

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 2021
VOL. 31 ISSUE 01



*"Hand built for the connoisseur"
Made to aircraft quality standards!*





BRITISH MOTOR CLUB
of
SOUTHERN NEW JERSEY



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

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

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

BMC Meetings

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: mqgarage@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.

January / February 2021

VOL. 31 ISSUE 01



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Currently Recruiting

Our club President, Steve Ferrante will continue to support the position of Membership / Treasurer until a replacement is found. Please contact Steve at members@bmcsnj.org if interested.

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Pg. 4	President's Message
5	Secretary's Satchel / Money Is No Object
6	LOST WORDS FROM OUR CHILDHOOD Ed Gaubert
7	The Editor Writes
8 - 12	Bristol - A brief history of the Marque and The Bristol 404
13, 15	H.J.Aldington - AFN Ltd. And Bristol automobiles
16, 19	Troubleshooting ... From the hip Part-1 Intro. and Cranking System Details
20	Oooops - This weeks true confession by: Ed Gaubert
21, 23	Swap Meet
24 - 25	Calendar of Events Arnolt-Bristol Preview
26	ADS

Hello BMCSNJ members,

Welcome to 2021! While everyone has been eagerly awaiting the New Year for the past several months hoping that the change would bring about our return to normal behavior, it has become clear that we are not there yet. "Normal" is an interesting choice of words when you ponder the fact that our "normal" behavior involves spending hours upon hours making an old forgotten, mistreated car run when there is a perfectly good new one sitting right there in the driveway! Is it normal to park a \$1,000 rusty MGB in your only garage when the new \$50,000 SUV sits outside? I'd say it's not "normal" but prefer the word "correct"...there is a difference!

Anyway, like all of you, I watch the news and listen to what we are being told. I process that information and then do what I think is right. The COVID pandemic coupled with a contentious election has created a perfect environment for disinformation and the lack of confidence in the information provided. However, public policy, liability and respect for others has guided me in determining what our next steps should be at every point where a decision had to be made. Despite a few loose lug nuts, our membership has been very supportive.

Going forward into 2021 we will use the same logic as before as we apply the "rules" in effect at the time. As of now, it appears that indoor meetings will not be possible for the first three months of 2021.

Our events calendar in this newsletter is sparsely populated at this time but will fill in before the March newsletter. Last year, when it became clear that indoor events and shows were not going to be possible, we took to the road for driving events. Our three tours were well received and I have decided to take the club in the direction that will include much more on-the-road activities and less of the other stuff. Judging by our turnouts last year, I think this is the right move.

I have asked for ideas regarding possible club events and activities in every article that I have written. Unfortunately, I have received very little response. This is your club and your chance to shape it the way that you like. Please drop me a line if you have any ideas or want to get involved.

We have over 100 MGs registered in the club and in the last newsletter I asked if anyone would be willing to get involved with the upcoming MG 2021 National Event to be held June 14-17, 2021 in Atlantic City by the North American Council of MG Registers. As a local club, they may need help with event volunteers, suggestions, local destinations and the like. It would be great to have a nice showing from BMCSNJ! I need some help interfacing with the organizers. I simply can't do everything for the club and unless I get a few of you to step forward, BMCSNJ will not be helping to support a huge national event being held right in our own backyard. I want to put together a group of at least three people to work together on behalf of the club. Honestly, I don't think that they will need much from us other than some information regarding local attractions and such. Please step up and lend a hand.

Speaking of lending a hand, I am still looking for a Treasurer. If you can turn on a computer, write some emails, keep an excel file up to date and count to 159, you are a candidate for the position. The database is done, process is done and just requires a few hours of work twice a year. If you are willing to do this, please let me know.

I want to wish everyone the best of luck going into a Healthy, Happy New Year!

Be safe and enjoy the ride.

Steve Ferrante



SECRETARY'S SATCHEL

January / February 2021

by Tom Evans

Nadolig Llawen a Blwyddyn newydd dda! No, I wasn't speaking from behind a mask, it's Welsh for Happy Christmas and a Merry New Year. Or as some subtitles on British movies will say, "gibberish." As we get older it is recommended that we do something to exercise our mind. Restore an LBC or take graduate classes and get that MBA you always wanted. So, I decided to learn to speak Welsh. Dad got off the boat, so it is the language of my ancestors. Duolingo is an app for learning language and it seems to be sticking in my head. Well, some of it. I need someone to converse with on a regular basis to refresh the everyday words, phrases and sentence structure. Maybe a few "slang" words as well. I recall being at a rugby fixture in Mountain Ash and hearing the old men hurl epithets at the ref, I wish I knew what they were saying,,,,, maybe not. Although, you don't need to know the language to visit, all of the signs are in both languages and most residents speak English anyway. It all had something to do with Parliament outlawing the language in the late 1800's until the 1970's. No wonder they all like each other so much. My favorite sign is Croeso! Recently, Linda and I were reminiscing about where we were a year ago when we attended the Lancaster Classic Motor Show in Birmingham. I remember saying to all of you last December, GO! If you haven't already. It is the LBC owner's trip of a lifetime. With all of the restrictions we are currently under they decided to postpone the Restoration Show from March of this year to 11-13 June 2021 and the Classic Motor Show was completely online this year, but will be back in 2021 on 12-14 November 2021. Did I mention, GO!



On November 5th, we were able to engage John Twist, the Octagon expert, for a Zoom instructional and Q&A meeting to brighten our winter. We trust it was enjoyable and helpful to all who attended and it seems to be a great venue for upcoming meetings, whether or not we are quarantined. This year's event and meeting schedule was disrupted but 2021 should be back to the same events we had in 2019, with some exceptions. It will probably be a slow start in January and February. We found out that you all really enjoy cruises and drives. More of those to come! When the Sewell and Maple Shade monthly meeting resume, we will try to add additional subjects and speakers. If you have any contacts or suggestions please email me secretary@bmcsnj.org or Steve president@bmcsnj.org and we will try to arrange.

We don't know when they will return, keep looking at the website and the calendar in each issue of Off Side/Near Side.

As we have said previously, it is important that we endeavor to promote the inclusion and growth of the younger enthusiasts in classic restoration. This is vital to keeping the sport alive, invite them out to our meetings, gatherings and cruises, include them in your rebuild, restoration, maintenance and repairs. They are out there; the auto tech schools are loaded with them.

Thanks again to all who have organized and attended last year's events. Thanks Editor Joe, for the well composed newsletters even through your own illness. Get involved, volunteer for the events and contact the coordinators, offer to lend a hand. Enjoy the rest of winter (cough, cough), see you on the road.

Happy Motoring
Tom Evans



Treasurer/Registrar's Report

January / February 2021

Money Is No Object

by Steve Ferrante

Our current paid membership count is 159. It is renewal time for about 100 of you, so if you are due, you would have received an email recently from members@bmcsnj.org as a reminder that your renewal is due. You can make my job easier if you respond to the first message. After three strikes, you're out.

Club dues for 2020 will remain at \$15/year (free if you volunteer to be the new Treasurer or host an event) and for that you will receive 6 newsletters per year, access to our Facebook page and unlimited use of club supplied resources! Just a reminder that the Facebook page is for paying members and spouses only. I will not approve others for admission to the group. In the July newsletter, I offered one-year free membership to anyone under 25 years old. Still no takers?? That is a sad commentary on our hobby!

I am still looking for someone to step up to be our Treasurer.

After the January renewals, the job is pretty easy for the rest of the year. All you need are some decent computer skills (Excel and email). I have worked out a pretty simple system and will be glad to show you. If you want to use PayPal for dues payments, just sign on to www.PayPal.com and send your dues to members@bmcsnj.org

Dues can still be paid by check mailed to my home address at:
Steve Ferrante – Treasurer BMC of SNJ
90 Strawberry Drive
Shamong, NJ 08088



I normally delete every joke or "cute" email that I get without reading them. But his one came from Bob Coles, a long time BMC member who recently moved to Tulsa OK. It made me chuckle. Thanks Bob, I hope you are well. Ed Gaubert

LOST WORDS FROM OUR CHILDHOOD

Mergatroyd. Do you remember that word? Would you believe spell-checker did not recognize the word Mergatroyd? "Heavens to Mergatroyd!"

The other day a not so elderly (I say 75) lady said something to her son about driving a Jalopy and he looked at her quizzically and said, "What the heck is a Jalopy?" He had never heard of the word jalopy! She knew she was old ... But not that old.

Well, I hope you are Hunky Dory after you read this and chuckle.

About a month ago, I illuminated some old expressions that have become obsolete because of the inexorable march of technology. These phrases included: Don't touch that dial, carbon copy, you sound like a broken record and hung out to dry. Back in the olden days we had a lot of Moxie. We'd put on our best bib and tucker to straighten up and fly right.

Heavens to Betsy! Gee whillikers! Jumping Jehoshaphat! Holy Moley!

We were in like Flynn and living the life of Riley; and even a regular guy couldn't accuse us of being a knucklehead, a nincompoop or a pill. Not for all the tea in China!

Back in the olden days, life used to be swell, but when's the last time anything was swell? Swell has gone the way of beehives, pageboys and the D.A.; of spats, knickers, fedoras, poodle skirts, saddle shoes, and pedal pushers.

Oh, my aching back! Kilroy was here, but he isn't anymore.

We wake up from what surely has been just a short nap, and before we can say, "Well, I'll be a monkey's uncle!" Or, "This is a fine kettle of fish!" we discover that the words we grew up with, the words that seemed omnipresent, as oxygen, have vanished with scarcely a notice from our tongues and our pens and our keyboards.

Poof, go the words of our youth, the words we've left behind. We blink, and they're gone. Lickitysplit. Where have all those great phrases gone?

Long gone: Pshaw, The milkman did it. Hey! It's your nickel. Don't forget to pull the chain. Knee high to a grasshopper. Well, Fiddlesticks! Going like sixty. I'll see you in the funny papers. Don't take any wooden nickels. Wake up and smell the roses.

It turns out there are more of these lost words and expressions than Carter has liver pills. This can be disturbing stuff! (Carter's Little Liver Pills are gone too!)

We of a certain age have been blessed to live in changeable times. For a child each new word is like a shiny toy, a toy that has no age. We at the other end of the chronological arc have the advantage of remembering there are words that once did not exist and there were words that once strutted their hour upon the earthly stage and now are heard no more, except in our collective memory. It's one of the greatest advantages of aging!

Leaves us to wonder where Superman will find a phone booth...

See ya later, alligator! Okidoki. After while crocodile.
You'll notice they left out "Monkey Business"!!!

WE ARE THE CHILDREN OF THE FABULOUS 50'S ... NO ONE WILL EVER HAVE THAT OPPORTUNITY AGAIN. WE WERE GIVEN ONE OF OUR MOST PRECIOUS GIFTS: LIVING IN THE PEACEFUL AND COMFORTABLE TIMES, CREATED FOR US BY THE "GREATEST GENERATION!"

OK if crawling under school desks for nuclear attack drills, the Cold War is peaceful and comfortable.....but the cars and the music were KEEN!



The Editor Writes

Joe Marchione



SEEKING MEMBER CONTRIBUTIONS

I am soliciting member articles about the **Triumph TR-6** for the **March / April 2021 newsletter**.

So, if you are an owner, present or past, or have a story about one, or are even just an admirer, please consider sending in something about your **TR-6** experience. Could be how you found it, how you brought it back from the dead, how you love it, how you lost it —anything will do. Or just send a picture of you and your car! Doesn't have to be a big deal.



If you're interested please send any material to your Editor, ME, at "editor@bmcsnj.org". I'm asking now because our cutoff date for member articles is at least one month before the month of the newsletter. Meaning that to have your piece published in the MARCH 2020 newsletter please get anything to me no later than **February 1st., 2021**. Although if I get it later I could still publish it in another newsletter so **please don't hesitate!**

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

A member profile lets our members know a little bit about you and your car. For some examples check out Connor Fairbairn and his TR6 and Gene Lillie and his MGB both in September 2018's newsletter.

Or John and Joyce and their 1950 MGY in January 2020's newsletter.

Or Eric Sundberg and his MGA restoration, or our very own Club President, Steve Ferrante and his cars, both in July 2019's newsletter.

And there are many more. You can find all these and more in our **BMCSNJ website**.

So please consider putting together one about you and your car (cars?). All I need is some pictures of you and your car and some text telling our club members a little about yourself. Doesn't have to be much.

It's great for the club

Especially now when it's so hard to meet directly

Thanks, *Joe Marchione*

Bristol

A brief history of the Marque



Bristol_Blenheim

Bristol was founded in 1910 and known from 1920 as the Bristol Aeroplane Company. During two World Wars Bristol Aeroplane produced large numbers of successful aircraft including the Brisfit (short for Bristol Fighter). The Bristol Blenheim (shown above) was introduced to Royal Air Force service in 1937, and its younger sister by just one year, the Bristol Beaufighter, was introduced to RAF service in 1938.



The Brisfit (short for Bristol Fighter)

On the aero engine side, the company took over the Fedden designed Jupiter radial engine when it acquired Cosmos Engineering in 1921, and from it produced a series of brilliant engines including the Pegasus, Mercury, and the mighty Centaurus. The Olympus was a later development, designed originally for the



Beaufighter

Vulcan Bomber. It was later fitted with re-heat and is used to great effect, powering Concorde at multi sonic speeds, whilst the Marine version is fitted in many Royal Navy Warships.



The Bristol automobile has always had an enviable reputation as a car that was superbly designed and made of top-quality materials, regardless of cost. This philosophy originated in the manufacture of aircraft and aero engines for which the original company was famed. So how did a company of superior aircraft design come to include the creation of superior automobiles.

At the end of WW2, Bristol, like other aero engineering and manufacturing industries, possessed a huge surplus of skilled labor and were faced with the need to find some alternative products until a new airplane market emerged. A move into the quality car market was agreed, and to this end The Bristol Aeroplane Company (BAC) began working with AFN Ltd. *AFN stood for Archibald Frazer Nash* and the cars it manufactured were called Frazer Nash. *HJ Aldington*, one of the managing directors of AFN who was still in the British Army, was able to use his military connections to visit the bombed BMW factory in Munich several times in 1945. This culminated in a 'duty' trip in October 1945 to gather detailed plans of BMW cars and several development engines which they flew back to Bristol. This was quite a tricky maneuver as Munich had been declared part of the American Zone and the American Military had just issued orders for the BMW plant to be dismantled and crated up for shipment to the USA. These plans and engines were subsequently declared to be war reparations. (Ed: *Those sneaky Brits*)



Imitation is said to be the sincerest form of flattery; nevertheless, it seems unlikely that BMW's engineers felt particularly gratified when the Bristol Car Company obtained the rights to their automotive designs. Thus it came about that the Bristol 400, which commenced production in 1947, was effectively a synthesis of three pre-war BMW designs. The Bristol 400 aerodynamic body looked very much like the BMW 327, while its engine and suspension were clones of BMW designs (engine and front suspension based on those of the BMW 328 sports car, rear suspension from the BMW 326). Even the famous double-kidney BMW grille was carried over intact. BMW chief engineer Fritz Fiedler was also given employment at AFN where he continued devel-

opment of the BMW 328 engine, but was 'loaned' to Bristol to help develop the Bristol 400 cars.

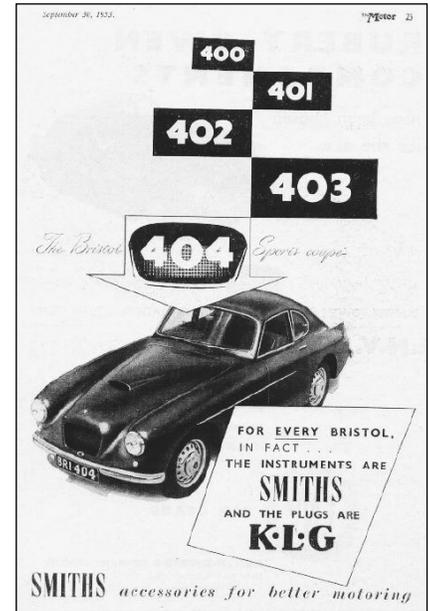
(Bristol Continued on pg.9)

But Bristol did more than simply copy the work of its German counterparts; the application of aviation industry standards to its manufacture resulted in a car more refined and considerably better constructed than its Teutonic forbears.

(Editor note: Being a Lotus Elite guy I have to interject another fact concerning Bristol quality. The original 250 Lotus Elite fiberglass shells were contracted from Maxamar which was a British fiberglass boat manufacturer. Seemed like a logical choice since – well – it's fiberglass and fiberglass boats were very modern in 1956. Turned out that boat manufacturers knew how to make boats but didn't get the precision required for auto racing machines but Bristol built airplanes. Just a bit more quality control there so Lotus decided to contract Bristol to build the last 850 series II Elite body shells which are refuted to be much stronger shells more suitable to the stresses required of Le Mans winning machines. And they did ! Now Back to the Bristol 404)

In a remarkably short space of time, the newly formed 'Car Division' was ready for series production, and by the autumn of 1946, motoring journals carried road tests of the Type 400 Saloon, a 2-litre engined "Bristol". The 328 engine was put back into production with only minor changes. The threads were changed from metric to Whitworth, higher grade materials were used (for example, the cylinder liners were made of Brivadium, an extremely hard alloy used in Bristol's aircraft engines) and the engine was built to a generally higher standard.

The 400 series cars set new standards for performance, economy and comfort, and soon gained a formidable reputation in international motoring events as well as a respectable slice of the quality car market — and this despite being further constrained initially by the requirement that in order to qualify for vital raw material resources, 50% of the production was destined to be exported.



Bristol Type 404 — 2 litre Coupé



With the 1953 introduction of the short-wheelbase 404 coupé, the Bristol line at last lost its resemblance to the pre-war BMW, swapping that distinctive two-piece radiator grille for an equally unmistakable, aeronautically inspired air intake. This fixed head coupé was a new departure for the company in many ways. It was the first production series built as a Sports car. Barely a 2+2, its passenger cabin was even smaller than the Type 400, which just barely

seated 4 persons. The body was still an ash-framed, aluminum-alloy paneled structure, but the bonnet was now forward-hinging. The car introduced the principle of front wing stowage for the spare wheel, thus releasing additional boot space. This feature was to be inherited by all future Bristol production Types, up to and including the Bristol Blenheim. Bristol continued to use the BMW-based, 2.0-litre, six-cylinder engine with its ingeniously arranged, pushrod-operated inclined valves, and this was available in either 105bhp or 125bhp form in the 404.



UNDER THE SKIN

Rack-and-pinion steering

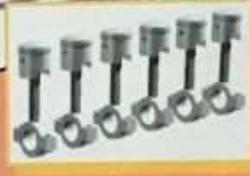
Four-wheel Lockheed hydraulic drum brakes

Short wheelbase

Shorter and stiffened chassis



The basic engineering of the 404 is shared with other Bristol models of the time, but its more sporty demeanor comes from its wheelbase that is nearly 18 inches shorter than other models. The chassis conforms to the Bristol norms: a separate box-section steel twin-rail setup. Transverse leaf spring, and upper-wishbone front suspension is matched by a live rear axle fitted with lateral links, an A-frame and torsion bars.

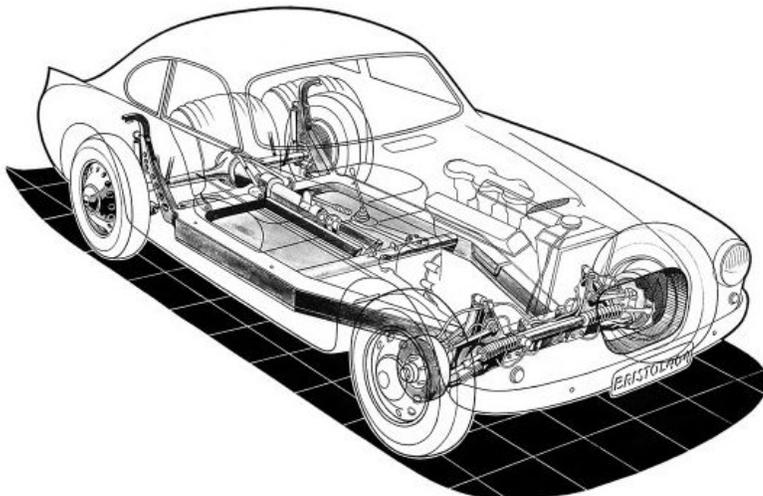
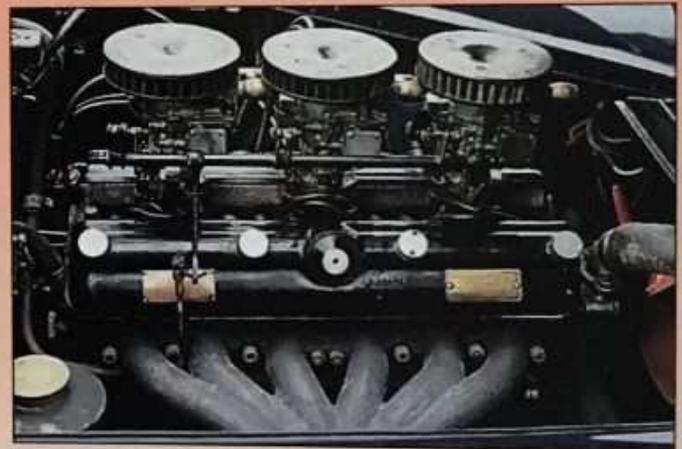


2.0-liter straight six

THE POWER PACK

BMW-derived six

As with all Bristols built before 1961, the 404 has a six-cylinder engine that was derived from the pre-war BMW 328 obtained for Bristol as part of wartime reparations. Although the sporty 404 has the same displacement as the 403 sedan (1,971 cc), it boasts a higher compression ratio and 5 more bhp. For competition use, a special 100C powerplant with high-lift cams was available. This had a very healthy output of 125 bhp at 5,500 rpm. This engine was widely used and powered many successful sports and racing cars of the 1950s, such as the Cooper-Bristol F2.



The engine was fitted with a single six branch exhaust manifold leading to a single pipe system. The gearbox remained a manual four-speed unit with first-gear freewheel.

The 404 also introduced a form of dual braking system, being fitted with master and tandem cylinders. Instruments are presented directly to the front of the driver in a binnacle set forward from the fascia panel. As in the Type 403, the hub cap and Bristol body badge ground is colored red.



This 404 rear view shows the normal rear lights, and the central fuel filler cap. The rear reflectors are non-standard. More unusual is that this particular car was fitted from new with a small access hatch to an additional storage compartment above the rear bumper. Only one other 404 has been reported with this same feature, whilst a third variant built to special order has a larger boot lid and the fuel filler cap cover relocated on to the near side rear wing, to one side of the boot lid. Note also the pronounced rear wing top fin styling which was to be carried on to the Type 405 and 405 Drophead.



When it was first presented at the 1953 Earl's Court Motor Show, the Bristol 404 was a clear deviation from the previous four-door Bristol models. Its shorter wheel-base, reduced weight, advanced aerodynamic form and almost intimidating look, contrasting with the more classical and established design of the earlier Bristols, immediately grasped the attention of the public and of the press.



Already in May of 1954, The publication Autocar described it as a collector's piece and couldn't help but describe it in a very lyrical way:

"Very occasionally, the wine of experience overflows the glass of expectation, and the would-be connoisseur is aware he has approached perfection."



Its performance on the road was equally appreciated by the motoring press. After a test run from Lincoln to London, during which the Bristol 404 frequently (and legally!) exceeded 100mph, The Light Car strikingly described the 404 as "almost an exceptional car. It has the performance of sports cars of considerably higher power, it has comfort comparable with the most exclusive town carriages and it has a degree of safety at high speed which can be matched only by a racing car. Here indeed is transport for the connoisseur."

Famously dubbed the 'Businessman's Express', the 404 excelled at providing high-speed travel in comfort - the very definition of 'Gran Turismo'. The car's aircraft-industry standard of construction did not come cheap however, and only 52 examples found customers between 1953 and 1955.

This is indeed the one classic Bristol that could be called a sports car, but then a comfortable, stylish and sophisticated one. In a time long before the overuse of the initials 'GT', the 404 could have worn them with pride.



Postscript:

So you thought Frazer Nash was just some stodgy old folks car for maybe a member of Parliament to take a pleasant Sunday drive to the Isle of Wight for tea by the sea ?

Well then take a look at this little gem.

1955 FRAZER NASH LE MANS COUPÉ



Just a teaser. While researching information on the Bristol 404 I ran across a car I had never seen. A Frazer Nash ? Le Mans ? All aluminum body. Slick aerodynamic design and done in the early 50s. Only 9 original cars were produced. Turns out Frazer Nash was very much in the racing busines. Who knew? Not me !





H.J. Aldington

That sneaky son of a Brit who beat the yanks to BMW and turned it distinctively

BRITISH !!



Harold John Aldington, H.J., better known as "Aldy", was an enthusiastic amateur racing driver who is best remembered as the motivating force behind Frazer Nash during the 1930s. He was also the co-owner of AFN Ltd. which was owned and run by himself and his brother, Donald Arthur or D.A.

Early career in the motor trade

Known as "Aldy" as he did not care for his given names, he started his career as an apprentice with GN during the early 1920s and raced its cyclecars in his spare time. He later worked for the Black and Fitch car dealership in London's Great Portland Street. It was an early agent for Archie Frazer-Nash's new cars and Aldington was working directly for the manufacturer by 1925. The company was not in rude health however and it went into receivership two years later.



It re-emerged as AFN with Aldington as its Managing Director on a board that also included his brothers Donald and Bill. A chain driven Frazer Nash was the car to have for British hill-climbs during the 1930s. Aldington became AFN's majority shareholder in 1932 and was a familiar figure in the British motor industry that decade.



As well as competing on the hills and in club events at home, Aldington entered continental rallies such as the Alpine Trial. It was in this form of the sport that he was first impressed by the BMW 328 saloon. He became its British agent in 1934 and BMW was the engine of choice for Frazer Nash by the end of the decade.

Debut at Le Mans

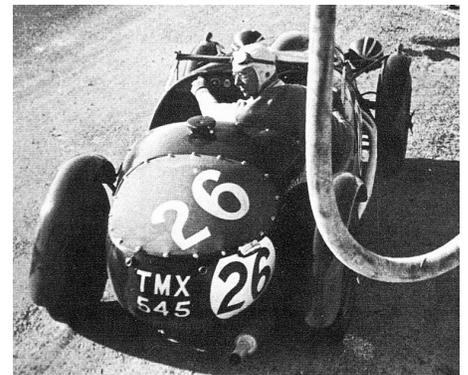


Aldington made his Le Mans debut in 1937 when he shared a Frazer Nash BMW 328 with A.F.P. Fane – retiring when the timing gear failed after 42 laps. The association with the German company continued after World War II. Aldington arranged for BMW engines to be manufactured under license by the Bristol Aeroplane Company and then supplied to Frazer Nash.

He returned to the Le Mans 24 Hours for a second and final time in 1949 when co-driver for former motorcycle racer Norman Culpan who had bought a Frazer Nash High Speed a

month earlier. They finished a fine third overall and that model was known as the Le Mans Replica thereafter.

Aldington's own racing career ended when his eyesight was impaired after an accident but he remained as involved as ever through AFN and Frazer Nash. Notable successes for the marque included victories in the 1951 Targa Florio (with Franco Cortese driving) and 1952 Sebring 12 Hours (Harry Gray/Larry Kulok).



AFN became the UK importer for Porsche in 1956 and stopped producing its own cars a year later. It was eventually acquired by the Stuttgart manufacturer and is now known as Porsche Cars Great Britain.

The distinctive but ageing chain-driven Frazer Nashes had since 1930 been produced in limited numbers at AFN's newly opened Falcon Works in Isleworth, Middlesex.

But from 1934 AFN imported the products of BMW, then one of Germany's newest car makers, and marketed them under the Frazer Nash-BMW name. It was an association which underpinned H.J.'s veneration for that country's automobiles and the engineers who designed them. This activity was cut short by the outbreak, in 1939, of the Second World War.

HJ, AFN and BRISTOL AUTOMOBILES



The brothers then joined Britain's Royal and Mechanical Engineers, H.J. as a lieutenant colonel and Don a captain, but the latter was involved in an accident in his Singer Le Mans and he was invalided out of the army. Joining the Ministry of Aircraft Production as an engineer-inspector, Don was posted to Bristol, with offices in the city. Keeping his ear to the ground, he heard of George White's ambitious plan to enter the post-war car market and wasted little time in informing his brother.



George Stanley Middleton White was the grandson of Bristol's founding father, heir to the baronetcy, and 32 years old in 1945. He and his cousin, Reginald Verdon Smith, both enthusiastic motorists, were to share the managing directorship of the Bristol Aeroplane Company and as the prime mover in Bristol entering the manufacturing of automobiles, headed the newly established corporate Car and Light Engineering Divisions.

After of hearing of Bristol's plans H.J. duly arrived at Bristol in Filton at the wheel of a BMW 327/80 coupe. This desirable model had started life in 1937 with the 326's 2 litre engine but this variant, introduced for the 1939 season, used the potent power unit from the 328 sports car. Capable of a spirited 87 mph with acceleration and handling to match, a total of 580 examples had been built, either in cabriolet or coupe form.



George White, much impressed with the 327/80, declared that it was precisely the sort of car he had envisaged. From his standpoint Aldington was also looking to secure Frazer Nash's post-war production and to these ends in July 1945 Bristol took a majority shareholding in AFN. Verdon Smith became its chairman and H.J. managing director.

The war in Europe had ended in May and Aldington, still in uniform, soon made his way to Munich which was where BMW's aero engines and motor cycles had been manufactured. However, Eisenach, home of BMW cars, was now over the border in East Germany. The purpose of Aldington's mission was to retrieve his prototype 328 that he had crashed at Hamburg 1939. Although unable to find his car, at the suggestion of an old friend, BMW's sales director Fritz Troetsch, he secured an even greater prize, one of the BMW-styled but Touring-bodied 328s prepared for the 1940 Mille Miglia race. This vehicle was to represent the starting point of a new generation of Frazer Nash sports cars.

As far as the Bristol car project was concerned, Aldington made a subsequent visit to Munich in 1945, this time in a Stirling bomber, to retrieve six BMW engines, confirmed in a BWM delivery note dated August 31st, together with blueprints for the 326, 327 and 328 models. Lest it be thought these were “liberated” amongst the spoils of war, Rainer Simons in his masterly study of the BMW 328, “*BMW 328 From Roadster to Legend*” reveals that “in compensation quantities of cash in English currency were sent to Munich... These funds, handed over discreetly, were set aside by BMW for essential working equipment for the plant”.



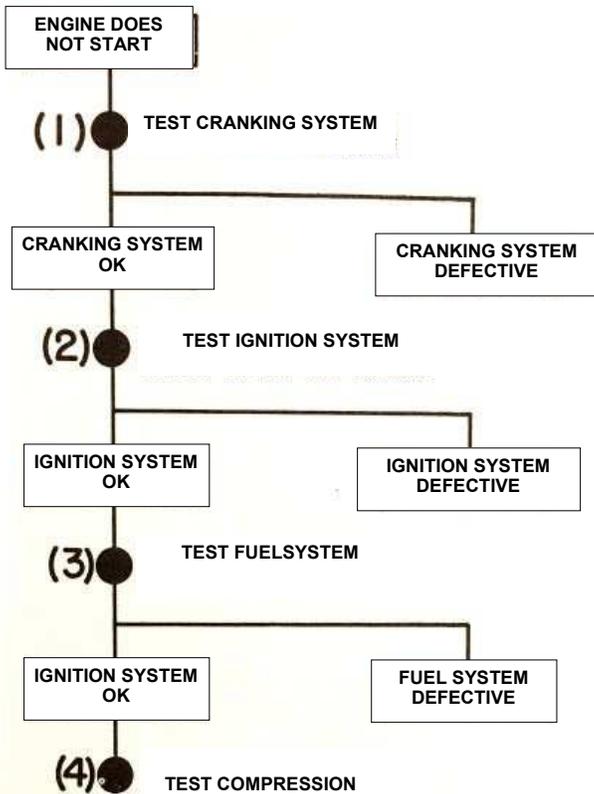
Editor sums up:

And so H.L. Aldington in a British bomber (possibly one that had bombed BMW) snuck behind enemy lines with a wad of British pounds to lift a Touring-bodied 328 German racer, a number of advanced motors and a stack of BMW blueprints from under the noses of those sleeping Americans to help one of Britain's most famous aircraft manufactures create a British classic.



TROUBLESHOOTING From the hip ! (Part 1)

These notes are from a Repair and Tune Up Guide for Austin cars including Austin Healey sports cars of the 50's and 60's. It really can be applied to most British cars like TRs and MGs and others of that era. So I'm going to try to put progressive sections in this and following issues starting with You guessed it, Part 1.



Roadmap for emergency troubleshooting when an engine does not start. The four numbered tests are referred to in the text.

BASIC STARTING TROUBLE TESTS

When an engine is difficult to start, or does not start at all, it is necessary to use a logical procedure to locate the trouble. Basically, the problem of hard starting can be broken down into four areas of trouble: cranking, ignition, fuel, and compression. The tests are made in that order, as shown on the roadmap.

When the trouble is located to one of these four areas, one can then proceed to make one of the more detailed tests described for each area in order to locate the exact source.

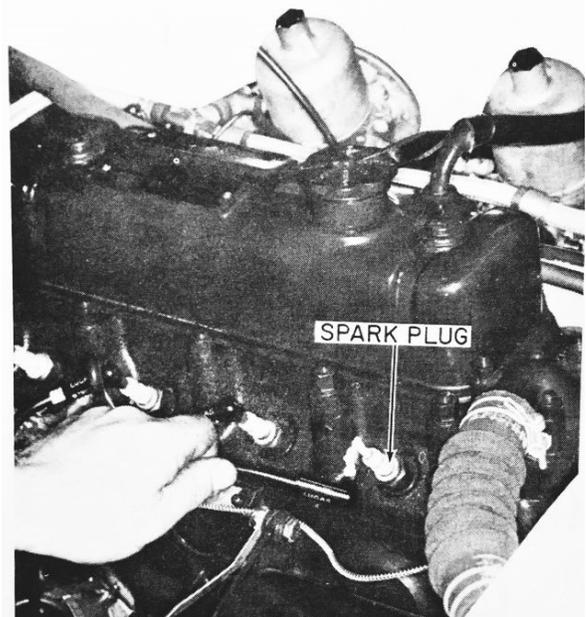
The Cranking System (Test 1)

Turn on the ignition switch and energize the starter motor. If the starter motor cranks the engine at a normal rate of speed, it is an indication that the battery, cables, starting switch, and starting motor are in good shape. A defective cranking system is evidenced by failure of the cranking motor to spin the engine at a normal rate of speed.

If the cranking system is operating satisfactorily, go on to the second test, the ignition system. If it is not operating properly, proceed to the more Detailed Tests of the cranking system which follow this section (in Part 2 next issue) in order to isolate the trouble.

The Ignition System (Test 2)

Disconnect one spark plug wire and hold it about 1/4" from the plug terminal while cranking the engine with the ignition switch turned on. A good, constantly occurring spark to the plug means that the ignition system is in good shape. No spark, a weak spark, or an irregularly occurring one means ignition trouble. If the ignition system is operating satisfactorily, go on to the third test, the fuel system. If it is not operating properly, proceed to the more Detailed Tests of the ignition system which follow this section which follow this section (in Part 2 next issue) in order to isolate the trouble.



Testing the ignition system for a spark to the spark plug terminal.

The Fuel System (Test 3)

Remove the air cleaner to uncover the carburetor throat. Then open and close the throttle several times. A stream of fuel will be discharged from the accelerating jet if the fuel system is in good shape. No discharge indicates that there is no fuel in the carburetor, which means trouble in the fuel system. In rare instances, the carburetor accelerating system may be defective and no fuel will be discharged, even though the carburetor is full of gasoline. Usually there is a decided resistance to movement of the throttle when such a condition exists. On some carburetors, there is no acceleration pump; in this case, it is necessary to remove the float bowl cover to see whether fuel is present. If the fuel system is operating satisfactorily, go on to the fourth test, compression. If it is not operating properly, proceed to the more Detailed Tests of the fuel system to isolate the trouble.

Compression (Test 4)

Compression can be checked by removing a spark plug and holding a thumb over the spark plug hole while the engine is being cranked. Good compression produces a distinct pressure under your thumb as the piston rises to the top of its stroke. Failure of an engine to start due to compression trouble is rarely encountered in the field.

Most frequently, compression trouble will show up as defects in but one or two cylinders. No compression in all cylinders of an engine may occur from improper mating of the timing gears when the engine is rebuilt. It can happen on the road through jumping of a loose timing chain or the snapping of the camshaft — but this is so infrequently the case that it can almost be ruled out as a condition causing starting trouble.



**TROUBLESHOOTING
From the hip !**

**DETAILED STARTING TROUBLE
TESTS**

Part 1

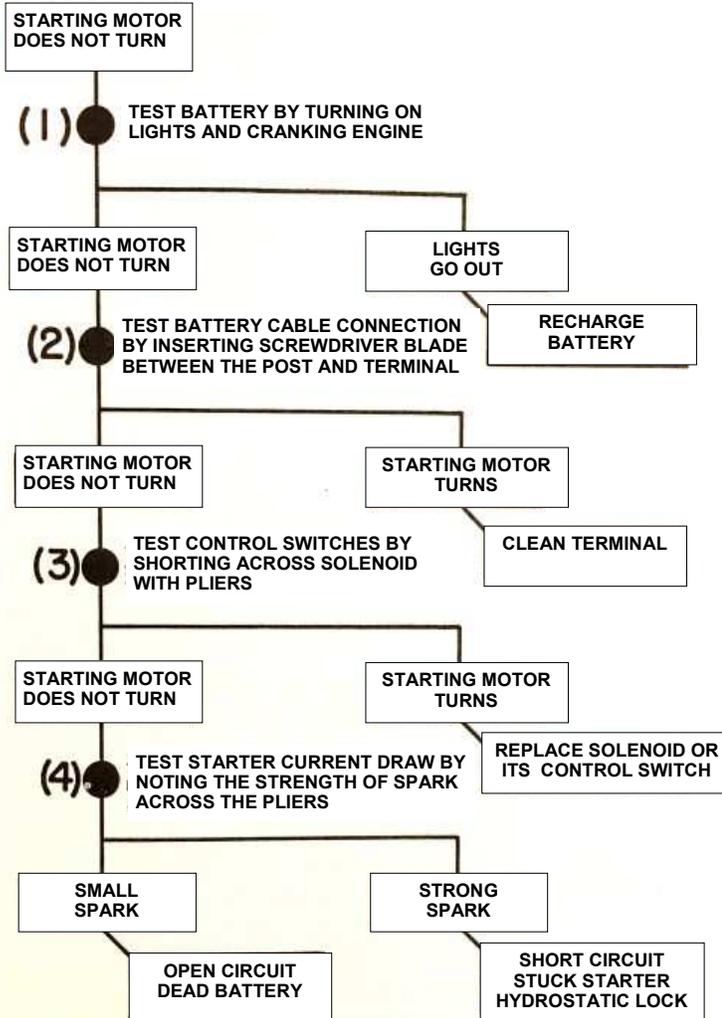
**Beginning with details of
The Cranking Systems**

On the following pages



DETAILED STARTING TROUBLE TESTS From the hip !

Part 1: Details of the Cranking Systems



BATTERY (Test 1)

The battery supplies electric current for the starting motor, lights, ignition, and electrical accessories. If the starting motor spins the engine at a fairly good rate of speed and then rapidly slows down, the battery is discharged. Turn on the lights while cranking the engine. If the lights go out, the battery is discharged. There is not enough current in a partially charged battery to supply both the starting motor and the lighting system.

A 6-volt battery with a defective cell (shorted separator) usually will not turn the starting motor at all, although it may do so for a very short period if the battery has been charged by a recent run of the engine. If such a battery is allowed to stand for a short time, it will lose this surface charge. A 12 volt battery may operate the starting motor with a defective cell, but it will not spin the starting motor fast enough, and starting troubles will result.

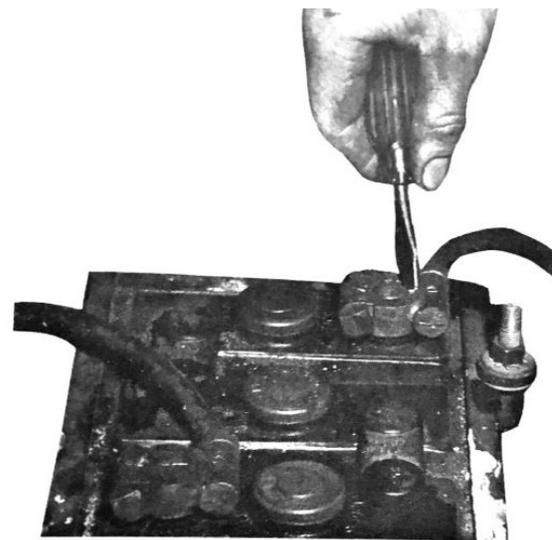
BATTERY CABLES (Test 2)

Quite frequently, a bad connection between the battery post and the battery cable will show up as a dead battery. To check this condition, insert a screwdriver blade between the battery post and the cable while having an assistant operate the starting motor switch. Try the blade on each terminal connection. Now if the starter motor turns, evidently the connection is bad. It should be cleaned by removing the cable terminal and

Roadmap for emergency troubleshooting of the cranking system when the starting motor does not turn. The four numbered tests are referred to in the text.

THE CRANKING SYSTEM

The cranking system consists of a battery, cables, starting switch, and the starting motor. Failure of the starting motor to spin the engine, or turning it too slowly, is an indication of a defect in one of the below parts.



Testing a cable connection by inserting a screwdriver blade between the battery terminal and the cable connector (Test 2). If the terminal is corroded, the screwdriver blade will make contact between the two parts of the connection and the cranking motor will operate.

DETAILED STARTING TROUBLE TESTS From the hip !

Part 1: Details of the Cranking Systems - continued

BATTERY CABLES - continued from previous page

scraping it and battery posts until clean metal appears. Then replace and tighten the terminal tightly.

SWITCHES (Test 3)

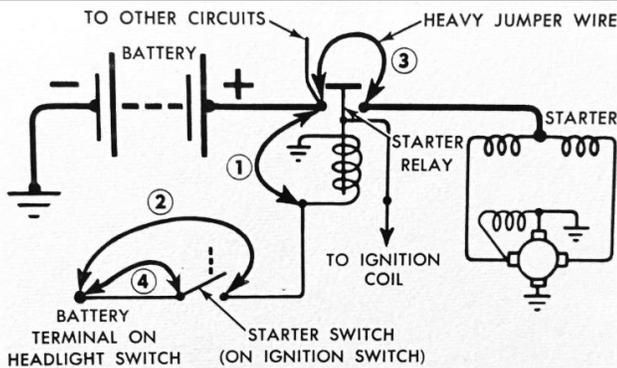
A defective switch in the starting circuit can be checked by bridging each switch in turn with a jumper wire or a pair of plier handles. Bridging the solenoid switch bypasses all other control switches and should energize the starting motor regardless of any other defect in the starting motor control circuit. Use a heavy piece of wire for this test as a thin one will become very hot from the large amount of current drawn through this circuit. Holding a hot wire may cause a serious hand injury.

If the starting motor does not operate with the solenoid switch shorted, and a fully charged battery, then the trouble must be in the starting motor itself.

STARTING MOTOR (Test 4)

The size of the spark across the plier handles in the previous test is an indication of the kind of trouble to be expected. If there is a heavy spark across the handles of the pliers, and the starting motor does not turn, it is possible that the starting motor is stuck to the flywheel, the starting motor has a short circuit, or there is a hydrostatic lock in the engine.

If there is little or no spark across the plier handles as they are moved across the solenoid switch terminals, there is an open circuit present with little or no electricity flowing. This condition can be caused by a dead battery, a poor battery terminal connection, or poor connections at the starting motor brushes due to a burned commutator or one with oil on it. If the starting motor spins, but does not crank the engine, the starting motor drive is defective.



Use a jumper wire to bridge each switch in turn to find an open circuit in the starting motor control system.

TROUBLESHOOTING ...From the hip ! DETAILED STARTING TROUBLE TESTS Part 2

The Ignition Systems

In our March / April 2021 issue

Be there or be square !



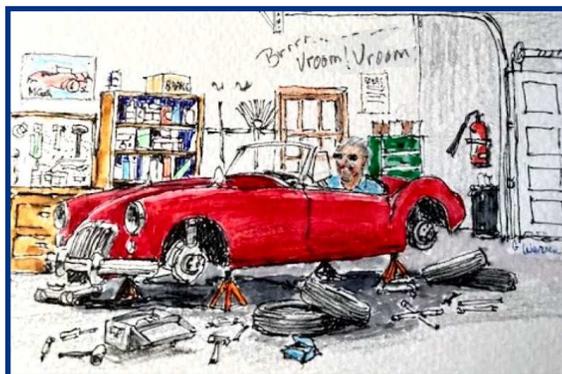
Do as I say not as I do, Restoration by Dummies, Stupid is as Stupid Does, "OOOPS"

There is an old cliché that goes something like “if you want it done right, do it yourself”. When it comes to our British Cars, many of us do it ourselves but not necessarily because we can do it right ourselves. There are a lot of different motivations. Finances are of course a consideration. A shortage of commercial shops that will work on our cars is a current issue. Some of us have masochistic tendencies that cause us to derive pleasure from pain and frustration. And of course, let’s not forget those cold, dark, damp nights when the car breaks down in the middle of nowhere.

We work on these cars with varying amounts of mechanical aptitude, ability, experience and training. In some cases we have none of the above. But we soldier on, often with interesting results. Often we keep these results to ourselves for reasons that a psychologist could make a fortune analyzing. But these stories are often humorous (after the fact!) and may provide some comfort to those who struggle with anything mechanical.

In the course of trading stories, the club officers one day thought that sharing some “oops” moments as an ongoing newsletter series might prove to be interesting. I will kick things off by sharing my biggest “oops” to date.

If you have some similar story to share (we all do!!), jot it down and send it to Joe for the newsletter (editor@bmcsnj.org). Nobody will laugh at you, we will laugh with you because we have all done something similar or worse!



This weeks true confession by: Ed Gaubert (A very brave BMCSNJ'er)

It is a well known fact that I lack mechanical aptitude and am too stubborn (pronounced stupid) to acknowledge the fact. A good number of years ago I purchased an MGA as a restoration project that realistically should have been called a parts car. In my naivete, I spent years building the car, and proudly actually got it completed (don't ask how many years though). Along the way I caught myself making a number of mistakes, and I often joke that I touched every nut and bolt on the car four times: once to take it apart; once to assemble it; once to take it apart again; and the fourth time to reassemble it the correct way.

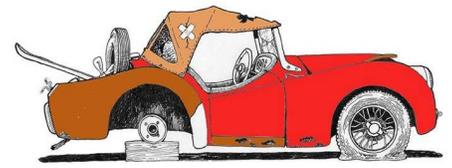
The deal with my wife when I undertook the project was that before I drove it I would have it gone through by a REAL mechanic. Her insistence on this point most likely had something to do with life insurance but I digress.

I managed to restore the entire car, farming out only the paint and finish bodywork. Anxious to go for a ride, I bled the brakes with a helper but we could not get the clutch to bleed right. As previously mandated, I took the car to Jim Knight at British Racing Green to make the roadworthy vs death trap proclamation. In passing I mentioned that "maybe the slave cylinder that you sold me has issues because I cannot bleed the clutch properly". (Obviously the problem had to be a parts defect—look at how beautifully I restored this car!)

A few days later came the news that the system was not bleeding because the pushrod was not moving properly. It was politely suggested that “perhaps the fork is installed backward”. In order to correct it, the engine and transmission had to come out and the clutch had to be reassembled with the fork and throw out bearing correctly oriented. Other than that minor oversight, the car was deemed roadworthy.

But let's keep this between us ok? I told my wife that everything checked out fine and the reason that the car was in the shop for a couple of weeks was that I was too busy to go pick it up. I may burn in hell for that lie, but I do not have to listen to the family jokes at every holiday dinner!

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: I have what I believe is a complete interior kit (carpets, door panels, seat covers, trim, shift boot, etc.) for an early Triumph Spitfire ('62-'67). Tan in color. If you have an early Spitfire, you will know better than me. Everything is new and was never installed. A few minor imperfections on a couple of small carpet pieces that could be easily fixed. \$350 or best offer.

Call Steve at 609-268-2224 or email spferrante@comcast.net



FOR SALE: Assorted MG parts:

MGB Engines rebuilt	\$400 each
MGB Engines good used	\$200 each
Midget 1500 Engines rebuilt	\$300 each
MGB Transmission good used	\$100 each
Midget Transmission good used	\$100
MGB Hood no rust or dents (red)	\$100
Engine stands	\$30 each
Alternator bench tested good	\$50

Chris Roberts crobe56718@gmail.com 609-576-8922

FOR SALE: Many used TR6 parts and hardware also used transmission only has 2000 miles on it.

Would like to sell all of it as a package \$500.00 for all or best offer

Call Jeff Walker 609-646-2028

FOR SALE: 1976 MGB roadster PROJECT CAR.

Very clean, rust-free tub and body. 1800cc stock four cylinder, single carb and 4 speed transmission installed with new mounts. Interior, electrics, plumbing and accessories stripped for quality respray and are included in sale. NJ title.

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Gary, Bridgeton, NJ

1-856-45five-834nine

leave a message and I will call back.



FOR SALE: Indoor Car cover for MGB, new \$50,

Call Guido 856-220-0074



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



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FOR SALE: I have the following new MGB parts for sale:
2 Motor Mounts Mkl MGB. Moss # 413-010 (left) and 413-020 (right). \$5.00 each.
2 Gearbox Mounts MGB-GT to S/N 130471 3 synchro trans \$5.00 each
Ira Eckstein 856-296-6460 or dohc281@comcast.net

FOR SALE: 1986 Jaguar XJ6 White 59,595 miles. New: water pump, power steering pump, master cylinder, front and rear calipers. Asking \$7,000 Robert Hahn 856-236-6007 or ssgrhahn@juno.com

FOR SALE: Gearwrench Metric Flex Head Combination Wrenches. 12 point flexible ratcheted box end/open end. Gearwrench Model 44006. 7 wrenches, fully polished 10,12,13,14,15,17,19MM. In factory packaging. \$35. Pickup in Cherry Hill Ed Gaubert mqgarage@comcast.net

FOR SALE: Complete rear differential 1980 MGB (disc wheel). Approx. 13k miles since rebuild in 2010. R & P in excellent condition. Needs pinion seal & thrust washers. I have standard and oversize w/bronze washers - no gasket.
This diff was in a complete rotisserie restoration done on this car (not done by me) so other than the infamous clunk and the seal it's in very good condition drum to drum.
Tom. tdireso@comcast.net

FOR SALE: Two 19" wheels for an MG TC or earlier T-type. Spokes are tight, rims and splines seem true. I bought these years ago with the idea of also buying a TC. Never did get a TC. Yours for \$200.00. Wheels are in Maryland but I come to Brigantine, NJ on a regular basis and could bring them along for a serious buyer to inspect. These are factory wheels. A single new wheel from Moss is over \$600.00. Interested parties can contact George in Maryland: albaughg@comcast.net

FOR SALE: New and used MGA parts blowout sale, from odd bits to engine and transmission. Call with needs (no texts please). Leave name, number and best time to call back. Gary 856-45five-834nine Bridgeton,



WANTED: Right front fender for rubber bumper MGB, and "LE" leather steering wheel.
Contact Paul pis9@yahoo.com or 609-462-3593

WANTED: Bugeye Sprite seats, rear bumperettes, carbs, intake manifold.
Contact Paul pis9@yahoo.com or 609-462-3593

WANTED: MG TD gas tank, dash gauges and radiator shell.
Please contact: Paul at pis9@yahoo.com

WANTED: What do you have or know of laying around for an MGTF? I am bringing my 1954 MGTF back to life after many years sitting in the garage. Thanks for any help or leads.
Reggie Harris reggie630@hotmail.com

SWAP MEET

YOUR AD COULD APPEAR HERE Find a home for those extra parts or that car that you will never get around to restoring. Raise some cash to buy more extra parts or projects that you do not need!! Contact Ed Gaubert: mgggarage@comcast.net
Ads will appear for two (2) issues , as space allows



FOR SALE: Austin 948 Engine. New rings, bearings, crankshaft honed, etc. Approximately 2,000 miles. Good compression and oil pressure. Dan 856-760-0373 or healeydan12@gmail.com

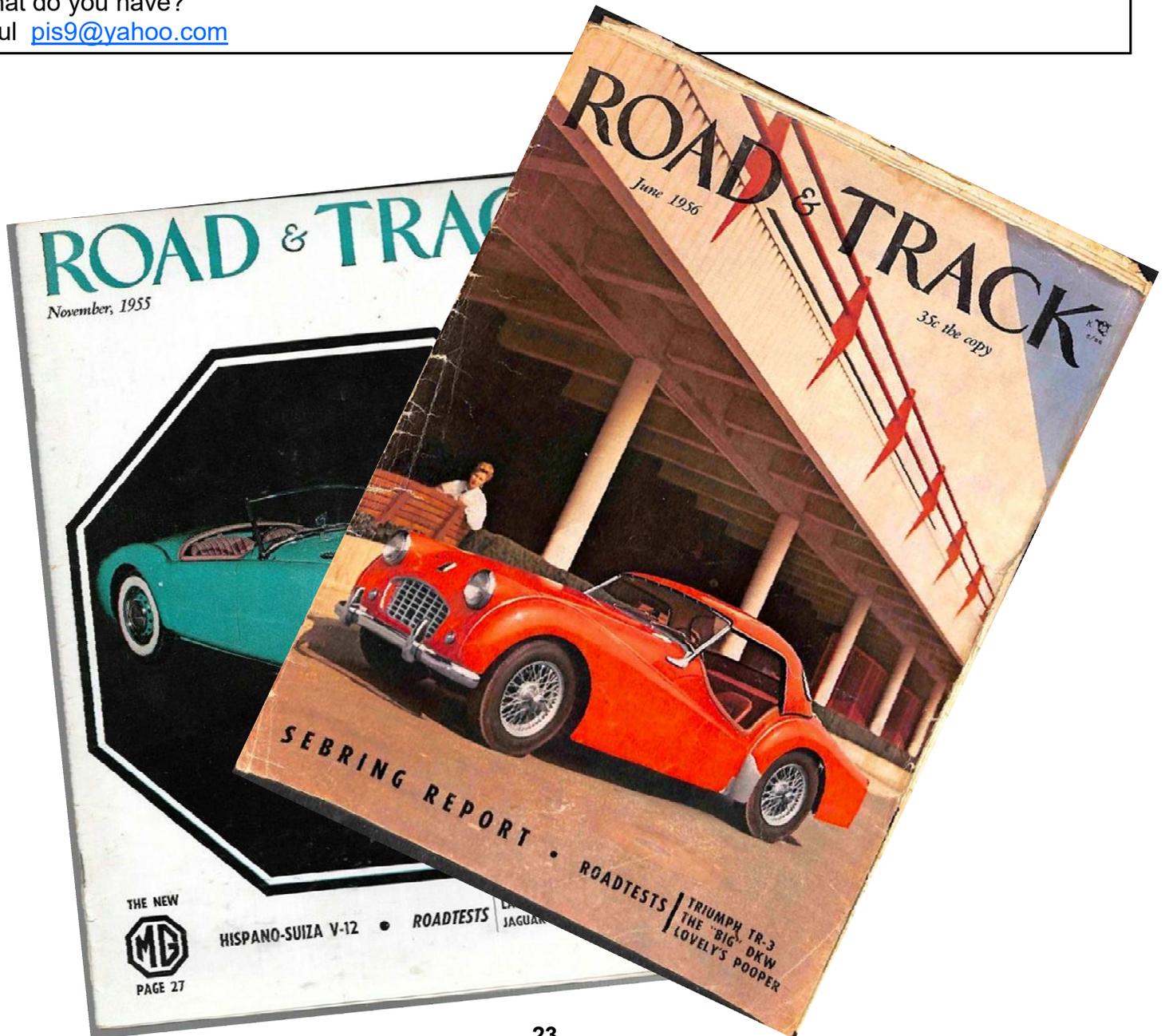
WANTED: Fred DeSantis, a BMCSNJ member, recently acquired a 1967 Austin Healey BJ8. Fred has owned Healeys in the past, but has a few questions about the correct orientation of some trim pieces, specifically the windshield to top seal right now. We have introduced Fred to several members who indicated on their original applications that they owned a big Healey. Since cars and owners change over time, we are repeating Fred's request here. If you own a BJ8, or any big Healey for that matter, Fred would like to hear from you. Fred DeSantis 609-827-0224 or captain172@comcast.net

WANTED: Looking for a lug wrench for a 1979-1980 MGB Limited Edition. It measures 29/32" (close to 15/16). Pete Wilson (retired in sunny Florida!). 609-760-6083 or PWilson45@comcast.net

WANTED: For Austin Healey 100-4 restoration.

Looking for any parts large or small. Need mechanical, electrical, interior, body. No part too small. What do you have?

Paul pis9@yahoo.com



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..

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

DATE	BMC EVENT	LOCATION / STATUS
***THERE ARE CURRENTLY NO MEETING SCHEDULED DUE TO COVID-19 RESTRICTIONS. MEETING DATES WILL BE POSTED AS SOON AS WE ARE ABLE TO SCHEDULE THEM.		
January	NO EVENTS SCHEDULED	
February	NO EVENTS SCHEDULED	
March Saturday The 20th.	Auto Detailing Tech Session	Autobella Detailing and Products 1 Linda Lane, Southampton, NJ 08088 DETAILS COMING SOON president@bmcsnj.org
April	Tour of Burlington County 	DETAILS COMING SOON Charlie Hofmann cjhrpc@gmail.com
May 5/1	Members Memorial Gathering at Smithville to benefit Samaritan Hospice For Directions: www.historicsmithville.com/directions	DETAILS COMING SOON mqgarage@comcast.net
June 14-17	 MG 2021 National Event North American Council of MG Registers	Atlantic City June 14-17 MG International 2021 Registration is Now Open NAMGAR
July 7/24 6-8:30pm	British Car Owners Ice Cream Social 	5 Points Custard E. Landis Ave (Rt 540) & Tuckahoe Rd. (Rt 557) E. Vineland, NJ robqt71@verizon.net
August 8/14 10am Rain Date: 8/15 10am	Tour of Gloucester County 	DETAILS COMING SOON events@bmcsnj.org
September	BMC of SNJ End of Year Show at Greenwich Artisans Faire Benefits Cumberland County Historical Society Ye Greate St., Greenwich, NJ	DETAILS COMING SOON Gary Warren garswc@yahoo.com
October	Tour of the Shore 	DETAILS COMING SOON Joe Marchione editor@bmcsnj.org

Events Continued



DATE	BMC EVENT	LOCATION / STATUS
November	No Membership Meeting in recognition of the holiday season	
December	No Membership Meeting in recognition of the holiday season	

And speaking of Bristol, there was this very interesting American connection. This is the 1954-1959 Arnolt-Bristol.



Stanley Harold “Wacky” Arnolt – came up with one of the most rakish sports cars and sold it from his British car showroom in downtown Chicago right off Michigan Avenue.

Arnolt’s largely hand-built, race-winning car was called the Arnolt-Bristol. It had a proven British chassis and exotic-looking Italian body from Bertone auto design.

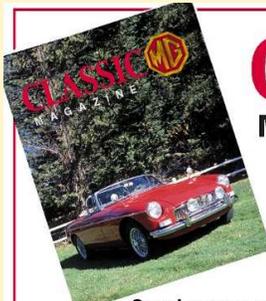


The powered chassis was built in England, and the body was fitted by the prestigious Bertone design outfit in Italy. Final assembly (fitting of options, prep work and occasional paint and upholstery changes) were done in Wacky Arnolt’s facility in Warsaw, Indiana—of all places—where he built a variety of products.

I was thinking of including this car in the Bristol article in this issue but decided that it really deserves a separate piece of it’s own. So expect to see to see an article in the future featuring the Arnolt - Bristol all by itself.

Way back in 2007 my car was in a concours at the Stowe Vt. British Invasion car show held every year. A really amazing event that I highly recommend. Four days of tours and events including a Saturday evening event where the main street is closed and the British cars are all lined up. Vendors, food and a great band are always included. Anyway one of these Arnolt-Bristols was in the concours and beat the wheels off my little car !! **And deservedly so - darn it.** A beautiful car, so more on this in the future. Joe Marchione

And now a word from our Sponsors

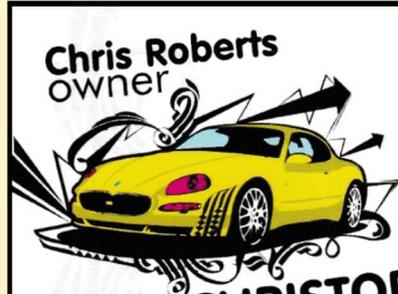


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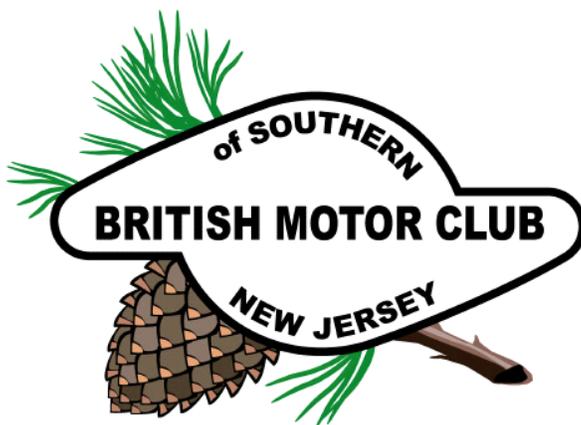
North American MGB Register

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The BMCSNJ Web Site can be found at
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