

OFF SIDE



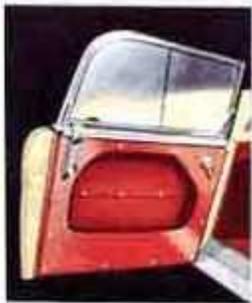
British Motor Club of Southern New Jersey

NEAR SIDE



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

April / 2018  
VOL. 28 ISSUE 02



The Austin Healey "100 Six" is good to look at in its dual-tone paint finish, the smooth, clean bodylines presenting a delightfully pleasing picture from all points of view.

To suit individual needs, there are numerous items of equipment such as heater, overdrive, and wire wheels which can be fitted at extra cost. But whatever the choice, the new "100-Six" cannot fail to be the centre of attraction and the subject of much favourable comment.

Attention: forward side windows have one fixed and one sliding pane, panel for ventilation or hand signalling.

EnglishCars.com

*Austin Healey*

**April Cover Car  
Austin Healey 100**

The Austin Healey introduced at the London Auto Show in 1952 was, and still is one of the most exciting cars to come out of the British Isle.

More on page 9



# BRITISH MOTOR CLUB of SOUTHERN NEW JERSEY



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

Membership is open to all individuals with an interest in British cars. The dues of \$15.00 per year, includes a subscription to “*Offside/Nearside*”. BMC is affiliated with the following organizations: MG Owners Club (MGOC); North American MGB Register (NAMGBR); North American MGA Register (NAMGAR); Vintage Triumph Register (VTR); Triumph Register of America (TRA).

### BMC Meetings

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

Odd numbered months (January, March, May, July, September):  
Seven Star Diner, 1890 Hurfville Road Sewell NJ

Even numbered months (February, April, June, August, October)  
Uno Chicago Grille Rt. 73, Maple Shade NJ

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.

## SUPPORT STAFF

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**INFORMATION TECHNOLOGY**  
Looking for a volunteer / interested ?

**PLEASE SEND NEWSLETTER CONTRIBUTIONS OTHER THAN FOR SALE REQUESTS TO THE EDITOR via:**  
editor@bmcsnj.org  
609-272-9743

*Note: If you are emailing please leave a message on that phone number so I'm sure to get it.*

Thanks—Joe Marchione

## NEWSLETTER CONTRIBUTIONS

**OFF SIDE / NEAR SIDE is YOUR Newsletter.**

The Editors are always looking for new material. Please submit British car related copy or personal experiences in your LBC for us to use in one of our six annual Newsletters.

**PLEASE SEND NEWSLETTER CONTRIBUTIONS TO THE EDITOR :**

**Joe Marchione:** editor@bmcsnj.org  
609-272-9743 Message to 609-272-9743

**PLEASE SEND FOR SALE, WANTED or FREE REQUESTS TO :**

**Ed Gaubert:** president@bmcsnj.org

## SPECIAL ATTENTION:

BMCSNJ is seeking a leader to serve as our President. The Board has reorganized the operation of the club such that many of the tasks previously performed by the President are handled by other people. Programs are in place to upgrade technology, and the membership is vibrant and engaged. What we need is a leader who will direct this ongoing growth. If you think that you can help, please contact Ed Gaubert for further information. An inquiry is not a commitment.

## >>>> 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.

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

## PRESIDENT'S MESSAGE

Ed Gaubert

Years ago, I interviewed for a job as CFO at Rita's Italian Ice. Most of you recognize the name as a seasonal dessert stand. During the (grueling) interview process, I kept saying to myself "this has to be a great gig, because they are closed for half of the year". I got the job and it was a great gig. But I soon learned that the secret to that business was the long hours, endless strategy meetings and high stress during the autumn and winter, setting the stage for the "easy" part of the year when the stores were open.

The same can be said of running a British Car Club. Your Board members said all summer: "when things calm down after the season". Things did not really calm down, they just changed in scope and purpose.

As a group, the Board has accomplished a lot in the past few months. At the risk of being repetitive here are some of the highlights:

- Our monthly meetings now alternate between Sewell in Gloucester County and Maple Shade on the Burlington/Camden County border. Based on the first meeting in Maple Shade, it appears that we will have about equal attendance at both venues. It was good to see some new faces, and just as good to see some folks who also come to the Sewell meetings.
- We have reconfirmed our affiliation with Samaritan Hospice. Not only are they going to attend our Smithville Memorial Gathering, but they will also help with photography.
- Thanks to Jim Tornetta we arranged for a promotional radio appearance on WVLT.
- Our activity calendar for 2018 has been expanded. You can see the details on the calendar in this issue, but we have concentrated on expanding the type of activities as well as the number of activities. We have added tech sessions and driving tours to appeal to wider interests.
- Rain dates where practical are now included in the calendar to help insure that events can take place and be successful.
- We have fully reconciled the club database and renewal records. A process is in place to keep our membership accurate and current going forward.

- Our succession planning continued with the creation of officer emails at the club domain and a central repository of access codes and passwords for all important information.
- We have a great slideshow of club activities from 2018, with period factory promotional clips included. We have shown it at the two club meetings, and are working on the technology to have it accessible to you on the club website.
- All fiscal accounts are now fully transferred to the legal entity formed last year.- We have a great slideshow of club activities from 2018, with period factory promotional clips included. We have shown it at the two club meetings, and are working on the technology to have it accessible to you on the club website.

As I write this in early March, I realize that my list of things to accomplish is just as long as it was last September. Not for lack of accomplishment, but because as we finish one project, we seem to always identify an additional one. Since that is how organizations become great, we will keep adding to the list. Right now, some of the behind the scenes things that we are working on include:

- A full inventory of the administrative tasks necessary to run this club, and allocation of those tasks amongst the Board members. We expect that this is going to result in the need to add one or two Board positions. We will be looking for volunteers in a month or so. If you have any interest when we send out the plea, feel free to stick your hand up. We will invite you to attend one of our Board meetings to see if it works for you. No obligation, and we buy dinner.
- Better understanding of the website and activities needed to administer it. None of us are techies but we appreciate the importance
- A promotional program to attract new members and to inspire activity among existing members. If you are a member who has never attended a meeting or event, please drop me a note at [president@bmcsnj.org](mailto:president@bmcsnj.org) and let me know what would bring you out to participate. No promises that we can make it happen, but we cannot try if we do not know.
- Closer affiliation with the national marque clubs and local British Car Clubs.

Continued on pg.4

President's Message  
Continued from pg.3

I hope that we are doing the job that you expect of us. BMCSNJ is operated on the premise that it is a club run by the members for the members. We as a Board create the framework and set the direction. We then rely on you the membership to make things happen. We think we have most of the framework and are started in the right direction. But we rely on you to tell us what we are missing.

In closing, now is the time to get out into the garage and fix those nagging things on your car that bothered you last season or kept you from driving it. Just please do as I say, not as I do. My MGB GT engine bay detailing project is right where it was last August. Stripped down, partially primed, and greatly incomplete. But I have cleared the garage of clutter at least twice to make room to work, then time got snatched away by some other life responsibility. And somehow clutter reappeared!

Check the events calendar and come on out to an event or meeting. A restored car is not needed. Actually the family truckster is fine. Stealing from one of the national clubs: "it is the cars that brought us together but the people are what keeps bringing us back". If you cannot beep, come say hi.

Why? because the more you think about it the more sense it makes. The Mini is small on the outside, big on the inside. The space race is over! Hydraulic\* suspension makes a good little 'un ride as smoothly as a good big 'un. What a comforting thought! Front-wheel drive, gaspenny economy, lively performance... no wonder you see so many Minis about! Ask your nearby Morris or Austin dealer for a test drive in today's car. Today!

**Automatic Transmission for BMC Minis**

Another great BMC 'feature'! Fully automatic gear change, oil pressure, automatic over-ride system. Has a gear change lever about the size of a football. Inexpensive.

**MORRIS MINIS**

Prices from \$499.95. See how. Backed by BMC Service - Express, Expert, Extraordinary.  
The British Motor Corporation Ltd., Birmingham & Ford's General Motors Corp., Springfield & Ford of America, Springfield, IL.



## SEEKING MEETING ENTERTAINMENT

Our monthly membership meetings are well attended and both locations offer us a private meeting room which is conducive to a wider variety of meeting formats than we had in the past. We are currently looking for members who have an interesting story to tell that would be of interest to others. Do you have something interesting to share with others?

- Did you work at a local British dealership "back in the day"?
- Did you maybe work for one of the manufacturers back in the UK?
- Did you drive a really vintage car (think MG "T" series) as your only daily car?
- Did you ever take an epic journey (coast to coast or overseas) in one of the cars?

There are any number of topics that would interest others. Be creative. You do not have to be an eloquent public speaker—we are a very friendly informal crowd. If you have something that you think might be of interest and are willing to discuss it at a meeting, let me know. Ed Gaubert [president@bmcsnj.org](mailto:president@bmcsnj.org)

## MEMBERSHIP NOTES

Lynn Hayward Cape May, NJ 1960 Triumph TR-3A

Bill Stumm Pilesgrove, NJ 1973 Triumph TR-6

Bill Geissel Manalapan, NJ 1976 Triumph TR-6

Doug Owen Linwood, NJ 1979 Triumph Spitfire

**WELCOME NEW MEMBERS !!!**

## Treasurer/Registrar's Report April 2018

### Money Is No Object

by Steve Ferrante

Now is the time people! The weather is changing and it is the time to decide if this is going to be a good year for your old car hobby or a bad one. Will your car move this year or not? I restarted my involvement in the club for two reasons. Number one was that the club needed some help and there was a job to do that I was very familiar with. Secondly, I was hoping that getting back into the game would get me moving again on my own project, a 1956 MGA ground up restoration that started in the last millennium. I am happy to say that both have occurred. I am inspired by seeing your cars being used, driven to events and cared for by expert and novice mechanics alike.

I promise that one day, you will all see the Orient Red 1956 MGA Roadster that has attached itself to me, displayed at an event.

Our current paid membership counts stands at 155 as there are approximately 20 members that have yet to pay their dues for 2018. This is a difficult situation because if I delete them from the list, they will no longer receive renewal notices or club communication. Essentially, they won't know that they were dropped.

So, I have been sending renewal notices (up to 3 per renewal cycle). If you don't respond to the third one, then it will be your responsibility to rejoin the club.

You have also received a notice that we have changed our Paypal address for club dues payments. The new address is [members@bmcsnj.org](mailto:members@bmcsnj.org). If you have a recurring payment set up in PayPal that went to the old email address, it has been cancelled and you will have to make that change to the new one above.

Dues for 2018 will remain at \$15/year and, of course, they can still be paid by check by mailing to my home address at 90 Strawberry Drive, Shamong, NJ 08088.

Sending your renewal early will give me more time to work on the MGA. Thanks!

## SECRETARY'S SATCHEL

March 15, 2018

Tom Evans

Another winter storm! My battery tender is going to explode if I don't get the GT6 out and let the alternator do the charging instead. Oh well, wintertime does give us a chance to get those things done on our LBCs we would otherwise not have the time to do. My phone booth of a garage sometimes makes it difficult but I have been on a cleaning binge. Linda and I have made a pact to "clean like we're moving." We're not, but it does give a good perspective on what should stay and what should go, what is "really" important and what is not. I think it is all "important" because of the dwindling supply of original parts for some of our cars. I'm not a packrat, and neither are you (right?) but I do "collect" the necessary spare parts needed to support my addiction by purchasing them when available or on sale at a suitable price. This winter projects include new retractable seat belts instead of the factory static, get all tangled up, which end do I pull out first, which end do I snap in the buckle, or forget it just leave in a pile on the floor and slam the door, type of seat belts.

Good news, the last of winter and the coming of spring will bring several of our regular events. See the Events section of this issue of Off Side/Near Side and don't miss the regular club meetings the third Wednesday of each month. Odd number months are held at the Seven Stars Diner in Sewell and even number months and held at the Uno Grill in Maple Shade. Come out to the one nearest you or come to all. At the last meeting in Maple Shade, Tracy previewed an excellent club video of the events from last year and the Sewell premier will be during the next regular meeting there. After that, a link will be available on the website for you to view it online. The January Plumbo-Buckley Museum event was cancelled due to the weather but the Simeone Museum outing was well attended. Don't miss the Motorcar Garage "Tune-up" contest tech session, attendance is limited so be certain you call ahead to get one of the limited viewing spots then it's Smithville in April.

Well, back to watching the Six Nations Rugby Tournament. I love winter!

Thank you to all who host events and those who attend, the Club strength lies with us, let's enjoy it. Get involved by attending the events and contacting the organizers and ask to help. See you on the road.

Happy Motoring

## THE EDITOR WRITES

Joe Marchione

As the editor of our newsletter it's my job to not only edit and arrange pictures and text but also find some things that I think might interest our members. Our club is dedicated to the love of British cars but that can mean so many different things to whomever you ask.

Some concentrate on their car's esthetics. Polishing paint and chrome, wiping up every spot of oil (good luck), crystal clear glass and tires cleared of any piece of turf stuck in the treads. It's the love of a beautiful work of art that drives their passion. Shown at one of our hobby's many car shows, their prize is a piece of history preserved and presented for everyone to appreciate. There might even be a ribbon involved.

Other British car owners have a need for speed! The paint may be a bit faded and the chrome a little pitted, oil stains on the block and surface rust on the frame, but that motor is tuned like a fine instrument, it handles like it's on rails and she goes like stink!!

History buffs research every bit of trivia about their favorite marques, different models, years offered, engineers, designers and the entrepreneurs responsible for these fantastic machines.

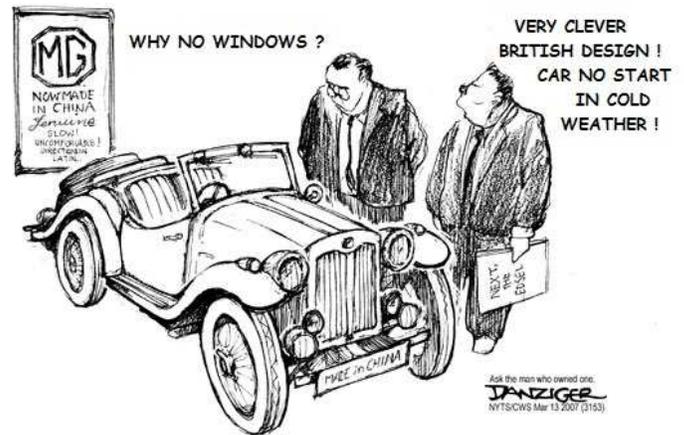
Projects guys can't wait to tackle that next rusted, frozen, flat tired classic piece of ... ah .... history. Somehow, with many, many hours spent measuring, grinding, welding and hammering; scouring the papers, swap meets, and parts books for a "working" bladder type turn signal; somehow ..... somehow ..... manage to turn that once decrepit rust bucket into a living roaring work of something beautiful and exciting.

Car enthusiasts are enthusiastic about other enthusiasts! Hanging out at a shop, garage, show, auto jumble or back yard gathering swapping stories, tips and new sources for impossible to find parts, is the foundation that holds a club of like-minded car nuts together.

You don't need a car to participate. Just the love of British cars and a desire to have fun and learn more about them. Some of our friends and spouses could care less about a camshaft or whether that car was built in '62 or 2002 as long as the top goes down (or not) and the road is long and scenic.

None of these things I've highlighted is the single focus of those in our hobby. The reality is that it's a combination of interests that all contribute to our British car experience. The variations are endless. Each one connected and an integral part of every other. This is why our obsession with these little British cars is so much fun. There's so much to have fun doing!

Chinese Will Begin Building Formerly British MG Cars



While it's still some way from making waves that'll be felt in Paris, Cologne, Wolfsburg and Turin, MG Motor UK Ltd – the modern inheritor of Herbert Austin's once-great Longbridge plant has been growing fast since it emerged from the chrysalis of not one but two apparent Far Eastern takeover bids five years ago.

Now Chinese-owned but British-crewed and operated, with more than 500 staff at the Birmingham facility where it completes final assembly from knockdown kits shipped from SAIC in China, MG Motors is one of the greatest self-proclaimed success stories of modern manufacturing in Britain.

There are questions about exactly how 'British' that story is, never mind how successful, but the business model's potential stares you in the face. Buy part-built cars at cost price in Chinese yuan, finish them in Britain to the right standard, sell them at a healthy profit but cheaply enough to undercut your rivals and then watch the competition fail to keep up.

Meet the MG GS – a family-sized soft-roader designed in



Birmingham, launched in China last year, refined in the UK and available to order from less than £15,000.

Continued on pg.7

Rounded corners, raked pillars, a high beltline and a relatively shallow glasshouse are all well deployed here, making the GS distinctive and dynamic-looking – and not at all, on first acquaintance, like a plain budget option. Look closely at the bodywork and you'll find signs of questionable finishing that betray the car's budget roots. The shutlines and panel gaps vary from millimetre-tight to big enough to fit a pound coin into. Our Arctic White test car also showed a perceptible difference in paint shade between the plastics of its bumpers and the steel of its wings.

These flaws don't condemn the GS, but if MG is aiming to reproduce European build quality at a reduced price, it'll need to be addressed before more discerning customers will be convinced. The raked looks disguise the GS's size well. At 4500mm long, 1855mm wide and 1665mm high, it's markedly longer, wider and taller than a Nissan Qashqai and with-in touching distance on all three counts of a Ford Kuga. It has a longer wheelbase than a Honda CR-V and yet it's priced to undercut most supermini-based crossovers: the Renault Capturs and Mazda CX-3s of the burgeoning SUV set. By any measure, it represents a lot of metal for your money.



The GS is based on a new scalable SUV platform, accessed by MG Motor via parent company SAIC, and is entirely conventional, featuring a transversely front-mounted four-cylinder engine, a choice of six-speed manual and seven-speed dual-clutch automatic gearboxes and, for now, front-wheel drive only.

Power comes from an all-aluminium turbocharged 1.5-litre petrol engine that has been co-developed by SAIC and General Motors and is closely related to the 1.4-litre unit in the Vauxhall Adam and Corsa. It makes an ample 164bhp and 184lb ft but is currently the only engine on offer. MG's 1.9-litre diesel is mooted to follow later. The GS's 'more for your money' sales proposition feeds directly and positively into the dynamic appeal of the car via its turbocharged 1.5-litre petrol engine, which gives you about 25% more power and torque than the going rate for a petrol-powered, £18,000 compact crossover. That's enough urge to make the GS a sub-nine-second car from standing to 60mph – and something MG itself may be interested to find out, given that it quotes a conservative 9.6sec to 62mph. Few direct rivals manage the sprint in much less than 10.5sec, and the diesel-

powered alternatives tend to be slower still, albeit usually more flexible.

You wouldn't, however, expect many crossover buyers shopping at the bargain end of the price spectrum to be motivated



by an added-value performance selling point if it wasn't delivered with good refinement, drivability and fuel economy. The GS goes some of the way towards completing the picture; it's quiet both at idle and at a relaxed urban and extra-urban cruise, and it accelerates assertively in higher gears through the lower reaches of the rev band, thanks to that 184lb ft plateau of torque being available from well under 2000rpm.

But that turbocharged 1.5-litre engine is no paragon of smooth, even operation. When pulling from low revs and at full power, it fights its way through a flat spot at around 3000rpm that interrupts the car's forward momentum notably. It's only for an instant, but it's in every gear and at a point in the rev range through which you'll pass repeatedly and routinely on every run up through the gearbox's ratios. You wouldn't imagine that Ford, Volkswagen or even Hyundai would allow such an irritating quirk to slip through the development net.

#### Comments from internet road tester **Nic Cackett**

Editor note: OK, ain't no MG I'd be interested in owning, although I would have to move to the UK to even do that, But ..... it does say MG on the bonnet and that's more than some of the old British Marques we love and drive. On the other hand, sometimes it might be better to let those iconic classics remain in our memory (and in our driveways) as they were originally conceived.



**A Strange Problem . . .**  
**Answer to Fred's problem from December's**  
**Newsletter**

Submitted by Fred Schuchard

**SOLUTION TO "A STRANGE PROBLEM"**

For all of you motorheads out there who have been anxiously awaiting the solution to my article, "A Strange Problem" appearing in the last issue of OSNS, our BMCSNJ newsletter, relief is just a quick read ahead!

If you recall from the last issue, my 1963 Morgan Plus 4, which is powered by a TR3 engine, developed a problem whereby engine coolant was found splattered about the engine compartment as well as in the internals of the engine. A hasty diagnosis by me (now proven to be too hasty) pointed to a head gasket problem or possibly a cracked head (or block), prompting my decision to have the engine rebuilt. The engine was meticulously rebuilt and reinstalled in the car. No cause of the coolant loss was discovered in this process. Go figure!

After driving the car for a brief period, the problem occurred AGAIN! All that time, all that money spent! I STILL had the problem. What made me remove the valve cover once again and start the engine, I don't know. Pure frustration I guess. Nevertheless, as the engine warmed up, I spotted the problem! Such a simple thing, I felt like an idiot.

So, now, finally, the answer to what I saw there under the valve cover. You Triumph owners out there are probably familiar with the topography of the cylinder head as seen with the valve cover removed. You might have noticed the roughly 1" diameter threaded aluminum plug in the center of the head but offset slightly away from the rocker shaft. I suppose it could be described as a "clean-out" plug. THIS was the culprit! As the engine warmed up and the cooling system became pressurized, coolant started to ooze past this plug and onto the top of the head. This was not noticed by me the first time I had the problem. From there the coolant drained down the oil-return channels to the crankcase and got picked up by the oil pump then distributed throughout the engine including, once again, to the rocker shaft and rocker arms whereupon it would drain onto the top of the head. The moving rocker arms would sling the oil/antifreeze mix around under the valve cover and that's how the wire-mesh breather cap got saturated such that the air from the cooling fan blew the droplets around the engine compartment. The fix?

I sent to Moss Motors for a new plug but, it was thinner than the original and the thread size was off. I went to my local plumbing supply and bought a bronze plug with a square head. I installed it with Teflon tape as a sealant. It fit perfectly. Cost of repair? About \$5.00.

Lesson learned? Do not be too hasty and jump to conclusions. It could be very costly. Just ask me!



**IMPORTANT !!**

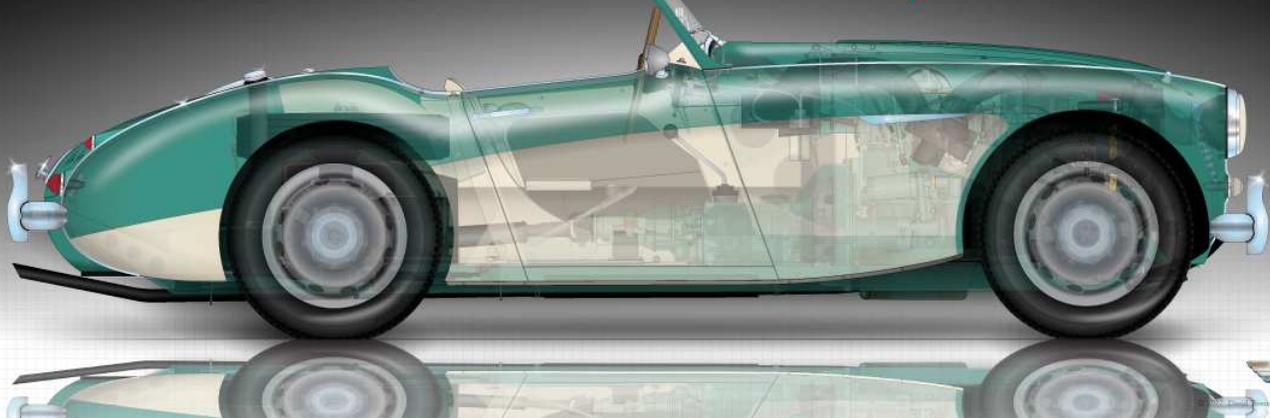
**LOOKING for**  
**WEB / IT ADMINISTRATOR**

We are continuing our progress on organization and distribution of workload to run this club. We have identified an issue that we need a hand with. We find that among the Board members, there is a lack of IT expertise/confidence. We can all send an email, open a file, and create a simple document. But we are the wrong people to be the website administrator.

We are looking for someone to help with this responsibility. It does not involve a lot. Our website is hosted by GoDaddy. We need somebody who can post the newsletter to the website every other month, can post the calendar of events as it gets updated and act as the administrator on our GoDaddy account, which includes our officer emails. We need more knowledge and understanding than we need actual time.

The pay is not great (free dues) but it is for a good cause. If you can help, please let me know Ed Gaubert [president@bmcsnj.org](mailto:president@bmcsnj.org)

# THE *Austin Healey* HUNDRED-SIX



## **1953-56 Austin-Healey**

The low-slung 1953-56 Austin-Healey fit beautifully into America's new sports car market of the early 1950s and sixty years later the car still looks sensational.

In 1953 at \$2,985, the Austin-Healey cost more than the popular but slower MG, which still had 1930s styling, but much less than the sleek-but-troublesome, higher-line Jaguar XK-120. The British Austin-Healey stood merely 49 inches high. Even sporty American cars towered above it and looked clumsy in comparison.

Sports cars in the early 1950s had the same cachet in America as good wine, fine cameras and fast imported bicycles. Average family guys and gals ignored all that and drove a Ford, Chevy or Dodge to the supermarket and bowling alley. (Editor: Not that there's anything wrong with bowling you bowlers out there. It's just not a sport associated with *SPEED!*)

At those high end prices it was white-collar executive foreign car buffs who drove their sports car to work and raced it on weekends in amateur events. It was an innocent era, before sports car racing became costly and dominated by professional "amateur" drivers in sports cars too specialized for street use. Gone are the days when you could drive your TR to the track, slap on a number and be a race day hero. If you were lucky you could drive it back home again.

The Austin-Healey was a sensation when unveiled at the 1952 London Motor Show and was named International Show Car of the Year at the 1953 New York Auto Show. It was created by Donald Healey, a top British race-rally driver and builder of low-volume sports cars

that carried his name. Few Americans had heard of him, although he was fairly well known in Europe.

Healey had been involved with the 1951-54 Nash-Healey sports car, built to boost the stodgy image of America's faltering Nash car operation. The Nash-Healey had a modified Nash engine and initially did well in racing, but only 506 were built because the car was costly and Nash was known for family autos.

Most Nash-Healeys were sold in this country, but the American market was ripe for a sports car with a "foreign engine" and racy continental European image—a major reason the first Corvette flopped after its late 1953 introduction. Mercedes hadn't started building sports cars yet after the war, and the handful of exorbitantly expensive Ferraris sent to America were mostly designed for racing.

The entrepreneurial Healey had expanded the small car-producing facility he had built in Warwick, England, in 1946, to help produce far more Nash-Healeys than were sold, and the car's low sales left him almost broke. There was little demand in war-torn Europe for sports cars, so Healey focused on the large, lucrative U.S. auto market. He bought parts from major automakers because he had little money for making new components such as engines.

Only 781 Healey models—not including the Nash-Healey and Austin-Healey—reached America in the late 1940s and early 1950s. One was a "sports roadster" shown at the 1949 New York Auto Show but it cost \$7,500, when a Cadillac convertible was \$3,442.

The Austin Healey continued from pg. 9

Healey designed his own chassis and suspension. All his hand-built cars used a rugged chassis and a short wheelbase.

One of his best-known early cars was the rakish, race-winning Healey Silverstone roadster. The problem was that it was a low-volume model virtually unknown to anyone but some sports car buffs in this country.

The Healey 100 (as it was first called) constituted Donald Healey's first big break. Healey was in his 50s when that car was introduced at the London show. He saw the need for a moderately priced, high-volume sports car for Americans—one that fit between the MG and Jaguar.

Healey took his Nash venture profits and built a prototype sports car to fill that need. He gave young auto body engineer Gerry Coker an idea of how he wanted the car to look after seeing nifty tiny car models Coker created. Incredibly, Coker had never styled a production car and would never style another—although he reportedly later designed the clever two-way station wagon tailgate for Ford.

Coker's sports car body was simply stunning. It had sweeping lines, an impossibly long hood, tiny cockpit, small "button" taillights, little chrome and distinctive shell-shaped grille. It also had wire wheels and a rakish tilt-back windshield that made it look like was doing 100 mph while sitting at a curb.

There were no roll-up windows, and outside door handles were left off so they wouldn't disrupt the car's sleek lines. Doors were opened by reaching through a plastic side curtain opening and pulling a door release inside the car. The sexy Jaguar had the same setup.



The first Austin-Healey looked so good that the last one sold here in 1967 had virtually the same styling as the first, although it didn't look as pure or pretty, with outside door handles and such. However, later models like the 3000 were more civilized and better-equipped, besides having a six-cylinder engine.

The car would have lasted at least into the 1970s, but British Motor Corp. (BMC) dropped it because it didn't want the expense of having the Austin-Healey meet new federal regulations. A rubber bumper 3000 just wouldn't have been a good idea.



That first Austin-Healey was called the "Healey 100" at the London show because it had topped 100 mph (at 117 mph) before shown there. Healey had hoped for a higher speed, but there was no time to get more from the car. Actually, many U.S. cars couldn't even reach 100 mph then.

Healey didn't much like the windshield, which could be folded down flat or tilted back from vertical to a rakish angle. But he knew it would attract American buyers.

Meanwhile, Healey came up with a simple, strong box-section frame. He used the British Austin A90 sedan with its stout four-cylinder engine as a rough starting point.

At the London show Healey's 100 caught the eye of Sir Leonard Lord, head of the Austin car company's parent, England's recently formed giant BMC. Lord also saw a rich U.S. market for a rakish, affordable, reliable two-seater. He realized that the Healey 100 was simple, rugged and designed around the A90, which wasn't selling well. However, the A90's 2.7-liter, 90-horsepower engine had potential, and Lord saw it could be used in the new sports car.

Lord quickly made a deal with the delighted Healey to have BMC make a mass-produced version of the "Healey 100" show car at its big Austin factory in Longbridge.

The Austin Healey continued from pg. 10

The production model was hardly changed from the show car. It was renamed the "Austin-Healey 100," although it also was called the "100/4" because of its four-cylinder engine. Part of the deal was an unprecedented 20-year contract to use Healey's name on the car and to make it on a royalty basis.

Besides the A90 engine, Healey borrowed parts from that Austin model to hold down costs. One was a four-speed manual transmission with top gear blanked off because it wasn't needed with the high-torque engine. Electric overdrive was put on second and third gears, effectively giving a driver five forward gear ratios. The front suspension, rear axle and smaller parts also came from the A90. Production began in the spring of 1953.

At under \$3,000, the Austin-Healey 100 was a steal. It was costlier than the new Triumph TR2 sports car but priced comfortably below the Jaguar XK-120. It did 0-60 mph in 10.3 seconds, which made it quick for its day. Production began in the spring of 1953, and the car was an instant hit in America.

The original car was built through the autumn of 1955.

By then, it had a reputation for being almost unbreakable. However, drawbacks, which remained throughout entire Austin-Healey production, included scant ground clearance and excessive engine heat entering the cockpit.

The original (1953-55) Austin-Healey 100 with the blanked-out first gear was factory coded the BN1.

It found 10,688 buyers. There were 3,924 1955-56 "BN2" versions with a four-forward-gear manual transmission and overdrive, built in 1956.

Healey loved racing, and knew wins would help sell Austin-Healeys. With BMC producing the Austin-Healey 100, he had time to develop the 110-horsepower 100M, with duo-tone paint and some body and chassis modifications. There also was the rarer 132-horsepower 100S competition model, which had a stripped all-aluminum body without bumpers, four-speed gearbox without overdrive, modified engine and all-disc brakes. It was built mainly to win races, but could be driven on roads.

Officially, 1,159 100Ms were produced, but the British Motor Industry Heritage Trust says only 640 were made. Only 50 100S models reportedly were built. Those models, especially the 100S, did well in international racing with their extra horsepower and body and chassis modifications. Prices for the 100S have soared in recent years. It's now valued at \$400,000-\$600,000. A regular Austin-Healey 100 is valued at \$30,000-

\$50,000. All Austin Healey prices have soared in recent reaching well over \$150,000 for show level 3000s.

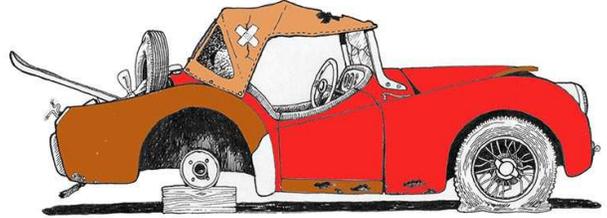
The slightly larger Austin-Healey 100 Six arrived in 1956 with a 102-horsepower six-cylinder engine. But it was heavier and less lively than the original Austin-Healey 100, and styling was compromised a bit. Whichever version, the Austin Healey remains the very embodiment of the classic era of British Sports cars.



# 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: [mqgarage@comcast.net](mailto:mqgarage@comcast.net)

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



## **FOR SALE MGA/MGB parts:**

1. Complete 3 main MGB block.. Turns free, includes all internals. No head or other bolt on
2. MGA 1500 crank. Needs to have #3 journal ground to 30.
3. MGB water pump. Fits 5 main 1800, came from a 1971 MGB
4. MGA rear (complete assembly less brakes) with 4.3/1 gears
5. MGA rear differential (pumpkin) with 4.3/1 gears
6. Socket to fit MGA steel wheel rear axle nut (see Moss catalog price of \$50)
7. MGB rubber bumper lower front valence.

All items are priced low to insure that they find a new home. The priority is to find a new home with someone who can put these parts to use. Located in Lumberton NJ.  
Bob Coles 609-518-9465 or [jandb0911@verizon.net](mailto:jandb0911@verizon.net).

## **FOR SALE TR3 parts:**

1. Set of wind wings in excellent condition \$50
2. Tonneau in good condition (poorly repaired rip on passenger side) but functional and cheap \$50
3. Engine crank handle. Original and workable. \$100
4. Also have an electric temp gauge from a Sunbeam Alpine, but same size as 2 inch TR3 gauges, with sender. Excellent condition. \$75

Brucie 609-705-4753 or [cuznbrucie@comcast.net](mailto:cuznbrucie@comcast.net) Pictures available on request

## **FOR SALE MG "T" Series parts**

Amco MG "T" series wind wings. New condition. These are the real deal accessories from "back in the day" parts. See my ad above regarding pricing.

Bob Coles 609-518-9465 or [jandb0911@verizon.net](mailto:jandb0911@verizon.net)

## **FOR SALE TR6 and Other parts**

73 TR 6 original bumpers front and rear (3 pieces) Good condition \$50 front, \$80 rear or BO.

Two Filler Safety Racing Seat Belts. SFI Spec 16.1. Used good condition \$20 or BO

Brian Deam 856-296-9531 or [briandeam@aol.com](mailto:briandeam@aol.com)

## **FOR SALE TR6 parts.** Prices are "or best offer", delivery available within 20 miles.

1 pair of Zenith Stromberg carbs, no linkage, \$175 OBO

1 TR 6 leather wrapped steering wheel with horn cap and boot, \$100 OBO

Package deal on both items, \$250 OBO.

Peter Colucci 609-247-8541

## **CAR FOR SALE 1978 MGB**

1978 Award winner, redone with TLC. Rebuilt motor, new upholstery and carpet. V8 front bushings, augmented rear leaf springs. \$10,500 or offers. .

Bill 856-455-5119



## **CAR FOR SALE 1976 MGB**

1976 MGB roadster project. Rust free chassis and body. Disassembled for quality paint job and restoration.

Some new parts included. Requires no panel replacement from rust or collision. Potential V6 or V8 conversion candidate. Bridgeton NJ

Gary 856-456-8349 or [Gcssbn at aol dot com](mailto:Gcssbn@aol.com)



## **And even MORE !!**

### **CAR FOR SALE 1980 MGB**

1980 MGB. British Racing Green, newer soft top, black hardtop. Owned for 30 years, garage kept. 102,000 miles. Excellent condition. \$7900.. Harry [maze08111@aol.com](mailto:maze08111@aol.com) 856-437-9778

### **FOR SALE MG parts**

4.2 differential for a 1275 Midget. Good for racing. \$150 pickup only. Tracy or Ray 856-469-3377 or [lilblumidge1966@gmail.com](mailto:lilblumidge1966@gmail.com).

### **WANTED the following for my restoration:**

100-4 - full set of gauges, hand brake assembly, control head assembly, BN-2 front fenders, horns, any miscellaneous parts.

100-6 BN-6 - seats, doors, horns, interior parts, solid wheel hub assembly, hardtop hardware.

Toyota 5 spd for a Smitty conversion (or where one is available) or Smitty conversion kit.

Paul Serdiuk 609-462-3593 or [pis9@yahoo.com](mailto:pis9@yahoo.com).

### **WANTED MG "T" series parts**

Supercharger for TF, TD, or TC

Side curtains (black) for 1955 MG-TF 1500. Looking for both left and right.

Andrew Bares 646-342-8020 or [andrewbares@hotmail.com](mailto:andrewbares@hotmail.com)

**FREE !!!** Two early MGB-GT rear seat backs. Seat backs only, in decent but not concourse shape. Can be drive quality with a good cleaning. Good foam and covers. One black/red piping, one black/white piping. \$20 each, pick up in Cherry Hill or delivered to any club meeting or event.

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

### **A Strange BMC Connection**

The other evening, as I was assembling bathroom cabinets in the basement instead of doing something productive like working on my car, I received a phone call from a young man with a distinctly southern accent. In fact, he told me that he was from Tennessee and was calling me because he had recently purchased a TR6 that had a BMCSNJ decal on the windshield. He was reaching out to see if I might have known the previous owner, and perhaps know something about the history of the car.

He went on to explain that he purchased the car from the estate of a gentleman who had lived in Point Pleasant NJ. The name did not sound familiar to me, so I referred him to the Positive Earth Driver's Club, whose activities are centered closer to Point Pleasant. He was waiting for a return call from them, because he had found a dash plaque from one of their events under the seat!

We had a nice talk, during which I learned that the caller is twenty years old, saw a TR6 on the road a few years ago and has been reading everything that he could find on the marque until he was able to borrow enough money to buy one of his own. Based on the limited information that the previous owner's daughter could supply, the car was purchased in the mid-nineties, and taken off the road for a restoration in 1998. The restoration progressed until about 2000, when the previous owner became too ill to work on the car. Based on the receipts available, the condition of the car, and the stash of chrome parts in the trunk, it looks like the restoration was in its final assembly stages.

It was a fun thirty minute conversation. When I asked about local clubs, the caller told me that the nearest club to him accepts new members by invitation only, and after being invited, the prospect must attend a minimum number of meetings and events before they can be voted on for acceptance! So much for Southern Hospitality!!

Ed Gaubert

**RANDOM BMCSNJ PICS FROM AROUND OUR EVENTS**



# CALENDAR OF EVENTS

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

DATE	BMC EVENT	LOCATION / STATUS
April 21st. Rain date 22nd.	Smithville Memorial Gathering to Benefit Samaritan Hospice	CONFIRMED
May 12th.	Tune Up Tech Session at Motorcar Garage	<b>IMPORTANT:</b> Space is limited. Anyone interested in attending must RSVP to: <a href="mailto:Motorcargarage@hotmail.com">Motorcargarage@hotmail.com</a> by 3/22to insure that space is available
May TBD	Tour of South Jersey Part 1	Date Pending
June 3rd.	Jack Kontes River Ranch Gathering	CONFIRMED
July TBD	Ice Cream Social	Date Pending
Aug. 11th. Rain Date 12th.	Tour of South Jersey Part 2	<b>IMPORTANT:</b> Meet at Harrison House Diner Intersection of Rt.322 & Rt.45 Mullica Hill, NJ Come early for breakfast. Destination TBD
Sept. 29th,	Club Show / Greenwich	CONFIRMED
Oct. TBD	Rally in the Pines	Date pending
Nov. TBD	Technical Event to be developed	In Development
Dec..	No Club Activities in Recognition of the Holiday Season	

## OTHER INTERESTING EVENTS

We are unable to publish all local events which may be of interest to some of our membership. For local general car events in our area we suggest events calendars found at: [www.cruisinnews.com](http://www.cruisinnews.com) or [sjr-scca.com](http://sjr-scca.com)

DATE	EVENT	LOCATION
6/17-6/22	NAMGBR ANNUAL CONVENTION	SEE FULL INFORMATION ON Pg.16

## MEMBERSHIP MEETINGS

Monthly membership meetings are planned monthly in altering locations. Please check email regularly for confirmation of meeting dates. Dates are subject to change based on the venue available. There will be no membership meetings in November or December.

Seven Star Diner, Sewell NJ: Third Wednesday of odd numbered months

Uno Chicago Grill, Maple Shade, NJ, Third Wednesday of even numbered months

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



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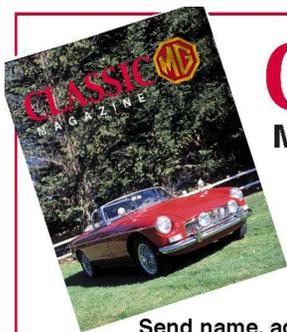
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**NAMGBR ANNUAL CONVENTION COMES TO GETTYSBURG IN JUNE**

From June 18 through June 21, 2018 the North American MGB Register will hold its annual convention in Gettysburg PA. These are "must do" events for anyone with an MGB or Midget. While it is more fun with your car, there is plenty to do and see that does not require you to have your car with you.

Full information and registration information can be found at <https://mg2018.namgbr.org/>

These events rival any corporate convention you have ever attended. Some of the activities scheduled for this upcoming event include:

- \* Welcome and First Timers Reception
- \* Silent Auction
- \* Rallye School
- \* Road Rallye
- \* MG History Seminars
- \* Car Show
- \* Model and Photo Contests
- \* John Twist Rolling Tech Sessions
- \* Numerous Tech Sessions
- \* Rocker Cover Races
- \* Driving Tours
- \* Parking Lot Tire Kicking
- \* Trips to Local Events
- \* Activities to interest spouses such as yogo, crafts etc.

You will overdose on all things MG! As the date gets closer we will attempt to organize a couple of groups of members who are attending to travel to Gettysburg together. If you are planning to attend, register early because pre-registration is required for many of the popular events and prime hotel space fills quickly.

**British Motor Club of Southern New Jersey**  
13 Fox Hollow Drive  
Cherry Hill, NJ 08003



The BMCSNJ Web Site can be found at  
[WWW.BMCSNJ.ORG](http://WWW.BMCSNJ.ORG)

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