

OFF SIDE



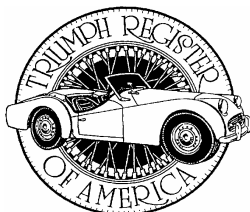
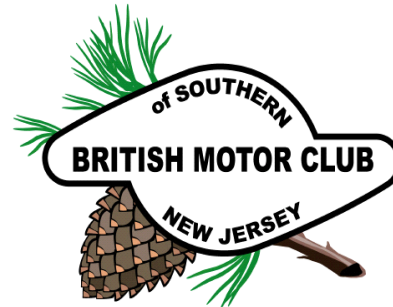
British Motor Club of Southern New Jersey

NEAR SIDE



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

March / April 2023
VOL. 33 ISSUE 02



PIPER

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Performance To Excess



Also In This Issue : Other British Car Events Calendar of the Northeast

100 Years of MG --- RESCUE Squad --- Hello Spring --- Sandman Sez
The CLUTCH --- Dare to be Seen! Part 2 --- Swap Meet



BRITISH MOTOR CLUB
of
SOUTHERN NEW JERSEY



"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 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.

PRESIDENT / CHAIRMAN

Steve Ferrante
90 Strawberry Drive
Shamong, NJ 08088
president@bmcsnj.org

BOARD OF DIRECTORS

Tom Evans
secretary@bmcsnj.org

Brian Deam
members@bmcsnj.org

Ed Gaubert
mgarage@comcast.net

Gary Warren
garswb@yahoo.com

Pete Cosmides
tundramgb@hotmail.com

Mike Eck
eckmichael@comcast.net

SUPPORT STAFF

TREASURER / REGISTRAR -
Brian Deam
900 Riverton Road, Moorestown, NJ
08057
856-296-9531
members@bmcsnj.org

SECRETARY / WEBSITE -
Tom Evans
177 Grant Ave.
Cherry Hill, NJ 08002
609- 923-9298
secretary@bmcsnj.org

EDITOR -
Joe Marchione
921 Shelburne Ave
Absecon, NJ 08201
609- 272-9743
editor@bmcsnj.org

EVENT COORDINATOR - South
Tracy Westergard
Gloucester, Salem, Cumberland and
Cape May Counties
events@bmcsnj.org

EVENT COORDINATOR - North
John Stern
Camden, Burlington, Atlantic and
Ocean Counties
eventsnorth@bmcsnj.org

BMCSNJ RESCUE SQUAD
COORDINATOR
Pete Cosmides
tundramgb@hotmail.com

March / April 2023
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The official BMCSNJ website can be
accessed at:
WWW.BMCSNJ.ORG

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March/April 2023

Buckle up everyone (if you have seatbelts) because we are ready to roll for 2023!

When the Board of Directors met earlier this year to discuss business and activities for 2023, we also revisited the need to have more people involved in the club. We made the decision to add two additional members to the Board of Directors to add new ideas and energy to the club. The current board members then selected Mike Eck (Glassboro) and Pete Cosmides (Moorestown) to join the board. They were both asked and accepted the positions. We are excited to bring their ideas to the board and expect that they will both have a positive impact on the club's future.

As I wrote in the January newsletter, our calendar for 2023 will be very similar to 2022. Our meeting schedule and locations will not change. While our Memorial Gathering at Smithville will be moving to late June based on availability at Smithville, we are adding a May 20th BMC of SNJ Picnic for all members at Pakim Pond Picnic Area in the Brendan Byrne State Forest. We expect to host three tours, The British Car Owners Ice Cream Social, the Greenwich Show/Artisans Faire, Elmer Harvest Day and a new event at the Matchbox Museum in Newfield on March 18. I am hoping that we can add a series of informal gatherings led by club members.

Speaking of events, moving the February meeting to the Simeone Museum was an incredible success. I believe that the turnout of at least 75 people, made it the largest event in club history. It was a great night and the 100 years of M special exhibit was fantastic! A huge thank you to Kevin Kelly and the Simeone Museum for making this possible!

As an organization, it feels like we are really making progress. The board additions as well as two new volunteers for the Rescue Squad, Andrew Bares and Fred DeSantis (both in the shore area) have moved us closer to the full and capable organization that I hoped to see when I took over a few years ago. However, we are still

in need of someone with computer knowledge who can administer our website. If anyone has skills in this area, please step forward so that we can enhance what we have and catch up with current technology. We are looking at software that will modernize how we run the club website and to make interaction with other club members easier.

I'm still working on the shirt offer that we will be extending to all members. We will let you know when the details are finalized.

Shifting gears a bit, I am always interested in hearing how our members originally became interested in British sports cars. Well, for me, an early start was with the Jaguar radio (1:24 scale) that you see in this picture. When I was young, my father owned a bar and often times came home with things that "fell off a truck", that he likely received in exchange for a shot and a beer. One example became my introduction to the E-Type Jaguar in the form of a transistor radio. I'm



not sure of it's age, but I think I got it around 1970 when I was 8 years old. When it was new, it had an antenna, but that was broken and lost long ago. The two front wheels have knobs for volume and tuning of the AM radio. This radio and a bucket of Matchbox cars started my passion. I'd love to hear your story and to have you share it with others in a future newsletter. Please reach out and send something to Joe Marchione and he can take it from there.

I'm excited about 2023 and look forward to seeing you all as we all celebrate our 31st year and the 100 year anniversary of the MG!

Steve Ferrante
President, BMC of SNJ



SECRETARY'S SATCHEL

March / April 2023

by Tom Evans

March 1, 2023

Well it's that time of the year again! That's right Happy St. David's Day! (Dydd Gwyl Dewi Hapus!) March 1st is St. David's Day, patron saint of Wales. We had our Six Nations Rugby Tournament watch party for the Wales vs England fixture, on February 25th, only to see Wales lose to England 10-20. But, it would have been more disappointing without our traditional party faire of banger and mash with mushy peas, Heinz beans and Welsh Cakes from "The Welsh Baker" in California. Their cakes are the best, and only, suitable Welsh Cake bakers in the US, unless Linda makes them at home. Order them on-line and see what you've been missing, get the traditional cakes with only currents. welshbaker.com The rugby matches rotate in the annual schedule, always this time of year, and this year vs England was at Principality Stadium in Cardiff. In 2019, after Wales had won the 2019 Six Nations Tournament with a Grand Slam, winning all their fixtures, we had the opportunity to tour the stadium, but the team was in Japan for the World Cup. It is on our list to see the national team play at the park for one of the tournament matches maybe someday.....

"The BMCSNJ officers have been conducting conversations and meetings in an ongoing effort to enhance the club leadership capacity and depth, along with expanding communication with the membership. This is precipitated by our desire to ensure the health, continuation and longevity of the club by delegating official tasks, garnering participation in the leadership and solidifying the succession of the club, as a whole, and leadership tasks in general. We have had wonderful participation in leadership over the life of the club and currently have the leadership positions filled with individuals that are eagerly participating and contributing in viable ways." March 2016 Off Side/Nearside

In our goal to fulfill that statement the board has been seeking additional members to participate in leadership of the Club. We are happy to announce that Mike Eck and Pete Cosmides, in addition to John Stern, have offered their services in assisting in fulfilling the task listed above. Thank you, gentlemen, for helping to enhance the Club experience for all. John is the events coordinator for the northern part of our area and Tracy will remain covering the southern portion. Pete has been an active member for a number of years and is the leadership behind the "Rescue Squad." He will now join Mike on the board. We are seeking additional

members, if so inclined, for Webmeister, Assistant Newsletter Editor, President, Vice President, Treasurer, Secretary, Membership and Director, nothing is cast in stone, if you feel you wish to participate on the leadership level please contact the current officers listed in the banner of Off Side/Near Side and let them know of your willingness. It's all for the Club.

Our Club monthly meetings have been well attended and we are definitely back in the groove of gathering at indoor events. The calendar is continuing to be developed for this year with tours, museum visits and pop cruises for your participation. See this issue and the website for the most up to date listings. The February meeting was moved from Maple Shade to the Simeone Museum of Auto Racing in Philadelphia for a very well attended, 85 members and guests, evening of conversation, interviews, Club history and the viewing of "The Best of Briton – 100 Years of MG" The night was hosted by our own Kevin Kelly, Curator of the museum, capped by the demonstration of the oldest MG in the room! Spring is coming! Our next meeting will be March 15th at Seven Stars Diner in Sewell and again on April 19th at Uno Maple Shade. See you on the road See you on the road.

Happy Motoring
See you on the road.
Happy Motoring

Tom Evans

75 Years of Heartfelt Thanks

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Treasurer/Registrar's Report
March / April 2023

Money Is No Object

by Brian Deam



I hope you took advantage of the nice days we had in February for some top-down driving. I did and am eagerly awaiting Spring.

Financially, the club remains very strong and solvent. We are well positioned to fund all the events and charitable causes we support.

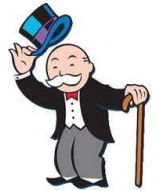
Presently we have 166 members, down 3 from January. We had a 90% renewal rate this most recent cycle, but still lost 8 members. Fortunately, we gained 5 new members in the last month. Keep spreading the word about the club and the activities we have planned for 2023.

Club dues remain at \$15/year (free if you volunteer to host an event) for which you receive six newsletters per year, access to our Facebook page and unlimited use of club supplied resources! Just a reminder that the Facebook page is for paying members and spouses only.

If you want to renew or if your membership has inadvertently lapsed, please send your payment using one of two methods:

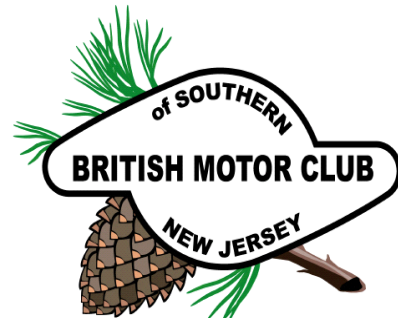
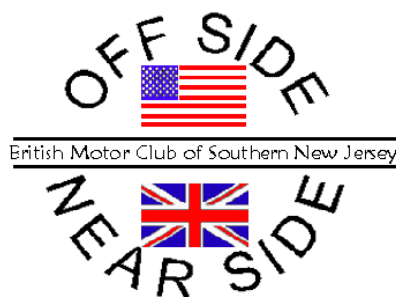
- PayPal: sign on to www.PayPal.com and send your dues to "members@bmcsnj.org".
- Check: made payable to "British Motor Club of Southern NJ" and mailed to:

Brian Deam
900 Riverton Road
Moorestown, NJ 08057



Welcome to our new and returning members:

Name	Town	Car
William Egan III	Mullica Hill	1979 MGB
Rosario Zappala	Cape May Court House	1952 MG TD, 1979 MGB, 1979 MG Midget
Gary Patterson	Browns Mills	1966 Austin Healey, 1969 Jaguar E-Type
Erik Prock	Millville	1974 TR6
Al Chicote	Bennington, VT	1959 Elva, 1963 Elva, 1973 MGB



The Editor Writes



Hello all from your editor.

One of the things I like to include in our newsletter along with the major marques we all know and love: Triumph: MG, Austin Healey, Jaguar, Morgan, Sunbeam, Land Rover, Lotus, and some lesser known names like Marcos, or as in the last newsletter focus being Elva. But I also like to post some brands mostly unknown here in the US and barely known in the UK. There are actually many quirky British manufacturers as well as just plain British car guys who not only conceived of, but actually designed, built and brought to market. Names like Ginetta, and Singer, La Dawri (Ok .. Not British), and the Gilbern ! What - never heard of Gilbern, well they “are” British and you can check them out in our 2019 May issue of Off Side, Near Side. So, keeping with my habit of featuring little known “British” cars, in this issue I’ve chosen a car called the PIPER. They not only offered a hot road car but were quite active in racing, including an “almost” LeMans entry. I hope you enjoy finding out a little about another little known British Marque in this issue. They even have a PIPER Club so somebody knows.

Joe Marchione

So all that brings me back to:

SEEKING MEMBER CONTRIBUTIONS !!!!!

I am soliciting member articles for the

May / June 2023 newsletter (and beyond).

LOOKING FOR ARTICLES ABOUT

The SUNBEAM ALPINE and TIGER

And you can't hide because I know members who own one

so I expect some Action !!

It's great for the club

So, if you are an owner, present or past, or have a story about one of those wonderful British cars, or are even just an admirer, **please** consider sending in something about your car and you and your car's experiences together.

Could be how you found it, how you brought it back from the dead, how you love it, how you lost 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, at “editor@bmcsnj.org”.

I'm asking now because our cutoff date for member articles is at least one month before the month of the newsletter. Meaning that to have your piece published in the May / June 2023

newsletter please get anything to me no later than **April 18th. 2023.**

Although if I get it later I could still publish it in another later newsletter

so please don't hesitate !

***** Also please consider contributing a member or project profile....Anytime !!***

A member profile lets our members know a little bit about you and your car.

Some excellent examples are John and Joyce with their 1950 MGY in January 2020's newsletter. Or Eric Sundberg and his MGA restoration and, our very own Club President, Steve Ferrante and his cars, both in July 2019's newsletter.



And there are many more member contributors in these newsletters. You can find all these and more on our BMCSNJ website at bmcsnj.org.

So please consider putting together one about you and your car (cars?).



A Night at the Simeone Foundation Automotive Museum 100 Years of MG

The evening of February 15, 2023 was a special one. While many of our members have visited the Simeone Museum over the years, this was the first time in a long time that we attended as a group. In all, 75 or so members, spouses and guests gathered at the museum for a private BMC of SNJ event. The purpose of this event was two-fold. First, it would be a great opportunity for club members who had never been to the museum, to visit. Secondly, it occurred to me that many newer members of the club did not realize that the museum curator, Kevin Kelly was, not only one of our members, but had actually started our club.

After everyone arrived, I had the pleasure of welcoming everyone and going over some typical meeting business. I then welcomed Kevin Kelly to the front and asked him a few questions about how his



interest in sports cars led him the position that he holds today. I'm sure that the back and forth was enjoyable and interesting to the members who took part in the event.

Following that discussion, Kevin took the reins and did a quick tour of the 100 Years of MG special exhibit that was being hosted by the museum. The exhibit contained a wide spectrum of MGs from the museum's own 1934 K3 to a 1996 MGF that is owned by club member, Pete Cosmides. In between, it included a special bodied P-Type, TC, TD, TF, MGA, MGB, MGC, Y and Midget and not to mention the largest and most Rolls-Royce looking MG that I have ever seen, a 1937 WA Tickford. It was truly an amazing collection of mostly original and beautiful cars!

Following the MG tour, attendees were released to view the rest of the museum on their own while Kevin prepared the 1934 K3 for a few laps around the parking lot in the dark. The wonderful sights, sounds and smell of freshly burned fuel and oil soon filled the air.



All in all, the event was a tremendous success thanks to the large turnout and our outstanding host. I believe that it is the largest turnout event in the history of BMC of SNJ! Thank you all for making it a success!

Steve Ferrante, President BMC of SNJ



Kevin Kelly Simeone Museum Curator
And Founding Member BMC of SNJ



Fred Simeone / Founder of the Simeone Foundation Automotive Museum



Attention BMC of SNJ Members!
I am happy to announce a new benefit available to the club!

The BMC of SNJ RESCUE SQUAD



Perhaps your British car is languishing in your garage due to a mechanical roadblock that you have encountered that has prevented you from enjoying your car.

We have harnessed the collective talent of several club members and are instituting a program that we call "BMC of SNJ Rescue Squad." Our goal is to provide volunteers to help you get your car back on the road. Short of routine maintenance and full restorations, we can help if you have a problem you can't overcome by sending a group of volunteers to your home garage and help you through the process.

Maybe you have a clutch or brake system that needs to be bled and you're struggling with the process. Or, perhaps your turn signals stopped working and you can't wind your way through the electrical diagram to make the repair. Maybe your car ran when parked and doesn't want to start now. Let us know and we will do all we can to arrange for the help you need.

This will provide some fun, social interaction and productive garage time for all parties involved. Refreshments are optional!

One of our original BMC members, Pete Cosmides has offered to get this program off the ground.

So, if you need some help, please contact Pete and he will determine if we can be of assistance. Pete can be reached by email at tundramgb@hotmail.com

By the way, if you want to get involved with the Rescue Squad, you can let Pete know that as well. You don't need to be an expert, but perhaps you have mastered certain mechanical aspects that will come in handy to others under the right circumstances.

Steve Ferrante
President, BMC of SNJ
president@bmcsnj.org



BMC of SNJ

Rescue Squad



BMC of SNJ



BMC of SNJ Rescue Squad report; March-April 2023

BMCSNJ Rescue Squad Report By Pete Cosmides

On Tuesday, February 14th several members of the clubs volunteer Rescue Squad set out to the Browns Mills home of newly rejoined member, Gary Patterson.

Gary contacted me with a stubborn issue he was having with his 1967 AH 3000, which he purchased brand new from Ed Roth. The car was experiencing a fuel delivery problem, and he was ultimately unable to get the car started.

Club members Ed Doody, Hank Lipson, and I met at Gary's home and began our diagnosis. The fuel pump was indeed pumping fuel, so I suspected the carburetor float bowl needle and seats which very often get gummed up and seized closed, preventing fuel from entering the carbs. Once we removed the finicky AH float bowl tops, it was evident this was the problem as one float bowl was completely dry and the other only had a trace of fuel. Gary tells us that years ago he had installed the "new and improved Grose Jets" and didn't consider that to be his problem. Lucky for Gary (and us) he had some new proper Viton tipped needle and seat assemblies on hand and we made the swap. Adjusted his float level and got the car started and idling for many minutes while we enjoyed our success. The car was up on jack stands, so Gary planned to get it down and take it for a ride later that day. With severely old and visibly dry rotted tires, we urged him to not stray too far and keep the speeds down.

When I later checked in with Gary at the club meeting we held the next day at the Simeone Museum, he tells me that the car did begin to sputter and act like a failing fuel pump while out on a test drive. With all the symptoms he has described and our investigation, I suggested to him that he would be best to replace the fuel pump. So this rescue is pending hoping Gary takes our advice and replaces his pump.



Moral of the story.....

1. As for the Grose jets. They are an alternative design for the traditional needle and set and many years ago they were considered an upgrade, but in my experience the newer Viton tipped needle and seat are superior, and SU carb guru Joe Curto agrees!
2. Just because you replaced the fuel pump (or any part for that matter) several years ago does not mean it has not failed or is faulty. I recently had a heck of a time diagnosing a severe misfire on my MGB GT. After replacing all of the ignition components, it was found that the "new" ignition wires I purchased from Napa were defective and causing an ignition break up under load.

Thanks to Ed Doody and Hank Lipson for making the trip to Browns Mills and helping with the Rescue Squad.

Hello Spring

John Arntzen



Great day on the road in my 1973 TR6 !!

Brian Deam



Just a typical day in February for outdoor Pickleball and driving the TR6 with the top down.

Took a short drive to Parvin State park. Nice to get the car out of hibernation.

Richard Barsuglia



1959 TR3 Fred DeSantis Ocean City, NJ

Took a ride and caught the Ocean City Fire Dept. washing their Trucks. Asked if I could get a picture and made a few friends.!

Hope other members got their Triumphs out also.

They saw the SU's on the TR and asked if I knew anything about Zenith carbs and introduced me to the truck. Might even end up twisting some wrenches! I am now helping the Station source parts for their 1928 fire truck they would like to get running.

Fred



SPRING Special



**Happy Motoring to
all British Car Owners!**

D. Michael Scott
Just Cruisin' the 🌲 Pines

Just back from a premium fuel fill-up at the Route 206 Sunoco south of the Red Lion Circle. My Red Dragon attracted a lot of attention from a 30 y/o gas attendant, as well as a former owner of an import car care business. But, I was not a happy camper when the gas station attendant tried to unscrew my entire gas cap fixture from the car body by twisting it.

Last year, I spent a lot of time dismantling the section from the fuel tank to the filler neck, replacing it with all new parts. My first attempt was not a good secure fit with the body, but I got it right on the second attempt. So it was necessary to give an instructional session to the young lad on how to pop a racing fuel top. He learned quickly and admired the car so much that he wanted a picture of the car from the front near side, as well as one of the car and owner. So the young lad with little exposure to "Real Cars" turned out to be quite a pleasant fellow.

Anyway, it was a beautiful drive and I enjoyed speaking to the business owner from Berlin, who had just sold his 1971 TR6, and a Jaguar E-Type which he shipped to California. He knew all about our club, so I encouraged him to join. I am sure he could provide some British car mechanical expertise to members like me.

D. Michael Scott

Cuzin Brucie

Bruce Aydelotte
A glorious day here in Southern NJ, so I took a drive.....not running well since I installed the electronic ignition....it's missing because of carbonized plugs...fuel is just not burning cleanly.....
Brucie



And then ... Along came Gary in his Elva Mk ???

.....
Whaaaaa - wait a minute ! That don't look like no ELVA I eva seen !!! OR a TRIUMPH EITHER !!!!

And Gary replies :
My "triumph" . Just getting the 1928 Model A started in this weather !



Gary Cossaboon

Hello Spring



Steve Rotella 1973 TR 6.
Triumph Drive Day



Will Spencer on a night out
with his Spitfire !!



Piper GT, GTT, GTR and P2

Little known British sports cars



With a very British history

There was a time when inventiveness and creativity weren't subjugated by the weight of legislation, a time when diversity in automotive design prospered, a time when the minnows of the British motor industry produced cars like the Elva Courier, the Lotus Elite, TVR, Caterham, and many more including the rare and underappreciated Piper GT, GTT, GTR and P2.

The Piper story began in the mid-1960s at Campbell's Garage in Hayes, Kent, where a talented team led by erstwhile racing driver George Henrotte created Piper Sports Cars. The logo of the 'Piper' came from the trademark of Campbell's Garage and it gave the new company its name.



Members of Henrotte's team consisted of:

-**Bob Gayler**, a technical genius, who worked with Harry Weslake's research establishment and then with Baldyne Engineering

-**Ken Packham**, a director of Metallic Components Engineering who placed his machining facilities in Piper's direction.

-**Tony Hilder**, an artist and freelance designer who had been responsible for the body design of the McLaren M1A sports-racer. Tony had designed his own car but had no facilities to build it when he joined the team as the body / chassis designer.

Together they managed to design and build the first Piper Sports Racer, a shapely, rear engine open-topped sports prototype with a GRP body over a space-frame chassis. The first example left the



(Continued from page 15)

Hayes premises in 1966. Ordered by Gery Hall, it was powered by an Alfa Romeo twin cam. Later models offered a choice of powerplants, and together with a range of tuning conversions, accessories, and success at the track, received orders for more cars. An order came from Bobby Bell for a Lotus twin-cam Piper and another car with a Buick V8 for Jerry Titus in the United States.

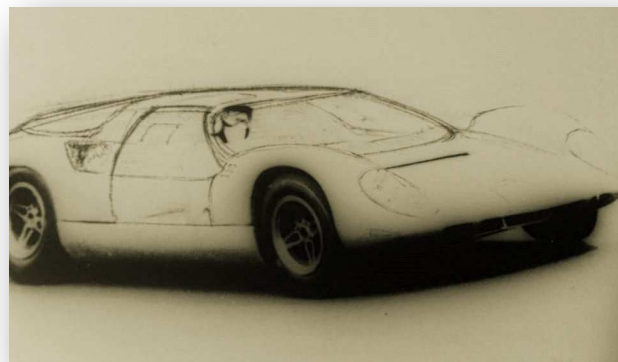
The company was bursting with original ideas and even at this early stage they were not afraid to undertake some big development projects.



A group of club racing drivers approached Piper Cars to design and build a Sports-GT body / chassis unit to be fitted with Austin Healy Sprite mechanicals and the project got underway. A model was shown at the 1966 Racing Car Show, but unfortunately with a change in the rules (ed: unknown what to me) the group later pulled out. Piper had put so much time and effort into the project that they decided to exhibit a prototype at the 1967 Racing Car Show. The response was so encouraging, Piper produced a limited number of cars in this configuration.

The GT

With the success of the Sports Racer, the team's thoughts turned to building a fixed-head car which could be fitted out for either track or road use. At the time other racecar manufacturers like MG, Austin Healey, Lotus and Elva were having similar thoughts about making "The Racing car for the road" as the advertisement went for the Lotus Elite. The US market had caught the sports car bug and sales of small sportscars in the 1960s were expanding exponentially. The result was the Piper GT, whose flowing, avant-garde lines, slot-car size, and incredibly low drag coefficient was penned, like the Sports Racer, by Tony Hilder, and launched at the 1967 Racing Car Show.



The GT enjoyed a very warm reception from the motoring press at the time. It used a box section, steel, "back-bone" style chassis (a la Lotus), which was bonded to the body, and featured BMC components and A series engines, such as used in the Sprite. The body unit, with Chassis, was made available, sans drivetrain, for £399 but the car wasn't exactly a success. Early problems with build quality brought a temporary halt to production. But still, this little GT clearly had potential.

Sherwood's influence. The GTT

One man who thought so enters the story in early 1967. Brian Sherwood owned one of the Piper Open Sports Racers and took it back to the Hayes workshop to have it modified into a Coupe. Sherwood was so impressed with what was happening at Piper that he offered to help with production, joining in the effort to work out various fit and finish issues with the cars and make the products ready for sale.

Under Sherwood's influence, the GT racer evolved into the GTT, which was initially intended primarily as a road car. This roadgoing Piper GTT sold at £1,355 in complete component form using Ford 1,600 cc power with Piper Engineering Cams and modified heads. This time the core of the chassis was a box section, tubular spaceframe, with stressed panels at high load



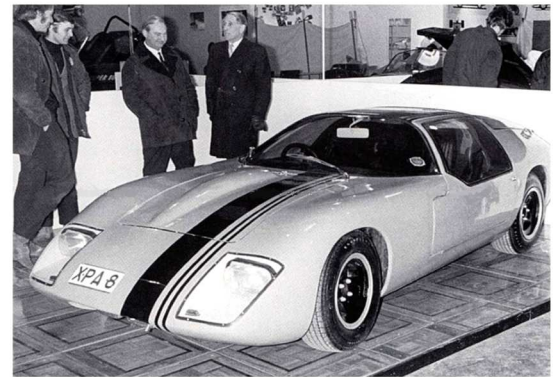
points. The independent, double wishbone, front suspension came from the Triumph Herald, while the Ford live rear axle was located by double trailing wishbones and anti-tramp rods. Front disc brakes, a set of specially designed alloy wheels, adjustable shock absorbers and luxurious interior trim were all included in the comprehensive kit. The smooth, aerodynamic fiberglass body no doubt inspired the company to quote optimistic performance figures of 0-60 mph in six seconds and a maximum of 120 mph.



In spite of this change of emphasis, the GTT's racing origins were clear for all to see in the form of its non-adjustable seats (purchasers had to visit the factory to have the driving seat set up for them) and non-opening windows – ventilation being by means of a tilting sunroof. (ed: Not the greatest set-up for a would be road car, but Lotus had a similar design when first offering their early Europa, and it didn't even have a sunroof ! They quickly dropped that idea and added roll up windows.)



Despite these issues, orders started to come in for the new car and space at the Hayes premises, which also had to accommodate an increasingly successful tuning arm of the business, was at a premium. The solution was to split the company: Henrotte and engine wizard Bob Gayler would continue to run the engine tuning business (which would develop into Piper Cams) from the Hayes premises while Sherwood would take over the vehicle manufacturing arm and move production to larger premises in Wokingham.



One of the early Piper customers was a man named Bill Atkinson, who had bought an early GTT and made a number of further improvements to the design. Bill recalls, "It was an early shell. In British Racing green that I saw on my visit to Campbells Garage that started my interest in the Piper. I had driven my Rover 2000 down from the North East to have a modified cylinder head fitted". Upon bringing the car back to the factory at Wokingham, he presented his work to the team. This ultimately resulted in his hire as workshop manager, and he eventually became a partner in the company.

With production of the GTT under way, Sherwood eyed the possibility of entering a car at Le Mans. That possibility became reality when work commenced on a new Piper racing car with the aim of having it ready to compete in the 1969 Le Mans 24 Hours.

PIPER GTT
Car of the decade.. the next one

a subtle blend of line and aerodynamic perfection with performance to excess

Dimensions

- A Overall length 116.1ins
- B Overall height 29.4ins
- C Wheelbase 79.2ins

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PIPER CARS LTD reserves the right to vary the retail price of all products. All goods are invoiced from the factory at the net price in current force of delivery. The manufacturer further reserves the right to make alterations to the specification, design and equipment detail in the course of normal development.

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Piper goes Racing, Again

In 1969 Piper unveiled a prototype of an ambitious group 6 racer, the GTR. The Piper GTR was another striking Tony Hilder design, a closed-cockpit sports prototype standing a mere 30 inches high. It featured a monocoque construction with an innovative chassis made from end-grain balsa wood, sandwiched in fiberglass to make a strong yet very light structure. The body profile was wind tunnel tested at Kingston Technical College and featured rear mounted water and oil radiators. There was



also an anti-vortex trim on the tail section so that the cooling air flow exiting under the car was not disturbed by the air also passing over it. The first car was powered by a 2 litre BMW engine and driven by Brian Sherwood, but it was proving to be unreliable. Nevertheless, two cars were planned to be entered for Le Mans in 1969, but it was not to be. Only one GTR powered by a Ford 1300cc twin-cam, was close enough to ready for Le Mans. Therefore, ALL efforts were focused on this car, which was completed just in time for Le Mans. The four-cylinder Piper GTR was entered for Tim Lalonde and John Burton by Lalonde's Equipe Concorde. This meant that Sherwood, for whom the larger engine car was built, had to sit Le Mans out. The GTR was barely complete when the small team arrived at Le Mans and completely untested. Lalonde set out in the first practice session and immediately ran into trouble. The rear-mounted radiators were less than effective and faced with the challenges of running at Le Mans, the car was running hot. Even then the Piper was blisteringly fast both on the straights and on the corners. As it stood, the car could just not be sorted out in time and with only one driver qualified, its entry was withdrawn by the race organizers. The GTR was not allowed to start. That said, there was a rumor that the Piper was **7 seconds per lap faster** than the French cars in their class. It appeared that the French officials may have gone out of their way to get rid of the "British" Piper.

There was also an anti-vortex trim on the tail section so that the cooling air flow exiting under the car was not disturbed by the air also passing over it. The first car was powered by a 2 litre BMW engine and driven by Brian Sherwood, but it was proving to be unreliable. Nevertheless, two cars were planned to be entered for Le Mans in 1969, but it was not to be. Only one GTR powered by a Ford 1300cc twin-cam, was close enough to ready for Le Mans. Therefore, ALL efforts were focused on this car,



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The race engine had been held up at scrutineering because it had not been checked by the RAC for the engine capacity. The team had worked all night to get the car ready for the race only to be told that they had been withdrawn the day before because the organizers had not expected the small British team to be ready. Of course, nobody had informed the Piper team about the decision ! (ed: not unknown to happen in the old days at Le Mans, just ask Colin Chapman, who was so frustrated with similar situations with Lotus that he vowed Lotus would never compete at Le Mans again).

Tragedy

In the midst of this, Piper suffered a terrible blow when, on the evening of Dec. 18, 1969, Brian Sherwood was tragically killed in a car accident on the A20 in Kent, close to Brands Hatch. Shattered as they were by the death of their friend and colleague, Piper's works manager, Bill Atkinson, and company secretary, Tony Waller, formed a new company, Emmbrook Engineering, and continued to manufacture road-going Pipers at the Wokingham premises until 1973. Production of racing cars ceased after Sherwood's death, however, and the GTR project was quietly dropped. Revised, Redesigned, Rejuvenated

In 1973, with production moved to a larger facility in Lincolnshire, and with a revised / redesigned GTT on the drawing board, there was a rejuvenated feeling of success, so much so that GTR was even resurrected as a basis for their foray into the, just erupting, Bug craze sweeping the specialty car industry. (ed: Remember when anything was being built so that a VW Bug engine could be scrunched under a GRP shell and voila, presto, a Ferrari 250! I'm making that one up I think.) The result of revisions to the GTT was a newly designed purpose-built road car, the P2.

The P2



The P2. A luxuriously appointed grand tourer, boasting Ford Power and Weber carbs. Although the P2 was superficially identical to the GTT, it was seven inches longer, one inch higher and offered a number of detailing improvements, including a strengthened fiberglass body, the replacement of the Hillman Imp rear lights by Triumph Dolomite items, the addition of a fuel gauge and not the least of which was the introduction of some degree of driver customization by means of adjustable pedals. The GTT's

bulge in its hood was replaced with a scoop and the pair of headlights were initially changed to quad units under Perspex. Later, the sealed headlights were replaced with pop-ups, in order to meet new US and British height requirements. (ed. But thanks for the fuel gauge. Beats the bamboo stick I used.)



All good things must etc.

Initially, the company's future looked promising, (Atkinson was working on a new model, the P3!) but issues with external suppliers and the economic conditions of the day presented an ever-increasing challenge. Like the GTT, the P2 was offered in both ready-to-run and component form. There was a good reason for this: UK Purchase Tax did not apply to cars supplied for customer completion, thereby enabling low-volume manufacturers to offer such cars at competitive prices. However, Britain's entry to the EEC and the consequent replacement of Purchase Tax by Value Added Tax on 1st April 1973 removed this loophole and at a stroke wiped out the price advantage hitherto enjoyed by cars supplied in component form.

And that wasn't the only bad news that 1973 had to offer: the Motor Vehicles (Type Approval) Regulations, another by-product of EEC membership, were introduced that August in a one-size-fits-all format, with no dispensation or concessions offered to low-volume manufacturers. And to cap it all, a worldwide energy crisis followed in the tank tracks of October's Yom Kippur War and caused purchasers to turn away from sports cars for a time.

Against this backdrop, Atkinson and Waller abandoned their hopes of launching a new, larger Piper sports car and reluctantly withdrew from the motor industry. As such, the P3 never saw the light of day. In all, around 100 cars were produced. There were an estimated 20 of their various racecars, 4 GTRs, 38 GTTs, and 41 P2s produced. The Piper Car Company was dissolved in 1974. Atkinson and Waller continued to work together, though, putting their expertise with GRP to good use as manufacturers of baths and shower trays.



Making bathroom fittings must have felt far removed from manufacturing sports cars, but fate would decree that Bill Atkinson's involvement with Piper cars would eventually come full circle. In 1989, he was offered the chance to purchase his old P2, a car that he'd sold back in 1973



in order to furnish his new home in Lincolnshire. Because it was in a sorry condition – little more than a tatty rolling chassis accompanied by several boxes of bits – Bill felt compelled to buy it and someday return it to the road. It took many years for that to come to fruition, but anyone who has seen it in its finished state will undoubtedly conclude that it was worth the wait.

Today the marque's legacy is preserved by a close-knit community of owners in the Piper Owner's Club, and much to their credit, possess a new, much improved, chassis jig to make both GTT and P2 chassis as well as glass and Perspex screens and, if that's not enough, the original body molds, (!) all of which are a great help to would-be restorers and owners needing spares.



Bill's P2 is one of the 57 Piper road cars (out of a total production of around 80) known to survive, with examples being found as far afield as the USA and Japan. And thanks to the Piper Sports and Racing Car Club, the marque continues to enjoy a strong and eye-catching presence at classic car shows throughout Britain. Although small – membership, open to anyone interested in Piper cars, currently stands at 28 and, as stated, is able to supply all parts needed for restoration. Indeed, you'll have to look long and hard to find a more dedicated and passionate bunch of enthusiasts – ownership periods are typically measured in decades rather than years. And with such a rare and beautiful car to enjoy, who can blame them?

Note: Parts of this article originally appeared in the UK Edition of Rare Component Cars in 1998 but has been updated and enhanced with additional detail. Special thanks, for certain information and various images used, go to Bill Atkinson and Andy Czakow of the Piper Club.-----



PIPER GTT

Car of
the decade..
the next one



ENGLAND'S 6 TOP HITS

1. Go Little GTR Sports Racer
2. Git Goin' GT
3. GTT
4. P2 .. I Love You
5. GRT Reprise - The BUG CRAZE



INTRODUCING SANDMAN SEZ

Sometime during the 1990's I had the pleasure of meeting Dr. Barry Sandman and his lovely and gracious wife Nurit when they joined BMCSNJ.

Barry was a true MG enthusiast (think MG-PA and MG-PB). I used to admire his award winning MG-TF at New Hope long before there was any thought of BMCSNJ.

During the late 1990's and early 2000's Barry wrote a series of timeless articles for Offside/Nearside and thanks to a generous donation of a collection of past newsletters from another member recently, we are again able to share some of those articles with you in the pages of Offside/Nearside.

Barry passed away in 2013. He was a friend to anyone who met him. His words of encouragement and thanks to each of the club officers during some difficult times are appreciated to this day. Barry gave me a small set of Whitworth wrenches before he passed. Those wrenches will always hold a place of honor in my toolbox.

I hope that you enjoy Barry's writing as much as many of us enjoyed his friendship.

Ed Gaubert

SANDMAN SEZ **The Stuff Dreams Are Made Of**

(First published in Off Side / Near Side May 1999) By Barry Sandman

It was September 2, 1933. The air was cool the morning of the RAC Tourist Trophy. The race was to be run near Belfast, Ireland – on the treacherous Ards Circuit. The MG K3 Magnette had won a class victory in the Mille Miglia earlier in the season, driven with great competence by Capt. Easton and Count Larani. On this misty morning MG history was about to be made.

Alec Hounslow (the riding mechanic) removed the dust cover from the gleaming K3...Tazio Nuvolari (the greatest race driver of all time, in my book) stared at the racer, then rapidly walked around it – three times. His eyes bulged; he slapped his forehead and shrieked in Italian (being the only language he spoke), “With this I’m supposed to beat Alfa Romeo?!”

Alec smiled and replied – in English (being the only language he spoke), “She *is* lovely, aren’t she, Gov’ner?” Then Tazio opened the bonnet and stared at the 1100 cc engine – he smote his breast and screamed, (as was his custom). “These English are insane!”

Then threw himself to the ground and cried. Alec smiled, “Dicey little thing aren’t she, Gov’ner?” Alec could well understand this foreigner’s tears of joy for having the opportunity to drive a K3 in the TT of 1933. Well, the rest is history...Tazio and Alec did win. But Tazio was never quite the same after that race. He would go around mumbling, “Mille E Cente, Mille E Cente, Mille E Cente.” And of course, Alec went on to greater things with MG. The problem with the K3 is, there were so few produced, just not enough to go around. People will go to extraordinary lengths to own a K3. One British Car Crazy I know, is trying to get himself adopted by an old fellow who owns one. Another has proposed marriage to the elderly, ugly daughter of a K3 owner. Some folks buy K2 and make a K3 out of it, or so I’m told. But the most outlandish scheme I’ve ever heard is presently underway...

...DO YOU KNOW that our two editors spend every evening lying on the bottom of the pool at the “Y” ---in full SCUBA gear?! My spies tell me they are practicing leading an expedition of BMCSNJ fanatics (all of whose names I have yet to uncover!) To search the bottom of Hong Kong Harbor for the K3 that legend holds went down with a ship in the thirties. This is true, have I ever told you a lie?

What is the fatal attraction to the K3? There is an old engineering maxim, “If it looks right, it is right!” Well, the K3 certainly looks right. Metal can be bent in any shape and they sure bent it just right with that one. What gives it that MACHO look? I think it’s the supercharger sitting out there between the dumb irons, WOW! And the ones with the boat-tail and that fascia layout ...I tell you friend! It’s enough to make a guy drop out of the Morgan Club! Did you know that in the back of all those

pinups in Gary's garage, he has pasted a picture of K3 – true – I especially like “Miss January”! Few automobiles have so captured the spirit of adventure as the magnificent K3. It conjures up the Doppler scream of a blown racing engine winding its heart out; the smell of burning Castrol; the screech of hot rubber on the track and those gallant, leather helmeted hero drivers of yesteryear. It was the archetype racing machine with its driver who knew exactly how many pounds of force were on any wheel at any given moment. You can feel the great beast at the speed, the car at 9/10, at the edge of adhesion on the turn!

These are exciting visions of the K3; these are the stuff dreams are made of... The MG K3 will live and be remembered as long as man puts wheel to the road!



1933 Mille Miglia, MG K3 Magnette, Eyston and Lurani



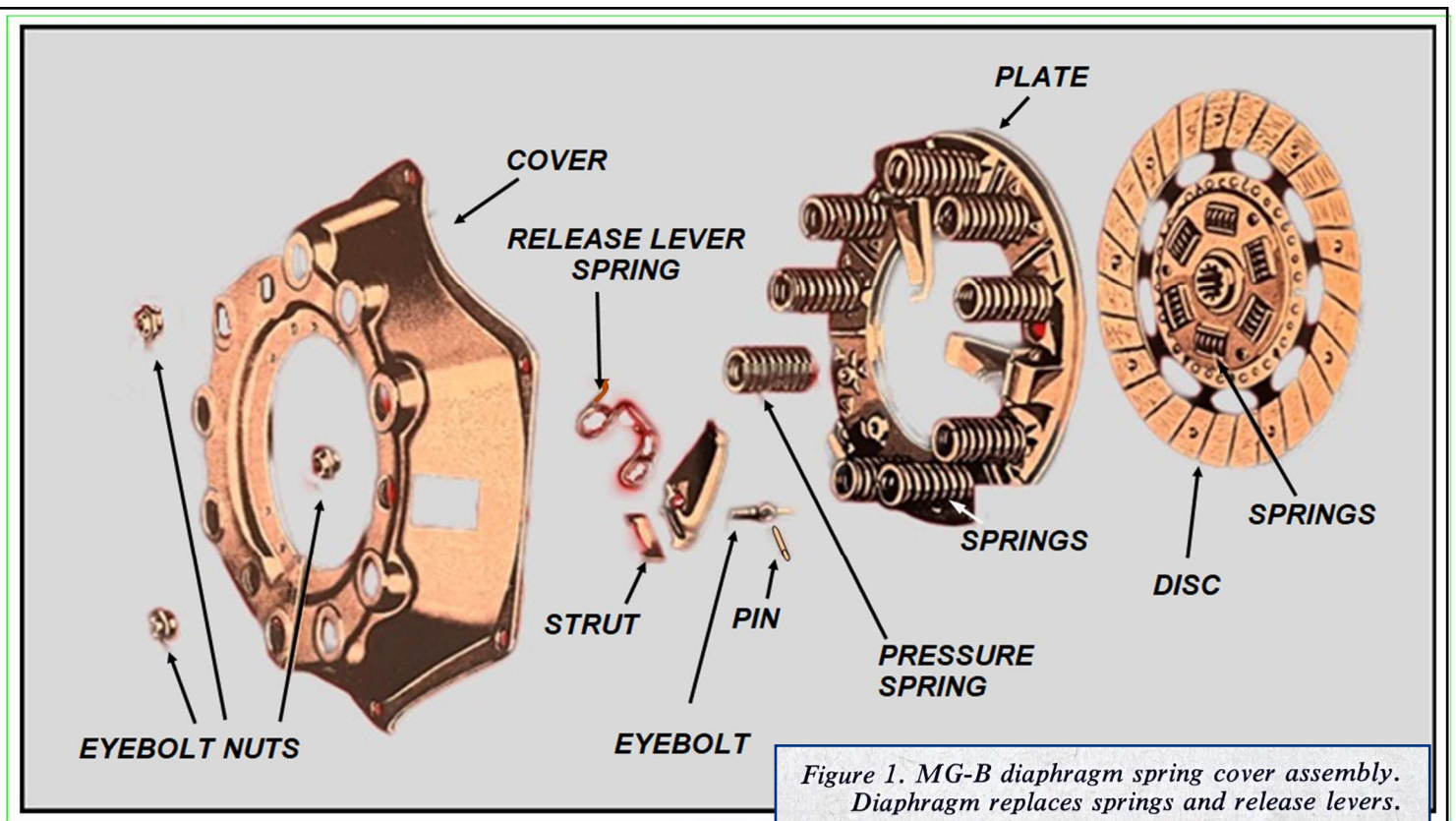


Figure 1. MG-B diaphragm spring cover assembly. Diaphragm replaces springs and release levers.

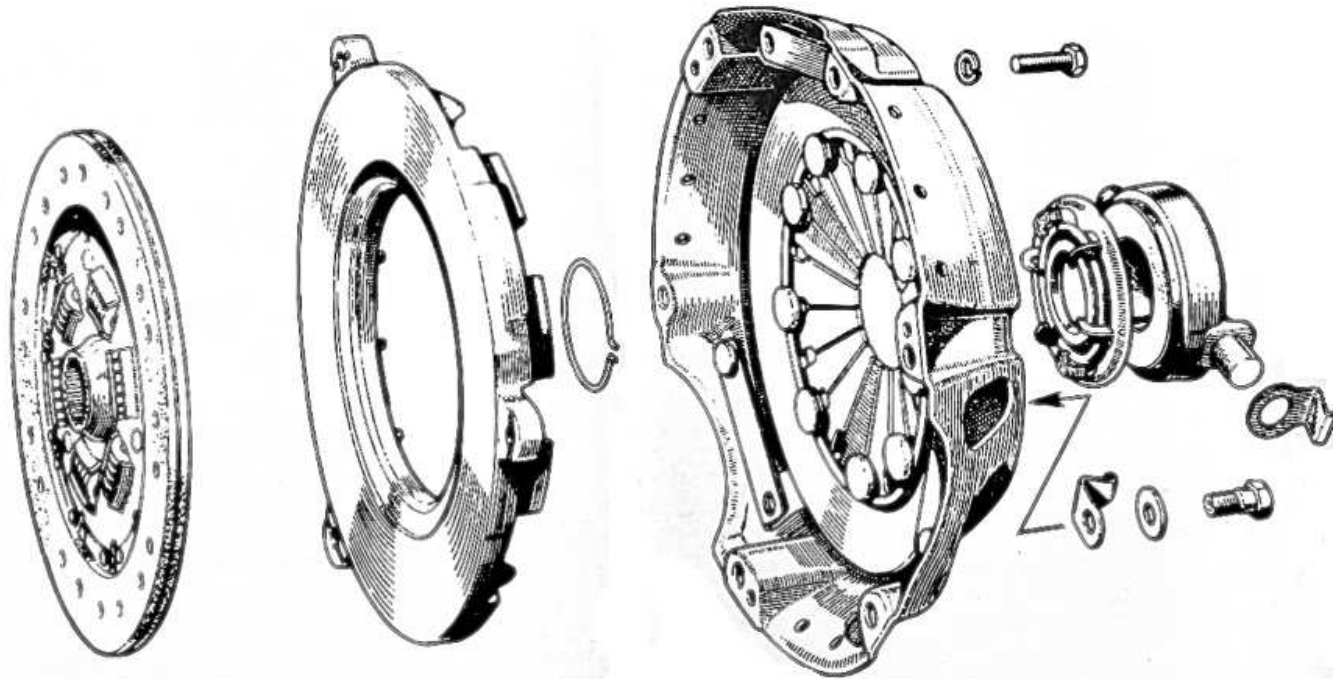
HORSEPOWER TO THE ROAD THE CLUTCH

A LOOK AT THE 60's ERA BRITISH SPORTSCAR CLUTCH

BMC of SNJ Editor, Joe Marchione : Hello members. While looking through one of my old Road & Track magazines (September 1964 to be exact) - besides reliving the good old days of being a legal NJ driver for over a year and interested in everything sportscar related, I came across an article to which I probably should have paid more attention. If I had I think I might have been a little less likely to drag the clutch on my little blue bug-eye while learning the best way to treat that disc while edging away from a stop sign or backing out of a tight parking spot. So I thought that this would be a great article to add as an easy and straight forward way to refresh us garage mechanics on the mysteries of the common 1960's era British Sports car clutch. Tony Hogg of Road & Track was responsible for this nice tutorial. I hope you find it interesting.

One of the characteristics of the internal combustion engine is that it develops its power over a comparatively narrow speed range. For this reason a gearbox, with three or four different ratios, and a clutch are an essential part of the automobile to enable the driver to keep the engine within this effective range. The function of the clutch is to provide a means of disengaging the drive from the engine to the transmission when shifting gears, and also to move the car smoothly away from a standstill.

The conventional automobile clutch has two main components – the cover assembly and the driven plate or disc, as it is commonly called. To these must be added the engine flywheel because the surface of the flywheel is used as one of the friction surfaces of the clutch, and the release or throwout bearing which usually operates the clutch, although it is not an integral part of the assembly.



When considering the operation of a clutch, the cover assembly can be thought of as the driving member and the disc as the driven member, because the cover assembly is bolted permanently to the flywheel and revolves with it, but the driven plate is splined to the input shaft of the transmission and only revolves when the clutch is engaged.

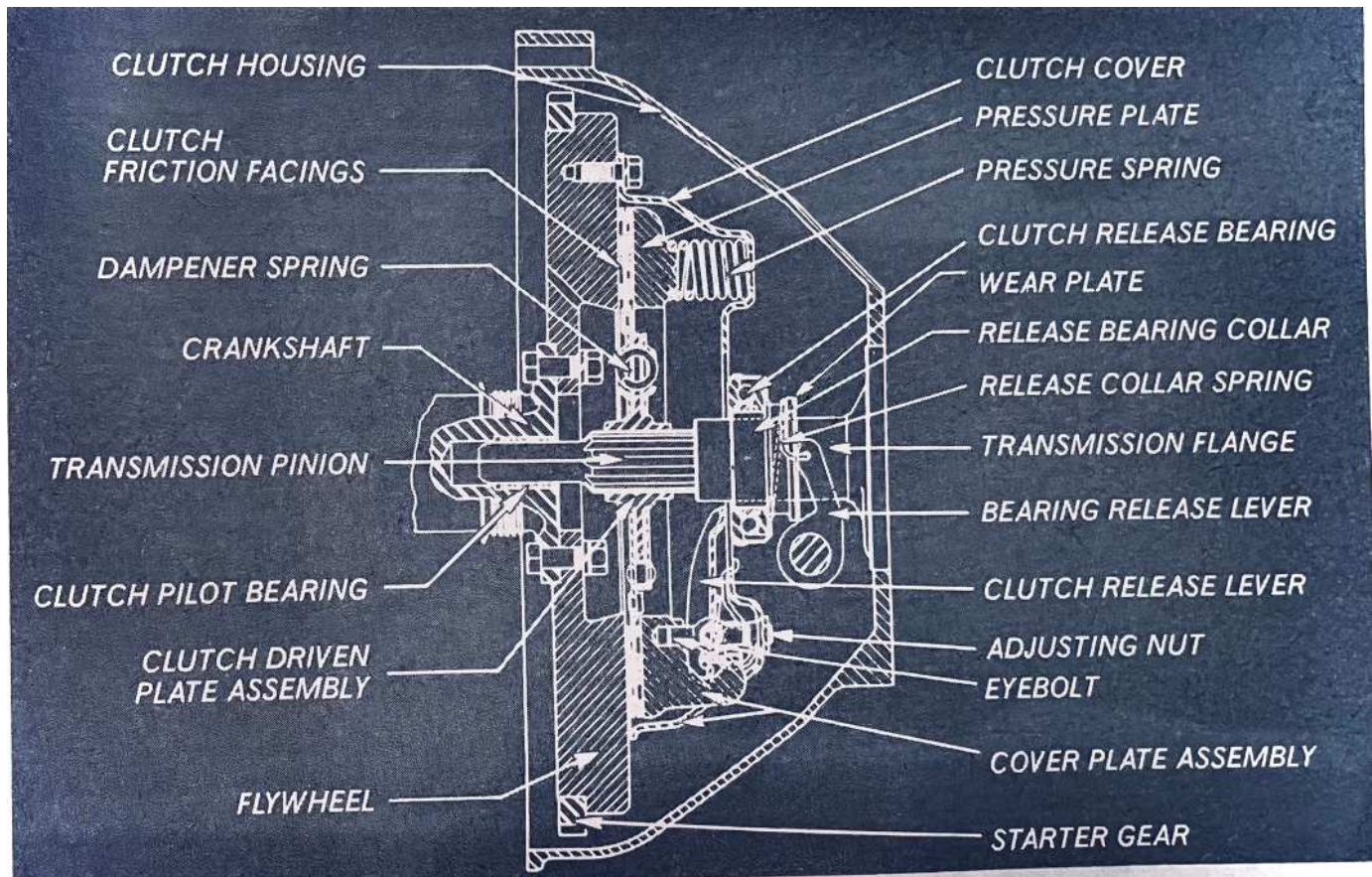
In operation, a spring-loaded pressure plate inside the cover assembly sandwiches the driven plate between the pressure plate and the flywheel. When the clutch pedal is depressed, the pressure plate is withdrawn against the spring pressure by a system of levers so that the driven plate is no longer gripped, and the drive from the engine to the transmission is disengaged. The driven plate is a disc faced on both sides with friction material to provide an even take-up after the clutch has been momentarily disengaged for shifting gears, and a smooth engagement when starting the car from rest.

Cover Assembly

The basis of the cover assembly is the cover itself, which is a steel pressing containing the complete assembly. It has a series of bolt holes in its perimeter so that it can be bolted to the flywheel. The pressure plate is made of cast iron ground to a smooth surface, and it is retained in the cover by eyebolts attached to levers which can be depressed by the action of the clutch pedal to disengage the clutch. Between the pressure plate and the inside of the cover is a series of strong coil springs to exert pressure on the pressure plate so that the clutch is permanently engaged unless the pedal is depressed.

Diaphragm Spring

An alternative method of exerting pressure on the pressure plate is by means of a diaphragm-type spring. This arrangement eliminates the normal clutch springs and the release levers. The diaphragm is in one piece, shaped in the form of a dish with a solid outer rim, and a number of tapered fingers point inward from the rim so the release bearing can make contact with the ends of the fingers. It is located between the pressure plate and the cover, and it exerts pressure on the pressure plate when the complete assembly is bolted to the flywheel. Depressing the clutch pedal



moves the fingers in the same manner as conventional release levers, causing the rim of the diaphragm to withdraw, and taking the pressure plate with it.

Driven Plate

The design of the driven plate is a little more complicated than it appears at first sight. The hub is splined internally to match the splines on the input shaft of the transmission, and these splines permit the driven plate to move back slightly from the surface of the flywheel when the clutch is disengaged, allowing it to revolve freely with the input shaft.

An integral part of the hub is a ring of six or eight helical springs designed to absorb the shock of sudden clutch engagement and also engine vibrations. These are arranged so that the initial engagement of the clutch allows slight rotational movement of the driven plate around its hub until the springs are partially compressed, resulting in a smooth take-up. Attached to the hub is a series of thin steel "wafers" to which the facings are riveted. These wafers are crimped so that the two surfaces of the driven plate are separated, providing additional cushioning when the clutch is engaged. The action of the pressure plate is to squeeze the surfaces together as the drive is taken up, and the crimping provides a series of points of contact evenly dispersed around the facings during the initial engagement. This arrangement has the additional advantage of preventing the driven plate from sticking to either the flywheel or the pressure plate when the clutch is disengaged.

The clutch facings are composed of friction material designed to allow a certain amount of slippage when starting, combined with a positive slip-free drive when completely engaged. Another requirement is that they should not change their characteristics unduly when hot. Asbestos is the basis of this material because of its heat-resisting qualities, and the material is either molded or

woven, depending on the particular application for which it is intended. Woven facing, although more expensive, has become the most common in recent years.

Free Play

In order to prevent undue wear on the release bearing, an adjustment is provided in the clutch operating linkage to insure that there is a gap between the surface of the bearing and the ends of the levers, or release lever plate in the case of carbon bearings, when the clutch is fully engaged. This means that the bearing does not come into operation at all until the gap has been closed by the initial movement of the clutch pedal. The gap is set at the clutch pedal and is referred to as the "free play". In most cars it is in the region of 1-in. and it is the only point of adjustment in the complete clutch mechanism.

Hydraulic Operation

The other feature common on English cars is the use of a hydraulic mechanism to operate the clutch in place of the normal mechanical linkage. This system is similar in operation to the conventional hydraulic brake. The clutch pedal operates a master cylinder filled with fluid which is connected by a hydraulic to a slave cylinder at the clutch. Pressure on the pedal moves the piston in the master cylinder, which in turn moves the piston in the slave cylinder to disengage the clutch. The advantage is that the connection between the clutch and the pedal is flexible so movement of the engine/transmission unit on its flexible mounts will not interfere with the operation of the clutch linkage, which may happen with a conventional linkage when the engine mounts are worn.

One of the basic requirements of a clutch is that it must be able to transmit the maximum torque of the engine without slipping. This ability to transmit torque depends mainly on the type of friction material, the area of the facing, the mean radius between the inside and the outside diameters of the facings, and the spring pressure exerted on the pressure plate.

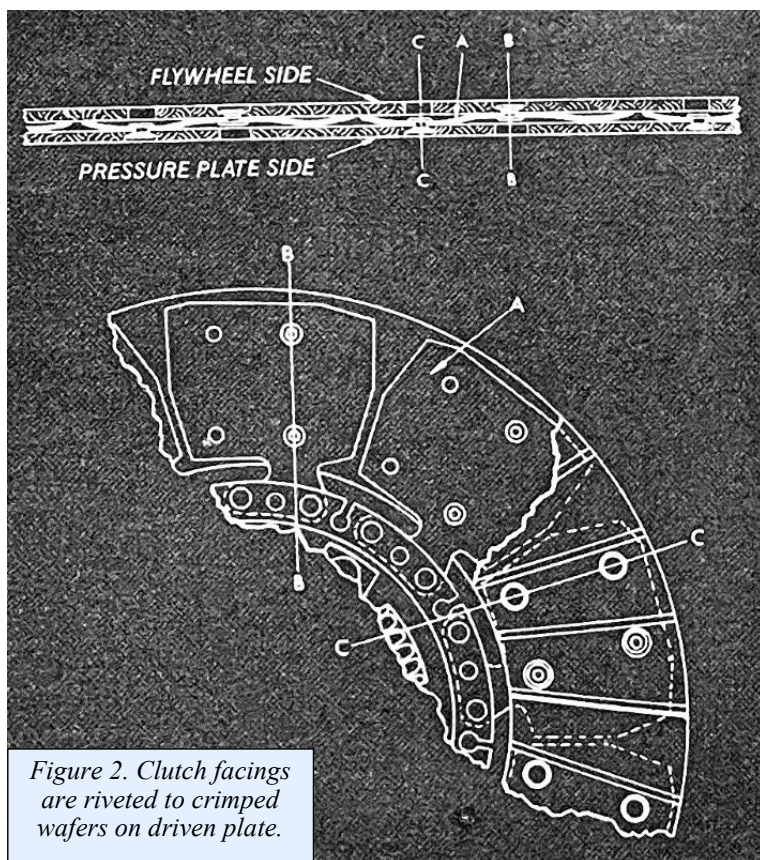


Figure 2. Clutch facings are riveted to crimped wafers on driven plate.

The smallest clutches in common automobile use are the 6-in. types used in such cars as the Sprite, and the largest are the 10-in. and 11-in. units found in some of the bigger cars imported and American cars. However, where high performance cars are concerned the problem of centrifugal force occurs with the larger diameter units when running at high engine revolutions. The result is a tendency for a 10-11-in. unit to fly apart when run at 7000-8000 rpm, although this problem can be overcome by the use of multi-plate clutches, which we will consider in a later paragraph.

As far as spring pressure is concerned, it is necessary to achieve a balance between a smooth and light clutch operation, and sufficient pressure on the pressure plate to maintain a grip on the driven plate. In any clutch mechanism there is very considerable mechanical advantage between the movement of the clutch pedal, which is usually about 5-in., and the movement of the

pressure plate itself which may be only 1/16 in. This advantage is obtained in the external clutch linkage, and also in the release levers where the ratio is about five to one between the lever tip and the pressure plate.

Therefore, a clutch with a spring pressure of 1600 lb at the pressure plate, which is about average for larger cars, and a pedal movement of 5-in. after the free play has been taken up, would have a theoretical pedal pressure of only 20 lb. In practice this does not quite work out because friction at the pivot points in the cover assembly and in the linkage tends to increase the pressure required.

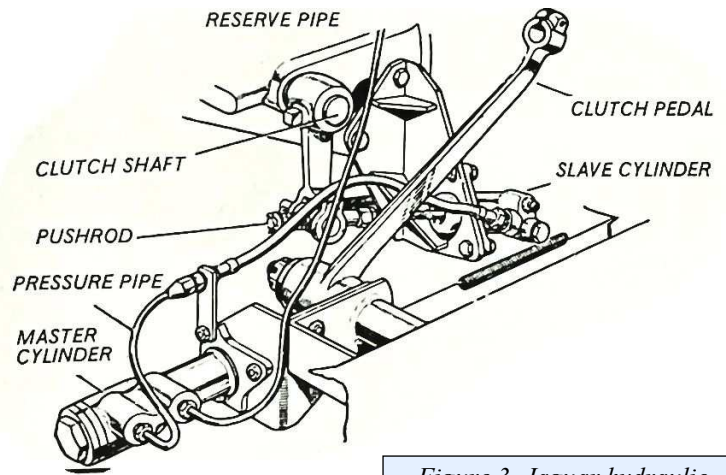


Figure 3. Jaguar hydraulic clutch operating mechanism.

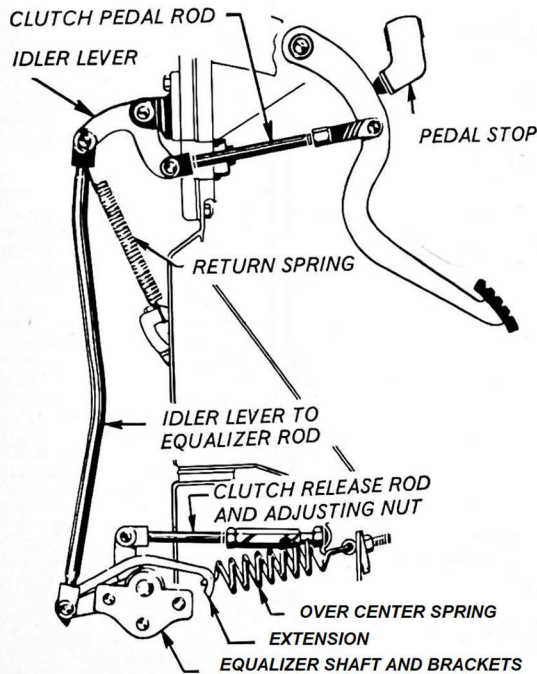


Figure 4. Over center spring assists driver to depress clutch pedal.

The clutches in big-engined American cars are required to transmit considerably more torque than the imports, and the American manufacturers use two methods of overcoming the high pedal pressure which would be necessary to disengage them. The first is the fitting of a heavy "over center" spring to the linkage, and the second involves the use of weights on the release levers to give the clutch a semi-centrifugal action.

Over Center Spring

The function of the over center spring is to assist the driver in depressing the pedal. It is positioned with one end attached to a frame member, and the other end to a point on the linkage so that its tension helps to disengage the clutch when the pedal is depressed. However, as the pedal returns to its normal position, the point of attachment on the linkage moves into a position where the spring is pulling in the opposite direction.

In practice, the first 2-in. of pedal travel is more or less normal, but further pedal movement is assisted by the special spring so that the actual pedal pressure (from 2 to 5 in.) increases very little. A maximum pedal pressure of about 30 lbs. is considered ideal by most designers.

Semi-Centrifugal Clutches

By attaching weights to the ends of the release levers, the pressure on the pressure plate can be increased with the speed of the engine by centrifugal force. At idle the centrifugal force is negligible and the action of the clutch is light and easy. However, the force increases as the engine speeds up so that it is very strong by the time the engine reaches the peak of its torque curve.

In practice, the amount of centrifugal assistance is limited because, although it insures a light pedal at idle and low speeds, the pedal pressure becomes increasingly higher as the engine is speeded up.

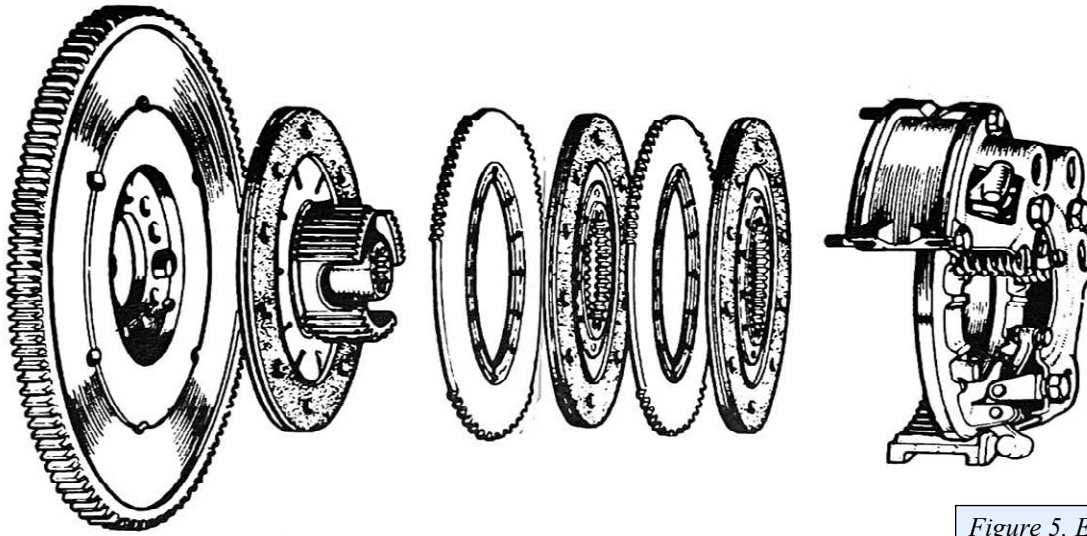


Figure 5. English Borg & Beck multi - plate clutch has three driven plates.

Multi-Plate Clutches

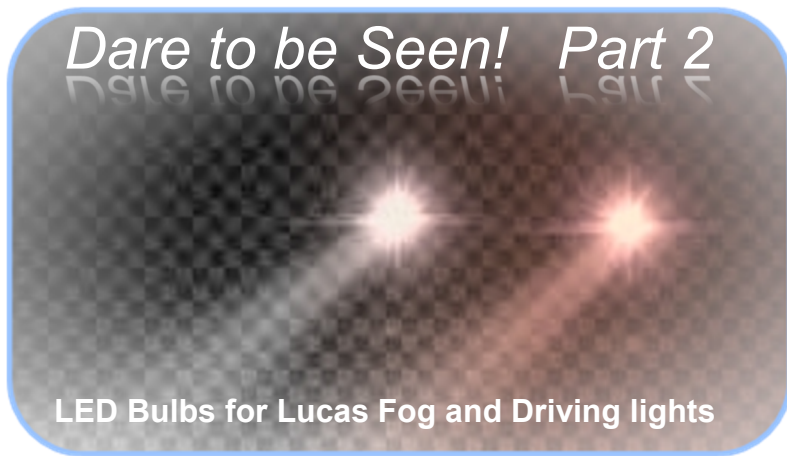
As we have already noted, problems arise when it is necessary to transmit a lot of torque at high engine revolutions, and for this reason multi-plate clutches are often used in race cars. Assuming that the designer requires a 10-in. driven plate to transmit the torque, it is possible to use two 6 or 7 -in. driven plates with the same spring tension to do the job. The advantages are that the flywheel effect is greatly reduced because the diameter is much less, and, due to the decreased diameter, the unit is not required to withstand so much centrifugal force and consequently can be of lighter construction.

Multi-plate clutches are expensive, and fortunately they are unnecessary for normal sports car competition. Most manufacturers offer replacement heavy duty single-plate clutches designed to transmit additional torque and withstand more abuse, but at the expense of a light and smooth action. These units have heavier springs in the cover assembly and usually a heavier pressure plate. In the driven plate, the torsion springs are eliminated because they make the hub potentially weak, and the wafers are thicker and not crimped. The facings are secured to the disc by both rivets and bonding, and the result is a very rugged clutch, but one with little of the sophistication we have come to expect.

The automobile clutch has reached a remarkably high degree of development and is no longer considered to be a potentially weak part of the car, although certain European manufacturers still seem to underestimate the American left foot. However, when failure is experienced, it is usually due to bad driving habits or outside causes such as an oil leak from either the engine or transmission. This is remarkable when one considers what the clutch is called upon to do, the conditions under which it operates, and the ever-increasing power outputs of automobile engines.



Dare to be Seen! Part 2



LED Bulbs for Lucas Fog and Driving lights

By Fred De Santis

For those who have Lucas Fog or Driving lights on their British cars.

I recently installed Lucas "Fogranger" fog lights on the 1967 Austin Healey 3000 and Lucas "Flamethrower" driving lights on the 1959 TR3.

To be more visible during the day, I converted the bulbs in both to LED bulbs, and I wired them to be used as daytime running lights.

The original bulbs are rated at 48 watts. To use the original bulbs, I would have needed to install a relay and heavier wiring to handle the load. By substituting LEDs and their very low power draw, (LEDs I used draw approx. 8 watts) I was able to eliminate the need for both the relay and the heavier wiring.

Original bulbs were marked Lucas LLB185 for the driving lights and Lucas 323 BPF (British Pre-Focused) for the fog lamps. Both of these original bulbs *have the same base*. After some research I found that some motorcycles use the 323 bulbs in their headlamps and LED bulbs are available as replacements. As I am using both the driving and the fog lamps as daytime running lights, I chose to use white lights in both the driving and fog lamps, although amber is also available for fog lamps.

After installing the LED bulbs in the lamps, I checked the wiring diagram for both cars and decided to splice into the cars parking lamps (side lamps, running lights, etc.) circuit using 14-gauge wire. I found a bullet type connector at the front end of both cars (solid red wire color code on both) which fed both the left and right parking lamps. This allowed me to use the dashboard parking lamp switch and existing wiring. I usually have the parking lamps on when driving and now the parking lamp switch would also turn on the driving or fog lamps.

Very happy with the results. Lights are very bright and visible for daytime running, and they really light up the road at night. Don't see why this will not work on many other British cars. Just check your wiring diagram for the proper parking lamp circuit. Have fun!

Link to a follow up YouTube Video I uploaded

[Click Here](#)

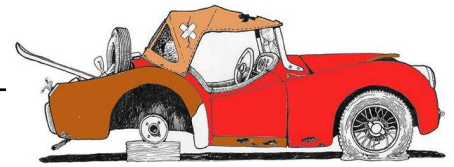
Example of replacement LEDs on eBay. Current price about \$16 a pair.

Link below is what I used, 12V, not polarity sensitive, (can be used positive or negative ground) bright white. Amber is also available.

Search: LLB323 LED, plenty available just watch voltage and polarity

[Click Here](#)

SWAP MEET



YOUR AD COULD APPEAR HERE Find a home for those extra parts or that car that you will never get around to restoring. Raise some cash to buy more extra parts or projects that you do not need!!

Contact Ed Gaubert: mgarage@comcast.net

Ads will appear for two (2) issues , as space allows

FOR SALE: 1963 Morgan Plus 4 Drop Head Coupe.

A rare body type, this car has the original numbers – engine, transmission and rear axle.

- Fully restored chassis, engine and running gear.
- Powder coated wire wheels.
- Wooden body frame completely rebuilt.
- Complete rebuild of metal body, now in primer ready for paint.
- No rust.
- Wood interior trim restored and varnished.
- New leather seats.
- New wiring harness.
- Dual braking circuit with all stainless brake lines, rebuilt calipers with new SS pistons.
- New rear wheel cylinders and rear axle bearings.
- New input and output shaft transmission bearings.
- Rebuilt lever shocks (rear) and new tubular shocks (front),
- New 6v batteries (2) and new battery trays.
- New marine plywood floors.
- Other restoration items too numerous to list here.
- Original top needs re-stitching and zippered rear window needs replacing.
- Complete expense records.
- Extra engine (TR-3) and all replaced parts saved.

This is a complete, running car and can be driven while further improvements are made. Inquiries answered promptly. Fred frschuch@gmail.com or call 856-305-2602. Price \$28,000

FOR SALE. Bundle of TR3 parts. One price for all:

- 1 black tonneau. Serviceable, but has a 6 inch split on the passenger side. Repaired but ugly.
- 1 pair of original TR3 Lucas horns. Dirty but they work.
- 1 pair of very nice wind wings

All for \$100. [Bruce Aydelotte 609-705-4753 or cuznbrucie@comcast.net](mailto:BruceAydelotte6097054753@comcast.net)

FOR SALE: 1958/59 Healey Sprite. Vintage all vinyl side curtains. Need renovation. Make offer.

Manny Paredes (MPareded@verizon.net)

FOR SALE: TR3 starter handle \$100. Bruce Aydelotte 609-705-4753 or cuznbrucie@comcast.net

FOR SALE: I have sold my TR6, and I have 13 years' worth of accumulated parts, some NOS hard to find items. Too much to list. Please email for details. Stuart drshonick@gofeet.com

FOR SALE: Indoor car cover for MGB or other car of similar size. Cover is new. \$30

Call Guido 856-220-0074

Wanted: Triumph TR4A/TR6 overdrive transmission.

Contact: Paul at pis9@yahoo.com or 609-462-3593



FOR SALE. TR6 parts. Set of gauges \$150. Various other parts including heater, wheel trim rings, steering wheel. Text or email John 609-425-0878 or jarmand1@comcast.net

FOR SALE. I have a 1954 MGTF project for sale for the right offer. If you have any interest, please call, there is too much to describe in a short ad. Reggie Harris 856-264-6032 or reggie630@hotmail.com

FOR SALE. MGB parts. Engine and transmission in parts car \$500 or Best Offer. Rust free doors complete, 2 four speed transmissions, other various parts from complete car. Text or email John 609-425-0878 or jarmand1@comcast.net

FOR SALE. MGB parts:

2 black driver quality top covers. Not certain of year. \$50 each
Early MGB head. Taken from my running 68 MGB 40 years ago. \$50
MGB aftermarket accessory grille guard. Make offer
MGB ANSA headers #MG0281. New \$125
Reggie Harris 856-264-6032 or reggie630@hotmail.com

FOR SALE. Bugeye Sprite radiator. Needs work. \$50. Reggie Harris 856-264-6032 or reggie630@hotmail.com

WANTED. Classic Mini. I am looking for a solid, presentable driver quality classic mini. I am flexible regarding specifications. If you know of one for sale, I am also appreciative of any solid leads. Willing to travel a reasonable distance from South Jersey, but I am not interested in long distance sight unseen deals. Thanks for any information or leads. Ed Doody 609-706-9246 or collbark@hotmail.com

FOR SALE: 1954 MG TF.

Have had it for a few years and is ready for it to go to a new home.
If interested, please contact the owner directly for details.

Jim Gagnon 973-477-1929
Boattaila@gmail.com



FREE Triumph transmission. Not sure of condition. It is from a TR3 or TR4. Free to first taker
Reggie Harris 856-264-6032 or reggie630@hotmail.com

Wanted: TR4A/250 Front and rear fenders, in good to repairable condition.
Contact: Paul at pis9@yahoo.com or 609-462-3593

SWAP MEET

WANTED. Handy mechanic (or inclined) to do some of the many things on some older collectibles (that may expand). Age now makes it difficult for me to do alone.

General knowledge and ability is all that is needed, as we can figure it out (and I am a fine parts finder) after that. No heavy restoration is expected.

Likely never urgent, and always a comfortable environment. Being on the I-95 corridor between exit 8 and Rt. 42 is great. If you are able to come to my always available, equipped and comfortable garage near Columbus NJ (off Exit 7 or Exit 6) that would be the absolute best.

Not expecting charity work. Reasonable rates are expected.

Call or text Jeff at 609-955-0378

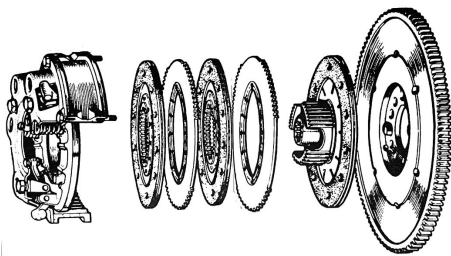
FOR SALE. 1962 AH Sprite Mark 2. Project with amazing mechanicals. Car was running strong until 2nd gear went out in 1980. I have an almost new ribbed case transmission and many new parts including heritage jacking tubes (interchangeable with Bugeye). All parts are bagged and tagged, stored indoors for over 25 years. Engine turns well and is a beauty on the outside. New but older tires mounted on correct wheels with AH hubcaps. Needs a few exterior patches, but no structural repair. All original and new parts are included. No top but includes the original frame. Car was pure driving fun. Title included for \$2,500. Engine and transmission alone are worth this much. D. Michael Scott 609-792-6943

TR7 for free, no charge for the pine needles

Car is located in Milmay, NJ

Contact: Al Mathie

mathie4@verizon.net



CALENDAR OF EVENTS



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.

DATE	BMC EVENT	LOCATION / STATUS
January 1/18	Membership Meeting Dinner at 6:00pm (member expense) Meeting at 7:00PM.	7 Stars Diner, Sewell 6 - 8:30 Steve Ferrante president@bmcsnj.org
February 2/15	Membership Meeting Dinner at 6:00pm (member expense) Meeting at 7:00PM.	Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante president@bmcsnj.org
March 3/15	Membership Meeting Dinner at 6:00pm (member expense) Meeting at 7:00PM.	7 Stars Diner, Sewell 6 - 8:30 Steve Ferrante president@bmcsnj.org
March 3/18	Matchbox Museum Tour 	Meet 10am 15 Pearl St. Newfield, NJ 08344 CONTACT: Bob Sabota-856-629-9480
April 4/19	Membership Meeting Dinner at 6:00pm (member expense) Meeting at 7:00PM.	Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante president@bmcsnj.org
April 4/29	North Driving Tour 10am 	Details Coming Soon CONTACT: John Stern: eventsnorth@bmcsnj.org
May 5/17	Membership Meeting Dinner at 6:00pm (member expense) Meeting at 7:00PM.	7 Stars Diner, Sewell 6 - 8:30 Steve Ferrante president@bmcsnj.org

Events Continued

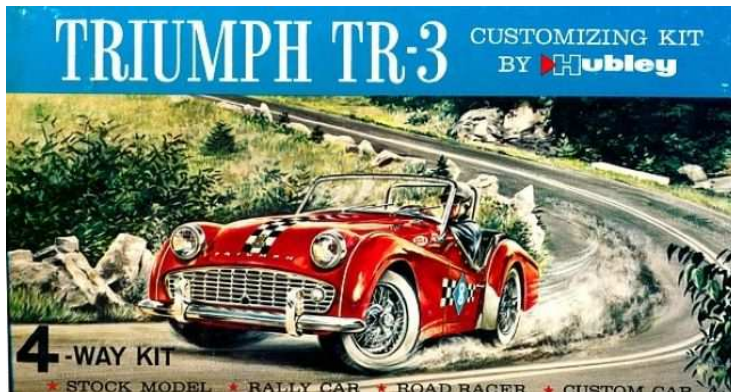


DATE	BMC EVENT	LOCATION / STATUS
May 5/20	<p><i>Picnic</i></p> <p><i>Brendan T. Byrne</i></p> <p><i>State Forest</i></p> 	<p>10am</p> <p>Pakim Pond Picnic Area Coopers Road Woodland Twp., NJ 08088 CONTACT: John Stern: eventsnorth@bmcsnj.org</p>
June 6/21	<p>Membership Meeting Dinner at 6:00pm (member expense) Meeting at 7:00PM.</p>	<p>Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052</p> <p>6 - 8:30 Steve Ferrante president@bmcsnj.org</p>
June 6/24	<p>Members Memorial Gathering at Smithville to benefit Samaritan Life Enhancing Care</p>	<p>For Directions: www.historicsmithville.com/directions</p> <p>CONTACT: Ed Gaubert mgarage@comcast.net</p>
July 7/15 6pm - 8:30pm	<p>British Car Owners Ice Cream Social</p> 	<p>5 Points Custard E. Landis Ave (Rt 540) & Tuckahoe Rd. (Rt 557) E. Vineland, NJ Contact Rob Walsh: robgt71@verizon.net Bill Remster: wbrjpn@verizon.net</p>
July 7/19	<p>Membership Meeting Dinner at 6:00pm (member expense) Meeting at 7:00PM.</p>	<p>7 Stars Diner, Sewell</p> <p>6 - 8:30 Steve Ferrante president@bmcsnj.org</p>
August 8/5	<p><i>Summer Tour</i></p> 	<p><u>Meeting Point</u> Woodstown Diner 16 East Ave. (Rt. 40) Woodstown, NJ 08098 <u>Destination</u> TBD CONTACT: Tracy Westergard: events@bmcsnj.org</p>
August 8/16	<p>Membership Meeting Dinner at 6:00pm (member expense) Meeting at 7:00PM.</p>	<p>Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052</p> <p>6 - 8:30 Steve Ferrante president@bmcsnj.org</p>

Events Continued



DATE	BMC EVENT	LOCATION / STATUS
September 9/20	Membership Meeting Dinner at 6:00pm (member expense) Meeting at 7:00PM.	7 Stars Diner, Sewell 6 - 8:30 Steve Ferrante president@bmcsnj.org
September 9/23 10 AM until 2 PM	BMC of SNJ End of Year Show at Greenwich Artisans Faire Admission is \$5 per <u>car</u> - all occupants can visit the Artisans Faire for the cost of a single admission.	On the grounds of the Gibbon House, located at 960 Ye Greate Street, Greenwich, NJ 08323 Show hours from 10 AM until 2 PM Contact - Gary Warren, garswc@yahoo.com or 609 247 3499 (cell)
October 10 / 7 (No Rain Date)	The 25th Annual Elmer Harvest Day Festival and Car Show 	Questions regarding Harvest Day should be directed to Peggy at 856-521-0626. For more information, please contact GEHS at 609-670-0407 or visit their facebook page. https://www.facebook.com/greaterelmerareahistoricalsociety/
October 10/18	Membership Meeting Dinner at 6:00pm (member expense) Meeting at 7:00PM.	Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante president@bmcsnj.org
October 10 / 21	Fall Tour	DETAILS COMING SOON CONTACT: Joe Marchione: editor@bmcsnj.org
December	No Membership Meeting in recognition of the holiday season	





British Car Event Calendar of the Northeast

With the kind permission of one of our neighboring clubs, Keystone British Car Club based in the Lehigh Valley I present to you their very comprehensive calendar of events featuring many British Car Shows and events of interest in the PA/NJ/DE region.

I know many of you have never attended a British Car Show and perhaps you don't quite know what to expect. If your car is not "show quality" that should not preclude you from attending. Not all attendees are trophy hunters and many folks just attend for the camaraderie and knowledge sharing that comes with a gathering of like minded British car enthusiasts. It's nice to attend these shows, enter your car and support the surrounding clubs of their efforts. If nothing else, it may garner some reciprocity for attendance at our clubs shows/events.

However, I think one important aspect of regularly attending these events is that it gets your car out on the road and away from your local neighborhood comfort zone.

It will push you to clean and maintain your car and engage you with the hobby. I have found that it is the cars that are used most regularly that often give the owner the most pleasure because it gets you to sort out any niggling issues with your car and makes it roadworthy. The more and further you travel, the more confidence you will have in the car for longer trips. In my case, I enjoy the drive to and from some of these events as I will usually choose a scenic route.

So, let's get out there and I hope to see you at some of these area events this season.

Peter Cosmides

Below is a link to a list British car events in the greater Northeast. (And beyond, for national meets and other large events of unique interest.) Also included are; classic car events and community car shows of interest to our members.

[TO ACCESS THE CALENDAR CLICK ON THE LINK BELOW](#)

[British Car Calendar | Keystone British Car Club](#)



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North American MGB Register

The only MEMBER-RUN organization for MGB, MGC, Midget, 1100/1300 and Post Abingdon Car owners.

ANNUAL MEMBERSHIP \$30 (\$45 overseas)

- Dash plaque • Membership card • Window decal
- Six bi-monthly issues of *The MG Driver*, a 68-page informative magazine.
- Annual national convention – a four-day MG party!

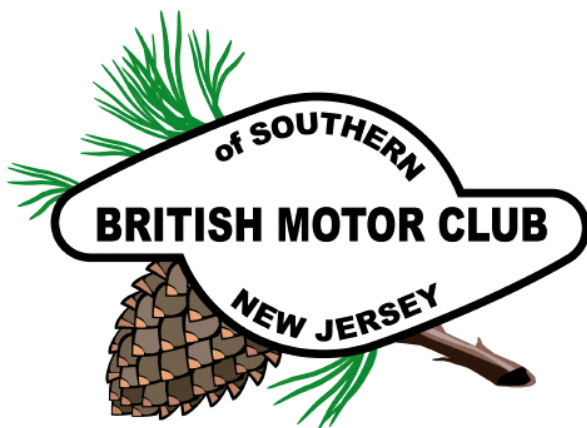
North American MGB Register

PO BOX 876 - Downers Grove, IL 60515-0875
 Toll-free phone: 800-NAMGBR-1
www.namgbr.org

British Motor Club of Southern New Jersey
90 Strawberry Drive
Shamong, NJ 08088



The BMCSNJ Web Site can be found at
WWW.BMCSNJ.ORG



British Motor Club of Southern New Jersey

