



The Silver Ghost Association, Inc. Club Stores Catalog

Catalog No. 8
March 2022

SGA Club Stores Catalog No. 8

March, 2022

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Safety

Your safety is important to us. Personal safety and the proper use of parts, tools and equipment are frequently stated in information either with products or with associated SGA Tourer articles. Using the product properly for its intended purpose and using the correct product are both very important. These goods are for sale to SGA members only, and said members are to either possess the required knowledge to use the goods safely, or are to request the help of other qualified people such that they acquire the necessary knowledge to use the goods safely. If you are not *very* sure you understand the complete and safe use of any product sold herein, and further are not *very* sure you understand the complete gamut of possible ramifications from the use of any product sold herein, do not proceed with the product until you acquire the necessary knowledge. It is possible that property damage, serious personal injury or even death could occur to you or others through the improper use of some of the items available herein.

Warning

Read completely and thoroughly all installation manuals, SGA Tourer articles, instructions and warnings before attempting to install or use any product described herein, and follow such manuals, articles, instructions and warnings. Failure to do so could result in injury and/or death to you and others at the time of installation or in the future. If you have doubt or question, resolve it first!

Help

If you have questions, or problems or need assistance regarding Silver Ghost automobiles, there are many club members that have specialized in given areas and professionals in various specialties that will likely help you. Contact the club technical director, Bill Kennedy (billkennedy@kennedymetal.com) for assistance, referrals or references.

IMPORTANT

Warranty — Read This Notice

The seller makes no warranty of any kind whatsoever, expressed or implied; and all implied warranties of merchantability and fitness for a particular purpose are hereby disclaimed by seller and excluded from this agreement. Seller hereby disclaims any liability for any other or consequential damages which might occur from failure of the product to perform as herein stated. The foregoing warranty is in lieu of and excludes all other warranties not expressly set forth herein, whether express or implied by operation of law or otherwise, including but not limited to any implied warranties of merchantability or fitness for a particular purpose. The Silver Ghost Association Inc. and its affiliates and suppliers shall not be liable for any incidental, special, or consequential losses, costs or damages incurred by Buyer or others, directly or indirectly arising from the sale, handling or use of the products, or from any other cause with respect to the products, whether such claim is based upon breach of contract, breach of warranty, strict liability in tort, negligence or any other legal theory (including without limitation, lost profits, revenues, anticipated sales, business opportunities, goodwill, or interruption of business or other injury or damage). To the extent allowed by applicable law, this warranty and all rights and obligations hereunder, including matters of construction, validity and performance, shall be governed by the substantive laws of the State of Illinois, without giving effect to the principles of conflicts of law thereof.

The Silver Ghost Association, Inc.

ORDERING

The best way to order is via the SGA web site, www.silverghostassociation.com. You can pay by credit card or PayPal.

If you have questions about something special, contact the club Storekeeper, Bill Kennedy via e-mail. billkennedy@kennedymetal.com

Alternatively, you can fax orders to the club stores at:

(217) 287-7232

Or you can write Bill Kennedy at:

The Silver Ghost Association, Inc.
P.O. Box 304
Taylorville, IL 62568
USA

(217) 287-7231 x54

Prices and Shipping —

Prices shown are for the items exclusive of delivery cost. The Silver Ghost Association charges for the calculated shipping cost only. There is no charge for handling, or other misc. fees. The cost of shipping will be calculated according to the destination and the exact shipping weight, which may vary slightly from the catalog weight stated herein according to packing materials used. In some cases motor or sea freight charges may be billed separately after the charges are determined. If you require a freight quote in advance, contact the storekeeper.

Please note that in some cases the price of the goods must be calculated at the time of ordering and may have changed. If a price is different than that shown on the site, we will contact you before shipping.

CONTENTS

SGA Technical Bible	1
Technical Bible Binders	2
SGA Technical Bible Flash Drive	3
RROC SG General Arrangement (GA) and List Of Parts (LOP) CD & Manuals	4
<i>SGA Tourer</i> Binder	5
SGA Roadside Manual	6
<i>SGA Tourer</i> Articles by Bill Kennedy	7
<i>SGA Technical Correspondence</i> by Bill Kennedy	8
<i>SGA Tourer</i> Back Issues	9-10
Lovejoy Shock Absorber Shaft Seals	11
Lovejoy Shock Absorber Shaft Springs	12
Water Pump Seals	13
American Bosch Breakerless Ignition Conversion	14
Sump Cover With Gauge Glass	15
Oil Filter Conversion Kit	16
Magnetic Engine Drain Plug	16
Segmental Fan Belt	17
Turn Signal Conversion Switch	18

Light Dimmer Resistor Bank.....	18
Small Turn Signal Unit.....	19
MSD Prewired Switch.....	20
Fuse Block.....	20
LED Tail Light Conversion Voltage Regulator	21
LED Tail Light Conversion Axial Lamp	21
LED Tail Light Conversion Radial Lamp.....	21
Acetylene Adapters.....	22
Instrument Panels.....	23
Red Fiber Washer Set.....	23
Mixture Meter.....	24
Temperature Sensor	24
UMA Instruments	25
Low Oil Pressure Warning Kit	26
GPS Double Odometer	27-28
Ignition Inverter.....	29
Clock Nut.....	30
Faux Westinghouse Generator (Alternator).....	31
Lucas Offset Generator	32
Nippon Denzo Alternator	33

Nippon Denzo Pulley	33
Alternator Hanger & Tensioning Device	34
Bonnet Hood Risers	35-36
COFC Shipping Skid	37
Axle Brackets.....	38
External Thread Restorer and Axle Tube Nut Tap.....	38
Gear Vendors Overdrive Manual Control Conversion Kit.....	39
Carburetor Adjusting Set	40
Carburetor Float and Valve Holding Tool.....	40
Carburetor Adjustment Hardware Set	41
Steering Box Seal Kit	42
Tubular Bumper Retaining Rings	43
SGA Brass Car Badge.....	43
SGA Stickers	44
SGA Lapel Pin	44
SGA Patch	44
I Speak Ghost Button	45
Air Cleaner Information.....	45
Magnet Magnetizer.....	46
Magneto Test Unit.....	47

Magneto Tweeter Timing Device	48
Brake Lining For Early Center Brake Cars.....	48
600 WT.Steam Cylinder Oil	49
Steering Box Steam Cylinder Oil Plus Moly.....	49
Oiling System Purge and Pressurizing Unit	50
Capplug Set.....	51
1/4-26 BS Helicoil Kit.....	52
Oil Pump Drive Coupling	52
Oil Pump Elastomer Bushing Set.....	53
Oil Pump Rebuild Service	54
Intake Manifold Fixture	55
Fuel Filter Unit	56
Heat Shrink Tubing.....	57
Micarta Tubing	58
Ignition Tube Clamps.....	58-59
Valve Gear Oiler	60
Valve Gear Air Deflector	60
Valve Plug and Tap.....	61
King Pin Driver	61
SGA 1 Antiwear Crankcase Oil Additive.....	62

SGA 3	63
Magneto Plate Keeper/Points Adjuster.....	64
Power Jack	65
Fan Hub & Shaft Kit.....	66
Fan Hub Only	67
Fan Hub Blades.....	67
Hub Wrenches	67
Fan Blade Hardware Set.....	68
Tire Valve Covers	68
Wheel Wrench	69
Grease Fittings	69
Grease Fitting Coupler	69
Michelin Wheel Hardware Set	70
Oil Analysis Kit.....	71
Spark Plugs	71
Sealed Bearings	72
Filters	73
Wire Clamps.....	74
Wire Clamp Dimensions	75-79
Valve Spring Compressor.....	80

Springfield LHD Exhaust Union Spherical Washers.....	81
Springfield Right Tail Lights Parts.....	82
Belt Buckles.....	83
American Bosch Ignition Items.....	84
Vendors of Parts.....	85-86

The SGA Technical Bible

A very important resource for anyone interested in Ghosts. It contains nearly everything written in the American and British club publications regarding Ghosts, and is kept up to date with new additions.

The massive document contains over 2000 pages, and is arranged by subject for convenient use. Although every detail in every article is not necessarily viewed today as being correct, the value of understanding through historic re-development of the knowledge bank is invaluable to those that want to know about Ghosts, their history, and what people have been doing with them and thinking about them over the years.



Part No. SGA 4 US \$309.30

If you own a Ghost or are interested in Ghosts and you get nothing else, get this. Comes with a set of binders. . . see the next page.

Express service shipping available at extra cost — inquire of the storekeeper.

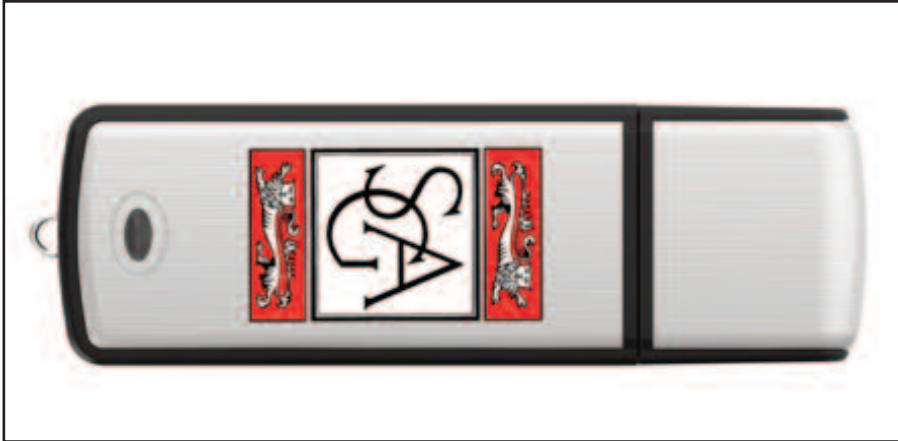
High Quality Binders



Part No. SGA 5 US \$107.94

High quality binders suitable for the SGA Technical Bible. If you order the bible, you get the binders, but if you need a set of binders only, here they are. Currently it is a set of four — another will be added as soon as it is necessary due to updates to the Bible.

SGA Technical Bible Flash Drive



Part No. SGA 6 US \$44.1

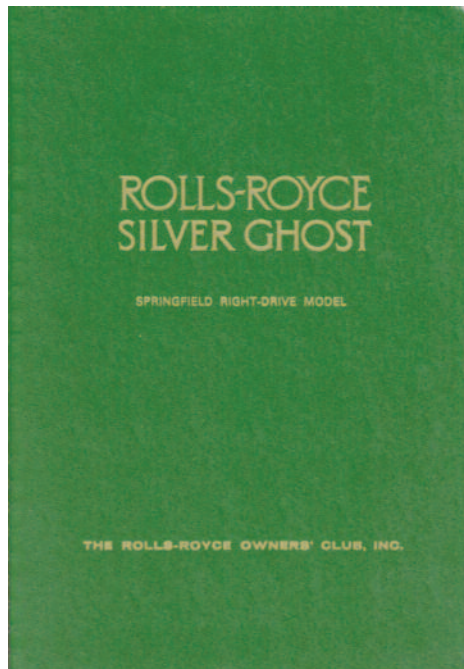
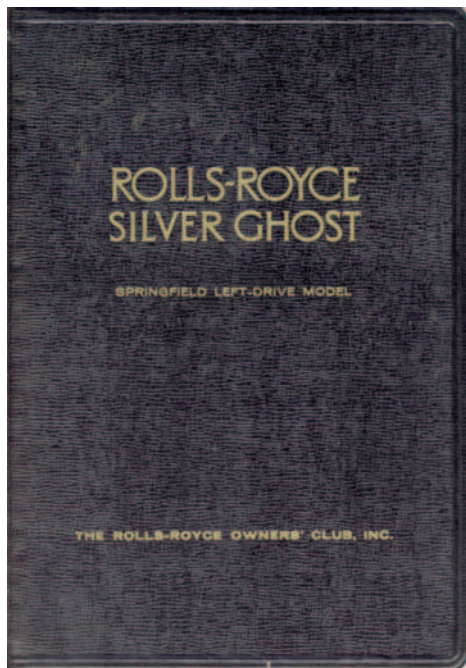
While generally not considered to be a substitute for the ‘paper’ bible, the Flash Drive version is a valuable companion to the SGA Technical Bible. Like the Technical Bible the flash drive is updated periodically to contain the latest technical information published about Ghosts. Two of the most outstanding features of the bible on flash drive are that 1) it is searchable by key word for anything in it, and 2) it is much more portable than the paper version, lending it to use on a tour if you have a laptop with you, or in your garage. Very convenient.

Silver Ghost General Arrangement and List Of Parts CD & Manuals



Silver Ghost General Arrangement (GA) and List Of Parts (LOP) drawings on CD from the RROC. The drawings answer many questions regarding various factory methods of assembly and can be a huge help in determining what is correct for a car, or how something works or is assembled.

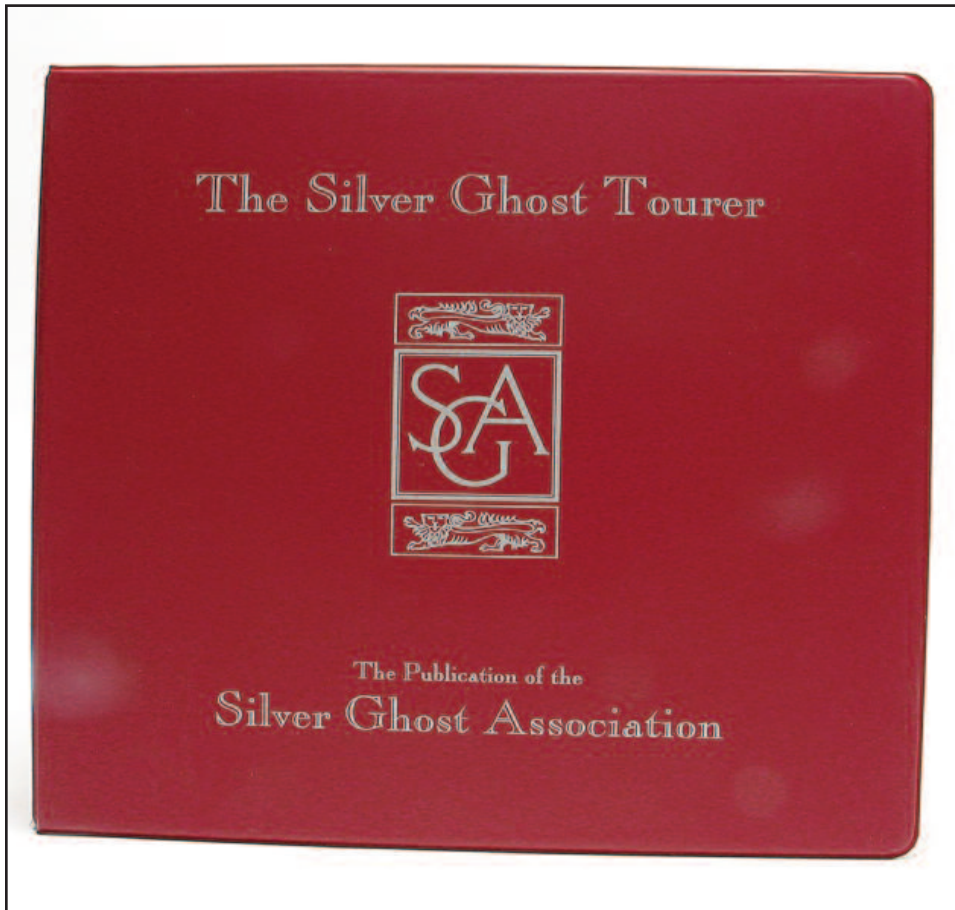
Order this CD directly from the RROC.



Left and right drive Springfield owners manual reprints from the RROC.

Order these manuals directly from the RROC.

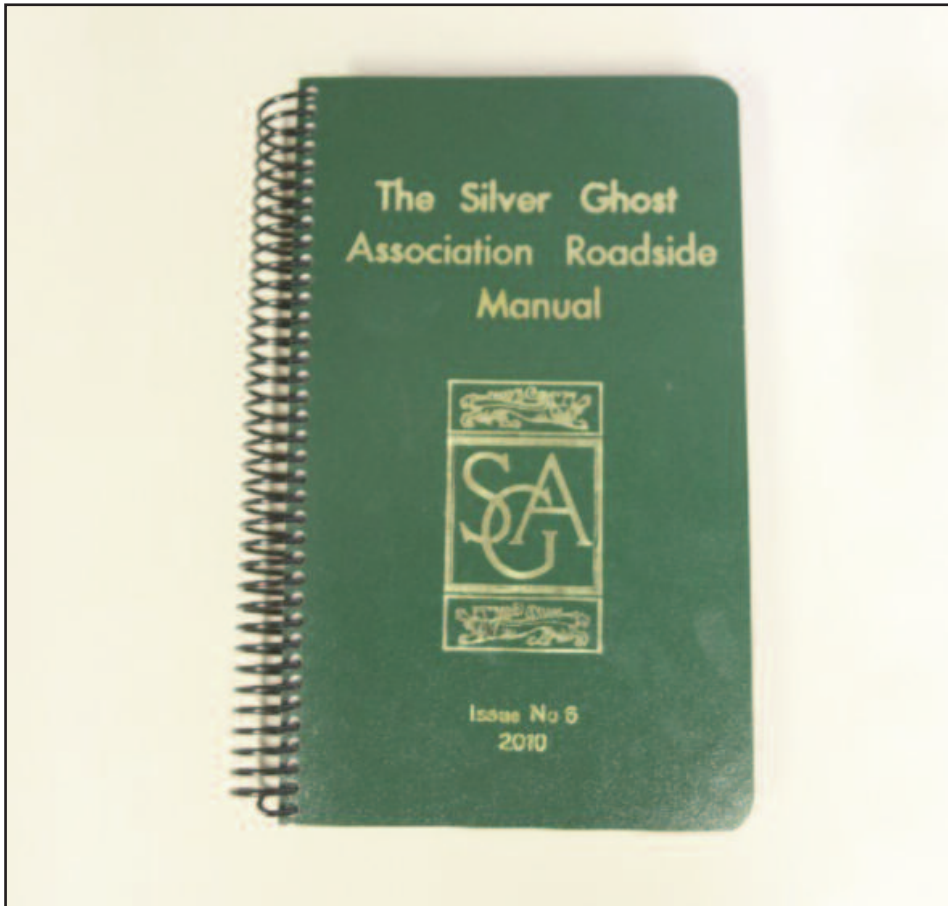
High Quality Tourer Binder



Part No. SGA 7 US \$27.08

A high quality binder for keeping your *Tourers* in order and available for reference. The binder also really helps keep them in good condition and allows them to stand upright on a bookshelf for quick access and efficient storage.

SGA Roadside Manual Issue No. 7

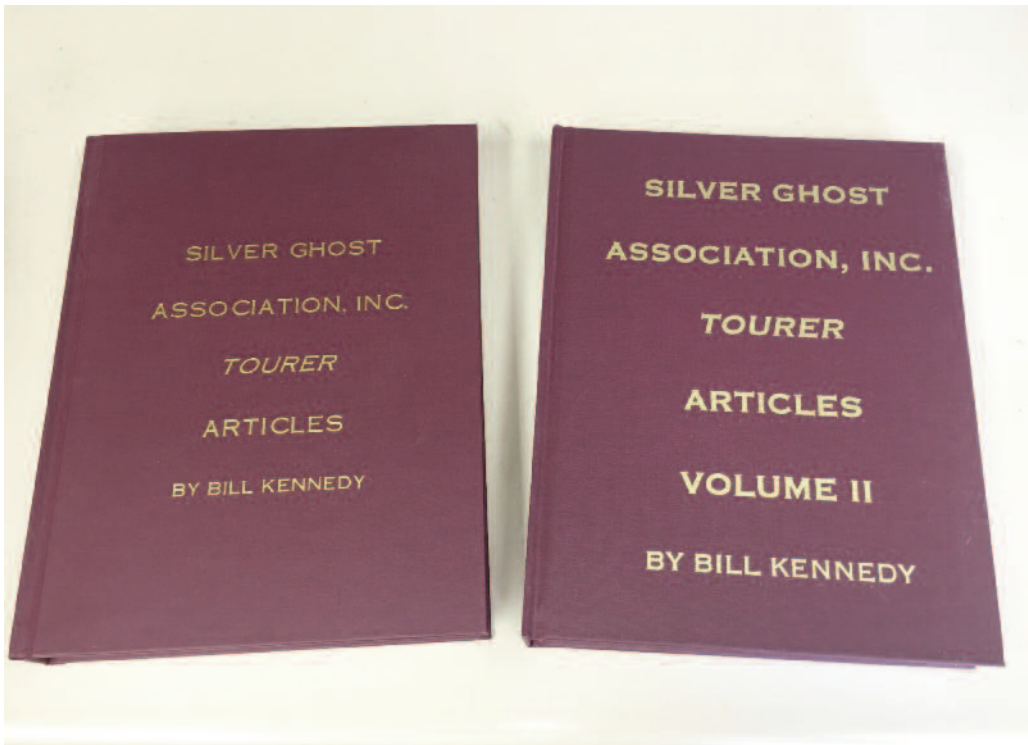


Part No. MP-104-0 US \$71.21

The same size and shape as the Ghost Owners Manual, the **SGA Roadside Manual Issue No. 6** is designed to be kept in the car for 'on the road' information. If you don't have one of these in your car, you should have!

The Roadside Manual is updated periodically. 5 3/4" x 9 1/4", 138 pages

Compilation of Technical Articles

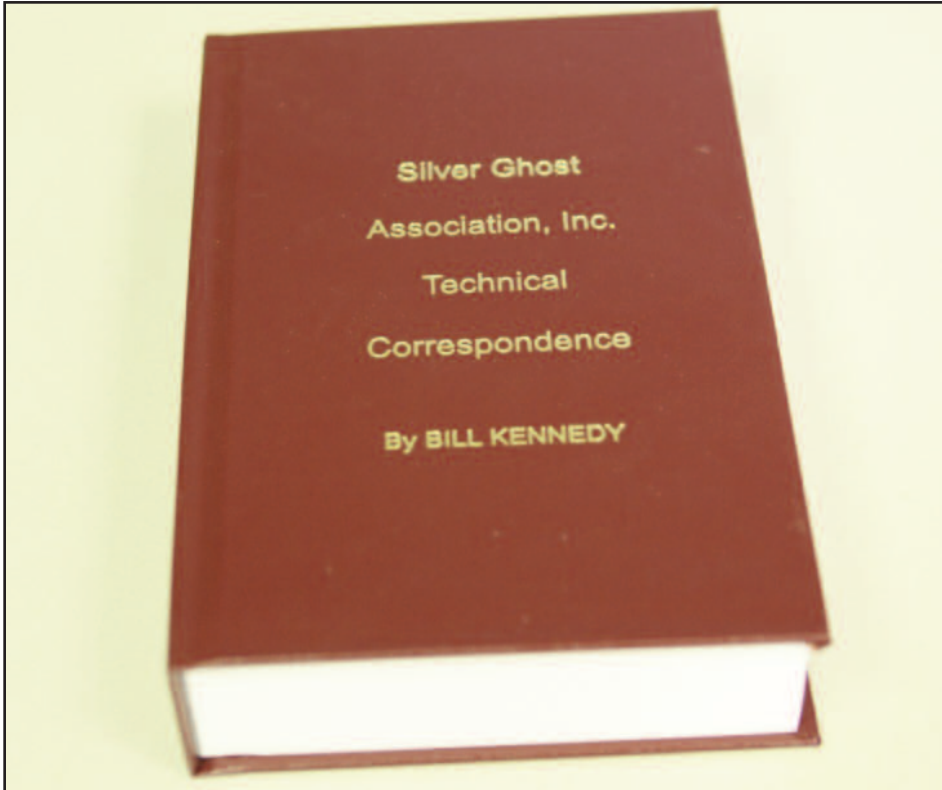


Part No. MP-104-TOURER-1 Vol I US \$75.74

Part No. MP-104-TOURER-2 Vol II US \$75.74

Third edition of the compilation of technical articles by Bill Kennedy that were published originally in the Tourer spanning 1997 through the first quarter of 2010. The text of the 8th edition of the SGA Roadside Manual is included. 19 sections, 346 pages, 8 1/2 x 11". Now comes with an addendum document that includes all additional articles by Bill Kennedy up to the time of the book shipment.

Silver Ghost Association, Inc. Technical Correspondence



Part No. MP-105-TECHCORRSPD US \$75.74

Silver Ghost Association, Inc. Technical Correspondence by Bill Kennedy. Over 700 pages of written correspondence to and from Bill Kennedy and the other SGA tech folks to about 2014. Thirty-two sections, many pictures and drawings. The text has been carefully edited to update it to the most current Ghost knowledge. This is by far the single most comprehensive document available regarding contemporary Ghost questions and erudition. Ideal for those that want to know about practical technical considerations of touring in a Ghost. *Comes with a searchable DVD of the book* that includes both the text as well as the pictures and drawings. Second volume coming out soon!

SGA Tourer Back Issues

Issue	Pages	No.	Issue	Pages	No.
Spring 1987	1-12	87-1	August 1997	583-606	97-3
Fall 1987	13-24	87-2	November 1997	607-630	97-4
Winter 1988	25-40	88-1	February 1998	631-654	98-1
Fall 1988	41-56	88-2	May 1998	655-678	98-2
Winter 1989	57-76	89-1	August 1998	679-702	98-3
Summer 1989	77-92	89-2	*November 1998	703-730	98-4
November 1989	93-100	89-4	February 1999	731-750	99-1
February 1990	101-108	90-1	May 1999	751-774	99-2
May 1990	109-116	90-2	August 1999	775-798	99-3
August 1990	117-128	90-3	*November 1999	799-822	99-4
November 1990	129-140	90-4	*First Qtr. 2000	823-846	00-1
February 1991	141-152	91-1	Second Qtr. 2000	847-866	00-2
May 1991	153-162	91-2	*Third Qtr. 2000	867-890	00-3
August 1991	163-174	91-3	*4th Qtr. 2000	891-914	00-4
November 1991	175-190	91-4	*First Qtr. 2001	915-938	01-1
February 1992	191-202	92-1	*Second Qtr.2001	939-962	01-2
May 1992	203-214	92-2	*Third Qtr. 2001	963-986	01-3
August 1992	215-226	92-3	†4th Qtr. 2001	987-1010	01-4
November 1992	227-242	92-4	*First Qtr. 2002	987-1010	02-1
February 1993	243-254	93-1	*2nd Qtr. 2002	1035-1058	02-2
May 1993	255-266	93-2	†Third Qtr.2002	1059-1082	02-3
August 1993	267-278	93-3	*4th Qtr. 2002	1083-1106	02-4
November 1993	278-294	93-4	*First Qtr. 2003	1107-1130	03-1
February 1994	295-306	94.1	*Second Qtr 2003	1131-1154	03-2
May 1994	307-318	94-2	*Third Qtr 2003	1155-1178	03-3
August 1994	319-330	94-3	*4th Qtr. 2003	1179-1202	03-4
November 1994	331-354	94-4	*First Qtr. 2004	1203-1226	04-1
February 1995	355-366	95-1	*Second Qtr 2 004	1227-1250	04-2
May 1995	367-382	95-2	* Third Qtr. 2004	1251-1274	04-3
August 1995	383-402	95-3	* 4th Qtr. 2004	1276-1306	04-4
November 1995	403-426	95-4	* First Qtr. 2005	1307-1330	05-1
December 1995	427-442	95-5	*Second Qtr 2005	1331-1346	05-2
Winter 1996	443-462	96-1	*Third Qtr. 2005	1347-1370	05-3
Summer 1996	463-486	96-2	*4th Qtr. 2005	1371-1402	05-4
September 1996	587-510	96-3	*First Qtr. 2006	1403-1426	06-1
November 1996	511-534	96-4	*Second Qtr 2006	14271458	06-2
February 1997	535-558	97-1	*Third Qtr 2006	1459-1490	06-3
May 1997	559-582	97-2	*4th Qtr. 2006	1491-1522	06-4

SGA Tourer Back Issues

Issue	Pages	No.
*First Qtr 2007	1523-1554	07-1
*2nd Qtr. 2007	1555-1586	07-2
*3rd Qtr. 2007	1587-1618	07-3
*4th Qtr. 2007	1619-1650	07-4
*First Qtr. 2008	1651-1682	08-1
*2nd Qtr. 2008	1683-1714	08-2
*3rd Qtr. 2008	1715-1746	08-3
*4th Qtr. 2008	1747-1778	08-4
*First Qtr. 2009	1779-1810	09-1
*2nd Qtr. 2009	1811-1842	09-2
*3rd Qtr. 2009	1843-1874	09-3
*4th Qtr. 2009	1875-1906	09-4
*First Qtr. 2010	1907-1934	10-1
*2nd Qtr. 2010	1935-1966	10-2
*3rd Qtr. 2010	1967-1998	10-3
*4th Qtr.. 2010	1999-2030	10-4
*First Qtr. 2011	2031-2062	11-1
*2nd Qtr. 2011	2063-2094	11-2
*3rd Qtr. 2011	2095-2126	11-3
*4th Qtr. 2011	2127-2158	11-4
*First Qtr. 2012	2159-2190	12-1
*2nd Qtr. 2012	2191-2222	12-2
*3rd Qtr 2012	2223-2254	12-3
*4th Qtr. 2012	2255-2286	12-4
*First Qtr. 2013	2287-2318	13-1
*2nd Qtr. 2013	2319-2350	13-2
3rd Qtr. 2013	2351-2386	13-3
*4th Qtr. 2013	2384-2413	13-4
*First Qtr. 2014	2416-2446	14-1
*2nd Qtr. 2014	2447-2478	14-2
*3rd Qtr. 2014	2479-2509	14-3
*First Qtr. 2015	2543-2574	15-1
*2nd Qtr. 2015	2575-2606	15-2
*3rd Qtr. 2015	2607-2638	15-3
*First Qtr. 2016	2671-2702	16-1
*2nd Qtr. 2016	2703-2734	16-2
3rd Qtr. 2016	2735-2766	16-3
4th Qtr. 2016	2767-2802	16-4
*First Qtr. 2017	2803-2834	17-1
*2nd Qtr. 2017	2835-2870	17-2
*3rd Qtr. 2017	2835-2862	17-3
*4th Qtr. 2017	2835-2862	17-4
First Qtr. 2018	2898-2932	18-1
*2rd Qtr. 2018	2964-2994	18-2
*3rd Qtr. 2018	2964-2994	18-3
*4th Qtr. 2018	2964-2994	18-4
*First Qtr. 2019	3020-3038	19-1



To Order Back Issues

The part number for any back issue is TBI- followed by the issue number. To order the first issue, for instance, the part number would be TBI-07-1.

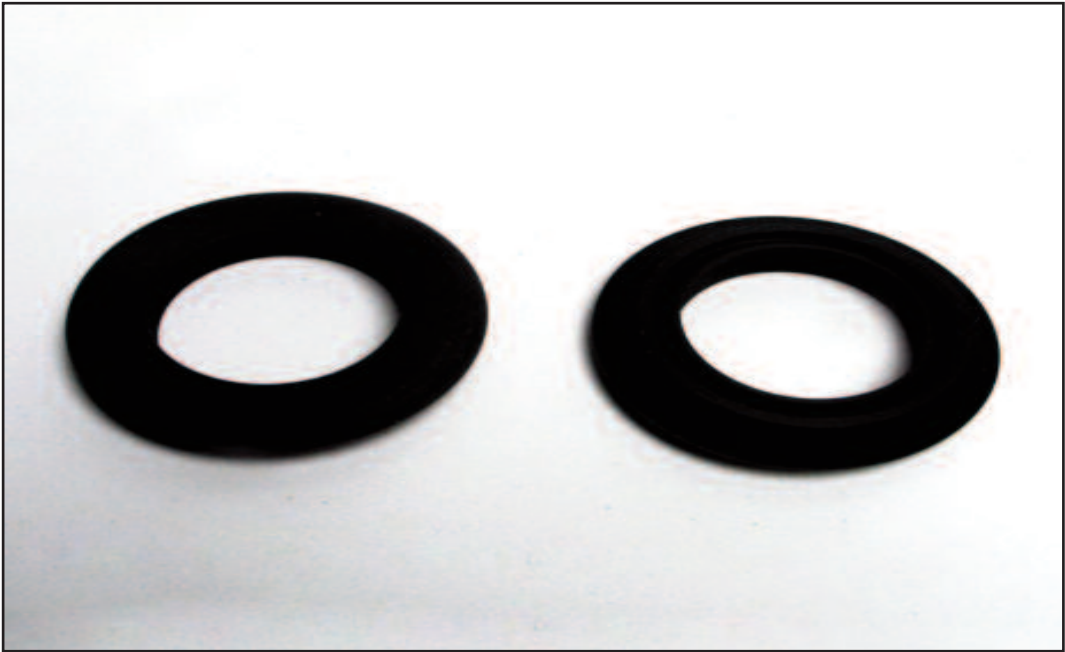
Prices are US\$8.50 each for the B&W issues, US\$12.14 each for the color issues (marked with an *), and US\$18.21 each for special issues (marked with a †).

A complete set of all *Tourers* through 2021 (124 issues) is US\$1267.30, P/N TBI-SET.

A DVD of the *SGA Tourers* from 1987 — 2006 is US\$60.69, P/N TDVD.

*2nd Qtr. 2019	3040-3066	19-2
*3rd Qtr. 2019	3068-3098	19-3
*4th Qtr. 2019	3100-3122	19-4
*First Qtr. 2020	3124-3158	20-1
*2nd Qtr. 2020	3160-3190	20-2
*3rd Qtr 2020	3192-3218	20-3
*4th Qtr. 2020	3220-3246	20-4
*First Qtr. 2021	3248-3274	21-1
*2nd Qtr. 2021	3276-3302	21-2
*3rd Qtr. 2021	3304-3334	21-3
*4th Qtr. 2021	3336-3374	21-4

Shaft Seals



Part No. MP-104-52 US \$71.21

New shaft seals for Lovejoy shock absorbers. These seals are of a new design and material -- they are unlike the original seals. Because the Lovejoy shock absorber fluid level is above the shaft elevation, good seals are required. These new seals have operated on cars for tens of thousands of miles without leakage.

See the Tourer articles on Lovejoy shock absorbers that ran the third and fourth quarter of 2000(00-3 and 00-4) — they contain shock absorber overhaul information.

Lovejoy Shock Absorber Springs

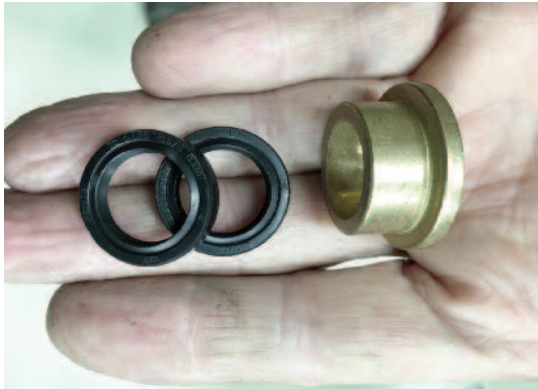


Part No. SGA-15 US \$69.43 per Set of Three
Part No. SGA-18 US \$25.25 for Small
Part No. SGA-17 US \$25.25 for Medium
Part No. SGA-16 US \$25.25 for Large

Available are three of the four springs in the Lovejoy units. The high pressure relief spring is not available as it seldom is damaged even if alcohol brake fluid has been (improperly) put in the units. State large, medium or small spring if the complete set is not desired.

See the Tourer articles on Lovejoy shock absorbers that ran the third and fourth quarter of 2000 — they include shock absorber overhaul information.

Water Pump Seals



Part No. MP-104-166
US \$36.88

Text: SGA research has found the reason for most water consumption in Ghosts. Air is drawn in the water pump packing. . . even packing that does not leak water out. The water displaces space in the bottom of the water space in the engine and therefore causes water to overflow the top of the open (not pressurized) cooling system. Stopping the air entering the system at the pump corrects most water consumption. The SGA has had special seals designed to fit in the packing space of the water pump. The seals are installed so that one faces inward to keep the water in and the other outward to keep the air out. A special packing gland is supplied to accommodate the new seals. No modification to the pump is required.

Details: The pump is removed from the car so that the old packing, the original packing gland, and the nut can be removed. The new seals are inserted (facing the proper directions), and the pump is reassembled with the new packing gland. . . and then reinstalled in the car. The pump shaft should be inspected and replaced if it has been cut by old packing in the area where the new seals run. Discoloration isn't a problem, but grooves likely will be.

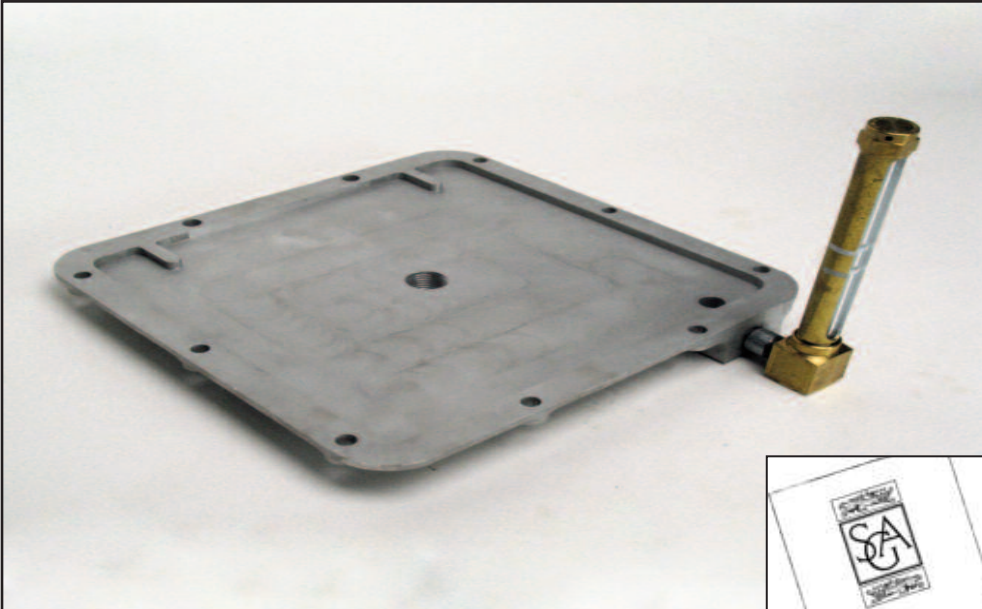
Breakerless Conversion



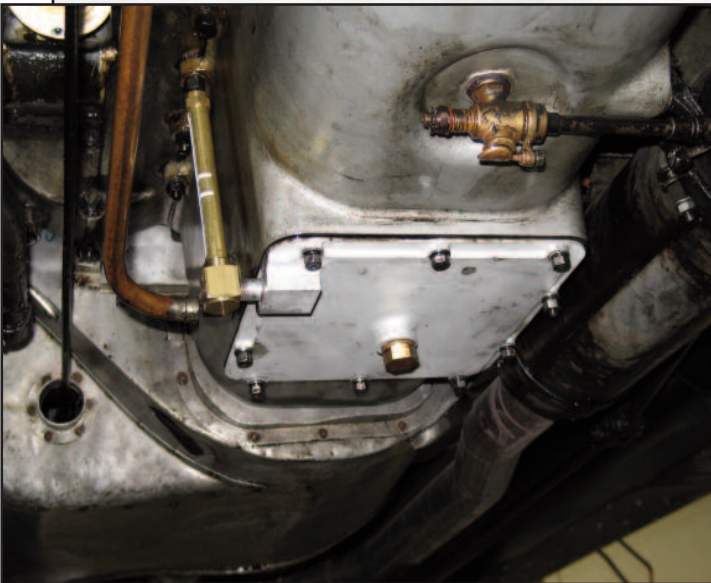
Part No. MP-104-61 US \$37.87

A breakerless conversion for American Bosch distributors used on late Springfield cars. This kit allows the installation of a Pertronix breakerless ignition module in the American Bosch distributors. **Included materials:** Special Silver Ghost Breaker Plate Cup, 1/8 x 1/4 x .245 HD x .051 HT Rivet , .140" Rivet Set, .5 x 2.5 x .010" Shim Stock, 8-32 x 1/2" RHMS, # 8 Acorn Nut, # 8 Flat Washer, Installation Guide. **Other required materials not supplied:** Pertronix Magnet Ring, Pertronix Hall Sensor Breakerless Adapter, 6V Positive Ground = Pertronix P/N module 10, 6V Negative Ground = Pertronix P/N module 13, 12V Positive Ground = Pertronix P/N module 10, 12V Negative Ground = Pertronix P/N module 9. Note that both 6 and 12 volt positive ground use the same module. It is NOT recommended to convert both distributors in 6V cars due to the low starting voltage.

Sump Cover With Gauge Glass



[Click for Installation Guide](#)



Part No. MP-104-53 US \$300.57

At last — now you don't have to drain oil to check the oil level! This is a direct replacement for the sump cover on British & Springfield Ghosts. It includes a brass sight gauge so you can visually check the oil level without having to drain oil from the sump. Comes with installation guide.

Oil Filter Conversion Kit



Silver Ghost Association, Inc.

Oil Filter
Conversion Unit

[Click for
Installation
Guide](#)

A proper oil filter conversion kit for your Ghost. It will work on all Ghosts, early or late, Springfield or English. The filter stands upright, as it should. You have to reuse the flare fittings that are silver (hard) soldered on one of the old lines. Everything else is included. Nice bracket that mounts behind the fan bearing housing on the existing studs. The tubing is prebent for you and forged brass ells are provided along with the other necessary fittings. It takes a standard filter (included) and has a drilled, tapped, and plugged port for purging the air from the system when you change the oil and filter. See the air purging unit elsewhere in this catalog. You need one of those too! For more information on the proper design and installation of filters, see the Filter Article that ran in the *Tourer* the first quarter of 2009. This filter meets that criteria and will help you understand the intricacies of filters and their use. For spare filter elements see replacement filter section.



Part No. MP-104-95
US \$220.63

Magnetic Engine Drain Plug

Part No. MP-104-96
US \$25.36



Segmental Fan Belt Material (Non Metallic)



Part No. MP-JK 31418 US \$97.18

Ghosts need a four foot section. The same belt is used for the generator on the transmission driven generator cars. Note that segmental belts cannot pull the same load as modern endless belts and in general are not suitable for use with large alternators. Also note they are directional and must be installed in the correct orientation.

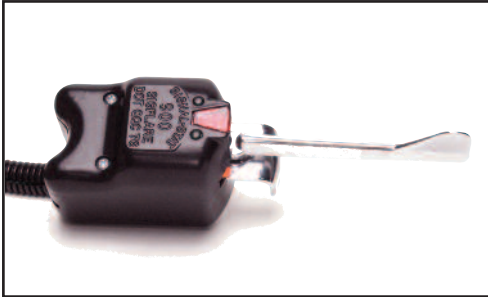
Silver Ghost Association Inc. Antifreeze Chart



**Part No. SGA-22
US \$6.31**



Modified Signal Stat Turn Signal Switch



Part No. MP-104-63 US\$164.14

A specifically modified Signal Stat turn signal switch to allow turn signals to be added to a Ghost without modification to the cowl lamps. This is believed to be the least invasive method for adding turn signals properly to a Ghost. The most prominent feature

is that it will allow an unmodified single filament cowl lamp to be both a 'parking' lamp as well as a 'turn' lamp. Additionally, either separate brake lights or combined brake / turn lamps can be used, and the system also provides for 4-way emergency flashers.

See the *Tourer* article that was published in the first quarter of 1998 for details of the modification and connection diagrams, however instructions and a wiring diagram are included.



Click for
Installation Guide

Light Dimmer Resistor Bank



**Part No. MP-104-94
US \$169.34**

Designed specifically to allow the use of single filament halogen headlamps in acetylene lamp electrification. Switching the lamps through this bank gives a 'dim' beam. 'Bright' beam is achieved by switching the bank out of the circuit. Comes with guard and a wiring diagram/ instructions.

Small Turn Signal Unit

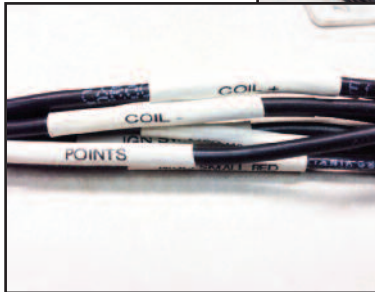


Part No. MP-104-164 US\$204.97

A member requested a small turn signal switch unit that is less obvious. Like its big brother (MP 104-63), it allows the side lamps to be used as both side lamps and turn signals without modification to the lamps (i.e. the single filament bulb and socket can be utilized as it is). The switch itself is a very small $\frac{1}{4}$ " bushing mount toggle switch with three positions, left, center (off) and right. A small 'black box' is provided that contains the relays that duplicate the action of the MP 104-63 unit. A complete wiring diagram is included.

MSD Pre-wired Switch

This prewired switch makes it very convenient to switch back and forth from conventional Kettering to an MSD ignition. It's useful for troubleshooting the MSD unit and it's wiring and for switching it back to Kettering so your ignition scope trace will look 'normal' for the easiest trouble shooting. It's the same four pole double throw switch we've been selling for this use for years. . . only not the delicate job of soldering the wires on the switch is done for you. The wires are nicely marked and the switch comes with a suitable bracket.



Part No. MP-JK34478
US \$46.51



Fuse Block



Part No. MP-JK42733 US \$61.15

This is a special fuse block specifically located for early Ghosts that didn't have much of an electrical system or in many cases, any electricals other than a trembler. It is not your ordinary fuse block. Ghost tech folks analyzed fuse holder failures, sources of voltage drop, and the general problem of getting adequate fusing in early cars. The clips are brilliant copper plated in solid silver. The substrate is heavy and strong. The blocks can be cut into sections if desired. Fuse blocks don't come any better than this!

LED Tail Lights

The LED tail lights were specifically designed for Ghosts and are fundamentally different than commercially available LED units. The separate voltage regulator provides the correct voltage to the LED unit for optimum brightness for both 'tail' and 'stop / turn' functions with a widely varying input voltage. The special design accommodates the Ghost electrical system that may have at one extreme very low voltage at night with the lights on and the engine idling, and the other extreme where the voltage is quite high during the day with the lights off and the engine running very fast. Above are parts for conversion of Ghost tail lights to LEDs. See the *Tourer* articles printed the 4th quarter of 1999 (99-4) and 2nd quarter of 2000 (00-2). While these units can be built for either 6 or 12 volt cars, they can only be used on negative ground cars. Hence some cars must have their polarity changed to use the LED lights. Note the following: 1) the lamps *cannot* be used without the regulator above; 2) a single regulator can operate up to four LED lamp assemblies; 3) two regulators are required for turn signals on the back of the car.

Axial Lamp Indexed Offset Pins Part No. M1401 US \$83.71

Radial Lamp Indexed Offset Pins Part No. M1402 US \$83.71

Axial Lamp Non-Indexed Straight Pins Part No. M1431 US \$83.71

Radial Lamp Non-Indexed Straight Pins Part No. M1432 US \$83.71

6 Volt Regulator Part No. M1502-02 US \$203.70

12 Volt Regulator Part No. M1501-02 US \$203.70



Axial Lamp

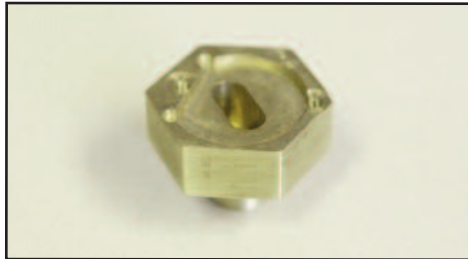


Radial Lamp



Voltage Regulator

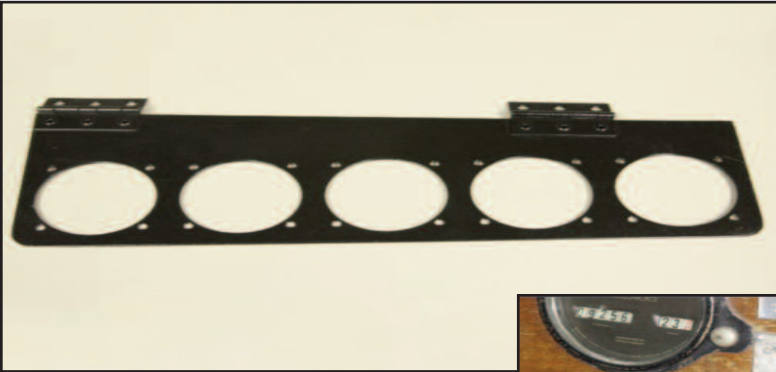
Acetylene To Halogen Head Lamp Adapter



Part No. MP-104-72 US \$41.90

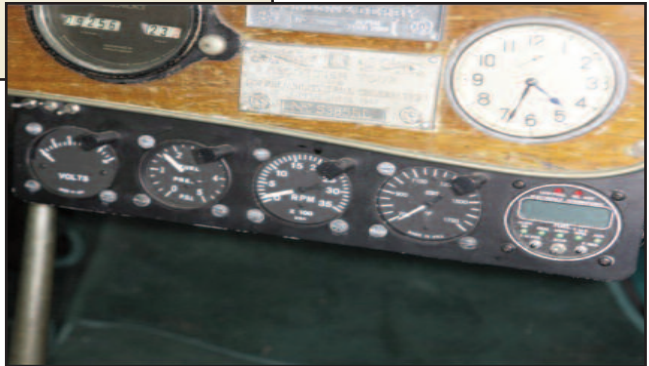
This is a brass adapter that fits the gas jet found in acetylene lamps and that accommodates a standard H1 halogen lamp. Wire goes through the gas pipe. Note that the lamp terminal 'quick disconnect' must be narrowed from 1/4" to 3/16". A 3/16" quick disconnect connector is included. The lamp shown is NOT included and can be obtained locally.

Tapered 'Disappearing' Instrument Panel Blanks



Part No. MP-104-70
US \$34.72

This specially made instrument panel is designed for Ghosts with instrument panels that fit the curvature of the cowl, like late Springfield cars. It accommodates five standard 2 1/4" aircraft instruments. It is mounted on the back side of the panel with hinges so it can hinge up and out of sight. Other special panel arrangements for single instruments, early cars, etc. are available on special request.

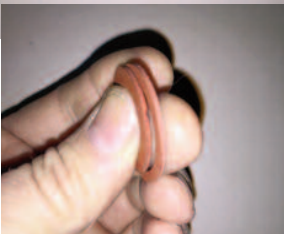
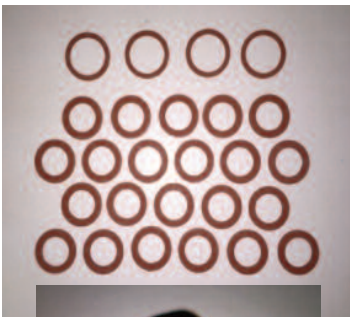


Red Fiber Washer Set

Engine 1/16" Red Fiber Washer Set Part No. (26
Pieces Per Set) MP-104-117 US \$163.74

1 1/4" X 1" Individual Red Fiber Washer (4 Required
Per Engine) Part No. MP-104-117-1 US \$0.64 Each

1 1/8" X 3/4" Individual Red Fiber Washer (22
Required Per Engine) Part No. MP-104-117-2 US \$0.63
Each



SGA Special Mixture Meter

Part No. MP-JK36569
US \$272.01



[Click for Installation Guide](#)

The specially developed SGA Mixture meter is perhaps one of the most useful instruments you could put in a Ghost. It allows you to adjust the mixture as you drive, and even lets you adjust the carburetor with pinpoint



precision. See the Mixture article that ran in the *Tourer* the first quarter of 2010. Installation requires installing a locally available oxygen sensor in the exhaust down pipe, for which a special bushing is supplied. Instructions and a wiring diagram are included. New! Mixture meters now come with pre wired plug so you don't have to solder the little pins!!!

Temperature Sensor



Part No. MP-JK43848 US \$22.72

This isn't for everyone, but if you have a Ghost that is prone to intake manifold fires and overheating when on the overrun going down hill, this switch can be used to turn a light on in the cabin so you know it's happening and allow you to get the throttle open and cool fuel and air through the manifold. At this writing Ghost tech folks don't know the reason why some cars exhibit this characteristic, maybe it's just an intake valve sticking, but this will really help mitigate damage until the permanent cure is found.

Other Matching 2 1/4" Black Face High Quality Aircraft Instruments and Accessories Available From The SGA That Are Suitable For Use In Ghosts

Fuel Pressure, 0-5 PSI mechanical. **Part No. MP-JK30251 US \$312.08**

Note: It is very convenient to tee the line going into the carburetor for this gauge. It is not uncommon for a Ghost to have air pressure, yet no fuel pressure right at the carburetor for various reasons. This gauge tells you in an instant.

Gauge Snubber for use with the above. **Part No. MP-JK15835 US \$20.74**

Volt Meter, 0-15VDC. **Part No. MP-JK 30254 US \$230.41**

Tachometer, 12 VDC, 0-3500 RPM. **Part No. MP-JK29606 US \$251.48**

Water Temperature, 12 VDC, 270^o movement, with sender **Part No. MP-JK30252 US\$230.41**

Instrument Power Inverter, 6 VDC to 12VDC. **Part No. MP-JK28252 US \$184.32** Note: This device is suitable for 12 volt instruments on 6 volt negative ground cars.

Lighting Bezel, Electroluminescent White. **Part No. MP-JK29351 US \$97.67** **Note:** This device is suitable for lighting standard 2 1/4" aircraft instruments and is considered to be the latest technology. It requires one instrument inverter (below) for all lamps. Installs between panel and gauge. Provides very even light.

Lighting Inverter For Electroluminescent Lighting Bezels. 12 VDC **Part No. MP-JK29352 US\$97.71** This unit provides special power for the Bezel light units.

Post Light, 12 VDC. This is the 'traditional' method of illuminating aircraft instruments, and it also works well for lighting original R-R instruments on early cars, etc. The 'post' replaces one of the instrument mounting screws. Note: Be careful — do not over tighten the mounting nut. The wires goes through the stud and it is inherently weak. It breaks easily. **Part No. MP-JK34374 US \$68.49.**

Also Available in a 2 1/4" instrument from the SGA is a 'fuel flow computer' that totalizes fuel consumed to show you fuel remaining. . . a gas gauge. Inquire if you are interested. Several have been installed in Ghosts; they work well. **About \$1500.**

Low Oil Pressure Warning Device Kit



The SGA considers this the most important project they have undertaken. In the past few years dozens of Ghost engines have been lost due to loss of oil pressure from various causes such as low oil quantity, broken oil pump

drives, continuous operation at severe angles, etc.

This device gives you an instant loud audible warning if oil pressure is lost, but does not actuate the alert when there is no oil pressure during starting. This allows you to hear the engine starting without interference from the device. If desired, the output can also be connected to a light in addition to the standard audible warning.

The kit consists of a 'black box' that contains the electronics, a special tee and pipe assembly that replaces the 'S pipe' near the extra oil valve, a pre wired connector for connection to the box, a reset switch, and a high volume annunciator. No permanent modifications need to be done to the car. Installation can be on 6 or 12 volt cars, positive or negative ground.

When the ignition is first turned on, a timer starts running that prevents the alarm from sounding even though there is low oil pressure. After the engine first builds oil pressure the timer is defeated. At any point after oil pressure is first gained the alarm will sound if oil pressure is subsequently lost. The alarm will silence without operator intervention if oil pressure is regained. Should the starting process take longer than the timer interval, a reset switch is provided to restart the alarm and silencing timer.

The SGA strongly recommends the installation of this device in all Silver Ghosts that have operable engines, including museum or show cars.

Part No. MP-104-159 US \$310.70

GPS Double Odometer



Part No. MP-104-153
US \$172.98



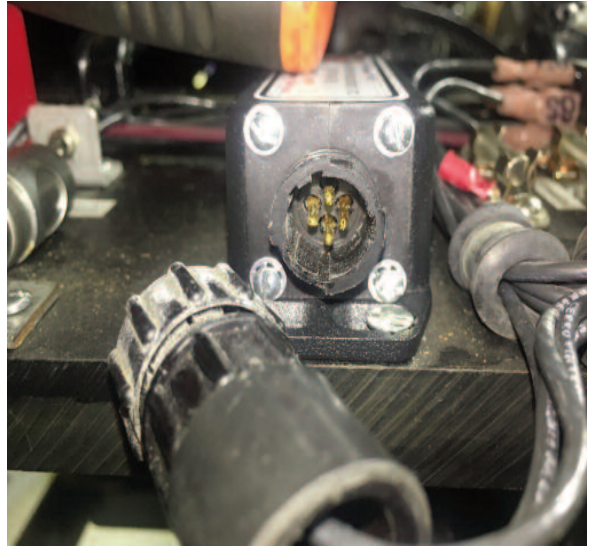
Said to be the best touring aid ever invented and to have already saved several marriages! The device is a simple double odometer that is resettable in small increments. Both odometers run constantly and display the distance vehicle has moved. In touring, one can be left alone for a day or part of the tour or the entire tour to record the mileage. The other can be used with the tour directions. If a small error accumulates between the true distance and the tour book, it can be corrected on the device so the mileage matches the tour book. If a turn is missed or short cut taken, the mileage can be reset to match the book at any later point. Control is by touch screen. Each odometer has a + and – and a reset 'button'. Simple! The device uses Satellite navigation to determine the distance the unit is moved, very much like a conventional map based device – without the map. It tells you distance with two separate and independent odometers and your speed. The device is powered by 5 volts either from a USB converter in a 12 volt outlet supplied, or from a separate 5 volt battery (available separately) or other power source. It requires a USB cord

GPS Double Odometer

with a USB A plug on one end and a USB B plug on the other (supplied). It comes complete with the windscreen mount suction cup shown.

These units have been affected by the ignition (presumably) on some cars. They have intermittently lost their ability to 'see' the satellites and consequently cease to work. The cure may be as simple as replacing either only the coil wire with a carbon wire or replacing all the ignition wires with carbon wires, or add other ignition noise suppression. We really don't understand the problem as it's hard to duplicate and doesn't happen on some cars, no matter what the ignition system or wire type. Because of their inherent value in touring we wanted to make the units available even with this known bug. In any event, if you find the device to be unsatisfactory, you may return it for full credit, less freight.

Ignition Inverter



Part No. MP-104-160 US
\$84.81

This device allows the use of a trembler coil in an early car with a modern ignition, without the requirement for a different rotor. . . and allows the car to be switched back and forth between the two systems whilst the car is running. Both the inverter and the changeover switch are included.

A trembler ignition is actuated by the points closing, which causes the spark. A Kettering ignition is actuated by the points opening, which causes the spark. This device 'fools' the modern ignition, which could be a conventional Kettering coil condenser unit or a CD unit like an MSD ignition, by providing what appears to be the points opening when they are actually closing. It's simple to connect and requires no modification to anything on the car other than the wiring. A complete wiring diagram is included.

Clock Nut



Many late Springfield cars had Seth Thomas (and perhaps other manufacturers) clocks that used a large light alloy cast nut for retention to the instrument panel. These original nuts suffered from intergranular corrosion in many cases. The SGA has duplicated the nuts in a high strength light alloy that does not exhibit this characteristic.

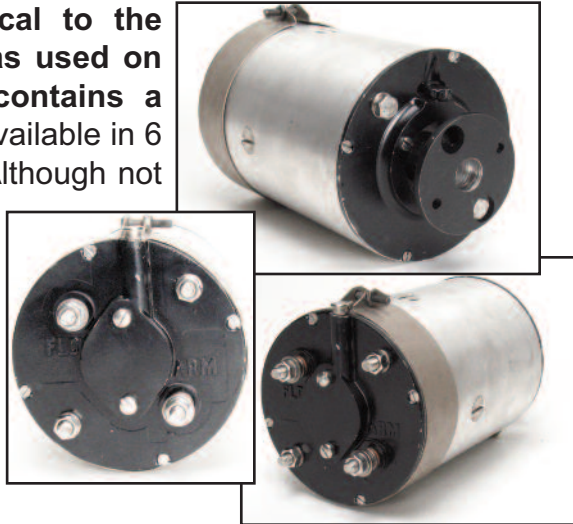


The nut can simply be screwed off the back of the clock and the new nut screwed on to replace it. Hand tight is plenty. . . while the new nut is very strong, the clock cases aren't. This solves an old and too frequent problem.

Part No. MP-104-156
US \$120.06

6 Volt & 12 Volt Generators

This unit looks virtually identical to the Westinghouse generator that was used on the late Springfield cars, but contains a modern 40 amp alternator. It is available in 6 or 12 volt, negative ground only. Although not necessary for operation, you must supply the brush cover band and bearing covers from your old unit for cosmetics (brush cover band shown installed in upper three pictures). It is a direct 'bolt on' replacement, and has an internal voltage regulator as well. . . hence the voltage regulator on the car is no longer used. Wonderful for both folks that have their original generator missing or who drive at night and need *really good lights*.



6 Volt Generator
Part No. MP-104-57-B
US \$1096.89

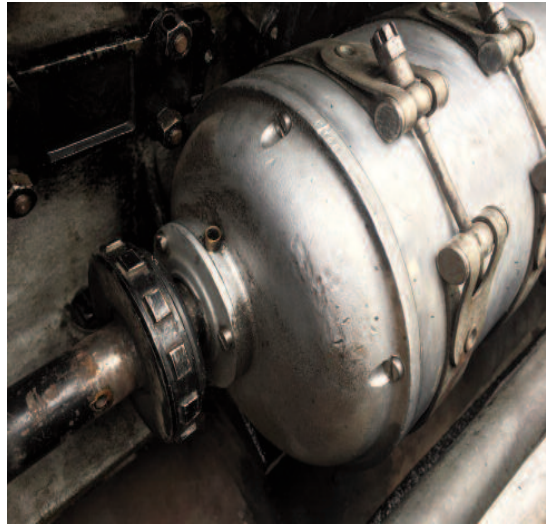


12 Volt Generator
Part No. MP-107-57-A
US \$1096.89



[Click for Installation Guide](#)

Lucas Offset Generator



Just like the Westinghouse generator replacement, this unit looks virtually identical to the original Lucas offset generator, but contains a modern 40 amp alternator. It is available in negative ground only. It uses the end housings and some other hardware from the original unit, but no modifications need be made to them, so the original unit could be reassembled in the future if it was desired. It is a direct 'bolt on' replacement, and has an internal voltage regulator as well. . . hence the voltage regulator on the car is no longer used. This is the answer for both adequate electrical power to operate good lights at night and good solid dependability.

Part No. SGA-25 \$1396.86

Nippon Denzo Alternator

6 Volt Nippon Denzo 40 Amp Alternator

Part No. MP-JK27000 US \$399.51

12 Volt Nippon Denzo 40 Amp Alternator

Part No. MP-JK28770 US \$399.51



This is the same unit that is in the SGA faux Westinghouse unit above. These alternators are particularly good units, having logged tens of thousands of miles both under the hood in the faux Westinghouse cases and hung under the chassis on transmission driven generator cars. They have enough capacity to handle modern halogen lighting loads at low speeds, yet have a reasonably small capacity and high efficiency to allow them to be driven by the transmission belt. Negative ground only.



Silver Ghost Association
Incorporated

SGA Alternator
Installation Guide

Click for
Installation Guide

Nippon Denzo Pulley



This pulley is made specially by the SGA for installation of Nippon Denzo alternators above. The bore fits the alternator, and the vee belt groove fits a B section belt. . . which matches the pulley on the transmission. The diameter has been increased to give more 'wrap' for better traction at relatively low belt tensions.

Part No. MP-104-82

US \$38.19

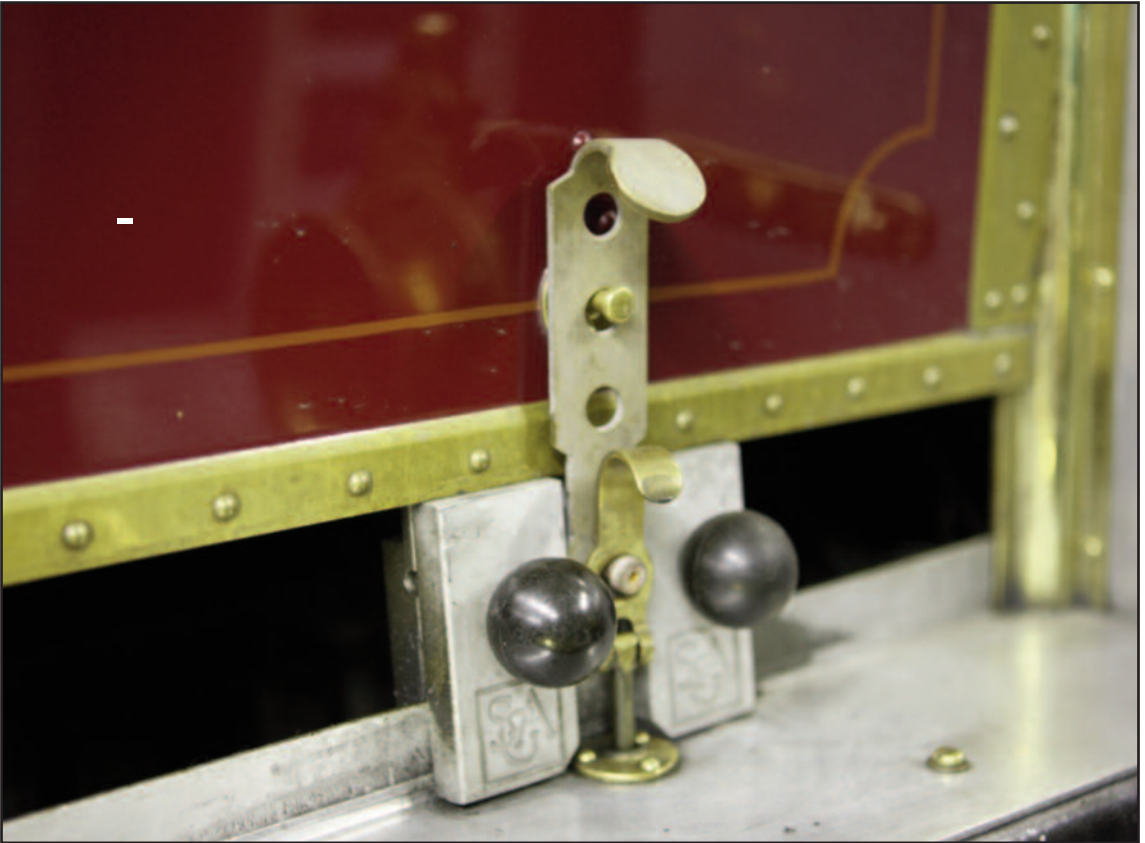
Alternator Hanger & Tensioning Kit



Part No. MP-104-83
US \$85.84

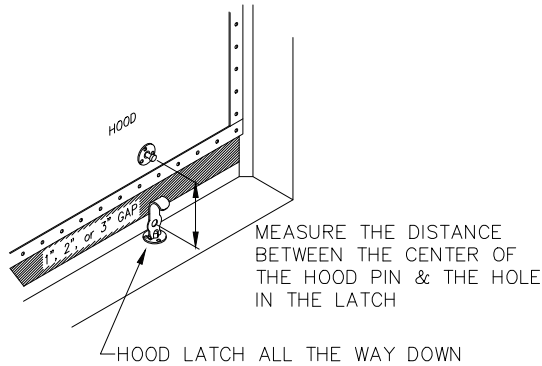
This simple hanging device and clevis and offset arm is useful in mounting the Nippon Denzo alternator in under the chassis mounting on the original hardware. Comes with Installation Guide.

Bonnet Risers



The SGA bonnet risers are available in three heights, for 1", 2" and 3" openings along both sides of the bottom of the bonnet. If your car does not have either louvers or doors, and particularly if it still has its belly pans on it, you will likely need a set of these for hot weather touring. As you might imagine, the 3" rise is the most effective. It does, however, cause the front of the bonnet to be noticeably above the radiator. The 2" is the most popular, and will allow most cars to cool quite well. One inch units give minimal exposure above the radiator, but are not fully effective in cooling. Pretty red Ghost not included.

Bonnet Risers



Dimensional differences in the trimwork where the bonnet meets the running board have required us to offer two lengths of straps for each riser dimension. In order to select the proper strap with your bonnet riser order, use the drawing above to measure the Ghost you are outfitting. Place a spacer of desired thickness (1", 2", or 3" air gap that your riser will produce) between the bonnet and the vertical trim strip it normally sits on. With the spring-loaded latch in the 'fully down' free position, measure the distance between the center of the latch hole and the center of the bonnet pin. Subtract 3/8", or approximately half of the spring travel of your bonnet latch, from that dimension and select which of the two strap lengths is closest to that dimension.

- | | |
|---|--|
| 1" hood riser set of four, with straps | Part No. MP-104-66 US \$768.61 |
| 2 3/8" strap, 1" short | Part No. MP-104-66-Strap US \$48.99 |
| 2 3/4" strap, 1" long | Part No. MP-104-66-Strap-L US \$48.99 |
| 2" hood riser set of four, with straps | Part No. MP-104-62 US \$768.61 |
| 2" hood riser set of 2, with straps | Part No. MP-104-62-2 US \$384.32 |
| 3 3/8" strap, 2" short | Part No. MP-104-62 Strap US \$48.99 |
| 3 3/4" strap, 2" long | Part No. MP-104-62 Strap-L US \$48.99 |
| 3" hood riser set of four, with straps | Part No. MP-104-91 US \$768.61 |
| 4 3/8" strap, 3" short | Part No. MP-104-91 Strap US \$48.99 |
| 4 3/4" strap, 3" long | Part No. MP-104-91 Strap-L US \$48.99 |

COFC Shipping Skid



Silver Ghost
Association, Inc.
Shipping Container
Restraint System
Manual

5-8-13

[Click For
Installation Guide](#)



Want to ship your Ghost in a container? A number of Ghosts have been damaged in COFC (Container On Flat Car) rail shipments. This is the solution. It provides a method of truly holding the car without damage from 'normal' rail operation coupling and slack forces. These can be severe. SGA tech folks developed this skid system over several years and a number of shipments of Veteran cars where the containers were instrumented to determine the forces the container saw in shipment. After the system design was completed it was tested on an open trailer where the same forces were developed while the car was filmed. Both Veterans and Ghosts have been shipped many times using these skids. . . never with any damage. There are four key components. 1) the skid as installed in the container is solid against the bulkhead at the blind end of the container and the doors at the other. 2) the skid has screw plates that allow the skid to be properly attached to the container floor with enough correctly designed fasteners to hold the skid, 3) the skid contains winches that draw the car's suspension down so the car does not bounce and jounce, and 4) the wheels are restrained by energy absorbing chocks. . . the same ones used for transport of new cars in rail service (in 'autoracks'). Two Ghosts can go in a 40' container on two skids, one in a 20' container. Price Coming Soon!

Part No.MP-104-86 \$3,815.01

[Click Here: Video 1 & Video 2](#)

Brackets



British & Springfield Front Brackets (For Late Cars)



British Rear Axle Brackets

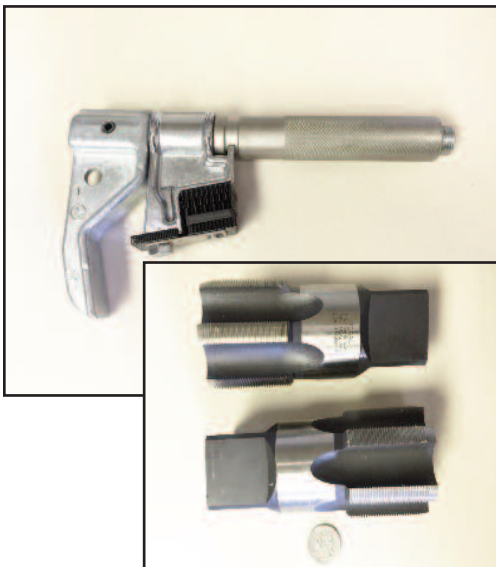


Springfield Rear Axle Brackets

Bolt on, no modification really handy brackets for strapping the car down on trailers and in containers. The rear ones are really valuable as it avoids the possibility of wrapping a strap around the axle and bending the brake linkage. The front

Springfield bracket was changed to work on both Ghost and P-1 axles. In doing that, we also beefed them up to be stronger. Note that these are not strong enough nor suitable to restrain a Ghost in a container for rail shipment on the US rail system. Contact SGA tech folks for information on rail shipments.

British and Spfld Front Tie Down Brackets	Part No. SGA-8	US \$31.57/pair
British Rear Tie Down Bracket	Part No. SGA-9	US \$31.57/pair
Spfld Rear Tie Down Brackets	Part No. SGA-10	US \$31.57/pair



External Thread Restorer and Rear Axle Tube Nut Tap

Has someone been 'unkind' to your rear axle tube and its nut? Not uncommon. These will help you get the threads back right again.

External Thread Restorer Part No.

MP-JK43108 US \$175.26

Right Hand Tap 2 5/16-16 Part No.

MP-JK43061 US \$485.97

Left Hand Tap 2 5/16-16 Part No.

MP-JK43062 US \$485.97

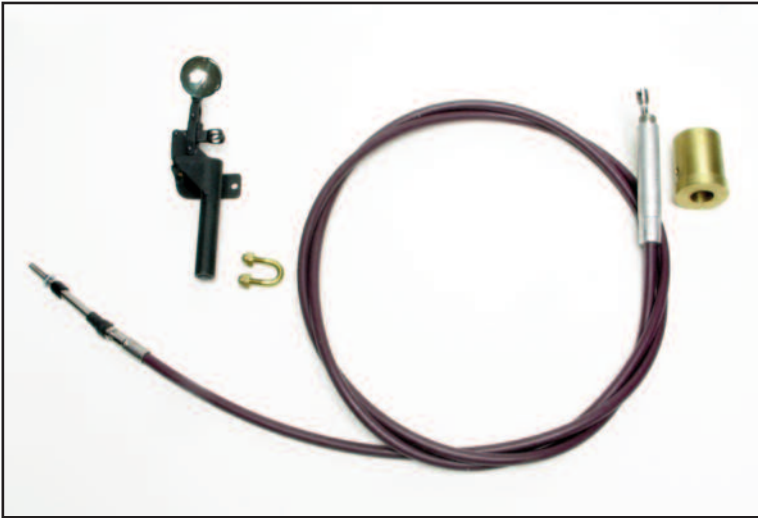
2 1/4-16 Tap Part No. MP-JK42710

US \$329.64

2 1/4-16 Die Part No. MP-42711 US

346.43

Gear Vendors Overdrive Manual Conversion Kit

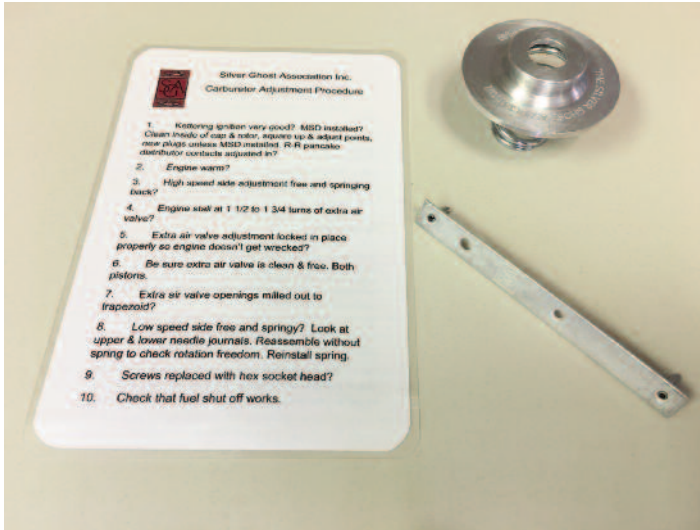


Part No. MP-104-48 US \$363.28

A really slick MANUAL control system for the Gear Vendors overdrive. This unit was developed at the suggestion of David Morrison to circumvent the various troubles encountered with electric control of overdrive units using the stock 12 volt control via a solenoid on the overdrive unit. The solenoid is modified such that a brass bushing guides the end of the control cable. The control cable then presses against the end of the spool in the overdrive just like the solenoid did. The other end of the control cable is clamped to the shift lever (or other convenient location). Simply flipping the lever engages or disengages the overdrive instantly. This is a far superior control than the electric shift. For more details look at the *Tourer* article that was published the second quarter of 2002 (02-2).

Note: Use of this unit requires modification of the existing gear..... solenoid. If you ask them nicely, SGA tech folks might be talked into doing the modification for you...if you don't have a lathe, and if you send them your solenoid.

Carburetor Adjusting Set



Includes the float & needle holding tool shown below, the specially developed extra air valve cap for use when adjusting the low speed jet, and carburetor adjusting instructions.

Part No. SGA-26 US \$50.50

Carburetor Float and Needle Holding Tool

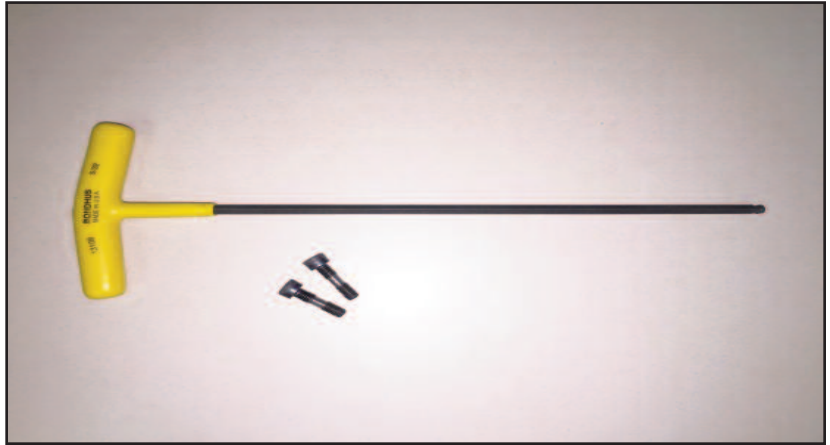


Allows you to operate the engine with the top off the carburetor so you can observe the level of the fuel in the float chamber. Really handy. From the original design by Alan Glew.

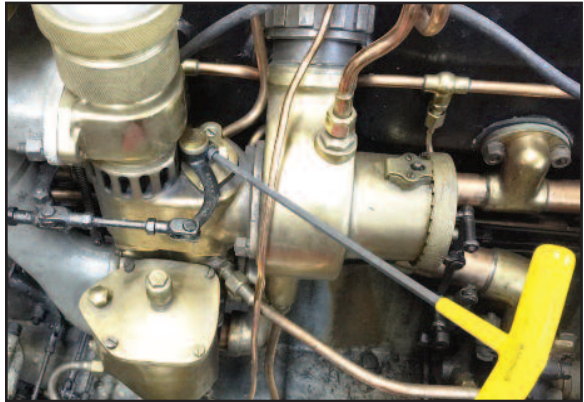
Part No. MP-104-54 US \$11.56

Carburetor Adjustment Hardware And Tool Set

Part No. MP-104-112
US \$11.29



Pretty hard to get the carburetor adjustment knob screws loose, isn't it? Change them out to these socket head cap screws and use the included tee handle ball end Allen wrench and that inconvenience is gone. Very handy!

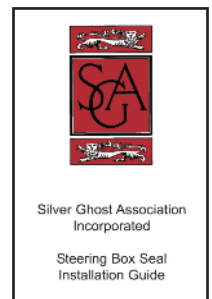


Seal Kits



Left Drive Seal Part No. MP-104-44 US \$84.54
Right Drive Seal Part No. MP-104-46 US \$84.54

A 'proper' seal kit for Ghost steering boxes. Dramatically controls the leakage of the proper 600 wt. oil in the steering box. Comes with an installation guide (see the *Tourer* article published the 4th quarter of 2001 [01-4] for more details). Seal and washer now come assembled. Note: The steering box bearing must be changed to a contact seal type to stop leakage through the bearing. See the bearing section.



[Click for
Installation Guide](#)

Tubular Bumper Retaining Rings



**Part No. MP-104-56 US \$62.18 per set
(two rings — enough for half a bumper)**

These rings hold the tubular bumpers found on late Springfield Ghosts, and are duplicates of the original right down to the finish and the hole pattern that isn't quite quartered!

Fired Enamel on Brass Badge



Very nice fired enamel on brass badge. Everyone should have one of these on their car. Looks particularly nice framed by the old (large) RROC badge and the RREC badge.

Part No. SGA-11 US \$50.50

SGA Stickers



SGA Part No. MP-Decal-SGA	US \$0.62
USA Part No. MP-Decal-USA	US \$0.62
Firing Order Part No. MP-Decal-Firing	US \$0.62
Reflector Part No. MP-JK25493	US \$1.60

SGA Lapel Pin

SGA Patch



Part No. SGA -12
US \$12.62



Has pins on the back in case you can't sew.



Order two in case you lose one!

Part No. SGA-13 US \$7.58

“I Speak Ghost” Button



US \$1.00 (Free to new members!)

Air Cleaner Information

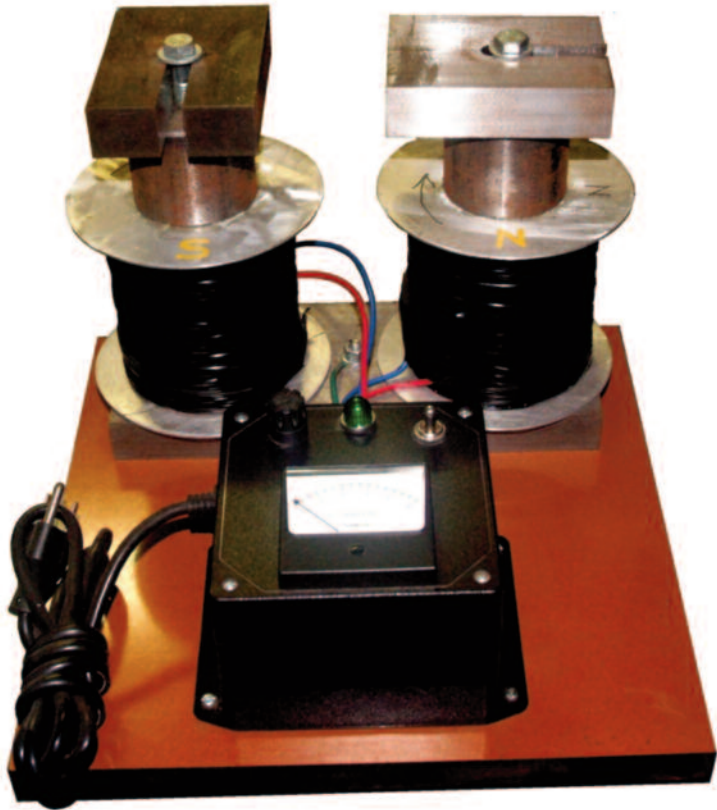
Want to do something nice for your Ghost?

The SGA club store doesn't sell them, but the very best thing you could do for your Ghost is to buy an air cleaner for it. Member Steve Littin is making copies of what is thought to be the only original Springfield Ghost air cleaner in existence and will make one for you. The air cleaner is easy to put on, looks great on the car, and even comes with a new extra air valve (yours is a 'little' worn, right?). They cover all three openings (see the *Tourer* article on the Royce carburetor published the second quarter of 2004), offer no noticeable restriction to the Ghost's breathing, and there isn't anything that will buy you more engine life than an air cleaner. It is arguably more than 100 times as important as an oil filter! They are available for all Ghosts, early or late, Springfield or English. Put one on before the next tour. Save your Ghost! About US \$2,365.00 but call Steve to verify. See filter section in this catalog for extra elements



Wouldn't this look fantastic on your Ghost!?!

Magneto Magnetizer

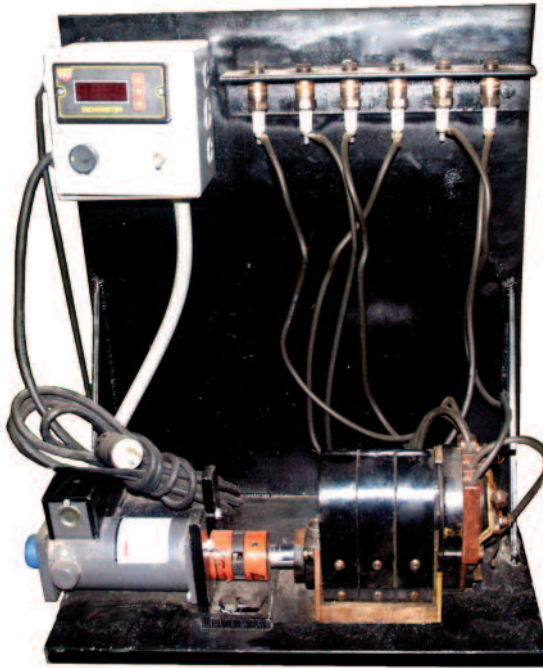


[Click for Installation Guide](#)

Part No. MP- 104-67-120 US \$2034.23

Magneto magnet magnetizer from the SGA tech folks. Very powerful magnet magnetizer for all Ghost mags with horseshoe magnets. The unit contains a properly designed power supply and coils with fully adjustable ground pole pieces. Comes complete with ground surface keepers that might fit your magnets...or that could be adjusted to if not. If someone has EVER removed the magnets from your magneto without a keeper on them EVERY SECOND, they will need to be remagnetized for the strongest spark. Comes complete with instructions. 120 volt 60 cycles AC. We'll whip up a 240 volt 50 cycles AC unit, MP-104-67-240, if you so desire. Assembly may be required if we can't get it packed well enough. Built to order, FOB Illinois, USA plant.

Magneto Test Unit

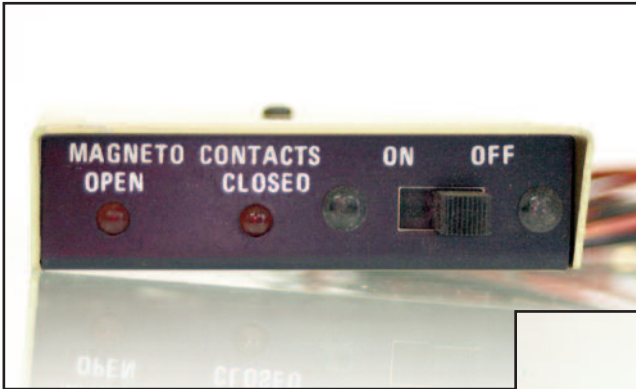


[Click for Installation Guide](#)

Part No. MP-104-68 US \$3,822.99

From the SGA tech folks-- magneto drive unit to 'bench test' magnetos. Variable speed DC motor and controller allow you to run the magneto from a crawl to full speed. Tachometer to indicate motor speed. Capable of continuous duty so it can run a mag for hours just as it would if the unit was on the road providing ignition to the engine. Special bracket with drilled and tapped holes for spark plugs so the magneto can be loaded properly and so you can see the spark for each cylinder. Adjustable height drive for different mag shaft heights. Very heavy construction. Mag index holes might be right or you may have to provide others to match your mag. Coupling included, you may have to match the business end of it to your mag too. Really nice Bosch mag, wires and spark plugs NOT included! 220 volt 50 or 60 AC only. Not available as 120 volt unit because of the variable speed DC power supply. Built to order, FOB Illinois, USA plant. Motor freight shipment only, probably.

Magneto Tweeter



Part No. MP-JK43107
US \$101.42

This is a great gadget. It's widely used on aircraft engines for setting the mag timing, and it works great on Ghosts. Aircraft engines all have two mags and the Tweeter can help 'synchronize' two mags simultaneously, but it works on one mag just as well. It 'tweets' to indicate when the mag's contact set is closed so you can time a Ghost correctly the first time every time.



Part No. MP-JK40749 US \$22.09

Brake Lining For Early Center Brake Cars

This is the soft brake lining material as applicable to early center brake cars. The material measures 3/16" x 2-1/4" x 36" and has been specially sourced by the SGA tech folks.

600 Wt. Steam Cylinder Oil

Texaco Vanguard 680, compounded 600 weight, non-EP, steam cylinder oil, just what Sir Henry recommended for Ghosts. This is the 'Right Stuff' for Ghosts gearboxes and chassis lubrication-- helps make your Ghost shift like a Ghost. Note: This oil and equivalents from other major oil companies (Shell Valvata J 680, Mobil



Part No. MP-JK16091
(5 Gallon) US \$177.26

Part No. MP-JK16091-1
(1 Gallon) US \$58.50

Extra Hecla Super, Phillips Hector 630-7, Chevron Cylinder Oil W-ISO 680, etc.) is commonly available locally in all parts of the world. The SGA is making it available here only as a convenience to members. If it is more convenient, procure it locally from industrial oil dealers. If one doesn't have it or has it only in drums, call another one. It is very commonly used in industrial gearboxes. 5 or 1 US gallon pail. Major brands other than Texaco may be substituted. FOB Illinois, USA.

Steering Box Steam Cylinder Oil Plus Moly

Texaco Vanguard 1000 steam cylinder oil plus 5% Dow Corning Molykote M molybdenum disulphide. SGA tech folks brew this one up to save you the trouble, but like the 600 wt. oil, you can get the materials locally and do it yourself if it is more convenient. The moly additive will be found at power transmission houses...i.e. bearing

stores, not at oil companies.

Because the steering box is a screw and nut, it is best lubricated with oil.

Anything that will not flow (semi fluid grease, etc.)

cannot penetrate

the long, near zero tolerance gap between the screw and nut like oil can. Because the screw and nut are sliding surfaces, the moly additive is required for the best anti wear performance. ISO 1000 steam cylinder oil is used for the base stock as the moly additive reduces the viscosity a little. 1 US gallon bottle. Major brands other than Texaco and Dow Corning may be substituted. FOB Illinois, USA.



Part No. MP-JK19672
US \$37.88

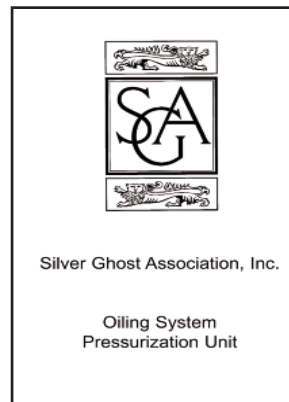
Oiling System Purge and Pressurizing Unit

This is the slickest thing to come from the SGA tech folks shop in awhile. Anytime air is admitted to the oiling system. . . sometimes from just changing the oil, but always when removing the strainer in the oil pan or when changing an oil filter, it become difficult for the oil pump to reprime itself and get the oiling system in the engine purged of air quickly. Oil pressure is very slow to come up and there is risk of engine bearing damage due to no oil being supplied. This simple unit pressurizes the engine oiling system, fills the lines and filter with oil, and brings oil pressure up on the gauge in the car. When the engine is started, oil pressure comes up instantly! The unit is a modified paint pot. Engine oil is placed in the pot, and compressed air from your shop air line is connected to the unit. A quick coupler is supplied that allows an 1/8th inch pipe thread nipple to be screwed into the oil filter purge port or other convenient location. Just turn the air on and watch the oil pressure gauge on the dash. When the gauge comes up, the system is full of oil, including the oil filter and all the oil lines to the pump and every bearing in the engine!

Bargain of the century. Order quick. Really!

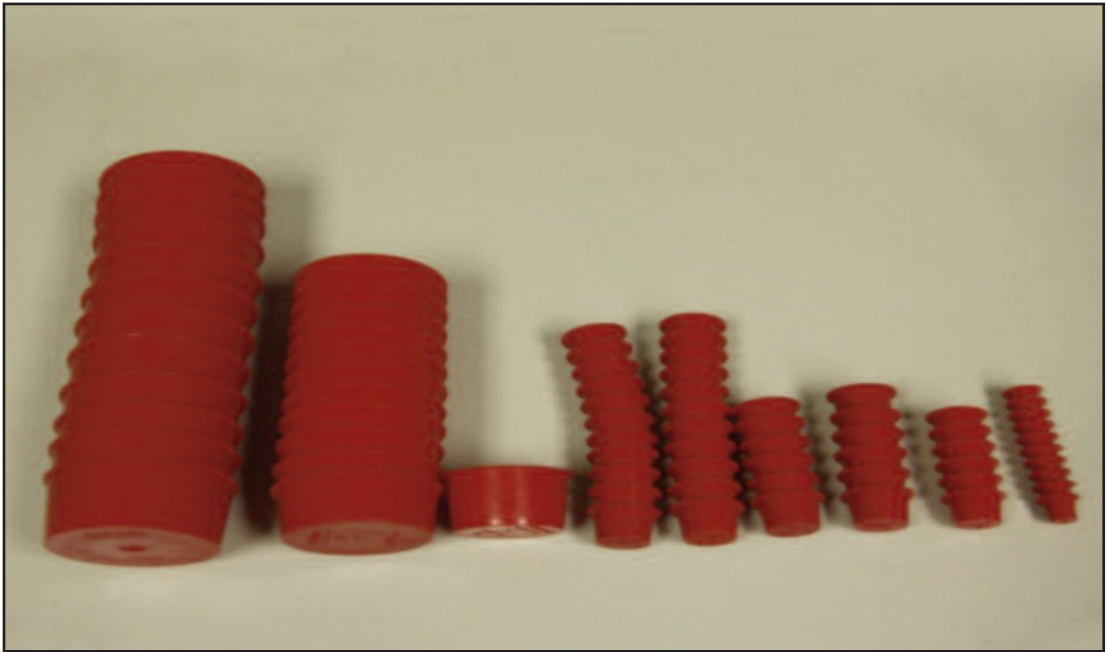


Part No. SGA-19
US \$259.70



[Click for Installation Guide](#)

Engine Capplug Set



Part No. MP-104-97 US \$21.56

This is a handy set of Capplugs that will fit the various openings in the top of the engine that become exposed and vulnerable when you've got the water manifold off, valve plugs out, water plugs out, etc. for tasks like repainting the blocks, etc. Very handy and they drastically reduce the risk of a flake of rust or a wire from a wire wheel getting in the cylinder and wrecking the engine. Cheap insurance!

12 ea. T-200

12 ea. T-19

12 ea. T-8

16 ea. T-11

8 ea. T-6

6 ea. T-2

Helicoil Kit

Part No. MP-JK27635 US \$118.16



Really handy for Ghosts. . . particularly for sump and water cover studs that have pulled out of their substrate. An aluminum or cast iron threaded hole that has been repaired with a Helicoil is stronger than it was originally. It's an excellent repair for failed female threads.

Oil Pump Drive Coupling



Part No. MP-104-90 US \$30.92

A newly designed oil pump drive coupling. A spare coupling should be in every Ghost. SGA tech folks thought these couplings failed in service a little too often, and increased the strength accordingly.

Oil Pump Elastomer Bushing Set

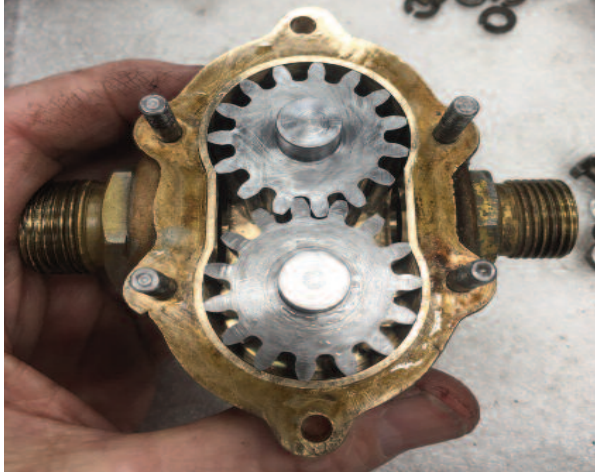


Part No. mp-104-165 US \$12.14

SGA research into oil pump drive coupling failures has identified one of the more common oil pump coupling failures being caused by the relatively large difference between the sizes of the square driving and driven shafts, and the ID of the coupling in some or most cases. The couplings must be sized for the largest square, but one or both male driving or driven ends may be much smaller squares.

The difference in sizes allows for both hysteresis between the parts and side loads the coupling corner flank, where it is much weaker than in the corner. The size difference can be made up with these bushings. They both take up the space, cause the shaft to run more centered, and provide an insulating 'lubrication' layer between the parts. If the bushings can't be inserted and the coupling then placed over the squares, the fit is probably tight enough and the bushings are not required. Basically they're simple, cheap and either tell you that you don't need them or perhaps save you from complete engine destruction from loss of oil pressure should a coupling fail.

Oil Pump Rebuild Service



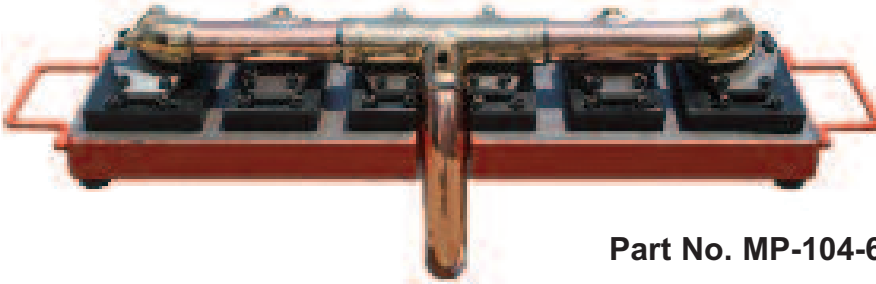
The SGA offers an engine oil pump rebuild service. Suitable pumps are machined out for a new liner, journal bearings are rebushed as required, end plates are surfaced, and new gears are made. Most, but possibly not necessarily all pumps will be suitable for rebuild. The original pump must be sent to the SGA for evaluation.

Suitable pumps will have their inner cavity trued up and machined to accept a liner that will bring the pump back to its original dimensions. New gears will be turned to fit, the pump reassembled and run 24 hours at full speed and pressure. After testing the pump will be disassembled and inspected for abnormal wear. All new gears will be straight involute gears, not helical. It is believed that the helical gears found in some old pumps were a significant contributor to end plate wear. . . the most serious problem in gear pumps. This is not a fast process as much careful machining and fitting must be done. Send your pump in for evaluation early.



Part No. MP-104-161
US \$1687.15

Intake Manifold Fixture



Part No. MP-104-60 US \$2,771.33

Ghost intake manifold fixture that can be used to straighten, adjust, or hold manifold parts for soldering. Extremely heavy construction with unique design that allows any individual port to be adjusted in any direction while all other ports are held in a stationary position. Ports can be individually moved toward the block, away from the block, tilted side to side or top to bottom. Designed for and tested on both early car manifolds and Springfield manifolds with drain pipes and locating ears with slots on the first and last ports. Plenty strong enough to push any manifold past its yield point to reshape it. Work hardened manifolds may need to be annealed before straightening, or may need to be heated during the straightening process to prevent cracking. The fixture can be set up so that the first three ports are out of line with the last three to make a manifold match engine blocks that are not in line. From the SGA tech folks. Very heavy construction, heat treated tool steel clamping blocks, special alloy screws. Really nice polished Ghost manifold not included. Built to order, FOB Illinois, USA plant. Motor freight shipment only, probably.

Fuel Filter Unit



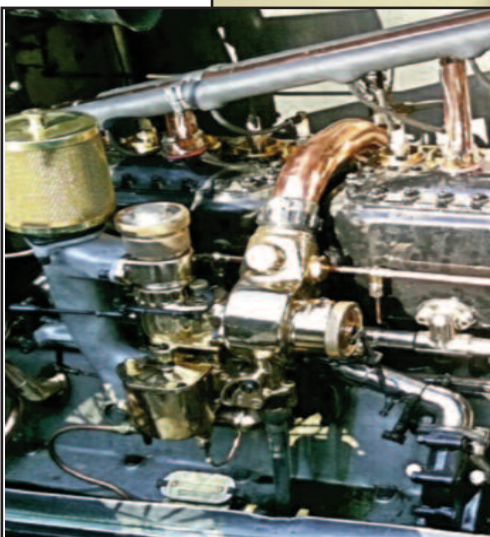
SGA Fuel Filter Conversion Kit MP-104-78 US \$120.24

Fuel Filter Mounting Bracket MP-104-87 US \$105.10

Large canister type fuel filter kit that installs by simply clamping to the tubular cross member just ahead of the fuel tank on most Ghosts. No holes need to be drilled, nor modifications made to the car other than to reroute the copper line through the filter unit. The kit contains forged brass fittings and a valve to turn the fuel off when changing the filter. Out of sight and a really big filter so it can be out of mind between service intervals! If you install any fuel filter, you may want to also install a fuel pressure gauge and snubber. See the instrument section elsewhere in this catalog. See filter section in this catalog for filter elements.

Large Diameter Heat Shrink Tubing For Ignition Tube Repair

This tubing can be used for exquisite repair (Boyntonization) of late car ignition tubes. The original ignition conduit is subject to shrinkage cracking and other failure. Repair can be made by filling and sanding the original conduit, and then shrinking this tubing over the original conduit. The repair looks super when finished. The picture on the lower right shows the completed repair on a late car.



Heat Shrink Part No. MP-JK11741 US \$24.51

Micarta Tubing For Early Car Ignition

1/2" OD, 3/8" ID x 40"
Part No. MP-JK40704
US \$23.23

3/4" OD, 5/8" ID x 40"
Part No MP-JK39206
US \$30.48



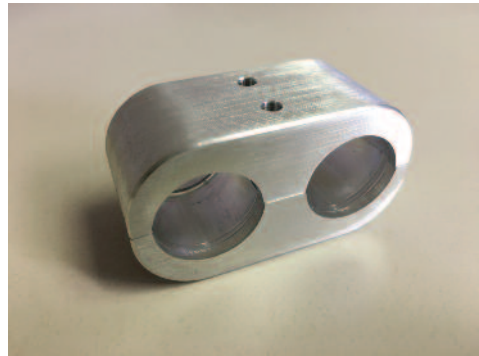
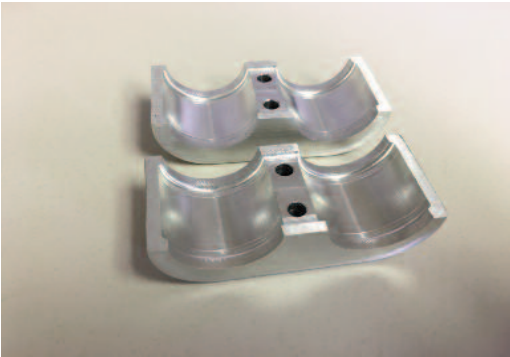
Ignition Tube Clamp, 3/4" ID



These are duplicates of the pesky early car ignition tube clamps that fatigue and break. . . except that these are machined from a modern high strength aluminum alloy.

Part No. MP-104-93 US \$18.88

Ignition Tube Clamp



Part No. MP-104-155 US \$70.07

Due to intergranular corrosion it is not uncommon for early car single tube clamps or late car double tube clamps to break. The SGA has reproduced both in a high strength light metal alloy that does not exhibit this problem. These are duplicates of the original clamps and are unpolished as were the originals. Note that many in service have been polished by either simply cleaning over the years or by intentional action by previous owners.

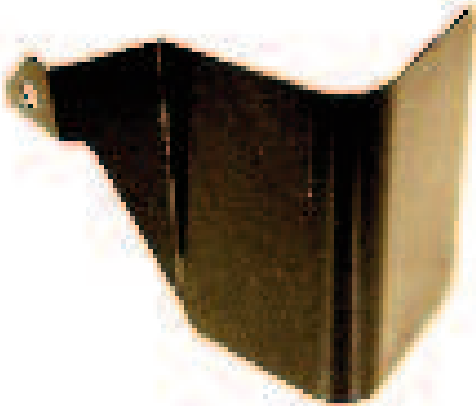
Valve Gear Oiler

Handiest thing since pockets in shirts. For all cars with open valve gear. . . remember, oil the valves every day!



Part No. MP-104-110 US \$91.00

Valve Gear Air Deflector



Part No. MP-104-77 US \$19.93

From the original design by Andy Wood. This simple sheet metal deflector prevents the lion's share of the airborne dirt coming from the fan from reaching the valve gear. It mounts under the existing fan bearing housing nuts. Applicable for all open valve gear cars.

2 1/8" - 16 Tap For Ghost Valve Plugs



Special ground thread.
High speed steel.

Part No. MP-JK28135
US \$235.93



Ghost Valve Plug

New, machined from a solid brass bar. Available with or without spark plug tapped hole.

Part No. MP-104-58
US \$198.93

Note: We may be able to provide oversized taps and plugs if you can save an otherwise good Ghost block that has badly deteriorated valve plug threads. Contact the SGA tech folks if you have interest, but try just cleaning the existing threads first with a standard tap and then testing it with a new plug. The brass plugs are known to "shrink," and that may be all that is wrong.

King Pin Driver

This driver will help you get king pins out without damaging them. It has internal threads that match the threads on the top of the king pin, and an outside diameter slightly smaller than the king pin so it can be driven completely through relatively easily. Every Ghost should have one in its tool box because it's a real problem if a king pin seizes in its bushing while you're on a tour. Without the driver, you could have trouble. High quality tool steel made specially for the SGA.



Part No. MP-104-111 US \$47.98

Antiwear Crankcase Oil Additive



Part No. MP-JK32337 US \$45.30

The tech folks have had SGA 1 designed to replace the antiwear additives being removed from premium crankcase oil. It uses a different chemistry than simply adding the ZDDP that has been removed in unknown quantities, as too much ZDDP etches yellow metal in Ghost engines. The additive will effectively replace the antiwear characteristics that have been lost in the currently available crankcase oil, mineral or synthetic. SGA 1 has also been formulated to address storage corrosion in the relatively cool running bottom ends of Ghost engines when they are stored for a week or more at a time without being run up to operating temperature. Use one 16 oz. bottle per oil change.

SGA No. 3



Part No. MP-JK45425 US\$14.89

SGA 3 is a cooling system corrosion inhibitor specifically designed for the open cooling system and metals in a Silver Ghost. It allows the use of plain water without antifreeze and extends the life of IAT antifreeze to five years. SGA 3 prevents corrosion and electrolysis, lubricates the water pump packing, prevents cooling system deposits, and is compatible with all types of antifreeze. Note: SGA 3 does not provide freeze protection.

Magneto Plate Keeper/ Points Adjuster



Part No. SGA-23 US\$315.61

Duplicate of an original from Tim Sierra and produced by Danni Suskin. Bosch distributed these with magnetos, but they're now rare.

It allows you to keep your spare magneto points plate safe (you put a nut on the back of the plate screw), but more importantly it allows you to adjust the point gap out of the car and thus avoid a trip to the chiropractor after you try do it with the magneto in the car. Simply use the ring from your magneto, rotate to open the points and adjust. The points plate is held firmly and wont rotate as the tool has the same tapered fit and keyway as the magneto does.

Hint: Adjusting the mag points to a minimum opening gap really helps the mag life. More gap means more movement of the moving contact, more acceleration and force on the moving parts and less stress on the parts in the mag that typically fail. More gap is definitely not better.

Power Jack



At last, a car mover! You know you shouldn't start your Ghost to just move it around without driving it and forcing it to get up to temperature, right? Running it for only a few minutes and then storing it may really shorten the life of the engine. This solves the problem and is much more convenient anyway.

- * Moves even the heaviest Ghosts easily
- * Plenty of power. . . low tires, no problem
- * Movement is effortless after the car is up
- * No more pushing – easy to get cars moved 'just a little' to get the tires off their flat spot
- * For use on relatively smooth and flat concrete floors
- * Simple joystick control – use one finger!
- * Infinitely variable speed up to 2 MPH
- * Steers under power with the joystick
- * Moves cars from either front or back
- * Will move nearly any car from an Isetta to a Ghost or a Cloud
- * Built on high quality hydraulic trolley jack frame
- * Sealed lead acid batteries
- * Comes with a 'Genius' charger
- * Ready to go right out of the box
- * Urethane wheels won't mark epoxy floors
- * Complete instruction, maintenance (there is none) and parts manual
- * Not for use on inclines



Part No. MP-104-152 US\$5,041.11

[Click Here To See Power Jack Videos](#)

Fan Hub & Shaft Kit



Alloy steel replacement Fan Hub for all Silver Ghost engines that is specifically designed to overcome the problems of cracking and failure found in original hubs. With the use of the fan blades and shaft shown below it allows the complete replacement of a Ghost fan. If the Fan Hub, Fan Blades, and Hardware Set are purchased together we will assemble it for you. Note that the original blades can not be used with this hub.

If you would like to only order the Fan Hub with a small straight bore so you can match it up with the existing shaft yourself then you need to order MP-104-119-1 or MP-104-119-3. Caution: This is not a task for the timid.



The SGA Fan Hub Shaft is a high strength alloy steel replacement shaft that can be ordered at the same time of the SGA Fan Hub. The shaft fits the new hub and the existing bearings and housing—it is essentially a duplicate of the original in better material.

Part No. MP-104-119 US \$775.59
(Fan Hub & Shaft Kit for 1400 Series
Cars & Later)

Part No. MP-104-119-1 US \$595.69
(Fan Hub Only, Small Straight Bore,
for 1400 Series Cars & Later)

Part No. MP-104-119-2 US \$775.59
(Fan Hub & Shaft Kit for 1300 Series
Cars & Earlier)

Part No. MP-104-119-3 US \$595.69
(Fan Hub Only, Small Straight Bore,
for 1300 Series Cars & Earlier)

Fan Blades



Part No. MP-104-115A US\$24.56
(18 5/8" Fan Diameter)

Part No. MP-104-115B US\$24.56
(20 5/8" Fan Diameter)

Part No. MP-104-115 US\$24.56
(21 7/8" Fan Diameter)



Part No. MP-104-115-6A (SET OF 6) US\$147.33
(18 5/8" Fan Diameter)

Part No. MP-104-115-6B (SET OF 6) US\$147.33
(20 5/8" Fan Diameter)

Part No. MP-104-115-6 (SET OF 6) US\$147.33
(21 7/8" Fan Diameter)

High strength aluminum blades designed for use with the SGA fan hub above. These blades contain a reinforced section and the root end is fabricated specifically to seat properly in the SGA Fan Hub. Note that these blades only fit the SGA Fan Hub.

Hub Wrenches



Part No. MP-104-120 US\$339.94
Hub Wrench With Pins (Middle)
Hub Wrench With Jaws (Left)
Hub Wrench Spacer (Right)

This tool set is required to disassemble or tighten the three piece front hubs found on most Pre-War cars. Before ordering look inside the front hubs after they have been removed from the spindle and have had their bearings removed. If you see an interior nut with four face spanner holes this tool set will be required. If the hub is one piece this tool is not required. No disassembly is possible.



Fan Blade Hardware Set



High strength screws, nuts and special washers designed to help prevent fan blade failure. The blades still have to be good (two piece reinforced are the best), but these fasteners will eliminate the other major blade failure problem. . . broken screws. Tightened properly these will never break in Ghost fan blade service. Special alloy so strong you can hardly believe it. If you don't have these screws holding your fan blades on, you should!

Part No. SGA-20 US \$28.82

Tire Valve Covers



Tire Valve covers turned from a high strength aluminum alloy for use with common flat felloe wheels such as Michelin and Warland. These covers are jacked in place by an external threaded rod that presses the cover against the felloe and that enters the small hole between the adjacent posts.

Part No. MP-104-124 US\$259.89

Grease Fittings



SGA replacement grease fitting designed to look like a conventional grease cup but that accepts a modern slide—on grease coupler. Installation of a set of these fittings will reduce the service time of a Silver Ghost by as much as 2-3 hours if a Lincoln power grease gun is used. Specify stainless steel (looks like nickle) or brass with desired threads requires special coupler (standard button fitting coupler will not work)

Special Slide on coupler for use with any standard grease gun.

Part No. MP-104-122A (BRASS WITH 5/16-22 BSF THREADS) US \$11.41

Part No. MP-104-122B (SS WITH 5/16-22 BSF THREADS) US \$11.41

Part No. MP-104-122C (BRASS WITH 1/8-27 NPT THREADS) US \$11.41

Part No. MP-104-122D (SS WITH 1/8-27 NPT THREADS) US \$11.41

Part No. MP-104-116 (SPECIAL SLIDE ON COUPLER) US \$59.69



Wheel Wrench

The SGA Dunlap Wheel Wrench is a copy of a wrench Dunlap provided in very small numbers probably due to its more complex construction. It is however the best wheel wrench SGA tech folks have ever seen because it not only holds the wheel

locking device in the released position but has a clamping mechanism where by the wrench clamps firmly to the hub and stays in place while the wrench is hit with a rubber hammer.

If you have Dunlap wheels you want one of these!

Part No. MP-104-123 US\$569.77

Michelin Wheel Hardware



Parts and prices are listed individually. Most wheels take 8 of each. These items are not polished or plated.

MP-104-101 LUG BOLT \$81.25a

MP-104-102-1 LUG, STANDARD \$219.78 ea

MP-104-102-2 LUG, +0.015" INCREASED WEDGE THICKNESS \$219.78ea

MP-104-102-3 LUG, +0.03" INCREASED WEDGE THICKNESS \$219.78 ea

MP-104-102-4 LUG, +0.045" INCREASED WEDGE THICKNESS \$219.78 ea

MP-104-102-5 LUG, +0.06" INCREASED WEDGE THICKNESS \$219.787ea

MP-104-102-6 LUG, +0.075" INCREASED WEDGE THICKNESS \$219.78 ea

MP-104-104 LUG NUT \$15.56 ea

MP-104-127 WHEEL HARDWARE TEST SET \$2,581.37 INCLUDES: 8 TEST LUGS, 8 STUDS, 8 NUTS, & 8 EACH OF THE .005", .010", .015", .020" SHIMS. WHEN YOU SEND THE TEST SET BACK, WE'LL CREDIT YOUR ORDER.

Oil Analysis Kit

The SGA needs your help! The tech folks at the SGA have reached a special arrangement with a premier oil analysis laboratory. We want to be able to determine normal, and abnormal, engine conditions before something bad happens... and this can frequently be done through oil analysis. If you use one of these kits to send in an oil sample every time you change your oil in your Ghost, we will use the data



Part No. MP-JK18206 US \$26.07

to determine both what is normal for a Ghost and you will get a report on your oil's condition each time. We already have some data, but need more for good solid conclusions. Considering the cost of overhaul of a Ghost engine, this is money very well spent. And it will help us help others catch things before they become catastrophic. Complete instructions are included. Very easy.

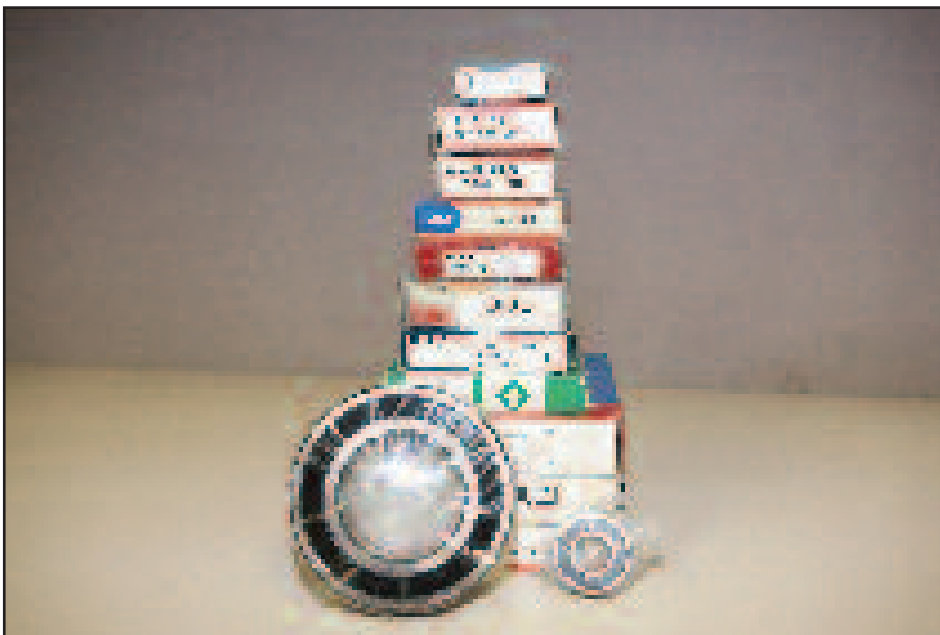
Spark Plugs



Part No. MP-JK26336 US \$7.64

Genuine Champion D23 spark plugs. Just right for your Ghost, early or late, Springfield or English.

Sealed Bearings



High quality sealed bearings from major manufacturers. Free yourself from the constant lubrication and free your Ghost from the mess of the oil running out all the time! Not all bearings below are used on all cars.

Rear Wheel 6213-2RS	Part No MP-JK24343	US \$150.38
Rear Wheel 6212-2RS	Part No MP-JK24342	US \$144.18
Front Wheel 6310-2RS	Part No MP-JK22773	US \$121.43
Front Wheel 6307-2RS	Part No MP-JK22557	US \$62.98
Fan MS-5-2RS	Part No MP-JK22830	US \$102.26
Fan MS-8-2RS	Part No MP-JK22829	US \$109.98
Clutch Throwout INA W 1 7/8	Part No. MP-JK33652	US \$93.42
King Pin Thrust Bearing Kit	Part No. MP-104-167	US \$47.53
Magneto Consolidated BO-15	Part No. MP-JK38459	US \$57.39
Magneto Thrust Consolidated 4403	Part No. MP-JK38458	US \$123.48
Steering Box SKF RLS10-2RS	Part No. MP-JK9321	US \$78.01
Generator 6203-2RS	Part No. MP-JK17970	US \$18.39

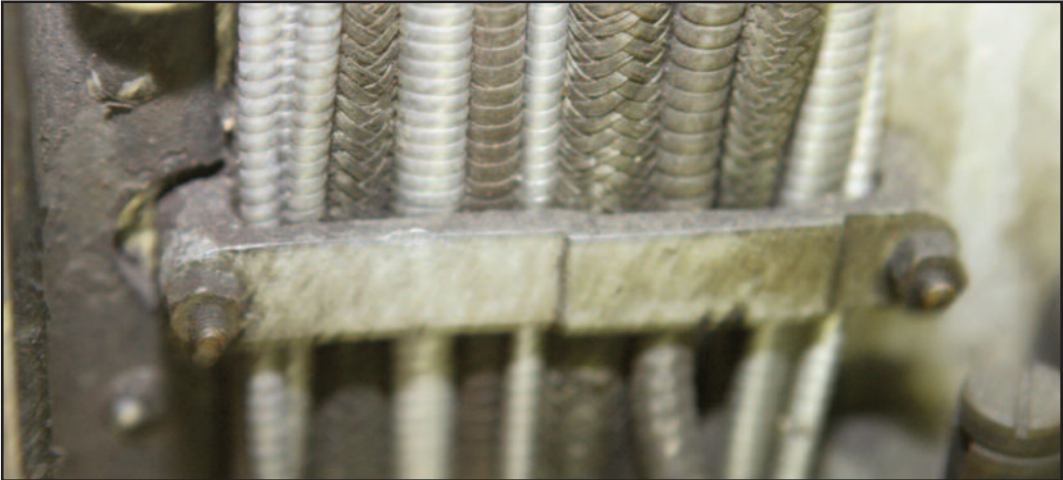
Filters



Filter Elements commonly used on ghosts. Major filter brands may be substituted.
Oil filters with cardboard relief valves will try to be avoided.

			<u>Part No.</u>	
Air Filter:	Carquest - 88063	Wix - 46063	MP-JK22983	US \$22.66
Oil Filter:	Carquest - 85515	Wix - 51515	MP-JK24457	US \$12.20
Fuel Filter:	Carquest - 86398	Wix - 33398	MP-JK39311	US \$26.24
Fuel Filter:	Carquest - 186900	Wix - 33900R	MP-JK28403	US \$12.83

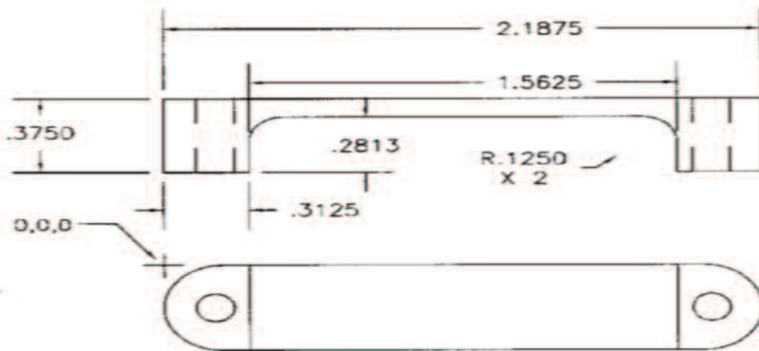
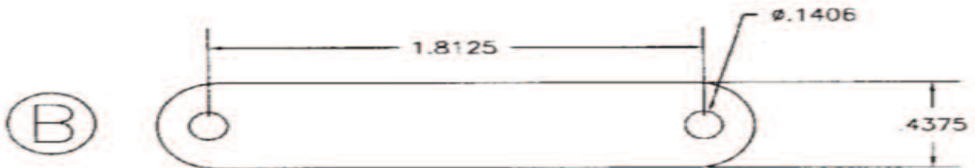
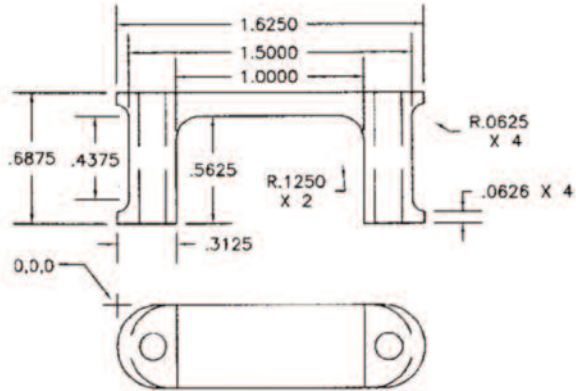
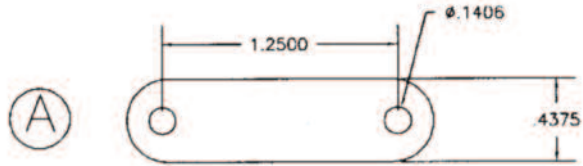
Wire Clamps



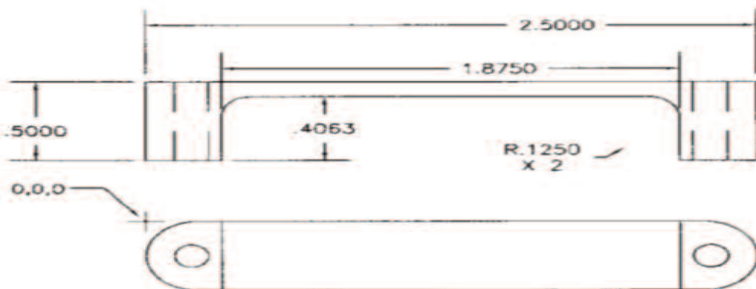
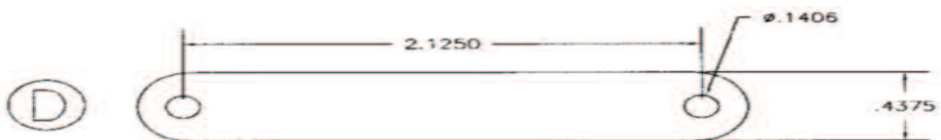
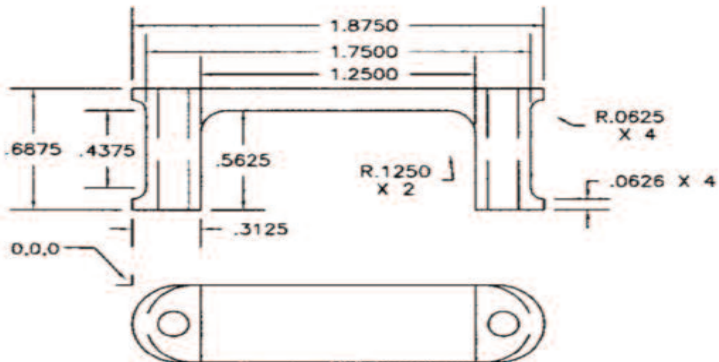
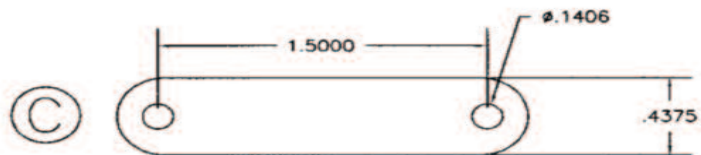
These clamps are duplicates of clamps found on various cars, but have been machined from high strength aluminum and are quite a bit more durable than the originals. Check the dimensions carefully and order by the style letter shown on following pages.

Note: The images below are not to the same scale.

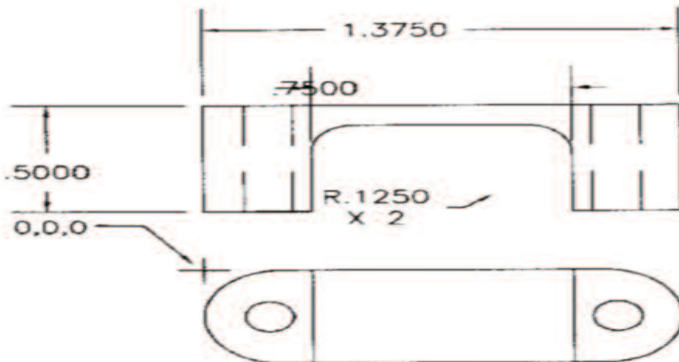
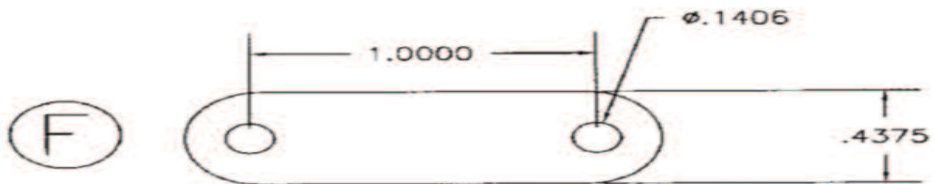
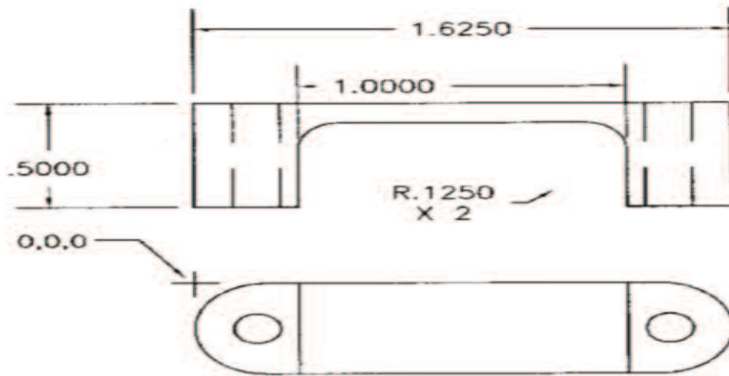
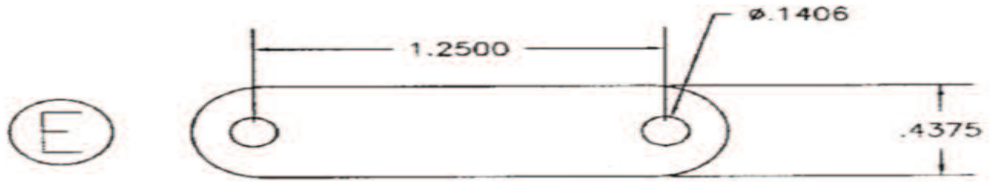
Wire Clamp Dimensions



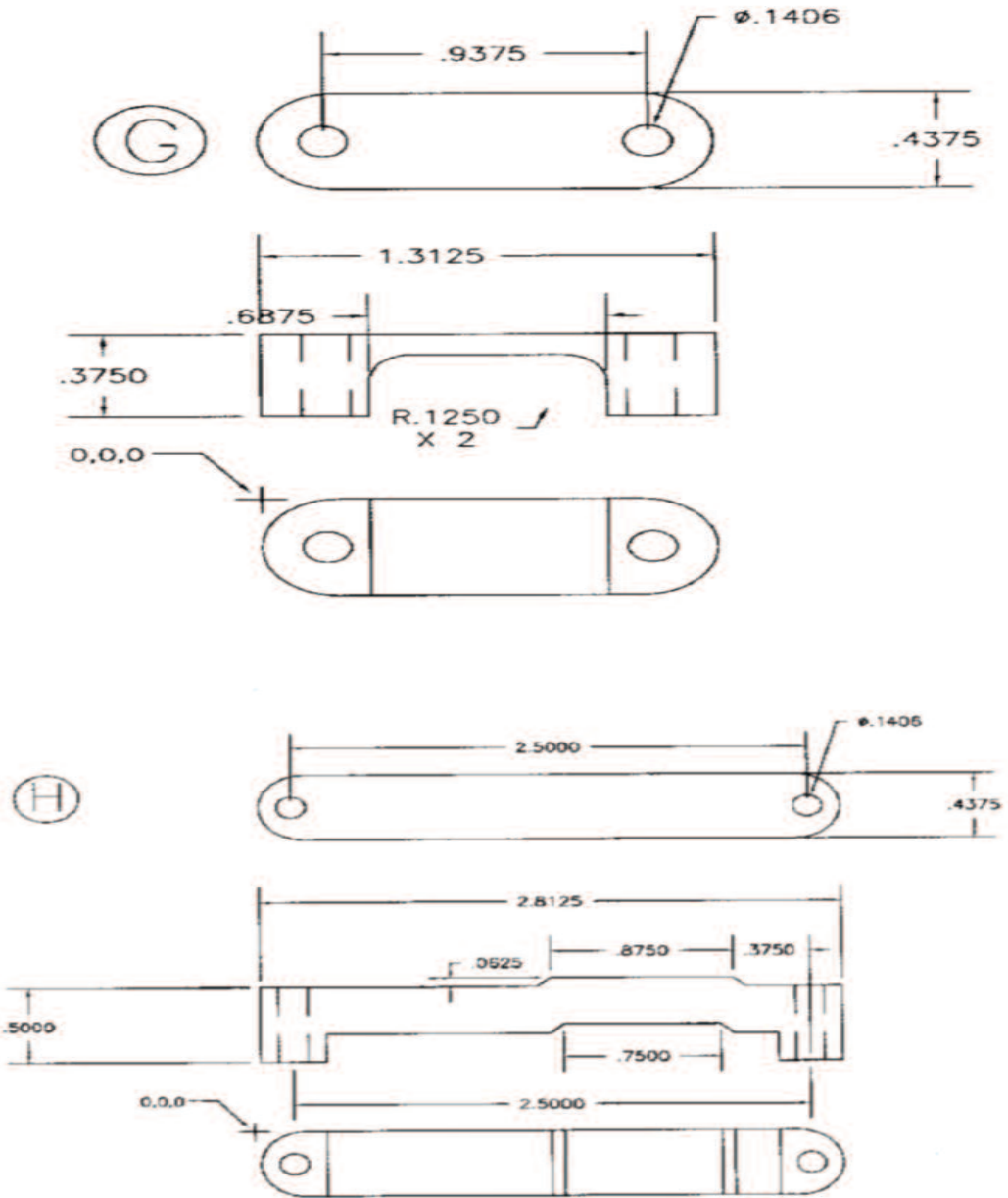
Wire Clamp Dimensions



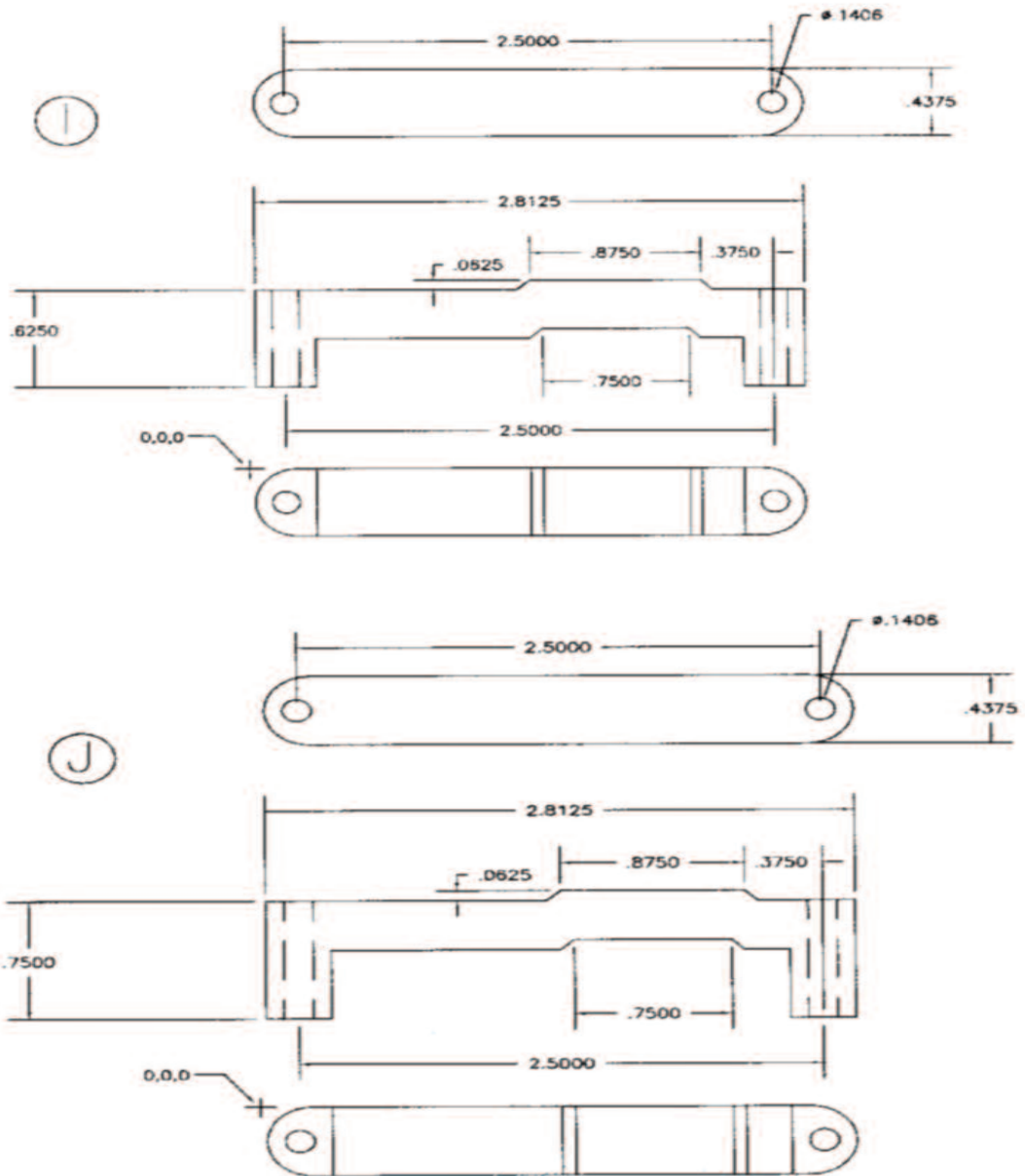
Wire Clamp Dimensions



Wire Clamp Dimensions



Wire Clamp Dimensions



Silver Ghost Valve Spring Compressor



Part No. CF-49 US \$69.43

These are old units that have been purchased surplus by the SGA. They were all manufactured by Clark-Feather and have various names on them. . . Snap-On, Blue Point, Clark, Lisle, CF, etc., as well as Clark-Feather. They all are part number CF-49. Some are new or like new, still in the box with instructions, others show some use. All are serviceable. This is the best valve spring compressor the SGA tech folks have ever found for a Ghost. The best ones will be shipped first. Order quickly!

Springfield LHD Exhaust Union Spherical Washer

New stainless steel washers in standard height and three extended heights to accommodate wear and erosion of the manifold, union nut and lower washer. Keep a spare in your car in case the nut comes loose on the road and you lose the washer. These are the big ones for single down pipe cars. They won't fit RHD cars.

Hint: Always assemble exhaust components like the union nut with antizeze compound and be sure the locking device is working.



MP-104-168A LHD Exhaust Union Spherical Washer (std)

MP-104-168B LHD Exhaust Union Spherical Washer (1/16" over-length)

MP-104-168C LHD Exhaust Union Spherical Washer (1/8" over-length)

MP-104-168D LHD Exhaust Union Spherical Washer (3/16" over-length)

All \$27.02 each.

Springfield Right Tail Light Parts

-Brackets-

Machined from a solid bar and then sand blasted to resemble the original sand casting. Available in high strength aluminum bronze alloy or steel. Solder, braze or weld to 1/2" schedule 40 black iron pipe (available locally or below). Three are used per side on most cars -- very early LHD Springfield's used only two plus a flattened flange in the place of the third at the crossmember location. See lower picture at right. Most cars used a 3rd bracket at that location.

**MP-104-118-ST Tail Light Bracket (steel) --
89.11 each**

**MP-104-118 Tail Light Bracket (Ampco 18) --
\$308.47each**

**MP-104-169 Tail Light Strut Tube Material, 24"
-- \$9.34 each**

Light and License Plate Panel

Stamped 11 gauge mirror finish stainless steel panel that resembles German silver. You can leave it polished or sand and paint it. Reversible for use on either side of the car. Both sides are polished.

MP-104-170 License Plate Panel - \$102.64 EA.



Belt Buckles

Note: All belt buckles are cast zinc or pewter, and all have a swing bar and mushroom (see reverse view, on bottom right of this page). Screw fixings are supplied to attach belt to swing bar. Sizes are approximate.

Available While Supplies Last!



Style No. 1, brass plated zinc, 3.9 x 2.28"
Part No. BG-1-M or BG-1-F



Style No. 3, nickel plated zinc, 3 x 1.57"
Part No. BG-3-M or BG-3-F



Style No. 6, pewter, 3 x 1 1/2"
Part No. BG-6-M or BG-6-F



Back of Buckles

All buckles are US \$72.83 each
All buckles are available in smaller (ladies) sizes. Part numbers ending in M are for men, F for ladies.

American Bosch Ignition Items



David Morrison has very kindly provided the following American Bosch ignition items for the SGA to make available to members. These are all relatively obscure parts and he would like them to go only to members that actually need them for their cars, not for spare parts to inventory or to repair shops for resale, etc. The parts are either new or used and serviceable. We will deliver the best ones first.

The distributor bodies may require some machining. Please note that these are not necessarily new parts, may require some work to use, aren't necessarily a given color, may be dirty, may have some wear, etc.

Distributor Bodies \$606.94 ea.

Caps \$242.78 ea.

Oilers \$36.42 ea.

Clips \$36.42 ea.

Vendors Of Parts

The following individuals and companies are sources for Ghost parts or materials applicable to Ghosts. Most are SGA members and most specialize in a particular area.

A. L. Glew Ltd. Contact: Alan Glew, 7, Draycott Business Centre, Draycott, Glos. GL56 9JY, 01386 700987 Fax 01386 700446, www.glews@btinternet.com, <http://www.ajglew.co.uk>

Fiennes Restoration, Clanfield Mill, Little Clanfield, Clanfield Oxfordshire, OX18 2RX, UK, 44 (0)1367 810438, fax: +44 (0)1367 810532, enquires@fiennes.co.uk, <http://www.fiennes.co.uk>

Ford and Sons, PO Box 421, Stanthorpe, Qld. 4380, Australia

Jamestown Distributors, 17 Peckham Drive, Bristol, RI 02809 Phone (800)497-0010 or (401)253-3840 Fax (800)423-0542 or (401)254-5829 www.JamestownDistributors.com.

P & A Wood, Great Easton, Dunmow, Essex, CM6 2HD, UK, 44 (0) 1371 870848, fax 44 (0) 1371 870810, enquires@pa-wood.co.uk, <http://www.pa-wood.co.uk>

Restoration Supply, 15182-B Highland Valley Rd., Escondido, CA 92025, Order Desk (800) 306-7008, Other Inquiries (760) 741-4014, Fax (760) 739-8843, info@restorationstuff.com, <http://www.RestorationStuff.com>

Ristes Motor Company Ltd. Contact: Steve Lovatt
Gamble Street, Nottingham. NG7 4EY
Phone 0115 9785834 Fax 0115 9424351 email:info@ristesmotors.co.uk

The Complete Automobilst, Crosswinds, Happisburgh, Norwich, Norfolk, NR12 ORX, UK, 44(0)1778 560 312, fax +44(0)1778 560 738, <http://www.vintagecarparts.co.uk/completeautomobilst/>

Vendors Of Parts

The Vintage Garage, Consolidated Farms Barn, 111 North Hollow Rd, Stowe, VT 05672 Bill Cooke, Pierce Reid, (802) 253-9256 rpreid@pshift.com, BACooke@pshift.net. <http://www.vintagegaragevt.com>.

Vintage Auto Rebuilders, Steve Littin, 121 Industrial Parkway., Chardon, OH 44024, (440) 285-2742, fax (440) 636-8545, info@ghostparts.com, <http://www.ghostparts.com>.

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