

OFF SIDE



British Motor Club of Southern New Jersey

NEAR SIDE



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

March / April 2021
VOL. 31 ISSUE 02



Members and their cars.
The Triumph TR6





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 (MGO); 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.

March / April 2021
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Pg.	
4	President's Message
5	Secretary's Satchel
6	Samaritan's / New Members
7	The Editor Writes
8	My Dream Come True
9, 14	The Triumph TR6
15, 16	Hardtop Anyone ?
17	Shooting WHAT ?
18 - 32	And Now, Many Words From Our MEMBERS
33 - 36	Troubleshooting From the HIP! Part 2 Ignition System
37 - 40	Club Tours
41 - 43	Swap Meet
44, 45	Calendar of Events
46	ADs

Hello BMCSNJ members,

As the President of the club, I have the privilege of writing the first article that is featured in the newsletter. I also get the pleasure of reading it before you do and I must say that, you are in for a treat. If you happen to be a fan of the Triumph TR-6, you better carve out an hour or two with no distractions to bury yourself in these pages because you will enjoy it more than a five-year-old likes a bedtime reading of *Go, Dog, Go!*, after cookies and milk.

For the past couple of years, I have been asking (begging) that more of you get involved in what we are trying to do with the club. I am so pleased to say that given opportunities, people are stepping up to make things happen. From the great participation in last year's tours during a disheveled driving season to some projects over the winter to an incredible response to Joe Marchione's call for TR-6 stories in this newsletter. The transformation has been fun to watch. For that, I thank everyone. It is nice to enjoy the results after a lot of hard work.

Speaking of participation, I'm sure that you are all aware by now that MG2021 International is still a "go" in Atlantic City in June. Over the past few months, I put out the call for some volunteers to help put together a list of attractions and some tour routes that could be used by MG2021 participants as self-guided tours. We have ended up with a group of six members who have answered the call. Many thanks to Mark Ramos, Guido Battaglini, Rob Walsh, Ira Eckstien, Fred DeSantis and Bob Sabota. They have been working on a package to turn over to the event organizers. If you still want to get involved, they will also be looking for volunteers for the MG2021 show day and other activities. Please drop me a line if you would like to take part.

With the COVID pandemic still making gathering difficult, we have discovered another way to facilitate club interaction. As I have said before, the lack of availability of qualified repair shops has made it very difficult for some members to keep their cars on the road. Aside from posting a message on our Facebook page or on a number

of available online forums dedicated to the hobby, we can also help each other.

Over the past year, I have had several model-specific questions from members about how something should look or even as simple as seeing an original color on a car. To help with these situations, I have been able to sort the database for similar models and send a "blind" email to all the members who could possibly help. By providing the original members email address, they can then contact the member if they choose to. The response by our members has been excellent! This is very easy to do and I am more than willing to do that for any member who is looking for information or an answer to a specific question. If you are looking to buy, sell or trade parts, please use the Swap Meet section of the newsletter (ads are free for members) or post it up on the Facebook page.

If I had to guess, I suspect that the April meeting will not be happening. Believe it or not, mid-April is only six weeks away. Please check out the events calendar as we are filling in the dates and events. We will start the year with a Detailing Tech session at AutoBella on March 20th where we will explore some detailing technology and tools. April 17th will be the date of the 2021 Tour of Burlington County and on May 1, we will host our Members Memorial Gathering at Smithville. I hope everyone is ready to get back on the road!

We are also planning on more casual PopCruises to different locations. These will have little to no structure, but just a location, date and time to meet. Come as you are for a little automotive socializing! I am always looking for ideas for locations. Feel free to share.

So, check out the Events calendar in this issue or on the website and plan out your upcoming weekends!

Be safe and enjoy the ride.

Steve Ferrante



SECRETARY'S SATCHEL

March / April 2021

by Tom Evans

Why do we enjoy collecting antique vehicles?

Most of us enjoy the look and style, the ride, the "fit and finish(?)," the simplicity of the mechanicals, why? I have to believe, for the greatest part, since we are active in an antique car club, that it is not in the way that the industry is seen from the TV auction broadcasts as only a monetary investment but how it impacts the enthusiast, the person that obtains the car because they have a connection. Something in their past that reminds them that they want to enjoy this particular vehicle. When you restore a car for love you will notice that you have worked for something close to a nickel an hour in consideration of what the vehicle would sell for if sold right as you have finished. Yes, there may be something on the backend after time and we have enjoyed driving and accessorizing, but that isn't generally why we purchased it. But, as it turns out, the industry is very large and growing and has commercial viability. Every capitalist knows that a venture will not survive if it is not commercially viable, fact of life. I'm not just in the consulting engineering scheme for the challenge! Shoes and petrol cost money!

I don't know just how large the antique car economy is in the US but The Federation of British Historic Vehicle Clubs and HERO-ERA conducted their 2020 every five year survey of the UK industry and I was able to take part, as a result, I received the completed report of the study and here is what they found, in the UK alone.



- There are 700,000 antique vehicle owners, 1% of the population, up from 500,000 in 2015
- There are 1.5M antique vehicles in the UK, up from 1M in 2015, average two vehicles per owner
- Average value of each vehicle £10,000
- The antique vehicle industry added £7.2B to the economy, up from £5.5B in 2016
- There are 113,100 jobs related to the industry with 12% as apprenticeship positions
- It is an £18.3 billion turnover growth industry, a surprise boost to the UK economy *Heritage Motor industry has the same economic impact as all UK's ports, all performing arts sectors. Double the size of the Scotch whisky industry.
- At an average of 1,200 miles driven per year they represent 0.2% of total driven miles in the UK, a single vehicle represents less than half the greenhouse gas emission impact of the owner using a cell phone or computer and only one-tenth of the impact of their daily driver

- The 1.5M antique vehicles represent only 3.4% of 43.5M vehicles that clog the roads

We are a strong force around the world! I'm certain the US antique vehicle economy is proportionately equal as is the UK impact. I have posted the InfoGraphic to the website but you can view the video of the report hosted by Mike Brewer here:

<https://www.youtube.com/watch?v=EjhZZjxAl-8&t=1s>

Back to Southern New Jersey: The 2020 event and meeting schedule was disrupted but 2021 should be back to the same events we had in 2019, with some exceptions. It was a slow start in January and February but more cruises and drives are scheduled. It is our attempt to begin the Sewell and Maple Shade monthly meetings as soon as we are able, keep looking at the website and the calendar in each issue of Off Side/Near Side.

As the report from the UK showed we must endeavor to promote the inclusion and growth of the younger enthusiasts in classic restoration and ownership. 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. Get involved, volunteer for the events and contact the coordinators, offer to lend a hand.

Enjoy the rest of winter, see you on the road.

Happy Motoring
Tom Evans



The Editor Writes

Joe Marchione



SEEKING MEMBER CONTRIBUTIONS

I am soliciting member articles about the **Jaguar XKE** for the **July / August 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 **XKE Coupe, Roadster, or 2+2** 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 JULY 2020 newsletter please get anything to me no later than **June 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. Some excellent examples are John and Joyce with their 1950 MGY in January 2020's newsletter. Or Eric Sundberg and his MGA restoration and, our very own Club President, Steve Ferrante and his cars, both in July 2019's newsletter.

And there are many more member contributors in this newsletter.

You can find all these and more on our BMCSNJ website at bmcsnj.org.

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

Especially now when it's so hard to meet directly.

It's great for the club

Thanks, *Joe Marchione*

MY DREAM COME TRUE

Tina Spano

My love of MGB's began when my younger Brother Kenny and I went to North Carolina to visit my Older Brother Bobby. He had a 1970 racing green MGB. The three of us had many a long drive and many a great times in that MGB.

Years later in 1993 Bobby died and Kenny and I drove to NC and trailered it home. By that time it was in pretty bad shape without even mentioning the rust.

So Kenny and I started working on restoring it. We only worked on it a few hours a week here and there for a few YEARS. Kenny use to push it and I would pop the clutch, he would jump in and away we would go. Down the lane without any brakes and just praying we made it home.

Well, we never really did get it completed or even road worthy but we had some good times together.

I use to have dreams that I was driving it around without any insurance or registration running from the law.

Years later in 2016 Kenny died and left me his life insurance.

I immediately knew what I needed to do with that money.

In search for a MGB I joined the MG club hoping to network and find a car. I went to an event the Club was having at NJ Motorsports Park and talked to several members. The two guys I talked to, one was from Cape May, said if you are getting an MG you have to stick around to meet Skip.

I did and a few weeks later Skip called to tell me Eric had an MGB for sale that he knew was in good shape if I was interested.

Well I most certainly was very interested.

My husband and I met Eric. He took me for a short drive and I immediately said we will take it.

I drive it year round and know that Bobby and Kenny are looking down smiling on me.

And believe it or not I have not had that dream since!



Owning it is a dream come true.

Tina Spano

Egg Harbor Township

EVOLUTION

TRIUMPH TR4 - TR6 1961 - 1976



TR4 1961



TR250 1967



TR6 1968

1969-'76 Triumph TR6

T R I U M P H

The last of the traditional TR sports cars is a powerful, accessible collectible

Comments by [Mark J. McCourt](#) from August 2006 issue of [Hemmings Motor News](#)

Although most cars require years of collective nostalgic reflection to earn collectible status, the Triumph TR6 was considered a modern classic throughout its entire 1969 to 1976 production run, a distinction that it still holds today. Many saw the TR6 as the last of a breed of hairy-chested British sports cars, and as the only appropriate replacement for the Austin Healey 3000, which had ceased production in 1968.

With its timeless styling, sturdy build, throaty six-cylinder power and moderate price tag, the TR6 is a great alternative to an MGC, a 240Z or even a BMW Z3, and it represents a hardy line of mass-produced British sports cars of an era gone by.

Triumph's sports car line was an evolutionary one, and the 1969 TR6 traced its lineage straight back to the first body-on-frame Triumph sports car, the 1953 TR2. A powerful, large-displacement four-cylinder engine was used through the life of the 1956-1961 TR3 and the live-axle 1961-1964 TR4 sports cars; while the subsequent 1965-1967 TR4A also shared this engine, its optional new independent rear suspension (IRS) upgrade polished the car's handling. Building on the TR4A's IRS with a 2.5-liter straight-six engine, but sharing the same Michelotti-styled body, was the 1968 TR250.



Giovanni Michelotti
Designer TR4

Wilhelm "Willi" Schwebel
Re-designed TR6 while with Karmann

The first U.S.-specification TR6 was built in September 1968 as a 1969 model, while the first 'rest of the world-spec' fuel-injected TR6 left the production line two months later.

Standard Triumph were looking for a quick refresh of the 1961 Michelotti style of the TR4/5. A clever and comprehensive facelift by the Karmann works in West Germany had altered the front and rear ends of the TR4 design, reshaping them in a squarer, more integrated styling theme. The result is considered to be one of the most ingenious and successful of facelifts, keeping only the center section and doors of the original body. The resulting TR6 was a car that looked wider and very modern, yet aside from varying seat designs, its passenger compartment, inner stampings and mechanicals were virtually unchanged.



Under the flattened, wide new hood, the TR6 is essentially a TR5 PI. The 2,498cc overhead-valve straight-six engine actually traces its roots back to the 803cc 4 cylinder Standard Eight engine as introduced in the TR250, but you would never know from enjoying its sweet-revving exuberance, or its very musical exhaust note.

This twin Stromberg-carbureted engine used a 74.7 x 95mm bore and stroke and 8.5-compression to make 104hp at 4,500 rpm and 143-lbs.ft. of torque at 3,000 rpm. In Britain and the rest of the world TR6 owners were treated to a fuel injected specification. The Lucas Fuel Injection system was configured purely for power, and the TR6's original 150 bhp was quite something for a pushrod 2.5 litre in 1969 - it more than matched the output of the 3 litre unit in the last Big Healey. Even the relatively mild European emissions regulations led to a power drop to 124 bhp in 1973, while Americans had to make do with an even more strangled version with twin Stromberg carburetors.



TWIN STROMBERG-CARBURETED U.S. SPEC. TR6



ORIGINAL FUEL INJECTED SPEC. TR6

The TR6 continued the TR tradition of having an overdrive option - something Triumph sometimes made great use of in competition to give close ratios yet retain a wide gearing range. On the TR6, which had six ratios, including overdrive third, the gearing in 4th went up from 21.2 mph/1000 rpm to 26.6 mph/1000 rpm in overdrive. Or to put it another way, at 100 mph, engaging overdrive dropped the revs from 4700 to 3760. The later 1974-76 models had the overdrive switch conveniently set into the top of the gear lever.

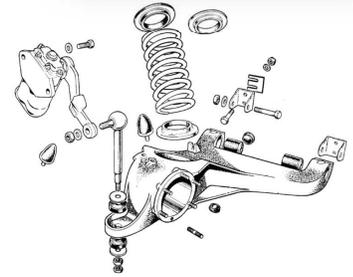
For braking the TR6, it was fitted with front disc and rear drum brakes hid behind wider 15 x 5.5-inch steel wheels. A new anti-roll bar in the double wish-bone and coil spring front suspension worked in concert with the semi-trailing independent rear suspension of the TR6, with cast aluminum arms.



This is similar to that introduced for the TR4A which improved the TR6's already agile handling. Its natural tendency to squat under power adds considerably to the sensation of jack-rabbit acceleration from standstill.



Fitting its upscale six-cylinder demeanor, the TR6 had a number of standard features not common among mass-produced roadsters, including the aforementioned fully independent suspension, full instrumentation set in a walnut-veneer fascia, leather wraps for the steering wheel and shift knob and adjustable bucket seats; traditional wire wheels and an attractive steel hardtop were optional requiring two people to deploy.



Although the 2,473-pound carbureted TR6 was down 40 horsepower from its injected sibling, it still acquitted itself with a 10.7-second 0-60 mph time and a 109-mph top speed, and its throaty exhaust note and torquey demeanor offered the illusion of great speed.



Although it was never subjected to a visage-altering bumper swap like the MGB, the TR6 received a few changes. Regulations required two stages of TR6 bumper alteration. For 1974, large black rubber overriders were fitted to the standard chrome bumpers front and rear, and for the car's last two years, the front bumper was raised to just below the headlamps, necessitating new turn signals set below the bumper.



Further emissions controls meant power dropped a bit further to 101hp and 128-lbs.ft. of torque, but the car's inherent character was unchanged.



The windshield surround was painted black on all cars starting in 1970, the standard wheel design was altered and a twin-downpipe exhaust system was introduced late in 1971. Engine torque dropped to 133-lbs.ft., and horsepower increased to 106 when a new 7.75:1 compression ratio was introduced in 1972. In 1973, a black front spoiler was standardized, a vent replaced the cowl air inlet flap, and the grille gained stainless trim. Transmission ratios were altered, and a new type of overdrive became optional.



Restoration anyone?

The construction of the TR6, using separate bolt-on front and rear fenders and a sturdy box-section frame, makes it a relatively simple car to restore compared to a monocoque MGB or TR7. Mark Pelham, TR6 vehicle consultant for the Vintage Triumph Register, offers the following advice: "TR6s are notorious for rust, even those that were undercoated... 30-plus years of driving mean that all TR6s should be checked carefully, despite the ready availability of most parts.



"You'll have to inspect the frame at the rear trailing arm assemblies--they didn't have any weep holes to allow moisture to get out. On the body, the floor pans and the rocker panels under the doors are trouble spots, as are the areas where the rear fenders and deck meet and the lower rear portion of the front fenders- the cowl vent drains into this fender area, and leaves can get in there and clog the drain hole," he explains.



Important information

The fact that these cars can be disassembled down to the body tub and separate frame is both positive and has a downside, Mark says. "If you lift the body off the frame, you'll lose the alignment of the doors.

(Ed: Similar to the braces that Eric Sundberg welded on his MGA during his restoration. These prevented the collapse of the body in on itself if braces had not been welded between the front and rear of the cockpit. See "Eric's Story of Restoration" in the July 2019 issue of Off Side-Near Side, pg.29)

Mark says, I always suggest doing body repairs while the body is on the frame, and then remove it. When I do a complete restoration requiring floor pans and sills, I leave the engine and transmission in the car so that the frame remains



Eric's MGA with braces as body supports



sprung with weight. When lining up the doors, I'll put a couple of sandbags on the floorboards to simulate passenger weight--this eliminates the extra 1/8-inch of play in the door gaps."

Other potential trouble areas seen in many TR6s include the front passenger side rear differential mount ("This rubber mount is usually forgotten, and when it deteriorates, it causes a big clunk," Mark cautions), the pick-up points on the lower front A-arms ("If they're

curbed hard, the points will bend or the steering rack weld will crack"), the universal joints and driveshaft/axle locking nuts ("Noise or driving vibrations through the seat of the pants tend to indicate bad u-joints, and the Nylock nuts loosen with age") and the Lucas electrical system ("90-percent of electrical issues deal with losing the ground").



The TR6's oil pressure switch is crucial, he says. "It may look great to have the original switch under the hood, but this \$15 part triggers the idiot light, **and if someone doesn't notice the mechanical gauge, they will be in for a major engine rebuild or a new engine altogether.**"

Engine and gearbox

The straight six is generally a reliable unit, provided it has been maintained properly. One particular thing that needs to be kept on top of is the crankshaft endfloat, which if left unchecked can end up causing big damage. To avoid a full rebuild you have to catch it early when the problem can be sorted with the engine still in the car. A good check to make here is that there isn't excessive play in the engine pulley when the clutch is operated.

Other things to note include the sensitivity of these engines to ignition and camshaft timing, and injection engines benefit from uprated fuel pumps.

The drivetrain can show wear and sometimes damage from abuse. The most vulnerable area is the rear axle, where differentials tend to leak. The driveshafts are notoriously problematic. Fortunately, parts are available so you can always sort it, but with the driveshafts it can be worth just upgrading. Listen for clunking from the rear end to point you to these problems, though consider that the previously mentioned differential mounts can also let go and cause similar symptoms.

The gearbox is from the Triumph TR4 and while minor changes were made through the lifetime of the TR6, they can still fall victim to harsh use. Often the layshaft bearings go, causing noise in first, second and third. You also have to watch for the clutch release bearings, which just don't last. If you're doing 60,000 on them you'll be lucky, because if you're driving your TR6 enthusiastically they tend to only last 12,000-20,000 miles."



Suspension

The Triumph TR6 is sprung independently at all four corners, on coils with lever-type dampers. The rear in particular can be improved with fresh components, especially suspension bushes. "We tend to recommend polybushes, just not on the differential, and we quite like GAZ adjustable shocks as an upgrade" says restoration mechanic. The availability of components is getting better every day, and now you really can set your TR6 up for anything from touring to full on track work. Dampers are often updated to the telescopic type for either purpose.

While prices for new components tend to be pretty reasonable, if you're viewing a car needing lots done, just be wary that the costs can soon mount up. Regular maintenance is required of the front



suspension, where the trunnions need to be kept lubricated. The factory advice was to give these attention every 1000 miles, but most enthusiasts and also TRGB have an updated perspective. "We put in hypoids and then grease them. The trunnions will always leak out, so we tend to use grease as the primary point of maintenance, about every 6000 miles or depending on wear."



Because nearly all of a TR6's major components are being remanufactured, including body panels, interior upholstery and mechanicals as well as new reproduction frames, there is almost no excuse to not have a driveable car. "On a set of modern tires, you can make a TR6 handle like a go kart," Mark says.

Originality is always nice, although a modern update like electronic ignition doesn't hurt value. **Remember that their production lines worked differently from those of American cars, so if you find a TR6 with matching engine and commission numbers, keep looking--they should be fairly close in number, but will never match.

The Triumph TR6 was the ultimate incarnation of the chassis-based Triumph TR series that had begun with the TR2 in 1953. Between 1968 and 1976 just under 95,000 were built, and of the 91,850 TR6s produced, 83,480 were exported; only 8,370 were sold in the UK.

SAVE AN ENDANGERED SPECIES BUY ONE.

The convertible, alas, is fast becoming extinct. Since 1970 alone, 46 foreign and domestic makes have disappeared. Last year, even the once-mighty Corvette fell victim. In view of this, we'd like to remind you that you can still invest in the stubborn survivors shown above: Namely, the classically beautiful Triumph TR6 and the racebred Triumph Spitfire. Being true open roadsters, each lets you feel a wind-in-the-hair freedom almost forgotten in today's boxed-in world.

Being true sports cars, each also offers a high-torque, high-revving engine. Full instrumentation. Four-speed fully synchronized transmission. Responsive rack-and-pinion steering. Four-wheel independent suspension. And sure-stopping

trans-disc brakes. What's more, both face economic roadsters because you face survival. With estimated EPA mileage of 19 mpg (city) and 25 mpg (highway) for the TR6; and 22 mpg (city) and 37 mpg (highway) for the Spitfire. (Your mileage will depend

anywhere and how you drive, the condition of your car, and your optional equipment.) All of this, of course, helps explain why the TR6 and Spitfire are still around. After all, it's the strongest in any species that survive.

For the name of your nearest Triumph dealer call: 800-447-4700. In Illinois call: 800-322-4400. British Leyland Motors Inc. Leonia, New Jersey 07605.

TRIUMPH

THE TR6 REMOVABLE HARDTOP



Thanks for ideas from Ken Streeter, of VTR

So you have a TR6 and it's getting a lot colder up here in the northeast as old winter approaches but you still want to motor around in your TR6. A great idea. But that ragtop just doesn't really keep the cold or wind out with any great success. I've got a suggestion to solve that problem. ATR6 factory hardtop when it gets cold and rainy is the best thing since Factory hardtops! One thing you will notice, even if it's not cold and not raining is how well it reduces the wind noise. Sure it's great in the summer with that top down with the wind whistling through your hair and all that sprots car stuff, but it can also be really best when, especially on a long ride, you can settle down and enjoy a nice warm, dry, quiet, ride. So what's wrong with that good old soft top. Come on, you know that in a typical British sports car no matter how well crafted and tight it seems you can always count on drips and whistles and some cold blasts from some worn seam sneaking in.



Factory hardtops are double-insulated which helps greatly increase the warmth compared to that soft top. The seals are good and can even make the car feel more strengthened and stiff. One thing that requires attention when installing the hardtop, is tightly fastening the six mounting bolts.



This will keep the top from banging around when driving over ruts and bumps. You'll want to install it so as to compress the seals for a tight fit.

The hardtop rear window is much larger than the soft-top and much clearer. There is no defogger on the rear window but there are "air-exit vents" in the





rear quarters of the hardtop which help de-fogging or ventilation if necessary.

The soft top can be left installed with the hardtop, but if removed there is a lot of extra space back there for storing bags of groceries or boxes of parts from a friends garage who “used to own a TR6” but sold it when he and his wife decided a larger vehicle (aka: mini van) now made more sense now that they have kids and they really should be more responsible and then, where’s the time anyway when you’re running from school to the soccer field or to piano classes or a PTA meeting or ... But your kids have flown or not yet part of your family or hey, why not both.

Some things to consider. It does take two people to install the hardtop but it’s not extremely heavy so in the garage one could put together some sling or other way to drop it on from the roof rafters to accomplish installation or removal by yourself. You will of course have to make space to store it (or hang it on an old piano?) when not in use.



If you can find one in good shape for a reasonable price, go for it. I would caution you that it is important that the seals, glass, headliner, and the vari-

ous fittings come with it. Replacing seals all around will cost at least US \$125, and the headliner at least that much, as well. Also, the special brackets that attach the hardtop at the “B-post” are easily lost, and cost about \$20 each for replacements. I think that US \$500 for an excellent condition hardtop would be a fair price. The biggest problem for getting a hardtop is getting the paint to match the car without repainting both the hardtop and the car.



What? A TR6 Hardtop Not good enough! How about a *TR6 SHOOTING BRAKE !!*

From Wikipedia, the free encyclopedia

Shooting-brake is a car body style which originated in the 1890s as a horse-drawn wagon used to transport shooting parties with their equipment and game.

The first automotive shooting brakes were manufactured in the early 1900s in the United Kingdom. The vehicle style became popular in England during the 1920s and 1930s. They were produced by vehicle manufacturers or as conversions by coachbuilders. The term was used interchangeably with estate car from the 1930s but has not been in general use for many years and has been more or less superseded by the latter term.

The term has evolved to describe cars combining elements of both station wagon and coupé body styles, with or without reference to the historical usage for shooting parties.



*SHOOTING PARTIES ???!!!
In a TR6 ???!!!*

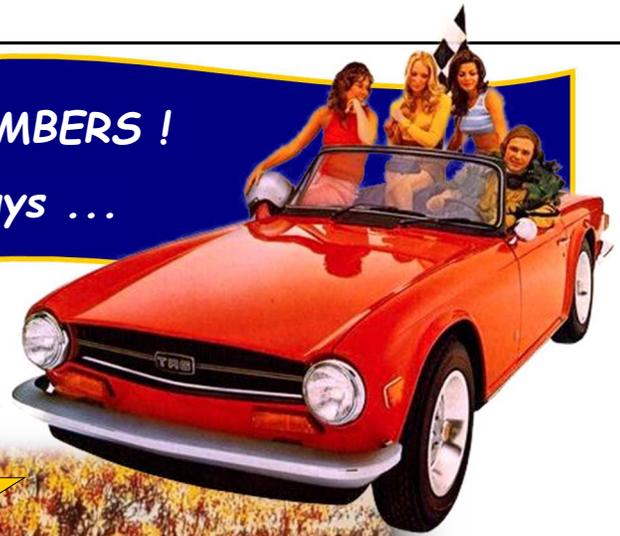


AND NOW A WORD FROM OUR MEMBERS !

Wait - Not these guys ...

**THESE
MEMBERS !!**

**John and Gerrie
Medica**



I bought my first TR6 in 1972 from Midway Motors on the Black Horse Pike near Pleasantville, NJ. It was new and I was 28. I had an early "midlife crisis"!

It became my everyday driver to the high school (Oakcrest, later Absegami) where I taught science and coached football. For 15 years I did all the maintenance, learned how to balance the carbs, even had studded snow tire for winter. My only problem was passing inspection for emissions. After many attempts and adjustments I gave up the TR6 in 1987. And I bought a new Camaro. But I always regretted letting the TR6 go.

Fast forward to 2017. I saw an ad for a '72 TR6 for sale near Pittsburgh. Making contact and 2 phone calls my wife Gerrie and I drove to Washington, PA and after a test drive, a review of the maintenance log, receipts for work performed, the owner and I agreed on a price. I towed it on a UHaul trailer back home to Egg Harbor Township, and joined the BMCSNJ.

We have attended several events (Smithville, Greenwich, 5 Corners ice cream social, Two Rivers Tour) and enjoy seeing all the great cars owned by friendly owners. Gerrie and I look forward to seeing (and hearing) all again in 2021!

John Medica

MORE MEMBERS



***THIS
SIGNAL
RED
MEANS***

GO >>>

I own a 1971 red TR6 that I purchased in 2016 from someone in central NJ. The car is mostly stock except for twin Weber carbs upgraded rear shocks, electric fuel pump, spin- on oil filter and a few other odds and ends.

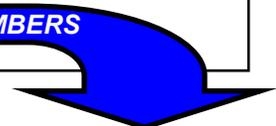
It was restored around 2015 but I am not sure exactly the time period. It was originally a Saffron color from the factory but was painted signal red when restored which I feel is a much nicer color along with a new black interior. The car was originally a California car since I have a copy of a registration by a woman from the Los Angeles area.

The car runs well with no typical British issues (lucky me) but I am always ready for a surprise since I have owned many British sports cars from my first used 1955 TR2 to several big Healeys and also a 1980 Lotus Esprit that I purchased from Charlie Seabrook who was a former member of the club. At this time the car is stored in my brother's garage in NJ since I live in Virginia Beach. I do see it when I visit my brother, in NJ, about 4-5 times a year and take it for a ride. My brother starts the car occasionally to get the juices flowing.

Thanks to the editor for asking me to give some information on my car.

Peter Colucci

MORE MEMBERS



I GUESS HE ZIGGED WHEN HE SHOULD-A ZAGGED

Memories of a TR6

Bob McAdams



Hello all,

Presently the only LBC I own is a 1950 MGTD.

I have owned two TR-6s and the newsletter editor's email request for TR6 stories brought back many memories.

My first TR-6 was a 1969 in British Racing Green. It was my daily driver, until it was totaled in 1975 when a truck rear ended me. The accident pushed in the rear over 6" but I walked away unscratched.

I purchased it in 1971 from Breman Automotive (BMW, Alfa, Fiat, MG, Austin and Amphicar) where I was the parts manager.

In the winter I put studded snow tires on the rear and only got stuck when the snow between lanes got too high and I could not plow through them. Most mornings my wife helped push start the car using her Buick Skylark and my college drafting board.

Early TR-6s had full hubcaps that were only held on by 3 studs and if you hit a bump hard they would fly off. One day I hit a bump and the front left hubcap sailed off the car into the grill of a minivan coming the other direction. A woman was driving the minivan. We both stopped (me to retrieve my expensive hubcap, \$45.00 each). I apologized and the woman said it was not a problem and got back in and drove off. I guess she never saw the pieces of the grill on the road?

In 1973 I drove the TR-6 to South Carolina to work on a construction job in order to get a Union Book. Most of the workers were "good old boys". One said to me he had never seen a car like my TR-6, and who made it? I told him Chrysler made it and the reason he probably never saw one was because it was made for driving in the snow. After finishing the job I drove straight home in under 11 hours going through the Baltimore Tunnel at over 90 MPH. The engine pinged for an hour after I shut the ignition off.

In 1981 I purchased a 1974 TR-6 in Red. This was a Sunday driver. My brother had just returned from 2 years in the Peace Corp and needed a car. He was a great mechanic, so I lent him my car to use with the understanding he would restore it. The night before Thanksgiving 1982 he called me and said he had a problem with the car and was at the Jefferson Township police department, could I pick him up. Turns out he had hit a patch of ice, skidded off the road into a ravine. They had to cut down 4 trees to tow the car out! Although he said he was fine, I took him to the hospital where they kept him for two days due to internal injuries. Here is a photo of what was left of the car.

MORE MEMBERS



MY TR 6

Keith Phillips

In the early 90s, I would help my friend, Andy, work on his 1960 Triumph TR3. It was a fun car and not too complicated to work on. I guess I got the fever, because I started looking for a Brit car of my own. I found one through the A.C. Press. A 1971 Triumph TR6. That was the fall of 1995.



It belonged to a retired Philly cop, in North Wildwood. He bought it before he moved down the shore and planned to redo the car in retirement. But he got into boats and his yard was full of them. The car was in a garage with a leaky roof that dripped water onto the trunk lid, sorry the boot, and ate the paint through down to the metal. It was kinda rough, paint, interior, crushed headlight bucket, creased down the driver's side, but it ran. Ran yes, but barely. Andy went with me and he was certain that the carbs were without dashpot oil and he could get it to run.



That winter, Andy and I gutted the interior, straightened and painted the body, replaced the clutch, pressure plate and throw out bearing. Did you know the tranny has to come out through the interior? Yea me neither. The clutch fork had a set screw that had sheared off. So a new shaft and fork was ordered. The hole in the fork was too small for the shaft, but, My Man Andy put the shaft in his freezer and we heated the fork. With grease and several cuss words we got it to fit. Much of the rebuild went like that. By the spring of '96, we had it running and looking pretty good.

I took the TR6 on a rally run with the Great Old Car Race, in May. They do a cross country race that was featured on the History Channel. It had 60 pages of instructions for the first day of a 2 day event. Stuff like drive 17 MPH to the railroad tracks and speed up to 27 MPH at the mile marker. A timed event. With my wife as my copilot, we were the first car out. Nobody to follow, and we missed a turn. Docked 2 minutes at the first checkpoint, which by the way I never saw.

So, as I was speeding up to make up for the missed turn, I got to the next checkpoint too early, Docked 5 minutes there. 7 Mins off time after 2 checkpoints. We settled down and completed the first day without marriage counselling. After the 2nd day, upon returning to Millville and before heading to the American Legion, My wife wanted to go home and do a load of laundry. When we got to the American Legion we were informed that we were supposed to check in and although that section wasn't timed, we were disqualified for not checking in. But we did win the 'Where are they now?' trophy.

At the end of the rally my valves were clacking loudly. In an attempt to adjust them, we saw that one valve stem was worn down to the keepers from so much slap. The head was pulled and redone with hardened valves, new rockers, shaft, and springs. Power was up and the TR ran great. The next year at the Rally, we did better and I had a perfect time leg in the Belplains State Forrest section. But, by the end of the day the motor was running pretty rough. I had more than one plug fouled with oil. Apparently the top end was so tight that it was pulling oil for the bottom end into the cylinders. Dismantle the motor, and had it bored out 30 over, new camshaft with some more pep, spray weld to repair a bad lobe in the crankshaft and back in the car. That was the time to install a header, and dual exhaust. I've heard on car TV shows that you could lose a friend during a header install. There were issues, like grinding the top of the header down to clear the Zenith Stromberg carbs. Took a whole year, but man it ran great after that.

I took the TR to the shore and on the way home, a brake froze up. After replacing the disk pads, and rebuilding the calipers, it froze again. I walked away for a couple of weeks and realized the old rubber brake lines let pressure in but not out. So, I installed stainless lines and viola' success. My wife and I participated in the British Invasion show at the Golden Nugget a few years back. It was very cool Brit cars, Beatles, Stones and The Who tribute bands. All overlooking the State Marina on a beautiful day. On the way home the car ran terribly. I replaced all the ignition parts, fuel filter and fresh gas. No better. Bought the carb rebuild kit and the book. I still felt out of my league. I was talking to a fellow BMCSNJ member who gave me a number for a man named Skip Lustig. I called him explaining my problem. He said "I'm 70 years old, supposed to be retired and have 3 cars in my shop right now". I was dejected. Then he said "Bring it over on Tuesday". I told him I would like to have it back for a Club Tour of South Jersey on Saturday, if possible. He called Friday, and the car ran stronger than ever.

We were headed to the BMCSNJ Event at Greenwich 2 years ago and my fuel pump quit on a beautiful country road. Called my sister to get us and since we had our chairs we just chilled on the side of the road. Several nice folks stopped by and admired the TR and offered to help. Even a couple in a golf cart. You meeting the nicest people in a Brit Car!

Over these 25 years since I have owned this car I have learned much mechanically. First, I thank Andy for his friendship, teaching me about Brit cars and all the work he put into my TR. 2nd, I thank Tommy Cox at Bruno's for his work and help, and 3rd, Skip Lustig, who has become a good friend and teacher of all things mechanical.

Keith Phillips



Skip Lustig

MORE MEMBERS



***A DREAM FULFILLED
CHEAPER THAN
A THERAPIST !!***

Brian Deam

It was the fall of 1976 when I saw a TR6 in British Racing Green cruising down College Avenue in State College, PA. I was a freshman in college at the time and fell in love with it. Well, 22 years later, I finally acquired one. A 1973 in BRG with a saddle interior. Manufactured in Oct 1973.



A co-worker was retiring and moving to Florida. He didn't think he'd like having it down there due to the heat and intense sun. Six months later he called to see how I was doing, how the car was doing and, hey, would I consider selling it back to him. He missed it. He had done a full restoration of the car in 1992 -93. He was going through a divorce and thought it would be cheaper than a therapist. Barely. He loved chrome and used it generously in the engine compartment. I have been the proud steward of his efforts since 1998.

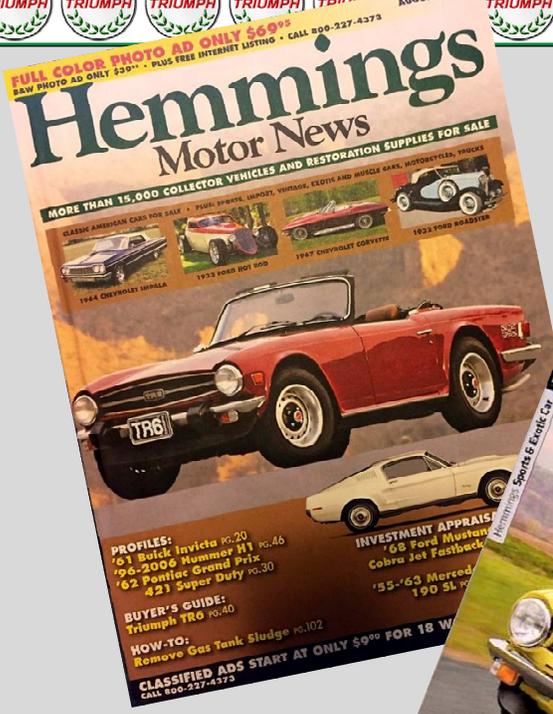
The first few years of ownership were frustrating. I would drive it somewhere and it would fail to start for the return trip home. The battery would wear down quickly trying to start it. And so I didn't drive it that often. I changed to an electronic ignition and a high torque starter, which improved the reliability significantly and the frequency of driving.

One "interesting" experience with the car occurred in my garage. My son was around 8 at that time and climbed into the driver's seat and began turning the steering wheel. It was cute seeing him "driving" the car. All of a sudden, smoke started billowing out from under the dashboard and filled the car and garage.

I snatched him out of the car and ran out of the garage hoping the car would not catch on fire and burn the garage and house down. It didn't.

Turns out there was a loose wire under the dash and when he moved the steering wheel, the steering column contacted the wire. It caused a short and fried the wiring harness. \$\$\$ later, the car was back in the garage. My son has never asked to drive the car since.

I have been retired a few years now and am driving it more than ever. Just this past week I put the top up and drove it to the Habitat for Humanity construction site where I volunteer once a week. It drove well in the 30 degree temps. I'm looking forward to more enjoyable miles ahead.





Dad's TR3, Son's TR6 with a Spitfire in between Not a bad passion

My passion for British cars started in the early 70's when my father restored a Triumph TR3. The project involved three cars and slowly morphed into one 99 point show car. Some of you may remember seeing this car at New Hope or maybe Macungie car shows in the early 80s. It was always a show winner. He was a member of the North Jersey clubs. Below is a picture from 1985 of the car and my late father. Love the 80's socks...



A few years later it was my turn. I was 16 and purchased my first car...a maroon 72 Triumph Spitfire. Looked great on the outside but burned more oil than gas. After a few cases of oil, I sold the Spitfire and bought a 70 Triumph GT6. I drove the GT6 for a couple of years but moved onto more reliable (non-British) transportation needed for commuting to college. Many years later, I started to get the itch for another British car. It was early 90s when I started my search...through newspapers. After looking at many cars, I found an original paint 76 TR6 on father's day in 1993.

projects were completed over the years including new interior, master cylinders, radiator, alternator, a couple of fuel pumps...etc.

This winter's project will be to replace the clutch as the throw bearing is making a loud noise. If all goes well, we should be ready for the Spring.

Look forward to seeing you at the next event.

John Stern



MORE MEMBERS

NEXT



Gerald Colucci

It all began on Sunday the 9th of August 2020. It was a beautiful, sunny, top-down convertible day. My brother who had relocated to Virginia Beach had left his Triumph TR6 in my care, stored in a newly built garage which housed some of my other projects.

There it sat alongside my own TR6, the difference being that his is beautifully restored and mine is, well, a drivable project. He would ask me from time to time to "FIRE IT UP AND TAKE IT FOR A RUN". Though this might have been any British car enthusiast's dream, I had barely enough time to keep the juices flowing in my XJS which was conveniently garaged at my home.

So there it is, the British Motor Club of Southern New Jersey, my club, is having their "Tour of South Jersey" that day, and all I have to do is pull off the cover of the Jag and head over to the meeting point at the Harrison House in Mullica Hill.

Driving there in the Jag would have been a thrill in itself, but the guilt set in... "FIRE IT UP AND TAKE IT FOR A RUN". Sure the TR6 was nice, but I had to walk to that garage and my Jag was at home. Sure I had promised, but I had to move a trailer in that garage to get to his TR6. And it was the middle of summer, and my Jag had air conditioning. His TR6 did not.

Oh the dilemma! As it were my guilt found me and copilot Emma walking to the garage. My other two pups, AJ and Maggie, stayed at home for the lack of rear seating space. Once at the garage, the trailer moved and the cover off, ignition on, it "FIRED UP" and came to life.

What a beautiful sound; it almost made me forget about the Jag.

Soon we were motoring down the road trying to make up the time lost from my indecision. As we got to the Harrison House, the caravan of cars was just leaving. I pulled over to the shoulder, waited for the last car to leave the parking lot, and jumped in line.

I don't think at the time anyone saw that an extra car had slipped into the cruise. I just knew we were on our way. Top down, no radio (which my Jag had) and just the wind for music. Life is good.

We arrived at the Mount Zion A.U.M.P. church. The historic site (the oldest independent black denomination in the U.S) is in the middle of nowhere, at the end of a single lane, dead-end road with grass shoulders. Pictures and K-turns followed, and the caravan began to line up and leave. I k-turned early and waited on the grassy shoulder in the shade of overhanging trees for all to pass while mindfully keeping my place in line at the end.

One of the members stopped and asked if I needed help, but I explained I was there to let Emma have a pee break and lamented that I had failed to bring water for her. They quickly offered bottled water for the both of us, but, feeling badly for being unprepared, I only accepted one for Emma. As the caravan filed by, it was mere moments between the last car turning, in the distance, back onto the through road and Emma finishing her break and water.

We jumped back into the TR6 to catch up. Key on, choke on ignition.....nothing. Tried it again.....nothing.

Oh no! Alone! Alone in the middle of nowhere with only an empty church and an overgrown, abandoned house for company. Thankfully, my cell phone was at least half-charged.

I did a cursory inspection, and everything seemed good. I then called my brother to see if there were any idiosyncrasies about his TR6 that would help (this is not to suggest that British cars have idiosyncrasies such as “Lucas, Prince of Darkness” electrical systems). While keeping the call brief to save the phone battery, he mentioned there were basic tools in the trunk.

Not saved but empowered.

I was working backwards on the problem to the ignition switch when a pickup truck appeared and stopped to check why I was there. I tell him my troubles and he introduces himself as the mayor of Mannington Township. He and his dog were out doing the rounds, checking on which roads were still flooded from the previous storms. Things that mayors do on Sunday afternoons.

A very nice gentleman all around. He told me the nearest tow was 35 minutes away *if* they could find me. Something about the location and road names. He insisted that if I had to be towed (hopefully it wouldn't come down to that!) to communicate the name and location of the church as a marker and to wish a measure of good luck to them in finding me.

Off he went saying he'd be back in the area later that evening and would check to see if I was still there (a parting sentence that was comforting, and yet not comforting, at the same time!).

Back to the car: I inspected, disconnected and then reconnected the ignition switch back to the battery. The issue had to, hopefully, be there. Battery cables off. No wire brush. Scratched both battery posts and cable terminals with a screwdriver to ensure a connection (oh I wished I had my multimeter). One of the battery cables had a replacement terminal. Even though it looked clean I disconnected the cable and scratched the strands of wire.

I reconnected it all back together, turned on the ignition, choke, etc., and.... voila! It's alive again!

The moral of my tale: Never leave the herd or otherwise leave your car running! Remember, it's British!

Gerry Colucci



This picture was taken after I got the TR6 running. Took a quick picture and sent it to my brother for a laugh while keeping the car running. I wasn't comfortable until I reached home worrying that it could happen again !
Woof

[MORE MEMBERS](#)

[NEXT](#)

A life-guard's passion



Fulfilled !



But was it looking Out over that long bonnet ... or...



...hearing the sound of that glorious engine -
**YEA! THAT'S IT!
The ENGINE!! - YEA!!!**

My Triumph TR6 story:

My introduction to British sports cars began in the late 1970s when I was working as a lifeguard at Arthur Brisbane Child Treatment Center in Allaire, NJ. One of the lifeguards had a 1976 Triumph TR6 in BRG with a tan interior. She would let me drive the car when we went out on our lunch breaks quite often.



Looking out over the long bonnet and hearing the glorious sound of the TR6 engine seduced me, instilling a lifelong passion for the Triumph TR6, still my favorite sports car.



Ed: Look closely Stuart's 1960 Triumph bicycle and you'll see "TRIUMPH" in the pedal ring - cool

Of course, being in college at the time I could not afford the TR6. I would have to wait until 1985 when I had my first job to buy my first TR6, a Pimento red 1972 basket case in the middle of the winter with a nonfunctioning heater. I kept that car for a little less than a year and then sold it as I could not afford the upkeep. I said to myself that one day I would own another TR6. That day came 23 years later.





I was now living in Linwood, NJ. Not knowing where to look for a TR6 I went on the internet and discovered the BMCSNJ. As fate would have it one of the members, Gary Warren, was looking to sell his 1976 Mimosa yellow TR6. We met at my office in Mays Landing on a Sunday afternoon and 2 weeks later I was the proud owner.

I kept that car for 13 years never intending to sell it. I joined the BMCSNJ and met many wonderful people who shared my passion in British sports cars.

Along the way I had met Ben Cavalier, from Egg Harbor City, who was in the process of completing a frame off nut and bolt restoration of a beautiful 1971 Royal Blue TR6. Ben said he would never sell that car.

As it turned out Ben relocated to Virginia taking the TR6 with him. I was approached by someone who was interested in buying my Mimosa TR6. I called Ben and asked him if he would consider selling his TR6? He told me that he had only driven it 600 miles in the last 8 years and that he knew I had always wanted it. We struck a deal and I sold my 1976 TR6 and bought Ben's 1971 TR6 which I have now owned for the past 4 years.



We have enjoyed many BMCSNJ get togethers over the past 17 years. I have attended three 6-Pack Trials, the most memorable was getting to drive the TR6 on The Tail of The Dragon in the Smoky Mountains of NC/TN. I recently added another car to my stable a 1969 BMW 2002.

I look forward to many more enjoyable outings with the club and I would like to personally thank Kevin Kelly for all his help and vast knowledge over the past 17 years.

Regards,

Dr. Stuart W. Honick

[MORE MEMBERS](#)

[NEXT](#)



***A VERY ORIGINAL
TR6
And after 50 years still
quite
INTERESTING !!***

I have nothing much interesting to tell you other than I may be the only original owner of a 1970 TR6 which I purchased new 50 years ago upon graduating veterinary school.

Prior to that it was a 1956 Karmann-Ghia with which I toured much of the country and shared many experiences.

The Triumph was a daily driver briefly and then a hobby car that I spend more time maintaining than driving.

I take it for short drives maybe a dozen times a year.

It's always garaged and totally original with all documents and complete service records. More a conversation piece than transportation these days

Oliver Herz



MORE MEMBERS

NEXT



brighL.MLS

I bought my '73 TR6 in 1975 from a girl in Audubon. I drove it for many years trouble free. It has always been garaged and never driven in rain or snow. In the early 90's I allowed my two high school aged sons to drive it and it really started to show it's age. It's never been in an accident or had any rust problems.



In 1997 we bought a small farm in Woodstown and the TR went into storage in my garage until 2015. At that time I towed it up to my tractor barn and started a year long restoration. Did the minor body-work and paint myself using Akzo Nobel Base-coat Clearcoat system.



Wet sanded with 2000 grit paper and buffed out. Installed a new wiring harness after frying the first one because of a wire on the wrong terminal, new wood dash and interior from TRF as well as the convertible top.

I had the motor bored .020 over and installed new pistons. Engine has Richard Goode (Goodparts) GP2 camshaft, custom exhaust header, special pushrods and many other parts. I also had .125 shaved off the head to increase compression ratio. The drivetrain features the HVDA 5 speed conversion with a Toyota W58 trans.



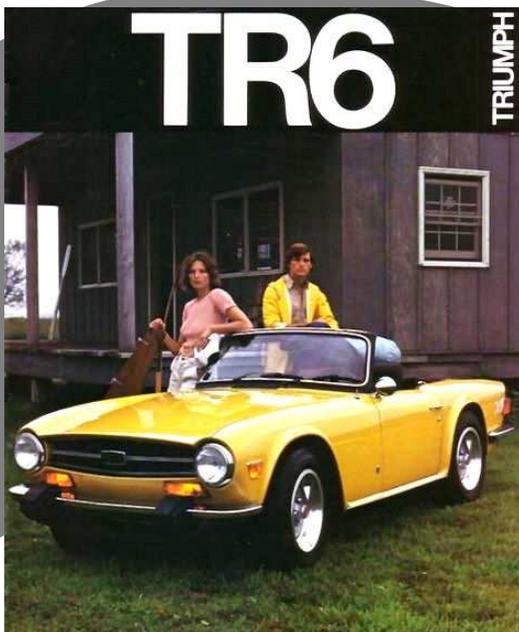


Rear end is an Infinity Q45 Goodparts conversion, Goodparts CV axles, adjustable trailing arm mounts, one piece driveshaft and hubs. I had a recalibrated gearbox made for the speedometer at Powl Speedometer service in Lancaster, Pa. and the car cruises at 77 MPH AT 2800 RPM. The car is more fun to drive than ever and I drive it hard almost daily weather permitting.



I've also restored a 1960 Chevrolet El Camino and a 1958 Nomad Station wagon as well as the Farmall Super A tractor pictured but the TR has been the most satisfying and fun project to date.

Bill Stumm



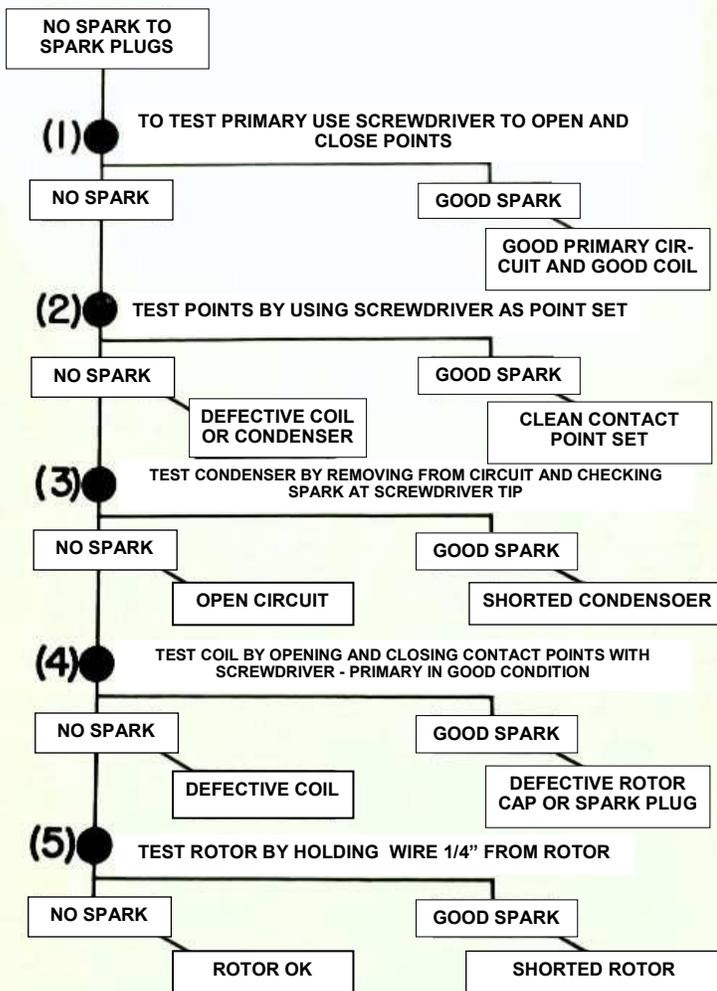
TROUBLESHOOTING From the hip ! (Part 2)

This is a continuation of a series of troubleshooting tips that started with January/February's Part 1, The Cranking System. In this March/April issue I'm continuing with You guessed it, Part 2, The Ignition System.

Although 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 newsletters.

The Ignition System

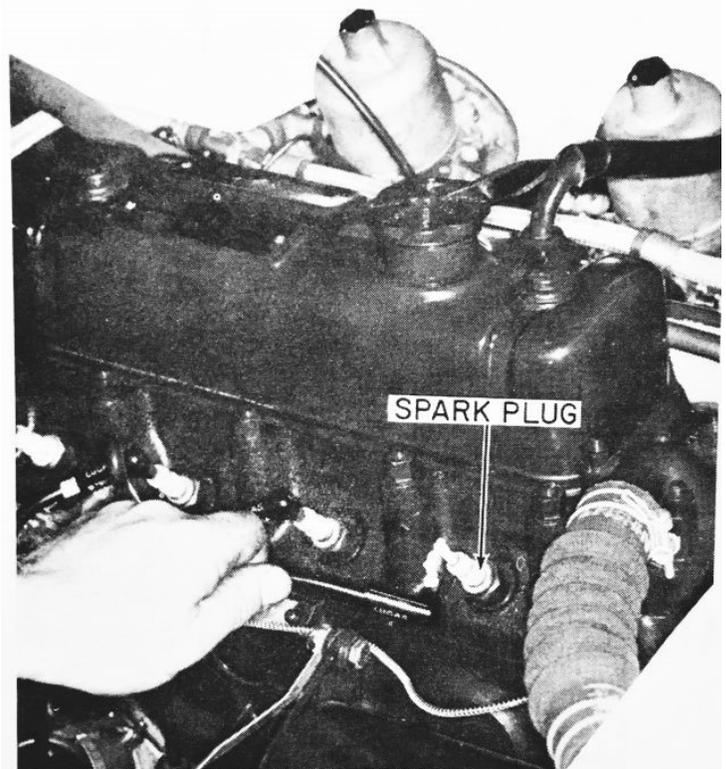
The ignition system furnishes the electric spark which fires the mixture. Absence of a spark, or a weak spark, will cause starting trouble. Ignition troubles should be isolated by logical testing. For this purpose, the system is broken down into its smaller circuits: primary and secondary. Each of these should be broken down further and individual components tested separately.



Roadmap for emergency troubleshooting of the ignition system. The five numbered tests are referred to in the text.

To Test the Entire Ignition System.

Remove one spark plug wire and hold it about 1/2" (12mm) away from the base of the spark plug or any metallic part of the engine. Crank the engine with the ignition switch turned on. A good spark from the wire to the metal means that the entire ignition system is in good working order. No spark, or a weak, irregular occurring spark, means ignition trouble which must be traced by the following tests.



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

TROUBLESHOOTING From the hip ! (Part 2)

To Test the Primary Circuit (Test 1)

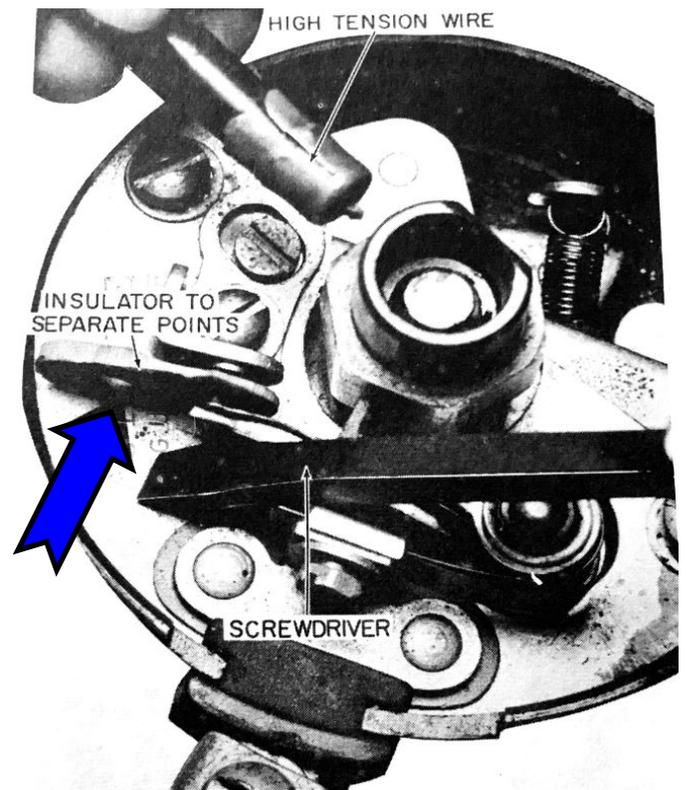
Loosen the distributor cap retaining bails and move the cap to one side. Remove the rotor. Turn the engine over by means of the fan belt or starting motor until the contact points close. Turn on the ignition switch. Remove the high-tension wire leading to the center of the distributor cap; this is the main wire from the ignition coil which supplies the high voltage to the rotor for distribution to the spark plugs. Hold this wire about ½" (12mm) from any metallic part of the engine. Open and close the contact points with a screwdriver. Hold the screwdriver against the movable point only as shown. A good, regularly occurring spark from the high-tension to ground means a good primary circuit and a good ignition coil. No spark, or a weak erratic one, from the high-tension wire to ground means primary circuit trouble or a bad ignition coil.



Opening and closing the ignition points with a screwdriver (TEST-1), while holding the main high tension wire close to the metallic part of the engine, is a simple test of the primary circuit

To Test the Ignition Contact Points (Test 2)

To test the condition of the ignition contact set, turn the engine over with the fan belt or starting motor until the contact points are separated. Slide the screwdriver blade up and down, making contact between the movable point and the bottom plate of the distributor as a set of contact points. A good spark from the high tension wire to the ground, after having no spark in TEST-1, means that you have a defective set of contact points. No spark, or a weak one, means primary circuit trouble, other than the ignition contact points, or a bad ignition coil.



Using the screwdriver as a set of points (TEST-2). Use a clean insulator (arrow) to keep the points apart, and then slide the screwdriver blade up and down to make intermittent contact with the point plate.

TROUBLESHOOTING From the hip ! (Part 2)

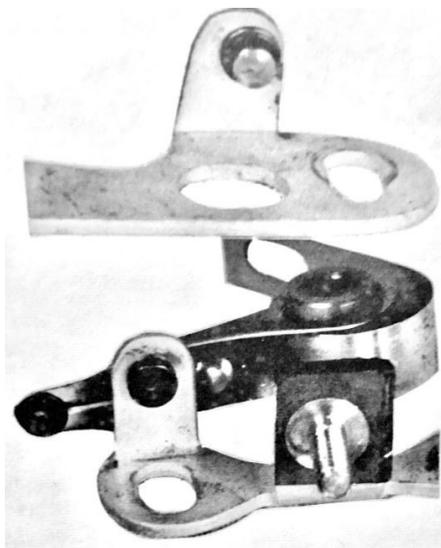
To Test the Condenser (Test 3)

A shorted condenser can be checked by noting, in the previous ignition contact point test (TEST-2), whether or not the tip of the screwdriver blade sparked against the ground plate as it was slid up and down. No spark at the tip of the blade means either a shorted condenser or a break in the primary circuit.

This can be checked further by disconnecting the condenser case where it is screwed to the distributor (do not disconnect the condenser wire lead). Hold the condenser so that it's case does not make contact with any metallic part of the distributor.

Repeat the test of moving the screwdriver blade up and down while holding it against the movable point. Be sure that the contact points are open while making this test. A spark at the screwdriver tip now, which was not present with the condenser in the circuit (case screwed to the distributor), means that the condenser is shorted out.

No spark at the screwdriver tip with the condenser out of the circuit (case disconnected from the distributor) means that there is an open circuit somewhere in the primary. Check the small wire lead from the primary terminal to the movable contact point. This wire sometimes parts under the constant flexing of operation.



A sample of good ignition contact points (top), and a bad set (bottom) for comparison. A light gray contact surface is indicative of a set of contact points working at high efficiency. The lower set is burned black from either high voltage or oil.

To Test the Secondary Circuit (Test 4)

The secondary circuit can not be tested until the primary circuit is functioning perfectly. If the primary circuit tests good, or after the necessary repairs have been made to the primary circuit, then the secondary circuit can be tested.

To test the secondary circuit, turn the engine over until the contact points close. Then turn on the ignition switch. Hold the main high tension wire (from the center terminal of the distributor cap) about 1/2" (12mm) from any metallic part of the engine. Open and close the contact points with a screwdriver blade held against the movable contact point only. No spark, or weak one, from the wire to the block (with a good primary circuit), means a bad ignition coil or a defective main high tension wire from the coil to the distributor (especially where it runs through the metal conduit). A good spark here (with no spark to the spark plugs) means that the trouble must be in the distributor, rotor, or spark plugs. It is seldom that spark high tension wires (unless obviously rotted) will keep an engine from starting. To check the main high tension wire, from the coil to the center of the distributor cap, replace it with a new piece of high tension wire, or remove the old wire from the metal conduit and repeat Test 4 while keeping the suspected wire away from any grounded surface.

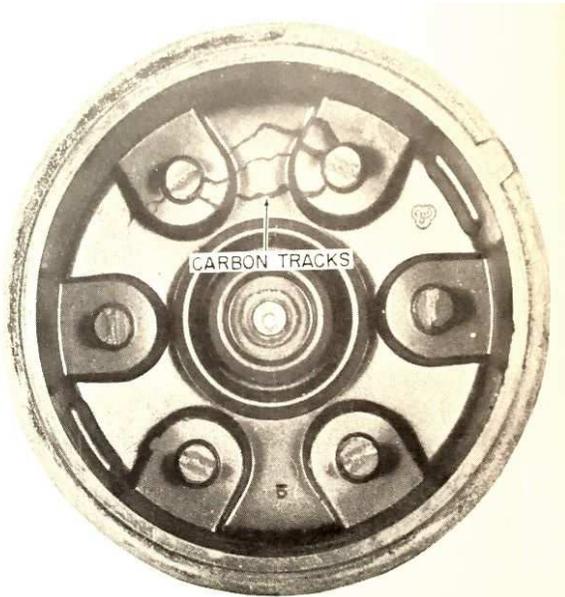


A broken primary lead may not show up until you pull on it. The insulation hides the damage.

TROUBLESHOOTING From the hip ! (Part 2)

To Test the Distributor Rotor (Test 5)

Test the distributor rotor by replacing it on the distributor shaft and holding the main high tension wire (from the coil) about 1/4" (6 mm) from the top of the rotor. With the ignition switch turned on, crank the engine with the starter. If the high tension spark jumps to the rotor, it is grounded (defective); if not, the cap must be defective. Inspect the cap for carbon tracks which indicate the passing of high voltage electricity.



A cracked distributor cap always shows these characteristic carbon tracks. A crack between two terminals will cause misfiring, but a crack from the center terminal to the outside will prevent the engine from starting. Cracks often start from moisture on the surface of the insulating material.

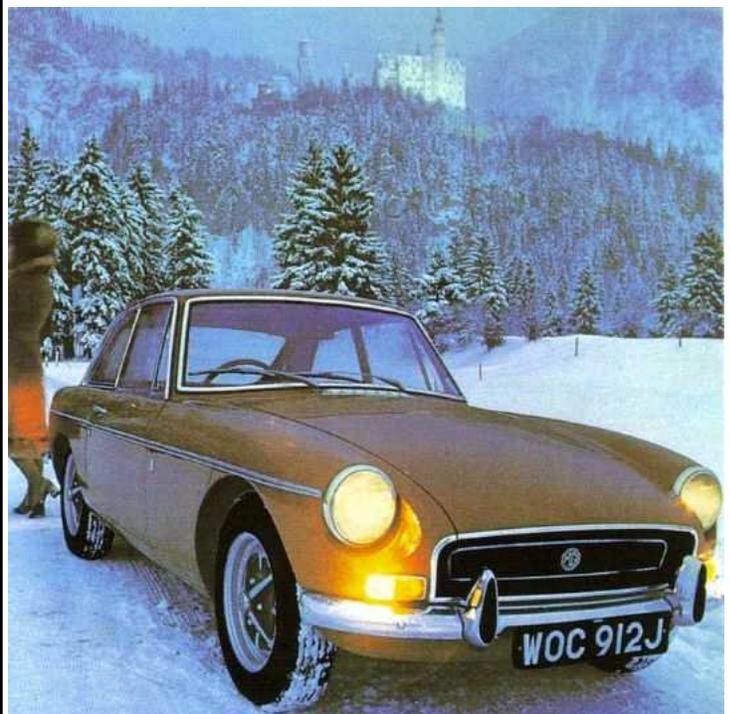
**TROUBLESHOOTING
From the hip !**

**Continues with
Part 3**

THE FUEL SYSTEM

In next May / June issue

Be there or be square !



A GT, or Grand Touring car, is a motor car which, in order to meet the demands of its name, must combine the high performance characteristics of a true sports car with the weather protection, luggage capacity and creature comforts of a luxury saloon car.
The MGB GT is a GT.

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2021 Burlington County Cruise With Cash Prizes!



We are hoping for another great weather day for our 2021 Burlington County Cruise, so set aside April 17th (rain date Sunday 18th) for a pleasant drive through the pines of Burlington County.

Starting at 10 AM at the Red Lion Diner in Southampton, we will first proceed to Pakim Pond in the Brendan Byrne State Forest. Enjoy the quaint little villages of Red Lion, Friendship, Beaverville and Sooy Place along the way.

From Pakim Pond we take the circuitous route to Johnson's Locust Hall Farm for our second stop. Then on through Pemberton, founded in 1826. Travelling west toward Burlington, don't miss the many farms along the way.

After a brief drive through Mount Holly, the county seat, we arrive at our final destination, the Historic Smithville Park. Not the site of our May 1st Memorial car show, this Smithville is 30 miles west.

Upon arrival, we will award 3 gift certificates to the navigators (no drivers for safety sake!) that list the most farm signs passed along the route. \$75 for first place, \$50 for second and \$25 for third. Again, this is for passengers only, not drivers.

Enjoy this company town dating back before 1676. Visit the miles of hiking trails, displays and Smithville Mansion.

Bring a picnic lunch and beverage, as there is no food available at the park.

All driving directions and information on our website at [British Motor Club of SNJ \(bmcsnj.org\)](http://British Motor Club of SNJ (bmcsnj.org))

**A Memorial Gathering of
British Cars at Smithville
Benefiting Samaritan Hospice
Saturday May 1, 2021**

10:00am – 2:00pm

(Rain Date Sunday May 2nd)



**Entrance fee is a
donation to
Samaritan Hospice**

**Raffle prize
drawing for
all entrants**



**No Judging,
No Pre-
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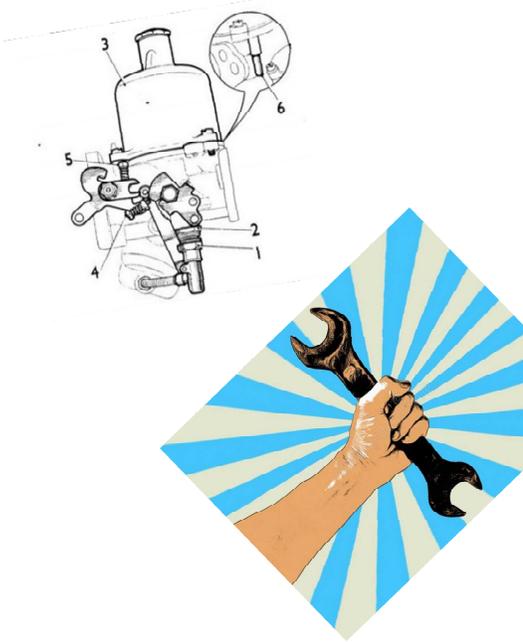
**Contact Charlie Hofmann for more information: 609-410-9390 or c.chofmann@comcast.net
<http://www.bmcnj.org/>**

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Saturday March 20, 2021 9AM-12PM

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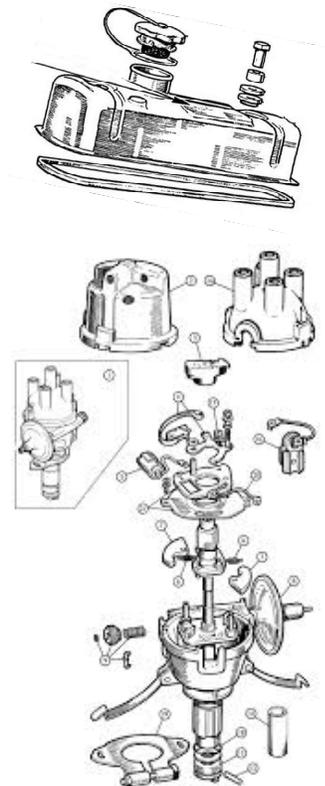
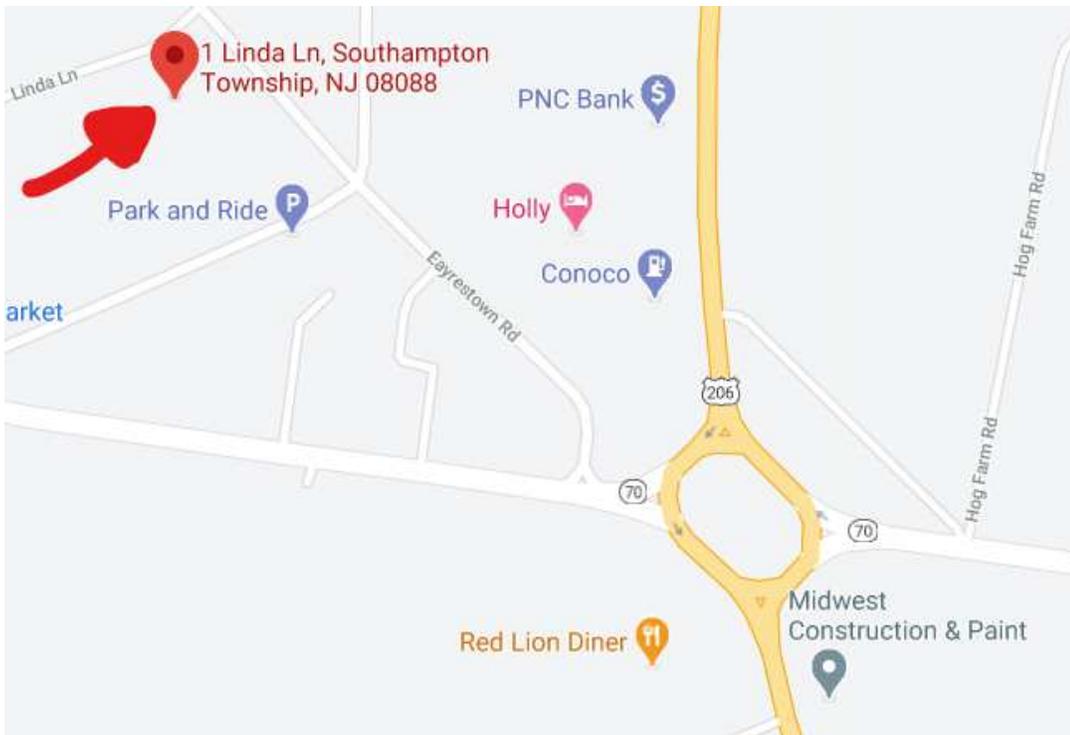
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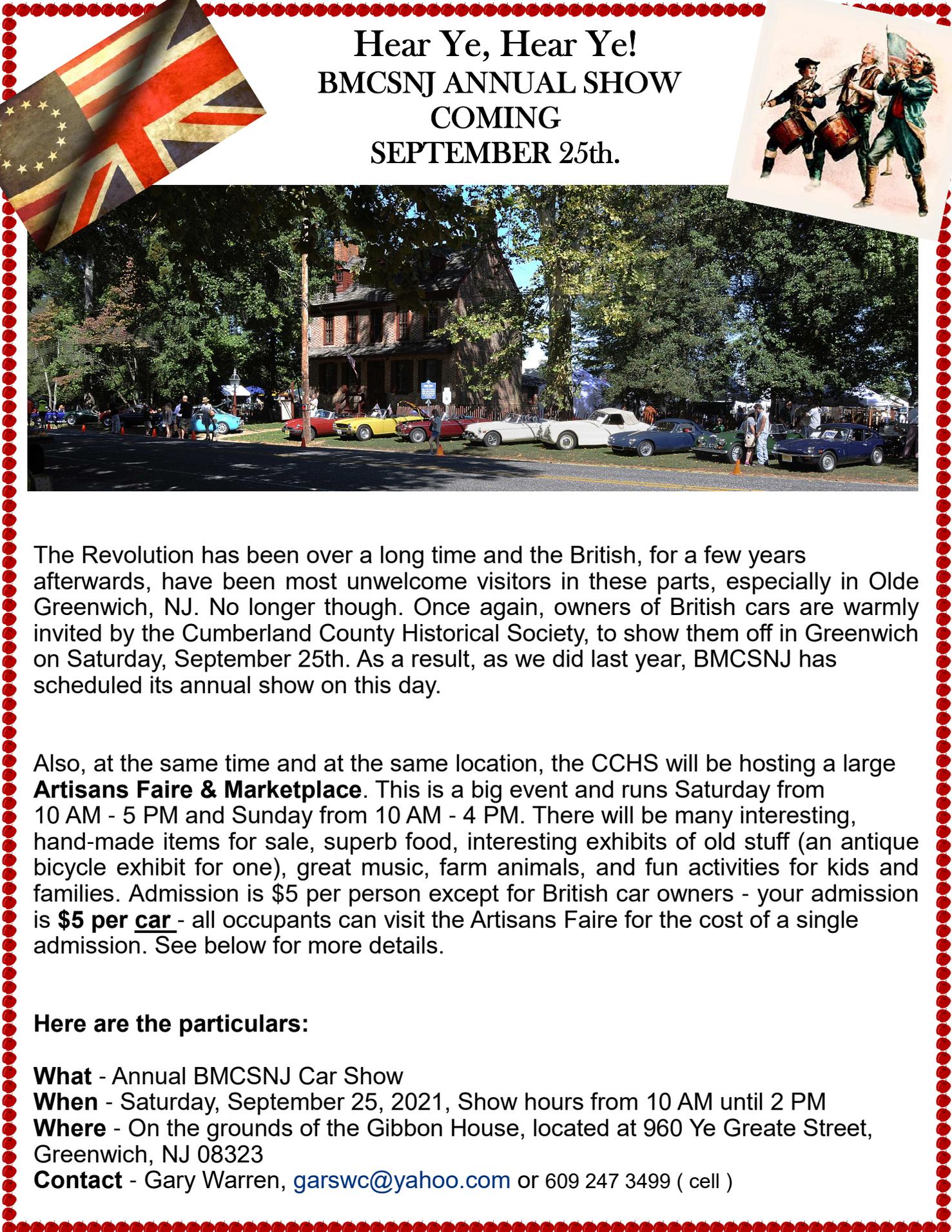
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Hear Ye, Hear Ye!

BMCSNJ ANNUAL SHOW

COMING

SEPTEMBER 25th.



The Revolution has been over a long time and the British, for a few years afterwards, have been most unwelcome visitors in these parts, especially in Olde Greenwich, NJ. No longer though. Once again, owners of British cars are warmly invited by the Cumberland County Historical Society, to show them off in Greenwich on Saturday, September 25th. As a result, as we did last year, BMCSNJ has scheduled its annual show on this day.

Also, at the same time and at the same location, the CCHS will be hosting a large **Artisans Faire & Marketplace**. This is a big event and runs Saturday from 10 AM - 5 PM and Sunday from 10 AM - 4 PM. There will be many interesting, hand-made items for sale, superb food, interesting exhibits of old stuff (an antique bicycle exhibit for one), great music, farm animals, and fun activities for kids and families. Admission is \$5 per person except for British car owners - your admission is **\$5 per car** - all occupants can visit the Artisans Faire for the cost of a single admission. See below for more details.

Here are the particulars:

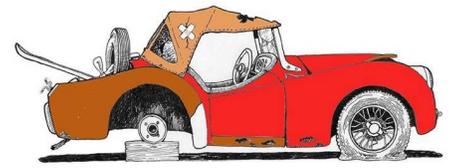
What - Annual BMCSNJ Car Show

When - Saturday, September 25, 2021, Show hours from 10 AM until 2 PM

Where - On the grounds of the Gibbon House, located at 960 Ye Greate Street, Greenwich, NJ 08323

Contact - Gary Warren, garswc@yahoo.com or 609 247 3499 (cell)

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: 1948 MG TC restored early 2000 by original owner. He passed away when the car was 80 percent done. Car was left with a sibling who had no interest in finishing. It sat in a garage till 2015 and then was offered to me. I purchased the car and finished the work. It's good driver quality. My wife and I drove it in club events until we got the big Healey. She prefers riding in the Healey over the TC and never cared for being in the left hand seat without a steering wheel. We also have a TD that we love to drive the beaches in the summer. Open to offers contact Ron Ralston at rudderfisher@aol.com





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: mggarage@comcast.net
Ads will appear for two (2) issues , as space allows



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: Jaguar interior kit for XKE Series 1&2 from 1966 to 1971. Various items, brand new, including carpet kits. Black, Green, from G.W. Bartlett. Call Andrew 646-342-8020

FOR SALE: For Jaguar Series 1 XKE:

Black Convertible Top, new in the box. Ordering error on my part \$300

Original 72 spoke Jaguar wire wheels Set \$400

Donald Powell donaldgpowell@gmail.com



WANTED: Austin Healey 100-4 restoration. Any parts: electrical, interior, sheet metal, mechanical. No part too small.

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

Bugeye Sprite seats, rear bumperettes, carbs, intake manifold.

MG TD gas tank, dash gauges and radiator shell.

Sprite/Midget Mk1 or 2 seats, heater, blower, side curtains, hardtop

Libra Style wheels (see photo example)

Contact Paul pis9@yahoo.com or 609-462-3593



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

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

FREE: Four used tires 165/SR/14 good tread. Were on my 1970 MGB with tubes. Free, just need to be picked up in Brigantine NJ. Guido 856-220-0074

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: mggar-



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



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CALENDAR OF EVENTS

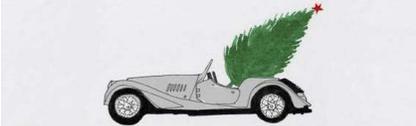
- The information shown below is the most complete available as this newsletter is printed, and will be entered as space allows.
- Questions about BMCSNJ Events should be directed to Tracy Westergard (events@bmcsnj.org)
- Priority will be given to British Car events which do not conflict with events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

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.

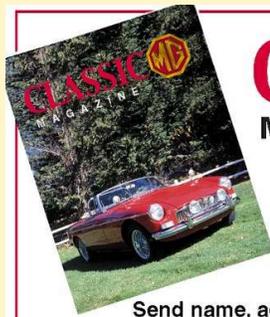
DATE	BMC EVENT	LOCATION / STATUS
***THERE ARE CURRENTLY NO MEETING SCHEDULED DUE TO COVID-19 RESTRICTIONS. MEETING DATES WILL BE POSTED AS SOON AS WE ARE ABLE TO SCHEDULE THEM.		
January	NO EVENTS SCHEDULED	
February	NO EVENTS SCHEDULED	
March 3 / 20 9am - 12pm	Auto Detailing Tech Session	Autobella Detailing and Products 1 Linda Lane Southampton, NJ 08088 president@bmcsnj.org
April 4/17 10am Rain Date: 4/18	Tour of Burlington County 	Red Lion Diner 1753 US-206 Southampton Twp., NJ 08088 DESTINATION: Smithville Mansion cjhrpc@gmail.com
May 5 / 1 10am-2pm	Members Memorial Gathering at Smithville to benefit Samaritan Hospice For Directions: www.historicsmithville.com/directions	Contact: mggarage@comcast.net
June 14-17	 MG 2021 National Event North American Council of MG Registers	Atlantic City June 14-17 www.mg2021.org
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 robgt71@verizon.net
August 8 / 14 10am Rain Date: 8 / 15 10am	Tour of Gloucester County 	DETAILS COMING SOON events@bmcsnj.org
September 9 / 25	BMC of SNJ End of Year Show at Greenwich Artisans Faire Benefits Cumberland County Historical Society Ye Greate St., Greenwich, NJ	Details in this newsletter on pg. 40 Contact - Gary Warren, garswc@yahoo.com or 609 247 3499 (cell)
October	Tour of the Shore 	DETAILS COMING SOON

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	

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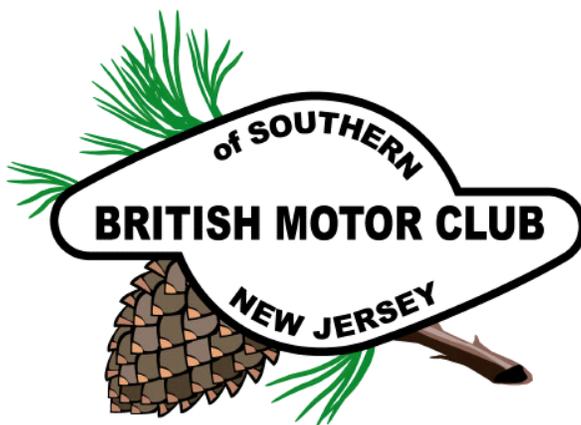
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The BMCSNJ Web Site can be found at
WWW.BMCSNJ.ORG



British Motor Club of Southern New Jersey

