

OFF SIDE



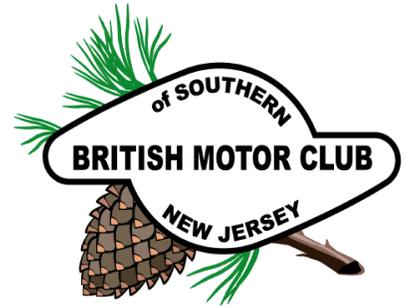
British Motor Club of Southern New Jersey

NEAR SIDE



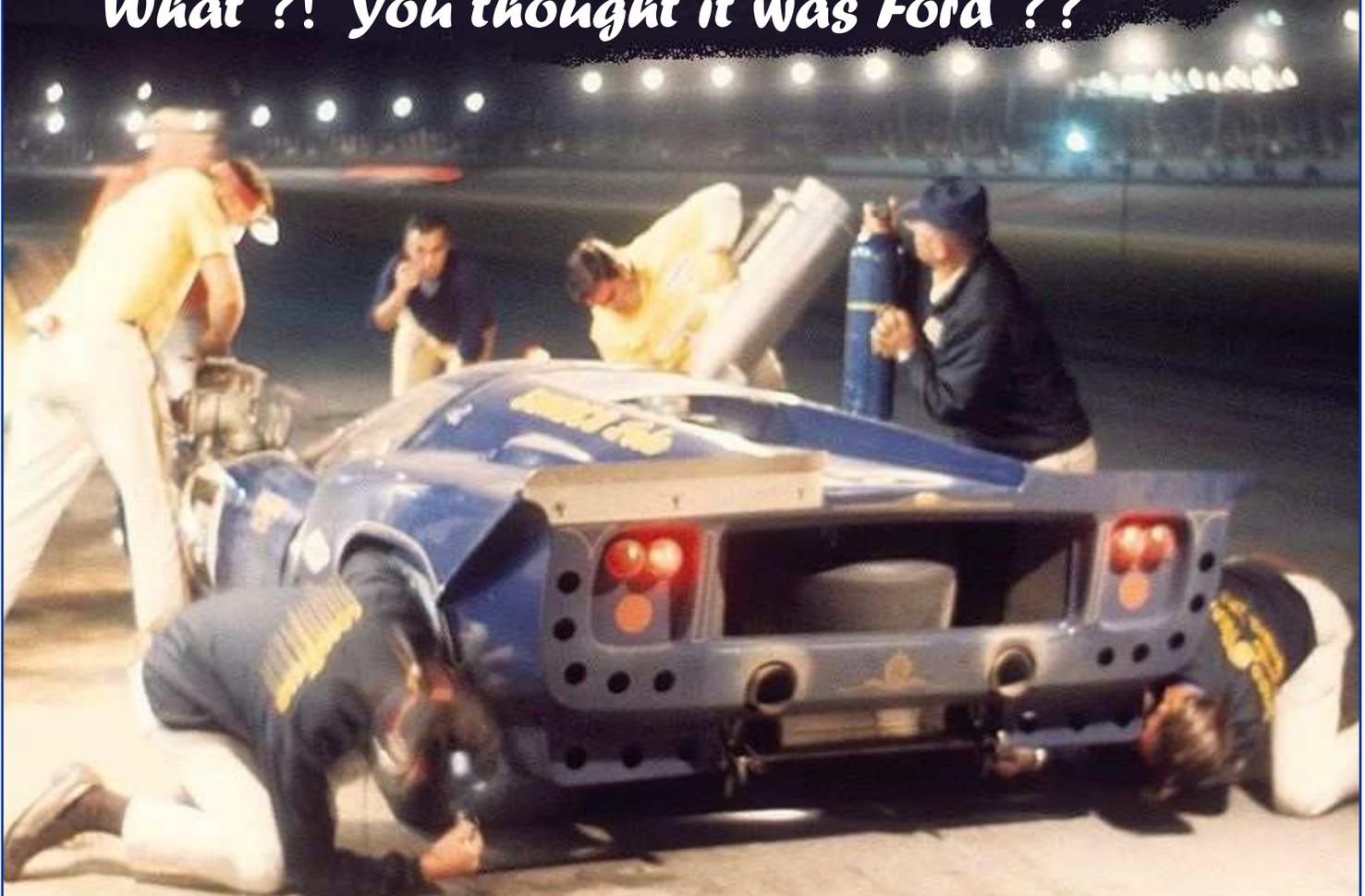
THE OFFICIAL PUBLICATION
of THE BRITISH MOTOR CLUB
of SOUTHERN NEW JERSEY

May / June 2020
VOL. 30 ISSUE 03



The Brits vs. Ferrari

What?! You thought it was Ford??



Meet Britain's Team Lola

Their Mk6 was the Mother of Ford's Le Mans winning GT40



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of
SOUTHERN NEW JERSEY



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WWW.BMCSNJ.ORG**

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

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

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

BMC Meetings

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

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

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

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

NEWSLETTER CONTRIBUTIONS

OFF SIDE / NEAR SIDE is YOUR Newsletter.

The Editors are always looking for new material.

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

Project articles with pictures are really good.

PLEASE SEND NEWSLETTER CONTRIBUTIONS TO THE EDITOR :

Joe Marchione: editor@bmcsnj.org

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

Thanks—Joe Marchione

PLEASE SEND FOR SALE, WANTED or FREE REQUESTS TO :

Ed Gaubert: mgarage@comcast.net

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

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

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

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

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

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

The editors take responsibility for any editorial mistakes or errors.

Good day, BMCSNJ members,

As I sat down to write this article, I am sure that I share many of the same feelings and concerns as you do as we wonder how this COVID-19 induced disruption to our collective lives will play out. The last couple of months have been very challenging for us all, presenting new challenges in our personal, work and public lives. I hope that this newsletter finds you, your family and friends well.

I took a few minutes to re-read the article that I wrote for the March newsletter in mid-February. No mention of viruses, economic collapse, unemployment or the unfortunate series of medical events that were about to unfold. As time went on, it became clear that this was a very serious situation and our Board of Directors made decisions to cancel or postpone any gatherings that could make the situation worse for our members or anyone else for that matter. That information was communicated to the membership at the end of March.

By the middle of April, we further extended our hiatus from club activities into May and while I am writing this in mid-April, I am doubtful that our May meeting will take place regardless of whether it is permitted or not. The way I see it, nothing that we will do or say at our meeting will be worth putting anyone in harm's way. Keep an eye on your emails for updates.

Stepping out of the BMCSNJ world, I am proud to be a patriotic American. I try hard to see the good in people and force myself to see the opposite side regardless of my opinion. As I stated in my email updates earlier, I am proud to see how many members of our society step forward when times are tough and this is no exception. Despite a horrible recipe for both small and large businesses alike, I see tremendous ingenuity at work as these organizations are forced to evolve with the changing conditions. Whether it is a simple Plexiglas screen to shield the supermarket cashier or curbside pickup of goods at a store or restaurant, it is the brain power that gets problems solved. If there isn't enough masks, then an army of amateur crafters will step up,

break out the sewing machine and make them until the supply of elastic runs out. When that happens, they figure out how to make one out of a sock and rubber bands. Our kids have every small 3-D printer kit chugging away at making bands for face masks. You see, in times like these we see that everyone can help and that so many do.

To all the "essential" employees out there, I'm sure that I speak for us all in saying thank you as you bravely walk into battle every day because it is what you do. For the rest of us, take the time to ask them how it is going for them at work. They will say "It's OK" or "we're doing fine" but you will notice that there is a slightly different tone to their voice these days. I thank you, BMCSNJ thanks you and America thanks you.

So looking forward, I am certain that whatever is thrown at the American people, we will think our way through it and emerge stronger on the other side. I look forward to a time soon where we can all drive our cars, stop for lunch, gather at a show, and just be ourselves.

As for BMCSNJ, this club is here to serve its members. In normal times we would focus on our collective hobby, but these aren't normal times. Please reach out to me or any other club officer if there is anything that we can do to help.

Be safe and take care everyone.
Steve Ferrante



Treasurer/Registrar's Report March / April 2020

Money Is No Object

by Steve Ferrante

Our current paid membership count is 155 and as usual, our treasury remains in excellent condition. As I wrote last time, we expected to lose several members to non-renewal as a result of leaving the state or just moving on from the hobby. As we approach July and your membership is expiring, you will get an email from members@bmcsnj.org as a reminder. The earlier you take care of it, the easier it is for the treasurer to handle.

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 and send your dues to members@bmcsnj.org

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



Welcome New Members!

**Brian Patterson Pemberton, NJ
1976 MGB**

SECRETARY'S SATCHEL

May / June 2020

"Life at Home," I think that will be the title of my new book. What an "interesting" season; a run on toilet paper? A shortage of hand sanitizer, plausible. Not a single mayonnaise jar to be found?! An interesting season indeed!

I'm reminded of the Talking Heads' lyrics –
*"I got some groceries, some peanut butter,
To last a couple of days,
But I ain't got no speakers, ain't got no head-
phones,*

Ain't got no records to play"
Life During Wartime (1979).

Is this war on COVID-19? We need a win. Wow, 1979, that's as old as some of our MGs and Spitfires! The Evans house wishes and prays that all of our BMCSNJ friends and members are staying well and entertained. Your Board members are at work, via email, social distancing, etc., re-planning the coming club calendar to accommodate the current situation. You have already received communications pertaining to the cancelation of the Simeone outing and the April monthly meeting. Smithville has been postponed and the rescheduled date is currently being established. As of now, our May 20 meeting, the June 6 Tour and June 17 meeting dates are still on the calendar. But we will keep you informed. This is very difficult because it is currently a moving target. It would be great for all to be back at work and the children back in school. Until stability reins, we will attempt to solidify event dates.

Any-who Welcome Spring! The British motoring season should be off to a grand start! Getting the car started and driving it around the block is the only pleasure we currently get, ahh the simple things. We have been binging on the 1978 BBC series "All Creatures Great and Small," based on the books of James Herriot, a veterinarian in the rural Yorkshire Dales during the 1930's. A must see for any Anglophile! Early Morris, Wolseley and Rover models, oh yes, and he takes care of the farm animals as well.

Keep an eye on the email blaster, see the website and newsletter calendar for the scheduled and updated events, and keep the leather oiled with AutoGlum, the Castrol topped off, fresh petrol in the tank and get out on the road! (When we are allowed again!)

Happy Motoring

Tom Evans

The Editor Writes

Joe Marchione

SEEKING MEMBER CONTRIBUTIONS



I am soliciting member articles about the **MG-TD** for the **July / August 2020 newsletter**.

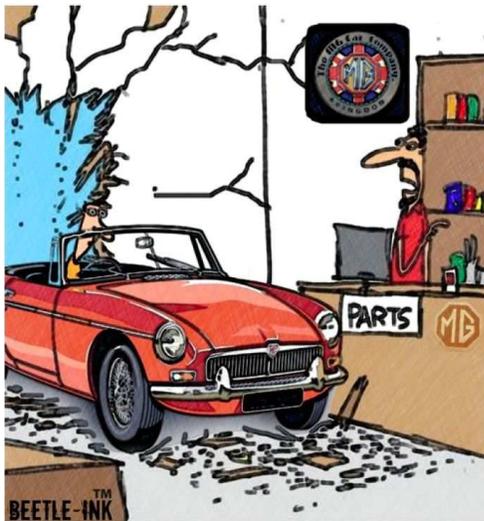
The MG-TD will be the newsletter feature ride for our July / August Newsletter so, if you are an owner, present or past, or have a story about one, or are even just an admirer, please consider sending in something about your TD experience. Could be how you found it, how you brought it back from the dead, 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.

PLEASE ?



If you're interested **please** send any material to your Editor, ME, at "editor@bmcsnj.org". I'm asking now because our cutoff date for member articles is one month before the month of the newsletter. Meaning that to have your piece published in the **July 2020** newsletter please get anything to me by **June** first, 2020.



"Brakes are in isle two."

THE WORKSHOP

Reprinted from May / June 1997

By Whitworth Goodspanner,
MBE



Electrical Problems - Parking / Turn Signals

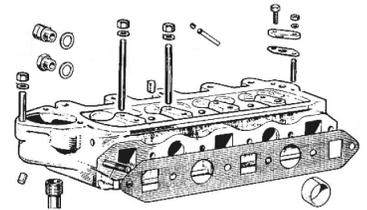
One side not working Brown or dirty / corroded fuse connection.

One light not working Probably the bulb or socket for that light.

One side flashes properly but other side does not Faulty bulb in front or rear on the side that doesn't work properly.

Lights or indicators light but do not flash (or flash very slowly) Faulty flasher.

Neither lights or dash indicators light or flash..... Hazzard unit faulty. Try snapping hazard switch on & off.



TIPS:

Hose Protection:

Many people use metal bands to secure the heater hoses in their cars. These bands often chafe the hoses while the vehicle's in motion, eventually wearing down the hose walls and causing leaks. I've found that gluing pieces of Scuff Pad or Velcro to the insides of these bands will hold them in place and keep the metal from contacting the hoses.

Paul E. Maurice

Mom's Heater Repair

Although the fan would blow cold air in my recently purchased 1972 Triumph TR-6, I couldn't get any heat out of the heater box. One day while looking for an electrical problem under the dash (it is a British Leyland product after all), I had to unhook the hoses coming out of the heater box. That's when I found the problem - a mouse nest.

But then, after disassembling the works, I couldn't get the assortment of seeds, hair, grass and other stuff out from between those tiny, tiny slats in the heater radiator. I needed something that had a hook on the end and yet was small enough to get between the slats. Fortunately, my mother came to the rescue. She suggested using a #12 crochet needle - it works perfectly.

Ric Keller



As action-packed a film as Ford v Ferrari is, it does not allow much time to admire the scenery. Several years' worth of racing and development have to be compressed into a two-hour runtime for moviegoing audiences. And a major Hollywood film doesn't have the time to go into great historical detail or linger on any one particular car.

But if there is a particular car in existence that tells the story of Ford's early endurance racing program, it has to be this one. Brit conceived, engineered and created, the LOLA Mk6.

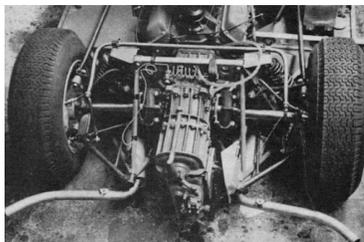
Ford's GT40 program was launched, of course, for the purpose of dethroning Ferrari from dominating endurance racing in Europe. But it didn't start as a collaboration between Ford and Carroll Shelby—that happened later. The GT40 development program got rolling under the management of John Wyer in the U.K., who used to be the Aston Martin team boss. Wyer took command of the development while Roy Lunn, the designer of the 1962 Mustang 1 concept, was selected to lead the design team. The development program started off not with Ford-engineered cars, but with a Lola GT chassis. Bruce McLaren and Roy Salvadori served as development drivers, among others, with the team running the Lola GT cars at Monza and at several tracks in England while work progressed on Ford's own cars.

The Lola Mk6 GT was a racing car with a production run of only three units, built between 1962 and 1963 by British car manufacturer Lola Cars. With its 289 cubic inch Ford V8 engine, the Mk6 GT was the first mid-mounted, high displacement V8-powered Grand Touring car, a chassis arrangement that had been used, up until that time, only on formula cars and smaller, more affordable GTs.

Mid-engine cars were a revolutionary idea in 1959 when the small *British* Cooper racing team started to gain success with their unique Cooper T51, which was the first car to place the engine behind the driver. While the reasoning for this was purely performance-related it also completely altered the nature of F1 design, as their success swiftly prompted other teams to adopt this philosophy, with every F1 car on the grid being rear-engine by 1961.



This engine layout did not make its way into Grand Tourers, which were accepted to race only if a minimum production run had been completed: not a single manufacturer was keen on making a big investment to build cars "at a minimum rate of one hundred identical units as far as mechanical parts and coachwork are concerned in 12 consecutive months", as required by the FIA, without having the necessary experience with such applications and the right components.



It is important to note that in those days there was no commonly available transaxle gearbox capable of managing the enormous torque provided by big V8 engines. When the Colotti Tipo 37 gearbox was made available to the market after being specifically built to be mounted on the Lotus 29 single seater, a racing car powered by a 256 cu in (4,195.1 cc) Ford Fairlane V8 and

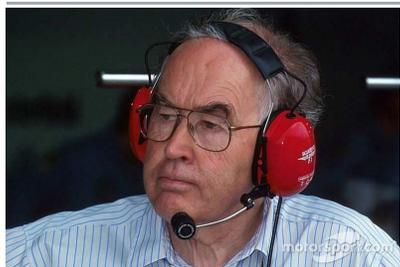


intended to race in the 1963 Indianapolis 500, Lola's owner Eric Broadley had the opportunity to solve the problem.

Moreover, the FIA's decision to terminate its World Sports Car Championship and replace it with the new International Championship for GT Manufacturers for the 1962 season, in order to focus manufacturers' attention on Grand Tourers, made it more difficult for mid-engine GT cars to make their way into production. But the Federation left an open door to research and development, admitting to races Experimental Grand Touring cars (later known as Prototypes), with no minimum production requirement, but requiring roadworthiness. The Lola Mk6 GT was conceived by Eric Broadley at the end of 1962, and was accepted into the Experimental Grand Touring class.



Eric Harrison Broadley



Eric Harrison Broadley MBE was a British entrepreneur, engineer, and founder and chief designer of Lola Cars, the motor racing manufacturer and engineering company. He was arguably one of the most influential automobile designers of the post-war period, and over the years Lola had a hand in many high-profile projects in Formula One, IndyCar, and sports car racing.

Trained as an architect in the late 1940s, and after completing his studies, Broadley took a job as a quantity surveyor, but in his spare time was heavily involved in motor racing with the 750 Motor Club. In common with the majority of other competitors – including Colin Chapman, Frank Costin and Brian Hart – he built his own cars around the Austin 7 chassis, using home-made and proprietary parts. His first car, the Broadley Special) was built in 1956 to comply with rules governing the "Ford Ten Special" class, using an 1172cc (72ci) side valve engine, originally introduced for the pre-war Ford Model C.

The Broadley Special was an instant success, winning a number of local and national events in the UK. On the back of this record Broadley, at the request of a number of drivers seeking something besides a Lotus XI, immediately began to design a chassis to accept a more powerful 1098cc[3] (67ci) Coventry



Notice the Lotus Mk8 in the background. The Mk8 was the first racer aerodynamic shell designed by Frank Costin. He went on to shape Lotus cars including the Lotus Mk11 and Elite.

Climax engine and BMC A-series gearbox. This car, with its up-to-the-minute space frame chassis, was to become the Lola Mk1, named after the song "Whatever Lola Wants" from the contemporary musical Damn Yankees. (editor: I guess 1956 was a little early for the Kink's song, "Lola lo lo lo Lola, lo lo lo Lola, just like Coca Cola, C-O-L-A Cola" to have had any influence. Hum ? Ok, enough of *that* !)



Lola Mk1

Although, as Bradley freely admits, the Mk1 was too powerful for his level of driving skill. In 1958 he became the first man ever to lap the Brands Hatch Indy circuit in under one minute. Once it was sorted it beat the Lotus Xls "with monotonous regularity" (notably in the hands of Peter Ashdown, who racked up at least a score of wins, including a class win and sixth overall at the 1959 Tourist Trophy). The success soon attracted the interest of other priva-

teers, so Bradley and his cousin were prevailed upon in 1958 to build three further copies. Lola Cars Ltd. was born.

Broadley set up shop in West Byfleet, Surrey, using £2000 of his own savings, producing thirty-five more Mk1s through 1962, all with the Coventry-Climax, with ever-improving results on the track. Despite its limited experience, in 1960 Lola produced its first single-seat open-wheeled model: the Mark 2, for Formula Junior. Performance was promising rather than outstanding, and its front engine was a mistake, as the formula was soon to become dominated by rear and mid-engine cars. Despite these drawbacks, and only scoring one win in the 1960 season, forty-two examples were sold. Not so successful even though redesigned as the Mk3 for 1961, the mid-engine Mk3 consistently finished behind contemporary Lotuses and Coopers.



Lola Mk2



Broadley and driver Phil Hill

^ Eric Broadley, far left, the owner and designer of Lola Race Cars, trails behind as one of his cars, a damaged T160, is pushed off the track in Lexington, Ohio, in 1968. Credit...Alvis

Enter the Lola Mk6 GT



The Lola Mk6 GT racing car was built between 1962 and 1963 with a production run of only three units. Even though so few were built, the Mk6 GT featured some of the best technology of the time: first of all an aluminum monocoque (although the prototype car had a steel monocoque in order to save development time), while all opponents, apart from Jaguar, still relied on a space frame chassis. The Ford-Colotti engine-gearbox assembly was a stressed member and the rear suspension was mounted directly on it, as on the best Formula 1 cars of that time. As a result the car was so compact that the wheelbase was even shorter than Lola's other formula cars, despite using a big pushrod 400 hp (298 KW) American V8 engine.

The coachwork, designed by John Frayling and made using FRP (glass fiber), had its own features such as reduced overhangs, Kamm-tail, roof-integrated engine air intake and special doors which extended into the roof to give the drivers greater access to the cockpit once they were open, an idea that was kept on the car's successor, the Ford GT40.

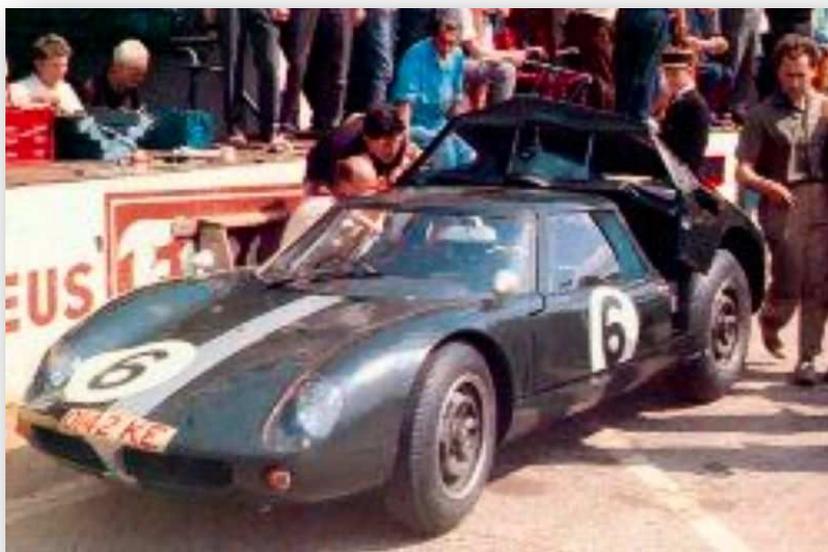
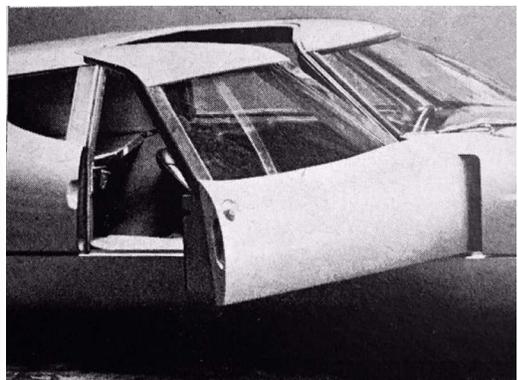
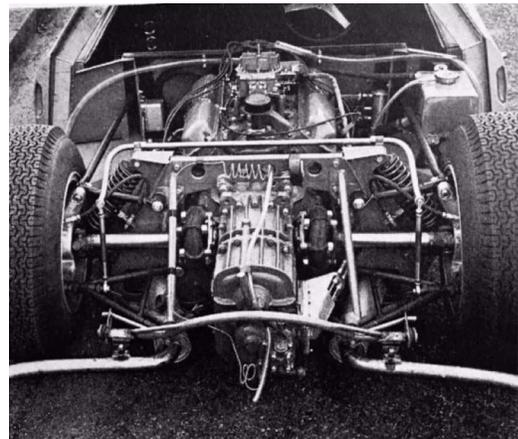


The prototype car (chassis LGT-P) was shown to the public in January 1963 at the UK Olympia Racing Car Show, making a big success and provoking great expectations, and during the following months South African Tony Maggs raced it at Silverstone (finishing fifth after starting last on the grid) and at the Nürburgring 1000 km (retiring for technical reasons), while the second car (chassis LGT-1, aluminum monocoque) was being completed and prepared for the 1963 24 Hours of Le Mans.



For their foray into Le Mans, Lola rushed their revolutionary Mk6 GT prototype. It featured a Ford 4.2-litre (255ci) V8 and Colotti four-speed box under a sleek fiberglass body, showing good handling and "a remarkable turn of speed" for only 250 hp (186 kW), enough to put it in the running for the 1963 Vingt-Quatre Heurs du Mans.

Getting the Mk6 to the racetrack though proved more complicated than getting it entered. Short of preparation time, and complicated by not having a transport vehicle, Broadley himself drove the LGT-1 from the factory in Slough, UK to the Le Mans track in France at the very last moment for technical verifications. All the Lola team had time to do was change the



oil for the 4.6-liter Ford V8 before taking to the track. . (ed: ah those were the days)

After some required modifications the car was allowed to race, but the time spent couldn't be used for proper testing: the car raced with the wrong gear ratios and was not able to show all of its potential (drivers didn't use full throttle on the long Mulsanne Straight to avoid over-revving, providing a top speed 30 mph lower than predicted).



As dawn broke among the rising mist, David Hobbs in the Lola had a big accident at Maison Blanche. After running as high as 8th, the team had been battling the gearbox most of the night, losing two hours in the pits. Hobbs had been trying to change down for the corner when the gearbox finally jammed and David Hobbs crashed.

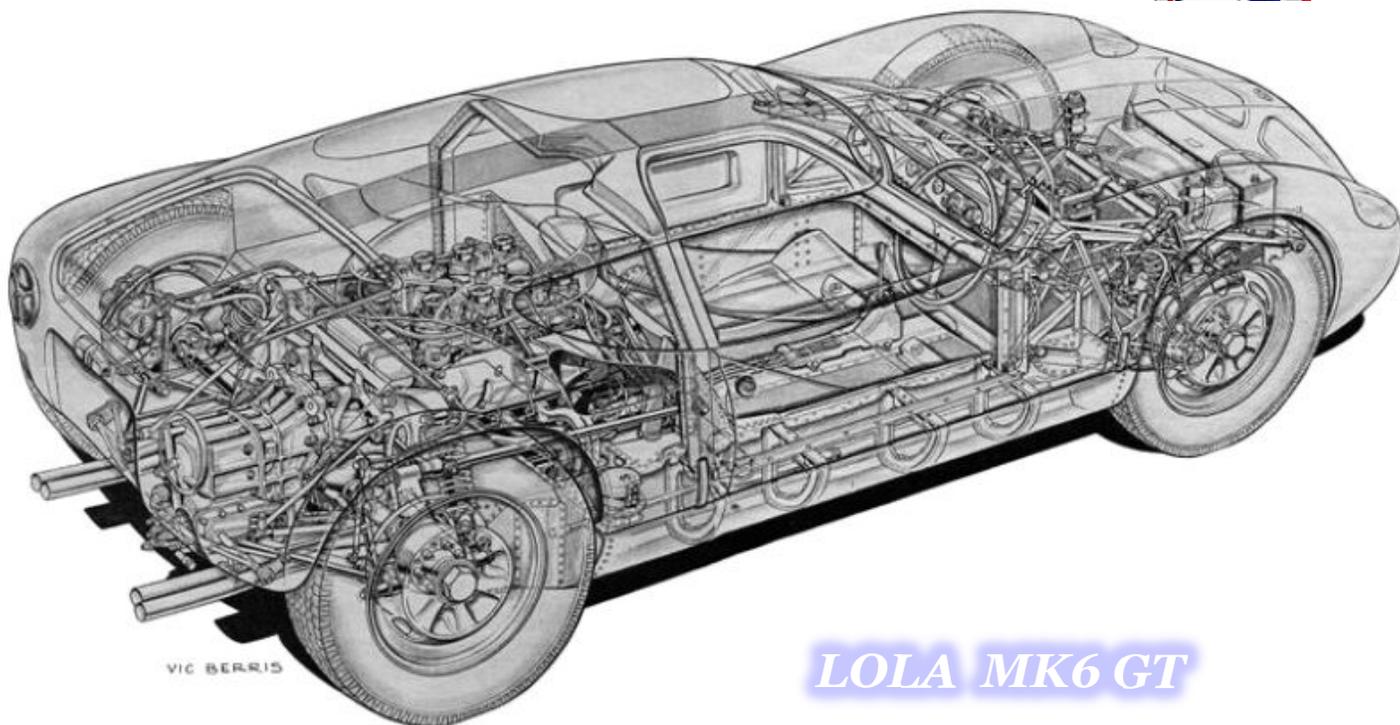
Despite the problems at Le Mans, the Mk6's potential performance attracted the attention of Ford, who was looking for a way to win Le Mans. Ford bought it so as to further test its capabilities, and offered Broadley a two-year deal to redesign their GT.

And so, From the Lola Mk6 was born the Ford GT40

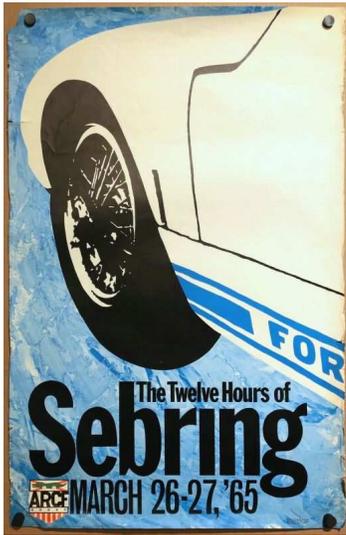


Setting up Ford Advanced Vehicles, in a factory on the Slough Trading Estate, it produced the GT-40, which differed in many respects from the Mk 6, not least in using a steel chassis rather than the aluminum of the Mk 6. This was one of many points at which Broadley found himself at odds with his American employers. Broadley, used to being his own boss, quit after 12 months, and as the FAV factory was in the name of Lola Cars, retained the plant, forcing Ford to move to a different factory on the estate.

As there is much documentation, many articles and now a “Major Movie” detailing the subsequent development and the drama of challenging and finally defeating Ferrari, I leave continuing the story of Ford’s GT40 story to the readers. Besides, this is the *BRITISH MOTORCAR CLUB of SOUTH JERSEY* newsletter. Stories about American cars are best published by others.



LOLA MK6 GT



Sebring Sprite Prototype

By David Palmer
Road&Track



Two international events on the racing calendar that the British Motor Corporation Department always tries to support are the classic sports car races at Le Mans and Sebring. While they have met with a modicum of success at the French race, Sebring has generally seemed to turn out as a little more than an excuse for showing the BMC flag in the US. This year, however, a 1.3-liter Austin-Healey Sprite prototype driven by Clive Baker and Rauno Aaltonen scored a resounding success. This sleek little coupe, going like lightning in the rain, compared with almost everything else on the wet circuit, won its class, finished ahead of the fastest of the Alfa Romeo TZ-Cs, beat its 3-liter big brother A-H 3000 and occupied a proud 15th overall in the final standings.

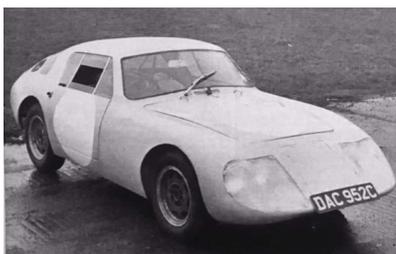
There were two of the 1.3-liter Sprite prototypes in the race this year. The second car, driven by Paddy Hopkirk and Timo Makinen, finished 18th at Sebring, likewise a thoroughly respectable position in

62		Austin-Healey Sebring Sprite - BMC A series L4 1292 cc N/A		P2.0
		Donald Healey Motor Co. (GB)		Closed bodywork
				Front-engined
		Driven by: Paddy Hopkirk (IRL)/Timo Makinen (FIN)		Result: 18 th (21 laps behind the winner) Grid: 48 th
		Sponsors: unknown		Colours: silver (+white) Tyres: unknown

61		Austin-Healey Sebring Sprite - BMC A series L4 1292 cc N/A		P2.0
		Donald Healey Motor Co. (GB)		Closed bodywork
				Front-engined
		Driven by: Clive Baker (GB)/Rauno Aaltonen (FIN)		Result: 15 th (21 laps behind the winner) Grid: 37 th (3:32.000)
		Sponsors: unknown		Colours: orange Tyres: unknown

such quick company. The two cars were designed jointly by Donald Healey Motors at Warwick and BMC. Although they differ slightly in bodywork, both are roughly the same under the skin.

Although in appearance the prototypes bear no resemblance at all to the current Mk III Sprite, they are surprisingly basic underneath, the extra power and performance being obtained partly from the larger engine and less weight and partly from very careful preparation.



The body was developed from an original Healey idea, made as a mock-up and tested in the BMC wind tunnel before the actual final version was made by hand from aluminum and mounted on a Sprite floor pressing. The nose tapers down to a sharp edge, with the twin lamps and flashing signals enclosed in Perspex molded to the body line.

All windows are of Perspex to save as much weight as possible, those in the doors sliding down for ventilation. There is no interior trim; the fascia is finished in matte black, with the main instruments situation in a nacelle directly ahead of the 3-spoke, leather-grip steering wheel. To the left of the nacelle are flick switches for lights, wipers, washers, and an over-



riding switch for the fuel pump. The speedometer is ahead of the passenger seat and a fire extinguisher is mounted in a clip on the gearbox tunnel.

The top of the car sweeps gently down from the windscreen with the tail suddenly chopped off flat in the current idiom. The space thus achieved is filled mainly with a 20-gal. fuel tank that gives rise to a high floor line inside. The spare wheel is the only adornment to this floor. Two racing bucket seats complete the interior, which is decidedly cramped, and forced BMC team chief Stuart Turner to allocate the smallest of his drivers, Clive Baker and Rauno Aaltonen, to this car.

Motive power for the car is a rather special version of the BMC "A" series engine; its nearest similar unit in production is that used on the Mini Cooper S. The 1275-cc block is overbored 0.020 in. to give a new capacity of 1293 cc, and is a conventional engine with sump, not a front-wheel-drive package. The crankshaft is balanced and runs in normal Cooper S bearing shells and the rod bearings are also production, but the camshaft is a competition version having higher lift (0.394-in) and a 95-degree overlap.

The inlet opens 50 degrees before dead center and closes 70 degrees after bottom center. Exhaust opens 75 degrees bbdc. and closes 45 degrees atdc. The rockers are lightened and the pushrods matched for weight.

A Cooper S cylinder head is used, with standard-sized valves, but the combustion chambers are gas-flowed and the porting matched perfectly to the manifolds. Machining of the head and block has raised the compression ratio to something in the region of 12:1 and as an extra safety precaution forged pistons instead of cast ones are used, although they are made from the same basic material as the production Cooper S pistons. With a static ignition timing of 5 degrees btdc and Champion N58R plugs, maximum rpm is

between 7000 and 7250. Special manifolding, allowing the most direct route to and from the combustion chambers without resorting to the crossflow method, carries a twin-choke Weber 45 DCOE to get the fuel in and a 3-branch free-flow exhaust, connected to a straight-through pipe with barely any silencing qualities, takes the burned gas away. At maximum revs the engine develops 110 bhp, while maximum torque of 94 lb-ft comes at 5000 rpm. Oil pressure at maximum revolutions is between 80 and 85 psi at a temperature of 80 degrees C.

Transmission is as the standard Sprite except for changes to ratios. A Borg & Beck diaphragm spring clutch with competition linings on the driven plate transmits power to a 4-speed close-ratio gearbox, the solid rear axle having a 3.9:1 final drive unit. Lockheed disc brakes of 7-in. diameter are fitted to the car all round and the disc pads use Mintex lining material, but there is no power assistance. The hubs have four studs to carry special Healey built 13-in. cast magnesium wheels with eight large cooling ducts in each. The tires are 5.000L-13 Dunlop Racing. Use of these special wheels makes a saving of something like 4 lb.

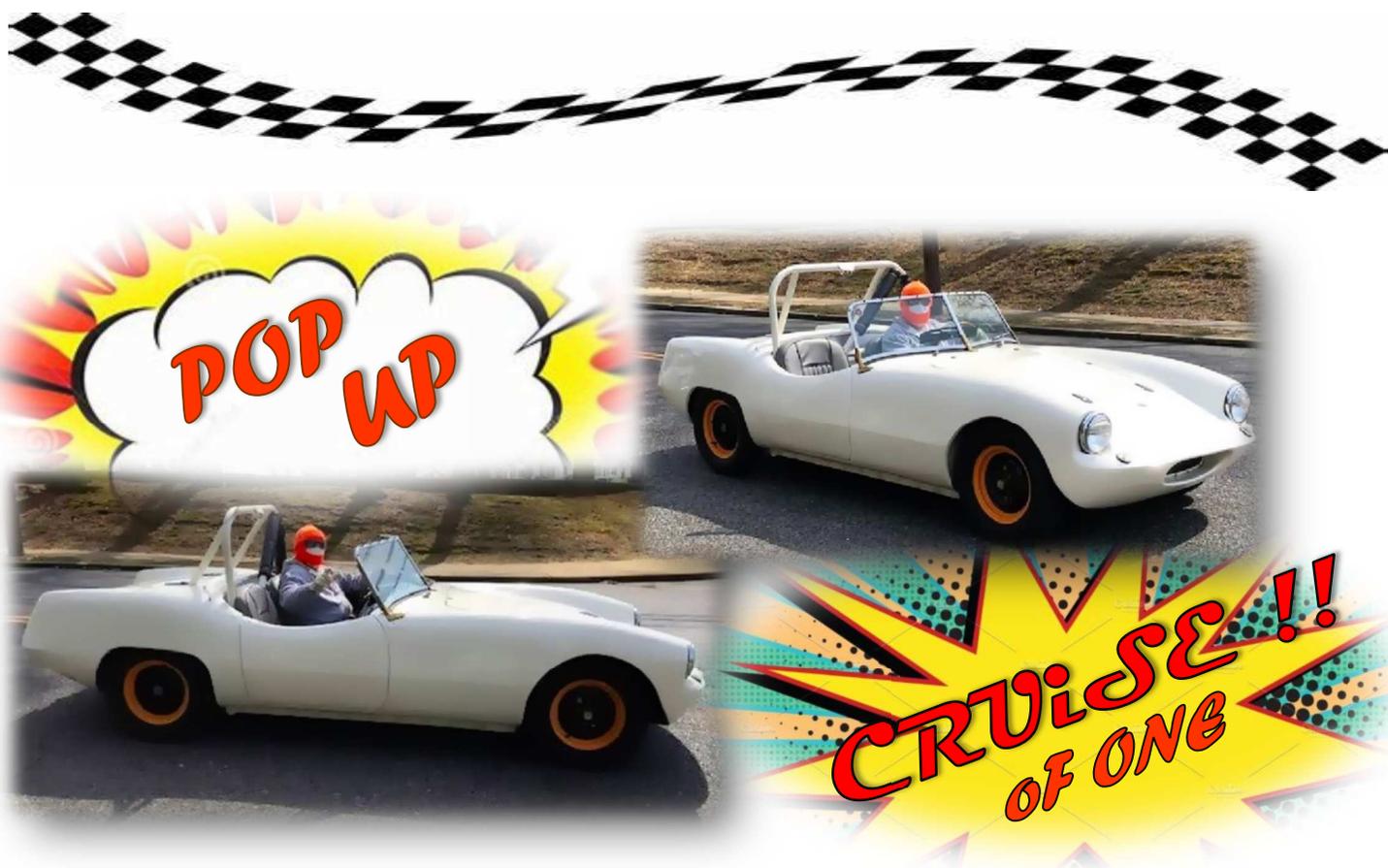


in un-sprung weight per wheel. Apart from alterations to the shock absorber valves and the addition of an anti-roll bar across the front, the suspensions remain exactly as per the production car.

It can be seen from this description that the car does not differ as much as one would think by its appearance from the current Mk III Sprite. Probably the only reason it had to



be entered in the prototype class was so that the large engine could be used, and once this had been decided the special light-weight body and other advantageous modifications could be made. Unfortunately, just because a 1.3-liter Sprite is being raced as a prototype is no guarantee that a production model will follow in due course, although there is always a possibility of this happening.



So what do you do when it's almost spring and you just tuned up your classic Elva Courier and the sun is out but there's still a chill in the air and no heater ??? 1959 Elvas don't have no stinkin' heaters !!! And then, well, there's that distancing thing—but from the looks of this guy, that wouldn't be a problem. HA.

Elva owner Gary Cossaboon's got a good idea when you just can't look for one more puzzle piece or watch one more episode of Cars and Coffee (not that there's anything wrong with that).

Why you have a POP UP CRUISE !!! For ONE ! Way to go Gary !



So how are BMCSNJ car folks riding out (oops sorry) keeping busy during this storm ?

What's everybody doing ? Now that many of us are stuck inside and you've already stocked the shelves and cleaned everything that can be cleaned, has anyone been working in their garage on one of those little British cars? And to our members who are involved in essential services and get no time to think about their car — thank you. Seriously. Thank you.

Me? I'm just a retired sound guy and the most important stuff I do is create and edit material for May's newsletter. I was thinking of including some stuff in the newsletter that features some of the LBC projects our shut-in members might be doing while not doing our normal work and club stuff like meetings, tours, events, etc. You remember. Fun stuff.

Not being lucky enough to have a big heated garage my task is just to Uncover my poor little Elva so I can get some idea of "what" (if anything) I can do. I put my project on hold a couple of years (!) ago and things just kept getting in the way - like terminal laziness ! Man, that old deal of once you stop it's a B**ch to get started again. When I started it was cleared enough so that I could actually get around. I managed to disassemble most of the car and installed new brake lines, rebuilt the electric harness and attacked a number of other tasks but ran into a fiberglass issue that stopped my progress. Well that WAS the kiss of procrastination. What I thought would be a temporary hold turned into literally years of "I've got to get to that" excuses. But here I sit. No more excuses. Git 'er done Dude Just **DO SOMETHING !**

I like what my Bro-in-law Fred Schuchard said when I told him once that I got a bit overwhelmed at the prospect of taking on this project. Fred said that when restoring an old car (or really any project) everything needs to be done so when he goes to his shop he picks one thing, and whatever it is he does it. What a concept. Now if I can just decide what that one thing is !

Ok. All this babble to ask so what's everybody else doing? We know what **Gary Cossaboon's** up to (see previous page). So would anybody be interested in adding their LBC related experiences now that we're stuck in for longer than we yet know?

If anyone wants to contribute something maybe I can make up an article about it. Ask our fellow members. What a concept. I'm callin' Fred. There's that Morgan he's restoring. Wait, he's painting the inside of his house. That's no fun.

And by the way, I've already hooked a club member that sent me a taste of what he's been up to. Car-wise. Little did I know Gary's not only a pretty good leak finder but also a pretty darn good sketch artist !!!

From Gary Warren: Well, right before the muck hit the fan I actually got the Mini running decent. Now I am chasing an oil leak, either it's ONE making a total mess of undercarriage and flooror several leaks, one can never tell. At least I can't ! My part time car parts delivery job is on hold until whenever. So, ...I could re-do the trunk...it's gnarly looking, a new wiring harness would look much better than the "multi-colored " spliced network of various gauge wires currently propping up Lucas. I doubt that is in the near future though, too stressful. There is also a domestic list of "to do's " that is still void of checkmarks . How far does one go to find an oil leak ?? Valve cover was one major contributor (back-side !!) fresh painted block and fresh oil tough to see ! Will follow up when I find next one ! (still leaking somewhere)



Keep us updated Gary .

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

The Very Independent Front Suspension

By Barry Sandman

As you stand in front of your British car, grinning foolishly at it, you notice it's grinning back at you – lopsidedly! Yes, your independent front suspension (IFS) has become weary. You know that to test the front dampers, one pushes down on the front wing and after one or two bounces – the car should come to rest. So that's what you do and everything is fine except one side of the car is still lower; what to do? What can go wrong under there? Has that expensive hydraulic damper given up? Does it only need fluid? Has the coil spring broken or become very tired? Have you hit a giant pot-hole and bent something under there? Has the whole thing seized up due to long use and lack of proper lubrication?

As I will tell you many times, read your *Workshop Manual* (WSM) to learn how to fix things. But just what to fix under there – what rationale to follow? What's worn out and what's not? These are the kind of things I will address myself to. It has been said that the beginning of wisdom is calling things by their proper names! So, we will use the British nomenclature since that's what's in your WSM.

Truth is, you cannot tell which component is causing the problem. The only proper way is to remove the IFS, both sides and rebuild them. You will love yourself for doing it. The WSM tells you how and I will give you a few thoughts on the job-at-hand that I have found useful. First...study the exploded view of the IFS in the WSM. If your WSM doesn't give an exploded view... buy an MG! Then integrating my "8" general rules with the WSM you should be able to get rid of that lopsided grin.

- 1 - Replace all rubber parts even if they look good – don't be cheap here! These will be available from the usual suppliers. Careful not to be too rough with the rubber parts since some of the little blighters form seals that must hold grease – others are bushes. A few squirts of Armor-All will lengthen their life.
- 2 - Put new bushings in upper and lower link swivel pins. (A machine shop job for most of us)
- 3 - Measure your coil spring height. It may be too thrashed for proper action. Specs are in the WSM.
- 4 - Check for a bent spring pan assy., bottom wishbone assy., and swivel pin. (I've seen one bent just enough that I couldn't get the swivel pin back on.)
- 5 - Check the fluid level in the hydraulic dampers. (They may not have been filled in forty years.) *Do not get dirt inside the damper!* That's a no-no! Work the arms slowly up and down; they should feel stiff but move slowly and at a constant rate of speed without any jerky feeling.
- 6 - Do not take the steering lever out of the swivel pin, it's a real bear to get back in correctly.
- 7 - Remember...the swivel pin threads go in the opposite directions for near-side and off-side...so don't mix them!

8 - Always fit new split pins...the old ones may look fine but don't take a chance on metal fatigue!

OKAY...you have removed the IFS units, completely disassembled them (every nut and bolt). You have stripped off the paint, de-rusted with "Sandman's Soup", Cadmium-plated (a la Sandman – a process I haven't told you about yet) all the nuts, bolts, flat washers and lock washers. Properly primed the other metal parts, a very good epoxy type paint is available in spray cans (Varathon) ... beautiful, shiny, smooth black will do. Now using your WSM and the "8" general rules above, you are ready for re-assembly!

Remember...the IFS holds your front wheels on, rather an important function ol' chaps.



The Workshop

By Whitworth Goodspanner, MBE

FREING A STUCK CYLINDER HEAD

To remove a cylinder head without risk of cracking it with a hammer, take out the spark plugs and pour some oil into the bores. Refit the plugs and push the car a few feet in third gear. The pistons pushing the oil will lift the head without damage.

CHECKING DISTRIBUTOR ADVANCE

Remove the distributor and twist the rotor. If it snaps back, the weights and springs are OK. A small amount of WD40 sprayed inside the breaker plate will keep them clean and oiled.

IMPROVED DISC PAD LOCATING PINS

Next time you replace the disc brake pads, instead of using the rusted old cotter pins, pick up a couple of packages of stainless steel cotter pins (4 pins 5/32 x 2 1/2 for the MGB) at a marine supply store. It will cost you about \$3.00 and insure that they never rust again.

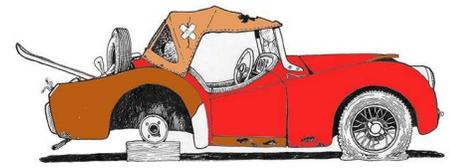
TORQUE STEERING

Cars with rear leaf springs will sometimes pull to one side on hard acceleration and deceleration. This is often caused by loose U-bolts and/or shackle bolts. Try tightening all of these bolts, as well as the shock absorber bolts. If the problem persists, suspect a broken leaf spring.

MG STEERING RACK LUBE

Don't use grease in the steering rack – it helps them to get stiff. Instead, use 90 weight gear oil.

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

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

CALENDAR OF EVENTS

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

DATE	BMC EVENT	LOCATION / STATUS
January 1/15	<i>Membership Meeting</i>	7 Stars Diner, Sewell 1890 Hurffville Rd. Sewell, NJ 08080 7PM / 6pm Dinner
1/25 12 pm	Simeone Museum Best of Britain British Racing at LeMans Demo Day Features: Bentley 3 liter, Aston Martin LM, Jaguar C-Type	Simeone Museum 6825 Norwitch Drive Philadelphia, PA 19153
February 2/19	<i>Membership Meeting</i>	Uno, Maple Shade 2803 NJ-73 S 7PM / 6pm Dinner
March 3/7	Auto Detailing Tech Session	Autobella Detailing and Products 206 Medford - Mt. Holly Road, Unit C Medford, NJ. 08055 9am-noon
March 3/18	<i>Membership Meeting</i>	7 Stars Diner, Sewell 1890 Hurffville Rd. Sewell, NJ 08080 7PM / 6pm Dinner
3/28	Simeone Museum Best of Britain The 12 Hours of Sebring Demo Day Features: Jaguar C-Type, Mercedes 300SL, Austin Healey 100	Simeone Museum 6825 Norwitch Drive Philadelphia, PA 19153
April 4/15	<i>Membership Meeting</i> Canceled	Uno, Maple Shade 2803 NJ-73 S 7PM / 6pm Dinner
April 4/18	Swap Meet in ATCO	Time and location to follow
New Date and time To be Determined	Members Memorial Gathering At Smithville to benefit Samaritan Hospice POSTPONED	Smithville, NJ For directions: www.historicsmithville.com/directions and: mgarage@comcast.net
5/20	<i>Membership Meeting</i> Canceled	7 Stars Diner, Sewell 1890 Hurffville Rd. Sewell, NJ 08080 7PM / 6pm Dinner
June 6/6 Rain Date 6/7	<i>Spring Driving Tour</i> 	Meeting Location Johnson's Farm, 133 Church Rd. Medford, NJ 08055 Destination- Batsto Village 10am-Come early for breakfast .cjhrpc@gmail.com

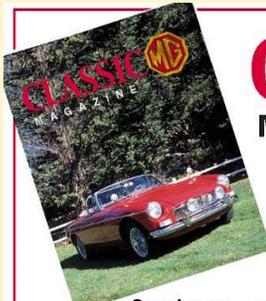
Events Continued



DATE	BMC EVENT	LOCATION / STATUS
6/17	<i>Membership Meeting</i>	Uno, Maple Shade 2803 NJ-73 S 7PM / 6pm Dinner
July 15	<i>Membership Meeting</i>	7 Stars Diner, Sewell 1890 Hurffville Rd. Sewell, NJ 08080 7PM / 6pm Dinner
7/18	British Car Owners Ice Cream Social 	5 Points Custard E. Landis Ave. (Rt.540) & Tuckahoe Rd. (Rt.557) East Vineland, NJ 6 threw 8:30pm robgt71@verizon.net
August 8/8 Rain Date 8/9	Tour of South Jersey 	IMPORTANT: Meet at Harrison House Diner Intersection of Rt.322 & Rt. 45, Mullica Hill, NJ <i>Come Early for Breakfast.</i> events@bmcsnj.org
8/19	<i>Membership Meeting</i>	Uno, Maple Shade 2803 NJ-73 S 7PM / 6pm Dinner
8/22	<u>Simeone Museum</u> Stirling Moss / The Champion that wasn't. Demo Day Features: Aston Martin DBR1, Maserati 300S, Jaguar D Type	Simeone Museum 6825 Norwitch Drive Philadelphia, PA 19153
September 9/16	<i>Membership Meeting</i>	7 Stars Diner, Sewell 1890 Hurffville Rd. Sewell, NJ 08080 7PM / 6pm Dinner
9/26 10am-2pm	<u>BMC of SNJ END of Year Show</u> <u>The Greenwich Artisans Faire</u> Benefits Cumberland County Historical Society	Ye Greate St., Greenwich, NJ 
October 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.
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The BMCSNJ Web Site can be found at
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