

OFF SIDE



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

British Motor Club of Southern New Jersey

NEAR SIDE



July / August 2020  
VOL. 30 ISSUE 04



★ HAPPY FOURTH of JULY ★





*BRITISH MOTOR CLUB*  
*of*  
*SOUTHERN NEW JERSEY*



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

Membership is open to all 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](mailto:editor@bmcsnj.org)

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

**Thanks—Joe Marchione**

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

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

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

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

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

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

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

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

The editors take responsibility for any editorial mistakes or errors.

Hello BMCSNJ members,

I truly hope that this newsletter finds you and your families well. This has been a difficult few months for all of us, but unimaginable for anyone who had a family member or friend who has fallen victim to COVID-19.

To be honest, this article is getting harder and harder to write. As some of you know, I am a mechanical engineer by trade and engineers don't like uncertainty. Fuzziness usually doesn't work in the engineering field and it makes engineers nervous when an outcome can't be predicted. Having said that, I should also mention that areas of uncertainty are often the inspiration for great ideas. Engineering is problem solving.

The COVID-19 situation has presented many problems and has cast a web of fuzziness over most of our lives and it is this uncertainty that makes leading an organization difficult. But, like the many companies that have been transformed to work in this environment, my goal (and the goal of a very cooperative group of board members and dedicated club volunteers) is to maintain the focus of the club and to make the best decisions regarding the safety of our membership. While interpretation of the official "rules" has been difficult at best, based on feedback that I have received from many of you, I believe that we have made good decisions so far.

We have already canceled the July meeting in Sewell and based on recent COVID-19 data and guidelines, have decided that it is in the best interest of our club and membership to also cancel our annual British Car Owners Ice Cream Social scheduled for July 18. I, for one, am really looking forward to next year!

If nothing else comes out of this COVID quarantine, I am certain that it will yield a lot of healthier people who have become more physically fit as cabin fever has forced them out of their homes for a walk, bike ride or a run. I never realized that there were so many dogs in my neighborhood! As I see it, for the authorities to have to provide crowd and traffic control at parks, nature areas and trailheads is certainly a good thing. Without a doubt, the excitement will die down for a part of that group when the shops and malls reopen, but I am hopeful that others will continue with their new found appreciation of nature and a healthier lifestyle. New Jersey really has so much to offer if you know where to look.

I really hope that more of our young people have re-directed their boredom to that car in the garage that their family has had forever. Maybe a few of them even had the guts to try to make it start! If you know any of them, please put them in contact with us. I've just decided that membership for anyone under 25 years old is FREE!

We can also thank Al Gore for inventing the internet (I know it wasn't him...) because this computer thingy not only keeps us all connected but has tied together the entire car enthusiast hobby in a way that was unimaginable 30 years ago. Use some spare time to check out websites like: [www.bringatrailer.com](http://www.bringatrailer.com) or [www.barnfinds.com](http://www.barnfinds.com) to see cars that are restored and sold online by people just like you and me. Find a car you know something about and start reading the comments. You will quickly realize that you may not know as much as you think (or maybe more.) You can be the student or the teacher.

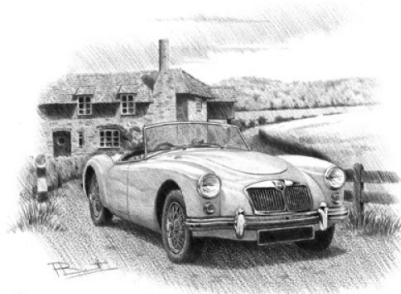
Parts suppliers, automotive forums, Amazon and Walmart have put whatever we need at our fingertips so there is no excuse to stop on a project. That's funny coming from me as my MGA restoration is nearing a quarter century birthday. I better get back to the garage.

So, for now, I ask that you all remain patient with us, keep those projects going and enjoy this terrific newsletter (thanks Joe Marchione!)

As I have said before, BMCSNJ is here to serve its members. If anyone needs help with a car related issue or anything else for that matter, please reach out to me or any other club officer. If there is anything that we can do to help we certainly will.

Be safe and take care everyone.

Steve Ferrante



## SECRETARY'S SACHEL

July / August 2020

Father's Day was June 21<sup>st</sup> and a great time to celebrate, reminisce and anticipate. I miss my dad, Ray, and Linda's dad, John, great guys, each in their own way. John was quiet and hardworking, ambitious, Army Quartermaster Corp in the Pacific theater, RCA employee for life. Ray was outgoing, inventive, skilled mechanic, Merchant Marine in the Atlantic when they weren't popular with the Axis powers, NJ licensed power engineer. Both loved their families, it showed, they passed on the genes of hard work, self-motivation and care for their communities. I admire what they, and our moms Jennie and Kathryn, have passed onto my children. To our son, a great father and husband, training my grandchildren with the same love and passion for family, work and community. To our daughter, a passion for teaching children who need a little extra help and a sense of adventure that has led her to another country. I caught the car bug from my dad but it didn't seem to stick with my kids, perhaps it will come to rest with our grandchildren. Although, my grandson seems to be very content with inheriting his dad's Tesla in eight more years when he gets his driver's license, he says he has "dibbs". I still have time to make the LBC classic car case. To date they have been only known as Grandad's little blue "race" car and the "big black truck," sit in and honk the horn.

Your Board has been at work deciding which events are really necessary, based on enjoyment and exposure, and deciding which should be rescheduled and/or proceed as planned for later this year. With the virus spread subsiding and things are opening up we may have some opportunities to salvage the season after all. However, we all need to be sensitive to the possible exposure to our members and the assessment of vulnerability. We appreciate your patience and value your input in these matters, let us know. Watch the calendar on the website, view it in this issue of Off Side/Near Side and check your email for blasts announcing events and changes in between.

This Off Side/Near Side issue is dedicated to the MG TD. Read about the Uihlien Special, Motortrend channel has been running the Ant Anstead program "Ant Anstead Master Mechanic" and Ant has used an MG TD frame as the platform to build a tribute to the Alfa Romeo 158 Formula One car, very entertaining and informative. Though, unlike the Uihlien Special, which used an MG engine bottom end, Ant used an Alfa 4-cylinder drivetrain. Potato/potato. But it's Italian and not British! qualcosa per tutti (something for everyone).

Don't forget, we can still get out and drive our cars just for the enjoyment and now that outdoor dining has begun you can meet up on your own. Keep the petrol topped and enjoy the beginning of Summer. See you on the road (very soon).

Happy Motoring

Tom Evans

## The Editor Writes

Joe Marchione



### *SEEKING MEMBER CONTRIBUTIONS*

I am soliciting member articles about the **Jaguar 120** for the **November / December 2020 newsletter**.

The **Jaguar 120** will be the newsletter feature ride for our **November / December** 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 **Jaguar** 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](mailto:editor@bmcsnj.org)". I'm asking now because our cutoff date for member articles is six weeks before the month of the newsletter. Meaning that to have your piece published in the November 2020 newsletter please get anything to me by **September sixteenth**, 2020.

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

*A member profile just let's 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*

## Treasurer/Registrar's Report July / August 2020

### *Money Is No Object*

by Steve Ferrante

Our current paid membership count is 156 and we are in our summer renewal season. So, if your membership is about to expire, you will have received an email from [members@bmcsnj.org](mailto:members@bmcsnj.org) as a reminder. If you didn't then you are good until the end of the year! If you don't respond, then this will be your last newsletter. As always, I appreciate the prompt payment of dues.

As you can see in the newsletter, we honored our continued commitment to Samaritan Healthcare & Hospice by making a donation in the club's name! Thanks to all of you for your support that makes this possible.

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 newsletters per year, access to our Facebook page and unlimited use of club supplied FUN once we are allowed out again!

If you want to use PayPal for dues payments, just sign on to [www.PayPal.com](http://www.PayPal.com) and send your dues to [members@bmcsnj.org](mailto: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



### [Welcome New Members!](#)

Frank Havens Absecon, NJ

1962 Sunbeam Alpine II

Andrew Mitchell Cherry Hill, NJ

1960 Austin-Healey 3000 Mk I

## The Theory of Lucas Electrics

( A little blast from the past. Originally published in the January 1997 Off Side / Near Side but the Prince never sleeps )  
By Former club Editor, Pete Bahr

Proper circuit functioning depends on the transmission of negative ions by retention of the visible spectral manifestation known as "smoke". Smoke is the thing that makes electrical circuits work: we know this to be true because every time one lets the smoke out of the system, it stops working! This can be verified repeatedly through empirical testing. When, for example, smoke escapes from an electrical component (like, say, a Lucas voltage regulator). It will be observed that the component stops working.

The function of the wiring harness is to carry the smoke from one component to another; when the harness "springs a leak", and lets all the smoke out of the system, nothing works afterwards. Starter motors were frowned upon in British autos for some time, largely because they consumed large quantities of smoke, requiring very large wires.

It has been noted that Lucas components are possibly more prone to electrical leakage than Bosch or generic Japanese electrics. Experts point out that this is because Lucas is British and all things British leak. British engines leak oil, shock absorbers and hydraulic forks and disk brakes leak fluid, British tires leak air and the British defense establishment leaks secrets...so, naturally, British electrics leak smoke.

From this concept of electrical transmission of energy in the form of smoke, a better understanding of the mysteries of electrical components, especially those of Lucas manufacture – is gained by the casual user.

[ Ed. Note: For more on Lucas check out Off Side / Near Side January 2019 pg. 12-15. ]



New from **FLOSS MOTORS**

Protect your valuable classic with our new 2020 take on the old Bug Bra. And you thought a drive through a swarm of evening gnats was bad? Save your car from a much **BADDER Bug!** Our new **2020 Motor Mask!**

Available in N95 / Multi Layer / Dust type or Bandana?? Ah, just use an old bedsheet.

Check sizes for Tr3s, 4s, Spits, MGAs, MGB's, People!

ed: Thanks to Gary Warren for the cool artwork - but don't blame him for the text.

## Benefit Samaritan Healthcare & Hospice



Dear Members of BMC of SNJ,

Normally, each year, we meet in May at the Members Memorial Gathering at Smithville to Benefit Samaritan Healthcare & Hospice. This has been a part of the foundation of our club for the past decade as a way to honor members of the club who have passed away and to support a great organization. This year would have been our 11<sup>th</sup> year.

For those of you who have been around for a while, you have seen this gathering grow from a few cars into a very well attended event over the years. As you can well imagine, it was very disappointing to cancel this and other events this year, but this will not dampen the charitable spirit of this club. I am proud to continue our support by making a \$500 donation to Samaritan Hospice and Healthcare on behalf of the members of The British Motor Club of Southern New Jersey. This gift, along with donations made over the years by our membership brings our total to nearly \$8,000.

If you would like to add to that total, you can go to their website at:

<https://samaritannj.org/>

Under the Giving tab on the right, click "Donate Now"  
Scroll down to the form and fill in your information.

If you click the checkbox, then a field will open to specify your affiliation with a group. You can then type in "The British Motor Club of Southern New Jersey" or you can add the clubs name in the comments field.

There is also contact information if you would like to send a check or donate by phone.

Thank you very much for your generous support over the years. We have set aside May 1, 2021 for our event next year. I am excited to pick up where we left off.

Steve Ferrante  
President, British Motor Club of Southern New Jersey



"When my mother suffered a severe stroke, my brothers and I were upset, confused, and didn't know where to turn for guidance.

Samaritan helped us honor her wishes without guilt, and with the compassion and dignity she deserved. It was consoling to know we were in the right place, where my mom would receive the respect, tenderness, and kindness we so desired for her.

When the new Voorhees facility was being designed, we could not think of a more suitable place to honor our mom, than with a naming gift on a patient room. It is a privilege to us, and we are sure she would agree, that her name will be forever linked with Samaritan, and the grace and care they provide in a time of sadness and confusion for both patients and families alike."

-- Joan Fitzpatrick

 **Why I Give**



**Hospice Care  
where you live in  
South Jersey**

Serving Burlington, Camden,  
Gloucester, Atlantic, and  
Mercer counties, plus our two  
in-patient facilities.

# The MG TD

*One on the most iconic British sportscars that launched an industry and saved Britain's post-war Auto Export business.*



Three million American servicemen passed through Britain during the war. "Overpaid, oversexed and over here," they not only fought bravely against the Axis forces, these young men, many of whom had never left home before, got a taste of British life and sporty little British cars.

Following World War II the United States had much more cash available to spend on entertainment and sports than did war-torn Britain. When these Yanks got home, they found those cars were often available at a very reasonable price, thanks to the importing horsepower of people like Max Hoffman in New York. ( [Who was Max Hoffman? See page 12 to find out.](#) )

It's not like British cars were unheard of in the United States before World War II. MGs had been imported to the US all the way back into the 1930s, and several other British brands had a foothold here, too. But the close of hostilities in Europe unleashed a torrent of cars that changed the landscape in 1950s America. The British Government in particular saw the United States as the only way to survive. "We must sell the things we like, to buy the things we need," the narrator implores in a 1946 animated film, "Export or Die."



Understanding this and noting that many American servicemen had been bitten by the quick and sporty MG T series cars, the Nuffield Organization, which owned the M.G. Car Company Limited among other British marques, made a drastic change in their marketing, focusing on North America.

Clearly it would be impossible to completely create a new car for those chaps across the pond, not only from a financial point but from a timing standpoint as well. What was needed was a little of the old, sprinkled with a little of the new. Even though it was felt that the MGTC still provided a favorable brand image to the North American marketplace, it was determined that improvements were necessary to meet some lessons learned from the original TC.

To accomplish this, in 1949 the rather sparsely appointed British homeland version of the MGTC was fitted with many elements to make it more North American, such as front and rear bumpers, twin horns, and dual tail lamps. Even by making these changes, only a fraction of the MGTCs were imported into North America. There were still too many issues with a car of this type for different North America conditions. Among those were driving on the right hand side of the road rather than the left, more high speed maneuvers such as freeways, a softer ride, and some additional creature comforts. What was needed was a total redesign of the MGTC if the MG Car Company was to capture a significant portion of the North American market.

## ENTER THE MG TD



The MG TD "Midget" was announced in January 1950 as the logical continuation of the TD line of cars. It was not, as one might have expected, a car with a totally different, modern appearance, but yet another T type Midget in the familiar mold. The TD Midget, while it certainly had the appearance of a Midget, had much which was different under the skin.

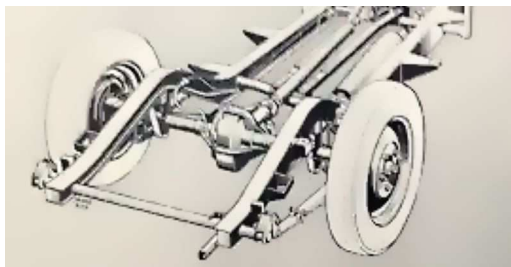
Many elements of the MGTC were still believed to be important such as:

- The sporty look which had first impressed the Americans
- Safety Fast engineering
- The power train
- The familiarity of design

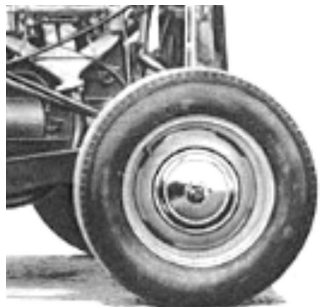
What was missing was:

- More up to date styling
- Better turning and handling
- A smoother ride
- Left hand drive
- More creature comforts such as an optional heater and radio. (editor: Heaters !? Those Americans are such sissies. And a radio ??? Interfere with the roar of that mighty 1250cc engine !? Unthinkable.)

Quickly a team of MG personnel took inventory of the components of the Nuffield Organization that they had to work with. The TC's frame was discarded because it was too light and not rigid enough. The Y type frame was much more suitable. A small modification to the frame was to have it sweep over the rear axle rather than under. This gave them more travel in the rear springs so they could increase the damping. In addition, they adopted rack and pinion steering and front coil springs and wishbones. This and the change in rear-end suspension allowed for a smoother ride and better handling than the MGTC. One of the major changes was to reduce the wheel size from 19 inches to 15 inches and increase the tire width to 5.50. All of these changes made the MGTD a superior riding car over the MGTC.



One departure from the old Midget which raised the hackles of the "hardy" MG enthusiasts, was the use of 15-inch pressed steel wheels rather than the old spindly 19-inch wire wheels. These looked slightly out of place on a car with such old-fashioned bodywork, especially at the rear where they didn't quite fill the wheel arches.



As part of the Nuffield cost cutting challenge the more expensive wire wheels of former T-Series cars were replaced by solid steel wheels. For the entire production run of the MGTD the factory took heat for this decision. They constantly tried to create implausible technical reasons why wire wheels would not work but their reasons were never accepted by the marketplace. In fact, wire wheels were one of the most popular aftermarket accessories at the time. Nuffield itself had to offer an upgrade kit to wire wheels during 1953 because the essentially identical 1954 MGTF chassis sported wire wheels as an option.

The engine and transmission was the same 1250cc XPAG unit, again the same as the TC, as was the body style, although the latter was a little wider and the wings were more enveloping because of the wheels. For the first time, an MG was equipped with bumpers fore and aft which, it was suggested, took away the slightly "cheeky" air of the earlier cars and gave the TD a more "civilized" look. And in a way this was true, as the TD was certainly more comfortable to drive than any of its predecessors.



As a result of this, the TD found an even larger market than the TC, selling almost three times as many in a similar four-year production run. Again, a substantial number of the cars produced went abroad, particularly to the USA.

The first model set the stage for what the TD was. Because of the short amount of time from the inception of the TD to the delivery of the first cars, not everything was quite as the MG Car Company would have liked it. In fact they were still making TCs on the production line when the first TDs were being produced. In addition, other cars such as the MG Y-type saloon and the Riley RMA and RMB were also being made on the same assembly line at the time. This says something for the flexibility of the Abingdon workforce and of the factory.



A car was exhibited at the M. J. D. Exhibition of Motors, which has been popular since it started at Silver City. (Copyright photo in program for the Motor Show in London.)  
NEWS EXCHANGE  
SEPTEMBER 1933 Volume 6, Number 9  
MUFFIELD EXPORTS LIMITED, COWLEY, OXFORD, ENGLAND



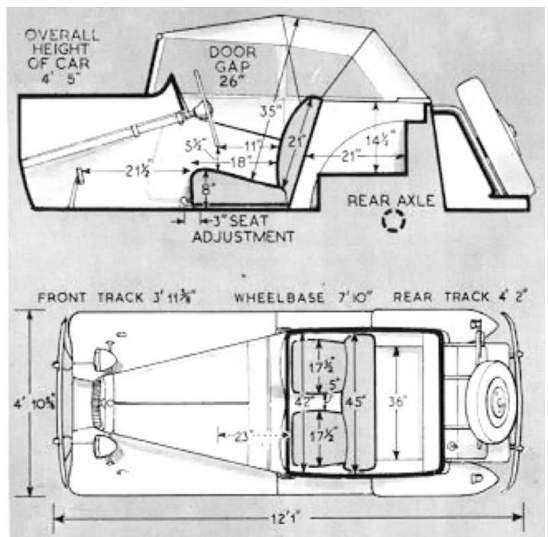
There were many subtle changes to the TD, but most were unnoticeable to the untrained eye.

One exception was the change from solid steel wheels to ventilated steel wheels. This change was essential because there were complaints that the brakes on the early cars were fading due to inadequate cooling. Another change was to stiffen the chassis by adding an internal steel hoop under the dashboard. This helped to prevent 'scuttle shake', although the later chassis still seems to flex quite a bit when pressed into corners.

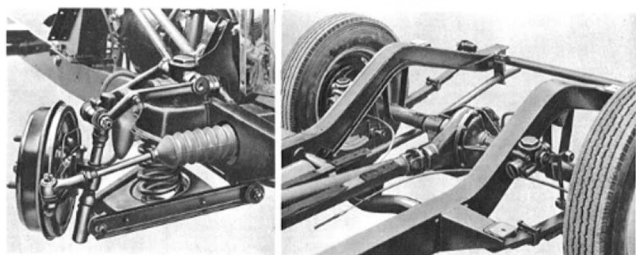
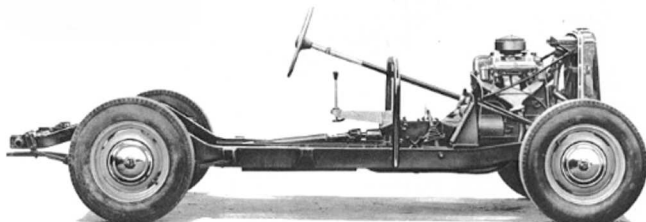
Because of the use of the larger frame the body became 5 inches wider. Although the body increased by 5 inches, only one inch actually found its way into the cockpit so there is an indiscernible difference in the seating width.

Another change between the MGTC and the MGTD was more stylized wings, partially due to the smaller wheels. A dual production capable LHD or RHD model, better brakes, adjustable steering column, and an interchangeable dashboard for left- or right-hand driving were also incorporated. An optional radio and heater, as well as many accessories designed to improve the performance of the car were made available.

The TD had a completely new chassis, which had been developed from that used in the Y-Type saloon. It was a much sturdier and stiffer frame than the old Midget chassis, as it had box-section side rails and crossmembers and it was of all-welded construction.



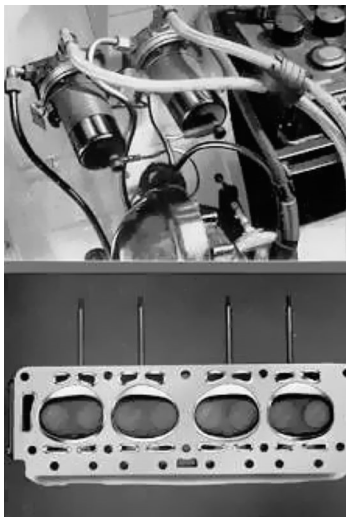
Unlike the previous Midget series cars, the T series chassis was kicked up over the rear axle. Consequently, the rear leaf springs had a greater camber than before, and they were softer too, being controlled by lever-arm shock absorbers.



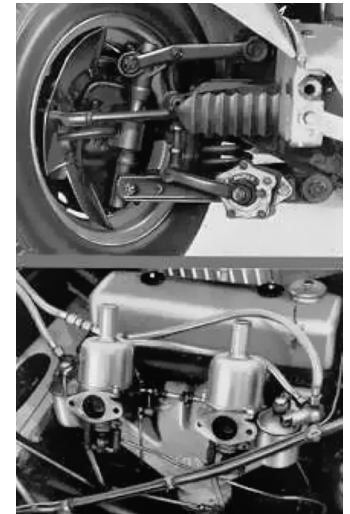
At the front, the old beam axle and leaf springs had been dispensed with in favor of an independent system comprising double wishbones and coil springs. The upper wishbones were actually formed by the levers of the shock absorbers. The complete front-end design was common to the Y-type saloon and was to form the basis for the front suspension for many future MG's.

## MG TD Mark II

By the middle of 1950 the MG factory was producing some special MGTDs. These specials are known as the TD Mark II or the TD Competition Model. These cars were essentially regular MG TDs that had been given some extra factory accessories and tuning equipment. Initially there was no standard specification for these cars, and during the production of the MG TD the specification of the TD Mark II would change.



Some modifications that were offered included a modified cylinder head raising the horsepower of the engine from 54 bhp to 57, wider wheels, larger tires, higher rear axle ratios, twin fuel pumps, and larger carburetors. You could even have a supercharger. Most of the features of the Mark II were a part of the staged tuning that was described in various publications and offered as a factory tuning manual.



Several other changes were introduced between August and November 1952 as sales of the TD started to fall in favor of cars like the TR2 and the Austin Healey 100. These included circular rear lamps incorporating flashing turn signals, and a three-bow frame replacing the 2-bow

frame for the hood. Improvements were also made to the suspension, while the one-piece seat back and individual seat cushions gave way to a pair of bucket seats. The wiper motor was moved to the center of the windscreen and in 1952, center-lock wire wheels were offered as an option.

Realizing that nothing lasts forever and considering that sales of the TD were beginning to falter, MG had the prototype of its replacement ready to go into production. The car, code named EX175, was based on a modified TD chassis and mechanicals but with a beautiful streamlined bodyshell which was right up to date. Sadly, it was to be turned down flatly by the boss of the now British Motor Corporation as a deal had already been signed to build a similar car - the Austin-Healey 100.





Overall Length, 15"  
Weight—4½lbs.  
Price **\$10.95** West \$11.75

HERE'S THE ULTIMATE in craftsmanship—a realistic replica of the famous British M.G.—finest model kit ever produced!

This Model masterpiece has more than 50 precision-fitted parts, including steerable front wheel assembly, rubber tires and semi-elliptical springs—yet requires only a screwdriver for assembly. Body is of die-cast construction, chassis heavy steel. Comes with primer coat.



### MG TD/C MKII

From all these changes it appeared that little changed in how the car actually handled. Many folks opted to buy a regular MGTD and go through a series of Stage Tunings to increase the performance of the MGTD well above what the Mark II achieved. It was also possible at that time to order anything for a regular TD that the Mark II model offered, and more, and so many owners opted to buy a regular TD and then improve the performance of their car well above what the Mark II could achieve.



The first MG TDs were manufactured in late 1949, and the model was formally announced in January of 1950. Only 98 TDs were made in 1949, 2 RHD and 96 LHD. There were a total of four model years - 1950, 1951, 1952, and 1953, and the models are nowadays referred to as the MG TD, TD2 and TD/C MK II. When the series ended in 1953 nearly 30,000 had been produced, including about 1700 Mk II models, with all but 1656 exported, 23,488 of them to the US alone. Those Yanks really did start something !

The main complaint that US owners had with the MG TD sold in the US was the British 12-volt electrical system, which was hard to service when most US cars were still using 6 volts. Also, they had minor complaints over the lack of water temperature and fuel gauges. But in general in surveys, owners of the Americanized MG TD had more positive remarks than negative.

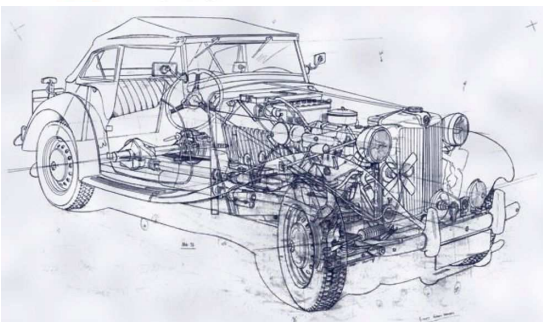
It's the new T.D. Midget!



Safety First!

Yes... it's the T.D. series MG Midget with the new "plus" features... features that include recirculating independent front-wheel suspension, latest piston-type shock absorbers, positive rack and pinion steering and even more powerful Lockheed brakes. Here is a sports car with all the character and liveliness of its famous forebears—plus easier handling and smoother, more comfortable riding; built in the true tradition of "Safety First."

( Editor: I'm sure today's owners of these classics can agree ! )



## Who was Max Hoffman, and what did he have to do with your TD ?

you're one of the millions of Americans with an affinity for European and British automobiles, you're a part of a fan base dating back several generations to the early 1950s. Though long before any of the European and British auto marques prowled our roads and interstates, Americans largely bought Detroit-made automobiles. In that sea of land yachts, endless chrome, and tail-fins proliferating from a booming industrial revolution and war-driven economy, foreign automobiles of any kind were virtually non-existent, except for the few aristocrats who could afford the really expensive ones.



The presence of European automobiles on U.S. soil wouldn't be if it wasn't for one ambitious man with a knack for fine automobiles and a rather extensive dealership network: a Mr. Maximillian Edwin Hoffman. Max Hoffman is credited for single-handedly introducing European and British cars to the world's largest market for the automobile at the time.

Born and raised in Vienna, Austria, Hoffman lived out most of his early life perpetuating his father's bicycle manufacturing operation and later, as an amateur racer. He retired from the sport in 1934 and commenced a career importing the most opulent American iron available into Austria, from the likes of Duesenberg, Cord, Auburn, and Pontiac. Hoffman was also the first agent to pitch Volvos outside Sweden's domestic market. With the rise of Germany's Third Reich encroaching its way into Austria because of the Anschluss of 1938 and Hoffman in disagreement with its rhetoric, particularly since Hoffman himself had Jewish ancestry, he relocated his business to Paris. But a few short years later in 1939, Britain and France declared war on Germany, forcing Hoffman to cross the Atlantic and settle down in the New York area.

Unfortunately, after arriving on U.S. soil on December 7, 1941, Hoffman had to temporarily shelve his car dealer operation since automobile demand within the U.S. virtually vanished as the country focused on fighting the Axis powers. Let alone, nobody in America had interest in European automobiles, especially German ones, and battered European automakers weren't exactly in the position to continue manufacturing passenger vehicles either. To make ends meet, Hoffman temporarily and successfully took up the business of manufacturing costume jewelry.



Once the war was over, Hoffman permanently made New York his home. Using the funds he accumulated from his costume jewelry operation, he reentered the car dealer business, opening shop in both Manhattan and Los Angeles establishing the Hoffman Motor Car Company. With soldiers returning home, fueling the baby-boomer wave, buyers eagerly awaited Detroit to churn out the post-war "cars of tomorrow."

But Hoffman insisted that those cars were already available, albeit, just from Europe and with levels of sophistication never seen before. As a result, interest in European automobiles skyrocketed.

He opened up his first American dealership, Hoffman Motor Company, in 1947 initially selling Jaguars and eventually, Volkswagens by 1948. By 1952, he opened the flood gates to Mercedes-Benz models,

allowing him to gain an understanding for America's interest in fine European automobiles. Hoffman's first major move however occurred when he suggested that Mercedes-Benz produce a road-going version of Rudolf Uhlentaut's record-breaking W194 300SL racecar, driven by none other than the likes of Juan Manuel Fangio and Stirling Moss.

He anticipated the street-going variants and the idea of a toned-down Grand Prix racer for the road would bode well with the flamboyant tastes of wealthy Americans.



But Mercedes-Benz wasn't quite in synchrony with the idea, until Hoffman himself placed an order for 1,000 examples before the project could gain approval. His determination and belief in its success eventually led to the birth of the legendary W198 300SL Gullwing and W121 190SL roadsters. Its first actual customer: none other than the one and only Briggs Cunningham.



In 1954, the Gullwing debuted at the New York Auto Show after Hoffman convinced Mercedes-Benz to build it. From that, he secured the rights as the sole official importer of Mercedes-Benz with his own dealership network that he personally built up since 1947 out of the New York area, selling the finest automobiles Europe had to offer to rich Americans.

He then expanded his operation, utilizing his accumulated expertise and understanding of the U.S. luxury car market to coax BMW into developing the 507 as a more affordable German sports roadster alternative to the Mercedes-Benz 300SL, using influence from the 501 and 502 sedans.

Along the same lines, he later convinced Porsche to cut the roof off its all-new Type 356 coupe to make a high-performance sports roadster, leading to the birth of the 356 Speedster. Word on the street is that he even designed the company's iconic insignia. And he even played a major role in making Alfa Romeo come up with the Giulietta Spider.



But Hoffman didn't just dedicate his business to exclusive luxury sports cars. His efforts played a monumental role with introducing the Volkswagen Beetle, Austin-Healeys, Fiats, MGs, the Jaguar XK120, a personal favorite of his, and the BMW 2002 to the U.S. market.



Max admires the gift he received from Ferry Porsche in 1952. This Sterling silver 356 was in honor of Hoffman's racing success.

After an incredible career, Max Hoffman was laid to rest in 1981, but Hoffman's legacy remains with millions of buyers still flocking to European and British automakers as the choice for their set of wheels. So the next time you appreciate a European automobile on U.S. soil, you can pretty much thank Mr. Hoffman for making European and British imports less foreign to American buyers.



# One VERY Special TD

By Joe Kumpel

Early in March 2020, just before the virus clamped down on Amelia island, Florida, the Concours d'Elegance did not fail to prove itself again as a world class automotive event.

In addition to the cars of Roger Penske and Team Penske, The Mercedes-Benz Silver Arrows, The Cars of Harley Earl and the new C8 Corvette along with 4-5 GM mid-engine prototypes dating back to the early '60s there was a very special MG race car on display.



This year was my fourth and turned out to be my most interesting because I actually got to meet and get to know one of the car owners. A couple of nights before Sunday's concours, while having dinner in a local restaurant, I overheard a guy describing to his wife what events were coming up and why he needed to get up early to get his car ready. On the way by his table I asked him if he was showing a car at the Concours- he said yes- a special 1953 MG. The gentleman's name is Howard Banaszak. He and his lovely wife, Diane were very gracious and invited me to stop by their car on Sunday and get the whole story.

Some cars are flown in and presented by a crew while the owner flies in on private jet, but Howard was the real deal - he owned the car and presented it himself. He was a real car guy who was happy to talk about his car, its history and what he liked about it. The entire Concours weekend is amazing - Porsche Werks Reunion is 700+ cars at a local golf course. Four major auctions over three days. Sat. Cars and Coffee for local collector/classic cars (free event). Then Sunday is the big show- very special cars from all over the world (3-400) many are museum pieces flown in for the event. The whole thing is for charity. I'm a Triumph guy, but this unique MG really got me.

Below is the Concours description of the MG.....  
1953 Sports Racer David V. Uihlien MG Special  
Howard and Diane Banaszak. Fernandina Beach, Florida

*"There is a touch of Indy Roadster craftsmanship and glamour in David Uihlien's MGTD Special. Using the block from the popular and populous MGTD Uihlien converted the 1250 cc pushrod XPAG four cyl. engine into a DOHC hemi-head. His goal was to create an American-made alternative to the OSCAs and Porsches in the 1500 cc class. The svelte body is a cigar-shaped aluminum shell created by Indy Car builder, Joe Silnas. The car was 600 lbs. lighter than the stock MGTD but no faster than other MG specials of the period. Driven by Karl Brockon with moderate success, the racing special was not as fast or competitive as planned. Nevertheless it remains an example of an elegant and efficient design with a rather impressive mechanical setup."*

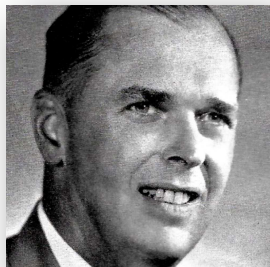


When I got to see the MG on Sunday and had a chance to ask Howard all the typical questions about the car he could not have been more willing to share its story. From the David Uihlien Schlitz brewing connection to the time the car spent in the Brooks Stevens Museum in Milwaukee and its most recent restoration. Also, it should be mentioned that Howard drove the MG on Friday before the Concours in the "Eight Flags" island tour. He said the Eight Flags tour was *hot and loud*.

My thanks to Howard and Diane for sharing their "One of a kind" MG with us and for their efforts to preserve this special piece of history. Great folks and a great car.

Joe Kumpel

## David V. Uihlein Special



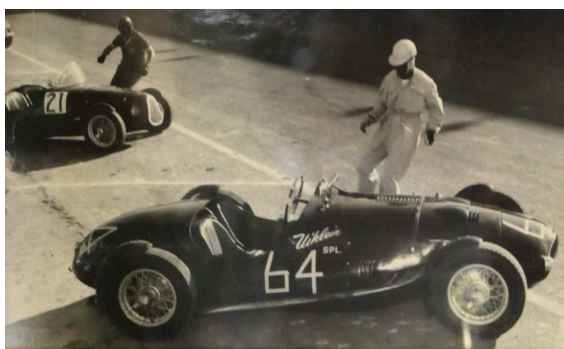
David Uihlein was a sports car enthusiast living in Wisconsin. At the age of 16 he landed a summer job in the Milwaukee shop of racing legends Carl and Tudy Marchese. Following his formal education and an apprenticeship at the family brewing business (Schlitz), Uihlein decided it was time to build an American sports car that could beat the Europeans. Working with the Marcheses, an Allis-Chalmers engineer named E.J. Healy, and famed race car constructor



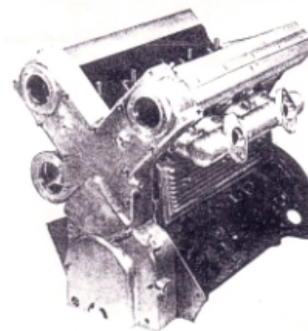
Weikko Leppanen, the project came together using largely MG TD components. The car itself looked like an Indy Roadster with fenders and the body was made from aluminum. The chassis was a heavily modified MG TD item.



Carl and Tudy Marchese



The interesting part about the Uihlein special is its engine. The bottom end is an MG TD 1250-cc XPAG unit, chosen for its reliability and also because it was significantly less expensive than an Offy engine. On top of this block sits a hemispherical head with dual overhead camshafts. The head and cam housings are cast in nickel-alloy steel. The stock cam was left in the block to drive the oil pump and distributor while the two overhead camshafts are gear driven.



Dual S.U. carburetors feed the fuel mixture to the intake ports on the left side while four ports lead to four straight pipes on the right side of the engine. The hemispherical head allows valves that are approximately 40 percent larger than original. Published reports of the time claimed the Uihlein engine would produce 90-bhp, significantly more than the 54-bhp of a standard XPAG engine, although the compression ratio was not reported. Don Marsh, a Columbus, Ohio racer who drove MGs in the early 1950s remembers seeing the bright purple Uihlein special at a race at Cumberland in the mid-fifties. We were pretty worried about it, with its special engine. But it wasn't very fast and we had no trouble beating it. Don was driving his lightweight Lester-MG.

David Uihlein's intention was to offer a competition model built in Milwaukee to customers and to also provide the twin-cam head in kit form so that others could build their own twin-cam T-types. Neither plan came to fruition and today the car is owned by Howard and Diane Banaszak who showed it this year at the Concours d'Elegance in Amelia island, Florida.





## Me and My TD

By Dan Carter

I've always loved British cars. As a teenager, this love came from pictures I tacked on my bedroom wall. Talk about unrequited love... And then about 50 years passed. But a '59 Austin Healey Bugeye came along -and for a song. After two NJ winters in a tent I got it on the road for MUCH more than a song. But one drive in Maggie and I was hooked! (The adventure continues but that's another story.)

A business friend of mine knew I had a Bugeye. His son married a girl whose father owned "This old MG". He said this gentleman was quite old and would never be able to get in it again. So we met. It was white. I hate white cars. Today, I'm not even sure I knew what a TD was on that fateful day. But the price was right, it was pretty cool and he thought it had been garage- kept it's whole life. He said: "Even the clock works". No it didn't. But he was only the second owner. His price was very reasonable. His garage-kept '51 TD was very local and best of all - SWMBO (She Who Must Be Obeyed) loved it! And so Clementine (Clemmie) would join Maggie. You can't have just one Little British Car.

That garage was some cold on February 7, 2015. It took a couple of trips to get her going. He said "The battery is fine." No it wasn't. The brakes didn't work but the E brake did. I calculated one traffic light and about ten stop signs. No heater (of course). Top down (of course). It would go about 30 when it went at all with the choke about halfway. E brake all the way. The license plate was (is) a black Jersey tag from Salem County with the number 51. He said it was his pride and joy. I'm not certain it came with the car, but it's still pretty cool.

The first decision: paint. Did I mention I hate white? It clearly had a restoration years ago. I've concluded it had been a red on red TD. I like red cars, but whew boy- that's a lot of red. I decided I would stick with the white - with all its chips, skips and drips. It does have a certain "patina". So now we tackle the interior. "We" because my wife is a tenacious and talented companion with interior stuff. Steering wheel off for room to work. Center cover with that classic MG Octagon is held in with a wood screw. Arrgh! The vinyl is gross and tacky. Instead of proper piping material, it turns out to be clothesline sewn directly to the vinyl. And horror of horrors, the door cards are made from kitchen countertop Formica! The dashboard has disintegrated around the tach and speedo. No termites, just a crudely made imitation of the glorious original.

I rebuild the wood under the door skins, then replace the door hinges. The doors open, shut, and double latch properly - a rare thing in the MG T series world. The door cards go on, the interior is finished. The car comes off the jack stands. Lesson: Always adjust doors when your car is on the ground! The doors won't latch so the door cards have to come off. Arrgh!

It needed a new wiring harness- it came with two. Some of the original was still used, some of the second, ditto. Why? How should I know? Rip everything out and start over. After the interior, that was fun.





There are 3 ½ bolts on the oil pump. The pump does not leak. Trust me, that's for another day. The valve cover on the other hand leaks like a sieve. Hence, days spent wiping oil and crud, scraping, priming and painting up, over, down and through. The valve cover is giving up this red goop, probably Red RTV gasket seal. I take off the valve cover. There is NO gasket.

I drain the gas tank. Of course it smells like vile varnish. One of the endearing things about T Series cars is they never had fuel gauges, just low warning lights. Owners would use a ruler or some sort of gauge stick. My TD gas tank had a tree branch in it. Seriously. It took me five minutes to fish out the branch and five hours to collect all the bark. I kid you not.



Someday, I will launch forth with a discourse on how to clean, repair and rebuild a TD's pedal box. Trust me, it's tantamount to the experience of spending hour after hour in a hammock under the 120 degree metal deck of an authentic, crowded Amazon riverboat, which I have also done.

Every once in a while, you get blessed with a pleasant surprise. As a card carrying member of the BMCSNJ I won a free tune-up at Pete Cosmide's Motor Car Garage. After Pete worked his magic, Clemmie has never run better. It's peppy. It idles smoothly. It starts perfectly. One week later I'm driving by Pete's Garage. About 10 blocks away, I stop at a red light. The light goes green. I pull away. There is a horrible, unbelievable banging noise. It sounds and feels like there is a brick inside a rotating barrel. I shift into second. The bashing is gone - and so is first gear.

After pursuing several options, I drop off the transmission in Connecticut to Quantum Mechanics. Good Move. With the help of my good friend Ira, the tranny is back in Clemmie and she is running tickety-boo. Well, at least today she was...



PS: Someday, I'll be happy to wax eloquently about that "Whitworth Stuff" and perhaps Lord Nuffield's French Metric.

Dan Carter

# A TD BY ANY OTHER NAME

While researching the MGTD I found that the TD platform had been recruited by a number of designers and builders to provide the basis for their own creations. Below are a few of the many variations I found.

## The MG TD Arnolt by Bertone 1952

The Arnolt MG was the result of an American, Italian, and English collaboration.

Mr. Arnolt was an eccentric American enthusiast, industrialist and businessman who had a Chicago-based MG, Riley, and Morris distributorship.

At the 1952 Turin Auto Show, he saw a special Bertone body on an MG chassis and arranged to buy 200 bodies to place on MG TD chassis and sell as complete cars.



Eventually, after the construction of 102 examples, MG was no longer able to supply chassis, and to make good on his deal with Bertone, Mr. Arnolt started another project with them, which would evolve into the Arnolt Bristol.

The MG Arnolt was a more elegant, spacious, and refined alternative to the standard MG TD, and was available in both open (35 examples built) and closed (67 examples built) form.

The doors, hood, and engine lid were made of aluminium, and the body welded to the chassis rather than being bolted.



The cars were generally fitted with the standard 1250cc engines, though a small number of cars were fitted with the 1500cc MG TF engine.

They cost about a third more than a standard MG TD, which also contributed to the low sales volume.



## Vignale MGTD



In 1952 the talented Italian designer Giovanni Michelotti (1921-1980) had worked for the Swiss firm of Ghia-Aigle. During that time he had designed a very elegant special body for an MG TD chassis. One year later he would repeat his mastery but this time for the firm of Vignale. Again an MG TD chassis formed the basis for a stunning coupe in "glitzy" fifties fashion. Although the shape of the body was very elegant, the car was loaded with chrome and had a somewhat heavy frontal design. Completely built out of aluminium it weighed 2,103 Lbs (950 kg approx). Considering all that chrome, the use of wood veneer in the very luxurious interior and many extras, this was only some 50 kg more than the original Abingdon built TD.

The 65 bhp engine gave it a top speed of 85 mph and an acceleration of 0 to 60 mph in 19.4 seconds. The duotone colour of red with a black roof is probably original. The interior is of light brown and black with split bench seat in leather. In the rear there is a small cocktail cabinet in veneered wood with space for two bottles and four glasses.



## Weidenhausen MGTD

*Information and picture provided by Niek Herwegh.*



The small Ferrari Barchetta like body is probably the only special body TD made by German firm Weidenhausen. Although Chris Harvey in his book "MG The Immortal T-series" claims it as a Wendler body, this is very unlikely. Other sources claim this car was ordered by Emil L. Shwitzer, head of the American Forces Radio Broadcasting Station AFN in Frankfurt am Main.

With two photos of a Ferrari 166M he went to C.H. Weidenhausen and commissioned a similar body for his MG TD. Because he would return to the States in the Spring of 1952, the body was built in record time of six weeks. The car was all aluminium and in black colour. Before WW2 Weidenhausen had made special sports bodies for BMW and would later make the 1953 Le Mans Glockler-Porsches.

## MG Ghia-Aigle



The car was designed by Giovanni Michelotti (indeed of Triumph fame) for the 1952 Geneva car show, together with an equally attractive coupe on the same MG TD chassis. It was built by the Swiss coachbuilders Ghia-Aigle (who had nothing to do with Ghia of Turin but was allowed the rights to use their name). On the show it appeared on standard TD steel-wheels and ditto hub-caps, but later in its life someone added the chrome wire-wheels (very attractive on this car with its flowing Italian lines). The standard wheels would have given the type of car away but not the chrome wires of course. These cars appear to be built on Mk II (TDC) chassis.

Between 1951 and 1957, Giovanni Michelotti worked for Ghia Aigle first, then in Lugano in 1954. In 1952, he designed the MG-Ghia Aigle based on a chassis TD Midget. According to information published by Ghia, two convertibles were built: the first on the chassis TD-22878, exhibited at the Geneva Motor Show in 1952 and the second on the chassis TD-25580, metallic red with blue interior color and a light blue top, exhibited at the 1954 Geneva Motor Show. This model was converted to hardtop coupe in 1962 by Beutler and Langenthal (Switzerland) and was still registered in Switzerland in 1980. The only technical data concerning the engine numbers of the two convertibles and some rough figures were published by the reappearance of the first of them at the recent Geneva Motor Show in 2005.



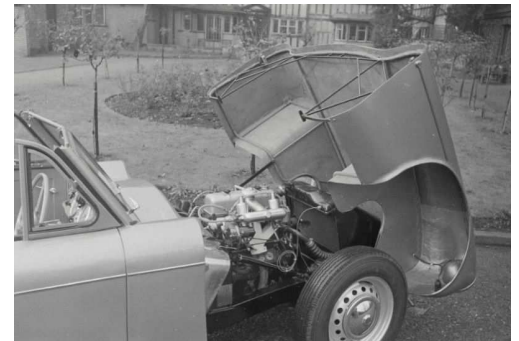
## Jacob's Special



Apparently the car registered XNO2 was a fibreglass special built to customers order by Dick Jacob's ["Mill Garage"](#). It is depicted on page 105 and 124 of the "MG Experience" book written by Dick.

Malcolm Green mentions the car in an article on Dick Jacobs in the August 2010 issue of "Enjoying MG" as follows: "Dick's special building career had moved on somewhat and now he was constructing cars for customers. Mill Garage had started

advertising that they could supply fibreglass bodies produced by R.G.S Automobile Components of Winkfield, Berkshire fitted to MG chassis. In December 1953 "Autosport" ran a feature on an open two-seater they had constructed for a customer. This car was built on a standard TD Midget chassis and the fibreglass panels of the body were fixed to a sub-frame built from steel tubes. The front panels hinged forwards, much as with the later Triumph Spitfire, and the promise was of increased performance, because of lower wind resistance and reduced weight."



## Allied-Atlas Swallow

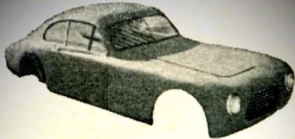


Bill Burke and Mickey Thompson are famous in the automotive world for speed. Not so was their foreray into creating custom fiberglass bodies for MGTD's. In the fall of 1952 they collaborated on one of the most beautiful fiberglass sports cars the post-war world had ever seen, the Atlas Swallow. Together with Ray Kinch they formed Atlas Fiber-Glass, Inc in the fall of 1952.

In 1946 Pinin Farina (who later changed his name to Pininfarina) - designed the Cisitalia 202 Coupe – one of the most beautifully designed cars to emerge from the immediate post-war era. From 1947 through 1952 just 170 of these cars were produced.

Having access to the Cisitalia while it was being prepared for the Autorama show in LA in 1952, Burke and Thompson made a mold out of the body secretly. By October 1952, Burke had his mold completed and was putting the finishing touches on the changes and refinements necessary to put the body into production. During the fall, Burke made his friendship with Thompson and Kinch official: They were all now partners in an enterprise that initially started out to be called Atlas Fiber-Glass. Later, in 1953, the company's name would be changed to Allied Fiberglass.

Burke's theme in building frames was always a balance of strength versus weight. This focus made even more sense when you consider he built cars to go fast in a straight line. His chassis didn't need to be designed with road racing in mind.

**THE ALLIED FIBER-GLASS BODY**

although designed primarily for the MG, fits all chassis of 92 to 94 in. wheelbase with a tread width of 45 to 50 in. (MG, Hillman, Singer, Fiat, Volkswagen, etc.) Also available, bodies to fit "Detroit" size chassis of 100 to 102 in. wheelbase.

	92 to 94"	100 to 102"
ROADSTER (approx.)	\$585	\$685
CONVERTIBLE (approx.)	\$685	\$785
COUPE (approx.)	\$785	\$885

F.O.B. L.A.

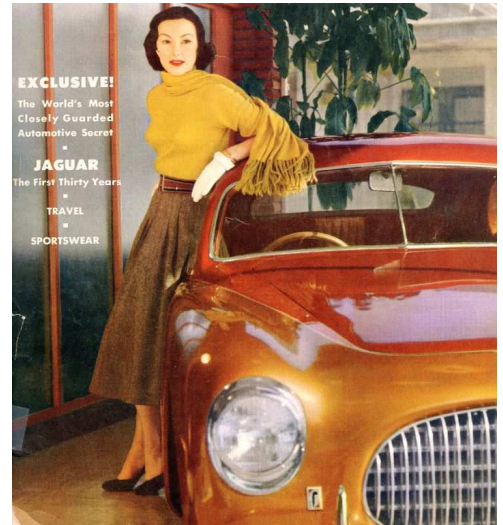
Delivered primed, with grill, head and tail lights, hinged hood opening, two doors with hardware, windshield and window glass (except roadster), mounting brackets. Includes dashboard, firewall and wheelwell.

**Allied Fiber-Glass, Inc.**  
2015 North Marianna Avenue, L.A. 32

When I asked him about the first frames he built for his Allied cars he mentioned the following:

*We built the cars to fit right to the MG chassis and fit well. But some people, including me, wanted to build a car from the start using a scratch-built frame. At first I modified Ford Model A frames; these were lightweight and fit the car nicely. But since I used Ford mechanicals, I had to shorten the axles to fit the more narrow frame. Later, I used tubing used for PBV Navy seagoing plane wing struts. These were teardrop in shape, lightweight, and strong. Most of the frames we built after the initial few were using PBV material.*

As for Allied, with the completion of its first car, Burke, Thompson, and Kinch achieved another first – the first fiberglass sports car coupe ever built. By 1955, the company would be sold, and it would continue under a new name for a few short years.



Editor:

There are actually many more very interesting cars built with the MGTD as the chassis, power and running gear. More than I can document here, but search around the internet and I'll be sure you'll be surprised.

I found a lot of information on "The Original TD Midget" web-site: <https://www.mg-cars.org.uk/mgtd/index.html>

## M.G.s. in the HEADLINES

*"The Girl Who Has Everything" is the title of a film which was being shown at Pasadena, California. An enterprising local Nuffield Dealer, Mr. Peter Satori, made use of it in an M.G. publicity drive and sent us these pictures.*



## INTRODUCING SANDMAN SEZ

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

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

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

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

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

Ed Gaubert

## **SANDMAN SEZ** ***Sandman's Soup***

By Barry Sandman

(First published in Off Side / Near Side January 1997)

It has been said, if you give an Englishman a piece of tin, he'll do something silly with it (like bashing it into a British sports car). Even worse, after the tin-Basher has finished, the painter, in many cases, thinks it great sport not to put primer under the paint. All of us who have tried to restore a MG, have laughed at this magnificent joke. So I'm certain you will appreciate *Sandman's Soup* (which is no joke).



Confronted with the problem of RUST, and, being the only BMC member who does not have sandblasting equipment, I worked out the following system.

Obtain a plastic container. A kitchen sink dishwashing basin will do just fine for small parts. A plastic trash can will serve well for larger parts.

Go to your local smaller hardware store, like ACE Hardware, they may be more cooperative. Have them look up Oxalic Acid in their catalog, a powder that comes in one-pound boxes. You want industrial grade. It's not very expensive. [ed. Note: Barry wrote this in 1997 so in 2020 it's easier to just look for Oxalic Acid on line. As example I found FDC 99.6% PURE OXALIC ACID Powder C<sub>2</sub>H<sub>2</sub>O<sub>4</sub> on Ebay for about 18 dollars].

Oxalic Acid is a weak organic acid and it cannot burn you. Now I understand that there are BMC members who have been known to drink a wide variety of things – but **do not drink the Oxalic Acid**, if you do, **it will kill you** deader than that wheel cylinder that hasn't moved for 30 years! The stuff is supposed to be absorbable through the skin so best wear rubber gloves when using it or wash your hands right after use. I have been using it for a long time, getting it all over my hands and arms with no discernible ill effects. Hee, Hee, Hee – (unless you talk to Nurit, that is) [ed. Note: Nurit, is Barry's wife]. I really believe, unless you drink the stuff, you are okay. But be safe and follow precautions.

Oxalic Acid is a white crystalline substance which readily dissolves in plain ol' water. (You know about water. The stuff amateurs their Jack Daniels with). I usually make a good strong solution, saturated or even supersaturated – that means I dissolve as much as will go into solution, then a little more. For the dish-pan size, one or two pounds is more than enough. If using a trash-can, I can throw in five pounds.

Now let me tell you what you can expect from this fantastic stuff...

- 1 - It *eats rust*, surface and deep. In one to five days the rust is gone, gone, gone!
- 2 - It *does not affect* rubber, plastic, fabric or anything else, as far as I can determine.
- 3 - It *will not* take off oil or grease – so degrease everything before you throw it in the "soup".
- 4 - It *does not* remove paint, but it will soften it and make it easier to scrape or strip off.

Here's what you do.....Tie a piece of wire through a convenient bolt hole and dump the nasty, rusty buggar into a "soup". Once or twice a day, agitate the solution by slopping the parts up and down with the wire. When the parts are free of rust, wash thoroughly with detergent and plenty of water. Prime and paint, your results should be better than new.

As the chemical reaction takes place, you are of course using up the Oxalic Acid, but the life of the "soup" is very long (I have yet to use up my original solution which has done much work).

So that's the process. Try it. *It works!* You'll like it!

REMEMBERING SOME GOOD TIMES LAST FALL



ICE CREAM ANYONE !



# And a Tour to Remember *Tour of South Jersey* 2019



Last issue we found that ONE guy ( Gary Cossaboon ) got his LBC out for a stretch and sent in documentation so I qualified it as a POP CRUISE - for one ! So yesterday June 15th. I had just got my Lotus out of winter storage and Eric Sundberg just .... opened his garage door, and the weather was be-u-tifial so what could be better than pushing some oil around the old engine block. Eric and I met up at Estell Manor Park where we were joined by our friend Rod and Action Jackson ( his Basset ). All socially distanced except Jackson who's excuse was - I'm a dog !

So if we can do it .... So can you all, and I bet you have ! So where are those pictures ! Where's that text ! All our members are waiting for you to post. I mean if we can't get too close we can at least look at everybody else and their cars having a good drive. **PLEASE SEND IN SOME !!**

Your editor: Joe Marchione

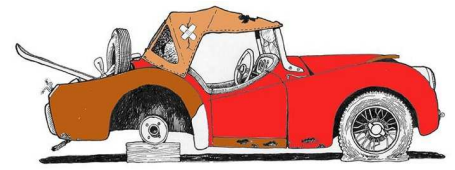


*Featuring "Action" Jackson*





# 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](mailto:mgarage@comcast.net)

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

**FOR SALE: Books, manuals, wall art.** I have a large selection of workshop manuals for a variety of British Cars, many general interest books on the history of MG's. Also have some wall art, posters, prints etc (again, mostly MG) for sale. Email me with your wants or for a listing of what I have available.  
Pete [tundramgb@hotmail.com](mailto:tundramgb@hotmail.com)

**FOR SALE:** '73 TR6 Trans, stock exhaust manifold, stock rear differential, driveshaft. Richard Goode rear spindles, no hubs. Bill Stumm. [wstumm@outdrs.net](mailto:wstumm@outdrs.net)

**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: MGA parts for sale.**  
Call with needs, leave a number and I will call back.  
Gary 856-45five-834nine Bridgeton, NJ



**FOR SALE: BMC Mini transmission,** spare from my 1963 998cc. Condition unknown, you may inspect, but at this price it would make a neat table base. \$79.00.  
Located in Bridgeton.  
Gary, call 856-45five-834nine and leave a message. I will call back.



**FOR SALE: Wire Wheels.**  
MGA 15" x 4 48 spoke, will fit TR3, Elite, Turner, etc \$25 each, \$80 set of four  
MGB 14" x 4.5 60 spoke Also Conversion parts.  
Want classic wire wheels on your stock steel MGA or MGB?  
I have hubs and axles to change to wire wheels, MGA drum to disk front hubs, 10/43 wire wheel rear axles, fine spline. perfect MGB rear axles, hubs for wire wheels.  
Call with your needs and questions, have MOSS book handy. Gary 856-45five-834nine



**FOR SALE:** 1976 MGB roadster very clean, rust-free B tub and body. 1800cc stock four cylinder and good trans installed on new mounts. Interior pieces were stripped out in preparation for paint, as were the electrics and accessories.  
Bolt-in top bows need canvas and zippout window.  
All are included in sale. \$2500 Delivery possible. Fiberglass hardtop, with lift-out bows available, lets talk.  
Jump start on a project that does not need welding or a lift.  
Gary, Bridgeton, NJ 1-856-45five-834nine leave a message and I will call back.



# 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](mailto:mgarage@comcast.net)

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

**FOR SALE: Brand new (in the packages) MGA restoration parts.**

References are Moss Part Numbers:

457-780 MGA Right Hand Dog Leg Repair Panel (Moss \$64.99)	\$30
457-790 MGA Left Hand Dog Leg Repair Panel (Moss \$64.99)	\$30
280-808 MGA Splash Plate Seal Set (Moss \$49.99)	\$20
472-040 Trim Piece around radio blanking plate	
Fits MGA and MGB, maybe others (Moss \$8.49)	\$ 5

Package Deals:

All parts listed	\$70
2 Dog Leg Repair Panels	\$50

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

**WANTED: Has anyone seen my Land Rover?!**

I sold this 1973 Series 3 Land Rover probably 10 years ago to a father/son pair in very rural, southern NJ.

I would love to get in touch with them or the new owners.

Have you seen it?

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



**WANTED: Right front fender for rubber bumper MGB, and "LE" leather steering wheel.**

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

**WANTED: Bugeye Sprite seats, rear bumperettes, carbs, intake manifold.**

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

**WANTED: MG TD gas tank, dash gauges and radiator shell.**

Please contact: Paul at [pis9@yahoo.com](mailto:pis9@yahoo.com)

**WANTED: Weber 40 carburetors.** Looking for a pair of Weber 40s for my brother in the UK who is building a Mini with a crossflow alloy head.

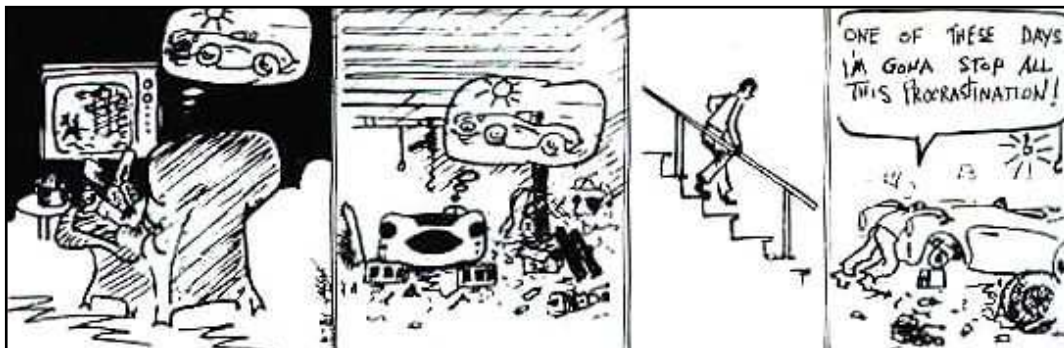
The carbs that he has are shot, and I though perhaps I could help him locate a pair here in the states.

Lee [leesonic@yahoo.com](mailto:leesonic@yahoo.com) or text 856-495-3875

**WANTED. For Austin Healey 100-4 restoration.**


Looking for any parts large or small. Need mechanical, electrical, interior, body. What do you have?

Paul [pis9@yahoo.com](mailto: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](mailto:events@bmcsnj.org) )
- Priority will be given to British Car events which do not conflict with events sponsored by BMC or neighboring clubs..

DATE	BMC EVENT	LOCATION / STATUS
January 1/15	<i>Membership Meeting</i>	7 Stars Diner, Sewell 1890 Hurffville Rd. Sewell, NJ 08080 7PM / 6pm Dinner
1/25 12 pm	<b>Simeone Museum Best of Britain British Racing at LeMans Demo Day Features: Bentley 3 liter, Aston Martin LM, Jaguar C-Type</b>	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 3/7	<b>Auto Detailing Tech Session</b>	Autobella Detailing and Products 206 Medford - Mt. Holly Road, Unit C Medford, NJ. 08055 <b>9am-noon</b>
March 3/18 <i>Canceled</i>	<i>Membership Meeting</i>	7 Stars Diner, Sewell 1890 Hurffville Rd. Sewell, NJ 08080 7PM / 6pm Dinner
3/28 <i>Canceled</i>	<b>Simeone Museum Best of Britain The 12 Hours of Sebring Demo Day Features: Jaguar C-Type, Mercedes 300SL, Austin Healey 100</b>	Simeone Museum 6825 Norwitch Drive Philadelphia, PA 19153
April 4/15 <i>Canceled</i>	<i>Membership Meeting</i>	Uno, Maple Shade 2803 NJ-73 S 7PM / 6pm Dinner
May <b>Postponed New Date &amp; Time TBD</b>	<b>Members Memorial Gathering At Smithville to benefit Samaritan Hospice</b>	Smithville, NJ For directions: <a href="http://www.historicsmithville.com/directions">www.historicsmithville.com/directions</a> and: <a href="mailto:mgarage@comcast.net">mgarage@comcast.net</a>
5/20 <i>Canceled</i>	<i>Membership Meeting</i>	7 Stars Diner, Sewell 1890 Hurffville Rd. Sewell, NJ 08080 7PM / 6pm Dinner
June 6/6 Rain Date 6/7 <b>Postponed</b>	<b><i>Spring Driving Tour</i></b> 	<b>Meeting Location</b> Johnson's Farm, 133 Church Rd. Medford, NJ 08055 <b>Destination- Batsto Village</b>  10am-Come early for breakfast <a href="mailto:cjhrpc@gmail.com">.cjhrpc@gmail.com</a>

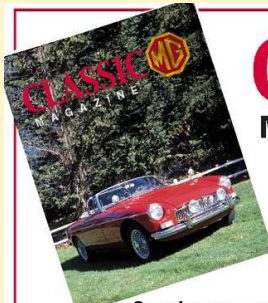
# Events Continued




DATE	BMC EVENT	LOCATION / STATUS
June 17 <i>Canceled</i>	<i>Membership Meeting</i>	Uno, Maple Shade 2803 NJ-73 S 7PM / 6pm Dinner
July 15 <i>Canceled</i>	<i>Membership Meeting</i>	7 Stars Diner, Sewell 1890 Hurffville Rd. Sewell, NJ 08080 7PM / 6pm Dinner
7/18 <i>Canceled</i>	<b>British Car Owners Ice Cream Social</b> 	5 Points Custard E. Landis Ave. (Rt.540) & Tuckahoe Rd. (Rt.557) East Vineland, NJ 6 threw 8:30pm <a href="mailto:robgt71@verizon.net">robgt71@verizon.net</a>
August 8/8 Rain Date 8/9 <i>Still Active</i>	<b>Tour of South Jersey</b> 	<b>IMPORTANT:</b> Meet at Harrison House Diner Intersection of Rt.322 & Rt. 45, Mullica Hill, NJ <i>Come Early for Breakfast.</i> <a href="mailto:events@bmcsnj.org">events@bmcsnj.org</a>
8/19	<i>Membership Meeting</i>	Uno, Maple Shade 2803 NJ-73 S 7PM / 6pm Dinner
8/22	<b><u>Simeone Museum</u></b> <b>Stirling Moss / The Champion that wasn't.</b> <b>Demo Day Features:</b> 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	<b><u>BMC of SNJ END of Year Show</u></b> <b>The Greenwich Artisans Faire</b> <b>Benefits Cumberland County Historical Society</b>	Ye Greate St., Greenwich, NJ 
October 10/17	<b><i>October Driving Tour</i></b>	Details To Be Determined.
10/21	<i>Membership Meeting</i>	Uno, Maple Shade 2803 NJ-73 S 7PM / 6pm Dinner
November December	<i>No Membership Meetings in recognition of the holiday season</i>	

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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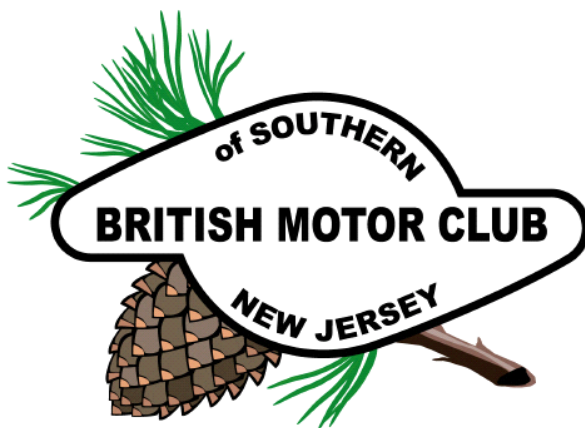
**North American MGB Register**

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Toll-free phone: 800-NAMGBR-1  
www.namgbr.org

**British Motor Club of Southern New Jersey**  
**90 Strawberry Drive**  
**Shamong, NJ 08088**



*The BMCSNJ Web Site can be found at*  
**WWW.BMCSNJ.ORG**



British Motor Club of Southern New Jersey

