

OFF SIDE



British Motor Club of Southern New Jersey

NEAR SIDE



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

September / October 2023

VOL. 33 ISSUE 05



the
**MORRIS
MINOR**

*A classic example of
automotive design, as well as typifying "Englishness"*

Also In This Issue :

- RESCUE Squad --- Tour of South Jersey --- Lewes Delaware ---*
- My MGF hardtop Odyssey --- The MORRIS MINOR --- Sir Alec Issigonis part 1*
- Ice Cream --- The Piney Ramble Tour-- Swap Meet --- BMC of SNJ and other Events*
- Also Other British Car Events Calendar 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

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

PLEASE SEND FOR SALE, WANTED or FREE REQUESTS TO :

Ed Gaubert: mgarage@comcast.net

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

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

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

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

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

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

The editors take responsibility for any editorial mistakes or errors.

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September / October 2023

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The official BMCSNJ website can be
accessed at:
WWW.BMCSNJ.ORG

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September / October 2023

And there you have it, summer is gone. Considering the 95 degree temps and ridiculously high humidity, I don't see that as a bad thing. Fall is arguably the best time of year. We should be blessed with cooler temperatures, lower humidity and less of the issues that come with the scorching heat that we had this year. Having said all that, we still managed to have a lot of fun at our recent events. From the Ice Cream Social and the Piney Ramble in July to the South Tour and Twin Kiss Gathering in August, we had very nice attendance numbers. During the same time, our meetings were enjoyable well attended.

As you will read in the upcoming pages, the Rescue Squad has helped another member but has been somewhat idle for a bit. If you need some help, please reach out to Pete Cosmides and we will see what we can do.

If you have come to meetings or events, you have heard me ramble on repeatedly about creating opportunities for all club members regardless of what part of South Jersey they are from. We are sticking with that model and hope that upcoming events will attract members from the immediate areas of the event locations alongside the diehards that travel to most events.

At the beginning of the season, I made name tags for all club members to make remembering names easier and have been handing them out at every meeting or event. At this point in the year, I have handed out approximately 70 badges, meaning that nearly 100 of our members haven't made it to a meeting or event. I would really like to change that, so if you haven't made it out, there will be a few opportunities in September and October in all regions from Medford to Greenwich to Somers Point, naming a few. Take a good look at the Events Calendar at the end of this issue and make a plan to come out and join the group.

For all of you who ordered a club polo shirt, they are in and available. I will bring them to all the events and meetings that I will be attending. Price is \$25 for all pre-ordered shirts and \$25

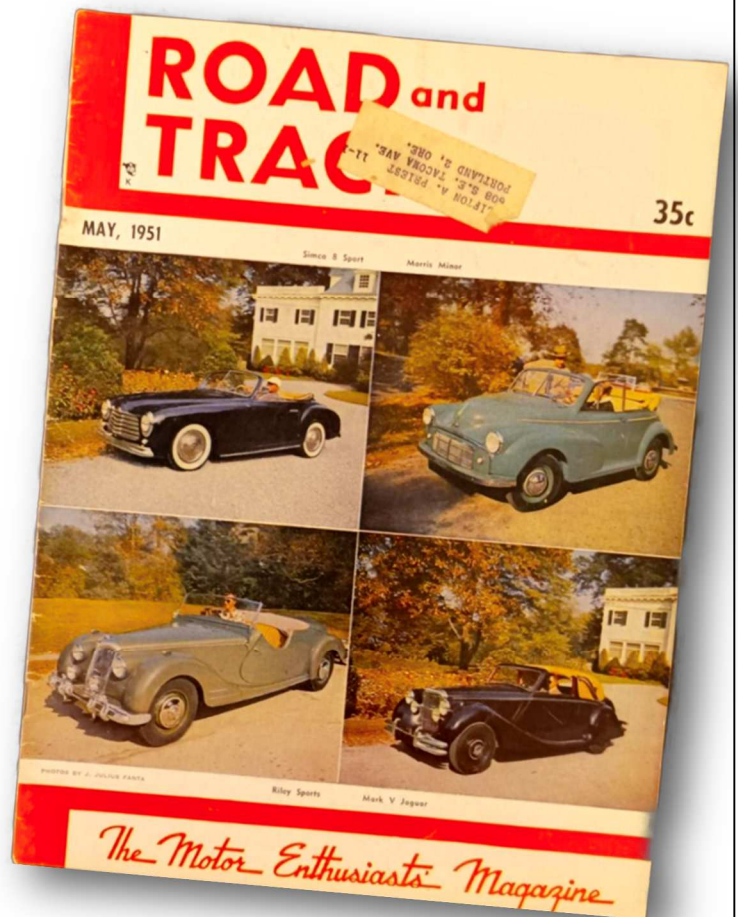
for a few extras that are still available. If you can't make it to anything and need to have it shipped, I can do that as well for \$10 per shirt. Just send me a check for the total amount made out to:

BMC of SNJ and I will send it to you via US Postal Service. My address is 90 Strawberry Drive, Shamong, NJ 08088.

I hope everyone has a safe and fun-filled Fall driving season.

Steve Ferrante

President, BMC of SNJ



SECRETARY'S SATCHEL

September / October 2023

by Tom Evans

August 15, 2023

Inflation has taken a bite out of everything. It seems that the cost of groceries, due to grains and transportation, and other necessities, have risen from the stated average of 8.5% to 20%, but anything in the field of construction has risen to an average of 50%, that's outrageous! We postponed a kitchen remodel from 2019 because the planning came to a grinding halt in March of 2020, and now cabinet, contractor and material costs have out-paced other items exponentially. After less than four years, the battery in the GT6 had breathed its last in June and required replacing. Wouldn't you know, the little buggers had doubled in price and the warranties have been sliced in half. What happened to the Die Hard 5-year warranty of the good-old-days? With the forced march we are conscripted to for EVs one would think that with battery technology, and the savings of scale, we would see better battery prices and longer life for our daily drivers. Is it all part of the same forced participation that only petrol and diesel-powered autos require a lead-acid starting battery and they are intentionally being ignored or artificially kept high? Perhaps the lead-acid battery is truly the lowest cost battery to produce but not as suitable for distance in an EV and they do contain lead whose industry have all been sent overseas. I looked and found that a substitute for the L-A is an AGM, absorbed glass mat, battery. Those buggers are three and a half times the price of the old L-As, but they can be installed upside down if you wish. Optima batteries claim-to-fame is they are AGM and is why they have always been more expensive than L-As. Well we seem to be trapped in the EV vortex until all IC engines are forced from the face of the earth, they can't get rid of us that easily! LBC am byth! (LBCs forever!)

On a lighter note, don't forget to watch the Rugby World Cup from France this fall. Cymru Am Byth! The attendance at the monthly meetings has increased and are a point of enjoyment for those joining together to see friends, meet new members and swap stories. The introduction of the Rescue Squad has increased the sharing and comradery of successful repairs for 12 projects to date. If you have an issue with your LBC and would like some help contact Pete Cosmides, his contact information is in this issue of Off Side/Near Side under "Board of Directors" in the front. See some of their work and all the helpers in this issue.

There has been a lot of fun between the rain drops and heat waves with great attendance at the Ice Cream Social on July 15th with 20 cars and 30 people, Smithville was rained out, see you in 2024, but the Club still made a suitable donation to Samaritans Life Care, they still need it rain or shine. The July 29th "Piney Drive" from Batsto was quite enjoyable and Tracey's annual "South Jersey Tour" has a YouTube posting by member John Higham <https://youtu.be/s1pBIdxlJyk> from his dashboard, thanks John. See photos of these and the "Twin Kiss" cruise in this issue.

Last issue I mentioned the May 2023 issue of Hemmings Motor News article of the history of Morris Garage. Hagerty "Drivers Club" magazine is looking for original owners of classic cars for a series of articles they are researching. Hagerty Magazine 888-216-2903
See you on the road.
Happy Motoring

Calling all Original Owners!

BMC of SNJ was contacted by Jim Koscs (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

September / October 2023

Money Is No Object



Dear Members,

Your club remains financially strong and solvent. Our recent key expense has been the purchase of the logo shirts, but we expect to recover most of the expense through the sale to members. Other expenses are in line with expectations.

Our membership has decreased to 162. There were 10 members that did not renew recently, offset by two new members that joined in July and August. Keep spreading the word about the club and the activities we are enjoying.

If you have a question about when your membership expires, please email me at 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 and send your dues to "members@bmcsnj.org".

Check: made payable to "British Motor Club of Southern NJ" and mailed to:

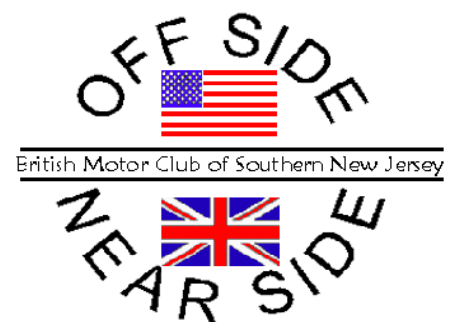
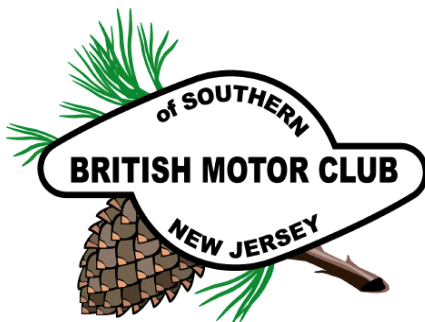
Brian Deam
900 Riverton Road
Moorestown, NJ 08057

Welcome to our two new members.
Enjoy the cool motoring this fall!



Brian

<i>Welcome to our new and returning members:</i>		
Name	Town	Car
John Higham	Toms River	2021 Lotus Evora GT
Bill Weisberg	Ocean View	1967 Morgan 4/4



The Editor Writes



Hello all from your editor.

In many issues of our newsletter I like to include featuring some unusual British cars with which we might not be familiar. In this issue I've chosen a car that is VERY familiar in Britain, the Morris Minor. In fact so familiar that the Morris Minor achieved a production figure of 1.3 million, and was the first British car to sell more than a million units (a feat achieved as early as February 1961). It certainly deserves its place in the history books as one of the most successful UK-built cars of all time. I also want to make members aware of Sir Alec Issigonis, the automotive engineer and designer responsible for not only the Morris Minor but also one of the most iconic cars ever produced, the Austin Mini! When I researched Sir Issigonis I originally planned to give a condensed version of his achievements in the British automotive industry but the more I read the more I realized that he had achieved so much I felt it impossible to cover only a shortened version of his professional life. I have therefore split his biography into two parts. Part 1 and Part 2 in our next addition where I'll feature his design of the **Austin Mini**. I hope this is ok with everyone and I hope you continue reading Part 2 in our November / December, 2023 Newsletter And if you haven't yet, go back and read Part 1 !!
Joe Marchione

So all that brings me back to:

SEEKING MEMBER CONTRIBUTIONS !!!!!

***I am soliciting member articles for the
November / December 2023 newsletter (and beyond).***

LOOKING FOR ARTICLES ABOUT

The MINI and AUSTIN MINOR

And you can't hide because I know the members

who own one 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.

Please send any material to your Editor, at "editor@bmcsnj.org".

I'm asking now because our cutoff date for member articles is at least one month before the month of the newsletter. Meaning that to have your piece published in the NOVEMBER / DECEMBER 2023 newsletter please get anything to me no later than **OCTOBER 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, *WHO ALSO OWNS A MINI SO STEVE* !!**

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

The BMC of SNJ RESCUE SQUAD



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

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

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

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

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

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

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

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



BMC of SNJ

Rescue Squad



BMC of SNJ



BMC of SNJ Rescue Squad report; September / October 2023

Thanks to The Rescue Squad, Fred DeSantis, that is. I can now drive down the road without my visor's constantly falling down. I bought new visor supports with every intention of replacing them myself. When I went to unscrew them I discovered that they were riveted!! OH NO!!! After reading about drilling them out everyone cautioned about cracking the windshield. So I called upon the Rescue Squad and Fred did a fantastic job of drilling out the rivets without breaking the windshield. I was happy to glue the new supports.

Thank you!!!

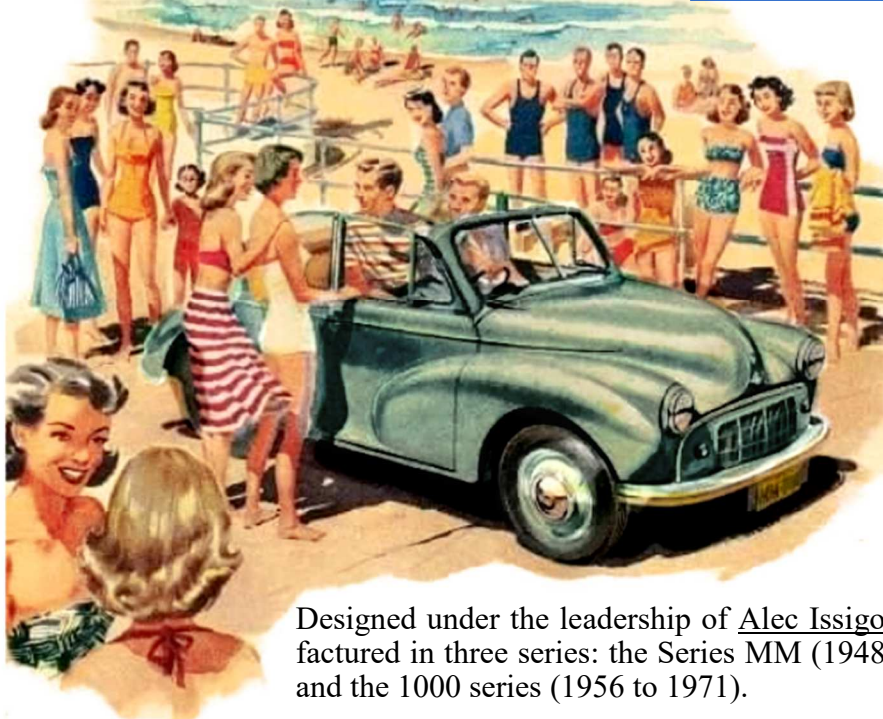
Tina Spano. 1970 MGB Roadster



MORRIS *Minor*

The little car for the "big" job

"Family Car" styling with a "Sportscar" riding under those modest rounded curves



Designed under the leadership of Alec Issigonis, more than 1.6 million were manufactured in three series: the Series MM (1948 to 1953), the Series II (1952 to 1956), and the 1000 series (1956 to 1971).

Initially available as a two-door saloon and tourer (convertible), the range was expanded to include a four-door saloon released in September 1950. An estate car with a wooden frame (the Traveller) from October 1953 and panel van and pick-up truck variants from May 1953. It was the first British car to sell over a million units, and is considered a classic example of automotive design, as well as typifying "Englishness".

The Minor would effectively replace the Morris Eight Series E and had to appeal to both Morris loyalists and those seeking a car utterly modern in its approach. Nuffield's vice-chairman, Miles Thomas, realized that the young Alec Issigonis had huge potential when it came to designing the perfect family car, and tasked him with creating Project Mosquito. And so Issigonis set to, aided by the engineering talent of his two right-hand men, Jack Daniels and Reg Job.

The production car that was eventually revealed to an expectant audience at Earl's Court in 1948 was a major step forward for Morris, although not as ground-breaking as Issigonis had anticipated at the outset. His original plan had been to equip the Minor with a brand new flat-four engine, a compact design that would have freed up extra space inside the car.

Development Origins

The Minor was initially conceived in 1941. Although the Nuffield Organization was heavily involved in war work and a governmental ban existed on civilian car production, Morris Motors' vice chairman, Miles Thomas, wanted to prepare the ground for new products to be launched as soon as the war was over.

Vic Oak, the company's chief engineer, had already brought to Thomas' attention a promising junior engineer, Alec Issigonis, who had been employed at Morris since 1935 and specialized in suspension design, but he had frequently impressed Oak with his advanced ideas about car design in general. Issigonis had come to Oak's particular attention with his work on the new Morris Ten, which was in development during 1936/7. This was the first Morris to use unitary construction and was conceived with independent front suspension. Issigonis designed a coil-sprung wishbone system, which was later dropped on



Morris Ten

cost grounds. Although the design was later used on the MG Y-type and many other postwar MGs, the Morris Ten entered production with a front beam axle. Despite his briefly being focused on the Ten's suspension, Issigonis had also drawn up a rack and pinion steering system for the car. Like his suspension design, this was not adopted, but resurfaced in the postwar years on the MG Y-type. These ideas showed that he was the perfect candidate to lead the design work on a new advanced small car.



The **Morris Eight** is a small family car produced by Morris Motors from 1935 to 1948. It was inspired by the sales popularity of the Ford Model Y, styling of which the Eight closely followed. The success of the car enabled Morris to regain its position as Britain's largest motor manufacturer.

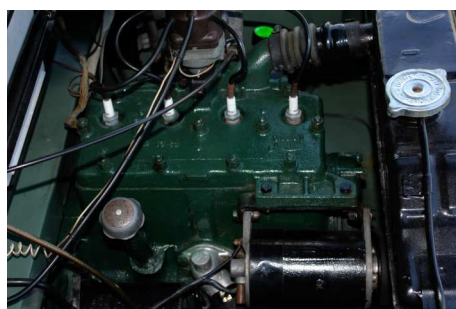
With virtually all resources required for the war effort, Thomas nonetheless approved the development of a new small family car that would replace the Morris Eight.

Although Oak (and Morris's technical director, Sidney Smith) were in overall charge of the project, Issigonis was ultimately responsible for the design, working with only two other draftsmen, one of which was (William) Jack Daniels who worked with Issigonis for 35 years on this and the Mini project. Thomas named the project 'Mosquito' and ensured that it remained as secret as possible, both from the Ministry of Supply and from company founder William Morris, who was still chairman of Morris Motors, and as widely expected, would not look favorably on Issigonis' radical ideas

Issigonis' overall concept was to produce a practical, economical, and affordable car for the general public that would equal, or even surpass, the convenience and design quality of a more expensive car. In later years he summed up his approach to the Minor; that he wanted to design an economy car that "the average man would take pleasure in owning, rather than feeling of it as something he'd been "sentenced to" and "people who drive small cars are the same size as those who drive large cars and they should not be expected to put up with claustrophobic interiors." Issigonis wanted the car to be as spacious as possible for its size, and comfortable to drive for inexperienced motorists. Just as he would with the Mini 10 years later, he designed the Mosquito with excellent roadholding and accurate, quick steering, not with any pretense of making a sports car, but to make it safe and easy to drive by everyone.



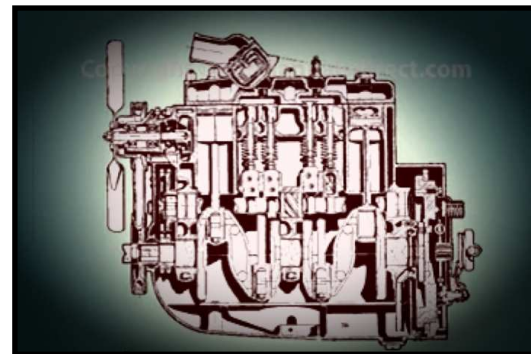
Alex Issigonis



Prototypes of the newcomer were produced up until 1947 featuring this new flat-four powerplant, but the engine suffered from two major problems. First, there was an issue with vibration, although Issigonis and his fellow engineers insisted this would be cured during development; and second, Lord Nuffield was set against the flat-four concept, as Jack Daniels later explained: "As the flat-four ran into doubts, we would have liked to turn to the 918cc overhead-valve variant of the Eight engine, as used in the Wolseley Eight. But Lord Nuffield wanted a side valve engine."

The engine used in the new Minor of 1948 was therefore the 918cc side valve unit from the previous Morris Eight, ensuring that despite modern touches like rack and pinion steering and torsion-bar independent front suspension, which together gave the newcomer an agile feel and superb handling, its performance was fairly lackluster.

This issue of performance wouldn't be tackled for another four years, when the merger between Nuffield Organization and Austin



to create BMC brought new opportunities. And top of the list was access to Austin's brilliant new A-Series engine (as used in the A30), which found its way into the Minor in 803cc guise to create the new Series II range.



Adopting A-Series power transformed the Minor, and thanks to BMC's ongoing development of the engine, the improvements kept coming. The 1956-on Minor 1000 was particularly significant, bringing BMC's newly enlarged (948cc) version and an output of 37bhp. Then by 1962, a 1098cc derivative of the A-Series found itself under the bonnet of the little Morris, boosting its output to 48bhp at 5100rpm.

Original design features

Issigonis' design included the same ideas he had proposed for the Ten before the war: independent suspension, rack and pinion steering, and unitary construction. In the case of the Mosquito, Issigonis was inspired by the Citroën Traction Avant, a car he greatly admired, and he proposed using torsion bars on each wheel, as on the Citroën, rather than the usual coil spring system.



Morris 10



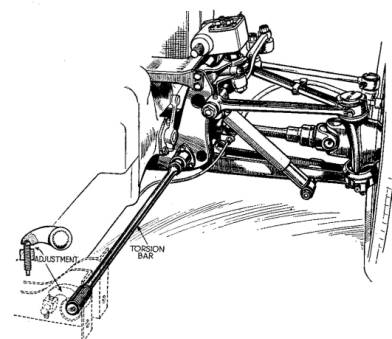
The French car, launched in 1934, had also been an early example of the use of rack and pinion steering.



Citroen

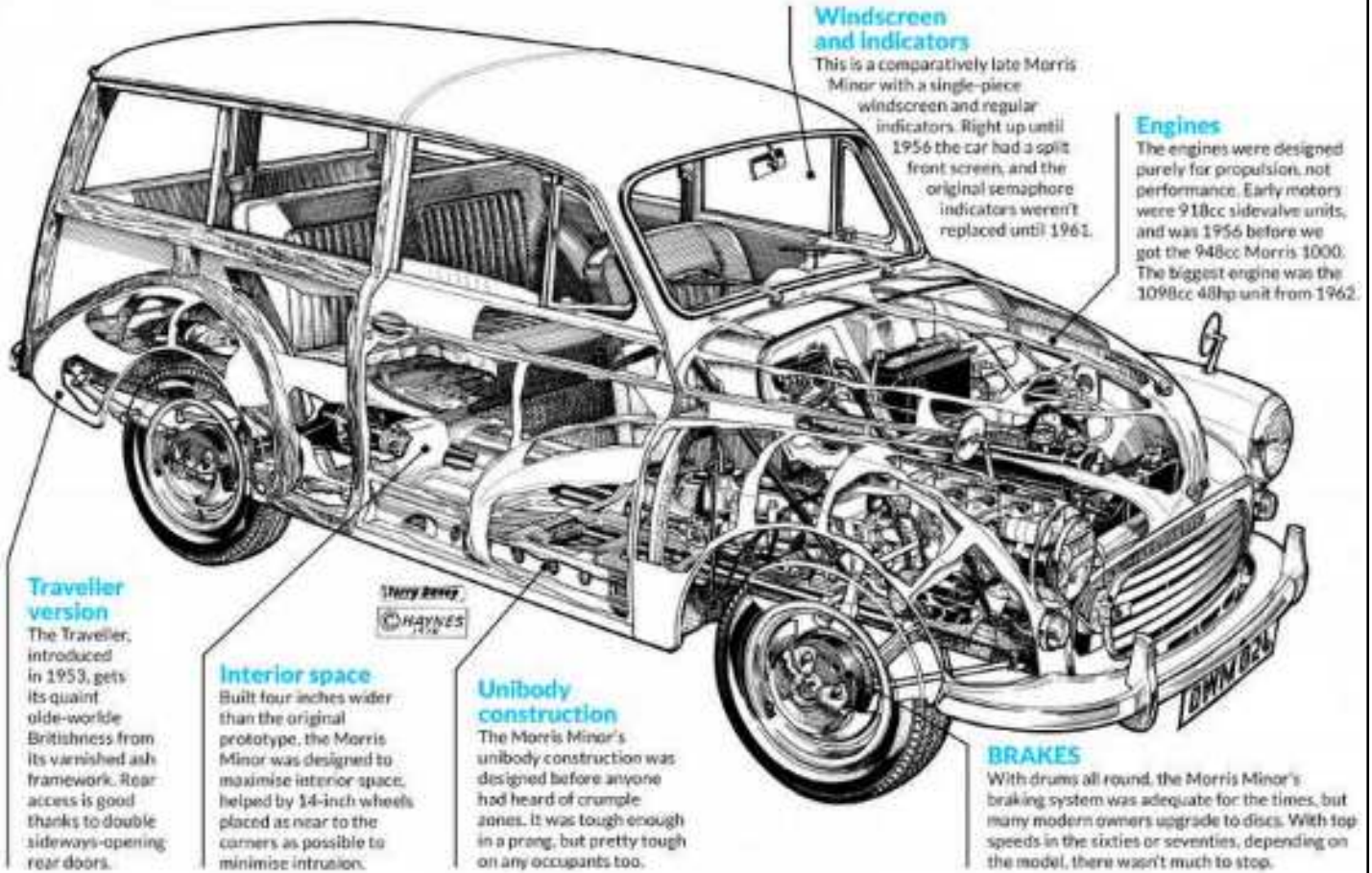
Nearly every feature of the Minor served the joint aims of good handling and maximum interior space. For example, Issigonis specified 14-inch (360 mm) wheels for the Mosquito, with 5.20-14 Dunlop Crossply tires, (145R14 is the radial alternative). These were smaller

Citroen Torsion bar suspension



than any other production car of the time (the existing Morris Eight had 17-inch (430 mm) wheels). These small wheels reduced intrusion into the cabin space and minimized the car's unsprung mass, giving better ride comfort and stability. For the same reasons, the wheels themselves were placed as far as possible towards each corner of the Mosquito's floor pan. The same went for the placement of the engine, as far as possible towards the front of the engine compartment. Most cars of the time had a front beam axle, which forced the engine to be mounted behind the front axle line. While this meant that, with only a driver on board, the weight distribution was fairly even, when laden with passengers, cars often became severely tail-heavy, leading to unstable handling and oversteer. The new Morris's independent suspension meant there was no front axle, allowing the engine to be placed low down and far forward. Putting the Mosquito's engine in the nose meant that the car was nose-heavy when lightly laden, leading to superior directional stability, and when fully laden it achieved nearly equal weight balance, so handling and grip remained good regardless of the load carried. Placing the engine further forward also maximized cabin space.

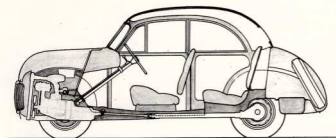
As proposed by Issigonis, the engine itself was also radical, being a water-cooled flat-four unit. One of Miles Thomas's few restrictions on the Mosquito project was that it had to have an engine that would not fall afoul of the British horsepower tax, which taxed cars under a formula relating to their engine cylinder bore. At the same time, Thomas wanted the car to appeal to the all-important export markets, which had no such restrictions, and generally favored larger-engined cars. Issigonis' solution was the flat-four engine, which could easily be produced in two versions – a narrow-bore 800-cc version for the British market and a wide-bore 1100-cc version for export.



Both versions would use identical parts, except for the actual cylinder blocks (which could still be produced on the same machinery) and the pistons. The flat-four layout reduced the overall length of the engine, further increasing potential cabin space, and reduced the car's center of gravity for improved handling.

Pre-production changes

The engine was to prove a step too far for the Mosquito project. As the car approached completion in 1946, the war was over and secrecy was no longer necessary or possible to maintain, as more and more Morris staff and executives had to be involved to start production. Many were pessimistic about the radical car's prospects and especially the huge cost in tooling up for a design that shared no parts with any existing Morris product. Lord Nuffield himself took a strong dislike to both the Mosquito and Issigonis, famously saying that the prototype resembled a **poached egg**. Nuffield preferred to continue production of the conventional Morris Eight, which succeeded very well before the war, with some minor styling and engineering improvements. He particularly objected to the Mosquito's expensive and unconventional engine design. Whatever Nuffield's personal views, all of the Mosquito's radical features were looking increasingly unlikely to be implemented while maintaining an acceptable final purchase price and without incurring too much setup costs at the Cowley factory. Thomas and Vic Oak drew up a plan to create a three-model range of cars using Issigonis' design - the Mosquito with an 800-cc engine, a mid-sized model (tentatively designated the Minor after a previous small Morris launched in 1928) with an 1100-cc engine, and a new Morris Oxford with a 1500-cc version of the engine, all sharing different-sized variants of the same platform and with sporting MG and luxury Wolseley versions to achieve further economies of scale.



One Morris on toast please.

There was also the matter of timing – a big rush existed for British manufacturers to get new models to market following the end of the war. Austin was known to be working on an all-new but conventional car, which would be launched in 1947. The Mosquito was proposed for launch in 1949 and that deadline was appearing increasingly unlikely due to the untried nature of many of the car's features. The Morris board insisted on launching the Mosquito at the first postwar British Motor Show in October 1948.



Austin 7 Launched in 1949

This meant that several of Issigonis' proposals were reviewed – first the all-independent torsion bar suspension was changed for a torsion-sprung live rear axle and this was then substituted by a conventional leaf-sprung arrangement. (Ed: Bummer) All of Miles Thomas' suggestions for spreading the cost of developing the new car and broadening the design's appeal were treated skeptically by the Morris board and vetoed by Lord Nuffield. It became clear that the only way to overcome the personal and financial obstacles to the project was to adopt a lightly revised version of the Morris Eight's obsolete side-valve engine.

Thomas resigned his position at Morris Motors over the debacle !! Despite the changes the fundamental principles of Issigonis' concept – a spacious cabin, small wheels at each corner, a forward-placed engine, rack and pinion steering, and independent torsion-bar front suspension – remained.

While Thomas had been battling for the Mosquito's future, Issigonis had been settling the car's styling. Although in his later career he became known for very functional designs, Issigonis was heavily influenced by the modern styling of American cars, especially the Packard Clipper and the Buick Super. A new feature was a low-set headlamps, integral with the grille panel (Issigonis had originally sketched hidden lamps concealed behind sections of the grille, but these were never implemented). The original Mosquito prototype, which drew Lord Nuffield's "poached egg" comment, was designed with similar proportions to prewar cars, being relatively narrow for its length. In late 1947, with Cowley already tooling up for production, Issigonis was unhappy with the appearance of the car. He had the prototype cut lengthways and the two halves moved apart until it looked "right". The production model was thus 4 inches (10 cm) wider than the prototype, and in keeping with Issigonis' design principles, this further improved interior space and roadholding. It also gave the car distinctive (and recognizably modern) proportions – contrast with the Austin A30, launched in 1952, but still recognizably prewar in size and proportions.

The last-minute change to the design required a number of workarounds – bumpers had already been produced, so **early cars had ones cut in half with a four-inch plate bolted between the joint**. The bonnet had a flat fillet section added to its centerline and the floor pan had two two-inch sections added on either side of the transmission tunnel. (Ed: Now that's **Determination !**)

From Mosquito to Minor

The last change made was to the car's name. The Mosquito codename was widely expected to be the name of the production model, but Nuffield disliked it. Also, Issigonis' last-minute size increase and the fitment of the larger-than-planned side valve engine needed to be considered; while still a small car, the new Morris was no longer the ultra-compact economy car that it had been on the drawing board, and the Mosquito name seemed inappropriate. Morris's marketing department wanted a reassuring name for what it worried would be an innovative, radical car that would be difficult to sell to a cautious public. So, the Minor name, intended for the midsized model in Thomas' planned trio of new cars, was adopted for what would become the smallest postwar Morris. The original 1928 Morris Minor had itself introduced a number of innovative features and had been the first four-wheeled car to sell for £100.



Original Mosquito without changes

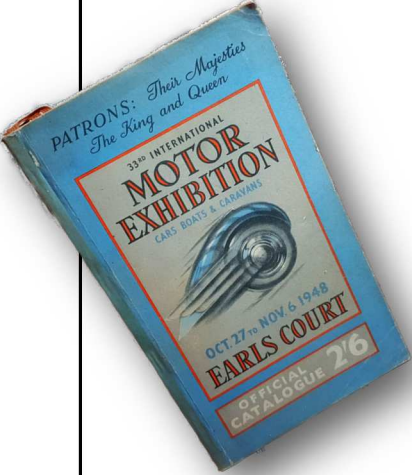


<<< 1928 Morris Minor.
No poached egg !

The new Morris Minor was launched at the British Motor Show at Earls Court in London on 27 October 1948. The original range consisted solely of a two-door saloon or a two-door tourer with a 918-cc engine and a starting price of £358. At the same show, Morris also launched the new Morris Oxford and Morris Six models, plus Wolseley variants of both cars, which were scaled-up versions of the new Minor, incorporating all the same features and designed with Issigonis' input under Oak's supervision. Thus, Issigonis' ideas and design principles underpinned the complete postwar Morris and Wolseley although not the same extent that Miles Thomas had initially proposed.



This is the very first production Minor, used as a press car and then sold on. Morris re-acquired it in 1961 in exchange for a 'Minor Million' built to mark the production of the millionth Morris Minor. To launch the Minor Million, a competition was held to find the owner of the oldest surviving Morris Minor: the lucky prize winner was a Mr. Cyril Swift of Sheffield and that oldest Minor happened to be the *first-ever* Minor!



Morris Minor Series MM

The Series MM type Minor was produced from late 1948 until early 1953. It included a pair of four-seat saloons, two-door and (from 1950) a four-door, and a convertible four-seat Tourer. The front torsion bar suspension shared its design with the larger Morris Oxford MO, as was the almost-unibody construction.

Early cars had a painted section in the center of the bumpers to cover the widening of the production car from the prototypes. This widening of 4 inches (100 mm) is also visible in the creases in the bonnet. Exports to the United States began in 1949 with the headlamps removed from within the grille surround to be mounted higher on the wings to meet local safety requirements. In 1950 a four-door version was released, initially available only for export, and featuring from the start the headlamps faired into the wings rather than set lower down on either side of the grille. The raised headlight position became standard on all Minors in time for 1951. From the start, the Minor had semaphore-type turn indicators, and subsequent Minor versions persisted with these until 1961. An *Autocar* magazine road test in 1950 reported that these were "not of the usual self-cancelling type, but incorporated a time-basis return mechanism in a switch below the facia, in front of the driver". It was all too easy for a passenger hurriedly emerging from the front passenger seat to collide with and snap off a tardy indicator "flipper" that was still sticking out of the B-pillar, having not yet been safely returned by the time-basis return mechanism to its folded position.



When production of the first series ended, just over a quarter of a million had been sold, 30% of them the convertible Tourer model.



Minor Series II

In 1952, the Minor was substantially re-engineered following the merger of the Nuffield Organization (Morris's parent company) with the Austin Motor Company to form the British Motor Corporation. As part of a rationalization program to reduce the production of duplicate components for similar vehicles, the Minor drivetrain was completely replaced with an Austin-derived engine, gearbox, prop shaft, differential and axle casing. The more modern Austin-designed 803 cc (49.0 cu in) overhead valve A-series engine, which had been designed for the Minor's main rival, the Austin A30, was smaller in all dimensions, but nevertheless gave noticeable performance improvements over the pre-war side-valve 918 cc (56.0 cu in) Morris unit it replaced. The 52 second drive to 60 mph (97 km/h) was still calm, but top speed increased to 63 mph (101 km/h). Fuel consumption also rose to 36 miles per imperial gallon (7.8 L/100 km; 30 mpg-US).



Minor Series II Estate Traveller

An estate version was introduced in 1952, known as the Traveller (a Morris naming tradition for estates, also seen on the Mini). One surprise is just how long it took for an estate version to arrive. But that doesn't mean it wasn't always on the drawing board. In fact, Alec Issigonis, Jack Daniels and other BMC engineers were working on the project long before it came to production fruition, with development of estate car versions of both the Minor and the larger MO-series Oxford occurring simultaneously. It's not surprising, therefore, that what would come to be known as the Morris duo of Travellers Cars would follow broadly similar rear-end designs. The idea of using wood as part of the new estate's strength and structure might seem odd now, but 70 years ago it was understandable given what was happening across the Atlantic. The idea of a woody was an unashamed American influence, this being the era when British car designers were adopting the style and creativity of their US counterparts. The end result was a car that used the front end of the Minor saloon mated to a rear based around the existing floor pan but featuring a structural wooden framework, aluminum rear roof section, twin side-opening rear doors and a generous load area.



The choice of an ash framework made production sense, too, as this was a material readily available in 1953. Strength was also an issue, with the Traveller's wooden roof cant rails bringing together a structure of impressive integral strength. Even better, the existing wood shop at the Morris Bodies plant was capable of taking on the task of putting together the timber framework, which was then transported to the Minor production line at Cowley ready for final assembly of the finished vehicle.



The Traveller featured an external structural ash (wood) frame for the rear bodywork, with two side-hinged rear doors. The frame was varnished rather than painted and a highly visible feature of the body style. Travellers were built alongside the saloon model at Cowley minus their rear bodies. The half-completed cars were then shipped to the MG



factory at Abingdon where the bodies (built in Coventry) would be mated to the chassis and the final assembly carried out. This was because the main Cowley production lines were no longer fully equipped to deal with body-on-frame vehicles such as the Traveller while the MG lines still handled these sorts of cars and had experience working with wood-framed bodies.



Commercial models, marketed as the Morris Quarter Ton Van and Pick-up were added in May 1953. Rear bodies of the van versions were all steel. The four-seat convertible and saloon variants continued as well.



What the???

Minor 1000 Series III



In 1956, the Minor received a major program of updates intended to keep the car competitive into the 1960s. Where previously the Minor had been offered with a broad range of colors and trim options, the 'Minor 1000' (so named for its 948cc engine) shifted emphasis towards rationalization of components to access improved economies of scale, and thus enabled increased production volumes to help the Minor retain a significant share of the small car market during a period where car ownership was becoming more commonplace.

The dawn of the motorway era necessitated the fitting of a new 948cc (57.9 cu in) variant of the BMC A-Series engine, elevating top speed from 63 mph (101 km/h) to 75 mph (121 km/h), and reducing 0-60 mph acceleration from 52.5 secs to 31.3 secs. Driving was further improved by a substantially revised gearbox, which incorporated taller ratios for more relaxed cruising speeds and a remote selector allowing a shorter gear lever and less ponderous gearchange action. This new engine and gearbox was the product of a broader engine policy at BMC, and had been developed for use in a range of their smaller vehicles, including the Austin A35, A40 Farina, and Austin-Healey Sprite/MG Midget, to maximize parts sharing and thus reduce production costs, servicing costs and consumer costs across the model range.





A series of changes to the body pressings for the roof/scuttle and bonnet panels yielded a large wraparound rear windscreen and one-piece curved front windscreen, which markedly improved visibility and lent a modernised appearance to the car at relatively small outlay.

Many of the 'luxury' items, such as leather trim (except for the Tourer), were replaced with more durable and cheaper materials, and over the course of the following years the range of available paint and interior colors was dramatically reduced.

Various unique Minor trim items and components (such as light units and heaters) were also gradually replaced with ubiquitous items from the BMC range. This program of changes succeeded in giving access to improved economies of scale to allow production to be ramped up. By the turn of the 1960s, over 100,000 Minors were being produced per year, compared to fewer than 50,000 per year a decade earlier.¹

In 1961 the semaphore-style trafficators were replaced by flashing direction indicators. These were US-style red at the rear (using the same bulb filament as the brake lamp) and white at the front (using a second brighter filament in the parking lamp bulb) which was legal in the UK and many export markets at the time (such as New Zealand). On the two door cars, the rear wings were modified to remove the openings for the trafficators; on the 4-door, the B-pillar pressing was modified to leave a 'blank' in place of the trafficator housing.



Riley One-Point-Five/Wolseley 1500

An upmarket car based on the Minor floorpan using the larger BMC B-Series engine was sold as the Riley One-Point-Five/Wolseley 1500 beginning in 1957: versions of this Wolseley/Riley variant were also produced by BMC Australia as the Morris Major and the Austin Lancer.

Minor Million

In December 1960 the Morris Minor became the first British car to sell more than 1,000,000 units. To commemorate the achievement, a limited edition of 350 two-door Minor saloons (one for each UK Morris dealership) was produced with distinctive lilac paintwork and a white leather interior with black piping. The badge name on the side of the bonnet was modified to read "Minor 1000000" instead of the standard "Minor 1000".



Have no idea who, or for what this little shot was staged but it was just so darn cute *** and *strange* ~~~~~



Mr L. Bowles and its designer, Mr Alec Issigonis (right) and the Millionth car 8 days after it was built.

The millionth Minor was donated to the National Union of Journalists, which planned to use it as a prize in a competition in aid of the union's Widow and Orphan Fund. The company, at the same time, presented a celebratory Minor to London's Great Ormond Street Hospital for Sick Children, but this car was constructed of cake.



Series V (ADO59)

The final major upgrade to the Minor was made in 1962. Although the name *Minor 1000* was retained, the changes were sufficient for the new model to be given its own ADO development number. Morris chassis numbering convention refers to these cars as 'Series V', the 'Series IV' designation having been assigned to the Morris Mini Minor.

A new, larger version of the existing A-Series engine had been developed in conjunction with cylinder head specialist Harry Weslake for the then new ADO16 Austin/Morris 1100 range. This new engine used a taller block than the 948 cc unit, with increased bore and stroke bringing total capacity up to 1,098 cc. Although fuel consumption suffered moderately at 38 mpg, the Minor's top speed increased to 77 mph (124 km/h), and a 20% increase in torque gave an altogether more responsive drive. The revised engine was teamed to a stronger gearbox fitted with baulk ring synchromesh replacing the previous cone-clutch type. Drum brakes were retained on each corner, but the front units were increased from 7 to 8 inches (18 to 20 cm) in diameter. From October 1963, larger combined front side/indicator light units, common to many BMC vehicles of the time, were fitted to the front wings, and larger tail lamp units were fitted at the rear. Both incorporated separate amber flashers for directional indicators. In 1964 the interior received its final update, with a new heater unit (now with fresh air ventilation), and from October of that year, a modified dashboard with toggle switches, white-on-black speedometer unit (incorporating a warning light for a blocked oil filter), textured alloy fascia, new glove-box cover design (a fully enclosing bottom-hinged cover on the passenger



side, and fixed open aperture surround on the driver's side), and finally a two-spoke 'safety' steering wheel (shared with the Morris 1100) were added.



Morris Marina

From 1965, no further major production improvements were made to the Minor, with resource being channeled into improving the ADO16 (the Minor's spiritual successor and Britain's best-selling car in the 1960s), and development of the Morris Marina, which would succeed the Minor on the Cowley production lines in 1971.

Editor: There ends our introduction of, the Morris Minor, which some consider “The most important car in English history” or something like that. Well, I looked it up (a few pages ahead) and the quote was *The Most Significant Car of the 1940s*. Whatever, it was a smashing car for Britain, especially for sales. I hope you enjoyed the article and also, a biography of the designer of not only the Morris Minor but also the fabulous MINI (!) is just around the corner.

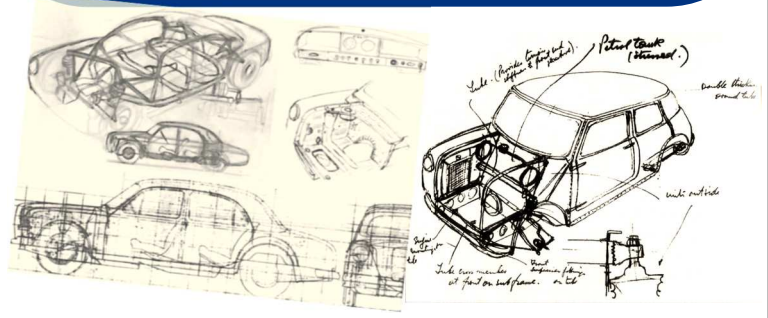
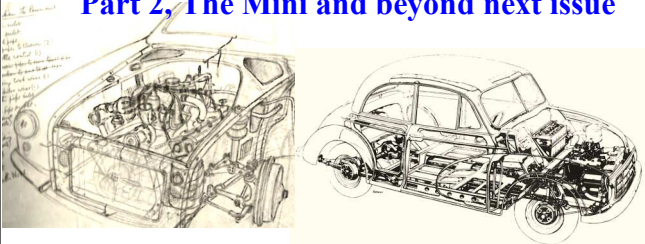
Just turn the page. - Joe Marchione

Sir Alec Issigonis

The Designer of Britain's
Favorite Cars,

Britain's Favorite
Car Designer

PART 1 the Morris Minor
Part 2, The Mini and beyond next issue



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 British car designer who could claim celebrity status.

Alec Issigonis, or more formally Sir Alexander Arnold Constantine Issigonis CBE FRS RDI* (1906 – 1988), will always be associated with the Morris Minor, built for over 20 years, and with the Mini, a car he designed very quickly in the late 1950s and which was built for over 40 years, throughout the tumultuous history of BMC and BLMC, ending only after the BMW led break up of the Rover Group in 2000. His fingerprints are all over other cars, too, the Austin 1800 Land Crab and the Austin Maxi for example, but not always as successfully, as we shall see.

Issigonis was an engineer, first and foremost, but the terms “design/designer” are used in this piece, in the way that was contemporaneous to Issigonis and as he would have understood it, although we would now use the term “engineering”.



Austin-Morris 1100 (ADO16)



Austin 1800 Land Crab

Issigonis' was a complex man, with a complex background, family story and career. There is a truck factory in the city of Izmir, on the western Mediterranean coast of Turkey, built by the British Motor Corporation (BMC) in 1967, and which still builds vehicles under the BMC brand. At the

opening of the factory BMC was represented by Sir Alec Issigonis. There was a good reason for BMC selecting him for this task, for Issigonis was born in Izmir.



Austin Maxi

Issigonis' grandfather, Demosthenis Issigonis, had emigrated from Paros in Greece to Smyrna (as Izmir was then known) in the mid 19th century where his engineering company helped the British build the Smyrna-Aydın Railway, and through this he acquired British citizenship. Alec's father, Constantine Issigonis, who was born in Smyrna in 1872, studied in England, and subsequently returned to Smyrna, keeping the engineering business going through the First World War and maintaining his British citizenship. Issigonis's mother, Hulda Prokopp, was descended from a Bavarian brewing family who had settled in Smyrna, and established a brewery.

Young Alec grew up in a very affluent environment, with influences from Germany and Greece (he grew up speaking German and Greek), rather than Turkish and British. Issigonis showed little interest in things mechanical until he was well into his teens, not riding in a car until he was 14 years old, and was seemingly more interested in art, under the strong influence of his mother.



At the end of the Greek-Turkish war in 1922, British subjects in Smyrna were evacuated by the Royal Navy, ahead of the Turkish re-possession of the area from Greece, with many initially travelling to Malta. Tragically, Constantine Issigonis contracted a serious illness, and died in Malta in June 1923. Prior to his death, Alec and his mother travelled overland to London. Hulda Issigonis then returned to Malta, leaving sixteen year old Alec alone in London, returning only after Constantine had died.

Alec completed his education at an English boarding school, and in 1925, took a two month tour, by car, of Europe with his mother before returning to take a place at Battersea Polytechnic in south London, to study mechanical engineering. He failed his degree course but gained a diploma in Mechanical Engineering, at the third attempt, in 1928.

Given his disrupted education, unusual background and the tough economic times that were the late 1920s, finding a job was not easy, but in 1928, and by now a British citizen in his own right, Issigonis took his first job in the motor industry, for Edward Gillett in London, through a networking contact he had made at Battersea. Gillett was developing a freewheel device for use on cars, partly as a refinement and fuel economy device, and partly to reduce the need for double declutching gear changes in the pre-synchromesh era.

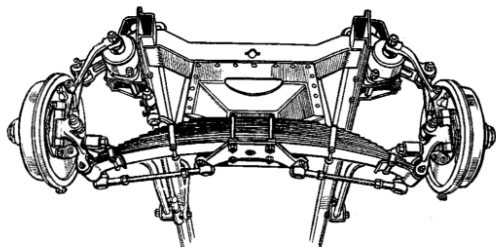
Issigonis worked as a draftsman and design engineer, and also in sales and as a project engineer, succeeding in securing Rover as a customer. Issigonis' customer in this case was Maurice Wilks, later the man behind the Land Rover. Rover used the freewheel extensively, on cars and Land Rovers, into the 1960s. Chrysler also took a license to manufacture the device, which was an integral part of their pioneering overdrive in 1934. Humber was more interested in the sales engineer than his product, and Issigonis moved to Humber in 1933. Humber was the upscale brand of the Rootes Group, but also the name of the main car building company in the Group. Issigonis' first project was to design an independent suspension for Rootes' highest volume car, the [Hillman Minx](#). Later, he was working on an independent suspension for the larger Humber Hawk, with another rising star in the industry, Bill Heynes. Heynes later became Technical Director at [Jaguar](#) and was a personal friend of Issigonis for many years.



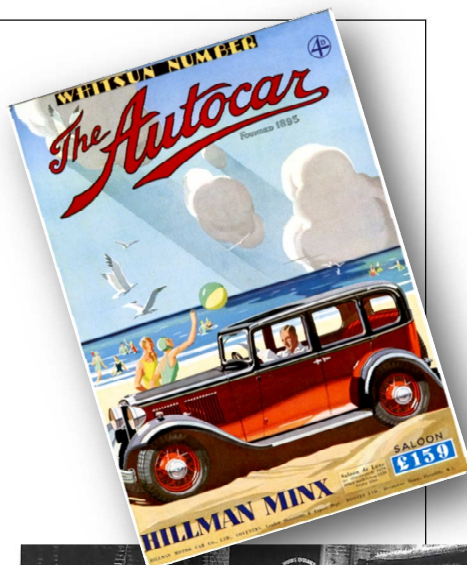
1933 Rover Ten

In 1936, Issigonis moved again, to the Morris Motor Company, as a project engineer on an independent front suspension system for the Morris 10, where his experience at Rootes would start to bear fruit. At this time, he was working for Maurice Olley.

Meanwhile from 1930, he raced a supercharged "Ulster" Austin Seven, and fitted it with an independent front suspension of his own design. Issigonis had some success at the club racing level and in 1935 travelled with his lifelong friend George Dowson to the German Grand Prix at the Nurburgring.



There he witnessed the awe inspiring (and Nazi funded) Auto Union and Mercedes-Benz Grand Prix cars, as well as the Alfa Romeo P3 of Nuvolari, which won the race, much to the Nazis' discomfort. Issigonis and Dowson then travelled into Austria to the mountain climb competition at the then new Grossglockner Hochalpen Pass. Again, Issigonis was able to get close to some of the most impressive cars of the era, and take ideas and influences home.



Issigonis' "Ulster" Austin Seven

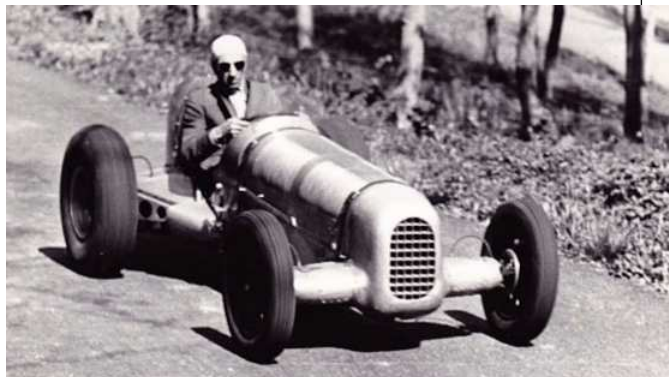


German Grand Prix at the Nurburgring

By 1939, Issigonis had replaced his modified Austin Seven with a more radical car of his own design, constructed of plywood laminated in aluminum sheeting, in what we would now call a composite construction. The suspension was trailing arms at the front, attached to a steel cross-member, and a swing axle rear, all with rubber springs made of catapult elastic. This car was remarkably light, weighing less than 600lb. By the time the chassis had been completed, Issigonis had somehow got hold of an Austin supplied works specification supercharged side-valve engine as well. Most events he entered were

sprints and hill climbs, but he also competed in some circuit races.

Meanwhile, back at the office, Issigonis had devised an independent coil spring system for the first unitary construction Morris, the 1938 Ten, but which did not go into production as Morris, conservative as ever, chose a more conventional and cheaper beam axle solution. It was, though, used on the postwar MG Y Type saloons.



By 1938, Issigonis was lead engineer for steering and suspension for all the Morris car range.

It was apparent to Morris's senior managers that Issigonis was cut from a different cloth compared to his contemporaries. Morris's chief engineer, A V (Vic) Oak, recognized that Issigonis' greatest asset was his imagination but also noted that it needed to be guided firmly but carefully to bring out the best of it. Oak placed another engineer, Jack Daniels, alongside him to keep his feet on the ground. The relationship got to the point where Issigonis had the ideas, did the sketches and Daniels did the formal drawings.

During the war, Morris Motors undertook military work, notably the development of the Morris lightweight reconnaissance vehicle for the War Department. Issigonis was excused service in the armed forces and remained at Cowley working on military vehicles of various types, including a very basic compact load carrier often described as a motorized wheelbarrow intended for use in jungle conditions together with an amphibious version designed for use by the Royal Navy.

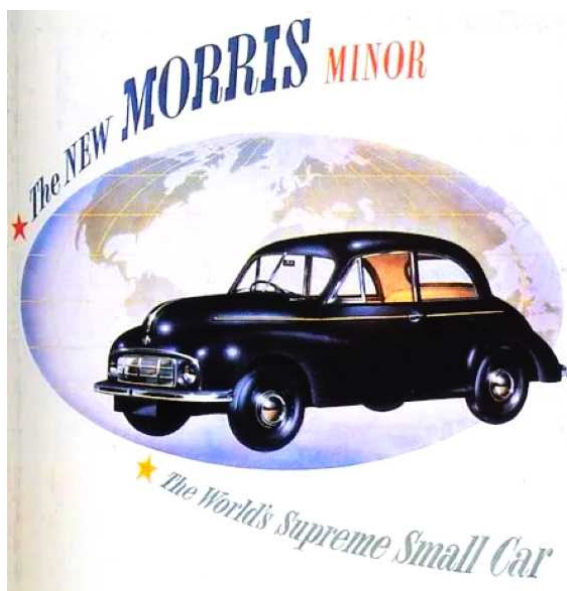
By 1941, Issigonis had started work on an advanced post war car, then codenamed *Mosquito*, (*Editor: Remember that one ?!*) which became the Morris Minor. The key point to the genesis of the Minor is that Issigonis owned the whole design, including the exterior style, and the interior, which had some of the starkness and simple functionality familiar from Issigonis' later designs. He also had plans for a flat four cylinder engine, which frequently challenged convention and Morris Motors' conservatism.



Wait ! Which one is which !!??

The Most Significant Car of the 1940s ?

In 1942, the first scale model was produced and the following year work began on a hand-formed steel prototype. By 1945, a full scale static prototype close to the familiar production form was completed. The car was launched at the 1948 London Motor Show, alongside the Land Rover and Jaguar XK120, and the rest is pure CC history. Some have labeled it the "Most Significant Car of the 1940s". It is probably the most recognized British car, apart from the Mini, and the most fondly remembered car by many British families and motorists.



William Morris (Lord Nuffield) didn't like it, naming it "the poached egg" and expressed no appreciation of it to Issigonis, until 1951 when 100,000 cars had been built. Vic Oak and Reginald Hanks, Morris's Managing Director did though, arranging a 50% salary increase for Issigonis in April 1948, to £1500 per year. Issigonis had also been involved in the larger Oxford, Isis and Wolseley ranges.

The Minor was, of course, a huge success, for Nuffield and for Issigonis. The ease of driving it, attributable to Issigonis' careful and thoughtful suspension and steering design, as well as the comparatively low weight of the car, were factors in that as well as the comfort and space it provided. It was as modern and progressive in 1948 as the ADO16 Morris 1100 was in 1962, and let down only by the relatively weak and old side valve engine.

Encouraged by the success of the Morris Minor, Issigonis continued his design work at Morris (including work on a replacement for the Minor with a transverse 4 cylinder engine with an end-on gearbox) until the merger with the Austin in 1952 to form BMC.

His last Morris projects were the 1953 Morris Oxford and Isis saloons, launched after the BMC merger, and which used the BMC B series engine. But fearful that his freedom would be curbed in such a large company, Issigonis resigned from BMC and went to work for the much smaller Alvis company. He title at Alvis was "Engineer in charge of passenger car design". Alvis had a strong military business building armored cars and personnel carriers, and this part of the business is still going strong as part of BAE Systems. It was also a specialist low volume producer of expensive, exclusive sports saloons – cars not now associated with Issigonis – and was at the same crossroads that so many smaller, upscale producers had been. Did they aim to build in greater volume, to compete with emerging brands such as Jaguar, or did they retreat further upmarket or even entirely into other



Isis saloon

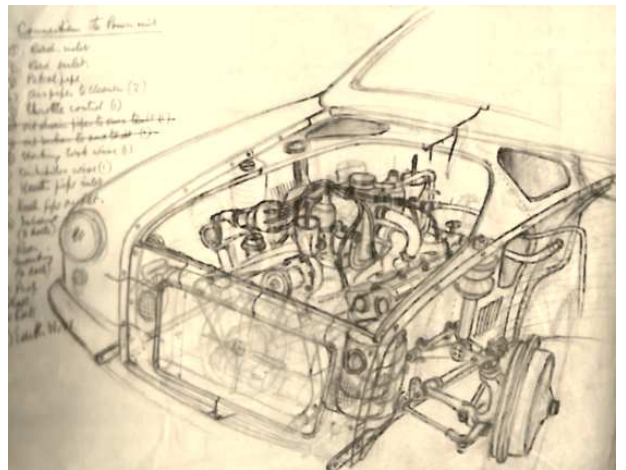
Take a look – at the new look
MORRIS OXFORD



1953 Morris Oxford

activities?

At Alvis, Issigonis' main task was to lead the development of a more affordable, higher volume luxury car. This was to be an advanced saloon with all aluminum V-8 engine, and the original plan was for Alvis to produce 5,000 cars a year, or ten times Alvis's current production rate, to compete with Riley (not then a badge engineered BMC product), Rover, Sunbeam-Talbot and Jaguar. It was a very ambitious intention, which Alvis was not capable of delivering on without importing a lot of engineering talent.

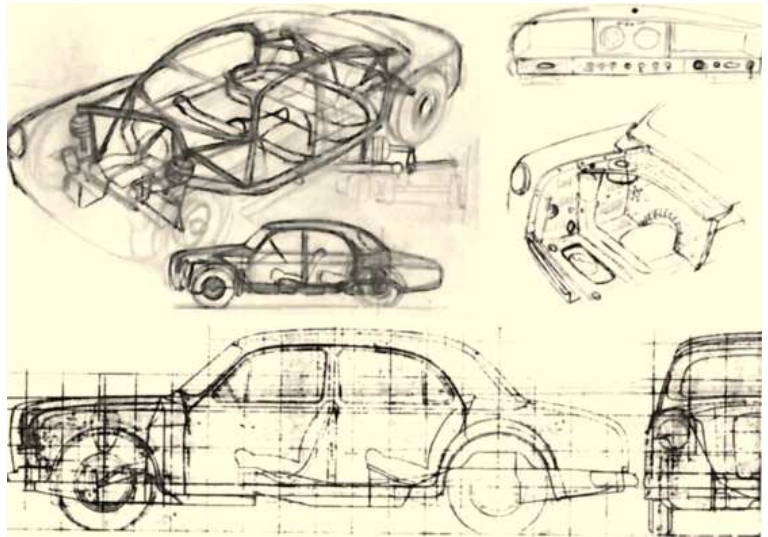
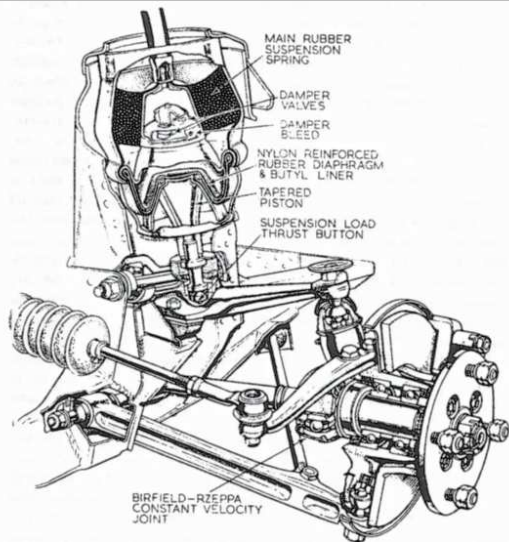


Sketches for Alvis V-8 Saloon

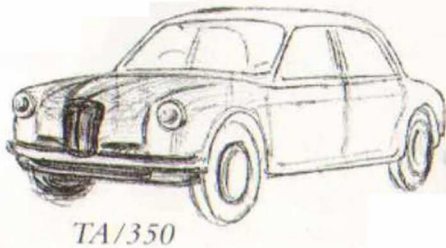


It was at Alvis that Issigonis first worked with another of the influential characters of his career. Professor Alex Moulton. Moulton was a scion of the family behind the Avon tire company and a respected suspension system engineer in his own right who had worked extensively on the concept of rubber as a suspension medium, before working on the hydrolastic and later still the hydra gas systems.

Issigonis was to use Moulton's suspension ideas on all his future cars, with Moulton working in a consultancy capacity to BMC. Moulton also designed folding, rubber suspended small-wheeled bicycles.



Issigonis designed a unitary construction saloon and the V8 engine, and utilized Moulton's latest interconnected rubber suspension. The car, as developed in a prototype form, showed potential as well as technical ambition – the car's unitary construction made it relatively light and strong, it offered 6 seats, had a rear mounted transaxle, including the clutch, inboard rear brakes, long wheelbase configuration so typical of Issigonis and a modern, sophisticated 3.5 liter V8 engine. It was more like a Lancia or a rear drive Citroen than a Rover or a Sunbeam-Talbot. Probably the closest British comparison is the Jaguar Mk 1 which came out in 1955 and was produced at a rate of around 10-15,000 for thirteen years.



Intriguingly, it seems that the car was possibly designed to be suitable for a front wheel drive layout, with a flat floor and compact Moulton rubber cone suspension, leaving a large and spacious engine bay. Issigonis planned two versions, known as the TA/350 with a 3.5 liter V8 and TA/175 with a 1750cc, V4 engine.

Style wise, the car has been identified as having a visual similarity to Lancia Aurelia the 1950-58 Lancia Aurelia saloon, with some Morris Oxford overtones and a traditional Alvis style grille added.



TA 350 prototype

Ultimately, Alvis had to cancel the project, after the first prototype had been built but before the company had committed to the expenditure of production tooling. This was partly because of the cost but also because in 1953 Ford bought Briggs' UK operations and in 1954 BMC bought Fisher & Ludlow. Alvis's options for body shell production were being reduced, at the same time as the estimated costs of the body manufacture doubled.

End PART 1. Issigonis and the Morris Minor
Part 2 the Mini and beyond next Nov. / Dec. Issue

A VERY ARTISTIC TOUR OF SOUTH JERSEY



On Saturday, August 5, 2023, we gathered our cars at the Woodstown Diner on Route 40 in Woodstown, to commence with the 2023 Tour of South Jersey. We had 19 cars who participated in the tour. As the tour began, we drove up Route 45 through Mannington where we passed one of a couple of cool haunted places along the tour route, the old Salem County Insane Asylum, which now sits on the grounds of the Salem County Mosquito Commission, boarded up, and unused for obvious reasons as this place is well known for paranormal activity.



along the tour route, the old Salem County Insane Asylum, which now sits on the grounds of the Salem County Mosquito Commission, boarded up, and unused for obvious reasons as this place is well known for paranormal activity.

You can look up the history on our club's website, under Events, look for the Tour Information Packet. The other haunted place was on Acton Station Road, in Quinton Township,



where we drove through a wooded area known as Muttontown Woods, where a slaughterhouse once stood in the 17 and 1800's. Though a very pleasantly shaded area to drive through during the day, you do NOT want to pass through these woods at

night. Definitely not in a convertible as all sorts of paranormal anomalies have been observed in these woods at night, from ghosts, to the screams of sheep, to barking dogs when there are no dogs and even a large orange sphere hovering above the road. Definitely an interesting area for a drive.

The tour proceeded down Jericho Road into Roadstown and through Bridgeton and Shiloh and even a small portion of Vineland on the way to our destination, Wheaton Arts Center, in Millville. It was a lovely drive.



As expected, our group did get separated in Millville due to the abundance of traffic lights. We were separated into 3 groups. Group 1 was with Ray and I, Group 2 was with Bill Remster, and Group 3 was with Ira Eckstein. All 3 groups managed to reach Wheaton

Arts within a few minutes of each other, although Group 3 arrived with a police escort, (they got turned around on the one-way streets and wisely asked an officer for directions). Upon arrival, the officer took time to look at and admire all of our cars parked at Wheaton's.



The cars did look lovely that day.

I'm happy to say we had no breakdowns that day. The cars looked beautiful and ran even better!



Upon arrival at Wheaton Arts, we all got to eat our picnic lunches under the trees and enjoy looking around at all they have at Wheaton Arts. We got to enjoy The Museum of American Glass, a live glass arts demonstration, the Down Jersey History Museum, the General Store and nature trails. It was a lovely day. When Ray and I left around 3:30, some of our members were still there enjoying the activities. It was a great tour.



Thank you to all who came out, those who helped, and all of you who made this event a success!
~Tracy L. Westergard

Attached here is a youtube Video of the ride through South Jersey. Just click link below.
Many Thanks to John Higham for taking this video. <https://youtu.be/s1pBldxIJyk>



I've had my 1996 MG F for 2 years now and am enjoying it very much. It does require you to become your own mechanic, since Daryl down at the corner repair shop is not about to touch it. With the help of a comprehensive workshop manual, a strong Facebook USA support group for modern MG's and of course YouTube University it can be repaired/maintained by the average DIYer. Parts are easy to get thanks to, among others Rimmer Brothers over in the UK. An excellent source for ALL our beloved British cars (MG/TR) with the exception of Austin Healey parts.

I've renewed the brake system completely, replaced the timing belt, tensioner and water pump, new tires and reconditioned alloy rims and renewed the quirky Hydragas suspension. Tackling all of these projects was a learning experience and quite satisfying to master, allowing me more overall confidence in the car and my ability to keep it running. So I am not afraid to take it out on a road trip, which is the goal.



The one thing I wanted for my car was a factory hardtop. I have a factory top on my MGB and am generally a fan of the way the top transforms the look of the car. To my eye, a hardtop balances out the car visually and I don't really care to have the soft top down in the hot sun. Hardtops for MG F's are plentiful in the UK and are not much money either. Getting one here to the US is the challenge due of course to shipping logistics. The best way to get one here is to buy a car which already has one fitted to it. That where my story begins.



There is a fellow down in North Carolina, Bill, that has been importing classic Minis and Mokes for decades and he recently started bringing in MGFs as well. He graciously offered to our Facebook MGF group the opportunity import a hardtop on his next shipment of cars for anyone who wants to buy one in the UK and arrange delivery of the top to his UK agent for placement onto the next MGF heading across the Atlantic. I took the bait and the leap of faith and scoured EBay UK for a reasonably priced MGF hardtop. I would of course have to find a seller who was willing to work with me and get it across UK to the shipping agent. I was lucky to have found a seller who was willing to do so, he sourced an internal UK shipper to get the top to the necessary spot where it would wait for the next batch of MGFs that Bill had coming over. This was back in December of 2022.

I could only hope that the seller was a straight up guy and did as he promised and that the agent in the UK was also on the up and up. Leaps of faith!!

I checked with Bill in NC several times over the months asking for any timeframe updates. I'd planned to drive down to southern Virginia (370 Miles) to the Moss Motors Cars and Coffee event July 22 and was hoping that the hardtop would be in NC by then and I could continue down the extra 300 miles to retrieve it. With only the promise that the car and top was at the port in Charleston, SC the week before, I made the trip down to Moss anyway. Leap of faith! I caravanned down along the Eastern Shore and across the Chesapeake Bay Bridge/Bridge with my good friends and frequent travel companions Nick and Alice Ferrant from Bordertown who are braver than I and made the trip in a 1958 Austin Healey 100-6. It was late July so of course it was HOT, but manageable. I won't go into detail about the horrible traffic we encountered in the Friday afternoon Virginia Beach area, but I vow to never go that way again on a summertime Friday. We'd have been better off braving the traffic in and around Baltimore and Washington on 95.

The Saturday Cars and Coffee at Moss was fairly well attended, with perhaps 125 cars, mostly local VA folks. We were the only nuts who drove hundreds of miles to attend! In years past, Moss has held a more formal, organized event called MossFest with more promotional effort, an actual car show with awards,





warehouse tours and over the counter sales. Evidently Moss is having the same staffing challenges that many businesses are experiencing since 2020 and decided to scale back on the event to a more simple Cars and Coffee. Oddly they did not even have over the counter sales available...What's up Moss?

After the event Alice, Nick and I visited the nearby Antique Truck and Tractor Museum in Petersburg, VA. It's a great place with hundreds

of very cool, vintage tractors and semi trucks all fully restored, along with some antique cars and other memorabilia. Worth a visit and you pass right by it on I-95 as you travel down past Richmond. A wonderful Italian restaurant dinner finished off Saturday and we retired to our Holiday Inn rooms.

Sunday morning it was time to say goodbye to Nick and Alice and send them home on their own as I was continuing down to Shelby, NC to retrieve my top which arrived at Bills that very Saturday...I love when a plan comes together. The trip down to Shelby was an easy 300 miles straight down I-85 and I arrived in time for lunch and a hardtop installation. Bill gave me the nickel tour of his 2 garages where he had a vintage Bentley, Morgan and several classic Minis and Mokes along with 4 MGFs. It took less than a few minutes to unlatch my top from its trans-continental donor car over to mine and off I went heading north for the 650 mile journey home. I knew I'd never make the trip in the same day, so as I passed the Charlotte area into Concord, NC I decided to make a stop at the Mustang Owners Museum for a visit. My one American car guilty pleasure are mid 60's vintage Mustangs as well as....hold onto your hats, the Mustang II. I know they are very controversial, but I like them damn-it.

The museum was worth the visit with an nice selection of Mustangs and an overwhelming display of Mustang memorabilia. They even had the actual full size clay prototype model of the upcoming 2024 Mustang. Somebody's got connections!

The rest of my trip was thankfully uneventful. I spent the night just inside the VA border and used US 29 as my route up through Virginia and into Washington DC. and up I-95 to home. All in all, 1450 miles in the MGF which ran great, getting close to 38 MPG and his old man faired pretty good as well.

Get out and DRIVE them while you can.

Pete Cosmides



INTRODUCING SANDMAN SEZ

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

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

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

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

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

Ed Gaubert

SANDMAN SEZ **Windscreen Woes (Part 2)**

(First published in Off Side / Near Side May 2003) By Barry Sandman

(Editor: For those of you who read the July/August BMC of SNJ newsletter and in it, the Sandman Sez Windshield Woes Part 1 and were wondering if there really was a part 2, Well don't be disappointed. Below is Part 2 of Barry Sandman's piece, Windshield Woes. And ... those of you that haven't read part 1, I suggest you bloody should go back and read it !! Barry's pieces are always worth reading and worth the wait.)

Part 2

Now you all know that I have retrieved the beautifully re-chromed "ten pieces" of windshield frame from the funky chrome guy, and there they sit on my work bench. Understand...these pieces DO NOT just snap together. There are many little screws of various lengths made out of both steel and brass. Some of the screws are chrome. Some have flat countersunk heads, while others have round heads. Some are cross point and others straight. To reassemble, I could follow any number of assembly plans available from numerous sources.

Maybe the best is on Barney Gaylord's internet site and even that, I found, I had to modify to make it work for me. (Editor's note: check out www.mgguru.com for a tremendous set of help pages.)

The hardware for assembly is available from a number of sources. I bought Moss's and found them and their products quite satisfactory. Moss supplies screws of 1932 dimension. You will find it necessary to run a 10-32 tap through all the pieces of the frame because the old English 10-32 has the threads at a very slightly different angle.

That done, it is time to figure out which screw goes where. Here we must use a bit of logic. Flat headed brass screws are not to be seen, so they go UNDER the pieces that will be showing. Chrome rounded headed screws will be on top of the finished pieces. And all the others kind of work out somehow. So far so good.

Now let us discuss the glass. Moss's glass is not the exact same thickness as the original and can more easily lead to the dreaded MGA corner crack. I obtained my glass from an English source that, I believe, was the original supplier to MG. for the moment, I don't remember the name and being lazy, like I is (sic), I will only look it up when someone demands it. The glass fits into slots in the frame, but a rubber gasket must be pushed into the frame first. The procedure of getting the glass into the frame, I found, to be the hardest job. I know a fellow who claims he can do it himself, but I found, without another drunk (scussa), MG fellow, it was damned near impossible. Even the two of us had a VERY hard time of it. We tried lubricating the rubber with liquid detergent. The whole thing got so slippery that we had to pull the gasket, wash it and start all over. We tried water, a natural lubricant for rubber – that didn't work.

Finally, we found just a smidgen of detergent and making our hands and arms act like three more guys, we could fit all the sides in place and as my partner held the metal and glass assemblage, I ran in more screws. Everything must be super loose as you slide the glass in or you will not have enough wiggle room to do the job. Now it sits on the work bench in all its glory. When you slide it into the body of the car, do not introduce any twist or it will crack the glass. Also, the screws that can be reached, should not be pulled tight until the thing is on the car. Then you may carefully tighten from side to side. I know fellows who have cracked two glasses before getting one right. Just writing this makes me weak. I think I'll take a nap.

BS

THE PINEY RAMBLE TOUR



Back to Batsto (Or A Piney Ramble)

Many long time members of BMC will remember attending many events at Batsto, the headquarters of Wharton State Forest. Some of the early events held here included car shows and even a low speed Gymkhana set in the field adjacent to the parking lot. Batsto and BMC have 30 years of history together.



Saturday July 29th saw the club return to Batsto for a low key event that included a meet up in the parking lot and a short drive through the "Pines" before returning to the picnic area for a lunch provided by the club. About 15 cars and two dozen members turned out. Once everyone arrived we set out shortly after 10:30 on a "Piney Ramble".

Pete Cosmides drove his original MGB GT V8 as the lead car. With right hand drive it gave your scribe the unique opportunity to view the road from what would normally be the driver seat. What fun!



The 32.6 mile route meandered through several forgotten or almost forgotten towns, and crossed several of the slow moving Pine Barrens streams, some more than once. The pine forests, lakes and streams provided some beautiful scenery, and Mother Na-





ture cooperated by providing a beautiful day and holding off any rain until late afternoon when all the cars attending were safely home in their nice dry garages. Although we saw a few stop signs there was nary a traffic signal to be seen; just one example of the effect the Pinelands Act has had in preserving the rural character of this unique area.

About an hour after leaving we returned to Batsto, exited our cars and adjourned to the picnic area where BMC provided a lunch of yummy

hoagies from Bagliani's in nearby Hammonton. All in all it was a successful return to one of BMC's old haunts. We may just have to plan a longer tour of the "Pines" Batsto event for next year. Hope you can make it. Cheers!



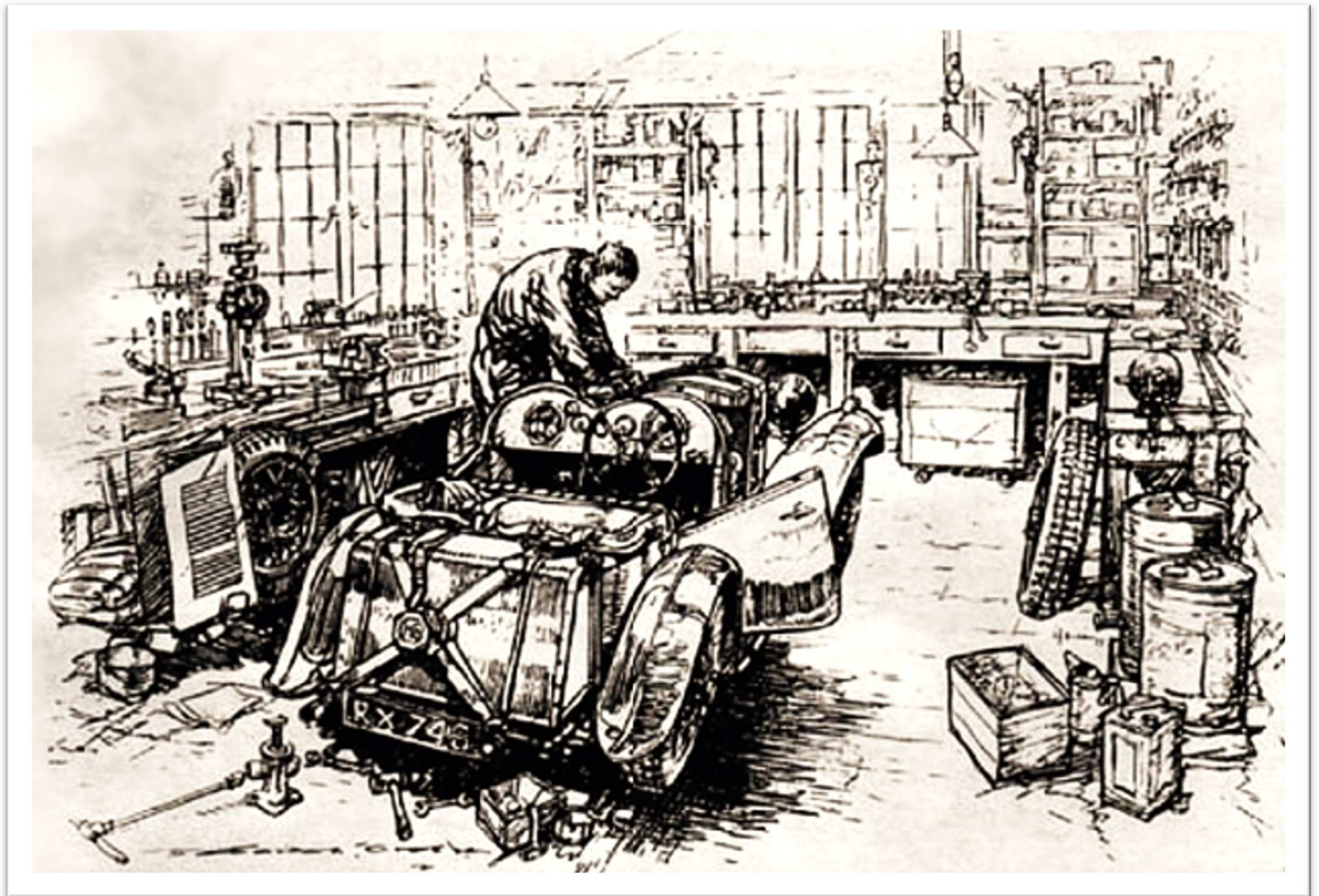
ICE CREAM, ICE CREAM!!



The British Car Owners Ice Cream Social at 5 Points Custard on July 15th was a nice night for some depending on where you started from. Scattered but heavy rains to the south and west ruined the night for some. For the rest of us, it turned out to be a good night with about 20 cars in attendance. Big thanks to Rob Walsh, Bill Remster, Rick Lentz and anyone else who chipped in to make the event successful. Also, a shout out to Five Points Custard. If you didn't make it, take a ride down there for some excellent ice cream. Steve Ferrante



MORE ICE CREAM!! PLEASE





Show your BMC of SNJ pride with this Great Shirt !!



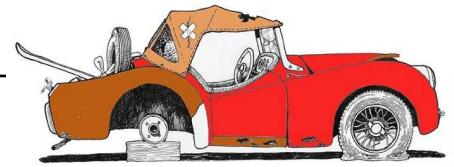
"The BMC of SNJ Polo Shirts are in !!!

If you ordered a shirt, I will be bringing them to club meetings and events through the end of the year. Please bring cash or a check made out to BMC of SNJ and you can pick up your shirt! If you can't make it to a meeting or event, please add \$10 (total of \$35) and I will mail it to you. If you bought more than one shirt, let me know that you want them mailed and I will tell you the mailing cost.

I have a limited amount of "extras" that were ordered in case you didn't order and then got mad that you didn't fit in with the cool kids. If you are interested, let me know what size and I'll let you know what colors we have available. The shirts run a little small so if you are between sizes or like a looser fit, go up a size. Cost is \$25 plus \$10 shipping if you want it mailed.

*Please mail your check to:
Steve Ferrante, President
90 Strawberry Drive
Shamong, NJ 08088*

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

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

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

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

FOR SALE: Indoor car cover for MGB or other car of similar size. Cover is new. \$30
Call Guido 856-220-0074

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



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

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

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

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

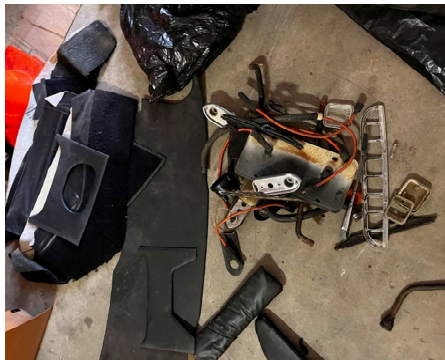
FOR SALE. MGB parts:

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

FOR SALE. MGB Roll Bar. Freshly painted. Includes all mounting hardware. \$150. Ed Connor 609-332-1501 (call/text) or 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

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



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



SWAP MEET

Wanted: TR4A/250 Front and rear fenders, in good to repairable condition.
Contact: Paul at 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

Wanted: Triumph TR4A/TR6 overdrive transmission.
Contact: Paul at 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

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

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 lblandgraf@gmail.com or 609-432-9024



**Together ...
you'll choose a**
QUALITY FIRST
MORRIS MINOR 1000

Minor triumph i

QUESTION: Most people have seen the familiar Morris 1000 but what happened to the Morris Million, its successor? Are any still running?

THIS model of the familiar Morris Minor was not, in fact, a successor to the Minor 1000, but a special edition to commemorate the building of one million Morris Minors.

The Minor was introduced at the 1948 Motor Show and was the first British car to sell a million. This milestone was achieved on December 22, 1960, and, to celebrate the next 349 replicas, the Million Minors, had their chassis numbered 1,000,001 to 1,000,349.

The Minor 1,000,000 was finished in a peculiar lilac colour and the upholstery was vanilla. The cars also featured black carpets and black piping on the seat edges and, of course, special Minor 1,000,000 badges.

Morris Minor saloon production ceased in 1970 and the Traveller in April 1971. My own Traveller, produced in February 1971, is one of the last made and is still in perfect condition and running order.

*John E. Carson,
Prestatyn, Denbighshire.*

THE special edition two-door Morris 1000 Millions were launched on the January 4, 1961. This year a total of 14 Minor 1,000,000s took part in our Minor Million Rally as part of the Morris Minor Owners Club calendar.

Our Million register organiser, Andrew Dyer from Cheltenham, knows the location of more than 60 Minor 1,000,000s including one in



Andrew Dyer and a lilac Minor with that special badge



Norway — a survival rate of almost 20 per cent for a car now 35 years old. It is probably only exceeded by the Rolls-Royce or Land Rover.

Chris Howard, Member of Morris Minor Owners Club, Swindon.





THE PHILADELPHIA MG CLUB, Inc.

Presents Our Twenty-sixth Annual British Car Show



"Brits at The Village"



October 7th, 2023



The "Brits at The Village" British Car Show is an informal, popular-vote show for owners of all British Cars. It is designed to "finish off" the car show season. Bring your car and family and enjoy the surroundings. See what Peddler's Village has to offer in shopping and fine dining at many of its specialty shops and restaurants.



Show Dash Plaques to the first 125 Pre-Registered Cars.

Pre-Registration by October 1st • Cost \$15.00

Day of Show Registration • Cost \$20.00. *Pay by credit card (DAY OF SHOW ONLY)*

For more information, award classes and directions:

go to www.phillymgclub.com

For Car Show or Registration Information please call or email Kristi at 484-686-3305 or kliebel@phillymgclub.com. *This event is Rain or Shine - please plan accordingly!

2023

**"Featured Marque"
MG B GT**



Saturday • October 7, 2023

Show Field Opens at 9:00am
Voting from 10:00am to 12:30pm
Awards to follow

Peddler's Village - Parking lot
behind Bank of America, 167
Carousel Ln, Lahaska, PA 18931

Pre-Registration Form: To be received by **October 1, 2023**

Mail Form & Check payable to: **"The Philadelphia MG Club, Inc."** to
"Brits at The Village" 1366 Randy Drive, Pottstown, PA 19464

Pre-Registration \$15.00 by October 1st • Day of Show \$20.00

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ Email _____

Car Club Affiliation: _____

Car Make _____ Model _____ Year _____

MGB Custom (circle one) Y N

WAVIER OF LIABILITY: I, my heirs and my guests voluntarily assume all risks of bodily injury or disease and/or damage to my property, including, but not limited to my vehicle, while attending this event and agree not to hold The Philadelphia MG Club, Inc. or any of its members, officers or directors liable for any injury to me and/or damage to my property or my vehicle while attending, engaged in, or traveling to/from this event.

Signature _____ Date Rec. _____

Check # _____

Reg.# _____

Car Class _____

MGs on the Rocks

The 44th Annual promises to be a great event and we are expecting 200 cars. If you love British cars this is the place to be the last Saturday in September. MGs on the Rocks is the longest continuous British Car Show in the World. This British Only show has been on the same weekend at the same location for 43 years. The Rocks State Park 4H Camp is an excellent country setting in rural Harford County, MD. Multiple classes of MG's are awarded as well as awards for 8 other British Marques. Awards are by popular vote by the car owners. The unique at the car award ceremonies is at 3 p.m. All winners have their photos taken with their cars. Checkout our website for past event photos.



Put your car on the field! Although we have many beautiful cars, this is very much a **come as you are** gathering. Only owners of cars on the field can vote.

Directions: GPS address:
2 Cherry Hill Road, Street, Md 21154
Look for MG Octagon signs enroute

Philadelphia PA	83 miles
Washington DC	72 miles
Harrisburg PA	68 miles

Sorry, no pets please - Park Rules.

Registration:

Last Name _____
 First Name _____
 Address _____
 City _____ State _____
 Zip _____ Phone (opt) _____
 Email _____
 Car Make _____ Model _____
 Year _____ Colour _____
 Did you win your class last year at Rocks? Y N
 Representing what Car club? _____
 Song Request _____

Our Regular Features

- ✓ Unique Rocks show shirt
- ✓ Food truck on site
- ✓ A field full of British cars in a casual park setting
- ✓ Many vendors of new and used parts.
- ✓ Uncle Larry's Swap Meet
- ✓ A great selection of various British cars for sale.
- ✓ Classic British Invasion Music by Jamming Jefferson
- ✓ Trivia games - 50/50 - T shirt shoot
- ✓ Kid's scavenger hunt
- ✓ Pre-register attendees can make song request
- ✓ A wide range of classes for awards for all British Marques, the Murphy Cup for best MGB of the show & The Senator Norman Cup for Best of Show.

Pre-Register!

Skip that long line of on-site registrants and save \$\$\$. Awards are generally 3 or more per class but may vary as registration indicates. We base our new classes on pre-registrations, so if you want to justify any new classes make sure you pre-register. Dash plaques only guaranteed to pre-registrants.

Important times:

9:00 AM Field Opens
 10:00 AM ALL vendors should be in place
 1:00 PM Voting closed
 Approx. 3PM Awards presentation

For additional information, email or call:

Co-Chair: Richard Liddick
 Email: RGL2MGBGT@aol.com
 Phone: 410-817-6862
 Co-Chair: Eric Reitz - Email: Reitz1@aol.com
 Phone: 410-207-7548

NEW!!! Online Registration:

<http://www.mgofofbaltimore.org>



Mail-In Registration Form:

To register fill out section below, tear on the dotted line, enclose cheque payable to **MGs of Baltimore.**

Ms. Tracy Trobridge
 3150 Pfeiffercorn Road
 West Friendship, MD 21794

Car show entrant \$20 if mailed before 9/1 _____
 Car show entrant \$25 at show or after 9/1 _____
 For Sale Cars: \$20.00 _____

Total enclosed: _____

Vendor space \$20.00 for the first 20'x20' space. \$20.00 for each additional space. Vendor registration is only at the event; let us know you're coming but no pre-registrations will be taken. To have vendor information included in the registration packet contact the Chairpersons before 8/22.

Spectator Parking: at entry gate is \$5 cash per car.

CALENDAR OF EVENTS




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

DATE	BMC EVENT	LOCATION / STATUS
January 1/18	Membership Meeting Dinner at 6:00pm (member expense) Meeting at 7:00PM.	7 Stars Diner, Sewell 6 - 8:30 Steve Ferrante president@bmcsnj.org
February 2/15	Membership Meeting Dinner at 6:00pm (member expense) Meeting at 7:00PM.	Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante president@bmcsnj.org
March 3/15	Membership Meeting Dinner at 6:00pm (member expense) Meeting at 7:00PM.	7 Stars Diner, Sewell 6 - 8:30 Steve Ferrante president@bmcsnj.org
March 3/18	Matchbox Museum Tour 	Meet 10am 16 Pearl St. Newfield, NJ 08344 CONTACT: Bob Sabota-856-629-9480
April 4/19	Membership Meeting Dinner at 6:00pm (member expense) Meeting at 7:00PM.	Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante president@bmcsnj.org
May 5/17	Membership Meeting Dinner at 6:00pm (member expense) Meeting at 7:00PM.	7 Stars Diner, Sewell 6 - 8:30 Steve Ferrante president@bmcsnj.org



Events Continued



DATE	BMC EVENT	LOCATION / STATUS
<p>May 5/20</p>	<p><i>Picnic</i> <i>Brendan T. Byrne</i> <i>State Forest</i></p> 	<p>10am Pakim Pond Picnic Area Coopers Road Woodland Twp., NJ 08088 CONTACT: John Stern: eventsnorth@bmcsnj.org</p>
<p>June 6/21</p>	<p>Membership Meeting Dinner at 6:00pm (member expense) Meeting at 7:00PM.</p>	<p>Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante president@bmcsnj.org</p>
<p>June Saturday 6/24</p>	<p>Members Memorial Gathering at Smithville to benefit Samaritan Life Enhancing Care</p>	<p>For Directions: www.historysmithville.com/directions CONTACT: Ed Gaubert mgarage@comcast.net</p>
<p>July 7/15 Saturday 6pm - 8:30pm</p> 	<p>British Car Owners Ice Cream Social</p> 	<p>5 Points Custard E. Landis Ave (Rt 540) & Tuckahoe Rd. (Rt 557) E. Vineland, NJ Contact Rob Walsh: robgt71@verizon.net Bill Remster: wbrjpn@verizon.net</p>
<p>July 7/19 Wednesday</p>	<p>Membership Meeting Dinner at 6:00pm (member expense) Meeting at 7:00PM.</p>	<p>7 Stars Diner, Sewell 6 - 8:30 Steve Ferrante president@bmcsnj.org</p>
<p>July 7 / 29 Saturday</p>	<p><i>Save The Date</i> <i>BMC of SNJ</i> <i>Picnic Revisited</i></p>	<p>Where? A historical location near Hammonton once we have full approval. July 29 Saturday 10am - 2pm <i>STAY TUNED FOR DETAILS</i></p>

Events Continued



DATE	BMC EVENT	LOCATION / STATUS
August 8/5 Saturday	<p><i>Summer</i> <i>Tour</i></p>	<p><u>Meeting Point</u> Woodstown Diner 16 East Ave. (Rt. 40) Woodstown, NJ 08098</p> <p><u>Destination</u> Wheaton Arts (Formerly Wheaton Village) 1000 Village Drive Millville, NJ 08332</p> <p>CONTACT: Tracy Westergard: events@bmcsnj.org</p>
August 8 / 9 Wednesday	<p>Wednesday Night ICE CREAM at Twin Kiss Custard</p>	<p>25 S. Delsea Drive Clayton, NJ</p> <p>Contact is Bob Sabota rfs1028@verizon.net.</p>
August 8/16 Wednesday	<p>Membership Meeting Dinner at 6:00pm (member expense) Meeting at 7:00PM.</p>	<p>Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30</p> <p>Steve Ferrante president@bmcsnj.org</p>
September 9/13 Wednesday	<p>ICE CREAM NIGHT At JOHNSON'S CORNER FARM DATE CHANGED TO WENESDAY 9/13</p>	<p>Medford, NJ 6 - 8pm (See "EVENTS" Tab on the BMC of SNJ web- site for all the details).</p>
September 9/20 Wednesday	<p>Membership Meeting Dinner at 6:00pm (member expense) Meeting at 7:00PM.</p>	<p>7 Stars Diner, Sewell 6 - 8:30</p> <p>Steve Ferrante president@bmcsnj.org</p>
September 9/23 Saturday 10 AM until 2 PM	<p>BMC of SNJ End of Year Show at Greenwich Artisans Faire Admission is \$5 per <u>car</u> - all occupants can visit the Artisans Faire for the cost of a single admission.</p>	<p>On the grounds of the Gibbon House, located at 960 Ye Greate Street, Greenwich, NJ 08323 Show hours from 10 AM until 2 PM Contact - Gary Warren, garswc@yahoo.com or 609 247 3499 (cell)</p>
October 10 / 7 Saturday (No Rain Date)	<p>The 25th Annual Elmer Harvest Day Festival and Car Show</p>	<p>Details will be sent via email in late September</p>
October 10/18 Wednesday	<p>Membership Meeting Dinner at 6:00pm (member expense) Meeting at 7:00PM.</p>	<p>Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30</p> <p>Steve Ferrante president@bmcsnj.org</p>

Events Continued



DATE	BMC EVENT	LOCATION / STATUS
October 10 / 21 Saturday 10 am		Starting at Lake Lenape State Park Entrance in Mays Landing at 10am Saturday the 21st. Rain date the 22nd. Destination: STONE HARBOR, NJ Just in case someone gets lost - like "I" Did last year !!
November / December	No Membership Meeting in recognition of the holiday season	

British Car Event Calendar of the Northeast

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

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

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

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

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

Peter Cosmides

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

[TO ACCESS THE CALENDAR CLICK ON THE LINK BELOW](#)
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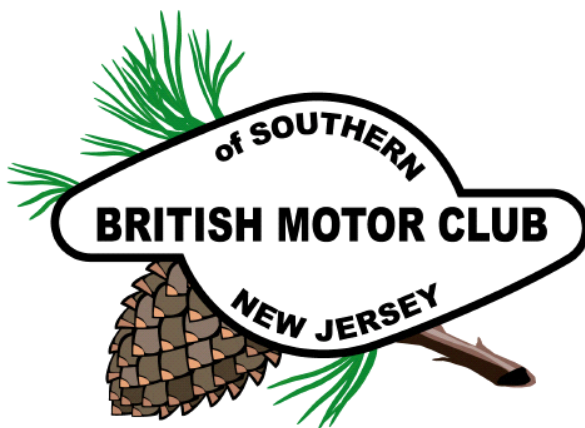
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The BMCSNJ Web Site can be found at
WWW.BMCSNJ.ORG



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