tops. Having slots and an adjuster thread to allow the inner threaded sliding plate to move with the shock absorber. Being made from top quality steel the threads will not pull out, thus also holding the shock absorber more securely.

CIBP168	Sliding plate	each £26-52
CIBP168L	Adjustable shock absorber top RH	£19-50
CIBP169L	Adjustable shock absorber top LH	£19-50

HEAVY DUTY FRONT STUB AXLES

After having three front stub axles snap off on our race Healey many years ago, we decided that something had to be done. Therefore we have taken brand new bare forgings and machined them with bigger radii where possible. These come ready to fit with reamed kingpin bushes.

CSUF140	BN2-BJ7	£295-00
CSUF140A	BN1	£295-00
SCSUF140	100S	£315-00

NOTE: Over 50% of stub axles that we have examined have been cracked. Therefore we will crack detect yours free of charge.

BJ8 STUB AXLE CONVERSION

At last an alternative for the impossible to replace BJ8 stub axle. Our early forging, machined to suit BJ8 wheel bearings and corresponding calliper brackets to suit P16 BJ8 callipers.

CSUF140B	BJ8 stub axle	each £295-00
CBRK152BL	BJ8 calliper bracket	pair £119-66



STEERING LEVERS

Forged from our own tooling this reproduction of the original is now available.

SUF400	RH BN2 to BJ8	£125-00
SUF401	LH BN2 to BJ8	£125-00
SUF402	RH BN1/100S	£145-00
SUF403	LH BN1/100S	£145-00



BUMP STOP SPACERS AND TUBE NUTS

When fitting front spring lowering blocks, the bump stops should be raised by the same amount, particularly on rally cars.

CSUF131S	$\frac{5}{8}$ " thick	£44-50
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FRONT LOWER WISHBONES

Machined from new forgings as per the original BN2 - BJ8

SUF126	RH front / LH rear	£135-00
SUF127	LH front / RH rear	£135-00



UPRATED SHOCK ABSORBER

These are up-rated by approximately 30%.

CSUF101 Exchange £59-00

OFFSET TRUNION BUSH SET

These bushes are machined from graphite impregnated nylon. They are designed to replace the standard rubber bush, thus helping to stiffen the front king pin. The off-set hole through the middle of the bush enables you to set the front suspension to negative camber. Recommended for all cars.

CSUF105 £21-99

LOWER WISHBONE NYLON BUSH SET

These bushes are machined from graphite impregnated nylon, thus helping to stiffen up the lower wishbones. Recommended only for racing.

CSUF133 £33-99

POLYURETHANE BUSH SETS

These bushes replace the standard giving 6-10 times longer life, being a little stiffer, with no detriment to ride quality. Recommended for road and rally cars.

CSUF105P Trunion bush set £16-95

CSUF133P Lower wishbone set £29-95

LOWERING KIT

Consisting of longer spring platform bolts, spacers and nyloc nuts, this enables you to lower the front ride height of the car.

CSUF250 £18-99

HEAVY DUTY FRONT ANTI-ROLL BAR KIT

This 7/8" diameter bar comes with up-rated links, link rubbers, special chassis mounting brackets and rubbers. It is a direct replacement for the original bar and requires no modifications to the chassis. It is the best value for money improvement you can do to your suspension.

CSUF192K 7/8" dia kit £165-00

Replacement parts

CSUF192F Mounting kit complete 7/8" dia £49-50

INTERMEDIATE FRONT ANTI-ROLL BAR KIT

As above, however now available in 5/8" and 3/4" formats for those who require something in between.

CSUF191K 5/8" dia kit £195-00

CSUF190K 3/4" dia kit £195-00

RALLY FRONT ANTI-ROLL BAR KIT

This 7/8" diameter bar comes complete with rose jointed links and polyurethane mountings thus making the front suspension stiffer and faster reacting. It is a direct replacement for the original bar and requires no modifications to the chassis.

CSUF192S £215-00

Replacement parts

CSUF195A 3/8" UNF male rose joint £14-99


CSUF203R Poly mount 7/8" each £9-95

RACE ANTI-ROLL BAR KIT

Our latest design for the ultimate 4 or 6 cylinder race car, this kit is designed to simply bolt on. Mounting to the suspension as far out as possible to achieve maximum response, this kit is supplied with a 1.0" diameter bar, ideal to start with. Other diameters are then available to achieve the drivers ideal setting. The bars can be changed in minutes without any other alterations, maybe for wet or dry conditions?


CSUF192N/10 1.000" complete kit £295-00

CSUF192P/11 1.125" bar only £185-00

 CSUF192P/13 1.187" bar only £185-00

CSUF192P/12 1.250" bar only £185-00

CSUF203T Poly mount 1.125" each £20-00

 CSUF203V Poly mount 1.187" each £20-00

CSUF203U Poly mount 1.250" each £20-00

Replacement parts

CSUF195A 3/8" UNF male rose joint £14-99


CSUF195F 3/8" UNF female rose joint £14-99

CSUF203S Poly mount 1.00" each £9-50

KING PIN REAMER

Precision ground for the guy who likes to have his own.

SUF117 BN1 to BJ8 £345-00

 King Pin reamers also available for MGB, MGC, Midget and Frogeye etc.





UP-RATED SHOCK ABSORBERS

These are up-rated by approximately 30%.

CSUR101	BN1 - early BJ8 RH	Exchange	£59-00
CSUR102	BN1 - early BJ8 LH	Exchange	£59-00
CSUR103	late BJ8 RH	Exchange	£59-00
CSUR104	late BJ8 LH	Exchange	£59-00

ROSE-JOINTED SHOCK ABSORBER LINKS

More positive operation for race and rally cars.

CSUR115	BN1-BJ7	£108-15
CSUR116	BJ8	£108-15

TRAMP-BAR KIT

This kit stops the axle from winding up under hard acceleration. It is relatively easy to fit, requiring two brackets to be welded to the lower spring plates. The kit consists of two tramp bars, rose joints, bolts, nuts, mounting brackets and instructions.

CSUR200K	BN2-BJ7	£129-95
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8-LEAF UP-RATED SPRINGS

Strongly recommended for road and rally cars. These are the same type as the original with an extra leaf making them approx 12% stiffer, aiding in keeping good ride height and an improved drive.

CSUR121	BN2 - BJ7	each £129-95
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Newly revamped specification in 2012 now sees these springs to a higher standard than ever before.

BJ8 SPRINGS

Made to our specifications, we feel these springs not only fit to the car more easily they also give the correct ride height and look to the car.

SUR122	each £148-00
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RACE SPRINGS

Made to our specifications these are considerably stronger. Designed so that the front of the spring has extra strength to stop axle wind up and the rear lower leaves are free to be adjusted in length to suit the drivers requirements.

CSUR121R	BN4-BJ7	each £129-95
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SUSPENSION HANDLING KIT

Reduces understeer and controls oversteer effectively with no loss in ride quality.

Transforms Big Healeys handling enabling the cars full potential to be realised.

Consists of special front and rear anti-roll bars, links, brackets, etc. The front is a bolt on replacement for the original. The rear requires two brackets to be welded to the chassis and two to the axle. Full instructions are included, the rear kit may also be bought separately for those who already have a 7/8" front bar.

CSUR250	Front & rear kit	£345-00
CSUR192K	Rear kit only	£195-00



Testing and tuition at Sepang, Malaysia prior to competing in the five rounds of the Asia Classic Car Cup. Both cars fully supported by Denis Welch Motorsport.



PANHARD ROD BRACKET

Reproduction of standard.

SUR165 each £9-50



POLYURETHANE BJ8 RADIUS ROD BUSHES.

High performance bushes for updated cars.

CSUR166 car set £40-95



BJ8 RADIUS RODS

This reproduction of the original is precision made in our own factory. Supplied gloss black with standard or polyurethane bushes.

SUR173 Standard Bushes each £52-50

CSUR173 Polyurethane Bushes each £65-00



POLYURETHANE SPRING BUSHES

Updated bushes to replace the metalastic bushes fitted in both ends of a BN1 to BJ7 rear spring and the front eye of a BJ8 spring.

SUR125P each £9-95

BN1 'U' BOLTS

Reproduction of original.

SUR142A each £45-00

SPRING PLATFORMS

Reproduction of the original.

SUR138 BN2 to BJ7 each £22-50

SUR138A BJ8 each £24-50

NYLON REAR SPRING BUSHES

Machined from graphite impregnated nylon these are designed to replace the standard rubber metalastic bush in the spring eye, to stop axle torque steer. Due to the inaccurate nature of the spring eye size these bushes have to be reamed after fitting to allow the spacer tube to fit smoothly, therefore we only recommend we fit these into new springs at time of purchase. For competition use.

CSUR125 BN1 to BJ7 car set £59-75

FITTING CHARGE £30-00

POLYURETHANE SPRING BUSHES BJ8

High performance bushes for the chassis and rear spring eye of the BJ8 rear spring. Stops the flexing experience with standard rubber bushes, a must for updated cars.

CSUR136 Set of 8 £44-95

COMPETITION PANHARD ROD KIT

Lightweight tubular kit with improved axle bush mounting, supplied as two options fixed length to suit standard mounting points or with chassis end loose for correct length to be achieved on fitting.

CSUR161 Loose end kit £175-00

CSUR161A Fixed end kit £175-00



Bruno Senna drives a Denis Welch Motorsport prepared Healey 3000 around the Mercedes test track, filming for the Classic Car TV show.



Fed up with the wrong size holes or undersized splines from third party suppliers... or just the wheels falling off?

We have now commissioned our own front and rear hubs, British made to our own drawings and specifications, compiled with the aid of original drawings.

Stocked in two specifications Road or Race. Easy to identify Race being black and Road being silver. Race made from a higher grade steel and lightened where possible.

FRONT ROAD

SUF184	RH fine thread BN2-BJ7	£95-00
SUF185	LH fine thread BN2-BJ7	£95-00
SUF186	RH coarse thread BJ8	£95-00
SUF187	LH coarse thread BJ8	£95-00

FRONT RACE

CSUF184	RH fine thread BN2-BJ7	£160-00
CSUF185	LH fine thread BN2-BJ7	£160-00
CSUF186	RH coarse thread BJ8	£160-00
CSUF187	LH coarse thread BJ8	£160-00

REAR ROAD

RAX205	RH fine thread BN2-BJ7	£85-00
RAX206	LH fine thread BN2-BJ7	£85-00
RAX210	RH coarse thread BJ8	£85-00
RAX211	LH coarse thread BJ8	£85-00

REAR RACE

CRAUX205	RH fine thread BN2-BJ7	£135-00
CRAUX206	LH fine thread BN2-BJ7	£135-00
CRAUX210	RH coarse thread BJ8	£135-00
CRAUX211	LH coarse thread BJ8	£135-00

REAR WHEEL SPACER

3 mm thick aluminium hard anodised spacer to bolt under spline adapter as you wish.

CRAUX209	BN2-BJ8	£12-50
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HUB LOCK NUTS

Made to our specification, correct for the job.

RAX165	BN2-BJ8	£2-78
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Our recommended torque figure for Hub Nuts on the 5 stud axle is 80lb/ft (110Nm)

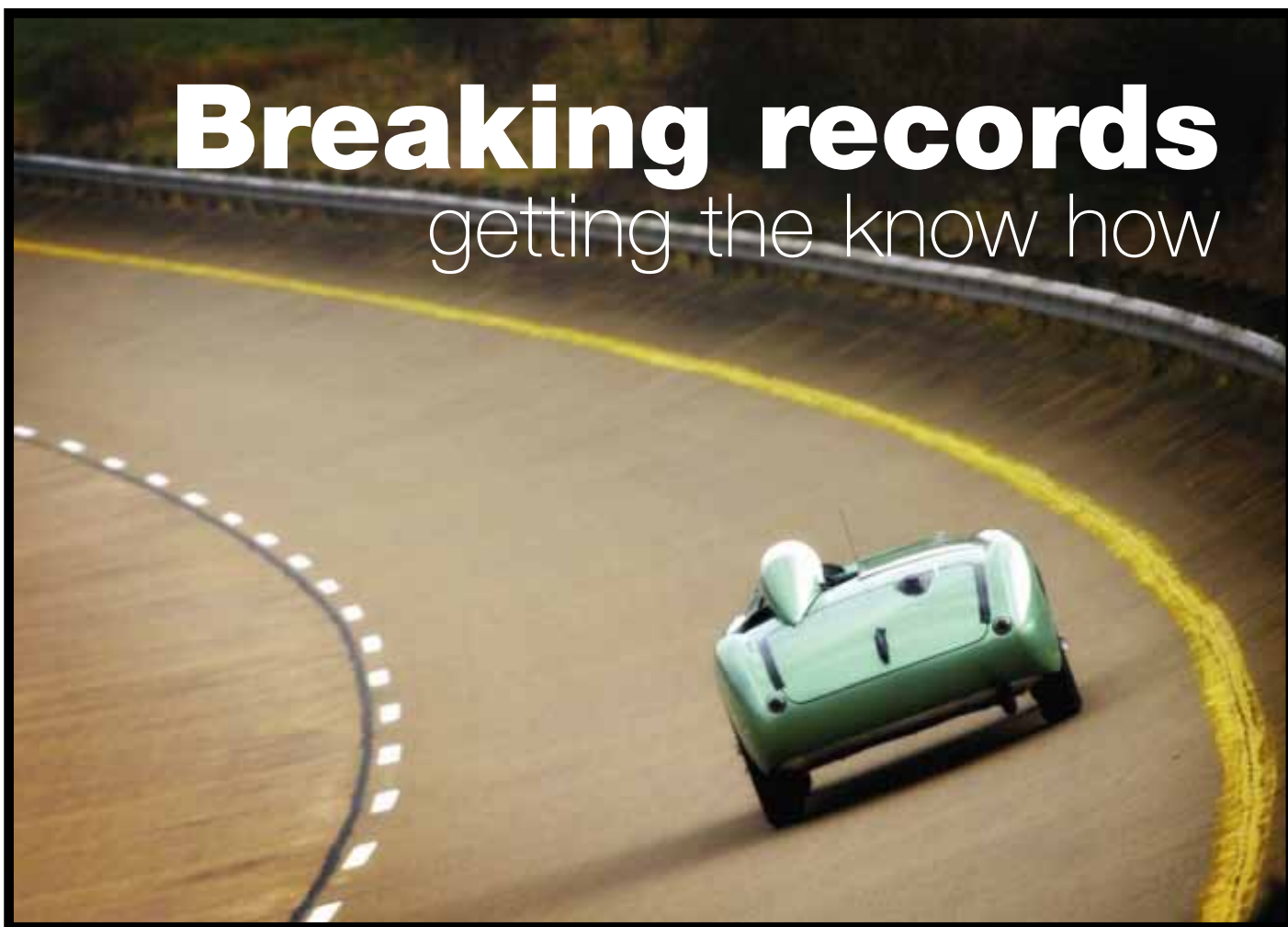
PLEASE NOTE: Grease should be always be applied to the splines and taper before fitting wheel. See page 64.



We also manufacture 100S Front and Rear Hubs, please enquire.

Breaking records

getting the know how



International and UK records	1,000 kms	4h 11m 40.650s	148.13 mph
International and UK records	500 miles	3h 23m 33.434s	147.37 mph
International and UK records	500 kms	2h 05m 51.697s	148.10 mph
International and UK records	100 miles	39m 52.207s	150.48 mph
International record	100 kms	24m 53.159s	149.80 mph
International and UK records	1 hour	147 miles 668 yds	147.38 mph

Outright UK record	100 miles	39m 52.207s	150.48 mph
UK record	200 miles	1h 22m 21.817s	145.69 mph
UK record	10 miles	3m 55.143s	153.09 mph
UK record	10 kms	2m 26.030s	153.18 mph
UK record	5 miles	1m 57.495s	153.19 mph
UK record	3 hours	443 miles 1,724 yds	147.99 mph



Testing at MIRA

Setting up the suspension on the record breaking Healey Endurance Car became more involved than you might have thought. Normal race circuit set up was only suitable up to 130 mph!

To achieve stability above this a number of modifications were introduced including positive camber on the inside front wheel,

pre-loaded corner weights in excess of 100 kg difference and the skewing of the rear axle, all in order to cope with the tight, banked Millbrook bowl and to achieve the final 153.19 mph speeds achieved for the 5 mile record.

We also found out a lot about some of the myths that have surrounded the Healey



shape and its airflow, by putting the car through the windtunnel at MIRA.

The airflow through the grill caused considerable disturbance in the engine bay and the lift generated by what is today a high ride height had a considerable effect on the stability at over 130 mph.



MALLORY DISTRIBUTOR

These new distributors have a superior adjustable advanced weight mechanism with no vacuum unit and the choice of using single or dual points.

They also come complete with cap and rotor arm, although require the fitment of a new or original drive dog.

CELI102M	6 cyl.	£325-00
CELI101M	4 cyl.	£325-00

Replacement parts

CELI118M	Points	£19-50
CELI121M	Rotor Arm 4 or 6 cyl.	£8-50
CELI112M	Cap 6 cyl,	£32-00
CELI110M	Cap 4 cyl,	£32-00
CELI115M	Carbon Brush	£16-50

We recommend if using a Lucas coil to also use a Lucas condenser or our new Reliable Condenser see page 57.

DISTRIBUTOR DRIVES

Reproduction of the standard item in a higher grade steel to aid reliability.

ELI156	BN1 to BN2	£105-00
ELI109A	BJ8 tang drive	£12-50
ELI157	BN4 – BJ7 with tach drive gear	£59-95

DISTRIBUTOR CLAMPS

These are machined from aluminium and clamp the distributor more firmly resulting in less likelihood of the timing slipping.

CELI102C	BJ8 25D6 Lucas	
	(Distributor will need machining)	£26-50
CELI104CL	Mallory Distributor (direct fit)	£26-50

For all other models, please phone.

COMPETITION HT LEAD

The traditional yellow and black Lucas competition wire HT lead.

CELI150	per metre	£3-85
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NGK 90 DEGREE PLUG CAPS

These caps have rubber seals to make them as near 100% waterproof as possible.

CELI148	each	£2-85
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PLUG LEAD TERMINALS

Crimp on terminals to suit wire H.T. lead.

Used for plug and coil leads

CELI150A	Straight Terminal	£0-35
CELI150B	Straight Cover	£0-45
CELI150C	90° Cover	£0-64
CELI150D	90° Terminal	£0-80

LUCAS SPORTS COIL

Fits all models, for road or race this is the one to have.

CELI141	£20-25
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LUMENITION ELECTRONIC IGNITION

Lumenition is one of the most reliable ignition kits on the market. The optical system is not disturbed by reasonable distributor wear and hence will often give a small power gain over contact breakers. The performance kit has a constant energy design to extract the extra energy at high RPM, whether purchasing the standard or performance kit the correct chopper must be purchased to suit your distributor.

(Negative earth only)

CELI225	Lumenition Module	£161-00
CELI230	Performance Lumenition Kit	£232-00
CELI224	Chopper (Mallory 4, 6 & 8 cyl.)	£40-00
CELI226	Chopper (Lucas 25D6/4 distributor)	£15-00
CELI227	Chopper (Lucas DM6 distributor)	£20-00
CELI228	Mounting Bracket	£10-00

REV LIMITER

Lumenition rev limiter again extremely reliable adjustable setting.

(Negative earth only)

CELI250	£80-00
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SILICONE HT LEAD SET

Available for the 100/4 and the 3000 with or without the mechanical tacho tower. 8mm blue for a full competition and 7mm black for a more period look.

CELI153	3000 with tacho tower -Black	£74-50
ELI152	3000 no tacho tower -Black	£74-50
CELI152	3000 with tacho tower -Blue	£74-50
CELI154	100/4 -Black	£54-50
CELI151	100/4 -Blue	£54-50



ELECTRONIC TACHO

Highly accurate chronometric style BRITISH MADE tachograph. 100mm diameter to suit the original dashboard aperture.

Programmable to suit 4 or 6 cylinder, twin shift lights and a period red tell tail needle. By far the best, most suitable and period tachograph on the market and sporting the Denis Welch Motorsport logo. Suits electronic or points ignition.

(Negative earth only)

CINS122 £495-00

UNIVERSAL DISTRIBUTOR SPRING KIT

3 pairs (light, medium and strong) of distributor bob weight springs - can be fitted to most distributors as required.

CELI123 £9-50



RELIABLE CONDENSER

At last an ultra reliable condenser. Buy once and forget. Suitable for Lucas or Mallory distributors. Mounts to side of coil.

CELI124 each £27-50



SPARK PLUGS

We have used NGK spark plugs forever! Ultra-reliable and cost effective. The "Iridium IX" range give benefits such as improved starting, greater idle stability and enhanced throttle response. For serious competition engines, improved combustion and superior anti-fouling capabilities.

BP5ES	Standard	each £2-95
BP6ES	Fast Road	each £2-95
CELI145	B7ECS - Race/Rally	each £4-95
CELI145R	BKR7EIX - Iridium	each £8-95
CELI146	B8ECS - Race	each £4-95
CELI146R	BKR8EIX - Iridium	each £9-25

PLUG LEAD NUMBERS

White plastic bands with black numbers to push over standard or competition 7mm plug lead when making them up.

Suffix the part number with required digit.

CELI148/1 to CELI148/9 each £0-50



Tarek Mahmoud 100/4 Goodwood Revival Sept 2014
Photo: John Retter



ELECTRONIC DISTRIBUTORS

With 16 advance curves designed by DWR to choose from. These take the slop out of the original mechanical advance mechanism and replace it with an electronic curve which will repeat time after time. Supplied with fitting instructions and our recommended curve selection for those who want to fit and forget, or for those who wish to tune the engine, switch between the 16 curves with the turn of a screw, no more fiddling with tiny springs.

These distributors look identical to the original later Lucas 25D and 23D types.

Recommended to use with a Lucas sports coil and Silicone HT leads.

100/4 - SUPPLIED WITHOUT DRIVE SHAFT.

CELI101EN	non vacuum negative earth	£173-95
CELI101EP	non vacuum positive earth	£173-95
CELI101EVN	with vacuum negative earth	£173-95
CELI101EVP	with vacuum positive earth	£173-95

6 CYLINDER WITH TACHO TOWER
- SUPPLIED WITHOUT DRIVE DOG.

CELI102EN	non vacuum negative earth	£189-95
CELI102EP	non vacuum positive earth	£189-95
CELI102EVN	with vacuum negative earth	£189-95
CELI102EVP	with vacuum positive earth	£189-95

6 CYLINDER NON TACHO TOWER
- SUPPLIED WITH DRIVE DOG.

CELI103EN	non vacuum negative earth	£189-95
CELI103EP	non vacuum positive earth	£189-95
CELI103EVN	with vacuum negative earth	£189-95
CELI103EVP	with vacuum positive earth	£189-95

Replacement parts

ELI120	rotor arm - 4 cylinder	£2-45
ELI121	rotor arm - 6 cylinder	£2.65
ELI110A	distributor cap - 4 cylinder	£9-50
ELI112B	distributor cap - 6 cylinder	£9-50

We can also supply CSI distributors for most other cars please enquire.

DISTRIBUTOR CLAMP

These are machined from aluminium and clamp the distributor more firmly resulting in less likelihood of the timing slipping.

CELI104CL Mallory & CSI Distributor (direct fit) £26-50

DISTRIBUTOR DRIVES

Reproduction of the standard items.

ELI156	BN1 to BN2	£105-00
ELI109A	BJ8 tang drive	£12-50
ELI157	BN4 - BJ7 with tacho drive gear	£59-95



SILICONE HT LEAD SET

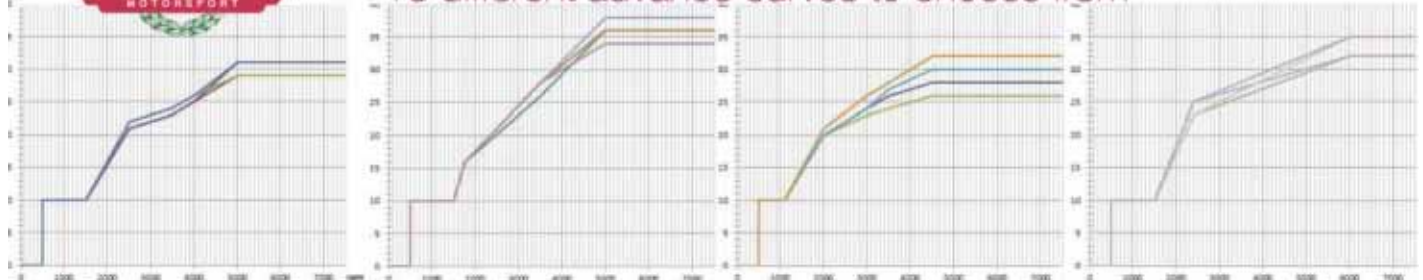
Available for the 100/4 and the 3000 with or without the mechanical tacho tower. 8mm blue for a full competition and 7mm black for a more period look.

See page 57 for specifications and prices

LUCAS SPORTS COIL

Fits all models, for road or race this is the one to have.

CELI141 £20-25





LIGHTWEIGHT ALUMINIUM DYNAMO PULLEY

Cast in aluminium, these pulleys have a deeper groove to stop the fan belt jumping off at high revs and the larger diameter slows down the speed to stop the windings from over heating.

CELG186	BN1-BN2 wide belt	£59-50
CELG187	BN4 - BJ7 C45 dynamo	£49-50
CELG187L	BJ8 C42 dynamo	£59-50

HEAVY DUTY DYNAMO MOUNTING BRACKET

Specially made from heat-treated cast aluminium for the ultimate in strength to cope with the inherent vibration problems. Also a direct replacement for standard.

CELG172B	BN1 – BN2	£49-95
ENG775	BN4 – BJ7	£64-50

NYLON ADJUSTER STRAP

We have developed this adjuster strap to eliminate the problem of the steel one breaking due to vibration. Originally developed for the wide belt 100 this can be used on all models, dynamo or alternator.

CELG172		£9-95
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ALTERNATOR MOUNTING BRACKET

These are specially cast in heat-treated aluminium to accept any Lucas ACR type alternator. These should be of special interest to the rally enthusiast.

CENG775	6 cyl.	£64-50
CELG172A	4 cyl.	£49-95

ALTERNATOR WITH FAN AND PULLEY

Lucas 36 and 45 amp output ACR type. Inc 2 1/2" (64mm) diameter 1/2" wide pulley & fan. Other pulleys available separately to suit high revs and 100/4 wide belt.

CELG169	Outright sale 6 cyl. 36 amp	£79-00
CELG169B	Outright sale 4 & 6 cyl. 45 amp	£89-00
CELG169PA	3.5"(90mm) dia. 1/2" wide pulley only	£19-84
CELG169W	4 cyl. wide belt pulley only	£38-32
CCHT137A	1/2" Fan belt – fits most 4 cyl.	£8-50
CCHT139	1/2" Fan belt – fits most 6 cyl.	£6-50

Replacement parts

Alternator no fan or pulley EXCHANGE

CELG169A	6 cyl. only 36 amp	£59-00
CELG169C	4 and 6 cyl. 45 amp	£69-00



FALSE REGULATORS

Ideal when fitting any kind of alternator conversion. Keeps the original bulkhead look and makes it easy to join the wires, with the benefit of an internal fuse.

CELG163	2 bobbin screw	each £39-95
CELG164	3 bobbin – BJ8	each £39-95

Replacement parts

CELG163F40	40 Amp Fuse	each £3-95
CELG163F50	50 Amp Fuse	each £3-95



Nils Nyblaeus,
Martin Corfield &
Jaap Sinke
Spa 6 hour 2015.
Photo: Robert
Perterson



CIBIE SPOT LIGHTS

For those who require an excellent driving light beam and like a strong more modern look to the car.

Accepts H2 Halogen bulbs, not included.

CLTG226	Cibie Spot Light	each £122-00
WCB175	100 Watt bulb	each £8-33
GLB479	55 Watt bulb	each £4-99

Replacement parts

CLTG226L	Lens	each £36-98
CLTG226C	Cover	pair £18-00

DASHBOARD FLICK SWITCHES

Top quality with silver contacts.

CELS124	Overdrive etc	each £5-95
CELS105RS	Dip / Main lights	each £10-95
CELS200RS	Indicator	each £8-25
CELS205RS	Washer motor	each £9-95

DASHBOARD HORN PUSH

Period Bakelite switch.

CELG147		each £12-95
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LOW OIL PRESSURE WARNING LIGHT KIT

Saves expensive engine damage by attracting your attention before oil pressure reaches zero. Kit consists of oil pressure switch, mounting tee piece and large orange warning light. Cuts in at approximately 20 psi.

CELS190K		each £42-50
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Replacement parts

CELS1911	Pressure Switch	each £17-68
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SPOT LIGHT BRACKETS

Cut from 1/2" thick aluminium these one piece rugged mountings give an excellent stance to the car and a firm platform to hold your chosen spot lamps, incorporating a towing eye of 50 mm diameter as per FIA regulations. Supplied un-drilled in order to achieve the correct fit to your car.

CMSC400	pair	£102-25
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'WORKS' TYPE GEAR LEVER KNOB

Made in aluminium with a built in overdrive switch.

CELS123		£ 34-97
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Replacement parts

CELS123S	Replacement switch with wire	£12-95
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Top Tip:

For FIA events your rain light must be within 4" of the car centre line, otherwise two must be fitted.

REAR RAIN LIGHT

52mm diameter LED high visibility unit as per FIA regulations.

YCLTG230	LED	each £26-00
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EXTENDED FLICK SWITCHES

Top quality with a long stork which can be shortened if required.

CELS205RSL	Washer/Horn	each £14-95
CELS124L	Overdrive etc	each £16-95
CELS200RL	Indicator 2 way	each £15-95



Denis & Jeremy Welch finish 2nd overall in the 3 hour Autosport race Snetterton 2014. After the race presented with the trophy by Marcus Pye and Jack Sears.

Photo: Charlie Wooding



COMPETITION STARTER MOTOR

Made to our own design these hi-torque starters use a brand new Japanese motor with our own manufactured mounting flange. Our design has increased power, strength and reliability over many others on the market. The 1.4kw motor rotates the engine far quicker than the original and for much longer with decreased battery drainage. The overall weight saving is considerable as it only weighs 4.3kg. Dual Polarity.

CELG190	22mm standard offset	£295-00
CELG190S	27mm offset to run with thin ring gear	£295-00

COMPETITION BATTERY CUT-OFF SWITCH

This switch has a removable key and when turned off in an emergency with the engine running, it not only earths out the ignition killing the engine, it also discharges the charging system. As specified by the FIA

CELS101A	£24-95
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Replacement parts

CELS101K	Spare Key	£3-95
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LE MANS HEADLIGHT UNITS

Reproductions of the original 100M and 100S units with the Le Mans script in the glass. Suits original type 414 bulbs or our halogen bulbs CLTG232.

LTG169LM	each £128-00
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TYPE 414 HALOGEN BULBS

55/60 watt halogen to fit the original Le Mans lamp units.

CLTG232	each £13-00
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H4 HEADLIGHT UNITS

These are a direct replacement for the sealed beam unit, those with original replaceable bulb type must also change the buckets. The units come as standard with 55/60 watt halogen H4 bulbs, 80/100 watt will also fit straight in or for real night vision try the Night Tech made by PIAA and save the loading on the wires as at only 60/55 watt draw they give light equivalent to 140/130 watt. All E marked and road legal.

LTG166	LH dip - light unit	pair £69-95
LTG167	RH dip - light unit	pair £94-50
LTG180	Bucket - plastic	each £14-95
CLTG228	80/100 Watt halogen bulb	each £5-45
CLTG230	Night Tech 60/55 Watt E-marked bulb	
	produces 140/130 Watt	pair £34-95

TEE PULL CABLE

Can be used with either battery master switch or plumbed in fire extinguisher.

CELS101T	6' Long (1.83 m)	£8-95
CELS101L	12' Long (3.66 m)	£9-95



STONE GUARD HEADLIGHT COVERS

These 7" diameter stainless steel headlamp stone guard/grill covers are the ideal choice if you require products that will give you long service.

ACC101	pair £11-70
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RACING RED TOP 30 BATTERY

These red top 30 racing batteries offer an extremely high power to weight ratio at only 10.6Kg. Combine this with a high resilience to shock, vibration and G-force, and you have the most desirable characteristics sought after in motorsport. For this reason these batteries are used by some of the biggest names within the industry and are the most popular and professional racing battery on the market. Perfect for race or high climb cars.

Dimensions (mm)	Length 250 x Width 97 x Height 142
CELG217	£151-02

Top Tip:

If your car is under weight, add a second battery in place of lead – Better than carrying lead!



Setrab
Pro Line

SPIN-ON OIL FILTER CONVERSION KIT

Our adaptor replaces the complete oil filter housing at the block, which then accepts the modern spin-on filter, thus making changing the oil filter a much easier and cleaner job. Also helps fitment of oil coolers. The modern design also has much improved filtration and includes a magnet within it.

CENG489K	4 cyl.	£38-50
CENG689K	6 cyl.	£38-50

Replacement parts

CENG688	Spin-on filter only	£6-95
ENG696	Gasket	£0-45

REMOTE OIL FILTER ADAPTOR

This adaptor is for people who wish to fit a remote oil filter as per the 'Works' cars. It bolts directly onto the side of the block. Inc. gasket and bolts. Please order your choice of unions separately.

CACC126X	4 cyl.	£29-50
CACC126U	6 cyl.	£29-50

REPLACEMENT OIL COOLERS

We stock a variety of sizes, others are available to order.

ACC124	13 row 1/2" BSP	£88-00
ACC124D	13 row 5/8" BSP	£88-00
ACC124-10	13 row -10 JIC	£88-00

THERMOSTATIC SANDWICH PLATE

Optional extra to use with the spin-on filter kit and the oil cooler kit if you wish. Please order your choice of unions separately.

CACC128T		£52-03
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OIL COOLER KIT

Both our kits use 5/8 BSP fittings with large bore stainless steel braided hose to increase oil flow. Included is a 13 row 5/8 BSP cooler with specific brackets. The 6 cylinder cooler bolts directly to the front lower part of the radiator using the radiator's own mounting bolts. The 4 cylinder brackets give the choice of mounting it vertical in front of the radiator attached to the ducting or horizontal to the ducting with a hole cut and small scoop. In each case the pipes are the correct length to match with the filter sandwich plate. This kit must be fitted with a spin-on filter kit, purchased separately.

CACC157	4 cyl.	£185-00
CACC127ZM	6 cyl.	£185-00

Replacement parts

CACC128S	Rubber seal - sandwich plate	£0-95
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REMOTE OIL FILTER HOUSING

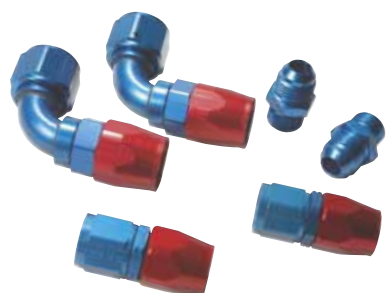
This housing can be bolted to the foot well or inner wing and accepts a modern spin-on type filter, it is also available with or without a 5/8" UNF thread for a temperature sender.

CENG689CL	Flows left to right with temp.	£34-95
CENG689CLP	Flows left to right without temp.	£34-95
CENG689CR	Flows right to left with temp.	£34-95
CENG689CRP	Flows right to left without temp.	£34-95

For people wishing to fit the oil cooler directly behind a hole in the front shroud we stock a full range of Earls aluminium fittings with braided hose which we can supply to their specific requirements.

We only stock the best oil coolers on the market - **Setrab**.

We also carry many different adaptors, unions and fittings for all types of installations, including Aeroquip and Earls hoses and fittings.





UP-RATED RADIATORS

These radiators have been specially developed from our competition experiences. They are fitted with a special core which has more cooling tubes and fins per square inch. This helps keep the running temperatures down.

CCHT101	4 cyl.	Exchange	£275-00
CCHT102	6 cyl.	Exchange	£275-00

ALUMINIUM RADIATORS

Using modern cores these improve the cooling. The 100 is available in two core thicknesses. The thicker providing better cooling when at slow speed in traffic.

CCHT101A	4 cylinder road, 60mm core	£645-00
CCHT101R	4 cylinder race, 40mm core	£575-00
CCHT102A	6 cylinder road and race 40mm core	£449-00

Replacement parts

CCHT106	7lb Radiator Cap	each £3-95
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WIRE REINFORCED FLEXIBLE DUCTING PIPE

Ideal for brake ducting or fresh air to the cockpit. Sold per metre.

CCHT152	1.50" plastic	£5-79
CCHT153	1.75" plastic	£7-25
CCHT154	2" plastic	£7-78
CCHT155	3" plastic	£10-50
CCHT157	4" plastic	£10-92

4 CYL. NARROW FAN BELT CONVERSION KIT

Designed to eliminate the vibration problems at high revs caused by the original wide fan belt. This kit consists of an aluminium deep 'V' water pump pulley, aluminium deep 'V' dynamo pulley, cast iron crankshaft pulley and cogged fan belt to suit.

This kit is to suit the original dynamo, the pulleys are available separately if using an alternator.

CENG591	£195-00
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Replacement parts

CENG442	Crank pulley	£69-50
CCHT130	Water pump pulley	£79-50
CCHT137	Fan belt	£7-45

PLASTIC FIVE BLADE FAN

Being of a modern design, these are very efficient in cooling and will stand higher revs without fear of breaking and flying apart causing serious damage. The asymmetric design makes these considerably quieter than the steel six blade.

CHT143P	4 cyl.	£39-50
CHT146P	6 cyl.	£39-50

ALUMINIUM WATER PUMP PULLEY

Designed with a much deeper 'V' for the belt to run in. This helps to stop the belt from jumping off when high revs are being used.

CCHT131	6 cyl. Press on pump.	£59-50
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ELECTRIC FAN KIT

The direct mount fan design is ideal in that it can be mounted in various ways, either off custom made brackets or with a clever tie kit, which attaches it directly to the radiator core. The best possible position for a fan is as close to the radiator core as possible. This kit comes complete with thermostatic control and the traditional sender bulb to be placed in the top hose. Two sizes stocked. 10" fits a 100 or a 3000 with our oil cooler kit & 13" for a 3000 with no oil cooler.

CHT143E	10" Blade diameter	£120-00
CHT143F	13" Blade diameter	£149-50

Replacement parts

CHT143T	Tie Kit	£8-95
CHT143G	Capillary thermostat	£40-66

15 LBS RADIATOR CAP

To suit short necks on aluminium radiators.

CCHT108	15lbs	each £3-95
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MILLERS OILS

CFS 10w60 NT ENGINE OIL

Fully synthetic engine oil with the latest Nanodrive Technology. For reduced friction in the most demanding applications.

CENG970NT 5 Ltr £52-77

CFS 10w60 ENGINE OIL

Fully Synthetic Engine Oil to be used in all high performance road, race and rally applications.

CENG970 5 Ltr £41-73

CLASSIC SPORT 20w50 ENGINE OIL

Ideal for standard and up-rated road engines and gearboxes with overdrive.

CENG972 5 Ltr £21-18

CRX 75w140 NT GEAR OIL

We find this is the best product for use in the gearbox, overdrive and axle. Only for use in extreme pressure high performance applications.

CGBS960 5 Ltr £56.36

EP 80w90 DIFF OIL

Suitable for the axle in road Healeys.

CENG956 1 Ltr £5-46

FUEL ADDITIVE

Unleaded additive and octane booster.

FULVSP VSPe Power Plus - Road each £7-49

FULVSP10 VSPe Power Plus - Road 10 off £47-17

FULCVL CVL - Competition each £9-58

FULCVL10 CVL - Competition 10 off £63-70



CLASSIC RUNNING IN OIL 30

Ideal oil to use for the first 500 miles whilst running in, to aid piston ring bedding. This oil should be used regardless of which engine oil is to be used later.

CENG975 5 Ltr £18-03

CENG975B 25 Ltr £81-42

"We use this running in oil in all the engines we build"

RACING BRAKE FLUID

Synthetic fluid suitable for demanding applications.

CBRK280M 500 ml £13-30

LIQUID GLAZE BUST

A clever little trick to remedy an engine which has been run in incorrectly and the piston rings have glazed up.

CENG976 5 Ltr £19-03

HIGH TEMPERATURE GREASE

Suitable for the most severe conditions. Ideal for race wheel bearings.

CSUF952 500 g £3-70

ANTI-FREEZE

Red - extended life - 5 years.

CHT951 5 Ltr £10-57

EXTRA COOL

Add to the cooling system to reduce coolant temperature by up to 15°C. One bottle per coolant change (2% mix).

CHT960 250 ml £7-42

We stock many other Millers products, all available on our website www.bighealey.co.uk

Any Millers products not listed please contact our Parts Team as we can order directly on your behalf.

STEERING BOX LUBE

The correct viscosity not to leak out. Supplied with all our new steering boxes.

STG950L 1 Ltr £11-89

CASTROL OILS

EDGE SPORT 10w60 ENGINE OIL

Fully synthetic engine oil to be used in all high performance race and rally applications.

CENG950 4 Ltr £39-95

CLASSIC 20w50 ENGINE OIL

Ideal for standard and up-rated road engines and gearboxes with overdrive.

CENG952 1 Gallon (4.55 Ltr) £24-95

REACT PERFORMANCE BRAKE FLUID

Top quality Dot 4 mineral brake fluid suitable for fast road and rally cars.

CBRK280 1 Ltr £11-51

REACT SRF RACING BRAKE FLUID

Synthetic fluid suitable for race cars, this is the ultimate, the best money can buy.

CBRK280R 1 Ltr £46-50

LM GREASE

Good quality wheel bearing grease.

SUF950 500 g £5-25



AUTOGLYM POLISHES

GLASS CLEANER

WSN950 500ml Spray £4-95

INSECT REMOVER

WSN951 500 ml Spray £5-13

RADIANT WAX

OBP955 5 Ltr £38-24

INTERIOR SHAMPOO

UPY951 500ml Spray £4-95

SHAMPOO CONDITIONER

OBP954 5 Ltr £24-50

PLASTIC CONDITIONER

OBP956 1 Ltr £13-99

SUPERGLYM POLISH

OBP953 5 Ltr £38-24

OBP950 Bottle for polish £1-99



WHEEL CLEANER

WHE950 500ml Spray £4-95

OTHER FLUIDS



ENGINE ASSEMBLY LUBE

CENG967 30ml Sachet £1-45

WAXOYL

Anti-rusting coating for chassis.

IBP957 2.5 Ltr Pressure can – Clear £19-95

IBP959 2.5 Ltr Pressure can – Black £19-95

IBP958 High pressure sprayer £21-99

IBP950 5 Ltr Refill can - Clear £29-95

IBP955 5 Ltr Refill can - Black £29-95

LOCTITE 603

Strong retainer suitable for most applications.

WCB120 50 ml £39-95

BLACK GRATE POLISH

Perfect to keep exhausts looking good.

WCB132 75 ml Tube £5-25

CARBURETTOR CLEANER

FUL950 500 ml Aerosol £5-95

WELLSEAL GASKET JOINTING COMPOUND

Old fashioned shellac.

CENG961 100 ml Tube £9-99

GRAPHOGEN ASSEMBLY PASTE

Graphogen assembly paste.

CENG960 125 g Tube £24-50

CAM LUBE

As supplied in our cam kits.

CENG966 100 ml £2-95

WYNNS FOR OIL

Oil additive. Ideal to reduce engine wear.

CENG964 300 ml Tin £6-99

AUTOSOL - CHROME POLISH

OBP952 75 ml Tube £4-95

HIGH TEMP EXHAUST GASKET SEALANT

High temp silicon sealant ideal for exhaust manifold gaskets.

CEXS950 100 ml Tube £10-32

HOLTS EXHAUST GUN GUM

Ideal to seal silencer joints – helps stop popping on over run.

CEXS951 200 g Tin £2-98

LOCTITE FLANGE SEALANT

Flexible silicon sealer for gaskets.

CENG963 80 g Tube £13-62

UPHOLSTERY ADHESIVE

High heat resistant.

UPY352 1 Ltr Tin £19-95

BARS LEAK

Ideal for leaking radiators.

CCHT950 135 ml £3-99

BRAKE CLEANER

BRK950 500 ml Aerosol £4-95

WD-40

Aerosol Penetrating Oil.

CENG965 400 ml £5-67

WCB950 5 Ltr £23-95

LSD OIL ADDITIVE

Reduce the clicking noise from a clutch type LSD by adding this friction modifier. One bottle is adequate for any Austin Healey axle.

CRA951 50 ml £4-38



Dunlop

100/4 brakes

DUNLOP BRAKES FOR THE 100/4

Prior to 2012 the FIA changed the rules concerning braking systems fitted to the competition Healey 100/4. This has left many owners facing difficulties with their current Girling based systems. But now there is a safe and effective solution from Denis Welch Motorsport.

This ruling requires that systems are based on the Dunlop design as fitted to the original cars made in period. These brake systems were the first fitted to a production car and were not without their teething problems, with issues concerning flexing of callipers and heat sink problems that caused reliability failures often known as 'Dunlop Fear'

Once this was announced Denis Welch Motorsport set about originating a new and modern version of the Dunlop design for Healey owners for both competition and road use.

The new system is available in component parts and works with the 11.25" standard or thicker competition disc.

It consists of:

- Calliper assembly
- Discs
- Pads
- Retaining clips
- Piston assembly with revised seals
- Brackets and bolts

With the recent huge resurgence in Dunlop brakes we now offer many combinations, so be sure to make the correct choice.

- For Dunlop round pad callipers as per the 100S please refer to our 100S literature
- For FIA 100/4 braking remember only front discs are generally accepted using Dunlop 48 mm square pads, drums to rear
- Circular pad callipers involve tedious removal of the piston assembly every time a pad change or check is required whereas the square pad can be checked/removed as per more modern common practice
- We offer BN1 rear disc components here using 100S rear discs and bearing carriers primarily for non FIA 100/4 cars
- The front calliper mountings listed here suit the common place 11.250" dia early 3000 disc BRK151 or our own competition version CBRK151 & early 3000 front hub SUF184/5 or our own competition CSUF184/5

"We looked at the original design and improved it with modern metallurgy and safety improvements. The resultant system has proved to be superior and more effective than the original"





Dunlop 100/4 brakes

SQUARE DUNLOP CALLIPER BODIES

Reconditioned Dunlop Calliper bodies to suit 48mm square pads, reconditioned by ourselves.

The fronts have 3.00" bolt centres. The rear bodies suit the same size 48 mm square pads and incorporate the handbrake calliper mounting lugs, with 2 3/4" bolt centres.

CBRK420B	Front	each £175-00
CBRK220LB	Rear LH	each £195-00
CBRK220RB	Rear RH	each £195-00



'BRAND NEW' NOW ALSO AVAILABLE

CBRK420BN	Front	each £375-00
CBRK220LBN	Rear L/H	each £375-00
CBRK220RBN	Rear R/H	each £375-00

FRONT CALLIPER MOUNTING BRACKETS

Lightweight aluminium brackets to mount the Dunlop calliper to a BN2 stub axle.

CBRK410B	Pair	£175-00
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COMPETITION PISTON ASSEMBLIES - SMALL DUNLOP

Aluminium bodies with stainless steel pistons and modern seals. These help reduce the heat sink and piston pull back. Must be used with brake pads which have thick steel backing plates.

Available with different piston diameters to suit front and rear. Alternative piston diameters available to order.

CBRK401	2.125" Piston Assemblies Front	each £120-00
CBRK402	1.750" Piston Assemblies Rear	each £120-00

COMPETITION BRAKE PADS

Available in a variety of compounds, bonded to a thick steel backing plate. 48 mm square DS2500 and RS14 suit fast road driving.

The rest suit competition.

CBRK164D/5	DS2500	£124-00
CBRK164D/P1	RS14	£195-00
CBRK164D/9	RS29	£195-00
CBRK164D/P3	RSL1	£195-00
CBRK164D/3	DS1-11	£169-26

PAD RETAINER

Reproduction of standard.

CBRK430	each	£3-20
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FRONT COMPETITION DISCS

These 1/2" thick competition discs are made from very high quality castings to withstand the temperatures and rigours of racing and performance road work. Suits early 3000 hubs.

CBRK151	11.25" 5 bolt	each	£165-00
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BN1 REAR DISC COMPONENTS

Listed below are the items required in addition to the callipers.

SCBRK220D	100S disc	each	£195-00
SCBRK220B	BN1 calliper mount	each	£85-00
SRAX155	Bearing carrier	each	£160-00
SRAX160	Hub stud	each	£11-95
SCRAX209	Wheel spacer	each	£58-50



GIRLING

Front brakes



FRONT DISC BRAKE CONVERSION KIT

This kit is suitable for all wire wheel cars with original drum front brakes 100/4 or 3000. The kit consists of all parts needed to convert to discs using Girling M16 callipers adjacent. Ideal for all road cars and FIA 3000's.

Supplied with our own manufactured road specification splined hubs. Advise with order if race hubs required. See page 54.



CBRK152KBN1 BN1 £645-00



CBRK152K BN2 on £595-00

FRONT CALLIPER ASSEMBLIES

These Girling M16 callipers will fit all disc brake cars, except BJ8 and very early Dunlop discs. They allow the use of the larger BJ8 size pads and are essential if you require good quality pad materials. They have a metric pipe fitting and so require (CBRK191M) metric brake hose kit.

CBRK155	Right hand	£107-00
CBRK156	Left hand	£107-00
CBRK167	Anti squeal kit	axle set £5-95

Replacement parts

CBRK158M	Seal kit – M16 metric callipers	£21-25
BRK158	Seal kit – P16 BJ8 original callipers	£10-95
BRK169	R clip – each	£0-42

FRONT CALLIPER MOUNTING BRACKETS

Reproduction of the original, one pair inc. bolts.

CBRK152B	£119-66
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COMPETITION FRONT BRAKE DISC

These fit all models Girling or Dunlop except those using BJ8 one piece stub axles. They are to the 'Works' Homologated sizes. 11.25" diameter and 1/2" thick made in very high quality material and will stand the heat much better.

CBRK151	each £165-00
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BRAKE FLUID

CBRK280	Castrol Response Fluid	1 litre £11-51
CBRK280R	Castrol SRF Brake Fluid	1 litre £46-50

COMPETITION FRONT BRAKE PADS

Correct to fit our or BJ8 Girling callipers.

CBRK164/5	DS2500-Fast Road – Low Dust	£86-67
CBRK164/1	4003-Rally/Mild Race	£89-13
CBRK164/2	DS3000-Sprint/Race – Require careful bedding-in	£92-15
CBRK164/9	RS29 - Long distance race	£179-00
CBRK164/P3	RSL1 - Long distance race	£205-93

BRAIDED FLEXI BRAKE PIPE KIT

These are Teflon pipes with stainless steel braiding which have a greater resistance to abrasion and do not swell under high brake line pressures, therefore giving a better pedal feel. Kit consists of two front and one rear pipe.

CBRK191	For standard callipers P14 / P16	£42-08
CBRK191G	TUV approved For standard callipers P14 / P16	£56-74
CBRK191M	For metric callipers M16 (CBRK 155/156)	£61-88
CBRK220P	Link pipe Jaguar rear callipers pair	£39-00

Replacement parts

44516	Copper washer – solid	£0-10
44516T	Copper washer – crushable	£0-27

BRAKE SERVO

Lockheed Independent Servo.

(Does not fit original mounts and some cars may require a different master cylinder)

BRK254	2:1 - suitable for std. and fast road.	£194-28
CBRK254	Hi-knee point – Race	£205-95
BRK315	Vacuum non-return valve	£29-95



REAR DISC BRAKE CONVERSION

This enables you to fit discs to the rear axle. The kit consists of two rear discs, rear calliper mounting plates and a full set of instructions. To suit Girling Jaguar Callipers, available separately.

CBRK220 BN2 - BJ8 £385-00

Replacement parts

CBRK220D Brake disc each £155-00

COMPETITION REAR BRAKE PADS

To fit Jaguar callipers.

CBRK164R/5 DS2500 - fast road low dust £86-67

CBRK164R/1 4003 - Fast Road/Rally £125-02

CBRK164R/2 DS3000 - Sprint race £135-49

CBRK164R/7 RS5 - Sprint race £175-00

CBRK164R/9 RS29 - Long distance race £195-00

CBRK164R/P3 RSL1 - Long distance race £245-00



REAR BRAKE CALLIPER

Complete with hand brake calliper, to suit our rear disc brake conversion. Includes hand brake pads and pad pins.

CBRK220L LH £245-00

CBRK220R RH £245-00

Replacement parts

CBRK164RP Hand brake pad set £17-50

CBRK201L Seal kit - large bellows type £32-00

CBRK201S Seal kit - small with circlip type £28-20

BRK169 R clip each £0-42

KNOCK OFF SPRINGS

Simple but effective. Conical springs to be placed inside the brake callipers between the piston and body (in the fluid). These help to stop the pad knock off which happens when race or rallying over kerbs or rumble strips. Can be fitted to most types of callipers, front or rear. Most effective when fitted to rear callipers on a Healey.

CBRK165 each £6-95

BRAKE CALLIPER SHIMS

Road or race, front or rear, callipers should always be centred to the disc.

0.020" (0.5 mm) thick. With 1/2" hole to suit

Dunlop and 7/16" to suit Girling

CBRK155A 7/16" hole each £0-49

CBRK155B 1/2" hole each £0-49



WIDE ALUMINIUM BRAKE & CLUTCH PEDAL FEET

These have a serrated surface to stop your feet slipping off the pedal and are a direct bolt-on fit.

CBRK302A 6 cyl. each £16-95

CBRK302B 4 cyl. each £16-95

We carry a full selection of Aeroquip brake hose fittings, competition brake pads from Ferodo, heavy duty front and rear brake shoes and racing brake fluids.

COMPETITION BRAKE SHOES

Sets of competition linings. Exchange.

CBRK147 Front BN1 £95-00

CBRK148 Front BN2-BN7 £95-00

CBRK213 Rear BN2-BJ8 £95-00

VENTILATED DRUMS

These brand new Cast Iron drums have 5 large holes to help keep them cool.

A direct replacement for standard. BN2 to BJ8 wire wheel rear & BN4 steel wheel front.

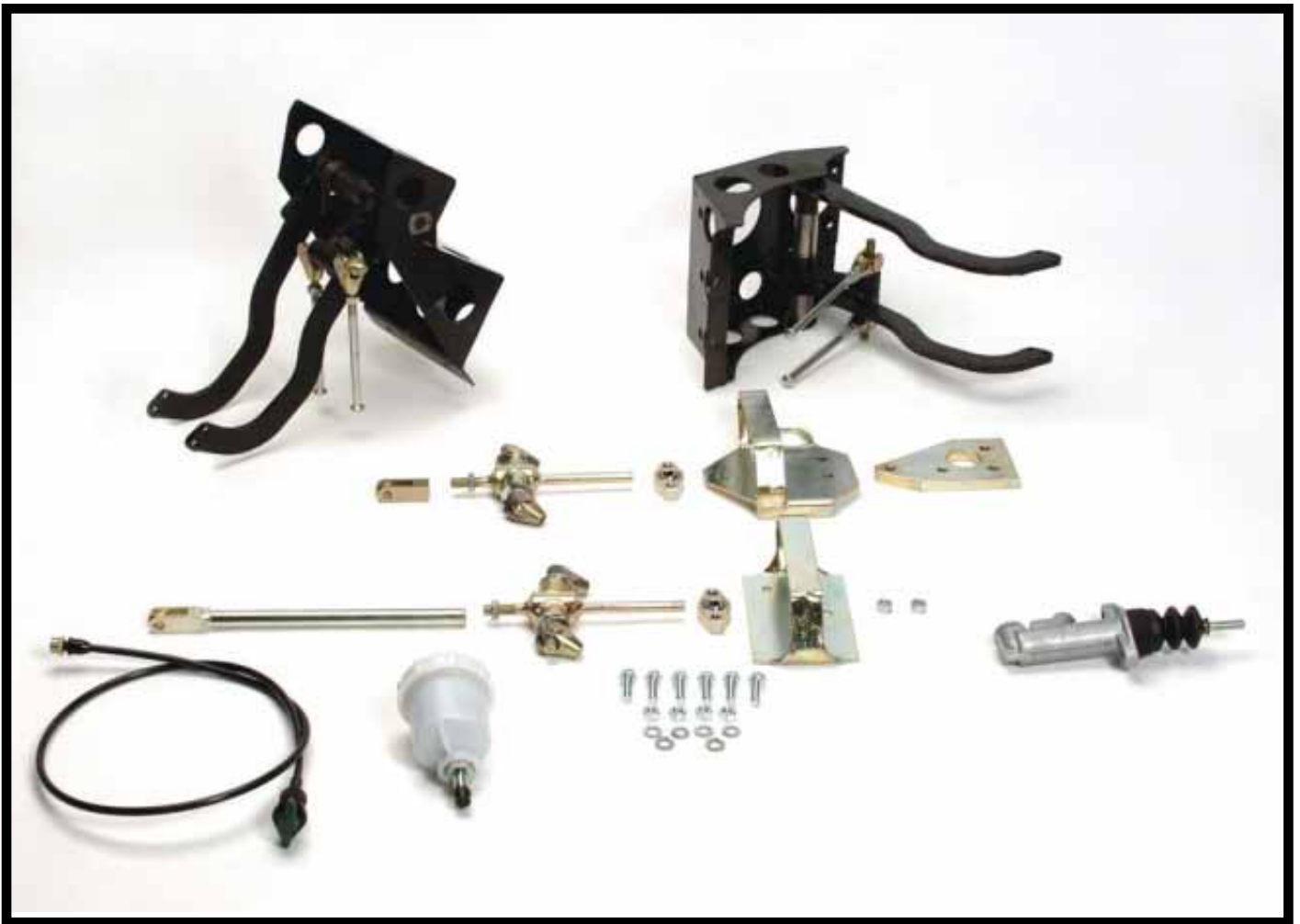
BRK220V Not balanced each £49-86

BRK220VB Balanced each £98-50

CALLIPER LINK PIPES

Braided flexible pipes make splitting the calliper easier.

CBRK220P pair £39-00



3000 - DUAL CIRCUIT, BALANCE BAR PEDAL BOX

We have designed this especially for the dedicated race or rally driver who requires a professional dual circuit system that is adjustable. Supplied without brake cylinders - which can be supplied separately. A cable can also be fitted to adjust the balance from the drivers seat.

CBRK300L	LHD 3000	EXCHANGE	£325-00
CBRK300LN	LHD 3000	New	£395-00
CBRK300	RHD 3000	EXCHANGE	£325-00
CBRK300N	RHD 3000	Outright	£395-00

BALANCE BAR ADJUSTER CABLE

Available in two lengths. Long to suit 4 cyl. and short to suit 6 cyl. These both allow the balance to be adjusted from inside the car.

CBRK301C	39" (1.0 metre) long	£39-95
CBRK301CL	55" (1.4 metre) long	£39-95

BRAKE AND CLUTCH PEDALS

Manufactured in-house by ourselves on extensive jigs.

BRK500	RHD 100/4 Brake pedal	£125-00
BRK502	LHD 100/4 Brake pedal	£125-00
SBRK500	100S Brake pedal	£155-00
CLU500	RHD 100/4 Clutch pedal	£95-00
CLU502	LHD 100/4 Clutch pedal	£95-00
CLU500H	RHD 100/4 Clutch pedal for hydraulic clutch	£125-00

BRAKE AND CLUTCH PEDAL SHAFT

Reproduction of original.

CLU128	RHD BN1 - BN2	£39-50
CLU127	LHD BN1 - BN2	£39-50
SCLU128	100S Clutch	£59-50



100 - DUAL CIRCUIT, BALANCE BAR MOUNTING

Not only does this kit give the safety of true dual circuit, it also allows for adjustment of brake balance from front to rear. It can also have a cable attached to adjust the balance from the drivers seat. The mounting bolts on using the original 2 bolts (You may wish to add a third for security) and attaches to the pedal with the original clevis. Supplied without brake cylinders - which can be supplied separately.

CBRK295L	LHD	£245-00
CBRK295	RHD	£245-00
SCBRK295	100S - RHD	£295-00

INDEPENDENT MASTER CYLINDERS

Girling cylinders suitable to use with either dual circuit balance bar pedal boxes.

CBRK110	.625"	£68-00
CBRK110A	.700"	£68-00
CBRK111B	.750"	£68-00

PLASTIC HYDRAULIC RESERVOIR TANK

Remote mounting with steel $\frac{7}{16}$ " UNF threaded bottom.

CBRK101	£22-35
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Bathurst Australia 1998,
Denis Welch 1st overall



100M

1³/₄"



100M INLET MANIFOLDS

Reproduction of original.

FUL240	1.75" Standard	pair	£165-00
FUL240G	1.75" CNC Gas flowed	pair	£245-00
FUL240S	Manifold to carb stud – long	each	£1-75
FUL248	Balance pipe with flange		£29-50
CFUL248	Stud – balance pipe	each	£1-35

100M CARBURETTOR HEAT SHIELD

These are made to our own design out of sheet aluminium and are a must to stop fuel vaporisation. They require heat insulation blocks under them and long studs to suit.

Both to suit 1.75" SU's.

CFUL240HM	Cable linkage		£27-32
CFUL240SL	Mechanical linkage		£27-32
12B561	Insulation block 1/2" thick	each	£8-95
AUC4279	1 3/4" Gasket	each	£0-95
FUL240S	Long stud	each	£1-25

100M CARBURETTORS

Brand new pair of 1.75" H6 SU's.

FUL310			£895-00
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100M COLD AIR BOX

This is finished in polished aluminium.

FUL246	Air Box		£78-79
FUL247	Dash badge 100M		£8-42

100M COLD AIR BOX ADAPTOR

This adaptor fits into the 100M cold air box and allows the 4.5" round pipe to be easily and neatly fitted.

FUL246P			£39-50
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100M CONE AIR FILTER

This high flow air filter is designed to fit inside the cold air pipe with our square to round cold air box adaptor FUL246P bought separately.

(Not suitable for race engines over 150 BHP)

CFUL250A			£39-95
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4.5" FLEXIBLE AIR PIPE

The correct diameter to suit our air box adaptor and long enough to butt-up to the grill to get max cold air. Manufactured in canvas with wire it gives a period look.

FUL246PP			£19-95
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We also carry a selection of EARLS aluminium fittings and stainless steel braided hoses. MONZA and ASTON fuel filler caps and collars are also kept in stock. Please enquire for details.

4.5" HOSE CLIP

To suit cold air pipe. FUL246PC

£2-25

DUST RETENTION FLUID

Must be applied to all foam filters to achieve maximum performance.

CFUL263	200ml aerosol		£7-50
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CARBURETTOR SUPPLY AND REFURBISHMENT.

We can supply any SU carburettor and parts that you may require for your Austin-Healey.

We can also recondition your old carburettors. This is done in-house to 'as new' condition.

We also have reconditioned carburettors for outright sale.

Jeremy Welch leads a field of Cobras, Bizzarinis, E Types, Morgans, Ferraris and Porsches off the line on the tight street circuit of Oporto, Portugal.
Photo: Jim Houlgrave



100/4 2"



100/4 LARGE CARBURETTORS

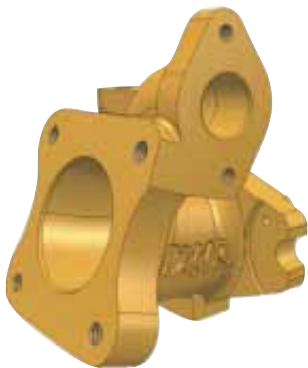
H8 2" Brand new carburettors. The only 2" SU's with the correct float chamber angle that fits with that correct period look.

CFUL310 pair £1124-00

100/4 INLET MANIFOLDS

Similar to the 100M manifolds although opened out to 2" to suit the 2" SU's and gas flowed.

CFUL240G	CNC Gas flowed	pair £285-00
FUL240S	Manifold to carb stud - long	£1-25
FUL248	Balance pipe with flange	£29-50
C33059	2" x 1/2" Insulation block	each £8-95
AUD4866	2" Gasket	each £0-95



All our inlet manifolds are now also available CNC ported along with dowel holes to match seamlessly to our cylinder heads.

Denis and Jeremy Welch drive with Thomas Reiter in 'Works' Mitsubishi Carisma 2001 at 24hr Nurburgring.

SU RAM PIPES

Full radius aluminium spinings welded to thick flanges. These are quality items to grace any engine. Suitable to attach direct to the SU or fit inside our large air box (right). Also suitable for 6 cyl Healey.

CFUL268	1.75" Dia. 2.75" long	each £49-50
CFUL269	2" Dia. 1.625" long	each £49-50



100/4 CARBURETTOR HEAT SHIELD

To suit 2" SU's with cable linkage

CFUL240CL £27-32

100/4 LARGE AIR BOX

Fabricated in-house from thick aluminium to withstand vibration and cracking. These allow fitment of ram pipes inside and do not obstruct air flow for the serious competitor.

CFUL246A	1.75" SU's	£595-00
CFUL246B	2" SU's	£595-00





HIGH FLOW TWIN SU AIR FILTER

A more modern design which fits directly to the carbs and not only filters the air considerably better it does not lose any horsepower. Our tests have shown a standard BJ8 to gain 6 BHP when using these over the original type.

CFUL259	2" SU.	6 cyl.	£105-46
CFUL259A	1.75" SU.	6 cyl.	£105-46
CFUL250AS	1.75" SU.	100M	£105-46
CFUL250BS	2" SU.	100/4	£105-46

TRIPLE WEBER AIR FILTERS

High flow design, foam construction to make the most of the space constraints.

CFUL400F	RH drive (requires short ram pipes)	£228-24
CFUL400FL	LH drive	£98-50

DUST RETENTION FLUID

Must be applied to all foam filters to achieve maximum performance.

CFUL263	200 ml aerosol	£7-50
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WEBER 45 DCOE CARBURETTORS

These come jetted approximately for the 3000. We also carry a full range of jets & chokes etc.

CFUL400	each £299-60
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WEBER FUEL RAIL

Earls aluminium fittings ready assembled to suit triple Webers.

CFUL400P	£135-50
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WIDER ACCELERATOR PEDAL

This aluminium die casting, bolts onto the existing throttle pedal and makes it wider which considerably helps when 'heel and toeing'.

CFUL292	6 cyl.	£8-95
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TRIPLE S.U. INLET MANIFOLDS

Available to suit either 1.75" or can be opened out to suit 2" SU carbs and come complete with stainless steel balance pipe and bracket for throttle operating rod.

CFUL241	1.75"	set £345-00
CFUL241G	1.75" CNC Gas flowed	set £545-00
CFUL241H	2" CNC Gas flowed	set £545-00

UPSWEPT WEBER INLET MANIFOLDS

Cast in aluminium, these manifolds are similar to the 'Works' type, although running at approx 16 degrees and a little shorter, allows them to be used for left or right hand drive and gives a little extra power. They are designed not to need the support towers. NOTE: Modified pedal box (CBRK300W) should be used for LHD.

CFUL242L	Set	£365-00
CFUL242LG	CNC Gas flowed	£545-00
CBRK300W	Modified pedal box	£99-00
CFUL246	Manifold to carb stud – short	£1-24
CENG702N	'K' nut – manifold to head	£1-45

We carry a full selection of studs, throttle return springs, needles and jets etc.

WEBER HEAT SHIELD KIT

Aluminium plate with insulation spacer and screws to fit to the bottom of any side draft Weber carb. May require trimming around exhausts.

CFUL410	each £19-95
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TRIPLE WEBER THROTTLE LINKAGE KIT

This converts the car to twin throttle cables which is based on the Works design but with our improvements. It is complete except for the outer cable bracket at the pedal end (which must be fabricated yourself). Suits LH & RH drive, upswept manifolds only.

CFUL244L	£195-00
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Replacement Parts

CFUL245	Throttle cable 60"	£6-99
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WEBER MOUNTING SPACER

Insulate the weber from the manifold heat. Two required per carburettor and four gaskets.

JCFUL260	¼" Thick	each £8-95
CFUL262	Gasket	each £0-49





WEBER RETURN SPRING SET

Keep the scrutineers happy with these external return springs and mountings, which attach to the back end of the carb stud hole.

CFUL244R set of three £30-00

ALUMINIUM RALLY FUEL TANK

Handmade to a similar design to the 'Works' cars with a capacity of 80 litres. These foam filled tanks have two -6 JIC male fuel pick ups at the rear, one -6 JIC female for a vent and the fitting for our modern fuel gauge sender (bought separately). The standard filling tube will require shortening. The tank has a quick filling box inside to prevent blow back during filling and they meet full FIA specifications for this type of tank. A spare tyre 185 wide on a 5 1/2" wheel will still fit under a standard boot lid.

CFUL102B 6 cyl. £575-00

ASTON FUEL CAP & COLLAR

These polished aluminium 2 1/2" Aston caps give a great look to any 3000 whether standard or 'Works' replica. Solder the collar to the existing filler tube (away from car) and screw on the cap.

CFUL114A Aston cap £66-84

CFUL114C Brass collar £12-81

Special designs of aluminium tank are available in any shape and size you require to order. Supplied with or without fuel gauge sender units. Price on application.

ALUMINIUM STRAPS

Perfect for holding down any of our fuel tanks, with a professional look to the rear fixing, you cut the front fixing to length and bolt in. Includes fittings.

CFUL102S pair £45-00

BJ8 CARBURETTORS

Brand new reproductions.

CFUL500 2" HD8 SU pair £893-20



TWIN CARB INLET MANIFOLDS

Reproduction of the originals, made from our pattern equipment and CNC machined to our drawings. These are available as standard or gas flowed with polished ports for increased performance, also machined to clear our tubular exhaust manifold if required, at extra cost.

CFUL508 Early twin 13/4" Std. £375-00

CFUL508G Early twin 13/4" CNC Gas Flowed £475-00

CFUL510 BJ8 twin 2" Std. £375-00

CFUL510G BJ8 twin 2" CNC Gas Flowed £475-00

Modified for Tubular Exhaust £45-00

THROTTLE CABLE CONVERSION

Convert any 6 cylinder with the BJ8 twin SU carb mechanical linkage arrangement, to the smooth reliable operation of twin cables using a similar design to our Weber kit. Supplied complete except for the outer cable bracket at the pedal end which must be fabricated yourself. Suits LH & RH drive.

CFUL295 BJ8 twin carbs £119-50

For Fuel Additives
see page 64.





PLASTIC FUEL TANK

Ideal tank for racing, we have two types available in a number of sizes. The standard ATL design or our enhanced design, the latter not only has a more period looking 2³/₄" Aston filler cap with rubber spill tray, it also has our quick filling internal tube, essential for quick pit stops. This tube also allows easier fuel level checking in the paddock. All meet full FIA regulations, are foam filled and have two -6 JIC pick ups internally piped to the rear and a -6 JIC vent. Our fuel gauge and sender (CFUL117) can also be fitted if specified with order. Can be mounted in aluminium container or strapped down without. 100 litres will just do 2 hours in a 3000, 80 litres is great for a 100/4 or 100S and 60 litres is perfect for shorter distances.

CFUL102AP	ATL standard 100 ltr tank	£638-25
CFUL102AS	Enhanced 100 ltr tank	£845-00
CFUL104AP	ATL Standard 80L tank	£596-47
CFUL104AS	Enhanced 80L tank	£795-00
CFUL103AP	ATL Standard 60L tank	£546-34
CFUL103AS	Enhanced 60 ltr tank	£745-00
CFUL102S	Aluminium strap kit	£45-00

FOAM STRIP

Self adhesive on one side this very versatile product is ideal for mounting fuel tanks on. Sold in 2 metre lengths.

CFUL107	2" wide x 1/2" thick (50 x 13mm)	£2-95
CFUL107A	1 1/2" wide x 1/4" thick (38 x 6mm)	£1-95
CFUL107C	1" wide x 1/8" thick (25 x 3mm)	£1-55

ALUMINIUM FOAM FILLED FUEL TANK

Hand-made with 1" extra height these give a capacity of 68 litres. They have two -6 JIC male fuel pick ups at the rear, one -6 JIC female for a vent and the fitting for our modern fuel gauge sender (bought separately). The fillers are in the original places, the 6 cyl. to line up with the original filler neck, the 4 cyl. has a polished aluminium 2³/₄" Aston filler cap with rubber spill tray. Both have our quick filling box around the foam to stop blow back during filling. They meet full FIA specifications.

CFUL101A	4 cyl.	£595-00
CFUL102A	6 cyl.	£455-00

ELECTRONIC SU FUEL PUMP

Made by SU. these are a direct replacement for the original and much more reliable than standard.

FUL131EN	Negative earth	£105-00
FUL131EP	Positive earth	£105-00
FUL131C	Double ended - negative earth	£229-50



COMPETITION FACET FUEL PUMP

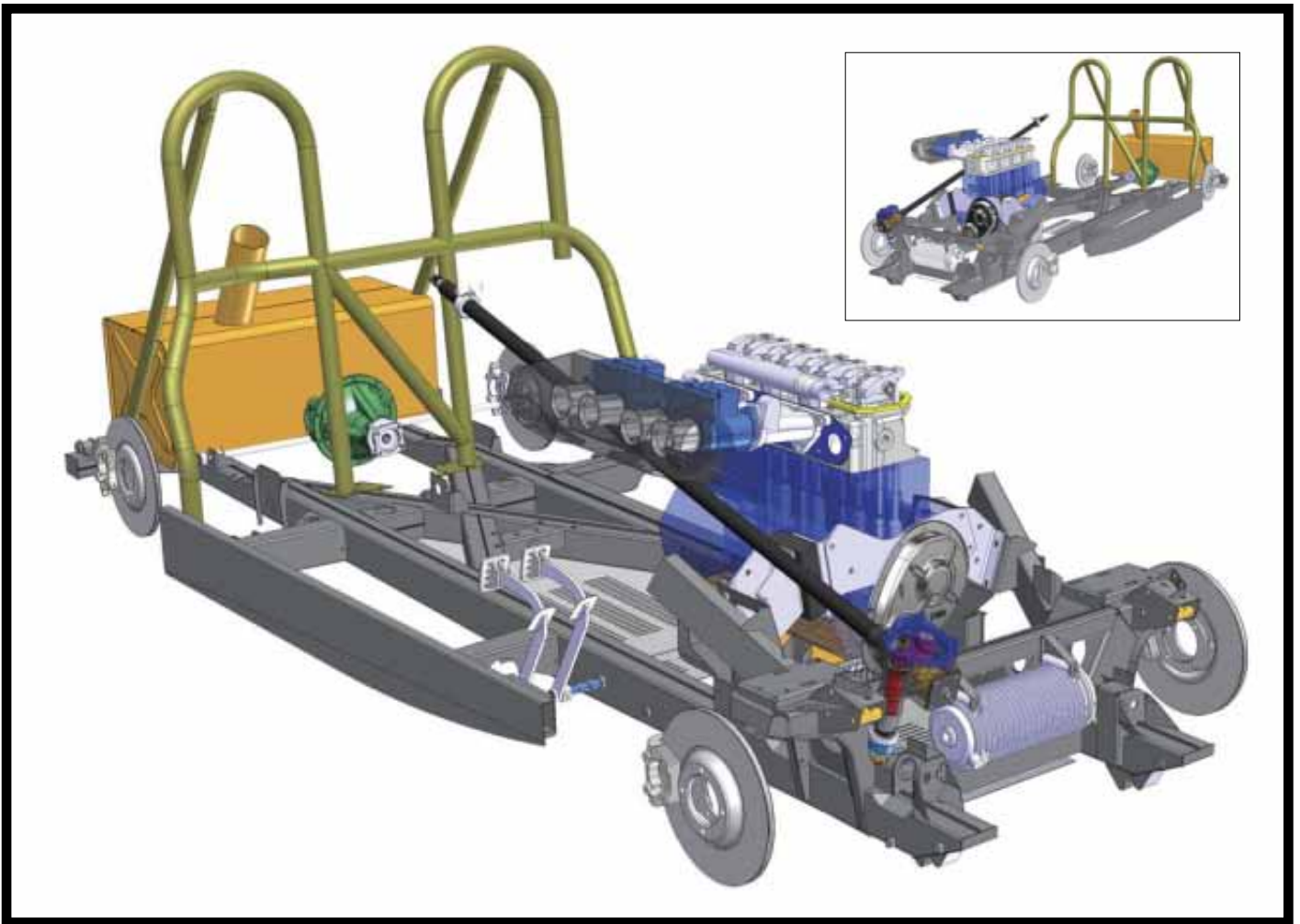
These are much more reliable than the original also giving a higher pressure and flow. Suitable for rally or race. Unions supplied separately & negative earth only.

CFUL131	Competition silver top	£67-85
CFUL131A	Straight push-on union	£1-22
CFUL131B	90 degree push-on union	£2-65
CFUL131T	Tee piece push-on	£3-69
CFUL140	5/16" rubber fuel hose - metre	£4-37
CFUL140C	Fuel hose clip	£0-50

FUEL GAUGE & SENDER

A more modern approach to a very bad original. The sender design is such that it fits with foam filling well. It is designed to be shortened to suit the depth of the individual tank and then is adjustable for the full and empty gauge settings (instructions included). It will fit our aluminium or plastic fuel tanks but not the original (negative earth only). Now sold separately but must be used together.

CFUL117A	Sender - up to 540mm	£103-68
CFUL117G	Gauge	£46-27

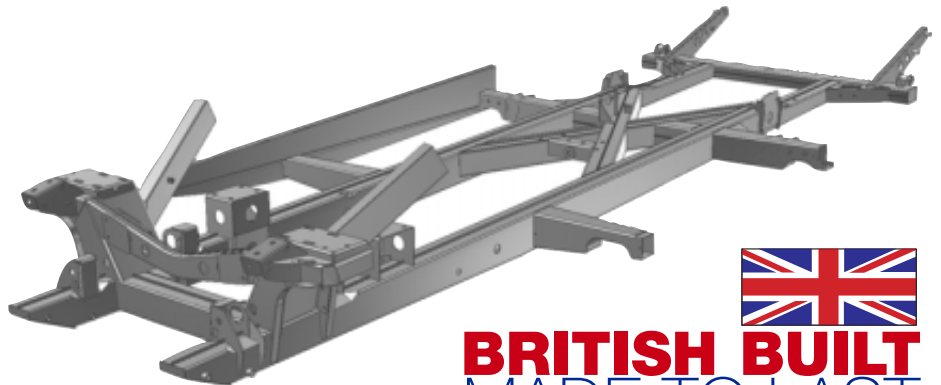


COMPLETE MANUFACTURING OF 4 & 6 CYLINDER CHASSIS AND REPAIR PARTS

For more than 19 years we have made the 100/4 chassis to our usual high standards and tested it in race conditions. We have continuously invested in our alignment Jig and Press Tooling to ensure highly accurate chassis geometry and to facilitate the manufacture of a considerable range of chassis repair sections.

Around 10 years ago we added the manufacture of 6 cylinder complete chassis to compliment our product range. Having access to a large number of original chassis and sub component drawings has allowed us to now fully draw all of our chassis variants in our CAD package. We have modelled the complete chassis and carry out finite analysis to a much higher level than any of our competitors, every single component is laser cut from electronic drawings enabling exceptional accuracy.

For further details on the range of individual products see our separate chassis parts lists or our website for more details.



BRITISH BUILT
MADE TO LAST



COMPLETE CHASSIS

4 and 6 cylinder



**FRONT CHASSIS
REPAIR SECTION**
4 and 6 cylinder

COMPLETE CHASSIS FRAME

With outriggers, engine mounts, bulkhead supports, pedal mounts etc. Without sills.

IBP502	BN1	£3950-00
IBP503	BN2	£3950-00
IBP410	BN4 to BJ7	£3950-00
IBP415	BJ8	£4195-00
SIBP502	100S	£6495-00

FRONT CHASSIS FRAME

With engine mounts and bulkhead supports etc. Without outriggers, sills and pedal mounts, please specify main rail length up to 95".

IBP500	BN1 or BN2 Standard	£2295-00
IBP400	BN4 to BJ8 Standard	£2395-00
CIBP400	BN4 to BJ8 Race	£2745-00

MAIN CHASSIS RAILS

Front 95" with anti roll bar and bumper mounts, shaped to fit the wishbone mounts.

IBP163	RH BN1 to BJ8	£298-50
IBP164	LH BN1 to BJ8	£298-50

FITTING SERVICE

We will be pleased to carry out fabrication and fitting to your chassis to ensure that any new components are fitted properly.

So if you want expert help then please call us to advise.

We try hard to carry stock of complete chassis and all individual parts, however in many cases customers prefer them made to order as this gives greater latitude to specification changes to suit their individual requirements.

Why not start your 100S project with a new chassis frame, all bulkhead panels are now available in aluminium to replicate the 100S in every detail.



Why not get a copy of our comprehensive chassis parts brochure.

Crash damage!!!



Everybody has an unfortunate incident sometime or other - perhaps we can help alleviate some of the anxiety? We have an extensive selection of our chassis parts, for almost all areas of the chassis. Please see our fully detailed leaflet for further components or enquire for further details.



After rolling over a cliff on the Alps, Stephen Lord was pleased with the final product when we totally re-built his car using one of our new chassis and straightening as many body panels as possible - all in-house.



The following cylinder head parts are direct replacements for items in our 100S heads. However, if fitting to an original 100S head they must be used all together in order to be compatible, if in doubt please ask.

VALVES

Made from one-piece forgings in 214N stainless steel with stellite tips and tufrided. Suitable for both leaded and unleaded fuel. These are made to the lightest design using Buloc type collets, $\frac{5}{16}$ " diameter stems and original head diameters.

SCENG720	Inlet 1.843" Dia.	£24-00
SCENG721	Exhaust 1.660" Dia.	£24-00

COLISBRO-BRONZE VALVE GUIDES

These are essential in all engines with gas flowed ports whether aluminium or iron and engines converted to lead-free fuel. With original $\frac{1}{2}$ " outside diameter and to suit $\frac{5}{16}$ " diameter stems.

SCENG722I	Inlet	each £18-95
SCENG722E	Exhaust	each £18-95

COMPETITION VALVE SPRING SET

Double spring set.

SCENG725	£145-00
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VALVE SPRING CUPS

Hardened steel cup to locate the spring around the guide.

SCENG725CU	each £2-25
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LIGHTWEIGHT VALVE TOP CAP SET

Aluminium, hard anodised, lightweight top caps.

SCENG731	£95-00
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COLLETS

Buloc type collets to suit $\frac{5}{16}$ " diameter valve stems.

SENG733	each half £2-25
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VALVE STEM OIL SEALS

These are top-hat type seals which fit around the top of the valve guide to suit $\frac{5}{16}$ " diameter valve stems.

SCENG735	each £3-95
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ROCKER SHAFT

High quality reproduction of the original.

SENG500	£189-95
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Jeremy Welch drives RWD132 at Mallory Park, April 2009 finishing 2nd overall.





ALUMINIUM CYLINDER HEADS

We have made these with the use of the original 'Works' pattern equipment. We then heat treated and fully CNC machined them. They are made to the original dimensions and specifications. They are fitted with precision ground, replaceable, lead-free valve seats of the latest material and complemented by our top quality valves, guides, springs and top caps. Available in two specifications. Standard complete with

valves, guides, springs

and top caps etc but

not assembled

or fully CNC

ported and

gas flowed,

again with all

the bits but

also assembled

ready to fit. There is a

choice of $\frac{7}{16}$ " or $\frac{1}{2}$ " diameter

head stud holes, please specify

when ordering.

SCENG495AS Standard not assembled £3250-00

SCENG495AF Fully gas flowed & assembled £3950-00

NOW Fully CNC ported

ROLLER ROCKERS KIT

Comprising of roller rocker arms made from aircraft specification aluminium, offset steel posts, spacers and 100S shaft. These are fully assembled, ready to fit. They are considerably lighter and a higher ratio than standard and therefore not only reduce valve guide wear but also give increased valve lift (1.65:1 theoretical ratio).

SCENG502K

£795-00

Replacement parts

CENG702A Adjuster screw £9-50

CENG702B Lock nut £2-00

MODIFIED STANDARD BLOCK

We can modify your 100/4 block to 100S specification relocating water and oil ways to comply with the 'S' spec cylinder head, or supply a ready modified block on outright sale.



MANIFOLD GASKET

Top quality, fit for the job.

SENG546

each £17-50

ALUMINIUM RADIATOR

New and lightweight with correct hose fittings.

SCCHT101A

Road - 60mm core

£645-00

SCCHT101R

Race - 40mm core

£575-00

MANIFOLD BLANK COVER

Protect your engine whilst in transport or storage.

SENG546B

each £4-95



BOTTOM WATER PIPE

Reproduction of original in aluminium.

SCHT112

£95-00



Many other parts are the same as 100/4, Steel Crank, Rods, Pistons, etc. See pages 16-21.



CYLINDER HEAD STUD AND NUT SET

These are manufactured from the highest grade steel and heat treated in order to have a greater resistance to stretching. Supplied with special nuts these help reduce head gasket problems.

SENG561	1/2" diameter	£125-00
CENG561	7/16" diameter	£76-50

HEAVY DUTY CYLINDER HEAD WASHERS

A must when using an aluminium head, although also recommended for iron heads as well.

SENG561W	1/2" diameter	£1-45
CENG762	7/16" diameter	£1-25

SU INLET MANIFOLDS

Reproduction of the original by ourselves.

SFUL240	1 3/4"	pair £406-85
SFUL240G	1 3/4" CNC ported	pair £545-00
SFUL240A	2" CNC ported	pair £545-00

MANIFOLD BALANCE PIPE

Reproduction of the original by ourselves to suit SU manifolds.

SFUL248	£132-87
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WATER RAIL

Our reproduction of the original cast aluminium water rail which fits to the cylinder head.

SCHT120A	£175-00
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TOP HOSE

The original convoluted type.

SCHT110	£16-97
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UP-RATED HALF SHAFTS

Made from brand new forgings of higher grade steel and surface treated. These are considerably stronger than the original. A direct replacement for standard.

CRAX152A	BN1 & 100S	each £325-00
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CLUTCH TYPE LIMITED SLIP DIFFERENTIAL

These are a direct replacement for the standard differential and are exclusively manufactured by ourselves.

[Not approved for FIA events](#)

CRAX100S	BN1 & 100S	£1195-00
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UP-RATED MAIN SHAFT

To suit the sliding prop shaft type and BJ8 gears. With an improvement on the original as it uses a higher grade steel and a redesigned 3rd gear locking ring to prevent cracking and breaking. These shafts are also spline ground as original, not hobbled as our competitors, thus ensuring the gear selector hubs fit on smoothly.

SGBC122	100S to fit BJ8 gears.	£395-00
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AXLE NUTS

Made from high tensile steel to help maintain the clamp load on the bearing in the most demanding applications.

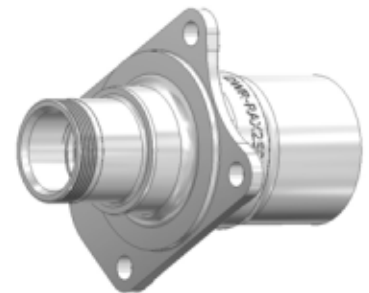
RAX183A	BN1 & 100S	each £19-95
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AXLE TUBE ENDS

Made from top quality high tensile steel. A direct replacement for the original, requires welding on.

RAX250L	BN1 & 100S LH side	£225-00
RAX250R	BN1 & 100S RH side	£225-00



Last minute advice prior to the start of the 4 1/2 hour, 1000km record attempt. Photo: Paul Hardiman



TACHO TOWER – ORIGINAL TYPE

A faithful reproduction of the original. Supplied complete with internal shaft, tacho drive gear and bush etc. Suitable for clockwise tacho rotation as original. Suits SELI109. Distributor gear sold separately.

SENG490 each £795-00



TACHO DRIVE SHAFT/GEAR

Reproduction of original

SENG492 each £145-00



TACHO DRIVE BUSH

Reproduction of this original part which also fits all 6 cylinder Healey applications.

ENG789C each £45-00



DISTRIBUTOR DRIVE GEAR

Reproduction of the original.

SELI109 each £145-00



TACHO TOWER – NON ORIGINAL TYPE

A similar looking cost effective solution to correctly drive the distributor. Suitable if using an electric tacho as the cable rotates in the opposite direction to original. Suits ELI159. Distributor gear sold separately.

SENG491 each £425-00



100S RIBBED ALUMINIUM ROCKER COVER

Finished in crackle black and highlighted with our motif. They are complete with polished Monza quick action filler cap and all fittings. They were designed to give extra clearance for rocker gear, especially on engines with high-lift cams.

SCENG536 each £275-00

OIL PUMP DRIVE SHAFT

Reproduction of original which incorporates the slot drive for the original 100S distributor drive tower.

SENG465 each £175-00



100S tacho tower 3-D printing of prototype

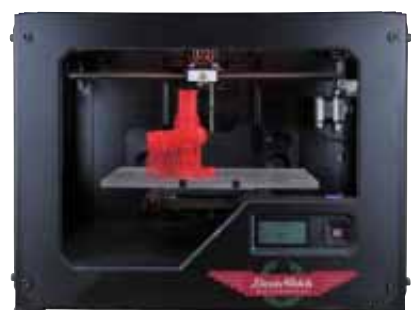
3-D PRINTING

As part of our quest to improve the quality of our products and manufacture, we have invested in a 3-D printing machine.

When we design a product (usually with the help of original factory drawings) it's often helpful to have a 3-D model to see how it fits with other components. CAD drawings can only do so much when mating components to older ones.

This prototyping device helps us in perfecting the fit and also helps us see if improvements can be made. In the case of items that need a casting pattern, we can also develop these with this technique meaning costs are reduced.

Our competitors often manufacture by copying the 'last one in the parts bin' and this leads to 'tooling creep' meaning that parts grow or shrink as each batch is made, leading to assembly problems. At Denis Welch Motorsport we manufacture only from toleranced drawings so this cannot happen.





STUB AXLE

We have taken brand new forging and machined them with bigger radii where possible. These come ready to fit with reamed king pin bushes. 100S specification.

SCSUF140

each £315-00



SPLINED HUBS EXTENSIONS

We now stock our own front and rear hubs, with the aid of original works drawings, these brand new hubs are British made to our own drawings and specification.

All our 100S hubs are manufactured from a higher grade steel and lightened where possible so suitable for road or race.

SSUF180	R/H Front	£230-00
SSUF181	L/H Front	£230-00
SRAX200	R/H Rear	£135-00
SRAX201	L/H Rear	£135-00



CALLIPER MOUNTING BRACKET

Steel reproduction of original.

SCBRK410L	L/H Front	each £98-00
SCBRK410R	R/H Front	each £98-00
SCBRK220A	Rear	each £98-00



BRAKE PEDAL

Manufactured in house on extensive jigs and finished in a high quality black stove enamel. Supplied including bronze bushes.

SBRK500		each £155-00
SBRK500B	Bolt	each £20-00

CLUTCH PEDAL SHAFT

Reproduction of original.

SCLU128		each £59-50
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RACING REAR BEARING CARRIERS

New manufacture to the original drawing specifications.

SRAX155		each £160-00
SRAX160	Stud	each £11-95



COMPETITION DISCS

Full original diameter and ½" thick, these top quality items will stand a hard life. The fronts include a bell so do not require a spacer. The rears fit with original racing 100S rear bearing carriers.

SCBRK151	Front	each £195-00
SCBRK220D	Rear	each £195-00



Karsten Le Blanc, Goodwood Revival, Sept 2015. Photo: John Retter



OIL COOLER

A faithful recreation of the original fluted cylinder design, made with modern materials and special internals to ensure optimum flow and cooling performance.

SACC124	Standard	£725-00
SACC124H	High Flow	£765-00

Replacement parts

SENG688	Filter only	£19-99
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NEW CROWN WHEEL AND PINIONS

British manufactured with the aid of original drawings. These are now available in a wide range of ratios with 3.18 to 2.33 fitting the 100S offset nose case and 3.66 to 5.28 fitting the standard BN1 case.

Either case will fit either axle.

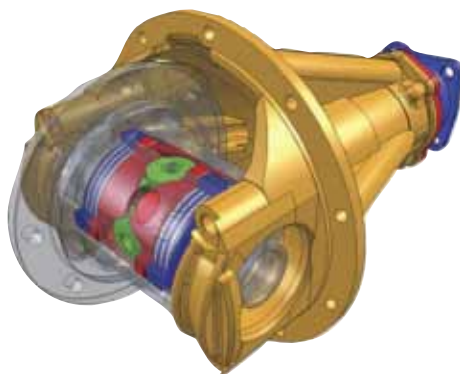
RAX303	5.28	£545-00
RAX302	4.70	£545-00
RAX300	4.1	£545-00
RAX301	3.66	£545-00
SRAX300	3.18	£545-00
SRAX301	2.90	£545-00
SRAX302	2.33	£850-00



OFFSET NOSE DIFF CASE

Reproduction of original by ourselves to accept the taller 100S ratios 3.18, 2.9 etc.

SRAX320	£1795-00
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We can also supply a complete brand new built up diff assembly.

BRAKE CALLIPER BODIES

Manufactured by ourselves as a direct replacement for the original round pad caliper. Piston Assemblies and discs are also available.

SCBRK155	Front	£395-00
SCBRK220	Rear	£395-00

WEBER INLET MANIFOLDS

Cast aluminium in the same style as original.

SCFUL242		each £395-00
SCFUL242G	CNC gas flowed 45mm	each £525-00
SCFUL242GA	CNC Gas Flowed 48mm	each £525-00

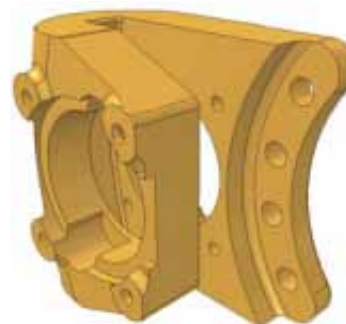
TUBULAR EXHAUST MANIFOLD

These high grade exhaust systems are manufactured on purpose made jigs to the highest tolerances and specification, they maintain a constant pipe diameter on the bends. Made from top quality stainless steel tube complete with stainless steel flanges.

The secondary pipes are supplied loose to achieve the correct alignment when passing the brake master cylinder, a known tight fitting area of the car's design which varies individually on each car.

SCEXS120	£1096-50
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For Silencer and Tail Pipe see 100/4 Big Bore, page 42.



100S Style Roll over bars



DEVELOPMENT

In 2008/9 we built the Healey Endurance record breaking car that took 6 International records and 11 UK records achieving speeds in excess of 153 mph.

During the construction phase there were a lot of performance and safety considerations, one of which was whether to install a roll over bar.

The original 1954 car did not have one, so authenticity was one consideration. reduced drag was another. After the record event we converted the car to the 1954 Mille Miglia specification for circuit racing and one was installed.

We developed five designs of these roll bars to cater for just about all the variants that owners could imagine.



ROLL OVER BARS

Made from the finest quality materials with 1.75" diameter main hoop. The detachable rear support bar extends through a hole in the shroud down to the chassis. Five variants available from fixed single driver to twin sections that can be removable. Check regulations for your application. Suits open top 100, 100S or 3000.

SCMSC195	Twin removable hoops	£3950-00
SCMSC196	RHD with LH removable hoop	£3650-00
SCMSC197	LHD with RH removable hoop	£3650-00
SCMSC198	LHD fixed hoop only	£2950-00
SCMSC199	RHD fixed hoop only	£2950-00

Now also available with door bar options.



RHD Fixed hoop

RHD With LH removable hoop

TWIN removable hoop

LHD With RH removable hoop

LHD Fixed hoop

Made to order so other variants can be accommodated.



RACING BUCKET SEAT 'HIGH BACK'

Smooth fibreglass shell, padded and finished in black brushed nylon with head and shoulder support. Supplied complete with aluminium mounting brackets. Ideal for race environments. FIA approved.

CSET300 £485-00

RECARO 'HIGH-BACK' RACE SEAT

Luxurious seat essential for long distance events. Mounting kit not included. FIA approved.

CSET300R £615-00

CSET200M Universal Seat Mounts £78-60

REAR ROLL OVER BARS

Jig made and painted black. These comply fully with RAC and FIA specifications and are homologated. They do not fit directly with the standard hood.

CMSC201 6 cyl. two seater fixed diagonal £325-00

CMSC200 6 cyl. four seater fixed diagonal £264-16

CMSC195 4 cyl. fixed diagonal £325-00

FRONT ROLL OVER BAR KITS

A kit of correctly bent tubes with all fittings and instructions for the front hoop and door intrusion bars, to be fitted to an existing rear bar. This does require some welding by a competent fabricator and two holes to be cut in the front shroud behind the windscreen. We recommend it to be fitted as a bolt-in removable cage, although can be welded direct to the car.

CMSC200FF BN4 – BT7 flat screen £295-00

CMSC200F BJ7 – BJ8 curved screen £295-00

ALUMINIUM SUMP GUARD

These 1/4" thick heavy duty sump guards sit up against the chassis rails which enables them to absorb knocks more effectively. Supplied with six brackets to weld to the outside of the chassis rails and all bolts.

MSC500 £158-44

DUNLOP RACE TYRES

We carry many sizes all in 204 compound. These are the most popular which suit the Big Healey.

CWHE550L15 5-50L x 15" £196-00

CWHE600L15 6-00L x 15" £210-25

CWHE500M15 5-00M x 15" £194-50

CWHE550M15 5-50M x 15" £209-00



CLUBMANS SEAT BELTS

Ideal for road or track day use, with the easy to fasten clubman's buckle.

CMSC115/A Black £83-52

CMSC115/B Blue £83-52

CMSC115/C Red £83-52

COMPETITION SEAT BELTS

Ideal for race or rally cars where a fast exit may be required using the 'turn' buckle. FIA approved.

CMSC115FIA/A Black £177-98

CMSC115FIA/B Blue £177-98

CMSC115FIA/C Red £177-98

AVON TYRES

The Avon ZZ is a fantastic tyre for all occasions, with two compounds available.

For fast road cars the profile is tall and the look is period, the soft compound gives exceptional feel and lasts well.

Tarmac rally cars love the hard, wet or dry.

Race cars perform outstandingly on soft for the wet and hard in the dry.

WHE400H Hard 175/70 x 15" £164-05

WHE400S Soft 175/70 x 15" £164-05

WHE405H Hard 185/70 x 15" £175-28

WHE405S Soft 185/70 x 15" £175-28

WHE401H Hard 205/70 x 15" £215-68



Note:

175 replaced the old 185 and fits perfectly.

185 suits 5 1/2" or 6" wheels and 205 only available in hard are a squeeze to fit.



WHEELS

We carry many wheels in stock, these are the most popular.

WHE100	4½" 72 spoke silver	£147-22
WHE110	5½" 72 spoke silver	£139-38
WHE110C	5½" 72 spoke chrome	£209-31
WHE110M	5½" minilite knock-on replicas	£187-00
WHE110MB	5½" minilite bolt-on replicas	£98-50

INNER TUBES

Two types available, the racing tube with bolt in valve only suits the Dunlop race tyre and the standard tube to fit everything else.

CWHE301	to suit 15" x 550L or M	£39-00
WHE300	to suit 185/70x15"	£10-99
CWHE110MV	bolt in tubeless valve	each £6-65

HAND HELD FIRE EXTINGUISHER

A.F.F.F. foam filled, suitable for FIA regulations including mounting bracket and strap. This is a must for competition and we recommend for all road cars, check size requirement for your events.

CACC200	1.75 Litre - Road	£57-60
CACC201	2.4 Litre - Competition	£70-10

GRILL MESH

Stainless steel wire mesh similar to the original 'Works' cars. Requires cutting to fit.

CGRL102	24" X 12" (610mm x 305mm)	£43-75
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CENTRE REAR VIEW MIRROR

Single mounting, perfect for closed or open Healeys, giving a great view behind. Some modifications to mounting stalk will be required to suit individuals requirements, supplied black - can be over painted if required.

CMRS102		£107-35
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ALUMINIUM BULLET MIRROR

Lightweight single bolt design. Ideal to bolt on the side screen or door.

CMRS108	Flat glass	£32-00
CMRS109	Convex glass	£32-00

WORKS SHROUD VENT

Hand beaten aluminium scoop, stainless steel mesh and chrome plated brass surround makes this an authentic copy of the original 'Works' design and a must for a true rally replica.

COM180		£157-95
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LEATHER STRAPS

To hold down boots and bonnets.

CBON130	pair	£8.50
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LOW OIL PRESSURE WARNING LIGHT KIT

Saves expensive engine damage by attracting your attention before oil pressure reaches zero. Kit consists of oil pressure switch, mounting tee piece and large orange warning light.

Cuts in at approx 20 psi.

CELS190K		£42-50
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Replacement parts

CELS191I	Pressure switch	£17-68
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BONNET PINS

OMP. Top quality aluminium fixing with through pins. Ideal for 4 or 6 cylinder.

CBON130P	pair	£16-75
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SMITHS OIL TEMPERATURE GAUGE

A necessary addition to the dashboard of any performance or competition car.

INS129	Female Fitting	£81-54
INS129M	Male Fitting	£81-54



3½" LARGE CAP AND LOCKING NECK

Ideal for 100S type applications giving the security of a modern locking inner cap. Also a FIA requirement for externally positioned caps to suit 2.5" and 2.75" ID hose.

CFUL114B	3½" Aston Cap	£206-61
CFUL114E	3½" Aston cap roller catch	£190-56
CFUL114K	Flush inner locking cap	£69-29
CFUL114F	3½" BSP fuel cap neck for locking cap	£105-00



RACING OIL FILTER

High efficiency racing oil filters use a media rated at a Frazier airflow of approximately 75 CFM. This media contains high resin content to trap and hold smaller contaminants and provide higher efficiency. The SE racing filters are equipped in a heavy walled can and cover to withstand extreme burst pressures (up to 500 psi). High temperature nitrile baseplate gaskets (up to 300°F). Zinc chromate-plated baseplate for low surface friction and is corrosive free. Spiral wound centre tube which increases collapse pressure and enhanced flow pattern. Metal end caps which provide element strength and prevent filtering bypass.

CENG688R each £17-50



AERO SCREEN

Traditional wind deflector sporting the Brooklands logo with laminated glass.

ACC110 each £69-50



SILICONE HOSE SETS

Black period looking with heater pipes.

CCHT112K	4 Cylinder	£93-45
CCHT114K	6 Cylinder	£124-74



SILICONE HOSES

Black period looking. No heater fitting.

CCHT110	4 Cylinder - Top	each £31-15
CCHT111	6 Cylinder - Top	each £41-58
CCHT112	4 Cylinder - Bottom	each £62-30
CCHT114	6 Cylinder - Bottom	each £83-16



INERTIA REEL SEAT BELT KIT

Simple bolt in lap-diagonal system suitable for road cars. One kit per seat.

MSC116 each seat £44-75



GEAR STICK KNOBS

Wooden or black leather with Austin Healey motif.

ACC202	Wooden	£7-95
ACC202H	Leather	£7-95



COMPETITION WIPER ARMS

The clamping screw holding these arms on ensures these will not fly off!

Also adjustable in length.

CWSN152	RHD spoon	£12-95
CWSN153	LHD spoon	£12-95
CWSN154	RHD bayonet	£12-95
CWSN155	LHD bayonet	£12-95



Contact

The address of the Healey Museum is: Country Estate "Groot Kantwijk", Bergseweg 28q, 3633 AK Vreeland, The Netherlands.

Opening hours

The Healey Museum is open weekly from Friday to Sunday from 11.00 AM to 5.00 PM. For groups and special invitees the museum can be opened at request. For visits outside of regular visiting hours please call +31 681 733 208 or send an email to info@healeymuseum.nl.

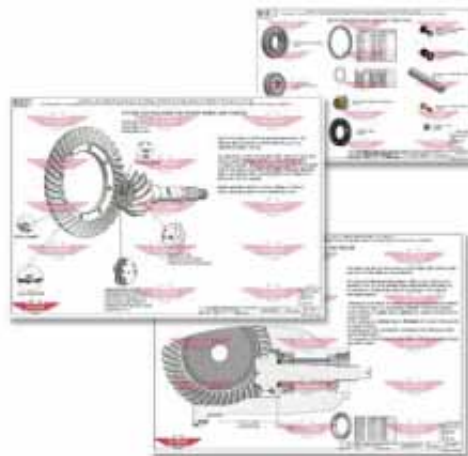


Healey Museum - please go and visit this fabulous facility, it's a great day out.

We thought a dedicated facility to display memorabilia for the Healey marque was a wonderful idea and we are proud to be sponsors of the Dutch Healey Museum. In this museum you can go back in time into the rich history of Healey sports cars and see a number of unique Healeys. Also the earliest Healeys receive a prominent place in the collection including a Sportsmobile from 1948 and a Silverstone roadster from 1949!

The collection is presented based on historical material, original blueprints and drawings, trophies, personal memorabilia of famous Healey drivers such as Pat Moss and the Morley Brothers. The work of designer Gerry Coker and technical designer Roger Menadue are also featured.

The Healey Museum owns a lot of historical film footage and a unique photo collection, for example the endurance record with the Healey 100 in Bonneville in 1954 which is the car that inspired our record success at Denis Welch Motorsport. In the library you will find original brochures and literature and even the correspondence of Donald Healey with his suppliers on the sheet metal for the Healey 100 Streamliner is there!



Fitting Instructions makes life easier

Using our CAD design and manufacturing methodology plus 40 years of experience we can tell you exactly how to build a Healey from the ground up and our fitting instructions help you fit our parts correctly to one another. If you have bought all new components from us they will fit exactly and this can save many hours of work in assembling the parts and also produces a safer longer lasting result.

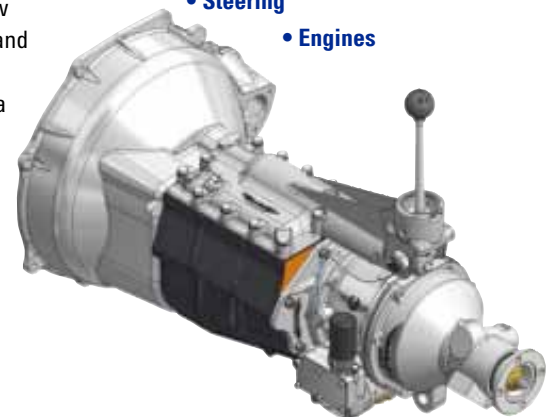
We only use branded bearings

We learnt a long time ago that fitting non branded bearings whilst overhauling gearboxes and axles was a fool's errand. It takes a long time to disassemble a component and similarly a long time to re assemble it so you don't want all that hard work again do you?



Now manufacturing complete units ie

- Gearboxes
- Steering
- Engines





FRONT TOWING EYE

Cut from 1/2" thick aluminium and supplied un-drilled in order to achieve the correct fit to your car. Can be fitted with or without bumpers. Now with FIA approved 50 mm hole.

CMSC405 each £39-95

SPOT LIGHT BRACKETS

Cut from 1/2" thick aluminium these one piece rugged mountings give an excellent stance to the car and a firm platform to hold your chosen spot lamps, incorporating a 50 mm towing eye. Supplied un-drilled in order to achieve the correct fit to your car using the bumper mounting points in front of the chassis.

CMSC400 pair £102-25

DOOR HINGE SHIMS

Aluminium adjustment shims to go between the hinge and A post.

DRF158A 1.0mm each £2-04
DRF158B 1.5mm each £2-04

UNDER BODY WIPER ESCUTCHEON

Reproduction of original hard to find item, in aluminium as original.

WSN164A BN1 each £12-95
WSN164B BN2-BJ8 each £12-95

BUMPER IRON BLANKING PLUGS

Black plastic grommets if removing the rear bumper.

CBMP116 each £2-95

TRIPMASTER TRIGGER - PROP

This steel disc fits between the prop-shaft & flange at either end enabling you to mount the magnetic pick up sensor for your Retro Trip out of harm's way and away from HOT brake discs.

CMSC450

HEATED FRONT WINDSCREEN

These laminated glass windscreens are made to original dimensions with a heating element in the laminate. They draw only 3 amps and keep the screen completely clear in all conditions. Although the elements are not as well disguised as in many modern cars they do not distort vision in racing situations.

CWSN103 BN4 - BT7 flat screen £295-00
CWSN105 BJ7 - BJ8 curved screen £295-00



QUARTER LIGHT MIRROR

Simply attaches to the window runner on the BJ7 and BJ8 wind up window models. No drilling required.

MRS112 each £18-95

OIL CATCH TANK

Aluminium purpose made tank, to bolt to the left hand foot well with two -10 JIC male fittings for the engine breather pipes, complete with drain plug.

CACC120 £195-00

UNION JACKS

Perfect for the wing or dashboard.

ACC115 Enamel screw on each £9-75
ACC116 Sticker each £2-25
ACC117 Enamel stick on each £6-45



Spa Belgium- 6 hour race.
The light fades as the head lights and tail lights take over at this magical circuit



ROUNDELS

White stick-on fablon roundel 18" diameter
CMSC350 each £3-08



RACE NUMBERS

Black fablon race numbers available in two sizes.

11" suit a Healey with 18" roundels best.

Please suffix part number with required digit.

CMSC352/0 to CMSC352/9 9" each £0-44
CMSC353/0 to CMSC353/9 11" each £0-75

SCRUTINEERS DELIGHT

All the useful switch stickers to keep the scrutineers happy.

CMSC351 £2-49

COPPER / HIDE MALLETT

Take care of those shiny spinners with this original type mallet.

WHE152 £21-50

WHEEL BALANCER

This portable wheel balancer is ideal for professional or home use. It even packs down small enough to go into the race transporter. Complete with instructions it is ideal for aluminium, steel or wire wheels on most cars.

WHE600 Wheel balancer £97-85
WHE601 Balance weight pliers £19-50
WHE602 45 Assorted knock on wheel weights £17-50
WHE603 30 Stick on wheel weights £16-95

HEAT INSULATION CLOTH

Woven cloth with silver foil on one side. Ideal to glue to footwells and gearbox tunnels. Sold 1 metre wide by your choice of length, 2 metres is usually sufficient to insulate the interior.

CIBP237 per metre £38-50

For the high temperature adhesive see page 65

RACERS TAPE

2" wide x 50 mtr roll - The tape no tool kit should be without otherwise known as duck or tank tape.

WCB650 Red £8-95
WCB651 White £8-95
WCB652 Yellow £8-95
WCB653 Silver £8-95
WCB654 Black £8-95

SHOCK CORD

Otherwise known as bungee cord, ideal either for holding things on the trailer, or fastening down parts on the car. Extends double in length when stretched.

WCB600 Cord sold per meter £1-35
WCB601 Hook - pack of four £4-95



1996 Eifel Klassik, Nurburgring.
Denis Welch 2nd overall in his 3000 and
Jeremy Welch 3rd overall in a 100/4.



PRECISION OIL CAN

The Rolls Royce of oil cans, every professional workshop should have one. No drips, no excessive pumping until it suddenly squirts out, it even works upside down. Strong aluminium canister with brass pump.

CMSC470 each £26-75

BATTERY CONDITIONER

The Accumate is the most advanced fully automatic diagnostic battery conditioner on the market and is ideal for keeping batteries fully charged during long periods of non-use. Suitable for 6 or 12 volt. Comes with crocodile clips and a permanent plug in lead for convenient use.

YELG218 230 volt UK market. £59-95

YELG218A 110 volt European. £59-95

YELG218B 110 volt USA/Canada. £59-95

SPINNER PROTECTOR

'Hit the wood, not your chrome'

WHE180 Wooden Protector £12-95



KING PIN REAMER

For the guy who likes to have his own. Alternatively send us your stub axles and we can fit and ream the bushes for you.

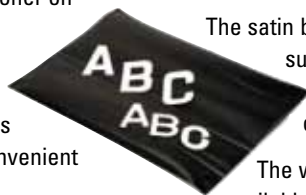


SUF117

each £345-00

STICK-ON NUMBER PLATES

A do-it-yourself kit.



The satin black Fablon backing is supplied 450mm x 300mm, enough to produce two oblong or square plates.

The white stick-on letters are available in two sizes; small 2½" high to suit race cars with restricted space and 3" high digits that complement Road Healeys.

CMSC104 Number plate backing £6-95

CMSC105/? Small 2½" white digit £0-95

CMSC106/? Std. 3" white digit £0-95

? = Please add specific digit as a suffix to part number i.e.1-9 or A-Z

CAR COVER

This indoor nylon car cover has an acrylic proofing to make them 100% dust proof, so perfect to keep your Healey as clean as when you covered it up. Machine washable. Other colours available to order.

MSC200 Red £65-00



SOCKETS

Top quality tools to do the job over and over without rounding off the nut.

RAX235 BN2 to BJ8 axle nut each £33-75

RAX235A BN1 axle nut each £29-95

ENG900 BN1 to BJ8 front crank nut each £21-75

ENG653A BN1 to BJ8 camshaft nut each £12-50

RAX236 ½" to ¾" drive adaptor each £15-45





JACKETS

Red team jacket sporting our emblem embroidered on front and back. Exceptionally good quality, made from Fine Tex material. These are ideal for all weather conditions, being waterproof yet breathable and have a removable hood. Perfect for those windy race meetings.

REG101M	Medium	£49-00
REG101L	Large	£49-00
REG101XL	Extra Large	£49-00

BASEBALL CAPS

Dark blue cotton baseball cap with our emblem embroidered on the front. A brass adjuster clip allows one size to fit all adults.

REG301	£9-95
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DENIS WELCH STICKERS

Red on white sticker of our emblem cut out to shape.

REG401	11" (280mm) long	£0-49
REG402	5 1/4" (134mm) long	£0-30
REG403	11" (280mm) long window sticker	£0-60

POLO SHIRTS

Top quality red cotton polo shirt with our emblem embroidered on the front left side.

REG201S	Small	£19-99
REG201M	Medium	£19-99
REG201L	Large	£19-99
REG201XL	Extra large	£19-99
REG201XXL	Extra extra large	£19-99

FLEECE JACKETS

Lightweight zip up Fleece in team colour sporting our logo embroidered on front and back.

REG151S	Small	£34-99
REG151M	Medium	£34-99
REG151L	Large	£34-99
REG151XL	Extra Large	£34-99

TAX DISC HOLDERS

Please ask as these are **FREE!!!**



Please add VAT & carriage to all prices for UK and EEC consumer sales at the current rate





Nils Nyblaeus - Spa 6 hour, Sept 2013 Photos: Robert Perterson



We can help bring a smile to your face

Racing has long been a passion at Denis Welch Motorsport and not just for the company owner. Since our early days we have helped many customers achieve their ambitions. We specialise these days in building, maintaining and developing cars for all sorts of competition requirements from works cars to museum pieces and for a wide variety of customers. Racing, Rallying, event cars, fast road and track cars even Record holding cars (we still hold the UK fastest 100 mile speed record regardless of car type, after 6 years and with a 1954 Healey). Those owners want the very best and they get it.

These days we take customers briefs and engineer a car that is suited to their needs and then offer trackside support and even tuition to help them progress. To us it's all part of the service. Perhaps this is why our cars have won so many events in a variety of countries, with many different hands at the wheel.

Jeremy's great grandfather John 'Mawdesley' Brooke was the forerunner of this continuously evolving heritage. He was the inspiration behind many things mechanical, building cars as long ago as 1906 and then going on to building World Record winning speed boats. The Brooke/Welch family have overcome many of competition's more

enlightening moments and continue to thrive. It also indicates the drive and commitment that has been necessary to ensure that their 110 year of motoring history

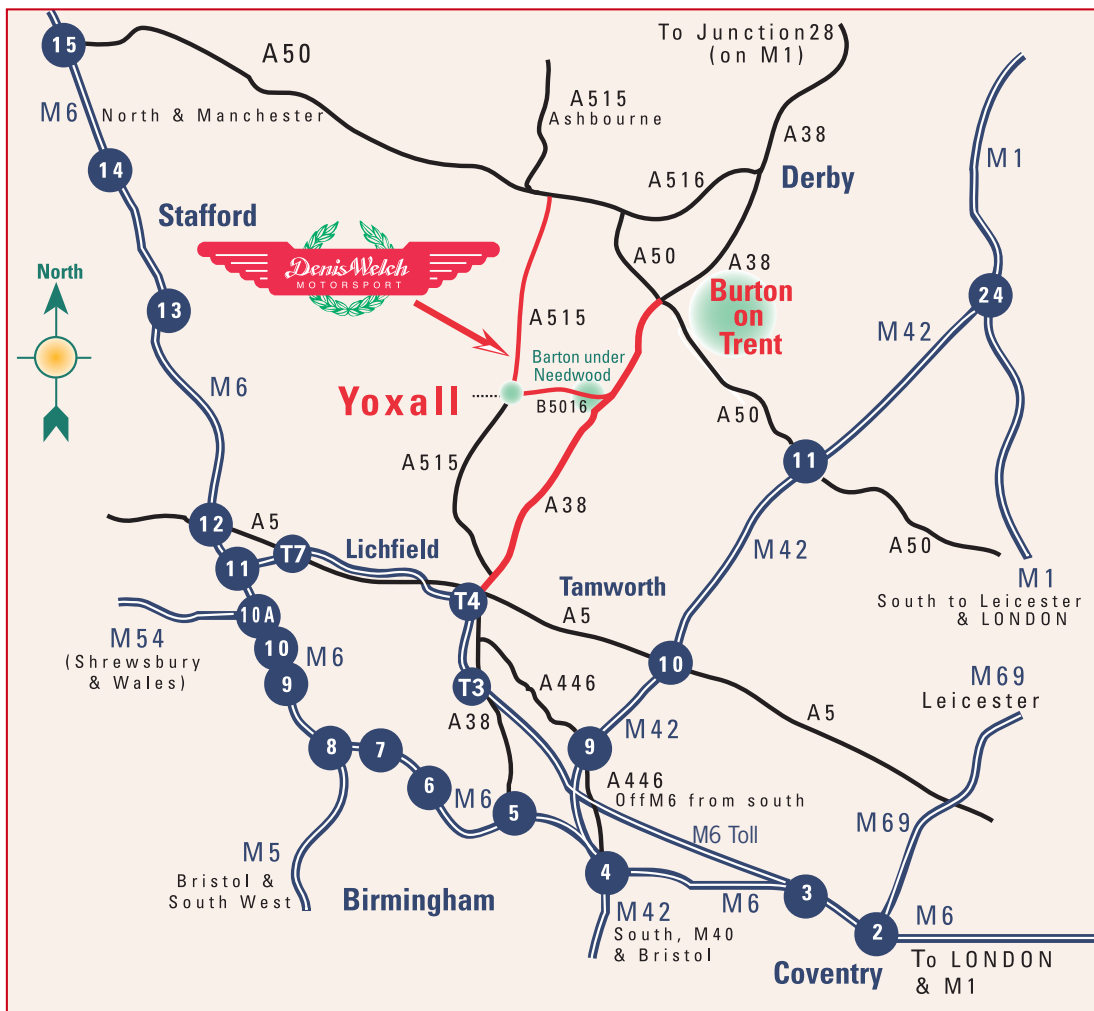
can be celebrated in 2016.

Jeremy Welch now owns and manages the business, following in his father's footsteps and continues to compete in Endurance and Classic races in Europe and the UK.

At Denis Welch Motorsport we always try to look after both our customers and our supporters wherever possible. It's the very essence of our lineage to be competitive, but we still wish to retain that spirit of friendship once the heat and noise die away.

If you are at a race event and you see our truck, please wander over and have a coffee and a chat. Maybe we can be the ones to put that big smile on your face and create memories that will last a lifetime.





HOW TO FIND US

From the south

M1.M6,off at Junction 4 onto A446 marked to Lichfield. Onto A38 marked Burton-on-Trent & Derby. Turn off A38 at Barton-under-Needwood into Yoxall, at 'T' junction turn right. We are one mile north on the left.

From North via M6

Off M6 at junction 15, head towards Uttoxeter & Derby onto A50, turn right onto A515 to Lichfield. We are on the right one mile north of Yoxall.

From North via M1

Off M1 at junction 28 head south on A38 towards Derby & Burton-on-Trent, bypass Burton-on-Trent. Turn off at next junction marked Barton-under-Needwood into Yoxall, at 'T' junction turn right. We are one mile north on the left.



Carriage costs less than you might think.

For example our Fast Road 6 Cyl aluminium head, made to our world beating specification and worth £2950-00 costs only £80-63 to send UPS 3/4 day to France or Germany, including protective packaging and insurance. That's less than 3% of the retail value (to New York its £112-10) - can you really afford not to buy the best?

UK Carriage

First Class Post

up to 1Kg £5-95
(up to £100-00 value)

UPS Guaranteed Next Day

up to 10 kg £9-50
up to 30 kg £15-00
up to 60 kg £30-00
up to 90 kg £45-00



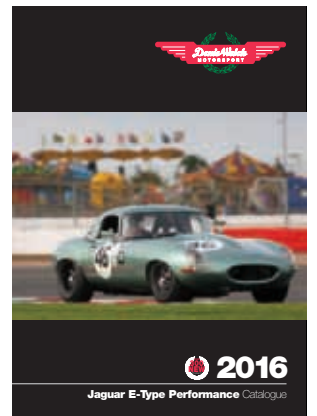
Outside UK Carriage

UPS 3-4 day service not including customs clearance

Kg	France Germany	Switzerland Channel Isles	USA Canada
2	£28-17	£54-99	£50-44
4	£34-69	£68-70	£62-52
8	£42-46	£88-17	£83-24
16	£49-74	£103-73	£107-25
30	£59-89	£121-02	£140-59
65	£144-87	£208-10	£219-23

We endeavour to provide the quickest, most cost effective service available. Please use these delivery prices as a guide only, the total cost may depend on volumetric weight, type of service & in some cases extended delivery charges. The above prices exclude insurance which is charged at 1% of goods value. Quicker overnight UPS Services are available. A quotation will be provided on request.

Now available
**our full colour 2016
72 page Jaguar
Performance Catalogue**



**and our specialised
32 page 100S brochure**
order your copy now!



www.bighealey.co.uk

Visit our website for even more information including:

Product launches and promotions,
Interactive Gear Ratio charts, Cam Timing charts,
Product specifications, Current Prices, Car Sales,
Road map, **Secure** Credit Card forwarding &
Race calendar



If telephoning from abroad
check out the up-to-date UK
time via our website.

Hours of business:

Monday to Friday 9.00 am to 5.00 pm
Saturday morning by appointment.

Mail order:

A regular service is available.

Carriage charged extra, please phone or fax
for quotation.

Our Bank reference

H.S.B.C. Plc.,
18 High Street, Burton-on-Trent,
Staffs. DE14 1HU. England.

Sorting Code: 40-15-20

Account No: 81140833

IBAN No: GB17MIDL40152081140833

Swift Code: MIDLGB2103G

Pricing:

We try to ensure that all of our products are
manufactured to a high quality standard.
Our prices are kept as low as possible, we
are therefore unable to offer discounts.
It is our policy to constantly develop all our
parts range and specification for the best
interests of our customers, thereby we
reserve the right to revise the prices and
specifications of our parts without prior
notice.

Methods of payment:

Cash (£ Sterling) VISA, Mastercard or Debit
card

Cheques up to the limit stated on cheque card
in £ Sterling.

Bank Transfers must be in £ Sterling and
drawn on a London bank.

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which result from Denis Welch Motors
Limited accepting an order from you are
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Limited's standard terms and conditions of
sale which are governed by the Law of
England and Wales. A copy of Denis Welch
Motors Limited's standard terms and
conditions is enclosed with this catalogue.

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Reg No.1314890
Registered office: Sudbury Road, Yoxall,
Burton on Trent, England DE13 8NA

Customer Name:

.....

Account Number:

.....

**Please quote when
ordering**



DENIS WELCH MOTORSPORT,

SUDBURY ROAD, YOXALL, BURTON ON TRENT, ENGLAND. DE13 8NA
PARTS HOTLINE +44(0)1543 472244

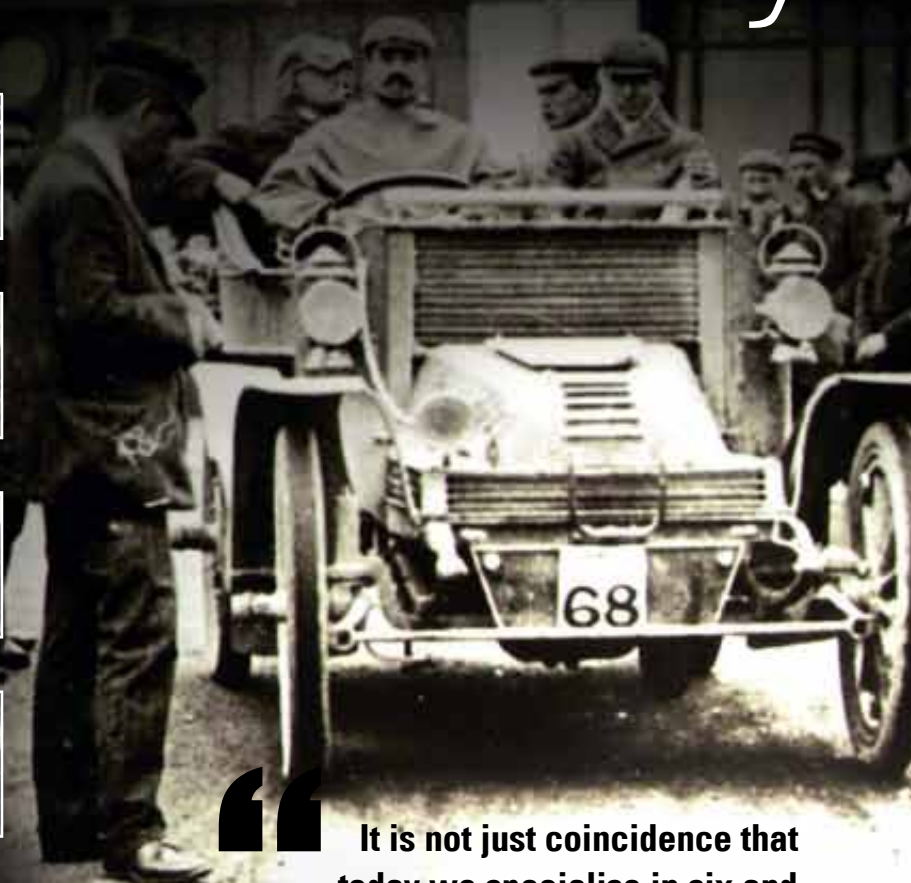
Enquiries +44(0)1543 472214

Fax +44(0)1543 472339

EMAIL sales@bighealey.co.uk

110

Years of Motoring History



“ It is not just coincidence that today we specialise in six and four cylinder racing engines. ”

Our involvement in the competition side of motor racing extends back over 110 years to the days of the pioneers.

Jeremy Welch's great grandfather built the first six cylinder engine ever made in the UK in 1906 and went on to build Brooke Marine racing engines with notable success.

Our own development programme is headed by our highly successful Big Healey (Reg KVS 484), that has seen success all over Europe and our E-type 3.8 semi lightweight (Reg 2747WK).

Our experience has extended from Ford Anglias, single seaters, sports racing cars, to 24hr Touring Cars, Record breaking cars and beyond.

Running these cars has resulted in a world conquering array of parts that quite simply guarantees success to almost anyone.



Sudbury Road, Yoxall, Burton on Trent, England. DE13 8NA
Enquiries +44(0)1543 472214 Email sales@bighealey.co.uk