

OFF SIDE



British Motor Club of Southern New Jersey

NEAR SIDE



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

January / February 2020
VOL. 30 ISSUE 01



**Celebrating British Classic Cars
in 2020**
HAPPY NEWYEAR !!





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of
SOUTHERN NEW JERSEY



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

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

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

BMC Meetings

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

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

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

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

NEWSLETTER CONTRIBUTIONS

OFF SIDE / NEAR SIDE is YOUR Newsletter.

The Editors are always looking for new material.

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

Project articles with pictures are really good.

PLEASE SEND NEWSLETTER CONTRIBUTIONS TO THE EDITOR :

Joe Marchione: editor@bmcsnj.org

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

Thanks—Joe Marchione

PLEASE SEND FOR SALE, WANTED or FREE REQUESTS TO :

Ed Gaubert: mgarage@comcast.net

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

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

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

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

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

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

The editors take responsibility for any editorial mistakes or errors.

It is now 2020. Father Time has added another year to History and we have endured what Mother Nature has thrown at us as we each add to our own personal experience. As the clock starts ticking in 2020 we welcome a new decade which makes the math easy...no more carrying the 1 or using your fingers to figure out how old a car is. It also means that any car made in 1970 or earlier is now over 50 years old. In fact, according to our database, we have 141 cars that fit into that group. Our oldest registered car has now had over 80 birthdays!

It is great to see that this hobby has endured the passage of time and despite some saying that that car hobby is dying, I seem to notice a proliferation of activity highlighted by the never ending list of car cruises and regular informal meetings in addition to organized club activities. I have also noticed that our little piece of the hobby has grown to be accepted alongside the classic cars, muscle cars and special interest vehicles at local shows. This is all great for the hobby!

As a club, we are looking forward to 2020 and what the next year will bring. Like I have said in earlier articles, our plans are to have a stable, repeating calendar every year regarding our cornerstone events and then supplement with new or different activities. Our driving tours were very successful in 2019 and we are hoping to add another in the Burlington/Camden County area.

But, adding events and activities requires additional support from the members. I can't stress enough the need that we have for people to get involved with events, large or small. Nothing that we do is particularly difficult unless you are forced to do it all yourself. While we all have fun, I must say that we have been understaffed at most events and that makes it difficult for myself and the other officers to entertain the group or to make newcomers feel welcome. I will ask for help again this year for all our events and will be delighted if members step forward to help in even the smallest way.

So, get to the garage and get busy on those lists of things that need to be done to your car. The sooner you get them done, the sooner the skies will brighten and spring will arrive. It has nothing to do with that silly groundhog. The energy released by the collective lowering of roadster tops controls the weather.

If your membership expired at the end of December, you would have received a reminder email from members@bmcsnj.org. I am happy to say that a large portion of members have already sent in their dues. If you haven't, please be on the lookout for a notice and respond with your payment. If you don't, then this will be your last issue and your email notifications will stop. I look forward to hearing from all of you!

Here's to a healthy and Happy New Year in 2020!

Steve Ferrante



The Editor Writes

Joe Marchione

SEEKING MEMBER CONTRIBUTIONS

I am soliciting member articles about their *Triumph Wedge Cars - The TR-7 and TR -8.* combined for the *March / April 2020 newsletter.*



The TR -7 and 8 will be the newsletter feature ride for the March/April Newsletter so please consider sending in something about your TR—Wedge. Could be how you found it, how you brought it back from the dead, how you love it—anything will do. Or just send a picture of you and your car! Doesn't have to be a big deal.

If you're interested please send any material to your Editor, ME, at "editor@bmcsnj.org". I'm asking now because our cutoff date for member articles is one month before the month of the newsletter. So for the March 2020 letter please get anything to me by February first, 2020.



Treasurer/Registrar's Report

January / February 2020

Money Is No Object

by Steve Ferrante

Wake up everyone, it's 2020. I hope everyone had a great holiday season. It's now time to start planning both personal and club events for the new decade!

I'm looking forward to warmer weather as we round out next year's event calendar.

Our current paid membership count is 166 and our treasury starts the year in the same condition that we started last year. The majority of our members need to renew in January and notices have been sent. Hopefully we will retain the vast majority of members and add some new ones this year!

As you know, I am still looking for a new treasurer/registrar. This job is not hard but does require good organizational skills and the use of Microsoft Excel. Basic requirements are keeping the database current and accurate, sending out dues notices, updating database when payments are made, general club accounting and check writing. If you are interested, please let me know and we can discuss in more detail.

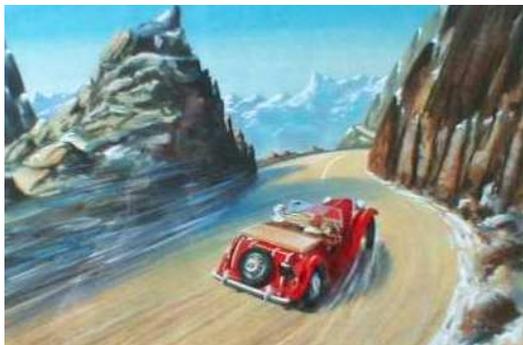
Club dues for 2020 will remain at \$15/year (free if you volunteer to be the new Treasurer!) and for that you will receive 6 newsletter per year, access to our Facebook page and unlimited use of club supplied FUN!

If you want to use PayPal for dues payments please use the

members@bmcsnj.org email address.

Dues can still be paid by check mailed to my home address at:

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



Colors of LUCAS



When remembering the outstanding scientists and inventors of yore, several great names immediately come to mind: Edison, Bell, Tesla.

But then, there is Lucas...the Prince of Darkness. This man is singularly famous for turning electrical science into a black art. When it comes to Lucas electrics, it's really all about preventing the smoke from escaping the wiring harness.

It may be helpful to compare electricity in your LBC to the water in your household plumbing. The water pressure is like the voltage in your battery, and the wires like pipes. In the case of Lucas electrics, the electricity is in the form of smoke, which must not be allowed to escape the system!

When examining the typical British car wiring diagram, one might be overwhelmed by the complexity. The trick is not to view things as a whole, but concentrate on the individual circuit. Learning the basic color code will make things easier:

Black wires are earth (aka ground) and connect one side of the battery and all electrical components to the car chassis.

Brown wires are direct from the other battery post and always hot.

Purple wires are the same as brown, only with a fuse.

White wires are hot only when the ignition switch is on.

Green wires are the same as white, only with a fuse. Note that on very early cars, there are just the two fuses!

There is more:

Blue wires feed the dimmer switch and are hot (typically not fused!) when the headlight switch is on.

Blue with white stripe, and blue with red stripe are the high and low beams from the dimmer switch to the headlights.

Red wires feed the running lights and are hot (typically not fused!) when the switch is on.

Red with white stripe wires are the same as red, only with a fuse and feed the dash lights.

Green with white stripe and green with red stripe are the turn signal wires.

SECRETARY'S SATCHEL

January / February 2020

December 15, 2019

*Blwyddyn newydd dda! (Merry New Year!)
The new year is here!*

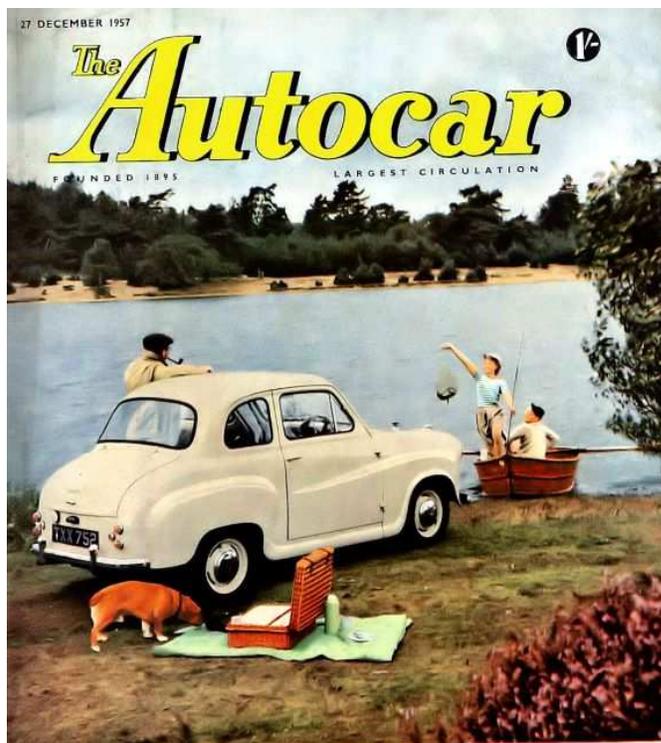
We just returned from our holiday in the UK, with stops in England and Wales. The first stop was the Classic Motor Show in Birmingham at the NEC. Everything we had heard about it is true, you have got to put it on your list, and GO! With nearly 1 million square feet of classic car clubs, parts manufacturers, vendors, autojumble and services it is the best show I have ever experienced. We walked over twelve miles in the two days of our tickets. Did I mention, GO! After that it was off to play tourist in London and then to see our friends in Mountain Ash Wales to watch "The Old Firm" beat St. Peters in a local club rugby fixture. It was great to be back in my Dad's hometown; they sure have a lot of history in the UK. We also took a tour of Principality Stadium in Cardiff, home of the Welsh national rugby team, a tour this time but it is on our list to see them play there sometime. Times have changed in the UK automotive scene. Our first rental was a Skoda Octavia and then a Toyota hybrid, although, there are some rental companies that will rent classic British for a reasonable fee. Hertz is Hertz no matter where in the world you go. We just wanted to get from point A to B then get back home and drive our own British classic.

This year's event and meeting schedule went very well and 2020 will have much of the same. We are trying to add additional subjects and speakers to the monthly meetings. If you have any contacts or suggestions please email me and we will try to arrange. The regular, regional, meetings in Sewell and Maple Shade were reasonably well attended and it is our intention to continue with them in 2020. One of the subjects we often spoke about to our UK counterparts, at the Motor Show, was the inclusion and growth of the younger enthusiasts in classic restoration. This is vital to keeping the sport alive, invite them out to our meeting, gatherings and cruises, include them in you rebuilds, maintenance and repair. They are out there; the auto tech schools are loaded with them.

Check the calendar in this issue of Off Side/Near Side to see what is coming up, our first meeting is in January at Seven Stars Diner in Sewell.

Thanks again to all who have organized and attended last year's events. Get involved, volunteer for the events and contact the coordinators, offer to lend a hand. Enjoy the rest of winter, see you on the road.

Happy Motoring
Tom Evans



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Malcolm Sayer

One of the most pivotal figures in the technological development of Jaguar

By rights Malcolm Sayer ought to be one of Britain's most famous designers.

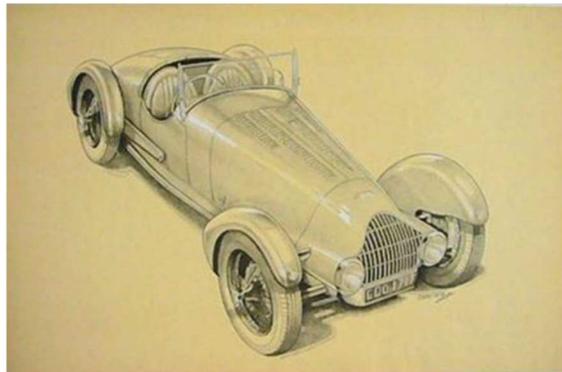
Put briefly, Sayer is one of the most pivotal figures in the technological development of Jaguar, and therefore in the marque's entire character, its very being. That's what you need to know in a single sentence. Even when factoring in the lordly oversight of Sir William Lyons, there is plainly no way that Jaguar could have achieved its greatness and racing dominance without having Sayer on the payroll. He is the most important engineer in Jaguar history, bar none. His outstanding achievements include the world famous E-Type Jaguar, one of the most beautiful and alluring cars, and the D-Type racer, a stunning machine that won the Le Mans 24-hour race three times in a row in the 1950s.

If he had been born in Italy, Germany or the US, he would have been a household name years ago. But few people have heard of him. Fewer still can picture the man or say anything much about his life and times.

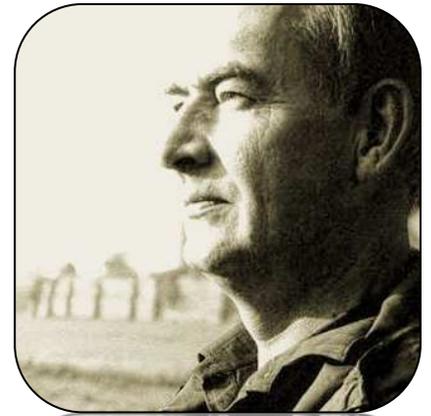
Sayer was the offspring of an excellent schooling in both applied and theoretical sciences. He was born in 1916 in Cromer, Norfolk; his father taught mathematics in what, by U.S. definition, would be the local elementary school. Sayer began studying the nascent field of aerodynamics at Loughborough College, but switched to automotive engineering by 1933. Like many automotive designers who started out in aviation, in his case at the Bristol Aeroplane Company he took the principles of aerodynamics and applied them to car design. Like Frank Costin of Lotus aerodynamics fame, Sayer used mathematics to calculate wind flow in an era before wind tunnels.

Loughborough College has long been widely known in Britain for offering apprenticeships in highly technical fields in addition to normal classroom study. Once graduated with a degree in automotive engineering, Sayer nonetheless found employment with Bristol in an aviation capacity.

His first real automotive work came during World War II, while at Bristol, when he worked in his spare time with some local enthusiasts who planned to reinvent the sporting car once the war ended. That car was the Gordano, a remarkable early special that never got beyond the running-prototype stage despite fully independent suspension and an early take on a rear-mounted trans-axle. Sayer designed its simple but cleanly curved body, an indication of things to come.

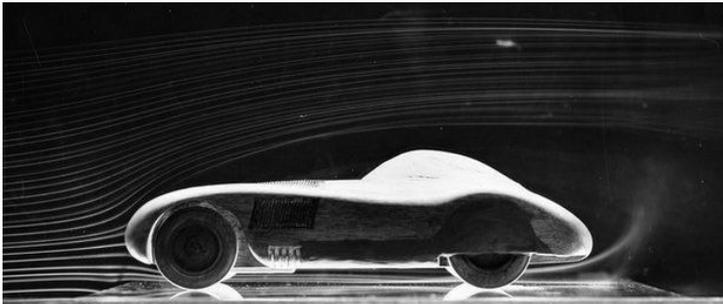


In the world of British performance, centered around a knobby toolbox, Sayer is credited with bringing the pocket protector into play. Jaguar folklore has it that after the Gordano project fizzled, he traveled to Baghdad for an engineering post that turned out not to exist. He did, however, run into a German professor who taught him how to model what happened to a solid body in continuously flowing air, based on calculations using a slide rule and complicated logarithmic tables. Nobody in British racing had remotely this sort of knowledge at the time.



His scientific methods were so intense that few, if any, of his colleagues ever quite understood them. Former chief test engineer Norman Dewis, now 92, recalls: "He would have a foolscap sheet the full length of his wall. All across that sheet were colored curves and lines. Every six inches were vertical lines with figures. I used to say to him 'I can't even see a car'."

Lyons, founder and chairman of Jaguar heard about Sayer's aerodynamic approach to engineering, he hired Sayer on the spot and introduced him to racing boss Lofty England. Sayer went to work on the skin of the Jaguar XK120 Cs that would contest the 24 Hours of Le Mans in 1951, all the way to victory.



JAGUAR C-TYPE

Winner 24 heures du Mans 1951



Jaguar C-Type



And speaking of Jaguar's competition at Le Mans, below is a list of Sayer's incredible design successes at this prestigious race.

- 1951: C-type Jaguar wins, driven by Peter Walker and Peter Whitehead
- 1953: C-type wins, driven by Tony Rolt and Duncan Hamilton
- 1955: D-type Jaguar wins, driven by Mike Hawthorn and Ivor Bueb
- 1956: D-type wins, driven by Ron Flockhart and Ninian Sanderson
- 1957: D-type wins, driven by Flockhart and Bueb

Jaguar did not win the race again until 1988

Sayer thus became Jaguar's lead aerodynamicist. By 1954, he had shaped a prototype C-type with a radically lower, smoother body and fenders bulged around the tires. The C-Type (also called the XK120-C) is a racing sports car built by Jaguar and sold from 1951 to 1953. The "C" stands for "competition".

The car used the XK 120 running gear of the contemporary road proven XK120 in a lightweight tubular frame designed by Jaguar Chief Engineer William Heynes with an aerodynamic aluminum body jointly developed by William Heynes, R J (Bob) Knight and Sayer. A total of 53 C-Types were built, 43 of which were sold to private owners mainly in the US. According to the Jaguar Heritage Registry the cars were produced between May 1952 starting with XKC001 and ending August 1953 XK054. Approved to race, both with and without its fabled fin, the C-type became the D-type, the most storied and feared competition Jaguar ever built.



Jaguar D-Type

Designed specifically to win the Le Mans 24-hour race, the slippery D-Type was produced by Jaguar Cars Ltd. between 1954 and 1957. Sharing the straight-6 XK engine and many mechanical components with its C-Type predecessor its structure however was radically different.



Innovative monocoque construction and aerodynamic efficiency integrated aviation technology in a sports racing car, some examples including a renowned vertical stabilizer. Engine displacement began at 3.4 litres, was enlarged to 3.8 L in 1957, and reduced to 3.0 L in 1958 when Le Mans rules limited engines for sports racing cars to that maximum. D-Types won Le Mans in 1955, 1956 and 1957.

After Jaguar temporarily retired from racing as a factory team, the company offered the remaining unfinished D-Types as XKSS versions whose extra road-going equipment made them eligible for production sports car races in America.

Jaguar announced the production of 25 D-Type at the Warwickshire, UK workshop to complete Jaguar's original goal of producing 100 cars. Available options include 1955 short-nose bodywork or 1956 long-nose bodywork. The vehicle was unveiled in Salon Rétromobile 2018 in Paris

On the evening of 12 February 1957, a fire broke out at Jaguar's Browns Lane plant and destroyed nine of the 25 cars that were in various stages of completion. With the requisite jigs and tooling also destroyed, this effectively ended production of the XKSS version, although Jaguar later converted two additional D-Types.



Sayer is spotlighted here for a specific reason, his work in creating the delectable E-type. Its inadvertent birth date goes back to the Le Mans 24 hour race in 1956. The race was won by the Jaguar E-type, but after which rules were announced banning sports prototypes with engines larger than 2.5 liters. Therefore Jaguar's plan to create an enclosed D-type racing successor saw the D-type instead shifted toward road use.

Jaguar E-Type



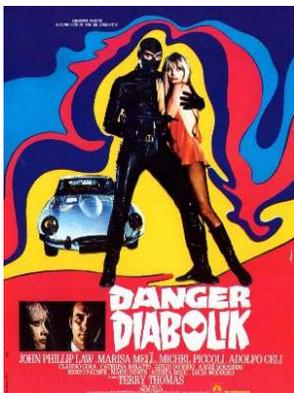
The Jaguar E-Type, or the Jaguar XK-E for the North American market, is a British sports car that was manufactured by Jaguar Cars Ltd between 1961 and 1975. The E-type was an instant classic, a leap forward from the typical British sports car

design of the time, beloved by stars such as George Best and achieving sales of over 70,000. Its combination of beauty, high performance, and competitive pricing established the model as an icon of the motoring world. The E-Type's claimed 150 mph (241 km/h) top speed, sub-7-second 0 to 60 mph (97 km/h) acceleration, monocoque construction, disc brakes, rack-and-pinion steering, and independent front and rear suspension distinguished the car and spurred industry-wide changes.

The E-Type was based on Jaguar's D-Type racing car, which had won the 24 Hours of Le Mans three consecutive years beginning 1955, and employed what was, for the early 1960s, a novel racing design principle, with a front subframe carrying the engine, front suspension and front bodywork bolted directly to the body tub. No ladder frame chassis, as was common at the time, was needed and as such the first cars weighed only 1315kg (2900 lb).



Sayer gave the E-type deeply skirted wheels and covered headlamps almost from the start, plus a wildly long hood. Small wonder that the New York Museum of Modern Art bought one for its permanent collection. On its release in March 1961 Enzo Ferrari called it "the most beautiful car ever made". In 2004, Sports Car International magazine placed the E-Type at number one on their list of Top Sports Cars of the 1960s. In March 2008, the Jaguar E-Type ranked first in



The Daily Telegraph online list of the world's "100 most beautiful cars" of all time. Outside automotive circles, the E-type received prominent placement in Diabolik comic series, Austin Powers films and the television series Mad Men.



Jaguar XJ13

In 1965, Sayer developed the body aero style for the Jaguar XJ13, a mid-engined sports racing car that was intended for competition at Le Mans. Cost constraints and a rule change at Le Mans meant the XJ-13 was never driven in international competition, but it exemplified all of the classic Sayer sophistication in aerodynamics as his earlier work.



In 1971 the XJ-13 prototype was brought out of storage to help promote the new V12 E-Type. The publicity team wanted a shot of the XJ13 at speed for the opening sequence of the film launching the V12 E-Type. On 21 January 1971, the XJ13 was taken to MIRA for the filming with Jaguar test driver Norman Dewis at the wheel. Sadly, the car was driven by Dewis at speed on a damaged tire, against the instructions of Jaguar director England. The resultant crash heavily damaged and nearly destroyed the car, although Dewis was unharmed. The wreck of the car was put back into storage.

Some years later, Edward Loades spotted the crashed XJ13 in storage at Jaguar and made the offer to 'Lofty' England that his company Abbey Panels should rebuild the car. The car was rebuilt, to a specification similar to the original, using some of the body jigs made for its original construction and at a cost of £1,000 to Jaguar. In Jaguar's own words, "The car that can be seen today is not an exact reproduction of the original." The XJ13 made its public debut in July 1973 when 'Lofty' drove it around Silverstone at the British Grand Prix meeting. It is now displayed at the British Motor Museum at Gaydon, UK.

Jaguar XJS

In 1967 following his work on XJ-13 Sayer commenced early style proposals for Sir William Lyons and William Heynes for an E Type replacement, later (XJ27) with modifications to evolve as the V 12-cylinder Jaguar XJS in 1975. The XJS never perhaps achieved the same iconic status as the E-Type, but it was acclaimed for its Heynes / Hassan / Knight designed V12 performance and comfort, luxury and grandeur as a grand tourer. The XJS remained in production for 21 years (1975-1996).



There were other highly talented designers working in British manufacturing industry at the time who either shunned the limelight or were never encouraged out of the shadows by management. In their own minds, they were simply doing a job, the best they could possibly do. The kind of fame, profit and glory that came from winning a hat-trick at Le Mans or from shaping a car like the hugely desirable E-Type belonged to the company they worked for.



Sayer's was not an era of "star" designers.

But his family, Norman Dewis, his chief test driver, Sir Stirling Moss, who raced his cars, motoring historians and Jaguar fans all believe Sayer is one of the true greats.

His greatest designs are still very much in use on roads and race-tracks and are even being built anew and the spirit of this formidable homespun talent races on.

This piece is a combination of excerpts from the March 2011 issue of Hemmings Sport & Exotic by Jim Donnelly and other sources on the internet.

Hardy and Spicer spend a LONG night at the MAGIC MIDGET PUB

By Barry Sandman

Somewhere along the way with your restoration or because of plain wear and tear, you will have to rebuild your propeller shaft. No matter how carefully you examine it, you will find no propeller on either end! Not to worry: what you will find are *universal joints*... one on each end. How they got there is a story in itself – but I'll make it brief since my ring gear is in the oven.

One night long ago, Messrs. Hardy and Spicer drew out on the tablecloth at the Magic Midget Pub, the design that we hold so dear. The design itself is rather straightforward and really quite well conceived. The problem is, even though they are used on just about all MG's and most other British autos, Hardy and Spicer never told anyone how to fix them.

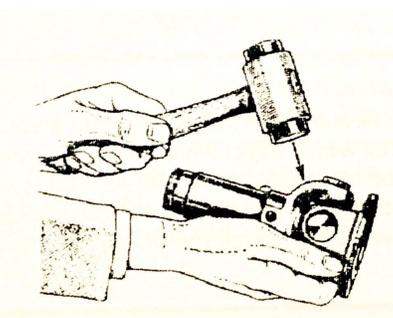
Oh, Yes, I know, the *Workshop Manual* tells us how, with pictures even! BUT let me tell you amigo – it can't be done that way... for instance, fig. G.1. shows a picture of a disembodied pair of hands gently tapping a universal joint with a lovely mallet and it says, "Where to apply light blows to the yoke in the first stage of dismantling the universal joint after removing the retaining circlip." You MG guys know that picture... Well, the idea is that with your delicate tapping, the needle bearing cup will fall into your hand. *Never happen. Compadre!* In fact you can beat on the bagger with a sledge and it won't come out, not even a brand new one let alone a joint that's been happily riding under someone's beater for maybe a quarter to half a century! Rocks and dirt, water and salt have all done their thing to Hardy – Spicer's child.

The other way illustrated in the (W.S.M.)... "It is permissible to tap out the bearing with a small diameter rod from the inside as shown." Hm... usually not my friend.
So How???

First, remove the circlips with a circlip tool. If you break the ends off the circlip...let me know **how you then get it out!!!**

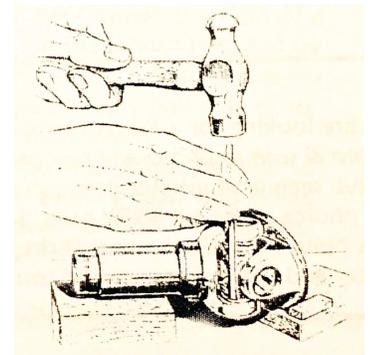
After the circlips are out, grasp the yoke in the vise. You will find out the yokes are so shaped that it is almost impossible to hold them firmly at the proper angle, but with the proper curse words and a little foot stomping...it can be done. Then select a socket-wrench that just fits on top of the needle bearing cup. If you are good with a hammer or if you enjoy smashing fingers, you may beat on the socket with a good size sledge...or if you are a coward, you can put a three inch extension in the socket and beat on that. Make certain that you hit the thing squarely or the cup will always find that groove and will not drive out. SOLUTION??? Buy a new yoke!! If you are very strong or better still Irish, after a while the cup will begin to move (Oh, what a joy!). Finally the cup on the other side will protrude far enough for you to remove the yoke from the vise and grasp the end of the bearing cup in the vise jaws and with one or two members of the BMC you will muck about on the floor looking for the needles. Forget it... you are putting in new cups and needle bearings and nobody is going to buy your old ones at the FLEA MARKET anyway!!!

Now you have the bearing out. You will find the steel cross piece (called the Journal Assembly) will not come out until you bang out one of the cups from the other arm of the steel cross piece. Once you get the journal assembly out, the other two cups can be beaten inward with the socket arrangement. To put the new bearing cups in the yokes... use your neat hydraulic press over there in the corner! You don't have one??? The vise will do just fine. CAREFULLY line up and lubricate the cups, (make sure the needles are in place, held in with clean grease) the journal assembly and the yoke. Use the vise as a horizontal press. CAREFULLY tighten the vise. If everything is lined up, it will slide smoothly home. Take your socket again and tap the cup down past the circlip groove. Put in the circlip... There – Beautiful!!! The hard part is done.



Make absolutely certain that the yokes are aligned with their axis PARALLEL... If you don't horrible things will happen when you put her in gear...

CHEERS!





From Across the Pond, John and Joyce's 1950 MG Y type



I purchased the 1950 MG Y type from Nicky - Paul Barron, a very reputable dealer in vintage sports cars in 2013. Arrangements were made and the car was shipped from South Hampton UK to the Port of Newark. I first saw an MG Y on a previous visit to England. I tried to purchase the car, however, dealer stated that the car was a "donor" car used for the repair of other MG T types.

Since there are more MG Y types in the UK, I knew in order to acquire one - importing one from England would be my only option.

Upon receiving the car, it was in much better condition than advertised. It had a new interior. The paint was cracked in a few places. The body was rust free.

Some of the features of the saloon are the following: Smith's Jack All System, which allows the driver to jack the front or rear of the car in order to change a tire. The front windscreen can be opened from the base for ventilation. For more fresh air the sunroof may be opened. The Y was the first MG to feature an independent suspension and rack and pinion steering.



This is an example of the amazing Smith's Jackall System' which consisted of four hydraulically activated rams that were bolted to the chassis, two at the front and two at the rear. The jacks were connected to a Jackall Pump on the bulkhead that enabled the front, the back, or the entire car to be raised to facilitate a wheel change.



Trafficator. These are early British turn indicators. They are normally retracted into the doorpost and pop up—and flash—when activated to indicate a turn. It just shows how far ahead the Brits were considering it's been only in the past few years that modern car makers have installed indicators above the fender line.



I have added a Clayton heater and directional signals. The trafficators still work from a clockwork ring on the steering wheel. Parts are available from NTG located in Ipswich UK. "Lord Abington" is a pure delight to drive and handles as an MG should.

Since the purchase of my 1950 MG Y type, I have clocked 11,000 miles. It is a very practical car, which is fun to drive.

John O'Neill and Joyce O'Neill



From "The Autocar" May 1941 More about the Jack All system

462

The Autocar

May 30th, 1941

HYDRAULIC JACKS

Notes on Their Valuable Uses, Quite Apart from Changing Punctured Wheels, and the Simple Maintenance Required

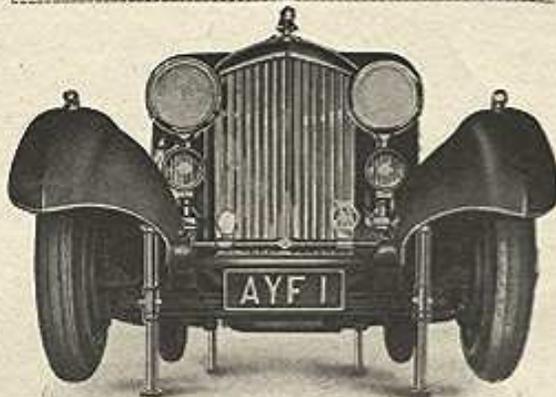
MANY thousands of cars are fitted with the Jackall system of hydraulic jacks, this equipment having been a standardised feature on well-known makes for several years. The system, as fitted on a chassis, is self-contained, and requires very little attention.

In spite of the benefits and uses of the Jackall equipment, owners seldom used the jacks in peacetime except for a wheel change following a tyre puncture. If the wheels had to be lifted off the ground for attention to brakes or steering or for wheel changing to even up wear of tyres, the work was usually done at a service garage. The jacks were forgotten as an important and highly practical part of the car's equipment.

At the present time the position is reversed, and we are often ourselves compelled to do maintenance work on our cars. The range of usefulness of the hydraulic jacks becomes apparent, as more frequent attention to tyres, brakes and steering is essential in wartime; and, since the car can so easily be lifted off the ground, the work is made more attractive and takes less time to accomplish. Furthermore, by raising all four wheels clear of the ground, chassis lubrication nipples become much easier to reach with the grease gun, especially in the vicinity

Other helpful articles in this series include :

| | |
|-----------------|-----------------|
| Girling Brakes | March 7th, 1941 |
| Lockheed Brakes | April 4th, 1941 |
| Bendix Brakes | May 2nd, 1941 |



A Bentley fitted with the Jackall hydraulic jacking system.

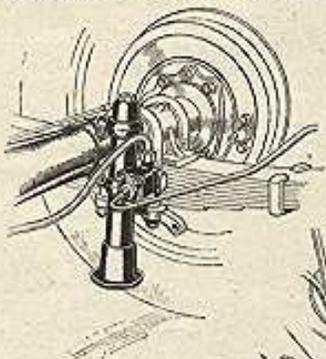
the more frequently the Jackall jacks are used the more reliable will be the system in normal use. The fluid passing the valves in the pump and through the connecting pipes to the jacks is kept in good condition, while the special rubber seals in the system

necessary with Jackall fluid, and after a test with the wheels fully raised the rams should be watched to ascertain that they do in fact retract to the fully inoperative position when the release valve is opened.

Petrol or any such medium must not be used for cleaning the rams should the latter be dirty, but methylated spirits or Jackall fluid should be used instead. It is interesting to note that where a car is permanently stored in the jacked-up position the transmission can safely be run at intervals by the engine to keep the oil distributed

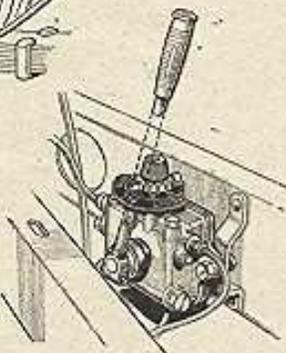
are prevented from hardening and so causing ultimate leakage. It therefore follows that a certain amount of use of the system is essential for maintaining reliability, even if it only means raising the wheels once a month.

Where a car is left in storage for a considerable length of time special steps should be taken for an early test of the jacks before going on the road again. The level of the fluid in the supply tank should be inspected and topped up if

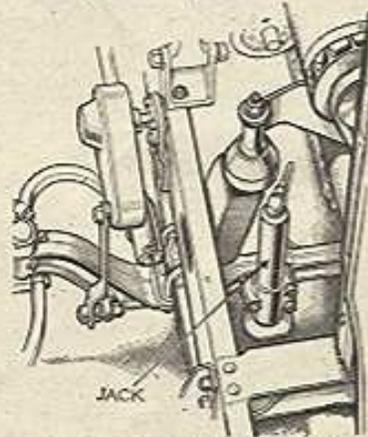
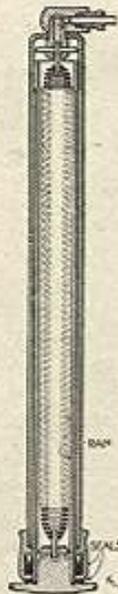


A Jackall jack mounted on the rear axle of an Austin car.

(Right) A jack in section. The two long coil springs raise the ram during retraction.



The double-acting pump is fitted with a detachable handle; the selector mechanism is seen.



Location of a Jackall jack on a Morris front axle.

of the front axle, and during car-washing operations the wheels can be rotated and cleaned with much less physical effort by this method. It is also an easier matter to inspect tyre treads for undue wear.

Unlike other mechanisms on a car,

Anthony Delia continues the restoration of his GT-6

One CLEAN MACHINE

Dear members,

This is a continuation of my GT6+ restoration. If you recall, in the September 2019 Vol.29 Issue 5 newsletter, I covered the trouble shooting and repair of the Laycock D-type overdrive. This article will cover the removal of the bonnet, body, drive train, and all other components attached to the chassis.

According to my photos it started on 8-15-2008. After removing all fasteners, draining and disconnecting all hydraulic lines and disconnecting the electrical connections, etc. I was ready for the big moment. With the help of an assistant (don't remember who) we removed the bonnet not very heavy but bulky. Next I attached some manila rope in the locations indicated in the service manual and to the chain hoist. Of course when I pulled the chain to lift the body, the body does not fully separate from the chassis. Looked around to see what I missed and discovered that I overlooked the removal of the seat belt eye bolts which are attached to the chassis, which makes sense. Removed the eye bolts, hoisted the body off the chassis and set it aside. Next came the removal of the engine and transmission.



As stated in the March 2019 Vol.29 Issue 2 newsletter, the differential, rear axles and suspension were removed several years before, to replace seals and bearings. At the time that was my only intention. But as the car sat in the garage for several years and more cancer started to appear I decided to do the body off restoration.

Before removing the radiator front brakes and front suspension I decided that pressure washing everything while still attached to



the chassis would be easiest, at least for the first step of the cleaning process. A few days later (8-18-2008) with the chassis on my home made dolly, I rolled it out to the driveway, lifted it off the dolly, placed it on jack stands and com-

menced the pressure washing. Pressure washing does a great job for removing dirt, but not a great job on grease and oil. Solvents or detergents and hot water if available work best. I used Purple Power (biodegradable), a stiff brush and hot tap water for rinsing. Once the pressure washing and de-greasing was complete, it was time to start the paint stripping process. Pressure washing and de-greasing took about 2 days, ending on 8-20-2008. Once that was complete I placed the chassis back on the dolly.



Once again according to my records and photos it shows that I didn't start the stripping process until 6-17-2009, about 10 months later. For some reason I set the car project aside a few months before winter set in and didn't start back on it until June. All stripping was accomplished using mechanical strippers only, no chemicals. One of my favorite strippers is the 4in. dia. 3M paint and rust remover.





It's made with some type of synthetic material impregnated with silicon carbide abrasive. Removes paint and rust relatively fast and holds up well. Comes with a 1/4in. shaft and has a max. rpm of 3,500. I used a Hitachi 2,500 rpm corded drill. Anything slower than that, I found, will not work as well. Other tools used were a Metabo 4 1/2 in. angle grinder (made in Germany), a 1970's Sears high speed (25,000 rpm) pencil grinder (made in the USA).



Accessories used were sanding discs, wire wheels of various shapes and sizes and solid tungsten carbide burrs. Being a D-I-Yer for many years I had all the tools and most of the accessories. Didn't have the carbide burrs because of the cost and availability. Today we have the internet and they can be purchased from several retailers with an

average cost of about \$13.00 ea.

These burrs are tough, tough, tough!! But as tough as they are

I did manage to break one of the smaller ones, but the supplier (McMaster-Carr) replaced it, no questions asked.

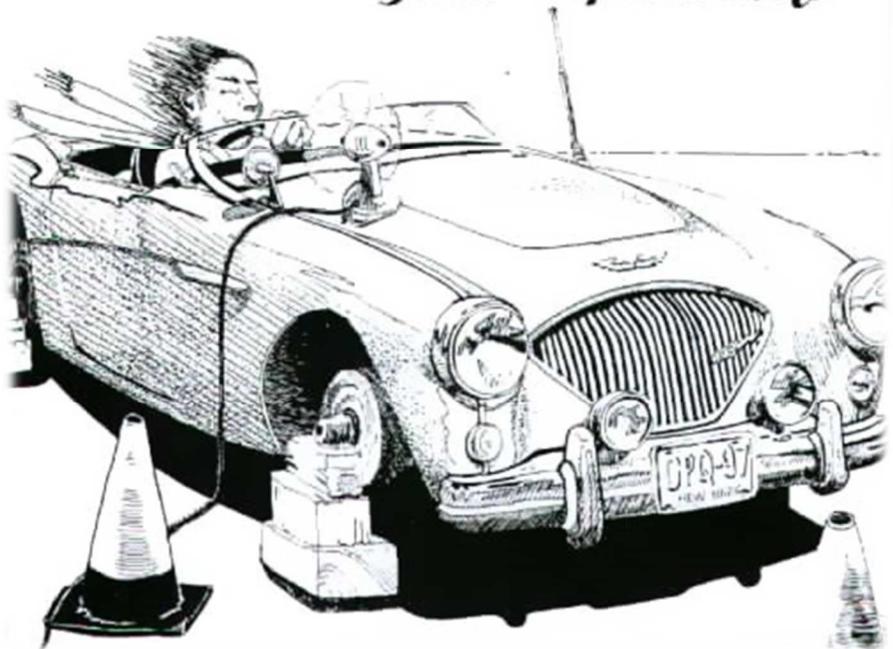


This will conclude this part of the restoration.
After all how much can be said about cleaning and stripping.

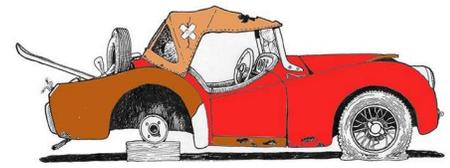
Enjoy, Anthony Delia



Great Expectations



SWAP MEET



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

Contact Ed Gaubert: mgarage@comcast.net

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

FOR SALE: A few MGA parts that are "surplus to requirements" as the Brits say:

- Dogleg repair panels. Brand new, in packaging. Right Hand (Moss 457-780) and Left Hand (Moss 457-790). Moss wants \$65 each plus shipping. \$40 each or \$75 for the pair.
- Pair of original Volks air cleaner units with mesh screens. Good used condition but will need to be bead blasted and painted. No filters or hardware included. (Moss reproduction 372-130). Moss wants \$120 for two equivalent reproductions. These are used, sold as a pair only \$30.
- Roadster 3 window black soft top. Brand new, in packaging, never installed. It is a bit of a gamble however. The top came with a parts car and has been sitting for a very long time. The parts car was a 1600, so presumably the top fits a 1600. No header rail, no rear securing bar, no snaps. I never tried to fit it to a car, I assume that it will stretch to fit. Moss price is \$389 plus shipping. It is a gamble though. \$100
- Aluminum Frame cover plates. These are the aluminum triangular plates below the bulkhead on either side of the frame. I have two pairs used but in good condition. They need cleaning but are otherwise good. (Moss 470-890 and 470-900). Moss wants \$80 for a pair plus shipping. These are used and need some elbow grease to clean. \$30 per pair.

Ed Gaubert mgarage@comcast.net

FOR SALE: Assorted parts from 73 TR6.

Original transmission, exhaust manifold, rear differential, driveshaft, and rear axles.
Best offer. Bill wstumm@outdrs.net or 609-420-4114

FOR SALE: Early MGB parts:

Radiator, grill, seat frames, tonneau bars in original bag, stow away frame, battery box covers, carb heat shield, trans cross member, stock air cleaners, generators and starters for cores, lots of misc. all parts cheap or free - I need the garage space.

Chris - email_chrisbethmann@comcast.net, mobile # 609.457.7051

FOR SALE: 2003 Rover Freeland SE

Black w/tan interior, 130K, 6cy/4wd/automatic.
Drives, Transmission needs to be replaced. Asking \$1400
Rob 856-692-2335



FOR SALE: 1976 MGB roadster

stock, 1800cc engine and 4 speed. Original red paint, no-rust body and tub.
Nice project to do over the winter.
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CALENDAR OF EVENTS

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

| DATE | BMC EVENT | LOCATION / STATUS |
|------------------|---|--|
| January 1/15 | <i>Membership Meeting</i> | 7 Stars Diner, Sewell 1890 Hurffville Rd. Sewell, NJ 08080 7PM / 6pm Dinner |
| 1/25 12 pm | Simeone Museum Best of Britain British Racing at LeMans Demo Day Features: Bentley 3 liter, Aston Martin LM, Jaguar C-Type | Simeone Museum 6825 Norwitch Drive Philadelphia, PA 19153 |
| February 2/19 | <i>Membership Meeting</i> | Uno, Maple Shade 2803 NJ-73 S 7PM / 6pm Dinner |
| March 3/18 | <i>Membership Meeting</i> | 7 Stars Diner, Sewell 1890 Hurffville Rd. Sewell, NJ 08080 7PM / 6pm Dinner |
| 3/28 | Simeone Museum Best of Britain The 12 Hours of Sebring Demo Day Features: Jaguar C-Type, Mercedes 300SL, Austin Healey 100 | Simeone Museum 6825 Norwitch Drive Philadelphia, PA 19153 |
| April 4/15 | <i>Membership Meeting</i> | Uno, Maple Shade 2803 NJ-73 S 7PM / 6pm Dinner |
| May 5/2 | Members Memorial Gathering At Smithville to benefit Samaritan Hospice | Smithville, NJ For directions: www.historicsmithville.com/directions and: mgarage@comcast.net |
| 5/20 | <i>Membership Meeting</i> | 7 Stars Diner, Sewell 1890 Hurffville Rd. Sewell, NJ 08080 7PM / 6pm Dinner |
| June 6/17 | <i>Membership Meeting</i> | Uno, Maple Shade 2803 NJ-73 S 7PM / 6pm Dinner |
| July 7/15 | <i>Membership Meeting</i> | 7 Stars Diner, Sewell 1890 Hurffville Rd. Sewell, NJ 08080 7PM / 6pm Dinner |
| 7/18 | British Car Owners Ice Cream Social  | 5 Points Custard E. Landis Ave. (Rt.540) & Tuckahoe Rd. (Rt.557) East Vineland, NJ 6 threw 8:30pm |

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

Events Continued



| DATE | BMC EVENT | LOCATION / STATUS |
|-----------------------------------|--|--|
| August 8/8 Rain Date 8/9 | <i>Tour of South Jersey</i>  | IMPORTANT: Meet at Harrison House Diner Intersection of Rt.322 & Rt. 45, Mullica Hill, NJ <i>Come Early for Breakfast.</i> events@bmcsnj.org |
| 8/19 | <i>Membership Meeting</i> | Uno, Maple Shade 2803 NJ-73 S 7PM / 6pm Dinner |
| 8/22 | <u>Simeone Museum</u> Stirling Moss / The Champion that wasn't. Demo Day Features: Aston Martin DBR1, Maserati 300S, Jaguar D Type | Simeone Museum 6825 Norwitch Drive Philadelphia, PA 19153 |
| September 9/16 | <i>Membership Meeting</i> | 7 Stars Diner, Sewell 1890 Hurffville Rd. Sewell, NJ 08080 7PM / 6pm Dinner |
| 9/26 10am-2pm | <u>BMC of SNJ END of Year Show</u> <u>The Greenwich Artisans Faire</u> Benefits Cumberland County Historical Society | Simeone Museum 6825 Norwitch Drive Philadelphia, PA 19153 |
| October 10/21 | <i>Membership Meeting</i> | Uno, Maple Shade 2803 NJ-73 S 7PM / 6pm Dinner |
| November December | <i>No Membership Meetings</i> <i>in recognition of the holiday season</i> |  |

BMC Membership Meetings

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

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

Seven Stars Diner 1890 Hurffville Rd, Sewell, NJ 08080

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

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

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

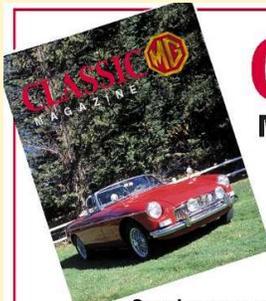
BMCSNJ supports safe and responsible enjoyment of British automobiles and motorcycles.

All events sponsored by BMCSNJ are alcohol and drug free.

Consumption or distribution of alcohol or controlled substances is expressly prohibited.

All driving events are conducted in accordance with motor vehicle laws at all times.

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