

OFF SIDE



British Motor Club of Southern New Jersey

NEAR SIDE



THE OFFICIAL PUBLICATION
of THE BRITISH MOTOR CLUB
of SOUTHERN NEW JERSEY

July / August 2019
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BRITISH MOTOR CLUB
of
SOUTHERN NEW JERSEY



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"Offside/Nearside" is the bi-monthly newsletter of the British Motor Club of Southern New Jersey (BMC), which was founded in 1992 to encourage the ownership, operation and preservation of British cars.

Membership is open to all owners of automobiles manufactured in Great Britain prior to 1996 and all owners of motorcycles manufactured in Great Britain prior to 1979.

The dues of \$15.00 per year, includes a subscription to "Offside/Nearside". BMC is affiliated with the following organizations: MG Owners Club (MGOC); North American MGB Register (NAMGBR); North American MGA Register (NAMGAR); Vintage Triumph Register (VTR); Triumph Register of America (TRA).

BMC Meetings

BMC Meetings are generally held on the third Wednesday of each month in alternating locations to best reach our membership base:

Odd numbered months (January, March, May, July, September):
Seven Stars Diner 1890 Hurffville Rd, Sewell, NJ 08080

Even numbered months (February, April, June, August, October)
Uno Pizzeria & Grill, 2803 NJ 73, Maple Shade NJ 08052

Meetings are not planned for November or December due to holiday scheduling conflicts. Meetings typically begin at 7pm, with food service beginning at 6pm. Dates and times are subject to change, which will be communicated by email to club members.

NEWSLETTER CONTRIBUTIONS

OFF SIDE / NEAR SIDE is YOUR Newsletter.

The Editors are always looking for new material.

No material / No Newsletter. Simple as that. Please submit British car related copy and especially personal experiences in your LBC for us to use in one of our six annual Newsletters.

Project articles with pictures are really good.

PLEASE SEND NEWSLETTER CONTRIBUTIONS TO THE EDITOR :

Joe Marchione: editor@bmcsnj.org

Note: If you are emailing please leave a message on 609-272-9743 phone number so I'm sure to get it.

Thanks—Joe Marchione

PLEASE SEND FOR SALE, WANTED or FREE REQUESTS TO :

Ed Gaubert: mgarage@comcast.net

Although we hope that these things are common sense, BMCSNJ has adopted the following policies and practices with respect to club sponsored events.

Membership meetings are sometimes held in restaurants that serve alcoholic beverages. We expect that members who choose to consume alcohol at these meetings will do so responsibly.

BMCSNJ supports safe and responsible enjoyment of British automobiles and motorcycles. All events sponsored by BMCSNJ are alcohol and drug free. Consumption or distribution of alcohol or controlled substances is expressly prohibited. All driving events are conducted in accordance with motor vehicle laws at all times.

This does not really represent a change to our prior policy or practice, it just documents it. If you have not been to one of our events before, come out and join us. You will be glad that you did.

>>>> DISCLAIMER!!! <<<<<

Readers are warned that any attempt at mechanical or other modifications described herein is at their own risk. Good car mechanics results in pleasure; poor car mechanics results in, at best, a personal rebuild. The opinions expressed in the articles of this newsletter are not necessarily those of BMC, the editors or advertisers.

The editors take responsibility for any editorial mistakes or errors.

Since March 15th when I became your President, it has been 100 days. When a new president is elected, it is customary to review the progress that has been made in that very short time. So far it has been a pretty easy ride with no big issues because of the effort put in last winter and early spring where all the wheels for this year were set into motion. Without that effort, this would be as comfortable as inching along in shore traffic in an leaky, overheating MG on a dark and rainy 85 degree night with the heat on, wipers that don't work and two circular objects on the front of the car that throw about as much light as the average lightning bug (but not as often.) So, having said that, I am relieved to have not heard talk of impeachment.

I know it is now summer and people have a lot to do, but what do you really need to do on the third Wednesday night of each month? Attendance at club meetings has dropped off a bit (as expected in the summer) but you don't realize what you are missing! We have ended the last three meetings with contests that result in the winner having their meal paid for by the club. The first two were trivia contests that were both won by Jim Torretta who basically would be a Jeopardy! Champion if the categories were all "British Car Trivia." To combat Jim's trivi-ability, for the last meeting I made a word search puzzle hiding the names of 13 British cars. Jim was dethroned by Charlie Hoffman with his computer-like skills to recognize words written in any direction! I'm going to have to figure out something good for next month.

We are currently trying to set up some more guest speakers on topics that would interest the group. A few ideas that have been tossed around are:

- Modern paint types and uses
- Paintless dent removal (or maybe dentless paint removal???)
- Detailing products
- Tires for vintage cars
- British car parts suppliers
- Collector Car Insurance options
- Movie night

We are always looking for ideas. Please feel free to shoot me an email if you have an idea. Speaking of digital communication, you may have noticed that our website is very different. Our website host is GoDaddy.com and they have made changes that no longer support our old website construction. We had to make big changes and redo the site. Thanks a million to Gene Lillie for making that happen. It is still a work in progress, but will be refined in the coming days. When complete, the website will be more modern and more useful. We hope to add a Members Only section where you can share details about your car(s) and contact information.

Because of some scheduling issues, we had to postpone the event at Jack Kontes River Ranch. We are hoping to reschedule it later in the year. The British Car Owners Ice Cream Social will occur for the 25th time on July 20th. That's right, 25 years has gone by us like a minivan headed late to a Saturday morning pee-wee soccer game because someone at Starbucks didn't know how to order their triple-caffeine laced el-grande espresso do-hickey and held up the drive-thru order window and THEN paid with cash! Don't they know there's a freakin' app for that... shouldn't even have to stop...just grab it on the way through!?

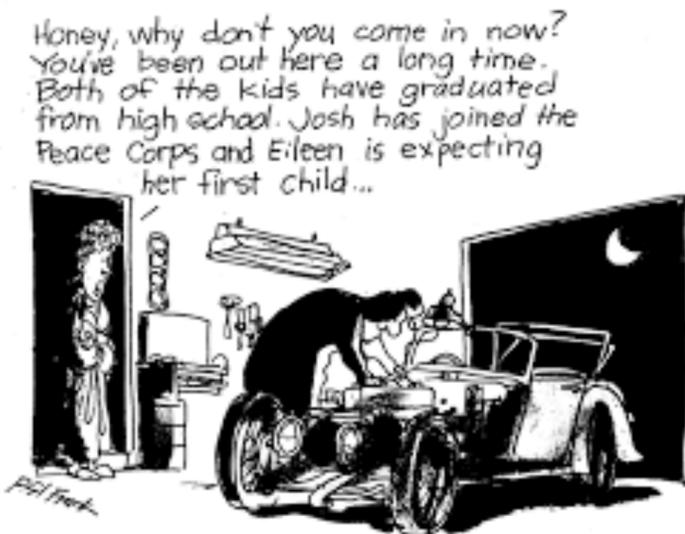
Anyhow, many thanks to Rob Walsh for putting this event together yet again and cross your fingers and hope for good weather. Attention members in Cherry Hill, Williamstown, Moorestown or Mays Landing. I need a volunteer in one of these areas (or all) to host a Pop Cruise on a week night. I'm not going to stop asking until someone volunteers, so it might as well be you! C'mon people this requires less effort than sending in your membership dues! So, if you were interested in hosting a Pop Cruise at your favorite local ice cream shop or anywhere else, here is a list of what you have to do:

- STEP 1: Tell us the name and location of your favorite place and when you will be there.
- STEP 2: Be there.

Please let Tracy Westergard know and we will make it happen for you by sending out a couple of reminders before the date! Show up and have some ice cream and talk about British cars (or anything else!) with whoever shows up.

Coming on August 10th is the Tour of South Jersey with a new route and starting point. Check the website for details! Our Yearly Club Show in connection with the Artisans Faire in Greenwich is set for the end of September. We also have added a Fall Foliage Tour in October! You have spoken and I have listened. Members have asked about starting a Facebook group for the purpose of interacting with each other, sharing information, club reminders and as a stage for members to post appropriate items regarding our hobby. So far, we have signed up 59 members to the group and it is working well. Check it out when you have a chance! Current and future members of BMC of SNJ will be able to "join" the page so if you do not want to be a part of it, no problem! Remember that our website and club emails are the current form of official communication.

We have had some great weekends so get that car out and go for a ride!



THE WORKSHOP

Reprinted from May/June 1998

by Whitworth Goodspanner, MBE

A few tips that might help next time you pull out the tools.

Body Filler Prep Tip:

Here are some ways to make plastic body filler preparation and cleanup easier. Use a small pane of glass for mixing the plastic filler. You can easily clean the glass with lacquer thinner before the filler hardens. A paint mixing stick works fine for mixing the filler with hardener. After the filler has cured on the stick, remove it with your bench grinder so you can use the stick again.

Stop Shocks, Test Spark:

The first step in getting old iron running is to determine whether the spark plugs are firing. But I never liked the method of checking spark that involved holding the plug wire near a ground and cranking over the engine. Ouch ! So I came up with a tester that can be assembled quickly from a new plug and a large spring clamp. Weld the plug near the end of the clamp and then widen the gap to .050 gap. Next clamp your testing device on or around the engine to a ground. Hook up one of the plug wires and give a few turns on the starter. If the spark jumps the .050 gap you know you have plenty of fire. This system can also be used to track down defective plug wires, but the big bonus is No More Accidental Shocks While Testing.

Hose Protection:

Many people use metal bands to secure heater hoses in their cars. These often chafe the hoses while the vehicle is in motion, eventually wearing down the hose walls and causing leaks. Try gluing pieces of scuff pad or Velcro to the insides of the bands, this will hold them in place and keep the metal from contacting the hoses.

Treasurer/Registrar's Report July 2018

Money Is No Object

by Steve Ferrante

It's hard to believe that the Fourth of July holiday is approaching already! For those who have been around a while, you know that for some of you, that means its dues time. If you recently got a renewal notice in your email, then your dues are due.

If you are sending in a check, please add a note to confirm your current cars. If using Paypal, there is a section where you can include a note. Please do so that I can continue to make the database more accurate.

If I don't get car information from you, I will send you a thank you email so that you know that I received your payment. In this email I will ask that you confirm your current cars. My goal is to one day have the means for club members the share common interests within the structure of the club. If you have a specific model, I think that it would be great to reach out to other owners if you have a question or problem that you are trying to solve. The more information that I can get into the database, the better we will be able to serve you. We are currently working on another method of getting information into the database using the website. More details to follow!

Our current paid membership count stands at 166 and our treasury continues to stand on solid ground thanks to prudent use of funds and a great volunteer effort.

If you want to use PayPal for dues payments please use the members@bmcsnj.org email address.

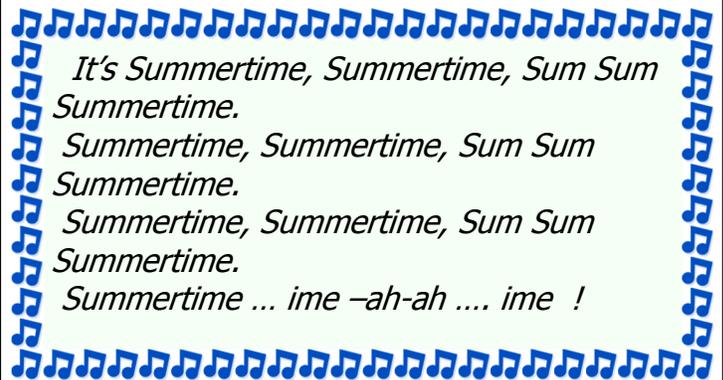
Dues for anyone joining in 2019 will remain at \$15/year and, of course, they can still be paid by check mailed to my home address at:

Steve Ferrante – Treasurer BMC of SNJ
90 Strawberry Drive
Shamong, NJ 08088

The Editor Writes

July, 2019

Joe Marchione



*It's Summertime, Summertime, Sum Sum
Summertime.*

*Summertime, Summertime, Sum Sum
Summertime.*

*Summertime, Summertime, Sum Sum
Summertime.*

Summertime ... ime -ah-ah ime !

So sang "The Jamies" in 1958 and after the spirited drive Pat and I took yesterday in our LBC around the Jersey shore I'm singing Hot Fun in the Summertime !

Considering loose fitting side curtains and the nonexistent efficiency of a little Smiths heater (if even installed ... it was an "option") when the cold winds of winter blow the best place for leaky British cars may not be cruisin' through the snow but in a well heated garage.

But, that's ok, right? What better time and place to grease up those zerk fittings, flush the fluids or tackle that project that could wait for the winter. Why waste time now 'cause it's **SUMMERTIME !!**

Can you tell we're ready to rally ? So polish up the paint, fold down the top (if you have one)and, as Steve said earlier

***" We have had some great weekends so
get that car out and go for a ride! "***

SEEKING MEMBER CONTRIBUTIONS

I am soliciting member articles about their [Austin Healey Sprites / MG Midget](#) combined for the November / December 2019 newsletter.

The Sprite will be the newsletter feature ride for Nov./Dec. so please consider sending in something about your Sprite. Could be how you found it, how you brought it back from the dead, how you love it—anything will do. Or just send a picture of you and your car! Doesn't have to be a big deal. If you're interested please send any material to your Editor, ME, at editor@bmcsnj.org. I'm asking now because our cutoff date for member articles is one month before the month of the newsletter. So for the November letter please get anything to me by October first.

Thanks, Joe Marchione

SECRETARY'S SATCHEL

July, 2019

Tom Evans

The weekend before the summer solstice is always set aside in auto racing for the 24 Hours of Le Mans. In this year's race schedule, it is the last of the FIA Endurance Series races for the season. The race has always been a highlight for any race fan and this year was no exception. Toyota Gazoo Racing took first and second place overall and in LMP1 class, Dr.

"McDreamy" was there with two GTE Am cars for Dempsey-Proton Racing and Aston Martin re-entered the circuit with two cars that were plagued with turbo and over-revving problems, both retired by mid-race. Where are the other British manufacturers? Our GT6 was born from a legacy of British wins there. The Spitfire 4 with a fiberglass GT top placed 13th overall and first in class in 1965, beating the MG Midgets. As the industry saying goes "win on Sunday sell on Monday" brought the GT6 to market with a 2L Vitesse 6-cylinder in 1966 which lasted until 1973. Patonce and heritage mean a lot and the history of our cars mean a lot to us, share that with those you meet.

The Smithville Gathering this year was definitely ratcheted up a notch or two. Ed and Charlie did a splendid job of securing us a better date and location at the site and prepared the event for better exposure and foot traffic. We were able to raise \$1,000 this year for Samaritan's through driver donations and walk-by viewers. With the exception of a brief spray the rain held off which provided good attendance at 25 cars. We always enjoy the drive down and back and spending a Saturday visiting with friends, shopping and good food. Plan to be there next year and perhaps you will win one of the door prizes. The regular club meetings are going very well on the third Wednesday of each month. Odd number months are held at the Seven Stars Diner in Sewell and even number months and held at the Uno Grill in Maple Shade. Come out to the one nearest you or come to all. This year's trivia quizzes have been fun, even if Jim Tornetta has, so far, won both.

Join us on July 20th for an evening out with cars and ice cream at the Ice Cream Social held again this year at 5 Points Custard on the cross-roads of 540 & 557 in East Vineland, NJ, then join in for a Tour of South Jersey on August 10th at 10 AM (August 11th as a rain date).

Meet at Woodstown Diner, 16 East Ave (Rt. 40) Woodstown, NJ. See more details in this issue of Off Side/Near Side.

Thanks to Gene Lilly and his crew, the new website has launched and looks great. More features were built into this version and will be online soon. The regular features are still in place and the calendar, newsletters and event photos are kept up to date. The Facebook page is also a success with up to date information on events and pop-up cruises. Charlie Hofmann has been a regular poster of drive events to various drive-in locations. Check our page regularly and attend one, several(?), of the cruises over the season.

Our newsletter Off Side/Near Side is always in need of technical articles, stories and profiles. We are challenging members to write your own story, short or long, and include your reasons for your interest in the hobby, cars you've owned and their stories. It can be brief, include some photos, and let us all be encouraged. Submit your work to the editor at editor@bmcsnj.org.

Nation Collector Car appreciation Day is July 12th this year, get out and DRIVE! See you on the road.

Happy Motoring



Welcome New Members!

Guido Battaglini 1970 MGB	Brigantine, NJ
Fred DeSantis 1965 Factory Five Cobra Rep.	Ocean City, NJ
Donald Powell 1967 Jaguar XKE 1962 Jaguar Mk II	Moorestown, NJ
Tom Direso 1971 MGB	Ocean City, NJ



Friday May 3. The weather forecast was questionable at best. Three sources yielded three different forecasts for Saturday, ranging from "blah" to "terrible". We congratulated ourselves on being so astute as to have established a rain date for this event. Oops, hold the high fives. The Sunday forecast was unanimously "terrible". So, it was Saturday or nothing. Around dinner time, after several of us spoke, we made the decision. The show will go on! More high fives as we congratulated ourselves on setting up and broadcasting our new weather hotline. A quick text to Tracy got the message on the telephone answering machine and she reported brisk activity on the phone line Friday evening. Saturday morning was very cloudy, with a few sprinkles on the drive to Smithville. But a few clouds never stopped "Team BMC". Except for a short shower during the event, the weather held out. Kudos to Charlie Hofmann and every volunteer who took a preplanned work assignment. Our banners were hung and canopy erected long before the first car arrived. Our new directional signs pointed the way from the roads. Strategically placed traffic cones and traffic workers guided cars to the registration table. Parking was well directed and organized. Nobody was stressed and everyone seemed to have fun.

The generosity of everyone attending, and a matching club donation, enabled BMCSNJ to make a total donation of \$1,025 to Samaritan Hospice for 2019. In recognition of our contributions, Samaritan will place an engraved paver in the gardens of their new inpatient hospice facility in Voorhees reading:

**IN HONOR OF
THE GENEROUS
MEMBERS OF THE
BRITISH MOTOR
CLUB OF
SOUTHERN NJ**



This donation brings the total amount donated by BMCSNJ and all of you, to almost \$6,700!!

What about the show you ask? Take a look at the great pictures taken by Ed Smizer that accompany this article. They tell the full story. By our count, 25 cars were there, and several members elected to stop by without their cars. I also noted several more spouses in attendance than usual, and they all seemed to enjoy themselves as well. So, come on out to our next event and bring your spouse. You will both be glad that you came.



Tom & Linda Evans

On behalf of Charlie Hofmann and I who co-sponsored this event, our gratitude goes out to Wendie and Ed Fitzgerald (owners of the Village Greene property at Smithville); Marcy DiBlasio (Associate Director of Development at Samaritan); every volunteer who pitched in to help with the endless details and of course each of you who attended.

What do you say Charliewhy don't we do it again next year?

Ed Gaubert



Kevin & Olga



Charlie's Spitfire



Burce Aydelotte's Tr3



Ed Ryan



Frank Cociolone



Charlie, Steve & Ed





ROCKETSHIP!



MG BUILDS A



Back to the Future

1936

MG produced a range of body-on-frame open two-seater sports cars (with very little weather protection) called the T Series from 1936 to 1955 the first of which was the MG TA. The TA was a 1,292 cc open 2-seater roadster produced from 1936 through 1939. It had replaced, and was an evolution of, the previous MG PB in 1936.



MG TA

1939

The MG TA was replaced by the MG TB in May 1939. It had a smaller but more modern XPAG engine as fitted to the Morris Ten.



MG TB

1945

Then a little war got in the way, but following that interruption came the MG TC. The TC was the MG T series offering from 1945 through 1950.



MG TC

1950

Following the TC came the ubiquitous MG TD. From 1950 through 1953 the TD was the poster child of a very British roadster.



MG TD

1953

MG followed up the TD in 1953 through 1955 with a sleeker and more powerful model, the MG TF with headlights integrated into the wings, an overall swept back appearance, and an engine choice of a 1,250 cc (1.3 L) or 1,466 (1.5). Holy Cow ! What you could do with all that power !!! *(Fun Fact - The TF name was reinstated in 2002 on the mid-engine [MG TF](#) sports car. - Wasn't that Fun ?)



MG TF

1955 *And now for something completely different !!*



But everything changed on September 26, 1955 when the **MGA** was officially launched at the Frankfurt Motor Show where it was an immediate hit. Compared to its T Series predecessors it was as if a spaceship had landed in Frankfurt. Not that I'm in any way criticizing all the beautiful and fun T series cars. Even though I was too young to drive back then I always dreamed of owning a TD or cool TF to speed around the Landis Circle. I was even put off at first by this low slung curvy racer having spent so much time focused on that "Classic" MG look.

But the more I looked, the more I understood. This was 1955 ! And the MGA was the future !

I always imagined English guys with their checkered caps, briar pipes and their best girl tooling around a British countryside in their MGA, but it's interesting that out of a total of 101,081 units sold from 1955 through the end of production in July 1962, the vast majority were exported. Only 5,869 cars were sold on the home market, the lowest percentage of any British car.

Although the MGA did not debut until 1955, the design process began in 1951 when MG designer Syd Enever created a streamlined body on a specially built one-off MG TD. This car was built by the MG factory at the request of racing privateer George Philips' for the 1951 24 Hours of Le Mans. A major problem with this car was the high seating position of the driver because of the limitations of using the TD chassis. To solve this a new chassis was designed with the side members further apart and the floor attached to the bottom rather than the top of the frame sections. This change allowed the driver to seat lower in the car with even cleaner bodywork resulting in the EX 175 prototype.



The body style was so revolutionary compared to previous MG T series that a prototype was built and shown to the BMC chairman, Leonard Lord. Lord turned down the idea of producing the new car as he had just signed a deal with Donald Healey to produce Austin-Healey cars two weeks before. However falling sales of the traditional MG models caused Lord to have a change of heart, and the car, initially to be called the UA-series, was brought back. As its design was so different from the older MG models it was called the **MGA**, the "*first of a new line*" to quote the contemporary advertising.

The MGA convertible has no exterior door handles. Opening the door requires reaching into the car and pulling down on a cable run horizontally through an opening in the interior door panel. This was common to many British sports cars of the period including the Austin Healey Sprite and the early Elva Courier. The MGA coupe, having real glass door windows instead of leaky side curtains, changed this spartan arrangement to exterior door handles.



Suspension was independent with coil springs and wishbones at the front and a rigid axle with semi-elliptic springs at the rear. Steering was by rack and pinion. Lockheed hydraulic drum brakes were used on all wheels which were available with either wire-spoked or steel-disc road wheels.



There was also a new engine available, therefore the car did not have the originally intended XPAG unit but was fitted with the BMC corporate B-Series type allowing a lower bonnet line. The straight-4 "B series" engine was from the MG Magnette saloon and drove the rear wheels through a four-speed gearbox. The 1489 cc engine fitted with twin H4 type SU carburetors produced 68 hp (51 kW) at first, but was soon updated to 72 hp (54 kW).



A test done by "The Motor" in 1955 showed the MG MGA reaching 97.8 miles per hour as a top speed. The test also noted that it reached 60 mph from a standstill in 16 seconds. Fuel consumption of 26.7 miles per imperial gallon (10.6 L/100 km; 22.2 mpg_{US}) was recorded. This test car cost £844, which included taxes.



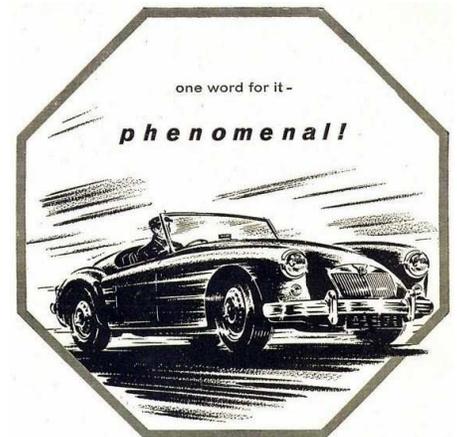


TWIN-CAM

58 1962

The Twin-Cam, 1600 De-Luxe and De-Luxe Mark II

In 1958, MG added a high-performance Twin-Cam model to the MGA line. This engine had a high compression ratio that was first 9.9:1 and later 8.3:1 and was a variation of the B-Series engine with a DOHC style and aluminum cylinder heads. The result was 108 horsepower. It included four-wheel disc brakes from Dunlop plus Dunlop peg drive steel wheels of the knock-off style, which were reminiscent of those on racing Jaguars. The wheels and the "Twin-Cam" logo by the hood vent were the only visual differences between the Twin-Cam version and the regular MGA.



The Twin-Cam MGA—a great British challenge to the world of motor sport



The temperamental engine was notorious for warranty problems during the course of production, and sales dropped quickly. The engine suffered from detonation and burnt oil. Most of the problems with the Twin-Cam engine were rectified with the low-compression version, but by then the damage had been done. The Twin-Cam was dropped in 1960 after 2,111 (2,210 according to some) had been produced. Production ended in April 1960, but had slowed to a trickle long before.

An open car was tested by *The Motor* magazine in 1958 and was found to have a top speed of 113 mph (182 km/h), acceleration from 0–60 mph (97 km/h) in 9.1 seconds and a fuel consumption of 27.6 miles per imperial gallon (10.2 L/100 km; 23.0 mpg-US). The test car cost £1,283 including taxes of £428.



1600 and 1600 De-Luxe

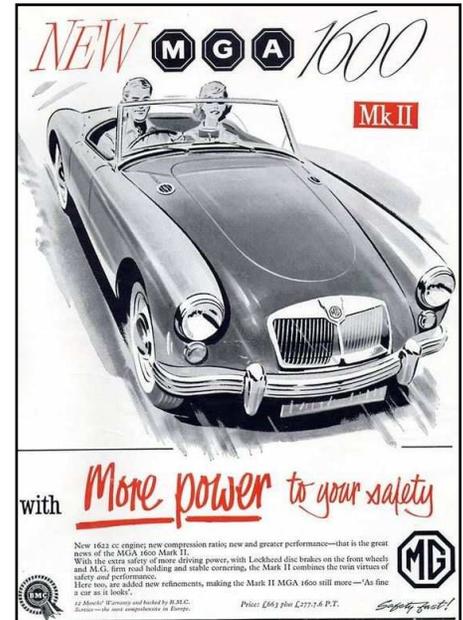
In May 1959 the standard cars also received an updated engine other than the twin cam, now a 1588 cc motor producing 79.5 bhp (59 kW; 81 PS) . At the front disc brakes were fitted, but drums remained in the rear.

Externally the car is very similar to the 1500 with differences including: amber or white (depending on market) front turn indicators shared with white parking lamps, separate stop/tail and turn lamps in the rear, and 1600 badging on the boot and the cowl.



A number of 1600 De Luxe versions were produced with leftover special wheels and four-wheel disc brakes of the departed Twin-Cam, or using complete modified Twin-cam chassis left over by the discontinuation of that model. Seventy roadsters and 12 coupés were built.

A 1600 open car was tested by *The Motor* in 1959. It had a top speed of 96.1 mph (154.7 km/h) and could accelerate from 0–60 mph (97 km/h) in 13.3 seconds. A fuel consump-



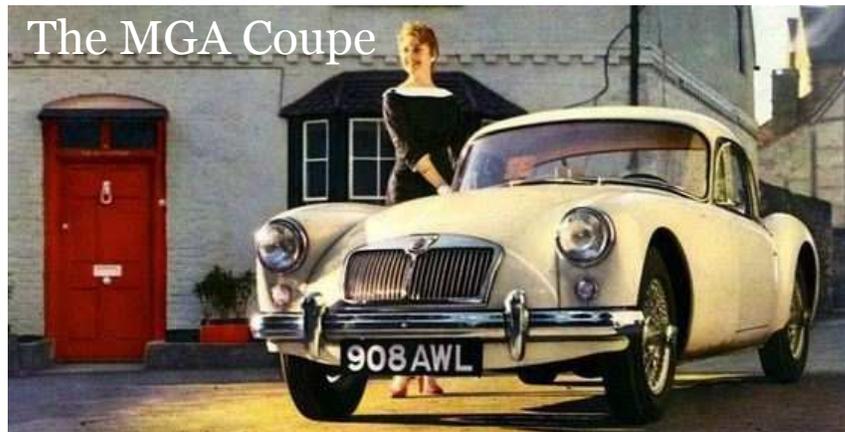
Mark II and Mark II De-Luxe

The engine size was increased again to 1622 cc by increasing the bore from 75.4 mm (2.97 in) to 76.2 mm (3.00 in) for the 1961 Mark II MGA. The cylinder head was also revised with larger valves and re-engineered combustion chambers. Horsepower increased to 90 bhp. It also had a higher ratio 4:1 rear axle, which made for more relaxed high-speed driving. An inset grille and Morris Mini tail lamps appearing horizontally below the deck lid were the most obvious visual changes. 8,198 Mark II roadsters and 521 coupés were built.

Road & Track magazine reviewed the MGA 1600 Mark II in the September 1961 issue and reported an estimated top speed of 105 mph and a 0-60 acceleration of 12.8 seconds.



While MG has historically been known for its open-top sports cars, there have been many closed cars, both two and four-doors, to wear the famed Octagon. Some of the most beautiful and valuable MGs of the pre-war period were the streamlined Airline Coupés, whose Henry W. Allingham-designed, coach-built bodies covered P-type Midget and N-type Magnette chassis. The first post-war solid-roof MG sports car was the MGA Fixed Head Coupe; this practical, charming take on the pretty MGA roadster makes an excellent and rarely seen alternative today, at a cut-rate price, to boot.



The B-series 1,498cc four-cylinder engine that used twin SU carburetors to make 68hp (later 72hp) at 5,500 RPM and 77-lbs.ft. of torque at 3,500 RPM, mated to a four-speed manual gearbox was the drivetrain found under the skin of the new MGA Coupe, which debuted a year later than the roadster in 1956. The design featured visibility-enhancing curved front and rear glass and a roof whose fulsome contours echoed those of the hood and fenders.

Setting the Coupe apart were its numerous civilized touches. While roadster owners assembled their own tops and installed side curtains, Coupe owners simply rolled up the framed glass side windows. Coupes also offered the added security of external door releases and a key lock, and their leather seat interiors offered a more upscale appearance with additional carpeting and a color-keyed Vynide cowl covering.



The MGA Coupe shared the updates its open sibling received, including the 1959 switch from single tail lamps to separate tail lamp-indicator units, from four-wheel drum brakes to front disc/rear drum, and from 1,498cc to 1,588cc. These cars were called 1600s (retroactively Mk Is, as the Mk II arrived in 1961 with a 1,622cc engine). Coupe versions of the more expensive and desirable MGA Twin Cam, 1600 Mk II and Mk II Deluxe were also built until Coupe production ended in 1962.

It's no surprise that the more complex Coupes were more expensive to purchase new than MGA roadsters, and their production numbers were a fraction of those of the roadster: 4,768 U.S.-spec 1500 Coupes versus 43,663 roadsters, and 1,551 U.S.-spec 1600 Mk I Coupes versus 23,668 roadsters. You'd think that a higher sticker price and limited production would equal greater demand and value, but for the MGA, that's not the case, as Coupe values trail those of equivalent roadsters by \$2,000-\$4,000.



"There has always been a special interest in the Coupe version, with its roll-up windows and unique interior package. There is even a devoted Interest Group for the MGA coupe, led by authority Jonathan Stein," explains Bruce Woodson, the chairman of the North American MGA Register. "In the early resale years, the value of Coupe versus roadster was territorial. Today, these cars are, for the most part, no longer 'daily drivers,' so Coupe prices have stabilized across North America. While the price of an MGA Coupe traditionally lags slightly behind that of an MGA convertible, it remains in high demand, and is a good value for the dollar."

So in conclusion:

The MGA is a paradox – one of the last new designs built with wooden floorboards – but now, who cares?

It's a fun, lively, stunning-looking '50s sports car that is easy to drive and cheap to run.

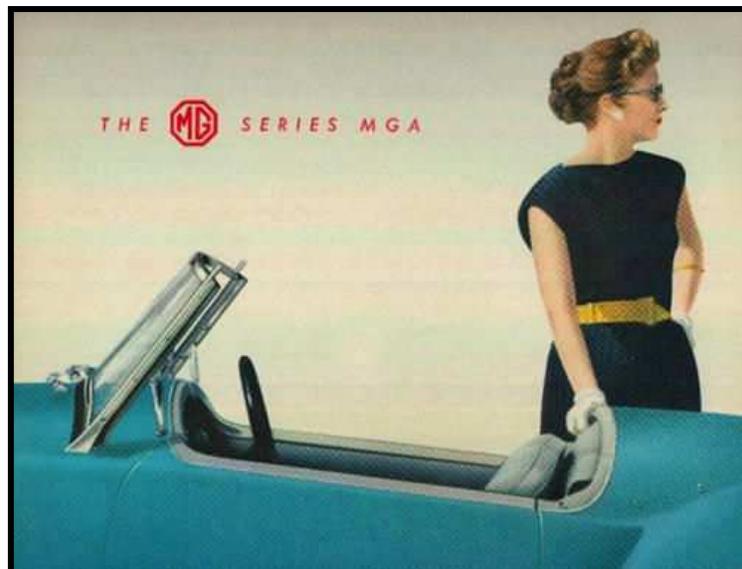


Thanks to Hemming's, Wikipedia, the MG Guru, and Classic Sports Car for the material used in this article.

NOTE: If you are more interested in the details of the MGA or are considering purchasing one, do yourself a big favor and visit the CLASSIC SPORTS CAR MGA internet page, Excellent !

Click or copy this link: <https://www.classicandsportscar.com/features/buyers-guide-mga>

Joe Marchione



LESSONS LEARNED FROM AN MGA

By Ed Gaubert

Many of you have read my story before. Something less than a parts car MGA taken from a junk yard and restored over more years than it should have taken with far fewer skills than were needed. I learned a lot during the process. While the theme of this newsletter is the MGA, most of these lessons apply to any restoration, and to some degree to general ownership of our cars.

1. Financial. Understand, and be sure that your spouse understands, that you are not making an investment when you restore a car. You are taking on an expensive hobby. Agree on an amount of money that can be allocated to the hobby on a monthly basis and what the source of that money is. Stick to that amount. You might progress slower, but the easiest way to derail any project is to have it impact family finances.
2. Buying Tools. Unless you are already a mechanic, you are going to need tools. A good number of tools. Collecting tools can become a hobby of its own and can consume a lot of money. Ask me how I know. Ever heard of a Soltys wrench? It is basically a socket that does not ratchet. Do you need them? No. Do I have them? Yes. Have I used them? Maybe once. Point made.
3. Tool Quality. You probably think I am going to say buy the best quality that you can reasonably afford. For the most part yes but it is not always necessary. Harbor Freight can be your friend. Things that are expendable like sandpaper and things that get abused like pry bars, drill bits, etc. are much cheaper at Harbor Freight. You will not necessarily spend less money, but you will get more stuff. It is also a fun store to walk around in.
4. Space. It is amazing how much space a disassembled car, or any component of that same car takes up. I started without an organization plan, which was a mistake. It took a couple of false starts before I settled on what worked for me. I spent \$30 at a local estate sale for four gray metal shelving units. Then I bought a supply of small boxes in various sizes and numbered them to correspond to the pages of the parts catalog. As I took things off the car, using the often discussed method of tagging and bagging everything, whatever pieces listed on that catalog page would fit in the box were placed there as they were removed from the car. When a part would not fit, a note was placed in the box stating where I had put it so it could be located later.
5. Maintaining Progress. Do as I say here, not as I did because it took me some time to figure this out. Getting full days to tackle large restoration tasks does not happen very often for most of us. In between those times, zero progress is made, and the temptation to start collecting tools creeps in. I stopped looking for full days to work on the car and instead looked for one or two hour blocks of time. More boxes were purchased and numbered again to follow the parts catalog. One at a time, I took the boxes of used parts from the shelves and began restoring the individual parts inside them. As each part was finished, along with the hardware associated with it, the catalog was marked and the restored piece was placed in the second box. When I was done, a needed parts list was made up. When those new parts arrived, they were clear coated, tagged, bagged, and placed in the same box as the restored parts. The end result was that page by page of the catalog, I began filling boxes of ready to install components. These shorter projects allowed progress to continue while I kept hoping for those full days to work in the garage. As a side benefit, this also spread out the cost of the project and made the expense of parts acquisition a regular occurrence.
6. Parts Sources. This subject is a matter of personal opinion. I prefer to concentrate all of my business with one or two vendors. I could probably have saved a few dollars on individual items by trolling the internet, but I also was able to find some "No Longer Available" pieces and get some good product advice because I was a steady customer. I also found that my method of ordering parts in larger quantities because of the way I put my orders together was beneficial. Vendors remember the customer who consistently places \$200 orders more than they remember the customer who places more frequent \$20 orders.

7. Parts Sources 2. It is a fact that parts quality has deteriorated over the years. I chose to use a parts reseller rather than buying directly online from the major suppliers. My \$200 order is a big deal to him but means little to the multi million dollar volume of the catalog supplier. But the reseller's six figure purchasing volume gets much more attention from them when there is a problem.
8. Parts Quality. We all have stories about bad quality reproduction parts. Unfortunately they are prevalent. The best advice I have is to immediately compare every reproduction part that you receive to the same original part. It will be too late to do anything a year from now when you finally get around to using the part. I ordered a set of chrome knock-offs for my wire wheels. My reseller source called and told me that they came in but he did not want to sell them to me because they were wrong. Ten days later he called to say that he had a good set. When I went to pick them up, he showed me the first set that he received. They looked perfect to me. Next he showed me an original knock-off. There was a significant difference in the profile that had not been apparent to me. Last he showed me the set that he was selling me. An exact replica of the original, from a different source. The first set was good enough to the untrained eye, but there was no price difference between that set and the correct ones. Why not get the best?
9. Work Habits. I admittedly am lacking in skills as well as patience. Neither is good, but together they become a real problem. A psychologist could probably explain it. I can start a task today and nothing will go right. Starting the same task tomorrow under the same conditions might result in everything going smoothly. Regardless of the reason I find that when things are not going well, the quality of my work declines rapidly as I push to complete the task. I have found that once things begin to go badly it is time to step away for the rest of the day. Find something else to do: straighten up your workspace, order some parts for the next phase, go buy some tools. But continuing to forge on is going to result in more frustration and poorer results.
10. Neighbors. I like to work outside in the nice weather or with my garage doors open. That is a screaming invitation for well meaning neighbors to stop by with stories of the Renault Dauphine that they had in high school and other similar attempts to "bond" with you. Resist the urge to be rude to these folks because you might be surprised. One such individual years ago turned out to have a stash of British Car parts in his garage that were left behind by his son decades ago that he was happy to donate. Nothing that I could use, but they sold quickly on eBay to provide more restoration funds.

The biggest lesson that I learned was confidence and pride. I bought the car for \$500 figuring that tearing it apart would teach me something even if it never saw the light of day again. A lot of years and a lot of tools later, I can now point to the car and tell my grandchildren that "I built that car". At least at preschool ages they are impressed!

It is undoubtedly cheaper in dollars to buy a finished car. You will be driving it sooner as well. But it will not mean as much to you. And you will not have that great tool collection! Try it you will like it!!



A MEMBER AND THEIR CAR

by Steve Ferrante

Car: 1956 MGA (purchased in 1992)

While growing up my brother and I had a bucket of Matchbox and HotWheels cars and trucks and we spent a good deal of time playing with them on the living room floor utilizing HotWheels track, Legos and anything else that we could fashion into a structure for our pretend cities and roadways.

This is a Matchbox Ferrari Berlinetta No. 75 that caused a lot of arguments between my brother and me. It was the only Ferrari Matchbox that we had at the time and since he was 4 years my senior, he always seemed to find a way to get the better end of the deal and end up with the first pick of the cars. However we had another green Matchbox that I always picked. It was an MG 1100. I picked it because it was unusual as it had a driver and a dog with its head sticking out the back window. This was my first introduction to MGs.



Of the two, that Ferrari was special to me because it became my goal. I promised myself that "someday I would have a Ferrari."

As the years went by, the likelihood of a Ferrari in my garage diminished (I haven't given up yet), so I re-trained my car affection on an AC Cobra after seeing "The Gumball Rally" in 1976 or so. Of course, I had Lamborghini posters and the like, but somehow that AC Cobra stuck in my mind as a more achievable goal than the Ferrari or Lambo. Wrong again.

Fast forward a couple of decades to the late 80's when I landed in a 1972 Harvest Gold MGB. It was a decent driver, treated me well as I patiently improved it while enjoying it. My desire for a top down sports car went back quite a ways but was reinforced in high school when I helped a friend work on an early 70's Fiat 124 Spider and I learned that the FIAT was much more fun than the 1971 VW Super Beetle I was driving. Ironically, years later, that same friend purchased the '72 MGB from me and still has it.

As all of you know, if you have an old car and drive it, everyone assumes that you want another one. I can't say how many times, while driving the B that I heard, "my uncle has an old car like this and I think wants to sell it....do you want to buy it?" When asked what kind of car it was, usually, the answer was "I'm not sure, maybe a Mustang?"



Anyway, one day, while driving my B near my home, a neighbor stopped me and said, "Do you know anyone that would want an MGA?" Knowing the A was much rarer than the B, I took the bait and ended up reeling in a 1956 MGA Roadster that I have had since the early 90's.



1956 MGA Roadster 1992

Since production ran from 1956-1962 (approx. 100,000 made) this is a relatively early car produced in 1956 in the first 10,000.

OK, the MGA did not satisfy my Ferrari goal, but if the light is right, you can see similarities with the Cobra minus the horsepower, handling and value. The MGA just made me happy when I drove it. Riders were fascinated by its simplicity and I couldn't resist starting it with the crank from time to time just for fun.

Here is a picture of the car when I bought it. When I arrived at the previous owner's house to look at the car, he had it in a garage next to his "nice" old car which was a 1946 or 1948 Plymouth sedan, battleship grey of course. For me, it was

very hard to listen to his dislike for the "A" but I kept my dull, drab, dry, uninspired Plymouth comments to myself. He said that he never liked the MGA because it was "foreign and never really worked right." Since the car came into his life by marriage, he was excited to get rid of it. He insisted to drive the car to my house from about 15 miles away because I think he was afraid that there would be an issue if I drove it and I would change my mind.

Anyway, it arrived and I had quite a lot of fun with it after I got it registered and insured. I drove it basically trouble-free for a few years, had some small issues along the way, but made the decision to take it apart and restore it completely. I embarked on a frame off restoration that has yet to be completed. While it has been a 25 year endeavor, the dream has survived a move to a new home and 22 years of my daughter Julia's life as she is now wrapping up her senior year of college this month. A lot of work, school activities, soccer and lacrosse games as well as other day-to-day life activities have somehow consumed the time.

It is easy to see now, it retrospect, how these projects get delayed. With that in mind, work has resumed on the car and I am happy to say that it has come a long way from the early 90s until now.

I encountered all the "regular" issues. Inner and outer sills desperately trying to oxidize themselves back to earth, brittle wiring giving in to excessive electron flow and floor boards fit for a termite. As an engineer, I was pleased with the simplicity of the car that was revealed when all of the parts were taken off. I knew that the car was painted black early in its life and that Orient Red was the original color. This was easy to confirm when I removed some trim parts and the backing was stuck to the original shiny bright red paint. The car has been returned to the original color. The finished result will be Orient Red with black seats and red piping.

Here is a photo of it as it sits today on a short lift in my garage. The chassis is complete. The motor is redone but not fully assembled and brakes and clutch are all new. I'm working on wiring and interior parts now. The dashboard and gauges are complete and ready to go back in. The interior restoration will include renewed seat padding (going to try to restore the seating surfaces) and new carpets and door panels.



1956 MGA Roadster 2019

It has been a long road since the purchase in the early 90's until now. Being a part of this club has been a big part of my car "life." Meeting like-minded people who are willing to share knowledge is very powerful. As you all know by now, I have chosen to step forward and take over leading the club from my more than capable predecessor, Ed Gaubert. With the support of the Board, club members and my wife, Lisa, I am excited to move the organization forward.

Eric's 1958 MGA

A STORY of RESTORATION

Just a Little Bit

IT WAS A DARK AND STORMY NIGHT.

Actually, it was a beautiful September day at the 2007 Millville car show that used to be held on High Street in downtown Millville. At the time, I was driving a 1970 MGB that I had recently purchased. I found it on E-Bay and had a somewhat competitive bidding war with a guy who wanted the car so that he could ship it over to Europe and make a considerable profit.

After wandering around the car show and chatting to a few people, I decided to stop in a nice local restaurant for some lunch. I ended up sitting at a table with a few guys from the club that included Ed Wolff, who was club president at the time. At some point we were talking about some restoration jobs and I mentioned that I was casually, possibly, maybe, only half-seriously, somewhat sarcastically, really just joking about being interested in tackling a more challenging project than the interior carpet and door panel replacement I had completed on the "B". Ed asked me what kind of car I was interested in and I said that an MGA had always appealed to me.



I remember Ed turning to me and saying, "I have a 58 MGA that needs ***a little work***." A little work that turned into an 8 year project.

Ed and I met up at his garage a week or two later, made a deal, and I trailered the car home and parked it in my garage. Then the "Fun" began. I wasn't too worried. I had a nice leisurely 5 year plan to get the car back on the road.

Keep in mind, like most of you guys, I had a full-time job and family time that came before my MGA "hobby".



I had already started some restoration research finding a wealth of information on Barney Gaylord's web site. www.mgaguru.com. I also joined the North American

MGA Register (NAMGAR) and purchased their publication "Tech Sessions" by Mike Ash. Another great source of info and some good forums is "The MG Experience" www.mgexp.com.



So, the first order of business was to dismantle and store parts. Actually, the first thing I did was take a lot of photos to use as a reference when reassembling. I started with the Boot and the Bonnet. Then the front and rear Wings and finally the Doors. I placed all of the hardware in plastic bags and labelled everything.



Now I'm sure that any of you that have an LBC, which is of course all of you, have been confronted with the dreaded discovery of rust and deterioration. When I removed the Wings and got a close look at the door sills, I realized that this was not going to be a patch and putty job. This was going to be a total cut out and replace of the inner sills.



Since I had decided that I wanted to do the majority of the rebuild on this car, myself, I realized that I needed to learn how to weld. Lucky for me that an intro welding course was being offered at the Atlantic County Institute of Technology in Mays Landing. They were also making available an Auto Body Shop class.

I enrolled in both courses and started to get my hands dirty in January of 2008. I wanted to take all of the paint off down to metal. There is much debate on how to remove old paint. I started with chemicals thinking it would be the easiest and quickest way to strip the paint. After going through a few cans of "Aircraft paint remover", just on the boot lid alone, I decided it was way to messy, smelly and just plain unpleasant to work with. I was finally convinced that sanding it off was the best course of action.

So, the winter of 2008 was spent sanding, sanding, and more sanding. I also had a blast learning how to arc (stick) weld and MIG weld. Once the weather warmed up, I began the initially frightening job of cutting away all of what was left of the rusty inner sills and body parts. I didn't really know it at the time, but this is a job that must be done with the car still attached to the frame. I was essentially cutting the car in half. Leaving it attached to the frame obviously kept the front and rear half of the body aligned in their original position.



I worked on one side at a time. Cutting out all of the rust and then refitting new metal and preformed sills. The welding class really came in handy. I also purchased a small "spot" welder that was very useful.



The sill and other body panel replacement project took me most of Spring 2008 through June of 2009. I was also still sanding paint off of everything. In July of 2009, after welding in a couple of bracing pipes to the top of the cockpit to keep the body from folding in half, I removed the body from the frame.



Luckily, the frame was in pretty good shape. It had a few holes and spots of rust, but after sand blasting, I only had a few spots that needed to be fortified with metal and other welded patches.



Now I know there is a lot of debate concerning the best method and product used to seal the frame and other parts. Powder Coating is definitely the way to go if you have the budget, but I wanted to do the job myself and cost was a factor. I ended up slathering POR-15 onto every nook and cranny of the frame and suspension assembly. POR-15, I was told, breaks down when exposed to sunlight. I, for the life of me, could not imagine the underside of the car being exposed to sunlight unless of course I rolled the car going around a corner too fast.



Next was restoration of front and rear suspension. Cleaning, painting and replacing all bushings and seals. I also replaced the entire brake system with new master and brake cylinders and brake lines. The Differential was inspected and cleaned. In good condition. No repairs needed.

In November of 2009, I moved the Transmission to my basement shop and opened her up. And that was where I spotted some trouble. The Lay Gear and Second gear apparently clashed a bit, leaving a few teeth missing from both components. I found a used Lay gear and 2nd gear through Jim Knight at British Racing Green in Newark, Delaware. Jim was very helpful throughout the entire process with advice and reasonable prices on parts.



I finished up the Trans in February 2010 and took the engine block to my machinist friend Alan Olsen, who re-bored and honed the cylinders to .060. Added new Rings, Valves, Tappets, Push Rods and Guides. The Head was also honed and polished and a new Timing Chain installed. Put it all back together with new gaskets and painted it MG red.

I decided to modify a few components for safety and reliability. I swapped out the old Dynamo for a new Moss Alternator kit, installed a Spin on Adaptor for the Oil Filter, and added a Relay kit for the Headlights.

The seats were in pretty bad shape, so I stripped them down to the metal frame and reassembled with all new padding and seat covers.

I knew I was not going to get to the Body work right away, so I decided to assemble all the mechanicals. I know some guys think that it is a waste of time, but I thought that it would be fun to have an open wheel car for just a few months. That was in September of 2010.



Work on the car slowed down for a couple of years due to a major job change. There were still panels and parts that needed to be cleaned and sanded.

Even after taking the Body Shop class at the Tech school, I realized that making a car's finished curves and contours look good requires the skill and artistic eye of an expert. I was fortunate to have a guy only 20 minutes from me who was semi-retired and only took on projects that he was interested in. Some of you in the club might know Nick
Nick performed a fantastic job with the final bodywork and primer.



After spending years trying to decide what color I wanted, I finally settled on a Dupont color called Pepper Gray Metallic. Dupont # 44490. I dropped off the paint and clear coat to Nick and eagerly waited a week or so until he called and said come on over and see the finished job. My good buddy Joe Marchione hitched up his trailer and we headed over to Nick's shop to pick up the car. I can still remember walking into the shop and seeing the painted car for the first time. I was stunned! Not a good stunning. Something was really wrong. There was a kind of brownish, gray, yellowy Jersey swamp frog green MGA sitting on the shop floor.



At first I thought that maybe it was the fluorescent lighting in the shop. We rolled the car out into the sunshine and it looked even worse. What had I done? All that work, time and expense and I end up with a turd-green MGA. By the way, Nick did a great job and I told him so, but he could tell that I was not happy. He even offered to repaint the car. I just had to get him the RIGHT DAMN PAINT!!!

Meanwhile, Joe and I trailered the car back to my garage. I thought that maybe I would appreciate the color over time. My wife liked it. My Mom liked it. Time did not help. I hated it. This was January of 2012. Around April or May I decided to give Nick a call and see if he could fit me in for a re-paint. Unfortunately, Nick was having some health issues and would not be able to take on the job. Great! Now what?

The car sat in my garage all summer. I did nothing. I didn't even want to look at it. Finally, I decided I would paint it myself with the help of the local Tech. School and their wonderful Paint Shop. I re-prepped the body panels, found a color that I liked with the help of the guys at Crown Auto.





I went with 2 coats of R-M Diamont EP 589 Epoxy Primer, 3 coats of R-M Diamont Basecoat #MA 729.5 Dark Grey and 2 coats of their Glamour Clear Urethane. It turned out Great!



During the Summer and Fall of 2014 I reassembled the car. I ended up sending out the Windshield frame pieces to be re-chromed by Tri-City Plating in Elizabethton, TN. They do nice chrome plating at a reasonable price. I bought 4 new 165/80R15 tires from Tire Rack and had them mounted to new wire wheels by Jim Knight at British Racing Green.



She was Titled and Tagged in October 2014 and ready to show off.

It was quite an experience. If I really knew what it was going to take to finish this car, I would have probably smiled at Ed Wolff and said thanks but no thanks. I was often overwhelmed by the scope of the project. There were a few times when I was so flustered by the car that I was ready to quit. With the help off family and friends and BMCSNJ members I persisted. This was one of my life's major accomplishments. I'm glad Ed sold me this car. It was well worth the time and effort. Would I do it again? I don't know. Anybody have a not so rusty TR-3 or maybe a Healey or a Jaguar might be nice.

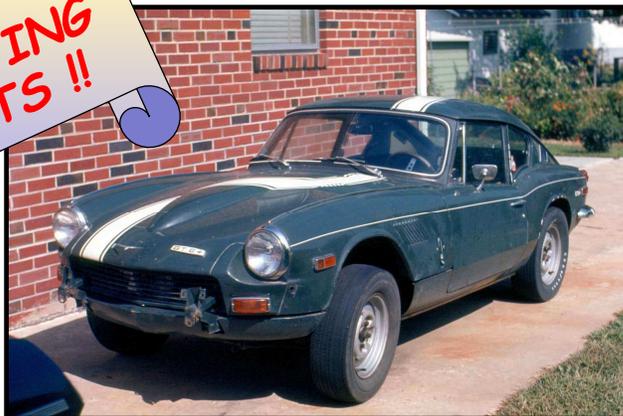
Just kidding.

By: Eric Sundberg

THE SAGA CONTINUES
OR

DELIA VS. GT6
OR

**OVER DRIVING
ME NUTS !!**



Dear members,

My intention in this article was to continue on about the chassis clean-up. But according to my photo library I decided to try and find the problem with the D-type Laycock De Normanville overdrive unit.

The saga begins back when the GT6+ was due for its first gearbox rebuild. Can't recall the date, but it was probably late 1972 or early 1973.

I do remember that the gearbox had about 60,000 miles on it when it started grinding gears. Drove it to the Pryzwara Triumph Dealership in Runnemede, N.J. to have it checked. The shop foreman took it for a test drive with me in the car and said that it would need new synchronizers. I also can't recall the total cost of the repair, but do remember them telling me that I could save about \$125.00 in labor if I removed and replaced the gearbox from the car myself. Not having a garage at my parents home to take on the job, I asked my uncle if I could use one of the bays of his 2 car garage. He said, absolutely. So I ask one of my college buddies if he would help, he agreed. Probably spent half the day removing the gearbox with the overdrive still attached, after which I threw in the trunk of my dad's !963 Chevy Impala and delivered it to the Pryzwara Dealership.

Now the headache begins. After a couple of days I picked it up, reinstalled it and took it for a test drive. The gearbox sounded and shifted fine, but no overdrive. After three attempts by the dealership to solve the problem, no success. I finally had it with them, took the car back and just drove it with a non-working overdrive. Even after about 15 or 20,000 miles the gearbox starting acting up again. Instead of going back to Pryzwara to have it repaired, I decided to try one of the local Foreign Car repair shops. That was a mistake. They did a worse job than the so called authorized Pryzwara dealership. Drove it for a while , even with it sticking in gear occasionally.

Than something amazing happened. Sometime around 1974 I believe, the Ed Roth Datsun Dealership in Glassboro also became a British Leyland Dealership. I even purchased a new 1976 Victory Edition TR7, white with special side stripes, white rally wheels and AC, from them. Because of my past experiences with repairs performed at dealerships and foreign car repair shops I was very hesitant about taking it to Ed Roth for yet another gearbox repair. But after doing a little inquiring at the service desk, I found out that their British Leyland mechanic was Jerry Truitt, a former Bob Tillus Group 44 racing team mechanic. So once again I remove the gearbox and drop it off at the Ed Roth service department. After a few days I went back to Ed Roth to check on the progress of the gearbox. The service desk person said that the gearbox needed a new main shaft and they were trying to locate one. While I was there I had the opportunity to speak with Jerry Truitt. Don't remember too much what our conversation was about except for one thing.

He said to me, "the overdrive isn't working, is it?"

I said no.

He asked, do you want me to fix it?

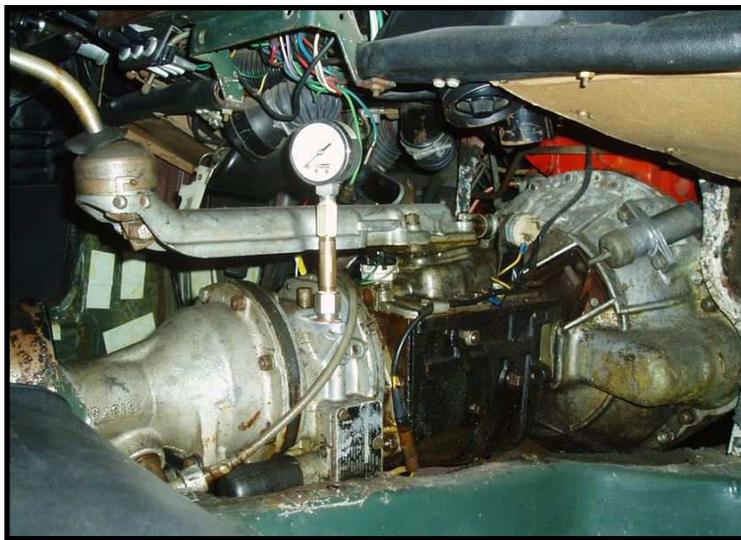
Because money was an issue, I said no.

Well the Ed Roth shop did locate a main shaft, the gearbox was repaired and it's been fine ever since. But still no overdrive.

Than in 2008, before removing the main body components from the chassis, I decided to try and solve the overdrive problem myself. Electrically everything checked out okay. The next step was to check the operating pressure.

This test required a special adapter and a gauge that could read at least 550lbs. as you can see in the photos. Luckily, after searching ebay there was actually someone who was fabricating the adapters and selling them for \$35.00, which also included the brass pipe. I had a 600lb. gauge in my parts bin, so I was ready to run the test.

Removed the plug at the top of the overdrive unit, installed the test gauge, started the engine, put the gearbox in 4th gear and hit the overdrive switch. Of course, nooooo pressure. Was not surprised. After the test I decided to consult with my cousin Dave Faulls, an ex-mechanic and a retired mechanics teacher. After explaining the problem and looking at the overdrive diagram in the service manual, he said it sounded like a part could be missing. I thanked him for the advice and shortly after I removed the main components from the chassis I decided to take a break from the chassis clean-up work on the overdrive.



I got a little bit of a late start on this article and am now past the deadline for submitting it for the July newsletter. I hope Joe will still have time to squeeze it.

(Editor: For a real contributor ?? I'll make time !)

The continuation of the overdrive repair will be in the September newsletter.

Thank you,
Anthony Delia

And now for something completely AWFULL !! Or How to ruin a perfectly good Twin Cam ??

Published in the Autocar, 12 August 1960 but my rude (undeserved) heading - Editor

PUTTING ON THE STYLE ... WITHOUT ITALIAN INFLUENCE



Even without the name badge this could be recognized as an M.G., the Stephenson radiator grill combining tradition with current fashions. It is a car with real poise and character.

This project is not intended to tell the M.G. people how Mr. Stephenson thinks they should design their next coupe, although he has shaped it in a modern idiom which still suggests something of the M.G. tradition for, shall we say, robust efficiency. It is, in effect, a mobile exposition of his talents, with which to attract anyone wishing to have a body designed.

Mr. Stephenson's ambition is to become a design consultant, with a small staff of panel-beaters able to interpret his schemes and translate them into three dimensions as quickly as they do in Italy. This M.G. is his first attempt; it has taken about 15 months, including about two months of preliminary study on the drawing board. Such work cannot be done cheaply, and when purchase tax is added the overall sum becomes considerable -- nearly L3,000, in fact, of which about a half represents the bare cost of the body.

WHY do we so often leave it to the Italians? There must be plenty of enterprising and artistic young men in this country waiting to turn their hands to body styling -- and even a few who might make a success of it. That's how the special Twin Cam M.G. on these pages came about; on paper it was the work of D. N. Stephenson, who commissioned F.L.M. (Panelcraft) Ltd., of London, S.W.8, to transform his ideas into metal, paint and leather. To create a one-off body you need a lot of money, a skilled and sympathetic coach builder and, of course, a chassis to mount it on.



Counterbalanced by elastic bands, the rear canopy lifts high enough to miss your head.





On a column 4in. shorter than a standard is a steering wheel of black and red plastic laminations. Instruments are normal M.G. fittings but the control knobs are sensibly varied in shape.

Bumpers and guttering are also of stainless steel; inside the car seats, doors and fascia are trimmed with olive green and stone gray hide. Carpeting in loop-pile hair cord, by Frank Strone and Co, of Kidderminster, is particularly striking in color and quality, and Talbot Designs of Finchley, molded the tinted Perspex rear window.

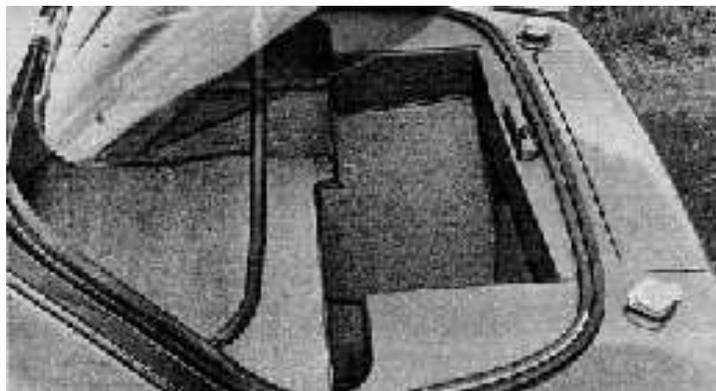


First he would reduce the front overhang by three or four inches; secondly the slightly uphill lines of the front wings would be extended right to the tail; thirdly, he thinks the top angle of the spare wheel locker should be horizontal, upswept at its extremities to blend into the raised wing tops. Even so, it looks pretty good as is.

R. B.

From MGA With An Attitude
MGAguru.com

A few details: Body panels in aluminum are carried on a light, separate structure fabricated from mild steel sheet, which is bolted to the M.G. frame. Paint colors are olive drab (which is not really drab) with an ivory roof; just above each stainless steel rubbing strip is a wide horizontal band of black -- Mr. Stephenson's purist friends want to know why, since it serves no function. He says he put it there because he likes it, which seems sufficient justification.



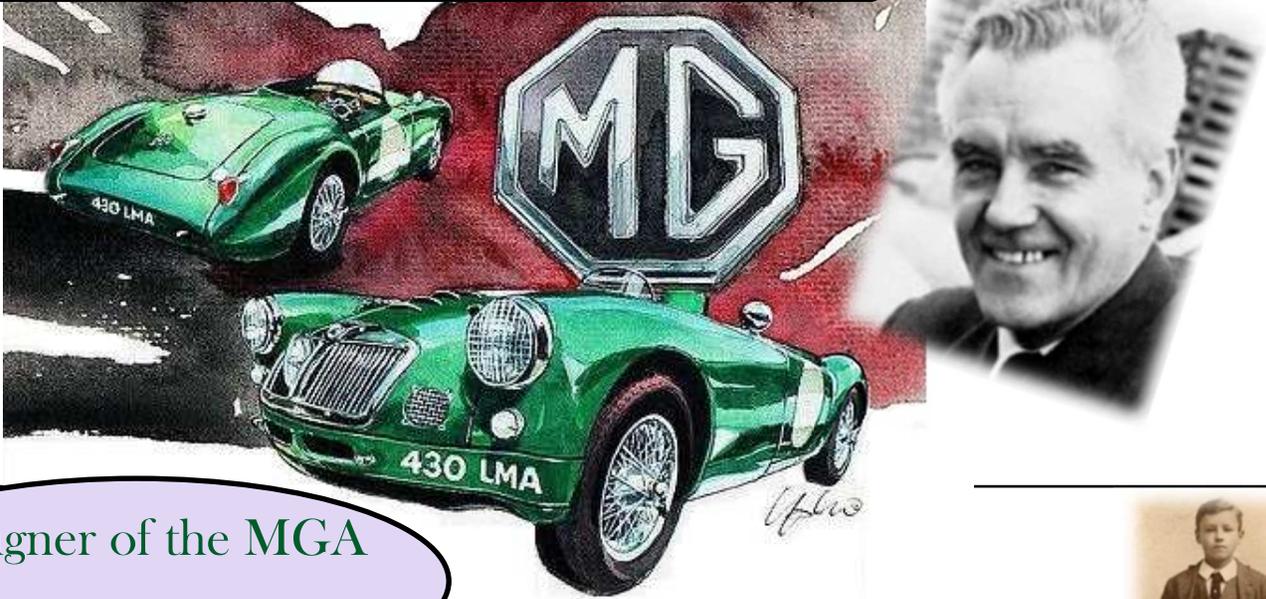
The interior is airy and attractive. Seat cushions are adjustable for rake. The spare is carried vertically in a separate locker, between two 7-1/2 gallon fuel tanks, leaving a deep recess for luggage inside the car.

Knowing that no completed work ever fully satisfied its creator, I asked Mr. Stephenson where he would alter this one, were he to repeat the exercise.



Editor's note: Ok. After putting this piece together I think I might have been a little too harsh on Mr. Stephenson's creation. After all He did it. In the May newsletter I praised the Gilbern creators for building a marque in their garage. So why bash poor old Mr. Stephenson ? What bothered me is that it's a TWIN CAM ! But I'm looking at it from the perspective of a British car enthusiast in 2019 when every Twin-Cam should be meticulously preserved. When Mr. Stephenson built his creation, getting a Twin-Cam chassis was as easy as paying MG for a rolling chassis and not scouring "Bring a Trailer "or Hemmings for some beauty or restoration project. So, kudos to you Mr. Stephenson. Brilliant !!

Albert Sydney (Syd) Enever



Designer of the MGA & MGB Motor Cars

Syd Enever will always be remembered as the inspiration behind two of Britain's greatest sports cars, the MGA and the MGB. He joined Morris Garages (MG) as an errand boy in 1921, with the help of his headmaster, at the age of fifteen, and retired in 1971 as their chief engineer having seen his second major project, the MGB, sell more than half a million cars.

He was born Albert Sydney Enever in Colden Common, near Winchester, Hampshire on the 25th of March 1906, the son of Francis Albert Sydney Enever and Maud Matilda nee Harper. His parents had married in 1895 and he was their fifth child.

His father was born Francis Albert Sydney Taylor and later became known by the name of his natural father as Francis Sydney Taylor Enever. It is unknown whether his father's unusual initials, "F.A.S.T" held any special meaning for him although advertising for the MG range had for many years used the slogan "SAFETY FAST" !



In the early 1920s Syd built his first car using motorcycle parts, an early indication of his illustrious career which was to follow.

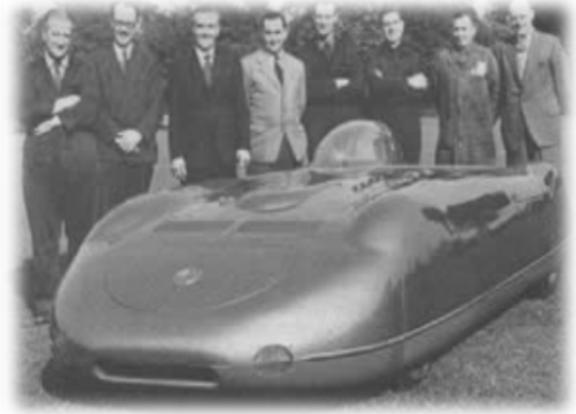
About a year after joining Morris Garages he was promoted and moved to another of the firm's local garages. In 1927 he was assigned to the experimental department at Abingdon and in 1938 he was appointed Chief Planning Engineer and in 1954 was promoted to Chief Engineer. He held that position until he retired seventeen years later.

Syd designed the body of the MG car that competed in the LeMans 24 hour race in 1952 and while some experts have called it a re-bodied MG TD other maintain that this was the fore-runner of the production car, the MGA. This car was designated EX-172.

Development continued through the early 1950s with the EX-175, the MGA prototype and resulted in the EX-179, which was the legendary MG that broke dozens of land speed records in the 1950s, many of which still stood in 2004.



It was built on a modified copy of the EX-175 chassis. Notable in the picture (left) are from second from left, Terry Mitchell, Chassis and Suspension Engineer; Syd Enever, MG's Chief Designer; and Alec Hounslow, head of the Competition Department.



EX-179 was the legendary MG that broke dozens of land speed records in the 1950s.

British Pathé* has news films of the car which was exhibited at the Festival of Britain in 1951 before it was transported to the Utah salt flats for another record attempt. It features Lt. Col. A.T. Goldie Gardner M.C., the driver, and Syd Enever himself. In the films Syd can be seen opposite Goldie when they are revving the engine and again on the left after his name is mentioned, followed by a brief close-up. The films also contain a standard production car also breaking more records on the salt flats. They can be seen in two parts at

(<https://www.youtube.com/watch?v=dGfbHetdL1U> NOTE: YouTube videos start with Ads but you can skip after a few seconds)

and (<https://www.youtube.com/watch?v=DpAovAGZzyw>). They also have film of Syd working with Sterling Moss at Abingdon before Moss broke a series of world speed records in 1957, also on the Bonneville Salt Flats in Utah, and at speeds in excess of 240 mph. Syd is wearing a suit, has wavy hair and is seen climbing into the car before Moss arrives.

Go to (https://www.youtube.com/watch?v=Uxth9ObN_Q)

and (<https://www.youtube.com/watch?v=LDXZONgsJpc>) and (<https://www.youtube.com/watch?v=0PGRn15taiA>) to see these films on the British Pathé site *(see below).



Press Day 1955

The MGA was officially launched at the Frankfurt Motor Show of 1955 and was replaced by the MGB when production ceased in July 1962.

Throughout that time, BMC sold 101,081 MGAs, the vast majority of which were exported,

with only 5,869 cars sold on the home market, the highest export percentage of any British car.



A grand total of over 510,000 tourers and GTs then made the MGB the world's top selling sports car of its era, the first to reach a half million and the top British sports car of all time.



Syd died in Oxfordshire in 1993, age 87, but Syd's love of cars was passed on to his son, Roger, who was one of six drivers who broke seven international production car records in 1967 by driving a BMC 1800 over 15,000 miles in seven days around the Monza Circuit, near Milan, at an average speed of 92.8 mph.

Anyone who has loved their MGA or MGB owes much to Syd Enever who was responsible for en-



gineering them both.

Editor:

I want to thank the Enever / Enever Family Website and these sources listed below for providing all of the information, pictures and films included in this article. (<http://www.enever.com/histories/history17858.php>)

Sources

- 1 [Wikipedia \(MGA\)](#)
- 2 [Wikipedia \(MGB\)](#)
- 3 [Home of MG Cars website](#)
- 4 [MGB Register website](#)
- 5 [The MG with an attitude](#)
- 6 [British Pathé films](#), courtesy of Tamsin Moufflet, Syd's granddaughter
- 7 Roger Enever, Syd's son & racing car driver

I strongly suggest visiting the British Pathé web site to view the films mentioned in this article as well as other films connected to the MGA by typing in MGA in their "search" box.

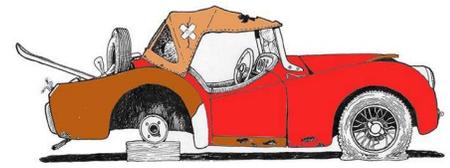
About British Pathé – Who We Are

British Pathé is considered to be the finest newsreel archive in the world and is a treasure trove of 85,000 films unrivalled in their historical and cultural significance. Spanning the years from 1896 to 1978, the collection includes footage from around the globe of major events, famous faces, fashion trends, travel, science and culture. Over the last 50 years, this material has been used extensively by broadcasters, production companies, corporations, publishers, teachers and museums, among many others. The entire archive is available to view online for free via our website and [YouTube](#).

The company also has a presence

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 Contact Ed Gaubert: mgarage@comcast.net
 Ads will appear for two (2) issues , as space allows

FOR SALE. 1980 MGB LE. 50,000 miles. Runs Great, interior very good. Hardtop included. Needs some cosmetics. \$4,200 or best offer. Ldogcycl6@gmail.com



FOR SALE. 1970 MGB GT. Good condition. Rebuilt engine, 5 speed transmission. Miata seats (have the originals). Air conditioning (not currently working). Runs great, need to sell due to health. Best offer over \$12,500. Paul 856-498-1121 or pmagg@comcast.net



FOR SALE. MG Related Books. All in very good condition unless otherwise noted:

Maintaining The Breed (John Thornley)	\$10
MGA Complete Story (David Styles)	\$10
MGB Osprey Series (Wilson McComb)	\$10
Original MGA hardcover (Anders Clausager)	\$30
MGA 1500 Factory Workshop Manual AKD600 in binder	\$30
MGA History & Restoration Guide (Robert Vitrikas) (binding broken, pages punched and inserted into a loose-leaf binder)	\$ 5
Great Marques MG (Chris Harvey) (jacket torn at rear, book in very good condition)	\$ 7
MGA 1955-1962 (Brooklands Books)	\$10
MG Sports Cars (John Heilig)	\$ 7

Free delivery to any club meeting. No shipping. Prices are firm, but will sell all together for \$90.

Ed Gaubert mgarage@comcast.net

FOR SALE:

1. Metropolitan 1500 engine. Mild MGA - different cam & single barrel downdraft carb. Disassembled for easy loading. No carb or distributor, otherwise complete. For rebuild. \$100.
2. MG Midget/AH Sprite 1275 cylinder head. 12G1316 with air ports for rebuild. Complete. \$10.
3. MG Midget/AH Sprite top bows, header rail & latches. Very good condition. Fits 67-80. NO top. \$15.

Spring cleaning. Maybe other mechanical parts. Carl Schwab, Sewell, NJ. 856-468-4309 or e-mail: carl78b@aol.com

EVEN MORE FOR SALE !!

FOR SALE [See Photo] 1978 MGB convertible project.

You choose to finish as a sleeper V8 stock look; a custom lead sled; or the primered, MadMaxx ratrod style.

The Buick aluminum 215 V8 was running when installed several years ago.

Carb, accessories, tube headers are included.

Period 2speed powerglide automatic connects to MGB rear axle. MGB brakes.

Will need floor work (if and when you decide to swap Land Rover 4speed automatic or 5speed manual.)

Dash and seat frames included

Top bows included

Rims are 14 x 5.5" direct bolt-on wearing 185/70-14 tires.

The "Cobra" metal sheet half-tonneau is easily reversed as it restricts seat legroom.

Bumpers and lights are included in the boxes of parts.

NJ title in my name, eligible QQ registration. Priced at \$3,000. Gary, Bridgeton 1-856-455-834nine



FOR SALE: 1622 MGA engine

Looking for about \$500.00 .Call me or email for details ,Roy Sperbeck 856-227-3547
r.sperbeck@Comcast.net

WANTED: For Austin Healey 100-4:

Front and rear bulkheads (finders fee paid also) Guages and horns

Will consider any other miscellaneous parts that you have. For Austin Healey Bugeye MK I

Seats, any condition

Paul pis9@yahoo.com

FREE:

Help me downsize without having to sell my house and move! I have 38 issues of MGA! the publication of the North American MGA Register that I would like to get into the hands of someone who will enjoy them. The 38 issues span the years 1997-2009, but they are not a complete set. This is an all or nothing deal.....yes you are gambling that you already have some of them, but did I mention the price? FREE. Sorry, I cannot look through the pile to confirm the existence of a particular issue.

Free delivery to any club meeting. No shipping. The price (FREE) is firm.

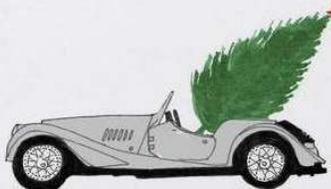
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TRADE:

Early Tr3 block with pistons, crank, cam. ++++Front plate has been removed for future Tr4 swap. Trade for TR3/4 steel wheels or bottle of decent Scotch. Joe @ 856-812-1881

CALENDAR OF EVENTS

- The information shown below is the most complete available as this newsletter is printed, and will be entered as space allows.
- Questions about BMCSNJ Events should be directed to Tracy Westergard (events@bmcsnj.org)
- Priority will be given to British Car events which do not conflict with events sponsored by BMC or neighboring clubs..

DATE	BMC EVENT	LOCATION	TIME / CONTACT
July 7/17	Membership Meeting	7 Stars Diner, Sewell	7 pm 6pm Dinner
July 7/20	British Car Owners' Ice Cream Social 25th annual	5 Points Custard E. Landis Ave (Rt 540) & Tuckahoe Rd. (Rt 557) E. Vineland, NJ	6-8:30 pm robgt71@verizon.net
<p>* Free Admission / Door Prizes / No Judging / Non-members welcome / Rain or Shine Area British car clubs have been invited and South Jersey newspapers will list the event. This event has a come and go as you please format. 5 Points Inn Restaurant located next door for your dining pleasure before or after the event. Start thinking caravan.</p>			
August 8/10 Rain Date 8/11	Tour of South Jersey	<u>Meeting Point</u> Woodstown Diner 16 East Ave. (Rt. 40) Woodstown, NJ 08098 <u>Destination</u> Olympia Dairy Bar Rt. 40, Carneys Point, NJ	10 AM events@bmcsnj.org
August 8/21	Membership Meeting	Uno, Maple Shade	7 PM 6pm Dinner
September 9/18	Membership Meeting	7 Stars Diner, Sewell	7 pm 6pm Dinner
9/28	Greenwich End of Year Show	Ye Greate St., Greenwich, NJ	10am frshuch@gmail.com
October 10/16	Membership Meeting	Uno, Maple Shade	7 PM 6pm Dinner
10/19 10/20	Fall Foliage Bring Your Camera Driving Tour Rain Date	TBD To Be Determined	10am events@bmcsnj.org
November December	No Membership Meeting in recognition of the holiday season		

CALENDAR OF EVENTS

THE INFORMATION IN THIS EVENTS CALENDAR IS SUBJECT TO CHANGE.
CHANGES WILL BE COMMUNICATED BY EMAIL.

BMC Membership Meetings

BMC Meetings are generally held on the third Wednesday of each month in alternating locations to best reach our membership base:

Odd numbered months (January, March, May, July, September):

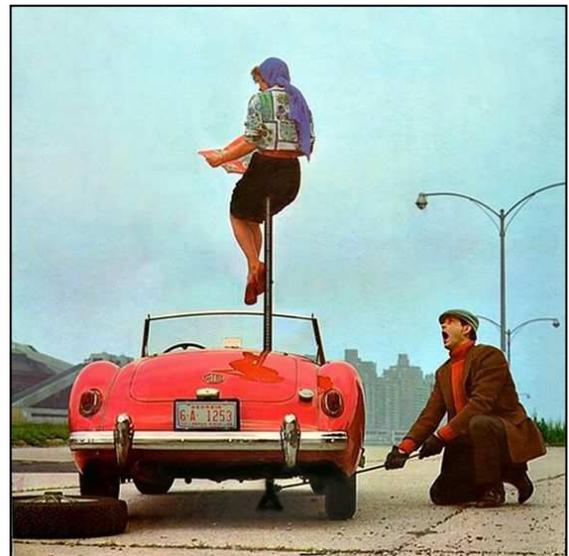
Seven Stars Diner 1890 Hurffville Rd, Sewell, NJ 08080

Even numbered months (February, April, June, August, October)

Uno Pizzeria & Grill, 2803 NJ 73, Maple Shade NJ 08052

Meetings are not planned for November or December due to holiday scheduling conflicts. Meetings typically begin at 7pm, with food service beginning at 6pm. Dates and times are subject to change, which will be communicated by email to club members.

BMCSNJ supports safe and responsible enjoyment of British automobiles and motorcycles. All events sponsored by BMCSNJ are alcohol and drug free. Consumption or distribution of alcohol or controlled substances is expressly prohibited. All driving events are conducted in accordance with motor vehicle laws at all times.





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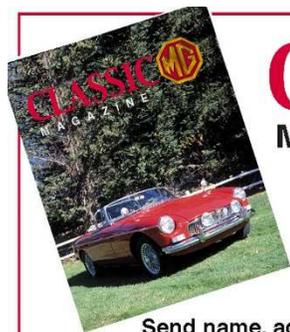
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