

OFF SIDE



British Motor Club of Southern New Jersey

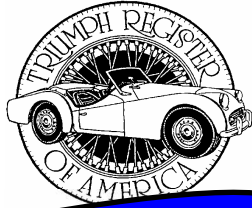
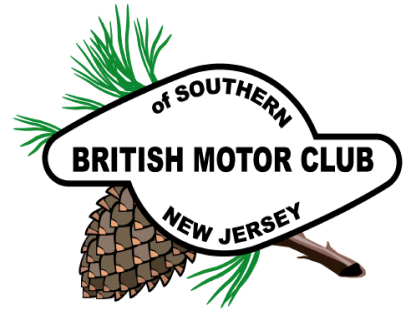
NEAR SIDE



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

November / December 2023

VOL. 33 ISSUE 06



Distinctive Shape

Feisty Performance

International Recognition

The Classic MINI



**Also In This Issue :**

*My Mini Story --- Swingin' 60's --- Roving Reporter ---*

*A Long Way for a Small Car --- Alec Issigonis, Part 2 ---*

*Mike Theaker Story --- Chris' Hardtop Storage --- Giants Despair --- Coil Polarity*

*British Car Events of the Northeast*



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](mailto: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](mailto: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](mailto:president@bmcsnj.org)

## BOARD OF DIRECTORS

Tom Evans  
[secretary@bmcsnj.org](mailto:secretary@bmcsnj.org)

Brian Deam  
[members@bmcsnj.org](mailto:members@bmcsnj.org)

Ed Gaubert  
[mgarage@comcast.net](mailto:mgarage@comcast.net)

Gary Warren  
[garswb@yahoo.com](mailto:garswb@yahoo.com)

Pete Cosmides  
[tundramgb@hotmail.com](mailto:tundramgb@hotmail.com)

Mike Eck  
[eckmichael@comcast.net](mailto:eckmichael@comcast.net)

## SUPPORT STAFF

### TREASURER / REGISTRAR -

Brian Deam  
900 Riverton Road, Moorestown, NJ  
08057  
856-296-9531  
[members@bmcsnj.org](mailto:members@bmcsnj.org)

### SECRETARY / WEBSITE -

Tom Evans  
177 Grant Ave.  
Cherry Hill, NJ 08002  
609- 923-9298  
[secretary@bmcsnj.org](mailto:secretary@bmcsnj.org)

### EDITOR -

Joe Marchione  
921 Shelburne Ave  
Absecon, NJ 08201  
609- 272-9743  
[editor@bmcsnj.org](mailto:editor@bmcsnj.org)

### EVENT COORDINATOR - South

Tracy Westergard  
Gloucester, Salem, Cumberland and  
Cape May Counties  
[events@bmcsnj.org](mailto:events@bmcsnj.org)

### EVENT COORDINATOR - North

John Stern  
Camden, Burlington, Atlantic and  
Ocean Counties  
[eventsnorth@bmcsnj.org](mailto:eventsnorth@bmcsnj.org)

### BMCSNJ RESCUE SQUAD

COORDINATOR  
Pete Cosmides  
[tundramgb@hotmail.com](mailto:tundramgb@hotmail.com)

November / December 2023

VOL. 33 ISSUE 06



The official BMCSNJ website can be  
accessed at:

<b>Pg. 4</b>	<b>President's Message</b>
<b>5</b>	<b>Secretary's Satchel</b>
<b>6</b>	<b>Treasurer's / Registrar's Report Money Is No Object</b>
<b>7</b>	<b>The Editor Writes</b>
<b>8 - 18</b>	<b>The Classic Mini</b>
<b>19 - 21</b>	<b><i>The Mini Cooper Redefines the Brand</i></b>
<b>22</b>	<b>My MINI Story - Steve Ferrante</b>
<b>23 - 26</b>	<b>The Mini, A fixture of popular culture</b>
<b>27 - 28</b>	<b>A Long Way to a Small Land - Gary's Mini</b>
<b>29 - 37</b>	<b>Alec Issigonis, Man who made the MINI <i>part 2</i></b>
<b>38 - 41</b>	<b>The World according to Mike Thesker</b>
<b>42</b>	<b>Our Roving Reporter, The MGBMWGM</b>
<b>43</b>	<b>Chris Mann's Hardtop Storage</b>
<b>44</b>	<b>SUE SALSBURG against the <i>GIANTS DESPAIR HILLCLIMB !!</i></b>
<b>46</b>	<b>COIL POLARITY PECULIARITIES</b>
<b>47 -49</b>	<b>The SWAP MEET</b>
<b>50</b>	<b>CLUB EVENTS</b>
<b>51</b>	<b>And Now Our a word from our Sponsors</b>

## IMPORTANT ANNOUNCEMENT

After nearly five years of leading this club, I have made a decision to step down as president effective December 31, 2023 or sooner if a successor can be established. While we have accomplished a lot, I believe that regular leadership changes in organizations like ours can continue the creative environment where new ideas can be entertained and implemented. I am not going anywhere and plan to remain on the board if the board so desires.

I have been a member of the club since the second meeting in 1992 and have served in various roles including several years as the treasurer and registrar as well as a year as president many years ago. When Bill Carroll passed away unexpectedly, I offered to get involved in areas where I was very familiar to sort out any issues regarding the treasurer and registrar responsibilities. Soon after that, with the support of the board, I was appointed president where I have served since February of 2019.

I have enjoyed working with the current board and officers in the club and am very proud of what we have accomplished as we rebuilt the foundation of the club so that we could move forward. I will leave this position with the satisfaction that we have accomplished several goals that I set as president. First, we established the club as a non-profit entity both legally and financially.

Secondly, as I have said time and time again, a major goal was to increase participation overall and to spread availability of the club's activities over the entire geographic area that we cover. The participation levels at meetings and events prove that we have accomplished that goal. In addition, we have worked hard to improve communication with all club members with better e-blasts, timely updates to the website calendar of events, and the addition of a Facebook page for those who choose to participate. Lastly, I always felt that we could add value to the membership if we could spread the experience and knowledge of our members to those that needed a little help with their cars, thus, the Rescue Squad was formed.

Of course, none of this could have happened without the help of the board members, officers and the membership of this club. Each and every one of them has made positive contributions and I certainly hope that we have moved the club in the direction of what Kevin Kelly and the other charter members were expecting when they formed the club in 1992.

I want to personally thank everyone involved, from the current and past board members, the club support staff, and all of the membership for their support and efforts that make the club what it is today. None of this is possible without all of you!

The board is now in a position to select a new leader. This search will be conducted starting now and hopefully, will yield a few candidates interested in taking the reins. There is always plenty of support, so if you are interested, or know someone who you think would be a perfect fit for the job, please reach out to me or any board member with your nominations.

Once again, thank you so much for the opportunity to serve as your president and to get to know as many of you as I could since 1992. It has truly been a pleasure.

Steve Ferrante  
President, BMC of SNJ



# **SECRETARY'S SATCHEL**

November / December 2023

by Tom Evans

October 2023

The 2023 World Cup in France, that I have suggested you watch since last October ☐, is now in the books. South Africa beat New Zealand with a 12 -11 squeaker for the final test. Our boys in red were smoked in their quarter final when Argentina beat Wales 29-17, it was like the lads didn't even show up. Of course, in my opinion, they should have gone all the way. Cymru Am Byth!

Except for too many rain-outs, it was another great BMCSNJ car year in the books! Tours, cruising and eating ice cream dominated, the monthly meeting at Uno Maple Shade and Seven Star Diner Sewell have been better much attended with 28 at Maple Shade, the most we have ever had, post pandemic. The Johnson's Farm cruise on 9/15 was well attended with 15 cars, Greenwich was a rain-out, Pakim Pond Picnic was rescheduled to October but was again rained-out. However, the Tour of the Shore went off but on the rain date, it has been a wet driving season but '24 will definitely be better ... we hope. The monthly meetings are not held during the months of November and December, so, we will all gather together for the first one of the year on January 17, 2024 at the seven Star Diner, 6 pm for dinner and our meeting at 7 pm. Hope to see you all there to see how your winter and your projects are progressing.

The Board of Directors has met recently to discuss the current Officer and Director positions. Steve Ferrante has expressed his desire to step down as President and reassume his position as a Director and allow someone else to fill the office of President. There is a current search being conducted for such an individual to allow for the maximum time of transition to occur. Thank you, Steve, for your leadership and devotion to the Club and the sport. The Board is also always looking for individuals who wish to step forward and volunteer to enhance the activities of the Club and spread the joy of participation.

The Rescue Squad has, thus far, assisted about a dozen members in repairs to their LBCs and are willing and able to assist more. If you have a problem or have identified the problem and need assistance in the remedy, then email Pete Cosmides at [tundramgb@hotmail.com](mailto:tundramgb@hotmail.com) for that assistance.

See you all in the new year, Nadolig Llawen a blwyddyn newydd dda! (Happy Christmas and a Good New Year in Welsh) Hwyl! See you on the road.

Happy Motoring

Tom Evans

## **Calling all Original Owners!**

BMC of SNJ was contacted by Jim Koscs ([jimk@audamotive.com](mailto:jimk@audamotive.com)) who is a feature writer for Hagerty's website and has started a column called "Original Owner." As that name suggests, it is about people who still have and drive a car they bought new, with an eye to the '60s and '70s (for now). His first feature ran a couple of weeks ago (see link), and a second one features a '66 Shelby GT350 bought specifically for SCCA TSD rallying through the 1970s. A Third will feature a Datsun 240Z, and I'd really like to add a British car to the mix. If you are an original owner that still gets driven and enjoyed in club events, you can contact Jim directly at the email address above. Here is a link to his current article.

<https://www.hagerty.com/media/car-profiles/original-owner-a-young-soldier-buys-his-dream-car-in-a-warzone/>

# Treasurer/Registrar's Report

November/ December 2023

## *Money Is No Object*



Dear Members,

Dear Members,

The club's coffers are sufficiently filled and our expenses remain low due to the unfortunate cancellation of several events due to weather.

Several new members have joined recently, boosting our membership up to 167. I will be sending renewal notices in late November for those whose membership expires on December 31st. Your prompt response is appreciated. Keep spreading the word about the club.

If you have a question about when your membership expires, please email me at [members@bmcsnj.org](mailto:members@bmcsnj.org).

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](http://www.PayPal.com) and send your dues to "[members@bmcsnj.org](mailto:members@bmcsnj.org)".
- Check: made payable to "British Motor Club of Southern NJ" and mailed to:

Brian Deam  
900 Riverton Road  
Moorestown, NJ 08057



Happy Holidays!

Name	<del>Welcome to our new</del> and returning members:	Car
Jeremy Garofalo	Medford	1971 MGBGT
Craig McConnell	Runnemede	1978 MGB
George McNichol	Glen Mills, PA	TBD
Jeff Bolmeyer	Cherry Hill	2011 Jaguar XJL
		2005 Jaguar X-Type
		2001 Jaguar XJR

## The Editor Writes

Hello all from your editor.  
All I've got to say is:



# MINI, MINI, MINI, MINI...



**And Most Happy Holidays !!!**  
Joe Marchione

So all that brings me back to:

***SEEKING MEMBER  
CONTRIBUTIONS !!!!!***

***I am soliciting member articles for the  
January / February 2024 newsletter  
(and beyond).***

***LOOKING FOR ARTICLES ABOUT  
Everything About You and  
Your Cars. Projects, Rides,  
or just what's going on in  
that garage.***

***And you can't hide because I know members who are doing stuff.  
So I expect some Action !!***

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](mailto: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 January / February 2024 newsletter please get anything to me no later than **December 10th. 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](http://bmcsnj.org).

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

All I need is some pictures of you and your car and some text telling our club members a little about yourself. Doesn't have to be much.



*The Classic*

# Austin Mini



In 1959 the British Motor Company would produce something that changed the way the world would look at this little island. The Morris Mini-Minor was the result of the current environmental and political state: it was a car that was as much a sign of the times as it could be.

The Mini is synonymous with the Union Jack, a true British staple, it's the vehicular equivalent of fish and chips or a roast dinner. It went on to win the hearts of a nation and marked itself in history as one of the most popular British cars of all time.

## MINI, MINI, MINI, MINI...

The Suez fuel crisis was looming large and the British industry had just recovered from the horrors of WW2. Car manufacturers all over the world began ditching the gas-guzzling V8 lumps and switched their focus to economical city cars.



With this push and demand for small, efficient, and most of all affordable cars, this era would produce some amazing little cars. Importing the likes of the Fiat 500 was



Fiat 500. Devo amare Roma

The first mini was built by the British Motor Company after Leonard Lord, head of the BMC, decided to create a small and cheap city car for daily driving called the Mini.

The assignment went to Alec Issigonis, born in Smyrna, Ottoman Empire, in 1906. Although Greek, his father held a British passport, leading the family to immigrate to England in 1923. Following engineering studies, Issigonis worked at several automotive companies before being recruited by BMC in 1955 to work on a new model family of three cars, including a small-town car.

Alec Issigonis







First Production Mini. The quintessential family car sold to the quintessential English family.

With the Suez Crisis, the small car took prominence, becoming a running prototype by 1957 and launching in August 1959 under two BMC brand names: Morris Mini Minor and Austin SEVEN (soon known as the Austin Mini). Later, the car was simply called the Mini.

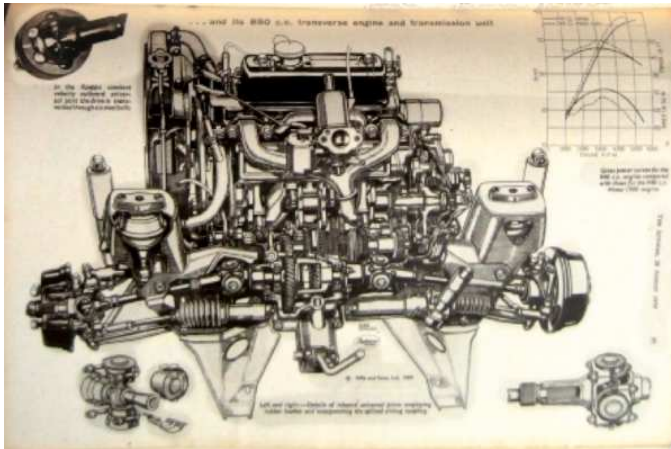


Austin Seven / Austin Mini

Morris Mini-Minor

What Issigonis and his team of just 10 designers brought to the Mini was a host of innovations that redefined the small car genre. Combining minimum exterior dimensions with seating for four passengers plus luggage, lively driving characteristics, eye-catching shape, and superior fuel economy with an affordable price, Mini soon became a cult favorite for motoring and pop culture enthusiasts alike.

The first Mini came with a nippy four-cylinder engine with front-wheel drive and a four-speed manual gearbox. The engine design was tweaked several times from the early prototypes, meaning that the performance of the final car was far greater than its price and purpose required, reaching a top speed of over 90mph. Due to this, the engine size was reduced to 848cc which in turn reduced the power output from 37HP to 33HP.



## Technology with a Purpose

The brilliance of Issigonis' response to the Suez Crisis lies in the fact that his solutions exist for a reason; everything he did was aimed at achieving the overall goal.

- Using an existing BMC water-cooled, inline four-cylinder engine and placing the transmission beneath it in the sump, the assembly was mounted transversely to take up less space.
- Mini revived the use of front-wheel drive, which had been largely ignored since the 1930s, to improve fuel efficiency and produce better traction and handling.
- Putting the carburetor at the back of the engine reduced loads on the gearbox and prevented rapid wear.

- A specially designed, compact suspension system used rubber cones rather than traditional steel springs, saving weight and space.
- Ten-inch wheels were pushed as far as possible to the outside corners, yielding a wide stance and freeing up room inside.
- Welded seams visible on the outside and external door and boot hinges were easy to assemble and kept labor costs down. (In early models, the boot lid was hinged at the bottom to remain open while driving for more luggage space, but that feature was abandoned when it became evident that exhaust fumes were getting inside the car.)
- Sliding windows in the doors allowed for storage pockets inside, in the area where a winding window mechanism would have been. (Hearsay said the storage pocket was sized to fit a bottle of Issigonis' favorite gin.)



Missing from the original Mini were external mirrors, radio (Issigonis hated listening while driving), and heater, among other things. But the chain-smoking designer demanded an ashtray and got one.



## An engineering masterpiece.

Every challenge presented by this new project was faced with ingenuity. The BMC team was not just creating a new economy car, they were creating a game-changer for the whole industry. The chosen design was a two-door hatchback, and even before the first line was drawn, they knew the car would be a front-wheel drive, with a transverse engine.

The “east-west” engine configuration wasn’t anything new at the time but the Mini was the first mass-production, commercial success car to use it. In the decades that followed, every car maker in the world adopted this configuration to provide more interior room and comfort for the occupants. There is a good chance the car sitting on your driveway right now has a transverse engine.

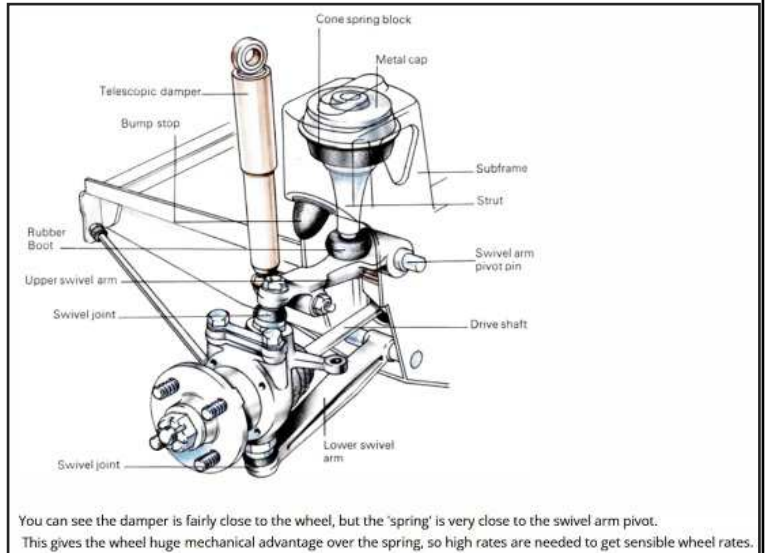
Sir Lord had put the team in a very tight situation (literally), with only a 1.2-meter width, there wasn’t enough space to place engine and transmission side-by-side. To solve that problem, Mr. Issigonis came up with a very clever idea: to install the transmission right underneath the motor, bolted straight to the engine block, having both systems sharing the same lubricant oil.

The team picked an “of-the-shelf” BMC engine, with the following specs: 4 cylinders, liquid-cooled, with 950cc and 37 HP. The basic transmission was a 4-speed manual unit.



# Suspension

To improve drivability, the axles were pushed as close as possible to the edges of the car (the longer wheelbase, the better the car will maneuver) and the traditional leaf/coil springs were replaced by compact rubber cones dampers, designed by Dr. Alex Moulton. This space-saving design also featured rising progressive-rate springing of the cones and provided some natural damping. (A full passenger load could actually double the tiny vehicle's gross weight). A conventional suspension would have required an increase in height to the design. This unique design was adapted from Issigonis's home-built racer



This revolutionary system provided not only the space-saving dampers the team was looking for but more importantly, it gave the car the famous go-kart-like handling that would be so much appreciated at the race tracks around the world.



To complete the package, the team approved the 10 inches steel wheels. Since such small rims were never used before, the BMC closed a deal with Dunlop to provide tires for the car.



The 950cc, 37 HP engine provided an unexpected performance to the little car; with only 585 kg (1,290 lbs) the Mini could easily reach a max speed of 150 Km/h (94 miles/h). The speed plus the superb handling made the Mini a fun machine to drive, there are many stories about BMC test drivers embarrassing cars like Jaguar and Aston Martin at the test track.

This kind of performance wasn't meant for an economy car, and the team was forced to tame the little beast: the engine was downsized to 850cc, bringing the top speed down to 120 Km/m (75 miles/h), still pretty good for a small car.

The car was announced to the public on August 26, 1959, and BMC had 2,000 units ready to hit the showrooms. It was sold under BMC's two main brand names: Austin and Morris. The Austin version is called "Seven" and Morris is "Mini-Minor". In the USA, France, and Australia it was named Austin 850 and Morris 850, and in Italy, it was sold under the brand *Innocenti*.



Mini Introduction at Earls Court 1959

(Ed: See *Innocenti Mini Article* later in newsletter)



The car was an instant hit: roomy interior, modern design, impressive performance, and affordability, the customers around the world just fell in love with the Mini.

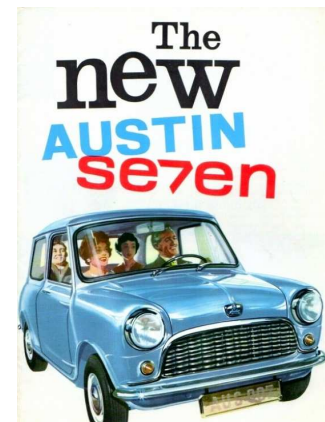
Much more than a little monster at the race track and rally, the Mini became the standard of what a small, economy car should be, no more cramped, underpowered, and ugly cars for the younger buyers. If they were looking for something modern and exciting, they found it.

Soon the Mini became one of the symbols of the 1960s, adopted not only by the average first buyers but also by cool and hip people. (*Ed: Like Steve and Gary and Tod - you go guys !*)

During its existence, the Mini changed very little and every update, (mostly cosmetic changes) was marked in the most traditional British way possible, with the "Mk" letters, just like Spitfires and Jaguars.

### **Mk I: From 1959 to 1967.**

The **Mark I Mini** is characterized by its sliding windows, external door hinges and "moustache" grille. In the United Kingdom the Mark I was produced between 1959 and 1967. The name *Mini* did not appear by itself immediately—the first models being marketed under two of BMC's brand names, *Austin* and *Morris* and Morris Mini-Minor in England. The name **Austin Seven** (sometimes written as *SE7EN* in early publicity material) recalled the popular small Austin 7. Until 1962, they appeared as the Austin 850 and Morris 850 in some export markets.



During the production of the first generation, BMC increased the Mini's family with the addition of a station wagon, a panel van, and a pick-up. Aiming at the North American market, the Mini got an optional 4-speed automatic transmission in 1965, this model became known as Mini-Matic.



Only cosmetic changes here, but the success of the Mini made BMC install production lines in Spain, Belgium, New Zealand, Portugal, Yugoslavia, South Africa, Malaysia, and Chile. The Chilean Mini has an interesting characteristic: its body is made of fiberglass.



### **Mk II: From 1967 to 1973**

The Mark II Mini featured a redesigned grille which remained with the car from that point on. Also, a larger rear window and numerous cosmetic changes were introduced. 429,000 Mark II Minis were made.

### **Mk III: From 1969 to 1974**

The history of the British auto industry is a history of never-ending merging, selling, and acquisitions, in 1968, British Motor merged with Leyland Motors to become British-Leyland.

The Mini received its third and most significant technical and bodysell-related change in the Autumn of 1969. The Mark III Mini lost the hydrolastic suspension fitted to it as a running revision in 1964, not to mention its more upmarket variants, in an effort to reduce costs (the Clubman was a separate model), but gained internal door hinges and winding windows.



It would also be its last. All subsequent changes to the Mini (1980 A+ revisions notwithstanding), would be of the purely cosmetic variety. Such as in



1977, the year in which the Mini gained a matt black grille, larger rear lamp units, which included reversing lights, and cheerful striped fabric upholstery – on the Mini 1000 model at least. Stripes too were applied below the side windows. 850 versions however remained somewhat more austere, although the subsequent 1979 Mini City 850 would get a set of stripes all of its own.

In 1969 “Mini” became a brand of its own, but still under the British -Leyland umbrella, replacing Morris and Austin name tags. Also in the same year, the Mini Clubman was revealed, it was intended to be a bigger and more practical version of the regular Mini.

**Mk IV: From 1976 to 1983.**

The Mini Mk IV was introduced in 1976. The Mk IV was the fourth evolution of Classic Mini design and



featured improvements such as new mounts and bushings, as well as updated wipers and large pedals. The Mk IV was fitted with a choice of four inline four engines (848cc, 998cc, 1098cc, 1275cc), and was offered in saloon, van, or truck body styles. In 1980, Mini cars returned to featuring Austin badging, which they would wear until 1988. No Cooper or Cooper S variants were available for the Mk IV Mini, which was produced until 1983.



By the time the Mk IV was released, in 1976, the Mini was already showing its age. It was a revolutionary car in 1959, but almost 20 years without major updates, made it unfit to compete with modern small cars like Renault 5, VW Polo, and Ford Fiesta, just to name a few. It was still part of the 10 best-selling cars in the UK but sales were slipping. In 1977, the Mini lost a very important market when the USA stopped importing the car, thanks to a more strict emissions regulation.

**1981 Austin Metro**

Around this time, after a restructuring process (which included a government bailout), Leyland Motors became Rover Group. The customers were expecting the new company would finally give them a replacement for the Mini but what they got instead was the Metro, released in 1980 and sold under Austin, MG, and Rover brands. The Metro was unveiled during tough times, the UK was facing one of the worst economic crises in its history and the



Rover Group, desperate for money, decided to use the Mini’s drivetrain and suspension in the new car, which was not very well received by the customers.

**Mini - Mk V  
Cabriolet**



**Mini - Mk V (1984 to 1990)**

The Mini Mk V was introduced in 1984. The fifth evolution of the Classic Mini was badged as Austin until 1988, when the branding returned to just 'Mini.' The Mk V Mini was available with a 1.0L or 1.3L inline four engine, and was only offered as a two door saloon. The Mini Mk V featured plastic wheel arches, but was largely similar to the previous Mk IV Mini. In 1989, the sporty Cooper variant was reintroduced. Production of the Mini Mk V ended in 1989 and was replaced by the Mini Mk VI



**Mini - Mk VI (1990 to 1995)**

The Mini Mk VI was introduced in 1990. The Mk VI was the sixth evolution of the Classic Mini. The Mk VI was largely similar to its predecessor, with minor changes under the body work such as repositioned body mounts and a new latch for the hood. While initially fitted with a 1.0L or 1.3L inline four, in 1991 the 1.0L unit was no longer available. The sixth generation of Mini also saw the reintroduction of the sport Cooper S variant. Production of the Mk VI Mini continued until 1995, when it was replaced by the Mini Mk VII.



Mark VI 1275cc at Hatfield Heath Festival 2017



In the summer of 1991, 21 years after the fiberglass Mini built in Chile was produced, another fiberglass bodied Mini again entered production, this time in Venezuela. The producer, Facorca, intended to sell the car in the Caribbean and Central America, and also had plans for Brazilian assembly.

**Mini - Mk VII (1996 to 2001)**



The Mini Mk VII was introduced in 1996. The Mk VII was the seventh and final generation of the Classic Mini, and was only offered in the classic saloon body style. With the larger Metro being redesigned in 1990 to take the new K-Series engine, the Mini became the sole recipient of the classic A-Series engine with transmission-in-sump layout. The engine mounting points were moved forward to take 1275-cc power units, and includes the later Horizontal Integral Float version of the SU carb, plus the single-point fuel-injected car, which came out in 1991. The 998-



cc power units were discontinued. An internal bonnet release was fitted from 1992. Production ended in August 1996 as the Mark VII replaced it. The most noticeable change was the full width dashboard which only featured on the Mk VII. Both standard Mini and sporty Cooper S trims were offered, both using the 1.3L inline four engine. Production of the Mini Mk VII, and the Classic Mini in general, ended in 2000, although a few examples built in late 2000 have been registered as 2001 models.

## Mini Specials

### *Mini Van (1960–1982)*



A commercial panel van rated at ¼-ton load capacity. Built on the longer Traveler chassis but without side windows, it proved popular in 1960s Britain as a cheaper alternative to the car: it was classed as a commercial vehicle and as such carried no sales tax. A set of simple stamped steel slots served in place of a more costly chrome grille. The Mini Van was renamed as the Mini 95 in 1978, the number representing the gross vehicle weight of 0.95 tons. 521,494 were built. Despite this renaming, the motoring public continued to call it the Mini Van, as a result of which the class of vehicles known as minivans in other countries are referred to in Britain as MPVs.

### *Mini Moke (1964–1989)*

A utility vehicle intended for the British Army, for whom a few twin-engined 4-wheel-drive versions were also built. Although the 4WD Moke could climb a 1:2 gradient, it lacked enough ground clearance for military use. The single-engined front-wheel-drive Moke enjoyed some popularity in civilian production. About 50,000 were made in total, from 1964 to 1968 in the UK, 1966 to 1982 in Australia and 1983 to 1989 in Portugal.



The car featured in the cult 1967 TV series *The Prisoner*, and is popular in holiday locations such as Barbados and Macau, where Mokes were used as police cars. Mokes were also available to rent there as recently as March 2006. "Moke" is archaic British slang for a donkey.



### *Mini Pick-up (1961–1982)*



A pick-up truck, 11 ft (3.4 m) from nose to tail, built on the longer Mini Van platform, with an open-top rear cargo area and a tailgate. The factory specified the weight of the Pickup as less than 1,500 lb (680 kg) with a full 6 imperial gallons (27 L; 7 US gal) of fuel.

As with the Van, the Pickup did not have a costly chrome grille. Instead, a simple set of stamped metal slots allowed airflow into the engine compartment. The Pickup was spartan in basic form, although the factory brochure informed prospective buyers that "[a] fully equipped Mini Pick-up is also available which includes a recirculatory heater." Passenger-side sun visor, seat belts, laminated windscreen, tilt tubes and cover were available at extra cost. Like the van, the Pickup was renamed as the Mini 95 in 1978.

Who said the Mini's  
gone as far  
as it can go?



**Mini 1.3i YEARS PRODUCED: October 1996 - March 2000**

The first of the two models available on the MPi's October 1996 launch, the 'Mini 1.3i' was the Cooper's more luxurious, restrained and retro cousin. Offered only in a monotone color scheme, the Mini 1.3i harked back to the original Austin Seven and Morris Mini-Minor with a number of retro details and styling cues. This model sold in far fewer numbers than the Cooper, making it a much rarer sight today.



**Mini 1.3i Cooper YEARS PRODUCED: October 1996 - March 2000**

Where the Mini 1.3i was refined and elegant in its appearance, the 1.3i Cooper was striking and in-your-face. Continuing to wear the trademark two-tone livery and sporting the tell tale white bonnet stripes, the Cooper made no attempt to disguise its racing roots. Although the performance remained identical to the standard car, the image alone was enough to win over the majority of Mini buyers.



**Mini Cooper S Sport 5 YEARS PRODUCED: 1997 - 1999**

A conversion offered by John Cooper Garages, which boosted power to 86 bhp. This version featured, as standard, a 5-speed Jack Knight Designs gearbox, which helped to maximize the extra performance of the reworked engine.



**Mini Paul Smith YEARS PRODUCED: 1998 (1800 made, 300 for the UK)**

This highly desirable limited edition was designed by fashion designer Paul Smith. Painted in a special shade known as 'Paul Smith Blue' with contrasting Citrus Green details (such as the glove box and rocker cover). Sitting on Charcoal-colored Mini Cooper Sports style 12" wheels, the Paul Smith also sported a 9ct gold enameled bonnet badge and Citrus Green map of the British Isles on the grille. Unique instruments and black leather seats featured on the inside, along with a special denim tool bag.



**Mini Cooper Sports LE YEARS PRODUCED: 1998 (100 made)**

A very rare special edition based on the Sports Pack Cooper, the Cooper Sports LE featured a British Vita Racing-style side decal, with a BMC-style rosette and 'Mini Cooper' logo on the boot lid. With only 50 made in each color, this is another special edition that is highly desirable today.



**Mini Cooper S Works YEARS PRODUCED: 1999**

The final John Cooper Garages-fettled Mini, and also the most powerful. With 90 bhp, the S Works was in fact the most powerful production Mini of all time. The usual upgrades (new decals, a conversion plaque, special badges and trim etc.) were all present, and the Sports Pack and Jack Knight 5-speed gearbox could both be specified.





### ***Mini 40 YEARS PRODUCED: 1999***

Released to commemorate the Mini's 40th anniversary, the 40 was available with or without the Sports Pack, and was offered in three colors - two of which were exclusive to the model. Island Blue was a slightly reworked 1960s shade, while Mulberry Red was an entirely new, more modern metallic color. The 40 came with gold badges, unique decals and a color-matched interior, all tasteful additions which make this one of the most desirable and well-loved special editions of the lot.



### ***Mini John Cooper LE YEARS PRODUCED: 1999***

This limited edition model was created to pay tribute not only to the Mini's fortieth year, but also the fortieth anniversary of the Cooper F1 World Championship. Available only in the striking combination of Brooklands Green and Old English White, with a Grenadine Red Leather interior. Think of this as the Mini 40's Cooperised cousin. Officially, 300 were produced in total. However, John Cooper's wife wanted a new Cooper LE after they had all sold out. In response, Rover built an additional Y-plate car for her, pushing the production total up to 301.



**John Cooper Himself !**

### ***Mini Classic Se7en YEARS PRODUCED: March - October 2000***

The Se7en was the first of the final 'Classic' edition Minis. With the launch of BMW's MINI fast approaching, the decision was taken to launch the final run-out models as 'Classic' Minis, so that they couldn't be confused with the all-new successor. In most areas, this Classic model was much the same as the 1997 Mini 1.3i, the biggest changes appearing on the inside. The dashboard was now body-colored (as opposed to walnut in the '97 version), the seats were given a re-trim and the sound system was upgraded. The cabin also benefited from other minor 'retro' details, harking back to the original Austin Se7en.



On the outside, the number of available paint finishes was cut to only three, with Black being new to the range. Buyers who opted for Old English White also got matching body-colored wheels, while the other two colors featured silver wheels. The Se7en also received the chrome tailpipe finisher previously only seen on Sports Pack models.

### ***Mini Classic Cooper YEARS PRODUCED: March - October 2000***

Again, the Cooper 'Classic' model was almost identical to the 1997 version. The cosmetic changes included a revised seat trim (now all black), additional leather, a body-colored dashboard (as on the Se7en) and body-colored wheel arch extensions.



### ***Mini Classic Cooper Sport YEARS PRODUCED: March - October 2000***

Due to the immense popularity of the Sports Pack - an option on 1997-2000 Minis - Rover decided to release a standalone model with it fitted as standard. The Cooper Sport was born, and became the flagship of the Mini range. As with the previous two 'Classic' models, this version was fundamentally the same as the earlier Sports Pack models.



However, it was the Sport model which received the greatest number of upgrades over the previous cars. The traditional Old English White roof and bonnet stripes which had graced 1999 cars were removed in favor of the more modern Platinum Silver. The contents of the Sports Pack remained the same, although there was no longer any mention of upgraded Koni dampers.

The most noticeable change on the inside was the replacement of the walnut dashboard with an alloy version, previously an optional extra on 1997-2000 models. The alloy interior pack (including window winders, door pulls and door handles) was now fitted as standard. Finally, as with the Mini Classic Cooper, the 'Cooper' logo center caps were replaced with green 'Mini' ones, as were the logos on the steering wheels.



### **Mini Knightsbridge YEARS PRODUCED:** March 2000

Based on the Cooper Sport, this was the final Special Edition produced for the European market before the Sport 500 was released. Available in British Racing Green, Black or Gold, with all but two of the roughly 150-strong production run being left-hand drive. Both RHD cars were Gold, and used by Rover as press cars: V203 LOE (pictured) and V208 LOE. With a very high spec and luxurious interior, the Knightsbridge has a strong following and is highly sought after.



### **Mini Cooper Sport 500 YEARS PRODUCED:** Late 2000

**COLOURS AVAILABLE:** Solar Red, British Racing Green, Anthracite, Tahiti Blue

After the production run of the 'Classic' range had been completed, Rover built 500 final Cooper Sports, with slight modifications to differentiate them from the 'ordinary' Cooper Sport. A previously-optional high level brake light was fitted to the rear window (due to regulations which came into force during August 2000), and each car featured a plaque in the glove box to remind the owner that they were driving one of the final 500 Minis produced. Apart from those slight changes, the 500s were identical to the 2000 model Cooper Sport.

However, 500 owners were given an exclusive gift bag containing Mini merchandise and accessories, although the contents of the bags varied depending on the dealer selling the car - and what stock was available.



**The very last Mini - a Cooper Sport 500 - rolled off the Longbridge production line on 4th October 2000.**

## *The Mini Cooper Redefines the Brand*



At the time of the car's debut, there was talking among the engineers about bringing the 950cc engine back for a possible "GT" version of the Mini, but Mr. Issigonis was totally against it, he had a mission to create a new concept for the economy car market and the mission was accomplished with flying colors and that was it. There was no "racing" involved at the beginning of the project.

But there was no way to hide the car's performance capabilities. As soon as the Mini hit the streets, some customers were already racing it, (either legally or illegally) and it didn't take long for this little rocket, no matter what the intentions of Mr. Issigonis might be, to catch the attention of a very special guy, Mr. John Cooper, co-founder of Cooper Car Company. This little shop became famous right after WWII, for building simple, inexpensive single-seat racers for privateers, often from surplus military hardware. Those cars were extremely successful and in high demand.

By the mid-50s, Cooper develop a rear-engine Formula car that had a much better weight distribution, balance, and handling than the typical front-engine cars of the time.

By the end of the 1950s, Cooper cars completely dominated the race tracks around Europe, forcing the other builders to adopt the rear-engine configuration. John was even invited to show his car in the USA and soon the F-Indy teams started switching to the new concept.

John Cooper didn't exactly create the rear/mid-engine design, but he was responsible to make it a winner feature that become the standard in motor racing car manufacture.

Cooper immediately saw in the new Mini a future winner in the motorsports, and he knew Mr. Issigonis wasn't very sympathetic to the idea, but he had an advantage: the two engineers were good friends. After some conversation, Cooper got the green light to make the little grocery-getter a real race car.

The engine grew in size to 997cc with a stroker kit, and the Cooper team extracted every drop of power out of it with a more aggressive camshaft, ported cylinder head, and twin carburetors, resulting in 55HP.

The suspension was reworked and received front disc brakes. This new performance-oriented car was called Mini-Cooper (either Morris or Austin) and hit the showrooms in September 1961.

In the years that followed, Cooper created the "S" version, first for competition only and later for street use, with engines as big as 1275cc and 75 HP.

### ***Mini Domination !***

The Mini-Cooper dominated Monte-Carlo Rally in the 60s. The tiny British car won in 1964, and again in 1965, driven by the legendary Scandinavian duo Rauno Aaltonen and Timo Mäkinen.

For 1966, the Mini-Coopers finished the rally in a smashing 1-2-3 position, but unfortunately, the organizers had imposed a draconian new rule for that year, stating the cars must be 100% factory original.

One of the disqualified Minis. Monte Carlo, 1966.

### ***Motorsport memories: when the Minis were robbed in Monte Carlo !!***

By James Page / *Classic and Sportscar.com*

It caused an outcry that went beyond the motorsport world. Even the mainstream press railed at the injustice of it all, there was talk of appeals and boycotts, and sensible folk were heard to mutter that it would spell the end of an event that could trace its history back to 1911.

It didn't, of course. The Monte Carlo Rally survived and prospered – and indeed, the 87th edition starts this week – but 1966 was by no means its finest hour. What should have been a third overall win for the Mini descended into farce.



It was during the 1960s that rallying started to become a more focused and professional business, and in 1961 Stuart Turner took over as BMC's Competition Manager.

To this day, he readily acknowledges his good fortune in having at his disposal the Big Healey and the Mini – rally icons both. But there's little doubt that he fully capitalized on that good fortune.

Under Turner's reign, Paddy Hopkirk came on board, as did a pair of Scandinavian superstars in the form of Rauno Aaltonen and Timo Mäkinen. All three got the best out of the little Mini Cooper, Hopkirk winning the Monte in 1964 and Mäkinen doing likewise the following year.

It was a level of success that apparently didn't sit well with the Monegasque organizers. Well before the 1966 rally had even begun, there were dark mutterings that the top brass in the Automobile Club de Monaco would be looking for any way possible to exclude the Minis should they complete a hat-trick of wins.



Paddy Hopkirk and Henry Liddon celebrate winning the 1964 running

Matters were complicated by a change in the regulations for that year. Group 1 Appendix J cars had to be completely standard, and the minimum production requirement was 5000 units. Otherwise, there was Group 2, but that class carried an 18% handicap. In other words, the overall winner would be a Group 1 car.

BMC therefore managed to build the necessary 5000 cars in order to qualify for Group 1, and was fastidious in preparing its Minis according to the rules. Representatives from British manufacturers and the Royal Automobile Club even went to Paris to meet the FIA and discuss the new rules to

make sure that there could be no misunderstandings.

The Mini and Lotus Cortina were therefore accepted into Group 1 – so far, so good, you might think. But the seeds of the post-rally controversy were planted not long afterwards. The engine, wheels and interior – among other things – all had to be standard, but the first draft of the Appendix J rules allowed freedom on the number and type of lights. Note the words 'first draft'.

There followed a second draft in which the lights concession was removed, but somehow the revision was not communicated to everyone. The ACM knew about it – as, apparently, did the French competitors – but the British teams did not. Neither did the Royal Automobile Club, which admittedly could have checked for updates before scrutineering the cars in London.

By then, however, the Minis had been fitted with iodine-vapor single-filament bulbs, rather than the double-filament dipping bulbs found on the production models. Dipping the beams on the works rally cars was achieved by switching to the spotlights.



The offending iodine-vapor single-filament bulbs on the Mini Cooper S

The first signs of trouble appeared when British privateers running in Group 2 were disqualified upon reaching France – without tackling a single competitive section – due to having too many lights. Bizarrely, though, the Group 1 cars were all allowed to continue, even after an inspection during the rally showed that they were using the now-illegal dipping mechanism.

Come the end of the grueling event, Minis filled the podium – Mäkinen winning from Aaltonen and Hopkirk. Roger Clark was fourth in a Lotus Cortina and Rosemary Smith won the Ladies Cup in her Hillman Imp. It was a stellar

result for the Brits – and that’s when things really kicked off.

Officials descended upon the Minis, stripping them down in an attempt to find an infringement. Bizarrely, they didn’t immediately focus on the lights.

“They counted all the teeth on the gears in the gearbox,” Hopkirk later said in a BBC interview. “They took the tires off the wheels and weighed the wheels then weighed the tires separately. It was ridiculous – they couldn’t find anything wrong.”

The *Automobile Club de Monaco* was firmly decided to put an end to the British winning streak. After the end of the rally, the technicians spent more than 18 hours, dismantling the cars, measuring and checking every single part. Everything seemed fine when they finally found something wrong: the original headlight bulbs had been replaced with a more powerful one, and that was enough to disqualify all three winning

Mini Coopers. The drivers, the team managers, and the fans were furious, they vehemently protested against the judge’s decision and even the press joined them putting as much pressure as possible to reverse the decision, but it was all in vain. A Citroën was declared the winner. Quelle surprise...



Timo Mäkinen and Paul Easter on the way to ‘victory’

Newsreel footage shows a deeply unimpressed Pauli Toivonen and Ensio Mikkander picking up their trophies, having been gifted a hollow victory. Toivonen, in particu-

lar, was disgusted by the whole affair but both Turner and Aaltonen felt sure that it was nothing to do with Citroën.

Instead, it appeared that the pre-event fears had been correct – the ACM simply had no desire to see the Minis win again. “Of course,” Hopkirk later reflected with a smile, “that gave the Mini 10 times as much publicity as if we’d won the rally, because the whole world was saying, ‘The French are at it again – not playing the ball’.” It was true, and Turner admitted as much.

The stolen victory in 1966 was just a small setback, in the next year, Rauno Aaltonen, driving for the British Motor Company official team, brought the Mini-Cooper once again to the highest place on the podium. The winner of the 1967 Mont Carlo Rally.

During the 1960s, the Mini also won the 100 Lakes Rally in Finland three times, the Circuit of Ireland three times, and the Rally Poland twice. There is no doubt that rally competition contributed immensely to the Mini’s popularity.

Much more than a little monster at the race track and rally, the Mini became the standard of what a small, economy car should be, no more cramped, underpowered, and ugly cars for the younger buyers. If they were looking for something modern and exciting, they found it.

The controversy generated an unheard-of amount of coverage, and as it turned out he had the perfect answer to officialdom. In 1967, the works team came back and took victory courtesy of Aaltonen and co-driver Henry Liddon.

This time, there were no exclusions, no arguments – the Mini had struck a brilliant final blow. More than 50 years later, it still makes a great story. Britain at loggerheads with its nearest continental neighbors – who can imagine such a scenario playing out today...?

# My Mini Story

Steve Ferrante



The story of my Mini begins a few years ago when I had the pleasure of checking out Gary Warren's blue Mini at one of our Smithville shows. I sat in it and realized that I could fit in it rather comfortably which may come as a bit of a surprise since I was once smaller. Anyway, I decided, at that point, that I would look for one so that I could have a car to drive as an officer in the club. For those of you who have been around a while, you know that my car once belonged to club member Ted Lane who passed away several years ago. His green Mini was then sold to his brother in law, Jim, in Pennsylvania who subsequently decided to move it to Florida to enjoy. When Jim decided to sell, Gary let me know and the rest is history. Thanks Gary! A deal was done and soon it was on a car carrier headed north.



After a few days wait, it arrived and I met the driver on the main road in front of my development as there was no way that truck was coming down my street. When I first saw the car it was sitting crooked in the belly of the trailer because the width of the ramps on the truck were too wide for the track of the wheels. The driver assured me (in very broken English) that it would be fine as long as I kept an eye on it as he drove it off the truck on the edge of the ramps. I signed a paper and then it was mine.

This car attracts a lot of attention wherever I go with it based on the size, shape and color. In the short time that I have owned it, I have heard countless "Mini stories" about experiences that people have had in these little machines. Of course, kids love it and I give them every opportunity to check it out, sit in it if they want to take pictures. As we all are aware of Rowan Atkinson's, Mr. Bean TV, I was surprised by little kids running up and saying Mr. Bean's car!

Turns out, I wasn't aware of the animated kids cartoon series that is still being shown in the vast electronic media world. I am hopeful that the excitement in these kids' voices will someday become interest in the cars that we have worked hard to preserve.

Thanks Mr. Bean!



## The swinging 1960s, The Mini a fixture of popular culture !

Throughout the swinging 1960s, Mini was a best-selling fixture of popular culture, owned by all four Beatles, Mike Jagger, Peter Sellers, Steve McQueen, James Garner, Twiggy, Enzo Ferrari, and many more. Throughout its lifetime, the car was available as multiple variants in numerous countries (except the U.S., where certain requirements were not met). Ultimately, Mini was the most popular British car ever made.



No, not Magical Mystery Tour - A 30 year celebration by Rover !

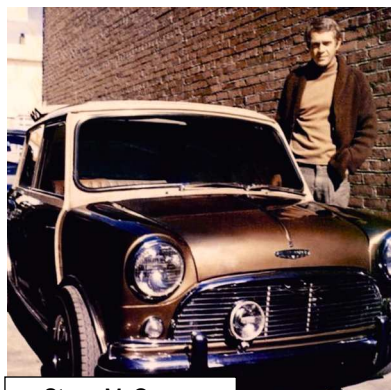


John Lennon

John Lennon drove one, Peter Sellers roared through his detective comedies in one, and even the Queen was chauffeured through the park of Windsor Castle in one. Countless celebrities succumbed to the charm of the classic Mini, which was first presented to the public 60 years ago. The car's distinctive design, surprisingly generous space and agile driving characteristics were all major factors in the revolutionary small car being accepted into the circles of high society at an early stage – especially in its home country of Great Britain. Exclusive photographs show numerous stars from the world of music, film and fashion choosing the classic Mini as their preferred means of transport, making it an icon of its time.



Princess Margaret



Steve McQueen

The fact that the classic Mini was accepted into London society at an early stage was due to a member of the Royal Family: Lord Snowdon – photographer, designer, friend of Mini designer Alec Issigonis and the husband of Princess Margaret – was one of the first to buy the new small car. A family photograph taken in 1965 shows him with Princess Margaret and their son David on a tour of London in a Mini.

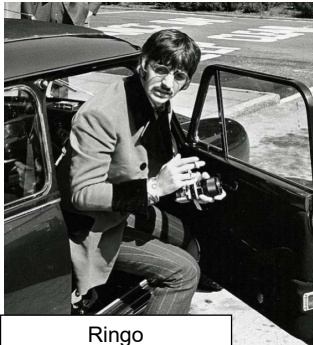
Lord Snowdon paved the way to a royal weekend residence for the Mini as early as 1960: his sister-in-law, Queen Elizabeth, was chauffeured by Issigonis through the park of Windsor Castle. For the small automobile, this was something of a knighthood – the highest of royal honors that Issigonis himself went on to receive nine years later.

**The Beatles, the Monkees, the Beach Boys, Spencer Davis, Mick Jagger, Eric Clapton and David Bowie – the Mini was a hit for all of them.**

In the years that followed, the Mini secured a firm place in the fashion, art and music scene of “Swinging London”. Its international fame was not least due to the enthusiasm it generated among all members of the Beatles. John Lennon ordered a Mini in 1964 – even though he



didn't have a driving license. Historical photographs show drummer Ringo Starr with one of the Mini Cooper S models that took part in the 1964 Monte Carlo Rally and Paul McCartney getting into his private Mini in 1967. Guitarist George Harrison was the proud owner of a Mini de Ville, refined by renowned body maker Radford. When the Beatles met in 1967 to shoot their TV film "Magical Mystery Tour" at West Malling Airfield in Kent, John Lennon also enjoyed racing across the airfield in a Mini painted in psychedelic colors.



Ringo

The affection of well-known musicians for the classic Mini lasted for decades, and it was by no means limited to the British Isles. While the popularity of the Mini became an increasingly global phenomenon, pop and rock bands from the US gained new fans in Europe. In 1966, it was the Beach Boys who set off on an international tour with their surfer sound, posing in front of a Mini Moke in Great Britain. This image of the Californian musicians with a beach mobile bearing the band's name spread around the world. The American band, The Monkees, reached the peak of their popularity at about the same time. There is a photograph dating back to this period in which guitarist and singer Michael Nesmith and his girlfriend Phyllis are looking up through the folding roof of a Mini into the camera above. Like Beatle Harrison, Monkee Nesmith had his own personal Mini Cooper S made by Radford. This extravagant and expensive one-off specimen not only had a folding roof but also a 100-hp engine and a wooden dashboard with additional instruments.



Michael Nesmith

As well as to enjoying driving the classic Mini, London-born musician David Bowie was particularly impressed with its parking capabilities. He firmly believed there was no other automobile designed so perfectly for city life. To celebrate the 40th anniversary of the original, Bowie designed a



Ringo

classic Mini in 1999 that reflected its entire surroundings – like a polished teapot made of British silver. German singer Nina Hagen was also photographed with a Mini Cooper for the magazine Paris Match in the French capital in 1994.

### Born to be an action hero: the classic Mini as a film star on four wheels.

Sometimes as an extra, sometimes in the leading role – the classic Mini has appeared in television series and feature films spanning six decades. It makes an appearance in the 1966 cult movie "Blow Up" as well as in the crime comedy "Kaleidoscope" of the same year, in which the then still largely unknown Warren Beatty played the leading role. The film "A Cœur Joie" starring Brigitte Bardot also came out in 1966: it features fashion models travelling in the Mini Cooper. The fact that French star Bardot had a close connection with the British car in her private life as well is demonstrated in photographs taken in 1980 in which she can be seen accompanied by her dogs in a Mini Moke.



Gene Barry

"The Bionic Woman" was a TV series that enjoyed considerable popularity in both the USA and the UK. In 1976, leading actress Lindsay Wagner posed in London in front of a classic Mini attached to a steel frame, giving the impression she was lifting the vehicle with one hand – apparently possessing superhuman powers like her character from the TV series.



The scenes in which the classic Mini was used by British actor Peter Sellers and director Blake Edwards, were similarly unconventional and humorous. Sellers and Edwards made the film "A Shot in the Dark" in 1964 as a sequel to the crime comedy "The Pink Panther". As Inspector Clouseau, Sellers drives a rather unusual Mini Cooper – here the actor was also demonstrating his off-screen penchant for extravagant special





Actress Charlotte Rampling

versions of the classic Mini. The film vehicle is a Mini de Ville made by Radford featuring a wickerwork design on the flanks of the body. Over the years, Peter Sellers acquired about a dozen individually enhanced classic Mini vehicles, including one he gave to his then wife Britt Ekland as the contents of an oversized birthday cake presented to her at the Radford sales premises in London in 1965.

Probably the most spectacular big-screen appearance of the classic Mini was in the 1969 gangster comedy "The Italian Job". In this film, crook Charlie Croker played by Michael Caine joins forces with an accomplice to plan a gold theft in the center of Turin. They load their booty into three Mini Coopers – painted red, blue and white – before setting

off on a breathtaking escape through a sewer tunnel and over roofs and stairs in the midst of the traffic turmoil in the Italian city. 34 years later, "The Italian Job" was to hit cinemas again: in the new version featuring Hollywood stars Charlize Theron, Jason Statham and Mark Wahlberg, the story of a spectacular gold theft was staged in even more effective and high-speed style. When it came to casting the leading four-wheeled stars, the choice fell – how could it be otherwise – on the new MINI Cooper S, which now demonstrated its agility and sporty flair on and under the streets of Los Angeles.



Twigg

### On the road as part of the fashion scene, too.

In the Swinging London of the 1960s, not only were new musical sounds emerging but also the stylish trends of the fashion world – and the classic Mini was always right at the heart of the action. Lesley Hornby – better known by her nickname Twigg – passed her driving test in a classic Mini in 1968.



Mary Quant

Mary Quant, influential women's fashion designer and inventor of the mini skirt, was also inspired by the classic Mini. In fact she named the skirt after the Mini Cooper and not the size of the shirt. Shortly after obtaining her driving license, she ordered a black Mini and later designed a special edition – recognizable by its black and white striped seat covers, among other things. The British designer loved the Mini Cooper and said that the car and the skirt were both "optimistic, exuberant, young, flirty, and complimented each other.

At the end of the 1990s, Paul Smith, one of Britain's most famous men's fashion designers, created a limited



Brigitte Bardot & her dogs for a spin in her Mini Moke. woof



Kate Moss takes the wheel of Mini Moke

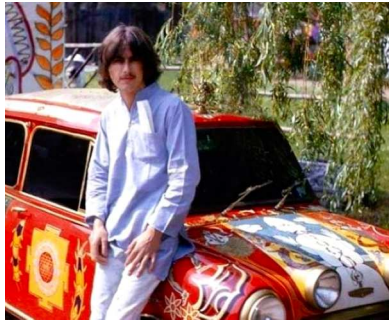


Paul Smith's Minis



multicolor striped design.

special series of the classic Mini with a paint finish in a shade of blue created by himself to match the anthracite-colored alloy wheels. Another unique edition at least as popular as this was presented for the 40th anniversary of the classic Mini, which Smith painted in his typical



In 1965, each Beatle won an Austin-Cooper as a publicity stunt for the British Motor Company. Harrison's car was customized and painted in metallic black by the coachbuilder Harold Radford, and then, in early 1967 it was repainted with some psychedelic/Tantra art motifs.

The Mini appeared in the Magical Mystery Tour movie, released by BBC in December 26, 1967.



Apparently, the Mini still belongs to the Harrison family, its last notable appearance was in the 1998 Goodwood Festival of Speed, where some related celebrities took the car for a spin.



Celebrities like Ringo Star and Damon Hill,



and Stella McCartney.

and totally unrelated .... Just for laughs ....

Mister Bean for those of you British comedy lovers. And who doesn't love Mr.

and just one more .... Peter Sellers pops (drives) out of a giant Birthday cake he had made for his wife, Britt Ekland, her present. A special made MINI ! Of course.



# ***A Long Way ---- To a Small Land ----- For a very Small Car !***



## **Gary's Mini**

By Gary Warren

In 2000, we took a trip to Ireland along with my brother in law and his brother in law and spouses.

Once there we began a search for possible deals on classic minis.

Year 2000 was last yr. of classic Minis.

We found a used mini dealer ( imagine an Irish used car dealer ? ) and began inquiring about the different years on the lot , passing up some nice ones. Dealer asked why ? We explained it had to be earlier than '73 due to US Regs. He says "ok, what year do you need it to be ?"



**He changed VIN numbers  
on all three !**

Now he had never shipped cars overseas. Neither had we !

Once back home I became chief importer .... Took about 6~7 mos. of back and forth plus friends wanting in on the deal. First 4 shipped in a container in 2001, Sept 8th..... while enroute 9~11 happened and the ship was diverted to Boston instead of Newark !



Luckily our 4th car owner had the container insured so that covered the cost of getting them to Millville.

Getting mine and Ted's cars registered was a NJ nightmare ! Ended up getting them via Tennessee on line !

Ted's car is now owned by our club president, I've had mine painted in 2010, upgraded the engine to a 1275, a new interior, and the usual run of repairs and parts.

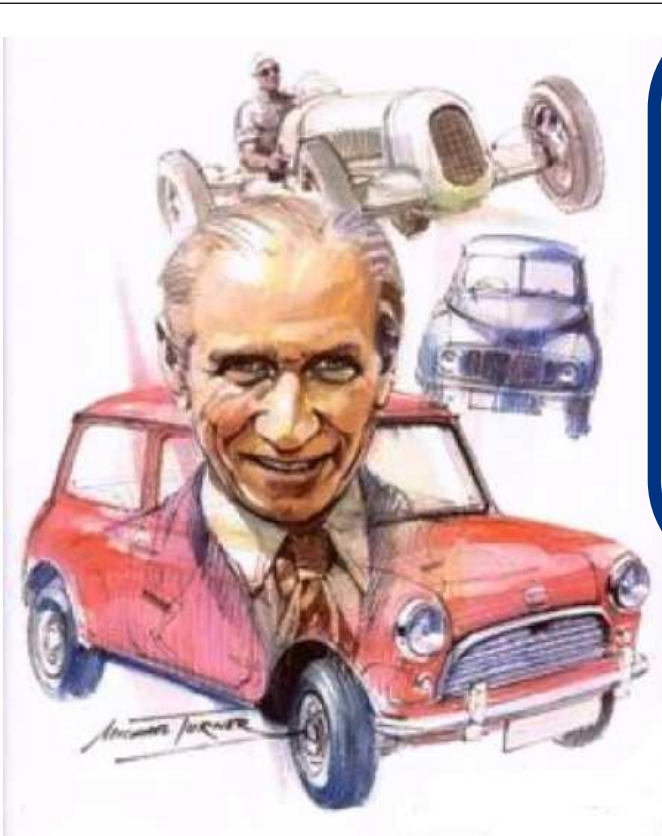
Gary Warren



"I HEARD THERE WAS A RALLY AT THE UNION HALL?"



Editor:  
Cartoons conceived  
and created by  
Gary Warren.

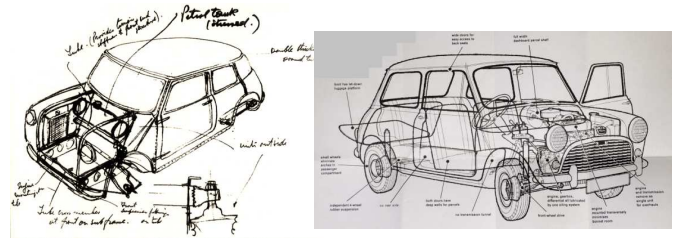


# ALEC ISSIGONIS

THE MAN WHO MADE THE MINI

## PART 2 the Mini and beyond

Continued from BMC of SNJ  
September / October 2023  
VOL. 33 ISSUE 05



The September / October BMC of SNJ News letter featured the Morris Minor. Following the article on the Morris Minor Car I wanted to inform members of the British Designer who was responsible for many of the highest selling and important cars of the 1940's through the 1980s. One of his most famous automotive designs is featured in this months issue, the Mini Cooper.

Alec Issigonis, along with Sir Henry Royce and perhaps Colin Chapman, has the greatest name recognition in the UK for any British car designer or engineer. At the peak of his career he was by far the most well-known personality in the British motor industry, one of the most well-known names in the European motor industry, and was the first and perhaps the only car British designer who could claim celebrity status.



His name will always be associated with the Morris Minor and the Mini, but he was a complex man with a complex background, family, story and career.

Part 2 of Sir Alec Issigonis' biography highlighting the Mini Cooper conception and introduction continues on the following Page.



When Alvis cancelled the project, Issigonis was invited by BMC Chairman Sir Leonard Lord to return to BMC at Longbridge, as Chief Body and Chassis engineer, and reporting to BMC Technical Director Sydney Smith. Issigonis quickly arranged for Jack Daniels to move up from Cowley to Longbridge to rebuild their close rapport. Daniels effectively resumed his position as Issigonis's right hand man for the next ten years or more, guiding the interpretation of Issigonis's requests to the workshops, draughtsmen, production engineers and accountants.

Issigonis preferred to work by sketching his ideas onto Arclight pads, each numbered in sequence and retained, and then having Daniels, looking after chassis elements, or another close confidant John Sheppard, looking after the body shell itself, work to turn these in physical reality. LJK Set right, in his book *The Designers* describes Issigonis as “working as a sculptor works, moving masses into different juxtapositions until his trained eye told him they were right”. Looking at the Minor or the Mini, I can believe that.

Daniels (right) and Sheppard (left), no doubt, had to smooth a few ruffled feathers on the way. Issigonis



had a reputation, deserved by all accounts, for arrogance and irascibility, an inability to suffer fools at all, and restricted his contact to as a small as a group as he could. For many years he was known informally as *Arragonis*, and was either sufficiently confident in himself or sufficiently lacking in understanding to use that name himself on occasions. He was also referred to as the Greek God, perhaps more openly. But beneath this surface, he was a sensitive and more vulnerable person, and was almost certainly (and inexcusably) the subject of some intolerance and prejudice from the UK born staff.

Lord (later Lord Lambury, right) had big ambitions for BMC and initially tasked Issigonis with developing the basis for a range of modern family cars to replace the existing collection of BMC products. Lord was looking for modernity, but he was also looking for commonality of engines, good quality design and cars good enough to be amongst the best in their class and internationally competitive.



“One thing that I learnt the hard way – well not the hard way, the easy way – when you're designing a new car for production, never, never copy the opposition,” declared Issigonis, when asked to summarize his approach to car design.

By the mid 1950s, as Europe got back on its feet after the war, there had been many attempts to define the modern car, but none was proving to be dominantly successful. BMC had internally identified the need to move on from the concepts behind the Minor and A30, leaving behind the classic front engine, semi-elliptic spring concept but there was little clarity on which direction was perceived to be the way to go. Was it to be front or rear engined? If it was front engined, was it to be rear wheel or front wheel drive? Where was the gearbox to be fitted on a front wheel drive car? Was it to be water or air cooled? BMC had already developed, and asked outside consultants to develop, several concepts on various themes, none of which met the targets Lord had set, who was also determined to establish an internal capability to think, as we would now say, “outside the box”. This is the main reason Lord re-hired Issigonis. He did not want more conventional answers, without at least exploring some technical advances.



Issigonis with XC9001 the car that became the Landcrab

The original plan called for a large family car by 1960, to be followed by a smaller car and then a city car. Issigonis' first concepts were rear wheel drive, with a conventional drive train, fully independent suspension set on a long wheelbase with short overhangs

and very rudimentary styling. In many ways, this car was a clear, but simpler, derivative of the work Issigonis had been doing at Alvis, and Issigonis recruited some former colleagues from Alvis to BMC to develop V6 and V4 engines for the projected BMC cars, possibly using the aborted work at Alvis as a basis.

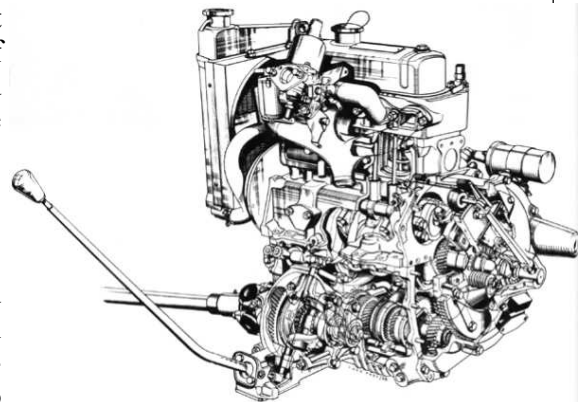


In conjunction with Issigonis' work, Lord contracted Pininfarina to lead the styling of BMC's new cars, starting with the conventionally engineered Austin A40 Farina in 1958. Issigonis (just in view at the far right) was not involved in the engineering of this car, but was able to start a long term friendship with Battista and Sergio Pininfarina, seen standing next the car with Leonard Lord and George Harriman.

But, as ever, events intervened – in this case the Suez Crisis of 1956, complete with petrol rationing. BMC made cuts of 6,000 in the labor force almost overnight and without consultation, whilst Lord noted the sales of the imported European bubble cars. In March 1957 Lord asked (more likely told, as Lord did not do “asking”) Issigonis to come up with something to compete with them.

### *The Mini is Born*

Lord's instruction was the one Issigonis had been waiting for, and he quickly developed the first Mini prototype. By placing an A series four cylinder engine transversely with the gearbox underneath in the sump and sharing the oil, and moving the wheels to the corners, he saved so much space that it was possible to accommodate a four seat car within a length of 10 feet.



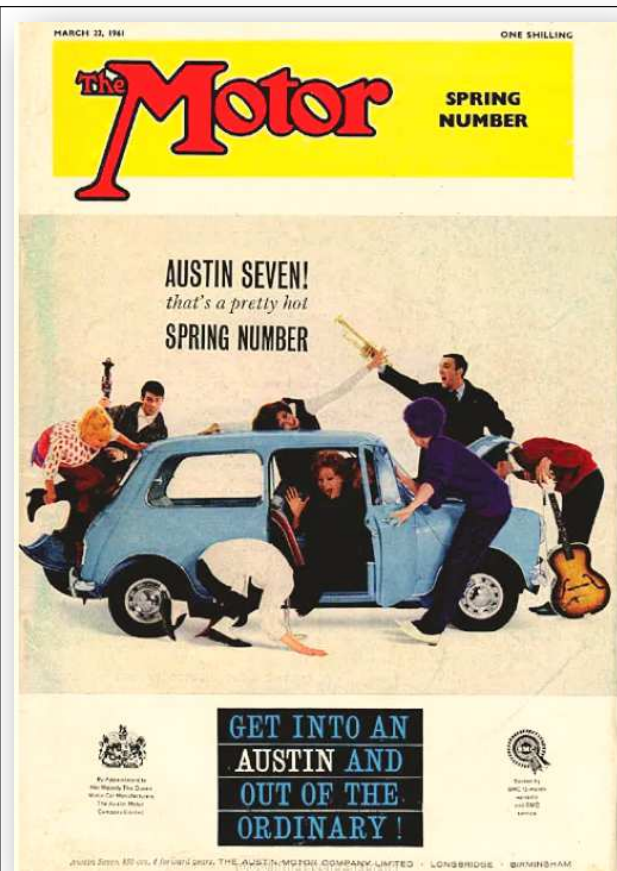
A series engine, with gearbox beneath and side mounted radiator



Striving to ensure that as much space as possible was allocated to the passengers, Issigonis used Moulton's compact rubber suspension and had Dunlop build 10 inch wheels and tires just for the Mini purely for reasons of space efficiency.

By October 1959, the Mini was on sale and when the press first got their hands on BMC's new car, they were not shy to praise it; the Mini's unique personality, exceptional space efficiency, lively performance and tenacious front-wheel-drive handling meant that it was a sure fire hit with the critics. It confronted the conservative image of BMC head on, even if the rest of BMC range didn't. Even more significantly, it effectively defined the configuration of the small and medium car for the next 50 years. It was still in production when BMW, led by Bernd Pischetsreider, bought Rover in 1994. Production only finished after BMW had bailed out of Rover in 2000.





The first car to repeat the concept of the Mini was the ADO16, which is often considered to be Issigonis's finest hour. When he turned his attention to the ADO16, Issigonis continued his obsession with the maximization of passenger space combined with the best possible road holding. This car basically took the Mini concept and enlarged it by 20%, adding some experience, and ambition, at the same time.



It did not have everything Issigonis wanted, as he originally planned this car to have a V4 engine rather than the BMC A series. Styled by Pininfarina, it was launched as the Morris 1100 in 1962, and a year later as the Austin 1100, and the clean, classical lines of the car served BMC well. The 1100 and later 1300 outsold the Mini by a considerable margin and remained Britain's best-selling car right through the 1960s.

By 1964, BMC had built over one million front wheel drive vehicles, including over 800,000 Minis and over 200,000 ADO16s, and over a third were exported. BMC was producing over 11,000 Issigonis-designed front-wheel-drive models a week, with demand still exceeding production, which was continually increased.



In August 1971, Issigonis drove the 2 millionth ADO16 off the line, as the same time as a Mini Clubman, which was the 5 millionth front wheel drive BMC car, came off the line in the next building.

The third front wheel drive car from BMC was the 1964 ADO17 Austin 1800 (or Landcrab), a car which Issigonis has been quoted as identifying as the design he was most proud of, and then the Austin Maxi in 1969 with less successful results. There were, as CC has seen, many and varied reasons for the failure of the Landcrab and Maxi: the control (or rather the lack of it) exercised by Lord and Harriman over Issigonis; the inherited components; and marketing and production issues.



But this also reflects Issigonis's personal characteristics – he was a strong minded, stubborn and arrogant man who did not always have a lot of respect for others' opinions and suggestions. Issigonis was dismissive of market research, – “*The public don't know what they want; it's my job to tell them*” – and even mathematics, derided as “*the enemy of every truly creative man*”.

(Ed: *Here, Here !! Stupid public - hey, wait.... Them is us !! Oops* )

This strong streak of fierce independence and lack of compromise hid his lateral approach to the design and engineering of cars. His iconoclasm ensured that, despite the constraints of working in an industry where the size and complexity of the process meant that even the most forceful of designers was only one member of a large team, Issigonis' cars bore his own stamp – from the 1948 Morris Minor to the 1969 Maxi. Issigonis did observe and try to improve on what he saw, but always challenged himself to be original and better. He would attend the usual motor shows, but often would refuse to look in detail at the competition, so he did not “*become confused*”. He was flattered to be copied, though.



The Mini, and the other Issigonis BMC front wheel drive cars, benefited from Issigonis' continuing collaboration with Alex Moulton and his suspension system developments. The car's design with its front wheel drive and independent suspension provided good road handling, but Issigonis had scant regard for passenger comfort. He despised such “luxuries” as radios and comfortable seats, once stating “*I would like people to sit on nails – to be extremely uncomfortable all the time.*” and declaring that “*an uncomfortable driver is an alert driver*”. He was reluctant to consider features such as large boots or hatchbacks, or engine access, as important. Engine access on the Mini was very awkward, and this was only improved on the ADO16 because Jack Daniels was able to keep Issigonis away from the detail work, which was largely done at Cowley in Oxford rather than Longbridge.



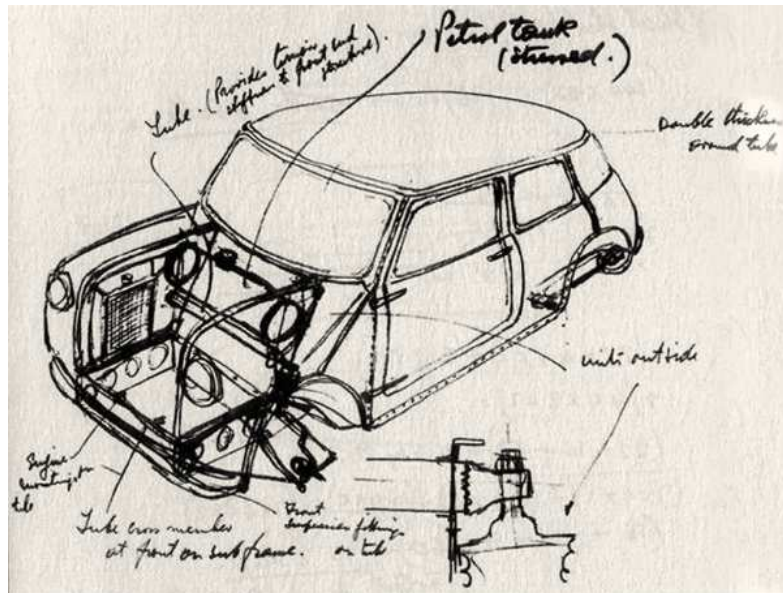
The Mini, and the other Issigonis BMC front wheel drive cars

Issigonis continued to work as Engineering Director at the Austin-Morris Division of BMC, and as Technical Director of BMC in 1965. He was appointed to this post by Lord's successor, Sir George Harriman, who was even more in awe of him than Lord was, but also was even more unable to control and guide Issigonis. .

It is arguably doubtful that Lord, knowing Issigonis better, would have seen him as the ideal candidate for the overall technical leadership of BMC. Certainly, it was not the right job for him, taking him too far away from the sketching and ideas, and into meetings about pay scale reviews and marketing policies. He often had to be discreetly talked through financial documents when he was in the board meetings. In 1968, he was appointed as Director of Advanced Research of the newly formed British Leyland, and

Harry Webster from Triumph became BLMC's Engineering Director. Issigonis was probably privately satisfied with that arrangement, as it took him away from the daily grind of corporate management and designing production ready cars and back into the more conceptual field where he had the opportunity to use his innovative skills – the kind of role Leonard Lord had originally given him twelve years earlier and which led to the Mini and the ADO16. The change was not handled well though, with credible accounts of a literally tearful Issigonis wandering around Longbridge trying to find a new office after returning from abroad to find Webster occupying his office.

In November 1971, Issigonis officially retired from BLMC, with a major ceremony at



Longbridge, for which BL marshalled an example of every car for which he had led the design, of which only the Minor was no longer in production. His retirement gift from the company was the largest available Meccano set, complete with a steam engine. Issigonis made a grandfather clock from it, which kept good time.

When he officially retired from BLMC in November 1971, Issigonis was retained by BLMC on an exclusive consultancy agreement, signed off by and reporting to the Chairman, Donald Stokes. His efforts were concentrated on two things – continuing to promote the 1968 9X concept to BLMC, and working on the concept of a gearless version of the Mini, using a torque converter, that was not a technical success.



The concept of the transverse engine and gearbox combined with FWD, which had previously been used only with two-cylinder two-stroke engines by DKW (since the 1920s), Lloyd and Saab, was adapted by Issigonis for the four cylinder A-block engine for the Mini. It has since proved to be the template for the small car for nearly 60 years – it has still not been bettered and was followed as early as 1963 by the Autobianchi Primula, which had the first end on gearbox on its transverse engine, by the 1965 Peugeot 204 with a configuration closer to the ADO16 but larger, and 1967 by the Simca 1100, the first to combine an end on gearbox and a hatchback. Arguably, Issigonis and BL were in danger of being left behind. The first front wheel drive car from BL after Issigonis's retirement was the Austin Allegro, still with the gearbox in the sump and without the obvious hatchback.



By 1969 Fiat had also followed with the 128, and by 1974 Peugeot, VW and Renault had transverse engine hatchbacks as well. From then onwards, any car in the small or medium market without a transverse engine was considered unusual, and conservative. No wonder Issigonis felt flattered – *“I feel very, very proud that so many people have copied me.”*

Beyond the Maxi, launched on 1969, Issigonis had left little visible influence on the new cars coming from British Leyland, and indeed, the company made definite moves that would have been unthinkable to him, such as the bold, deliberately contemporary styling of the Austin-Morris 18-22 (Princess range) or the Allegro, or the conservative engineering of the Morris Marina. Issigonis had no input to the Marina (other than it using substantial elements from the Morris Minor of course) or the Allegro, as BMC had passed a thin very development program to Leyland in 1968, largely due to financial pressures. Issigonis never had any input into MG sports cars or the large, rear drive saloons BMC were still building the late 1960s, and the Austin 3 Liter, based on Issigonis's Austin 1800 was driven by George Harriman. You could, however, discern Issigonis's influence on some of BMC's light commercials, especially the under-floor engined JU and walk through EA vans of the late 1960s.

By the mid 1970s, Issigonis was beginning suffer from Meniere's disease, and the consequent loss of full control of his balance let him to retreat from prominence. He still worked to his consultancy agreement but did so almost exclusively from home, briefing and debriefing nominated BL engineers each morning. He was involved in engine design as well, requesting unsuccessfully that BL build 4 and 6 cylinder engines for Mini variants. But his true interest was in the 9X and its power unit, and getting a version of it accepted by BL. He persisted in this into the 1980s, competing in vain against the Austin Metro, an improved version of the BMC A series engine and seemingly oblivious to the Company's financial state.

The end of the agreement came in 1986, when Issigonis wrote directly to Graham Day, BL's then new Chairman. He pressed the case, again, for the gearless 9X, complained about electronics in cars, designers using CAD systems and not slide rules, and changes in the model designations of the existing Mini. Day terminated the consultancy agreement, without any more consultation. More importantly, the end of the agreement also marked the end of goodwill payments from the Company that covered his nursing care, and he was forced to move from his home to a smaller flat. He died in October 1988, aged 82.

\* Commander of the British Empire (1964), Fellow of the Royal Society of Arts (1967), Royal Designer for Industry (1964). Issigonis was knighted in 1968



( Ed: I think a rather ignominious end for such a brilliant designer )

## **His Legacy lives on**

Issigonis's legacy is undoubtedly best seen through his cars, from the Minor to the Maxi, which challenged conventions through engineering ingenuity. He showed that cars could be practical and pleasant to ride in and drive, and that size was not everything; he defined the template for the small petrol engined car for 50 years, maybe longer, and showed how modest cars could become "wish list" items, attracting customer such as Enzo Ferrari.

The image his cars achieved for BMC was arguably a factor in the survival of the company in the market place, and BMC used his personality extensively in advertising which you can imagine Issigonis publicly hating but privately loving.

The inability of these cars to withstand business case scrutiny crucial in the company's decline, and others must also stand up for that -Issigonis didn't claim to be a product planner in the sense Ford would recognize but saw all his cars as separate entities. His inability to accept guidance (stubbornness may be a better term) also led to some misjudged products – the Maxi comes to mind – but perhaps the purity of his predominantly engineering solution with poor execution in the areas Issigonis didn't or wouldn't appreciate (looks, practicality, ergonomics, product revisions, marketing) was also overlooked by too many within BMC.

He was able to share his engineering and automotive interests, through frequent tours of Longbridge in the 1960s, with a first cousin once removed on his mother's side of his family, who later completed a mechanical engineering degree and followed a career in the motor industry.  
His name? **Dr.Ing. Bernd Peter Pischetsrieder.**

## **A Bit of History Here about Peter Pischetsrieder**



**There was much in the press and media about Pischetsrieder's family connections to Issigonis and the Mini at the time of BMW's takeover of Rover back in 1994.....**

**Below, a few responses to this article when originally published in 2019 from members of the Mini register and local English Mini clubs.**

**Posted 17 August 2019 - 08:06 AM**

"Less than a year after taking over the helm at BMW, Pischetsrieder led the takeover of Rover. This was one of the peaks of his career, but even at the time there were misgivings within the Board concerning the cost of the acquisition and the investment required to turn the business around. In 1995, Rover had announced a profit, but BMW, using more rigorous German accounting standards, uncovered a loss of more than £130 million.

The Rover debacle was the worst setback in Pischetsrieder's career. A relation of Sir Alec Issigonis (designer of the Morris Minor and the Mini), and a pronounced Anglophile, he had put everything into restoring the British company's fortunes.

He spoke dreamily of reviving famous names such as Austin-Healey and Riley. Apart from the 75, the Land Rover Freelander was the major British launch during the Pischetsrieder era, though of course the biggest of all was the MINI, which appeared after his departure.

Although the Rover period turned into a personal disaster for Pischetsrieder, paradoxically it can be looked upon as a success for BMW: the sale of Land Rover to Ford more than covered Rover's losses, and the MINI has been a big hit, with an expanding range."

**Posted 17 August 2019 - 08:06 AM**

### **MINI: Anglo-German success**

"BMW CEO and architect of the BMW-Rover deal, Bernd Pischetsrieder was very aware of the value of the Mini and he was quite happy to let Sked's team at Canley continue to shape the new car. In fact, Pischetsrieder, a British car enthusiast and great-nephew of Sir Alec Issigonis made it quite clear that he would allow the British to control their own projects: 'I want to make it clear that Rover's and Land Rover's design and engineering operations will remain fully functional and largely independent from us here (in Munich).'

Pischetsrieder also made it clear that he was happy with the 'Portfolio' models and, beyond that, he entrusted the British to produce a new Mini – the most British of cars. One of the first acts of the Bavarian regime was to cement the Mini project, giving it official backing, funding and a codename: R59.

Pischetsrieder went further, though. Taking the project under his wing, he went about recruiting the remaining leading lights from the original ADO15 project: John Cooper, Jack Daniels and Alex Moulton. All three men were keen to get on board – Moulton allowed Pischetsrieder to drive his Hydragas-suspended 1966 Mini Cooper, and the BMW CEO came away impressed: 'Pischetsrieder wanted to know all the background information of the original project... he seemed impressed,' Moulton recalled."

<https://www.aronline...elopement-story/>

In 1996 the upgraded Mini MPI (Multi Point Injection) range for 1997 was launched with drivers airbag, seatbelt pre-tensioners, door side impact bars and front mounted radiator. Despite Rover's original plan to end Mini production in 1997 due to new European safety and emissions legislation, BMW's new investment in the Mini and John Cooper's insistence on this last update finally got the MPI into production in 1996, extending the Mini's life by 4 more years until the launch of the New MINI in 2001.

HUBBA.HUBBA, on 16 Aug 2019 - 2:33 PM, said:

Without Pischetsrieder there would have been no Mini MPI developed and production of the classic Mini would have ended 4 years earlier, as originally planned by Rover.....and no money to develop the R50 MINI for the future.....

Interesting to read Mike Theaker's (BMW/Rover Engine Development Engineer) account of the Mini MPI development story and how it was BMW's will and John Cooper's insistence that finally got the MPI into production in 1996, extending the Mini's life by 4 more years. Mike Theaker also later worked on powertrain development for the New MINI (R50).



Mini MPI



Mini R50

**Mike Theaker on the Development of the Twin Point Injection system for the Mini. (See interview on the next page)**





*Engine development engineer Mike Theaker helped to develop fuel injection system. He now works in engine development for Rover with John Cooper and on other "future" projects.*



**Peter Barker / Miniworld.co.uk September 2000**

***How did you get involved with Mini development?***

My first cars were Minis so I had the bug from the start. I went to Sheffield University to study Mechanical Engineering and got a job with Ford when I graduated. After two years I moved to Rover where I have been ever since. One of my first jobs at Rover was development of the Throttle Body Injection (TBI) system for the Mini which was introduced at the beginning of 1991. The Mini was by then mainly a professional interest but I became more enthusiastic again as time went by.

***Tell us about the TBI system.***

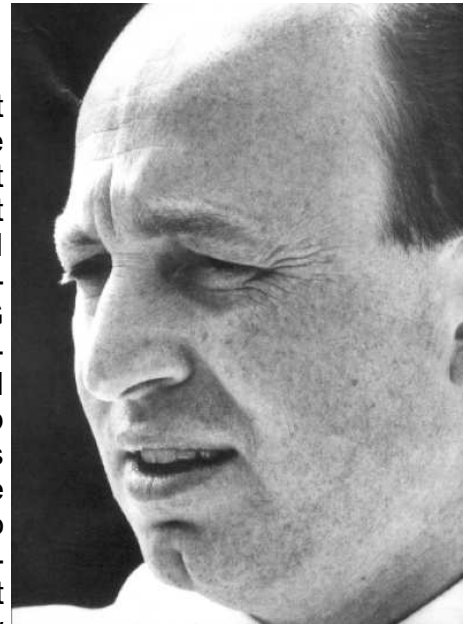
The TBI system was introduced to make the Mini compliant with emissions specification ECDI and to keep it in production after 1991. The SU carburetor could not meet the new spec and so injection was the only option. The TBI was adapted from the Rover 200/400 system and was essentially a straight replacement of the carburetor by an injector. It had a "wet manifold" with the fuel being injected at the manifold mouth. There were emissions limitations caused by fuel puddling in the manifold which we tried to cure by inserting weirs in the manifold tracts.

***What was the motivation behind the Multi-Point Injection system?***

I felt that there had to be a better solution to the emissions and drivability problems of the TBI system and that this would allow the Mini to continue beyond 1996. My initial proposals to build a twin point system were not well received. Some people said it couldn't be done but I was sure it was possible. After many hours of detailed calculations at home, without any authority and against the wishes of some of Rover's senior management, I decided to modify one of the TBI development cars. Working undercover at Gaydon we built a prototype that fired and ran at the first turn of the key and was complete by the end of August 1991. Most of this initial work was done outside working hours, effectively for free. It became a real technical and personal challenge.

### ***What were the problems you had to overcome?***

The Mini MPI (Multi-Point Injection) system is one of the most complicated ever devised. The essential problem is that the Mini's cylinder head has "siamesed" inlet ports. That is one inlet port feeds two cylinders, which need fuel pulses at different times in the engine's cycle. In between working on the Mini TBI system and the MPI system I had worked on the MGF WC engine and was able to adapt some of the thinking behind the MG system to the Mini application. The final version of the MPI system is extremely close to the original prototype. We arranged that fuel was injected as close to the head as possible to keep the wetted area of the manifold to the minimum (this improves emissions). To cope with different speed, load and temperature conditions we had to fire two pulses of fuel, back to back, into the inlet port. This double pulse grew both backwards and forwards depending on engine conditions. This enabled us to inject the correct amount of fuel for all situations. This was an entirely new principle which we named "bi-directional pulse width stretching". The software for the MPI system is extremely complex but I did the initial fueling calculations in pencil on the roof of the prototype car. On the prototype we had no camshaft sensor so the car would only start 50% of the time. This was rectified for production cars.



### ***What are the advantages of the MPI system over the TBI system?***

Essentially improved fuel economy, throttle response, drivability and emissions. The fuel distribution between cylinders and control of the fuel is better than the TBI system and there is also the advantage of the reduction in wetted area inside the inlet manifold which, again, helps reduce emissions.

### ***How did Rover respond to your work?***

I revealed the prototype to my Chief Engineer in 1991. He was suitably impressed and a patent was applied for by Rover in my name during 1992 and was granted in 1995. There were problems with the prototype but the potential was clear. Nothing really happened on the MPI until 1994 when BMW took over. John Cooper had driven an early prototype and, at the Motor Show that year, he asked Rover's Engineering Director, Silvert Hiljemark, why we weren't going ahead with development. Mini would have had to cease production at the end of 1996, due to noncom-



pliance with the ECD2 regulations, but BMW were now keen to keep it going until 2000 when the new Mini was scheduled to start production. The combination of BMW's ill and John Cooper's insistence meant that the climate was right and "productionization" of the system took place. The MPI system was introduced into production cars in 1996.

***The public responded to the MPI system as an incremental change rather than a revolution, was that fair?***

Significantly it extended the production life of the Mini by four years. However, the MPI system was introduced along with several other major changes to the car, which blunted its impact. The Mini's final drive ratio was raised from 3.2:1 to 2.7:1 at the same time, which was intended to reduce drive-by noise, but it didn't help throttle response and acceleration. The fact that we were getting more torque from the engine therefore went unnoticed. Fuel efficiency was increased but then the addition of wide tires and their attendant wheel arches did nothing for the overall fuel economy. Our prototypes were fitted with a 3.2:1 final drive and narrow tires and they went like a bomb.

***The injection manifolds have been criticized for being crude. How would you respond to that?***

It is fair to say that the MPI manifold is not as I first conceived it. It works as well as it can within the limits of a mass-produced item. Improvements could always be made but remember that any modification to the engine means re-calibration of the fuel metering system which is far from simple.

***Have you contributed to the Mini's development since then?***

I still have a brief to assist with John and Mike Cooper's engine developments. I make sur that they are safe from Rover's point of view as Rover warranty applies to some of the Cooper S engine conversions. I also work with John and Mike on any specials including Mike's own personal car featured by MiniWorld. The Coopers have become good friends, they're a great inspiration. I speak to them at least three times a week.

***Weren't you involved with the ACV30 concept car?***

Yes. In early 1997 we took the ACV30 to the Monte Carlo Rally. It was based on an MGF and used a 1.8 liter K-series engine. I had to provide engineering support for the car as it ran on a special stage around the GP circuit in Monaco. We also took the three original Monte-winning Minis which were driven by their original drivers Hopkirk, Makiinen and Aaltonen. It was a great experience and generated a tremendous amount of interest in the new Mini. It also gave me a chance to drive 33EJB at the Monte Carlo Rally.

***You have a Mini of your own, tell us about that.***

It is one of my own ex-development cars and carries the S Works prototype no. 1 chassis plate. It's effectively the first Mk5 Cooper S Works. It was used for trim development, developing the S Works kit and as a benchmark car for the new Mini. I enjoy it, it puts out a safe and reliable 90bhp at 6000 rpm and is great fun to drive.





**What are you working on currently?**

I am currently Engine Calibrating Manager for BMW/Rover but I will soon be moving to Ricardo Consulting Engineers to continue work on powertrain development for the new Mini. Obviously, I can't tell you anything about that, other than it's going to be a fantastic car with all the best features of the Classic Mini.



**And the Beat  
Goes On ...  
And on  
And on  
And on**

**And ....**

**So you were saying ?**



## MORE NEWS FROM OUR ROVING REPORTERS

As seen at the Moss Motors Virginia Cars and Coffee  
How about this MGB.

I'd say the guy was determined to use what he had lying around his yard.

Saturn engine, seats, dashboard and wiring harness.

BMW 5 speed gearbox.

Chevy S10 rear axle.

Just to bring the point home, keep in mind the Saturn was a FWD configuration.

Pete Cosmides



# Hardtop Storage

By Chris Mann



Do you have a hardtop for your roadster? Do you take it off for the summer, and store it? Do you wish your garage had more space? If the answer is yes, yes and yes, I may have a suggestion that will help.

A few years ago my wife got serious about downsizing, which had been a topic of discussion on and off since our daughters moved out on their own. She found a house she liked, and I said I guess if you're moving I'm moving. So we went from a nice 3 story Victorian to a nice 2 story Bungalow, and more important to this story from a 30 x 40 garage to one less than half that size. Even after deaccessioning much of my car related collection of "stuff" I find that things are just a little cramped.

Having been around sailboats for much of my life, I was familiar with the Harken company as a maker of quality rigging, blocks, etc. After moving I found they also make quality hoists. I bought the first two to raise bikes out of the way. Gee, why didn't I know about these before now. Then I bought a wooden canoe and decided the same system would be great to raise and store that. When we sold the Victorian house, and more importantly that huge garage, I had to move the last of the collection. That included my 1964 MGB and all the collected parts that have been awaiting the long planned restoration. Yikes! Where can I put all this stuff?!!! Well, the car and boxes and boxes of parts all found a home, and all was well for a while. Then this spring I started the restoration in earnest. All was going well until I realized I have to remove and store this hardtop both to finish stripping the interior and to send the body out for restoration. Harken to the rescue once again!

Harken makes a "Jeep Hardtop Hoister Storage System" rated at 45 to 145 pounds, and another "Hoister Storage System" rated at 75 to 200 pounds. I adapted the Jeep system for my purposes, and it works just fine. The hardtop is secured well out of my way, and a single line safely raises and lowers it. A bonus is that I no longer need to look for an extra pair of hands to lift it off the car. Just position the car under the hoist, attach the lines, and haul it away. While I may eventually tweak how it attaches to the top, it works well enough for now.

The photo shows my four hoists in use. I did all the installations solo, and each took about an hour or two. If you'd like to see it in operation stop by and take a look.

Chris Mann

**Here are a couple of pictures from member Sue Salsburg  
when she ran the Giants Despair Hillclimb.  
Giants Despair was first run in 1906.**

Sue Says: "photos from before Sunday's monsoon. Both cars ran well & I drove the MGA for one run instead of the Jag. Reminded me why I bought the comfy Jag." Sue



Joe Says:  
Click the links below to see and hear Sue's cars racing and more !!

Pure Hillclimb Sounds | Giants Despair Pa, Hillclimb 22

CLICK THE LINK BELOW TO VIEW THE VIDEO - remember to SKIP the AD

<https://www.youtube.com/watch?v=aR4k8bE2xP4>



The history behind Giants Despair Hillclimb

CLICK THE LINK BELOW TO VIEW THE VIDEO - remember to SKIP the AD

<https://www.youtube.com/watch?v=WEVIIHBig08>

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](mailto: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](mailto:president@bmcsnj.org)

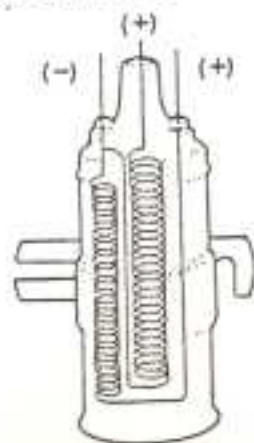
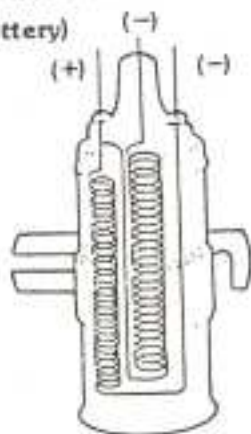


# COIL POLARITY

I was converting my older British car over from positive to negative ground when I came across the question of coil polarity. I discovered coil polarity is very much misunderstood. In researching it out it got me very confused until I found out there are two definitions of coil polarity. I talked to 3 or 4 knowledgeable people on the subject and read several technical books and articles. Everything made sense in itself but didn't jive together until I found out they were talking apples and oranges.

## Definition #1 Coil Polarity (In relation to battery)

The polarity of the coil should match that of the battery by connecting it so (+) goes to (+) and (-) connects to (-). But don't worry about which way you install the battery (positive or negative ground) or which way you install the coil (regardless of coil markings) it will automatically adjust itself. The coil will work efficiently and put out the same voltage either way it is hooked up, but, the spark plugs are more sensitive when it comes to polarity hence our 2nd and more important definition.



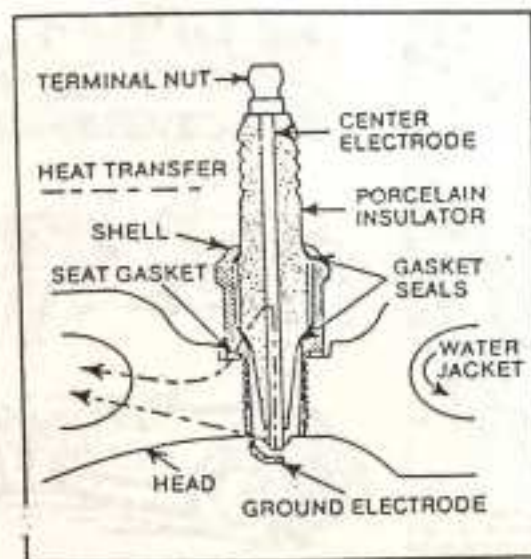
## Definition #2 Coil Polarity (In relation to spark plugs)

Coil polarity should be such so as to provide negative polarity to the spark plug's center electrode.

It has been found that it takes approximately 15% less voltage to form an arc at the plugs if the hotter center electrode is negative and the cooler (by comparison) ground electrode is positive. The center electrode is hotter since heat transfer from the tip must make its way through the porcelain insulator, past the sealing gaskets, to the shell, block, and then to the water jackets. The ground electrode heat just has to get from the shell, to the block, then water jackets.

If your center electrode is positive your car will probably still run fine until with its 15% handicap, it exceeds the coil output. If you live where temperatures dip down to 0° you may not get your car started. Driving with a full load and accelerating hard up a hill may cause an ignition miss. If your ignition system is well worn to where you have a lot of various voltage losses, you could get a miss. Correct coil polarity won't eliminate these problems, just put them off by 15%.

If your coil has - & + markings by the primary terminals you will be pretty safe by hooking it up by those marks but test it for correct polarity anyway using one of the tests listed further on. If your coil has CB & SW, or BAT & DIST

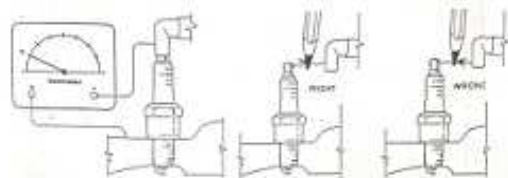


markings there is no way of telling if the coil was marked in relation for a positive or negative ground car and the only sure way to tell if the coil is installed right is to test it out.

You test for correct polarity by hooking up a voltmeter with the negative lead to the plug terminal, which should be of negative polarity, and the positive lead to the block, which should be of positive polarity. Set the meter on the highest volt range. These connections remain the same whether you have a positive ground or negative ground electrical system. The secondary winding's polarity, which we are testing, is determined by the combined hookup of the battery and primary windings so it may or may not match the battery's ground.

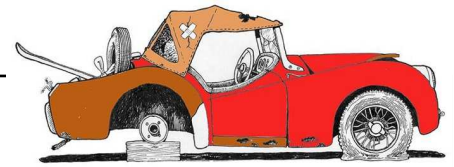
Cranking the engine over (you don't have to start it) should show an upward swing of the voltmeter needle (don't be concerned with taking a reading.) If the needle swings down off the scale your coil is hooked up wrong. To correct, reverse coil primary leads. Do not worry about the coil markings (refer to definition #1.)

If you don't have a voltmeter, test by removing a plug wire from a plug and hold a plain lead pencil point in the path of the arc. A flair (hard to see) towards the plug shows correct polarity while a flair towards the coil shows reversed polarity.



Author DAVID EDGAR  
Courtesy of MOSS MOTORS  
MOTORING PUBLICATIONS

# 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: [mgggarage@comcast.net](mailto:mgggarage@comcast.net)  
Ads will appear for two (2) issues , as space allows

**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 very nice wind wings
- 1 black vinyl grained top. Serviceable. Will keep the rain off you, but has small repairs at seam on side of each small rear window

All for \$125. [Bruce Aydelotte 609-705-4753 or cuznbrucie@comcast.net](mailto:Bruce Aydelotte 609-705-4753 or cuznbrucie@comcast.net)

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

**FOR SALE. For MGB.** Two complete doors, bonnet, trunk lid, and windscreen. \$500 for all. Will separate. Tom Fanelle 609-922-5372 or [tfanelle@aol.com](mailto:tfanelle@aol.com)



**FOR SALE. 1962 AH Sprite Mark 2.** Project with amazing mechanicals. Car was running strong until 2<sup>nd</sup> 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 \$875. Engine and transmission alone are worth more than this much.  
D. Michael Scott 609-792-6943





**FOR SALE. TR6 Roll Bar.** Moss p/n 856-090 with mounting hardware. I purchased it many years ago but decided not to install it. Listed for 800 bucks in the latest Moss catalog. \$400 cash and carry for club members. Ed Doody 609-706-9246 or [collbark@hotmail.com](mailto:collbark@hotmail.com)

**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](mailto: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](mailto: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](mailto:jarmand1@comcast.net)

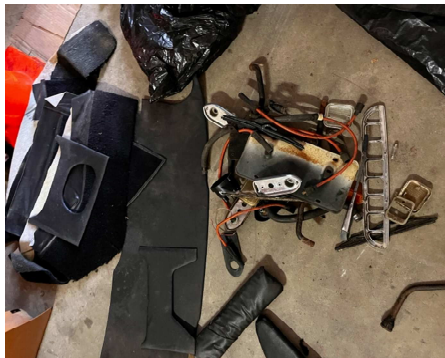
**FOR SALE. MGB parts:**

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](mailto:reggie630@hotmail.com)

**FOR SALE. MGB Roll Bar.** Freshly painted. Includes all mounting hardware. \$150. Ed Connor 609-332-1501 (call/text) or [ed.connor320@gmail.com](mailto:ed.connor320@gmail.com)

**FOR SALE. Lucas breaker plate for the Lucas 25D distributor.** Will fit any Lucas 25D distributor from 1962 to 1974 for MG or any other British Car with a 25D distributor. \$40.  
Ira Eckstein 856-296-6460 or [ijeckstein9@gmail.com](mailto:ijeckstein9@gmail.com)

**FOR SALE. For MGB.** Tonneau cover with headrest pockets, top boot cover and other assorted soft items. \$100 for all Tom Fanelle 609-922-5372 or [tfanelle@aol.com](mailto:tfanelle@aol.com)



**FOR SALE. Bugeye Sprite radiator.** Needs work. \$50. Reggie Harris 856-264-6032 or [reggie630@hotmail.com](mailto:reggie630@hotmail.com)





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

**FOR SALE. Outdoor car cover for TR6.** Used for 3 months only. Purchased from Moss Motors. Manufacturer is Budge, size #2. Includes storage bag. \$30. Will ship if necessary but buyer pays shipping in addition to price. Don Gray [tr61973@aol.com](mailto:tr61973@aol.com)

**Wanted: Triumph TR4A/TR6 overdrive transmission.**  
Contact: Paul at [pis9@yahoo.com](mailto:pis9@yahoo.com) or 609-462-3593

**FOR SALE. Triumph 6cylinder head \$50.** With new rocker cover \$70. MGA 1500 cylinder head \$50. Healey 6 cylinder valve cover \$10 (wall art or gravity racer?). Pick up in Bridgeton. Gary Cossaboon 856-455-eight349

**FOR SALE. 1979 MG Midget.** New carpet ,coil, cap, rotor, wires & plugs, aluminum radiator, custom console with volt meter, ignition switch, brake cable, speedometer cable and gear, fuel tank & sender, solenoid switch, rebuilt Zenith-stromberg carb. Carmine red faded. Needs trunk repaired and carb adjustment. Asking \$7000.00 negotiable.  
Call Rosario 856-981-8676 or [russellzappala@gmail.com](mailto:russellzappala@gmail.com)

**Wanted: Three point seat belts for 1971 MGB.** Specifically looking for the metal piece on the shoulder belt that attaches to the chrome lug on the back deck. This piece has a keyhole shaped opening. I need two of them. Condition of the seat belts does not matter.  
Ed Connor 609-332-1501 (call/text) or [ed.connor320@gmail.com](mailto:ed.connor320@gmail.com)

**FREE: Free to a good home. Black TR6 seat covers both back and seat surface.** Still in the bag, given to me as a gift, and I cannot use them on my Spitfire. Lance Landgraf [llandgraf@gmail.com](mailto:llandgraf@gmail.com) or 609-432-9024

**FREE: Two MGA seats.** Came from my recently sold '59 Elva Courier. Pick up required - or if I know ahead, and can make it, I could drop them at a club meeting.  
The leaves are also FREE ! Pick-up ONLY !!

Joe Marchione  
[editor@bmcsnj.org](mailto:editor@bmcsnj.org) or 609-412-4414  
921 Shelburne Ave.  
Absecon, NJ 08201



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

# 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.

**Events for 2024 to be determined.  
Stay tuned. More in January / February Issue**

## ***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](#)

# And now a word from our Sponsors



## British Car Parts & Accessories

Toll Free 1-855-746-2767  
[www.rimmerbros.com](http://www.rimmerbros.com)

Bring your Smiths Clock into the 21st century



[www.jaguarclock.com](http://www.jaguarclock.com)

Mike Eck  
 418 Whig Lane  
 Glassboro, NJ 08028

## Register Your MGA With NAMGAR!



Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of *MGA!*, our full-color,

award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just \$37.50 per year

(North America), or \$52.50 (International). **Get more information at** <http://www.namgar.com>, or contact [registrar@namgar.com](mailto:registrar@namgar.com).



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](http://www.namgbr.org)



*75 Years of Heartfelt Thanks*

MULTIPLE WAREHOUSES



2-YEAR WARRANTY

800-444-5247

[MossMotors.com](http://MossMotors.com)

Chris Roberts  
 owner



Work (609) 904-2949  
 Cell (609) 576 8922  
[Crobe56718@aol.com](mailto:Crobe56718@aol.com)

263 Steelmanville Road  
 Egg Harbor Twp., N.J. 08234

**CHRISTOPHERS**  
 FOREIGN CAR PARTS.COM

## AUTOBELLA DETAILING & PRODUCTS

Premium Detailing | Detailing Products | Paint Correction  
 Ceramic Coatings | Paintless Dent Removal | Paint Protection Film  
 Wheel, Leather, Vinyl & Upholstery Repair | Powder Coatings

**Make An Appointment Today!**

**856 • 454 • 7500**

**AUTO-BELLA.COM**

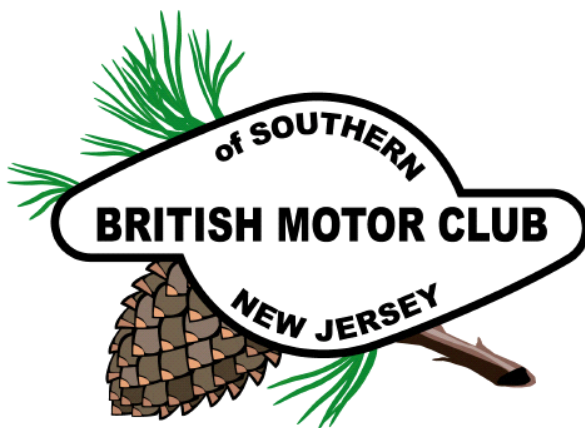
1 Linda Lane, Suite C, Southampton, NJ 08088  
[info@auto-bella.com](mailto:info@auto-bella.com)



**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

