

OFF SIDE



British Motor Club of Southern New Jersey

NEAR SIDE

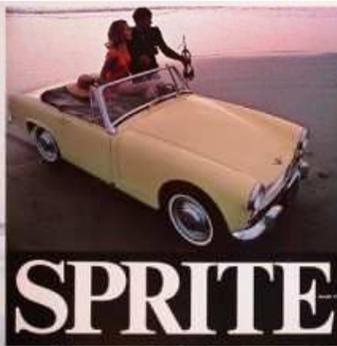
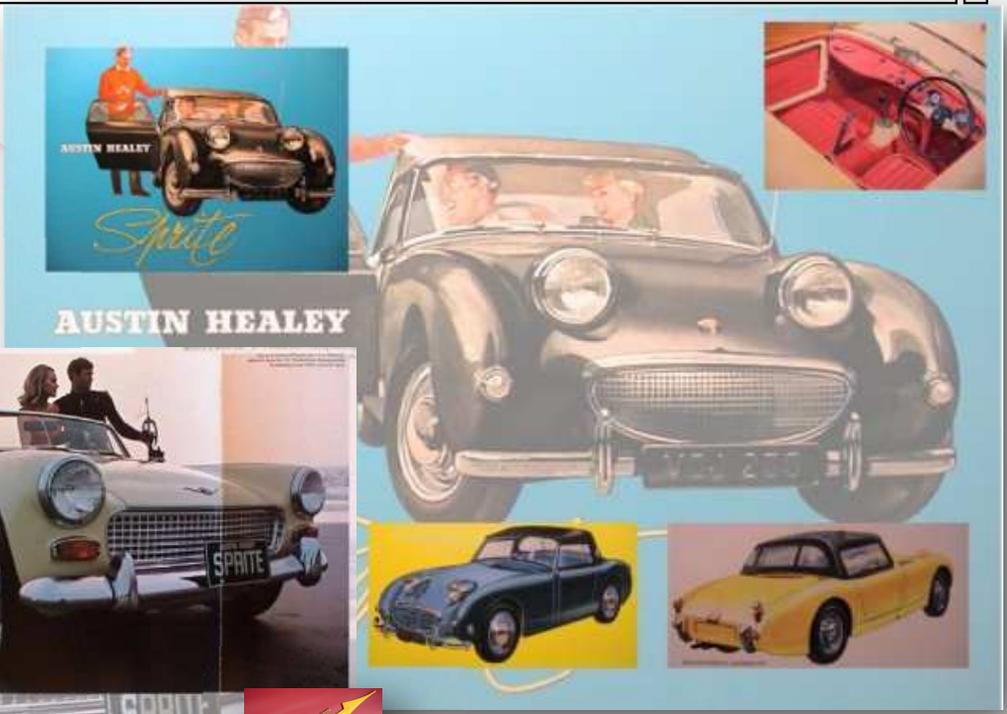


THE OFFICIAL PUBLICATION
of THE BRITISH MOTOR CLUB
of SOUTHERN NEW JERSEY

Novmber / December 2019
VOL. 29 ISSUE 06



**SPRITE + MIDGET =
SPRIDGET !!!**
of course



M.G. Midget.
The Great British Sports Car.



THE M.G. MIDGET



BRITISH MOTOR CLUB
of
SOUTHERN NEW JERSEY



PRESIDENT

Steve Ferrante
president@bmcsnj.org
609-268-2224

BOARD OF DIRECTORS

Ed Gaubert
mgarage@comcast.net

Tom Evans
secretary@bmcsnj.org

Gary Warren
garswb@yahoo.com

SUPPORT STAFF

**MEMBERSHIP and
TREASURER - Steve Ferrante**
90 Strawberry Drive
Shamong, NJ 08088

Currently Recruiting
Steve will continue to support this position until his replacement is found

members@bmcsnj.org
SECRETARY - Tom Evans
177 Grant Ave.
Cherry Hill, NJ 08002
609- 923-9298
secretary@bmcsnj.org

EDITOR - Joe Marchione
921 Shelburne Ave
Absecon, NJ 08201
609- 272-9743
editor@bmcsnj.org

EVENT DIRECTOR - Tracy Westergard
events@bmcsnj.org

WEBSITE COORDINATOR - Gene Lillie
boat@taxshopllc.com

**The official BMCSNJ website can be accessed at
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.

The end of the season is upon us and it give me time to reflect on a busy but very successful year for the British Motor Club of Southern NJ. This would not be possible without the help of several members who stepped forward to assist with club duties. I'd like to thank them now.

Ed Gaubert – for service on the Board and setting the stage for a successful year by working hard on it last year and for his effort to co-chair and make the Memorial Gathering at Smithville a success.

Tom Evans – for service on the Board as Club Secretary, for helping to set up speakers for meetings and his help at events.

Gary Warren – for service on the Board and for collecting and keeping all club property so that it is ready for use as well as being our official club trophy maker.

Tracy Westergard – for serving as Events Coordinator and for setting up two very well attended driving tours of her own.

Charlie Hoffman – for being co-chair of the Memorial Gathering at Smithville, a sounding board for new ideas and for being involved in many club activities.

Rob Walsh – for hosting events at Tuckahoe Inn and the 25th Annual British Car Owners Ice Cream Social. That's what I said, **25 years!**

Fred Schuchard – for chairing the End of Year Show in conjunction with the Artisan's Faire in Greenwich. This event is very well organized and runs without any issues!

Pete Cosmides – for hosting another tech session at MotorCar Garage.

Gene Lillie (and Emily) – for re-establishing the website on a new and modern format making navigation easier for all.

Joe Marchione – for providing the glue that holds the club together in the form of our newsletter, "*Offside, Nearside.*" He not only serves as the editor, but provides a tremendous amount of original material. He has raised the bar to new heights.

Last but not least to **all the volunteers** who offered to help with any club event. This will not happen without all of you.

If I forgot anybody, I'm sorry, but my mind is getting older every day! Thank you a thousand times for making my year easy! Looking forward to next year and I would like to make it possible for many more of you to get involved! Please let me know if you would like to help with an event or host your own!

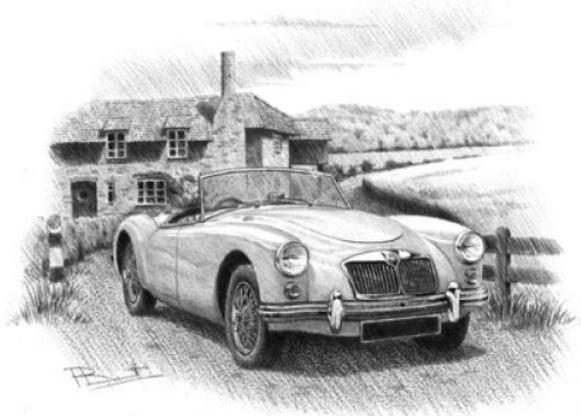
As we go forward, I hope to build upon the success that had this year as a club. We were blessed with good weather for most of our events with the exception of the obligatory hellacious thunderstorms that seemed to coincide with each membership meeting at UNO Pizzeria & Grill in Mt. Laurel.

The way I see it, all of our events will continue to grow as we draw people back into the events and activities. Of course, this won't happen without all of you. So, if you are on the fence about coming to an event, try to contact other members via our Facebook page as we all know that there is safety in numbers. Plus, whatever issue you are having (or might have), someone surely has had it before.

If you think that your car isn't good enough, think again. It doesn't matter. We are all about participation, not some stuffy 100 point concours competition. Every event brings out some interesting cars and speaking of interesting cars, the many weekly shows, cars and coffee events and cruise nights are being more and more frequented by British cars. It's quite entertaining to see an MG or a Mini parked next to a late 50's Cadillac.

This is a club formed by enthusiasts for enthusiasts. Enjoy your car and enjoy the club. We will be looking for you!

Steve Ferrante



Treasurer/Registrar's Report November / December 2019

Money Is No Object

It's time to turn out the lights because the party's over for 2019. But this is a great time to look back on a great year for BMC of SNJ. Our current paid membership count stands at 166 and our treasury continues to stand on solid ground thanks to prudent use of funds and a great volunteer effort. We lost a few members who didn't sign back up but we have added 16 new members in 2019! Interest is alive and well!

Our current demographics are as follows (by county).

Camden, Burlington – 59 members
Cumberland, Gloucester, Salem – 49 members
Atlantic, Cape, May, Ocean – 41 members
Bergen, Mercer, Monmouth – 6 members
Pa., Md., De., Va. – 11 members

If the current database was correct (I'm sure it's not 100%) we have cars from these decades:

1930's – 1 car	1980's – 13 cars
1940's – 1 car	1990's – 7 cars
1950's – 47 cars	2000's – 7 cars
1960's – 79 cars	2010's – 2 cars
1970's – 90 cars	

Dues for 2020 will remain at \$15/year.

If you want to use PayPal for dues payments please use the :
members@bmcsnj.org email address.

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

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



The Editor Writes

Joe Marchione

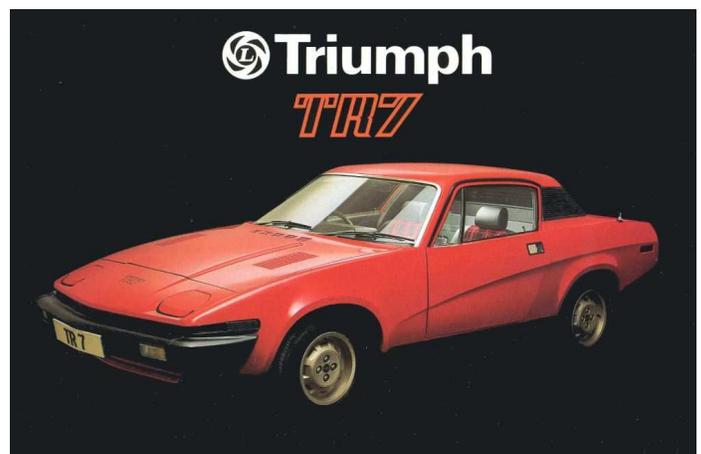


SEEKING MEMBER CONTRIBUTIONS

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

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

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



The Editor Writes continued next page

The Editor Writes continued from pg.4

And another thing

Last issue I talked about all the items a British car driver might consider keeping in the boot, glove box, stuffed behind the seats, or just scattered around the floor. Preferably NOT the driver's side !

I'm (still) asking for a list. A comprehensive, yet realistic list of the best items to throw (place neatly, preferably in a proper kit) in the car, to keep me on the road and off the (horrors) tow truck.

As before, I'm still looking for some help here so I am again soliciting advice from our much more experienced and mechanically talented car club members. Please, for me and others who may also be looking for advice, write in and offer your suggestions for must-have items that might save your butt on some road trip interrupted. What to pack for a long road trip, a tour, or just in general.

Send in your suggestions to me at editor@bmcsnj.org and I'll post your insights for us all to consider. Add a story about a time you were saved by a part or one time you wish you'd had a part or tool in your boot.

We would all appreciate the advice.



SECRETARY'S SATCHEL

November / December, 2019

The Rugby World Cup is almost over. What will we do for the rest of the year? There are plenty more fixtures of the professional, local and club teams to go (sigh). My streaming service for BBC and ITV have kept me satisfied and the thrill of seeing my dad's home team play on their home pitch in November will be the cap on the season. By the time you are reading this, the World Cup semi-finals will have been played, England vs New Zealand and Wales vs South Africa. I'm pushing for Wales all the way but that is a tough field to be against. If this newsletter arrives in time you will be able to see the finals on November 1st and 2nd but you will have to get up by 5 AM to see them live from Japan. Our daughter works in Japan and was able to see matches from a "Fan Zone," the Japanese do like their rugby! What a great host country.

The British car season has been great this year. Thanks in great part to the coordinators and the attendees. The usual events have taken place but there was a special air about them from the number of cars, the comradery evidenced by the conversations and how well organized they were with placards, prizes and trophies. The use of pool noodles for directing traffic also added sophistication rarely seen at such events. Thank you to Tracy for coordinating and Fred, Rob, Tracy and others that organized the events and volunteered. The regular monthly meetings have been well attended and are gaining momentum. The Board has been making an effort to enhance the meetings with speakers and presentations. If you missed the October meeting in Maple Shade you missed a great presentation on coating and paint by Jeff English and Tim Davis from Akso Nobel. That name may not be as familiar to you as their paint name brands of Sikkens, Wanda or Lesonal. We learned about color matching, one-part vs two-part paints, covering old paint, repainting and a host of other related subjects. Jeff also shared a video of his Corvette restoration and Tim shared about his collection of British cars. Don't miss future meetings or you may miss something important!

See stories and photos of this year's all the upcoming and other events in this issue of Off Side/Near Side and on our webpage bmcsnj.org. Join in the conversation on our Facebook page and volunteer at the events. We're looking forward to getting in more driving before it is time to lay up for the winter. Remember, we are off for the regular monthly meetings during November and December but they restart in January and are held on the third Wednesday of each month alternating between Uno Grill in Maple Shade (even number months) and Seven Stars Diner

in Sewell (odd number months), see the calendar for the location each month. Next year we will be discussing insurance, tires, oil and other related classic car subjects. See you there and on the Road! I know it's rushing it, but,

***Nadolig Llawen a blwyddyn newydd dda!
(Happy Christmas and a Merry New Year)***

Happy Motoring
Tom Evans October 15, 2019



Welcome New Members!

Ray Jannelli Medford, NJ
1987 Jaguar XJS V12

Jeff Sheard Cinnaminson, NJ
1979 MGB

Thomas Albertall Toms River, NJ
1979 MGB

Michael Eck Glassboro, NJ
1951 Jaguar XK120 OTS
1961 Jaguar 3.8 Mk II
1972 Jaguar E-Type SIII



And It All Began With :

When Gerry Coker was a young lad in Northampton, England he was fond of doodling pictures of cars. As an adult those doodles would prove to be the beginning of a successful career as the designer of some of the most iconic British sports cars ever to cruise the open road.

After training as an engineer at the Roots Group in 1939 where he worked with experimental designs for armored vehicles and other military vehicle components prior to and during WWII.

In 1950 Gerry joined the Donald Healey Motor Group. As Healey's body engineer, he would create the body design for the Austin Healey 100, the timelessly beautiful sports car that stole the show in October, 1952 when it debuted as the Healey Hundred at the Earl's Court Motor Show in London.



Gerry also styled the Austin-Healey Streamliner (the "pretty one," he says) that was driven to 192.7 mph at the Bonneville Salt Flats in 1954 while establishing records in speed and endurance. And just before moving on from the DHMC, Coker developed the preliminary body design for the forthcoming Austin-Healey Sprite.

Mark I

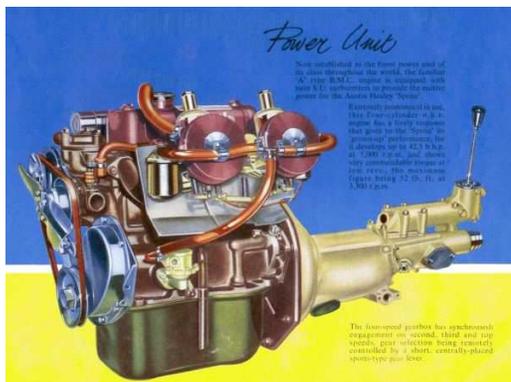
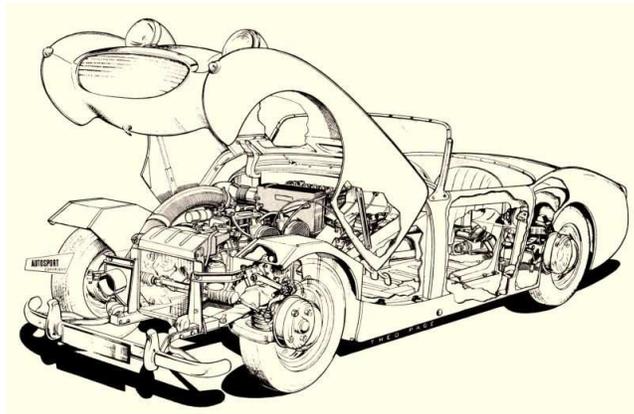


The Sprite was announced to the press in Monte Carlo by the British Motor Corporation on 20 May 1958, two days after that year's Monaco Grand Prix. It was intended to be a low-cost model that "a chap could keep in his bike shed," yet be the successor to the sporting versions of the pre-war Austin Seven. Sprite production was undertaken at the MG factory at Abingdon. It first went on sale at a price of £669, using a tuned version of the Austin A-Series engine and as many other components from existing cars as possible to keep costs down.

The Sprite quickly became affectionately known as the "frogeye" in the UK and the "bugeye" in the US, because its headlights were prominently mounted on top of the bonnet, inboard of the front wings. The car's designers had originally intended that the headlights could be retracted, with the lenses facing skyward when not in use. Interestingly the Porsche 928 used a similar arrangement many years later on.

But cost cutting by BMC led to the flip-up mechanism being deleted, therefore the headlights were simply fixed in a permanently upright position, giving the car its most distinctive feature. This gave the car its appeal as a result of its much loved cute appearance. The body was styled by Gerry Coker, with subsequent alterations by Les Ireland following Coker's emigration to the US in 1957. The car's distinctive frontal styling bore a strong resemblance to the defunct American 1951 Crosley Super Sport. 48,987 "frog-eye" Sprites were made. The problem of providing a rigid structure to an open-topped sports car was resolved by Barry Bilbie, Healey's chassis designer, who adapted the idea provided by the Jaguar D-type, with rear suspension forces routed through the bodyshell's floor pan.

The Sprite's chassis design was the world's first volume-production sports car to use unitary construction, where the sheet metal body panels (apart from the bonnet) take many of the structural stresses. The original metal gauge (thickness of steel) of the rear structure specified by Bilbie was reduced by the Austin Design Office during prototype build, however during testing at MIRA (Motor Industry Research Association) distortion and deformation of the rear structure occurred and the original specification was reinstated. The two front chassis legs projecting forward from the passenger compartment mean the shell is not a full monocoque. The front sheet-metal assembly, including the bonnet (hood) and wings, was a one-piece unit, hinged from the back, that swung up to allow access to the engine compartment.



The 43 bhp, 948 cc OHV engine (coded 9CC) was derived from the Austin A35 and Morris Minor 1000 models, also BMC products, but upgraded with twin 1 1/8 inch SU carburetors. The rack and pinion steering was derived from the Morris Minor 1000 and the front suspension from the Austin A35. The front suspension was a coil spring and wishbone arrangement, with the arm of the Armstrong lever shock absorber serving as the top suspension link. The rear axle was both located and sprung by quarter-elliptic leaf springs, again with lever-arm shock absorbers and top links. The wheels were 13" fitted with 520X13 cross-ply tires or upgraded with 145HR13 Pirelli Cinturato radial tires. There were no exterior door handles; the driver and passenger were required to reach inside to open the door. There was also no boot lid, owing to the need to retain as much structural integrity as possible, and access to the spare wheel and luggage compartment was achieved by tilting the seat-backs forward and reaching under the rear deck, a process likened to potholing by many owners, but which resulted in a large space available to store soft baggage.

A car was tested by the British magazine *The Motor* in 1958. It had a top speed of 82.9 mph (133.4 km/h) and could accelerate from 0–60 mph (97 km/h) in 20.5 seconds. Fuel consumption of 43 miles per imperial gallon (6.6 L/100 km; 36 mpg_{US}) was recorded. The test car cost £678, including taxes of £223.

The BMC Competition Department entered Austin Healey Sprites in major international races and rallies, their first major success coming when John Sprinzel and Willy Cave won their class on the 1958 Alpine Rally. In 1959, the Sprite was introduced to the U.S. market by racing and winning its class in the 12-hour race at Sebring. Private competitors also competed with much success in Sprites. Because of its affordability and practicality, the Austin Healey Sprite was developed into a formidable competition car, assuming many variants by John Sprinzel, Speedwell and WSM. The *Sebring Sprite became the most iconic of the racing breed of Austin Healey Sprites. Many owners use their Austin Healey Sprites in competition today, fifty years after its introduction.



*To see much more about the Sebring Sprite go to this link: <http://sebringsprite.com/index.html>

Mark II Sprite and A Midget is Born *Again.*



The Mark II announced at the end of May 1961 used the same 948 cc engine (engine code 9CG), but with larger twin 1¼ inch SU carburetors, increasing power to 46.5 bhp. A close-ratio gearbox was fitted. The bodywork was completely revamped, with the headlights migrating to a more conventional position in the wings, either side of a full-width grille and a conventional bonnet. At the rear, styling borrowed from the soon-to-be-announced MGB gave a similarly more modern look, with the added advantages of an opening boot lid and conventional rear bumper bar. The addition of the boot lid required the introduction of squared-off rear wheel arches to retain

enough metal in the rear structure to give good rigidity. The result was a much less eccentric-looking sports car, though at the expense of some 100 lbs. extra weight. In contrast to the 'frogeye', the later cars are often collectively referred to as square-bodied Sprites by enthusiasts.

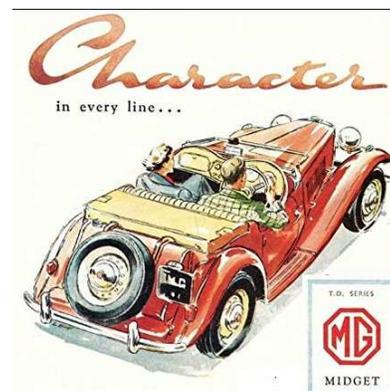


THE NEW MG MIDGET

Starts ahead
THE CAR THAT SPORTS TRADITION

An MG version of the car was introduced in May 1961 as, 'the new Midget,' reviving a model name which had been a great success for the MG Car Company in the 1930s and again as the T-type Midget in the period from 1945 to 1955. The Midget was to prove more popular with the public than the Sprite and by 1972 had completely supplanted it within the BMC range.

In October 1962, both Sprites and Midgets were given a long-stroke 1098 cc engine (engine code 10CG), which was also fitted in single carburetor form to the Austin A40 and Morris Minor 1000 (which nevertheless remained the Minor 1000). A strengthened gearbox with Porsche (balk-ring) synchromesh was introduced to cope with the extra power – 56 bhp. Front disc brakes were also introduced at the same time and wire wheels became an option. 31,665 Mark II Sprites were made.



The "OLD" MG Midget



Innocenti also produced their own version of the Sprite, using the standard production underframe (initially shipped out from England), but with Italian styling by the American Tom Tjaarda, then working at Carrozzeria Ghia. The Innocenti 950 spider and later 1100 spider were produced from 1961 until 1968.

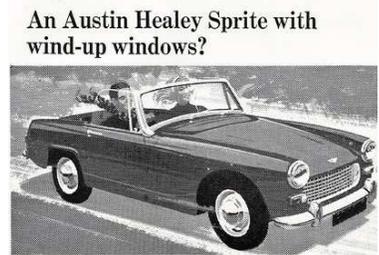


A car with hardtop tested by the British magazine *The Motor* in 1961 had a top speed of 85.8 mph (138.1 km/h) and could accelerate from 0–60 mph (97 km/h) in 20.0 seconds. A fuel consumption of 43.5 miles per imperial gallon (6.49 L/100 km; 36.2 mpg US) was recorded. The test car, which was to de-luxe specification cost £705 including taxes of £208.

SPRIDGETS !! Mark III Sprite and Mark II MG Midget



The Mark III Sprite was also marketed as the Mark II MG Midget – differences between the two were again restricted to minor trim detailing. Although still 1098 cc, the engine had a stronger block casting, and the size of the crankshaft main bearings was increased to two inches (engine code 10CC). A new (slightly) curved-glass windscreen was introduced with hinged quarterlights and wind-up side windows. Exterior door handles were provided for the first time, with separate door locks.



An Austin Healey Sprite with wind-up windows?

You can always wind them down in the summer.

AUSTIN  THE BRITISH MOTOR CORPORATION



Though the car could now be secured, with a soft-top roof the added protection was limited. The rear suspension was modified from quarter-elliptic to semi-elliptic leaf springs, which gave a more comfortable ride for a near-negligible weight penalty as well as providing additional axle location, the upper links fitted to the quarter-elliptic models being deleted. Though scarcely sybaritic, these changes helped the Sprite and Midget compete with the recently released Triumph Spitfire. 25,905 Mark III Sprites were made.

Engine: 1964–66: 1098 cc [A-Series 14](#), 59 hp (44 kW) at 5750 rpm and 65 lbf·ft (88 Nm) at 3500 rpm

Chip off the old (engine) block Mark IV Sprite and cousin Mark III Midget



MIDGET

AND IN THIS CORNER

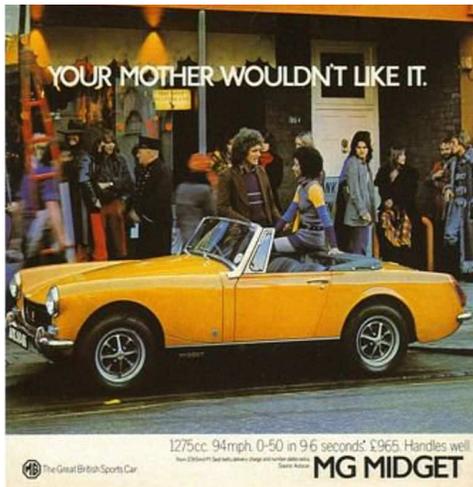
SPRITE



The next Sprite / Midget upgrade was presented at the London Motor Show in October 1966. Besides receiving the larger 1275 cc engine (which disappointed enthusiasts by being in a lower state of tune than that of the Mini-Cooper 'S'), the Mark IV and its cousin the Mark III MG Midget had several changes which were more than cosmetic. Most notable is the change from a removable convertible top, which had to be stowed in the boot, to a permanently affixed, folding top of greatly improved design, which was much easier to use. Separate brake and clutch master cylinders were fitted, as car manufacturers' thoughts began to turn to making their products safer. On US market versions the larger engine sacrificed some of its performance from 1968 on, through the use of smog pumps and other modifications to comply with federal emission control requirements. 1969 was the final year the Sprite was exported to the US. At the same time reversing lamps were made a standard fitment and the cars' electrical system was switched to negative earth and powered by an alternator rather than a dynamo. This was also the first year that reclining seats were fitted.

1970 Austin-Healey Sprite Mark IV

Slimmer bumpers were fitted, with those at the rear changing to two quarter-bumpers with the gap in the middle filled by a square number plate. Rubber-capped "over riders" were standard fitments front and rear. The seats were now a slimmer, flatter design with a more modern upholstery pattern. Some body colors could now be ordered with the option of the seats, door trim and floor carpets in beige rather than the standard black. 1970-model year Sprites were fitted with new cast-alloy looking ventilated wheels although they were still made of steel. However, the option for wire-spoke wheels remained. As launched, the 1970 Sprites had their windscreen frames and windscreen wiper arms painted 'anti-dazzle' matte black as was popular on modern American muscle cars and rally cars of the era but these features were expensive to produce and unpopular with buyers so only a few hundred cars were produced before these reverted to the original polished metal appearance. In 1972, the rear wheel arches were remodeled to give a circular shape. This was known as the RWA version (Round Wheel Arch) and is the most popular and highly prized version amongst enthusiasts. The flat rather obviously fake "Alloy" wheels were dropped at this time and the "Rostyle" wheel, a narrower version of Ford's Cortina 1600E wheel but in painted silver and black, not chrome like Ford's iconic embellishment, were introduced. When the later 1500cc version, using the Spitfire engine and all-synchromesh gearbox was introduced in 1976, the older square wheel arches had to be re-introduced as well as an increase in ride height and rubber shock absorbable bumpers, to comply with US safety and crash test requirements. 22,790 Mark IV Sprites were made.



Engine:
1966–1971: 1275 cc A-Series, 65 hp (48 kW) at 6000 rpm and 72 lbf·ft (98 Nm) at 3000 rpm

And The Winner Is Last Car Standing (or rolling)

The MG Midget 1500 (1974–80)

The Healey connection was discontinued in 1971, so the final 1,022 Sprites built were simply Austin Sprites. This was a cost-cutting move of Donald Stokes', enabling British Leyland to stop paying royalties to the Donald Healey Motor Company. There was no direct successor, as British Leyland's extensive range already contained the MG Midget, which was identical to the Sprite except for badging, and the similarly dimensioned and priced Triumph Spitfire.

To meet US federal regulations, large black plastic bumpers were added to the front and rear and the ride heights were increased. The increased ride heights affected handling, and anti-roll bars were added to help with the higher center of gravity. The A-Series engine was replaced by the 1493 cc Standard SC engine from the Triumph Spitfire, coupled to a modified Morris Marina gearbox with synchromesh on all four gears.





The increased displacement of the new engine was better able to cope with the increasing emission regulations. Although the horsepower ratings were similar (65 bhp – home market) the 1493 cc engine produced more torque. The increased output combined with taller gear ratios resulted in faster acceleration (12 seconds 0–60 compared to 13 for the 1275 cc version) and top speed of just over 100 mph. In the US market British Leyland struggled to keep engine power at acceptable levels, as the engines were loaded with air pumps, EGR valves and catalytic converters to keep up with new US and California exhaust emission control regulations. Home market cars had twin SU HS4 carbs. The U.S market's dual SU HS2 carbs were swapped for a single Zenith-Stromberg 150 CD4 unit catalytic converter carb in 1976

and all models after came with the Zenith-Stromberg 150 CD4T and the power fell to 50 bhp at 5000 RPM and 67 lb-ft of torque at 2500 RPM. The round rear-wheel arches were now square again, to increase the body strength. The last car was made on December 7, 1979, after 3,899 of the last version had been made.

The last 500 home-market cars were fittingly painted black.



1982 And The Beat Went OnAlmost

The AR6 based MG Midget

During the Mid-1980s, Roy Axe spearheaded the revival of the MG badge. The idea was to produce interesting, affordable and saleable sporting cars using many parts from existing models. The culmination of this philosophy was the EX-E showcar, launched at the Frankfurt motor show in 1985, but this was not the only car in development. Using the AR6 as a base, the design team was tasked with producing a spiritual successor to the MG Midget.

This concept car was the result, and close scrutiny of the picture reveals that it was essentially an AR6 with the roof chopped off. There was additional body addenda added, and some mean looking cooling slats in the bonnet, but apart from that, the car was almost pure AR6, right down to the individualistic rear lamps and heavily stylized door mirrors. With the K-Series 1.4-litre engine under the bonnet, it would have been a very lively drive...

Source: www.aronline.co.uk



1966 MG MIDGET

"MIDGE"

By Tracy Westergard

As the government keeps shoving safer more fuel efficient vehicles, electric cars and hybrids down our throats, large SUV's that carry more people, and public transportation, I am reminded of an old song I used to listen to a lot back in the day:



"Red Barchetta"

My uncle has a country place
That no one knows about
He says it used to be a farm
Before the Motor Law
And on Sundays I elude the eyes
And hop the Turbine Freight
To far outside the Wire
Where my white-haired uncle waits
Jump to the ground
As the Turbo slows to cross the borderline
Run like the wind
As excitement shivers up and down my spine
Down in his barn
My uncle preserved for me an old machine
For fifty odd years
To keep it as new has been his dearest dream
I strip away the old debris
That hides a shining car
A brilliant red Barchetta
From a better vanished time
I fire up the willing engine
Responding with a roar
Tires spitting gravel
I commit my weekly crime
Wind
In my hair
Shifting and drifting
Mechanical music
Adrenaline surge...
Well-weathered leather
Hot metal and oil
The scented country air
Sunlight on chrome
The blur of the landscape
Every nerve aware
Suddenly ahead of me
Across the mountainside
A gleaming alloy air car
Shoots towards me, two lanes wide
I spin around with shrieking tires
To run the deadly race
Go screaming through the valley
As another joins the chase
Drive like the wind
Straining the limits of machine and man

Laughing out loud with fear and hope
I've got a desperate plan
At the one-lane bridge
I leave the giants stranded at the riverside
Race back to the farm
To dream with my uncle at the fireside

~Neil Peart, Geddy Lee, Alex Lifeson (Rush, Moving Pictures-1981)

This song speaks of a dystopian future where gasoline engines are outlawed in favor of larger/safer air cars that use no fuel. To give proper credit, "Red Barchetta" is loosely based on a short story by Richard S. Foster called "A Nice Morning's Drive," which was published in a 1973 addition of Road and Track Magazine. Foster's original story featured an MGB. Fun Fact.

Red Barchetta speaks to me as both the white-haired uncle who preserves the 50 year old car, and as the nephew who loves the thrill of driving it. Five years ago, I purchased a tired old 1966 MG Midget that was parked on the side of the road. Boy was I in for a life changing experience.

We've done a lot of work on the little Midget over the years. She's earned her name of "Midge." Or as we frequently say in frustration, "because Midge." We've done some small drivability upgrades, replaced some incorrect parts, a good tune, cosmetics, etc. She is still a work in progress.





But with each thing that we do, she comes to life. More and more. Like the white-haired uncle, Ray and I have made it a mission to preserve the car as original, or better than original as possible. So few of these little British cars are left. Like the nephew, we both enjoy taking that car out on the back country roads and "drive it like you stole it." There is no greater thrill than to drive like the wind down a back country road, no blue-tooth, no wifi, not even a radio. Just the roar of that beautiful British engine and the smell of gas and oil and old leather. You become one with the car and it's a beautiful thing.

I'm not going to write a technical article about how we've rebuilt this car from pretty much the ground up and still going. I'd rather approach it from a driver's perspective. That is why I bought Midge and it's why I fell in love with her.

And someday, probably in the not-so-distant future, when the world becomes like the one described in Red Barchetta, far outside the city I will still be driving my car.

And like the Red Barchetta, she will fit on a one-lane bridge.

~Tracy Westergard



Quotable Quotes

"If you want to go really fast in a big Healey, a drop of whisky always helped."

Timo Makinen, *Classic & Sportscar* magazine, Oct. 1993

"Aerodynamics are for people who cannot build engines."

Enzo Ferrari

"Carburetor is a French word meaning 'leave it alone'."

Dick O'Kane

"....make the suspension adjustable and they will adjust it wrong—look at what they can do to a Weber carburetor in just a few moments of stupidity with a screwdriver!"

Colin Chapman (Editor Note: I can confirm that there are NO suspension adjustments on a Lotus Elite !!!)

"Horsepower sells cars. Torque wins races!"

Carroll Shelby

"I build them to Go, not to Stop!"

Ettore Bugatti upon criticism of poor braking performance in his race cars.

2nd Time around

On March 19, 1979 I bought a brand new Carmine red MG Midget for a total price of \$5,956.30 including tax, tags and title from Ed Roth & Son in Glassboro, NJ. Now, this was not the car I had ordered a week earlier (British Racing Green with spoke wheels) but the salesman assured me that this was a better deal and that spoke wheels were nothing but problems and to sweeten the deal he threw in the AM/FM radio at no additional cost.

I drove the car off the lot around noon time and headed to center city Philadelphia where I worked at the time. I made it as far as the upside of the Walt Whitman Bridge where the little Midget stopped suddenly to my dismay. Roth sent a tow truck out and returned to the dealership. Upon investigation it was determined that the Lucas/Opus electronic ignition had failed. Roth replaced the unit and then back to Philly arriving at work a bit late and concerned about if I was going to make it home that night. Now before all the pundits pounce on the "what did you expect" this was the only time in all the years that I drove the car that it stranded me.

For the next eight years the Midget was my everyday car commuting from South Jersey to Philly and whatever driving I did around home. During this time I performed regular standard maintenance and had two major events.

1. At 38,500 miles I replaced the front and rear main seals and my notes indicate that I had the head milled 5k but I do not remember why?
2. At 52,170 I replaced the Lucas/Opus electronic ignition with a Piranha Ignition which is still in the car today. I also removed the emission control pump at this time.



In 1986 my daughter (Lisa) obtained her driver's license so I bestowed the Midget on her. She was the envy of Woodstown High School for the next couple of years driving to school in nice weather with the top down. When she went off to college the car became unused and just sat in the driveway. Upon graduating from college Lisa informed me that she was going to graduate school in Arizona and would need a car to get her there. Ahh I said to myself a good reason to resurrect the Midget and it wouldn't cost me too much. I bounced the idea off my friend Fred Schuchard (71 Morgan) and his response was "Bill, you don't like your daughter?" You had better first find out how many MG dealers there are between NJ and Arizona especially in Alabama, Arkansas, Mississippi and Louisiana. So the Midget resurrection was canned and I sprung for a used Nissan for Lisa's trip out west.

At this time the Midget became a seldom used third car and was just sitting in my driveway and would remain there until 1998 when I was approached by a friend looking for a "project car" that he and his 14 year son (John) could work on together.

I sold the car to John for \$100 with the caveat that I had 1st dibs to buy it back if he ever decided to get rid of the car. This deal turned out to be very good for the life of the little Midget. John's family was not without vintage car experience. His father had restored a Land Rover, his uncle had a couple of MGB's and his grandfather was considered a pretty good "Lamborghini shade tree mechanic" in his spare time.

John never actually restored/rebuilt the car in the true sense of the meaning, but maintained it to a working/ drivable condition. The first thing that John did was take it to a body shop to correct all issues and also have it painted and undercoated. Total cost was \$4,598.16 in 1999 dollars. In 2008 the engine block was replaced due to a crack in block. All the original manifolds and components were reused and the cost was \$2,158.70. During the years that John had the car it was mostly garaged at his grandfather's compound.

Fast forward to August, 2018 and I receive a phone call from John's dad that John was now 34 years old, married with a couple kids and moving to the west coast would I like my Midget back. I said sure and purchased it back for \$4,000 dollars. The car had sat outside under a tarp for the previous 2 years in Pennsylvania. The first task after delivery to my house was removing about 10 pounds of acorn shells from every crack and crevasse inside and under the bonnet.

My intention is to drive the car and have fun doing so. So my first order of action was to make the car as reliable as possible given the age and lack of use the last few years. I rebuilt the starter, alternator, and carburetor. Re-cored the radiator and heater and replaced all hoses and clamps. I also replaced the water pump, master cylinder, break lines/pipes, pads and wheel cylinder kits.

I had a machine shop fabricate a permanent tow bar attachment just in case I need to tow. After all there is a towing section in the Midget owner's manual. How many US car manufactures provide this information? I replaced the "rag top" and had the radio converted by Joes Classic Car Radio service. My expenses to this point are \$3,208.07

My Midget plans for the foreseeable future is to pull the engine and clean up the compartment and address all engine issues to get the most HP possible and possibly install a 5 speed tranny. Now that I am older a bit more mature with a better understanding and perspective of the simple, but eloquent view of British Engineering it is as the song says "Love is better the second time around".

Bill Remster



A Motor ? A Car ? A Garage ?

What more does a car guy need ?

A Bright Red '62 SPRITE !!



Of Course !

My Sprite Story

Peter Cosmides



My Sprite story begins back in 1962 when I was a wee lad of 4 years old. My Uncle Joe, the **cool Uncle**, had just purchased a bright red 1962 Austin Healey Sprite and used to stop by our house early Saturday mornings during his drives around Long Island.

As you could imagine a cool little red sports car really captured my attention and I used to sit in the driver's seat and pretend to be driving. I also remember driving the neighbors crazy by hitting the horn button, which my uncle had hooked up to an old fashioned AAAHH-OOOGAA horn. (remember those?)

This is where the British Sports car seed was planted in my little brain and I haven't looked back. During my teens years I saved my money diligently and when I reached the driving age of 17 had enough money saved to purchase a brand new 1975 MGB, which I still have. That's an entirely different story, so back to the Sprite.

Over the years I have always kept an eye out for the right 1962 Sprite, just like Uncle Joe's. In my position as owner of a British Car repair shop I come upon plenty of cars and often some for sale.

Back in 2004 or so, at my shop I began servicing local Moorestown resident Bill Gotch's 1962 Sprite, red in color. He was an elderly man in his 80's at the time, and he had a great story with the car. While working in the UK in his younger days, he purchased this very same Sprite brand new, and he and his wife proceeded to tour all around Europe in this car before shipping the car back home to NJ. (I still have the removable luggage rack he used on those trips). Needless to say I wanted to be first in line to purchase his Sprite, as it was identical to my Uncle's from way back in my youth. Bill wasn't quite ready to sell at that time, but I waited patiently. Then in May of 2016 I received the phone call from Bill.... "Did I still want his car?" Well, yes in fact I did !!



Bill, now in his 90's, was downsizing from his big home in Moorestown and could not take the car with him to his new home.

Money was exchanged and car was mine. It had been restored back in the 1990's, when according to Bill it was in pretty bad shape from sitting unused for many years. Other than the repainted shade of red being a bit "off", it looked great and needed just a bit of mechanical attention to make it more reliable and road ready.

And road ready it is.



I have since participated in the America's British Reliability Run in the car enjoying some 600 miles of carefree, enjoyable driving over the course of a weekend back in the Fall of 2017. I've since added the wide whitewall tires just as my Uncle had on his car and also added a replica 1962 New York license plate with the same number as was on my Uncle's car.

As I stated earlier, I have access to just about all the usual British Sports cars and I have to say that dollar for dollar it is very hard to beat an early Sprite/Midget in the fun to drive factor.

Peter Cosmides



Used plugs tell a story

NORMAL

service plug or replace with same range



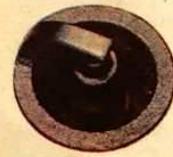
OIL DEPOSITS

check engine condition. Use non Turbo-Action plug



CARBON DEPOSITS

check engine condition or use hotter plug



TOO HOT

reset ignition timing or use colder plug



HIGH SPEED GLAZING

service plug or replace with colder type



MODIFIER DEPOSITS

service plug or replace with same range



PREIGNITION

check engine conditions and timing, use colder plug



SPLASHED DEPOSITS

service and reinstall plugs



check every 5000 miles



change every 10,000 miles

You Never Forget Your First

BUGEYE !

Or Your Second



The first car I actually owned was a little 1960 baby blue Bugeye Sprite. Ok, so this isn't the actual picture but it's just like it ! Blue and Bug Eyed. Man, was I excited to own that little car. You know, ticket to the highway and all that. Even before I had my license I had learned how to drive a British sportscar stick shift . This was thanks to my sister's boyfriend at the time who, one night as we had taken Connie's TR-3 to pick up who knows what, he surprised me just as we reached the end of my family's driveway by saying , "Joe, it's time you learned how to drive a stick. Get in the *DRIVER'S SEAT !*" Wow. A bit of instruction and

a bit of bucking and I was on the road to a life of loving those little British cars. I drove that Bugeye all over South Jersey, and the Jersey shore of course. Nothing like a little blue cute (strange) looking car with a surfboard sticking out the top to attract the girls !

At least that's what the ad implied.

Well, the only girl involved was some girl I had met at the shore and drove to visit somewhere outside Philly. While there the Bug's generator failed. I had to abandon it to a garage who offered to fix it and I took a bus home. A few days later the girl called me and told me that there was a little problem. The Bugeye had been fixed and she and her girlfriend had picked it up, went joy riding, ran it out of oil and seized the engine !!!! Well, attracting a young lady ? Ah, that went well.

After some time Buggin' around Philly while at college I started looking for something maybe a bit a..... more exciting. While down the shore I passed a guy in another Bugeye with an attractive young surfer girl, long hair blowing back in the slipstream *The Sprite ad come to life !!*

Now let me just say, his car was "Red". Hmm. This must surely must be the answer. Baby Blue - RED. Hmm. Maybe I should paint the Bugeye red. But I never got the chance. Just around that time my sister Connie had already hoodwinked a salesman at Ed Roth's Sports Car Agency (Fred Schuchard) into not only selling her a new Elva Courier Mk IV but going out on a few dates. Some of us know that one thing did lead to another and Connie and Fred got married ! (See what British sports cars can do ?) But, concerning me, they each got newer, more tricked out Courier IVs. That left me with the opportunity to exchange my little blue bug for Connie's earlier white MGA powered Elva. So I drove that (a bit faster) around the same SJ roads. And yes, I had it painted red.



Well time goes forward and circumstances led me to Daytona Beach, Fla. where for some unknown reason I traded in the Elva for a 1967 VW Bus—what ?? Hey. It was the 60's. Things were a little confused. Then another move back to Philly and then Vermont. For years that VW served me well up in the mountains but one day, driving down a road outside Burlington the past caught up with the present in the form of a bright yellow bug-eyed little Sprite. *Instant nostalgia*. Seeing that Sprite brought back all those memories of the freedom and



feeling spritely

excitement of my first Bugeye. I couldn't resist and made a deal and once again I was tooling around the beautiful Vermont roads looking out over those two iconic headlights..

Vermont is one of the most enjoyable states to drive a quick and open sports car and for over a year I took full advantage of zipping around the roads near Stowe where I lived. The car was not perfect and there were a number of issues on which I was working. I had developed a small sound-reinforcement business and was on a job in Lake George, NY. Driving the Sprite one day I was passed by another Bugeye heading in the other direction so I swung mine around and chased him down. Of course he pulled over when he saw me (I guess beeping my horn helped). I told him the short history of the car and what I was doing and asked if he knew where I could find some parts I needed. He said, "Of course, I'm a mechanic who works for the Auto Doctor, a small foreign car shop in Saratoga Springs a bit south and If you want to follow I can see if I have what you need." Great ! Of course I followed and while there, waiting for the mechanic to find what I needed, I spent time in their office talking to the owner about what else, British sports cars. He had pictures of British cars around the walls and among other cars I noticed a Marcos GT and when I pointed it out he said if I knew about that unusual car I must know a bit more than usual about British Marques. I told him I was a big fan of British cars but the one car he didn't have a picture of was my favorite British sports car, the Lotus Elite. At that he perks up and says, "Oh yea ?! Well if you come back tomorrow I'll have one on a flatbed in the parking lot !" So of course I said I'd be back. Wow, what luck. The next day when I got back, there she was. Old #1096 Lotus Elite all right. A little worse for wear having been raced, and crashed, and glued back together and overpainted "Resale Red" for a fast sale. Bumpers missing but none the less, a real Lotus Elite ! The owner took me for a ride to hell having to prove how fast and nimble the car was. But to add to my lack of confidence in his driving, it's a right hand drive and **me?** I'm stuck in the left seat looking directly at oncoming traffic while this nut redlines the engine and winds the car around cars and trucks unnecessarily. I'm thinking this guy's going to blow up the Climax and **KILL ME** in the process !! I had already decided to buy the car so - **CUT IT OUT !!!** I did buy the car (which I still own - now 44 years) and took it back to Vermont. But the Bugeye remained my real driver and, having to go to New Bedford, Mass for a job, I drove the yellow Bug down there for a week. Two days before I was to leave I walked out to find the Bug **GONE !** Damn ! Stolen ! Not that it wasn't inevitable considering where I was staying and that all you need to do is short a couple of dangling wires under the dash and away you go. Having another job back in Vermont I contacted the police and got on a bus back home. Not an easy trip back then. A few days later I got a call saying that they found the car not that far from where I had been staying. The kids who stole it obviously had no idea how to get it out of first and blew the engine. What's this with Bugeyes, me, and seized engines?

I was in the middle of seriously changing my life at the time, having met my future wife, Patty and was already back in New Jersey when I got the call. I contacted an acquaintance, Ronnie, in New Bedford and he said he would get it towed over to his place. A few days later he called and asked if I'd be interested in selling the car "as is". He said he really liked the little bug and being a mechanic could bring her back. There was no way I could easily get the car from Massachusetts so I agreed and gave him the deal of the century. I think maybe \$200. I knew it was in good and friendly hands and besides, I had met the love of my life so little British cars were not my prime focus.

Time marches, walks, stumbles, lurches, slides, rockets by. Fast forward many years of working and playing and raising our family. One day I got a fat envelope from Ronnie. Ronnie ? I couldn't think of a "Ronnie" who would be writing me but when I opened the letter there were at least six pictures of a beautiful, now blue, (not red - ha) Bugeye Sprite. The very same car I had given up on brought back to life by someone who felt that same excitement I felt all those years ago. One picture had someone I recognized leaning on the car with a pretty young woman and a smiling little boy. **RONNIE ! Right !** Ronnie and my old blown-up Bugeye all fixed up better than I remember. I was so happy that Ronnie had brought the car back and had grown a wonderful family in the process.

So from two Bugeyes to no Bugeyes but I still look wistfully at every one I see at car shows, parked on the street or better Zipping by, and as I turn my head to watch the little car disappear into the sunset (yikes ! He's gone cinematic !!) - I think back to that day 55 years ago when I got behind the wheel of a little blue Bugeye Sprite and Music rises Camera pans up and back—Ok, Wait. Just back. Aerial shots are expensive !

Joe Marchione



SPRITE RAMBLINGS FROM GARY

Editor Note: This morning I was going through my email in order to clean out all the “read, answered, and just trash” when I fortunately came across two emails from our club member, Gary Cossaboon. You might know Gary by what most of us know each other by, **Their car!** Gary is the proud owner of a beautiful white Series I Elva Courier recently shown at our 2019 Greenwich Fair show. In fact there are a couple of pictures of Gary’s car in the Greenwich article in this newsletter. Gary is also an Elva racing researcher and keeper of the ELVA Owners’ registry found on the website www.elleva.net .

(incidentally “elle va” is French for “She Goes” allegedly shouted by a French admiring fan when seeing Frank Nichols’ racing car flash by. Frank was the Marque’s creator and thought that sounded like a great name for it. I think Gary and I and all Elva drivers agree. She Goes !)

Anyway, more about Elva in a future article. What Gary sent are some pictures and text concerning our feature car, the Austin Healey Sprite. There are a few from 1961 Sebring, the historic races at South Jersey Motorsport Park, in Millville followed by a couple of Sprite stories. So, here they are and Thanks Gary.

Stirling Moss and sister Pat Moss co-drove an Austin Healey Sebring Sprite in the 1961 Sebring 4-hour preliminary race prior to the start of the 12 hour race. Stirling and Pat came in 5th in the 4 hour.



Speedwell Sprite Coupe



Randy Canfield, Bugeye #41hp
The Washington, DC legend who raced only Sprites from 1961 Vineland until 2010 NJMP. Three or four time SCCA national champion and even nicer guy. Quantum physicist that relaxed building 948s.



HEAR YE
HEAR YE
BMCSNJ 2019
GREENWICH
IS
JUDGED
SUCCESS!
AGAIN!!!







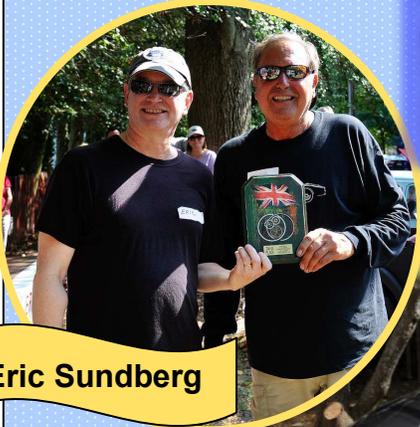
AND THE WINNERS ARE...



Andrew Bares



MaryAnn Lustig



Eric Sundberg



Fred DeSantis

3rd. Shared



SHOW REPORT - BMCSNJ ANNUAL BRITISH CAR SHOW, GREENWICH, NJ

Somehow our club has garnered the favor of the weather gods! For the third year in a row, we had a beautiful day for our annual show. As a result, the attendance was very good, 35 cars in all and 39 entries, 38 paid (one person slipped through the system). We collected \$190.00 at the registration table. Our president, Steve Ferrante was there with the club checkbook so he rounded the amount up to \$200.00 and submitted a check as a donation to the Cumberland County Historical Society. Now you know why they keep asking us back!

The voting, as always, was done by popular vote and three awards were presented at the end of the show. The winners were:

- 1st Place – Andrew Bares – MG TF 1500
- 2nd Place – Skip & Mary Ann Lustig – Sunbeam Tiger
- Tied for 3rd Place – Eric Sundberg – MGA and Fred DeSantis – TR3

These four cars were absolutely stunning and a testament to their owners. There were so many other beautifully-prepared cars at the show that I would like to suggest to the club's management team that, next year, we divide the cars into classes or age groups and award more trophies so some of these other cars get a shot at the glory.

Out of curiosity, I calculated the registered attendees by county just to see from which area of South Jersey we were drawing our contestants. Here are the results:

- Atlantic ----- 4
 - Burlington ----- 1
 - Camden ----- 6
 - Cape May ----- 7
 - Cumberland – 10
 - Gloucester ----- 7
 - Salem ----- 4
-
- Total -----39



I would like to sincerely thank all of our show crew who worked hard to make it successful. First, many, many thanks to Pat Marchione for her cool-headed running of the registration desk. She makes it seem easy which it is not. Second, many thanks to our setup and parking crew consisting of Joe Marchione, Bill Remster, Skip Lustig, and Gary Warren. The cars looked great on the field. Also I would like to specifically thank Gary Warren for making our great trophies (yes, he made 'em!) and for helping with the tedious task of tallying all of the votes plus calculating the winners. Next I would like to thank our club president, Steve Ferrante for trekking all the way down from Shamong to help with our show and to present the awards. And finally, the one in charge of ALL events, Tracy Westergard. She was my liaison and advisor and made all of the show details seem easy. Thank you, thank you!

In summary, although Greenwich is a wonderful venue each fall, some of our members might be disturbed by the driving distance to Greenwich. If so, I urge you to make suggestions to your officers. It's obvious that most of the cars this year came from the southern and eastern portions of South Jersey. If nothing comes up for discussion, the show would be certainly be welcomed in Greenwich once again in 2020.

Respectfully submitted,
Fred Schuchard
Show Coordinator



OCTOBER TOUR OF SOUTH JERSEY

DATE: OCTOBER 19TH 2019

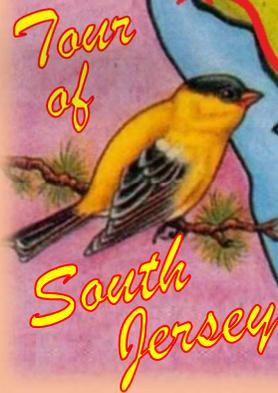
DESTINATION

East Point Lighthouse

10 Lighthouse Rd.

Heislerville, NJ 08324 (Port Norris)

On Saturday, October 19th, 2019, about two dozen shiny classic British cars, (with one Miata and one Mustang due to early morning break downs, like that never happens), with about 40 people met for the October Tour of South Jersey, the final event of the 2019 season.



The meeting point was at Andy's Restaurant and Diner, (formerly known as the Quinton Diner) on Rt. 49 in Quinton.

Upon leaving the Diner, the Tour proceeded through the Port of Salem and through scenic Elsinboro Township before driving through Hancock's Bridge and past the Hancock House, (a stopping point from the August Tour).

From there we wound our way down some beautiful country roads and made our way through historic Greenwich, home of our End of Year Show.



We then meandered through the many small towns of Cumberland County en route to our first stopping point; THE

BAYSHORE CENTER AT BIVALVE. At the Bayshore Center we were able to tour the DELAWARE BAY MUSEUM and learn the history of South Jersey's Oyster Industry.

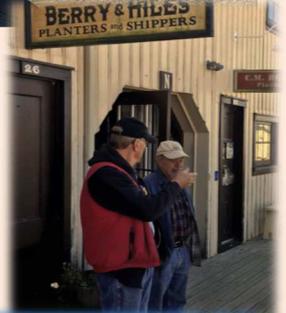


We were also able to walk around the docks where the Oyster Industry is still thriving today. Some even had lunch at the Oyster Cracker Café' located at the Center.





From the Center at Bivalve, we proceeded through some more scenic back-roads until we arrived at our destination of EAST POINT LIGHTHOUSE.



Due to the Lighthouse Challenge also going on that day, there were many people at the lighthouse. There were craft booths, T-Shirt booths, a food truck, and the gift shop was open. Many of our group stayed for some time to tour the lighthouse and enjoy the fabulous views of the Maurice River shoreline. The weather was perfect and it was a nice day for a very leisurely tour.



Thank you to everyone who came out, and thank you to all of our club members who made 2019 a very successful season.
Tracy Westergard



THE SPRIDGET?



SAME DIFFERENCE ?
DIFFERENT SAMENESS ? But:

viva la difference !

They resemble one another like two peas in a pod, are in principle identical, but nevertheless a little different: the MG Midget was regarded as a touch posher and was slightly more expensive. It can be recognized by the chrome strips on its sides and the vertical slats in its grill, while the wind whistled through the Austin-Healey Sprite via a more lowly sieve.

The twins were delivered from the same conveyor belt under the spacious umbrella of the British Motor Corporation in Abingdon. They were simply presented to the world one month apart-the Sprite in May and the Midget in June, 1961. Together they propagated the idea of a sound and solid people's sports car at an affordable price, in an enormous population of 307,059 – 226,526 of them with the octagonal MG signet. And one always kept a suspicious eye on the success of the other.

But these fine differences were ultimately thrown to the wind: the two names were melded until the driver was sitting behind the wheel of a "Spridget," in the same way he could enjoy an Oxbridge education.

The Spridget's domain was by no means the highway or motorway: there it would be forced to yield to every even moderately fast-driven middle-class limousine, and even aggressively-driven dwarfs like the Mini-Cooper S. Instead it romped around the twisting country lanes and labyrinths of the B-roads, top down beneath a balmy blue sky, preferably hosting a courting couple.

By the early 1970s the word Spridget should have been split into its component parts. Because in much the same way as the Sprite came into the world three years earlier in the shape of the much-loved "frog-eye," it bade farewell to the roads eight years before the MG Midget. The cessation of business relations with Donald Healey in 1971 meant that his name was expunged, then once the remainder of 1022 Austin-Healey Sprites was sold, the model disappeared from the list of the hydra-headed British Leyland Motor Corporation (BLMC), which the Austin-Morris Division had belonged to since 1969.



Up till then the twins had shared their mutual joys and sufferings. The bodywork of the Spridget, which was scarcely or only gradually modified over the years, bore the signature of MG head designer Syd Enever. He put the headlights – their exposed position in the frog-eye was a case of one man's meat being another man's poison – back in

their traditional place at the tips of the fenders, and with this return to convention brought the car to a wide audience. He also slimmed down some of the car's inherent chubbiness, and made the luggage compartment accessible from outside – loading the Sprite Mk I from inside had demanded youthful agility and excusable enthusiasm.

(Club Editor comments: The first car I owned was an early blue Bugeye Sprite with, of course that open area behind the seats. One day I was driving to Philadelphia and while crossing the Walt Whitman bridge smelled the unmistakable odor of something burning. I quickly realized that the odor was coming from somewhere in that dark cavity behind the seats. I side-glanced behind me and saw something glowing, reached my arm back and grabbed a wad of smoldering rags. Now, A, I'm on top of the bridge in traffic and B, the top and side curtains are on so I shoved the plexi side curtain window open with the back of my hand and stuffed the burning rags out the window. A quick feel around in back and no more rags and smoke and odor being sucked out the open curtain. By this time I've made it to the PA side of the bridge and immediately pulled over in the open area before the toll plaza and cut the power. Now I have to jump out, push the seats forward and dive into the dark cave of a boot to identify what is causing this near conflagration. In the dim light I can make out a couple of crispy wires feeding out of a rear parking light. Fortunately I was able to separate the wires that had obviously shorted and set the oily rags alight. Whew. Near miss but taught me a valuable lesson. DO NOT LEAVE OILY RAGS IN THE BOOT OF A BUGEYE SPRITE !! Or any other car for that matter. My tip o' the day.—Joe M.)



At first the Mk1's chassis was adopted. From October 1962 on, the front drum brakes were replaced by disc brakes, and from Mk III onwards (premiered March 1964) semi-elliptic springs checked the self-steering effect of the rigid live axle, a distinct step forwards from the previous quarter-elliptic leaf springs and twin trailing arms. At the same time, this gentle little nipper proved even more amicable thanks to a larger windshield, wind-up windows and locking door handles on its exterior.

Engine capacity and output grew from an initial 948cc and 46.5 bhp, to 1098cc and 56bhp from October 1962 (in the Mk III, 3 bhp more), to 1275cc and 65bhp from October 1966. While the Mk II took things fairly comfortably with a phlegmatic 0-60 mph (up to 100 kph) in 21.6 seconds and a top speed of 85 mph (137 kph), the Mk III stirred itself to 17 seconds and 93 mph (149.7 kph).

The MG Midget Mk IV, from 1972 onwards the only small roadster representing British Leyland, but already on sale since 1969, stood out by dint of its black rocker panel, improved interior appointments, and new Rostyle wheels. In 1972 its rear wheel arches were rounded off cavalier styling of careful audacity that was to be reversed in the Mk V of 1974 and after. Up till now all of the engines were mutations of the venerable BMC A-series, which had already done proud service in the Austin A30 from 1951 on. In 1974 the power plant of British Leyland's own internal competitor, the Triumph Spitfire, took over under the hood with 1493cc and 65bhp, bringing its own transmission with it. This allowed something to be realized that previous generations of Spridget drivers could only dream about: the little nipper ran at **100mph (160kph)**, a welcome by-product since the choice of the Triumph machine had chiefly been made with an eye on the rigid USA emissions regulations. The flip side of this orientation to the North American market was black plastic bumpers acting as impact protection fore and aft, which, again due to America's safety regulations, were adopted by many European cars during that period. The American market being the major consumer of British sportscars could not be ignored.



In 1979 the last genuine sports car for the time being to have been designed for the working masses was dropped without replacement – an erroneous decision given the new openness that was shortly to follow.

(Editor: Preceding Article reprinted from: "British Sports Cars" Rainer W. Schlegelmilch and Hartmut Lehbrink, Pub.H.F. Ullmann



Take another look

at the Mk II specification

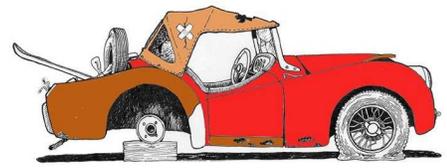
★ Space—at a premium in most cars—is available to a considerable degree in the Mark II Midget—there is room behind the seats for luggage, or for carrying a third person for short distances. There is more room still in the trunk—plenty of lockable luggage space for your touring kit. Couple it with M.G. performance, instant weather protection . . .



. . . which is assured by the new winding windows and a top that is simple to erect. The durable and completely waterproof top blends beautifully with the smooth lines of the car and has a large rear window area for continued good visibility with the car closed.



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 40 year accumulation of parts for 1963 to 1980 MGB.

Parts are stored inside in a two story barn. Owner is retiring and getting out of the hobby. There is too much to even attempt a list. Willing to sell all or any portion. Prices are very reasonable, and the more you buy the more reasonable they become. The goal is to empty the barn and get these parts in the hands of those who will use them.

There is a slight twist. The parts are located in Binghamton NY, so large purchases would require a truck and a road trip, smaller purchases would incur shipping costs. But if you need parts, this could be a great opportunity.

Because of the volume of parts available, I am asking that if you need anything, please compile a list of what you are looking for and email it to me, so I can confirm what is available, establish an asking price, and get you pictures as appropriate.

My name is Bob Tresch and I am a long time BMCSNJ member. I am placing this ad on behalf of a friend who you will be dealing with directly. I have no financial interest at all.

robertre1@aol.com

FOR SALE 4 wire rim wheels that came with my MGB.

Don't need them and would like to get rid of them for only \$75. Mark Kryza 856-304-7190 or mkryza@comcast.net

WANTED Looking for a Scissor folding frame for my 1970 MGB.

Want to change over from a Stow-Away frame. Call Guido: 856-220-0074

WANTED. Looking for someone that knows how to tune and balance wire wheels.

Call Guido: 856-220-0074

WANTED. Any member that can make a recommendation on a body shop for some minor body work on my 70 MGB.

Call Guido: 856-220-0074

FOR SALE. 1966 Jaguar tite and wire wheel.

Asking \$175.

Larry Cavagnaro 856-691-8165 or lcavagnaro@comcast.net



FOR SALE: 1622 MGA engine for sale.

Looking for about \$500.00 .

Call me or email for details Roy Sperbeck 856-227-3547

r.sperbeck@Comcast.net

TRADE: Early Tr3 block with pistons, crank, cam.

++++Front plate has been removed for future Tr4 swap.

Trade for TR3/4 steel wheels or bottle of decent Scotch. Joe @ 856-812-1881

AND MORE !!

FOR SALE:

Metropolitan 1500 engine. Mild MGA - different cam & single barrel downdraft carb. Disassembled for easy loading. No carb or distributor, otherwise complete. For rebuild. \$100.

MG Midget/AH Sprite 1275 cylinder head. 12G1316 with air ports for rebuild. \$10.

MG Midget/AH Sprite top bows, header rail & latches. Very good condition. Fits 67-80. NO top. \$15.

Spring cleaning. Maybe other mechanical parts.

Carl Schwab, Sewell, NJ. 856-468-4309 or e-mail: carl78b@aol.com

FOR SALE: 1978 MGB convertible project.

You choose to finish as a sleeper V8 stock look; a custom lead sled; or the primered, MadMaxx ratrod style.

The Buick aluminum 215 V8 was running when installed several years ago.

Carb, accessories, tube headers are included.

Period 2speed powerglide automatic connects to MGB rear axle. MGB brakes. Will need floor work (if and when you decide to swap Land Rover 4speed automatic or 5speed manual.)

Dash and seat frames included, Top bows included, Rims are 14 x 5.5" direct bolt-on wearing 185/70-14 tires.

The "Cobra" metal sheet half-tonneau is easily reversed as it restricts seat legroom.

Bumpers and lights are included in the boxes of parts.

NJ title in my name, eligible QQ registration.

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Gary, Bridgeton 1-856-455-834nine



FOR SALE. 1976 MGB roadster. 50,000 miles on engine. No rust body with original paint and interior.

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Gary 856-45five-8349.



WANTED. For Austin Healey 100-4:

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Paul pis9@yahoo.com

CALENDAR OF EVENTS

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

DATE	BMC EVENT	LOCATION	TIME / CONTACT
November December	No Membership Meeting in recognition of the holiday Season <i>SO HAVE A HAPPY !!</i>	Your house, garage, on the couch, beneath your car, beneath the mistletoe, reading the BMCSNJ Newsletter, At the Disco ?	



CALENDAR OF EVENTS

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

BMC Membership Meetings

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

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

Seven Stars Diner 1890 Hurffville Rd, Sewell, NJ 08080

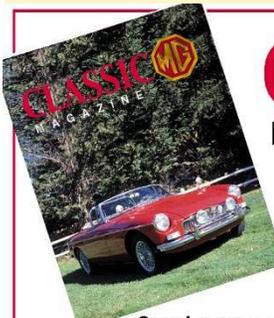
Even numbered months (February, April, June, August, October)

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

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

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

And now a word from our Sponsors

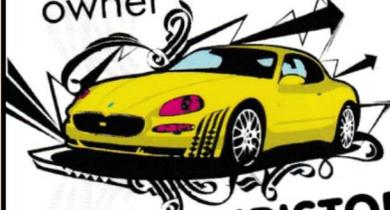


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