

OFF SIDE



British Motor Club of Southern New Jersey

NEAR SIDE



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

January / February 2022
VOL. 32 ISSUE 01



Tour

of the Shore





BRITISH MOTOR CLUB
of
SOUTHERN NEW JERSEY



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

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

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

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

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

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

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

NEWSLETTER CONTRIBUTIONS

OFF SIDE / NEAR SIDE is YOUR Newsletter.

The Editors are always looking for new material.

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

PLEASE SEND NEWSLETTER CONTRIBUTIONS TO THE EDITOR :

Joe Marchione: editor@bmcsnj.org

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

PLEASE SEND FOR SALE, WANTED or FREE REQUESTS TO :

Ed Gaubert: mqgarage@comcast.net

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

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

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

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

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

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

The editors take responsibility for any editorial mistakes or errors.

January / February 2022

VOL. 32 ISSUE 01



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WWW.BMCSNJ.ORG

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Hello BMCSNJ members,

One year ago, I wrote that I was happy to see the arrival of 2021 hoping for a return to more normal freedoms that we associate with this great country. Well, after a slow start, we achieved what many called the "new normal".

As I sit and write this message with news of increased reported cases of the newest variant du jour, I am once again concerned that we are falling back into the same mind set as before where we all feel lucky to go out and do anything. While everyone can believe what they want, follow the science, or make up their own guidelines, the fact remains that a threat still exists and, as such, we will continue to conduct the club activities in a very responsible way as we did last year. That being said, BMC of SNJ will not establish any mandates and we will simply respect the rules of the venues that we use for any gatherings. The rest is up to you.

I also wrote about our need for help in the management of the club, specifically a treasurer. It was our good fortune, that long-time member, Brian Deam, stepped up to the challenge and has handled the transition and duties in an exemplary fashion. Many thanks to Brian as we look forward to 2022. Hats off to the rest of the club leadership team who are already working on what events the club will offer this year.

Since 2022 marks the 30-year anniversary of the founding of the club by Kevin Kelly, it would appear that we must be doing something right! As I see it, continuing to move the club forward will require more participation. At this time, we have a few plans in the works to do exactly that! Stay tuned.

We are in the process of putting together the calendar of events for 2022. Our Memorial Gathering at Smithville is already set for May 7, 2022. Other events will follow the same basic schedule as 2021, so look forward to the March issue of Offside, Nearside for many more details. Meetings will follow the same format falling on the third Wednesday of each month, January through October. Odd numbered months at Seven Star Diner in Sewell and even number months at Uno Grill in Maple Shade.

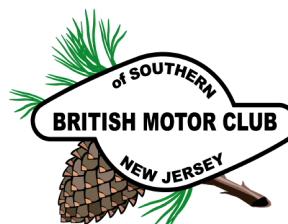
In an effort to increase interest in younger generations, please note that I will gladly grant a free one-year membership to the club for anyone under the age of twenty-five. So, if you have kids or grandchildren who are interested in your hobby, please let me know and we will get them signed up for a year for free! The younger generations will carry our craft on and we need to take the time to mentor them and make them aware of what we find to be so rewarding about the hobby!

Going forward, if you have any interest in getting involved or setting up a Pop Cruise of bigger event, please reach out to me and I will help you through it. Events can be very easy based on the ones that we have already done.

I am also trying to put together a group of "British Car EMTs" that would be willing to visit members' homes with the intention of getting some of their cars out of the garage and back on the road. Please understand that the goal is not to restore a car on a Saturday morning, but to help get cars that are stuck in garages running again so that the owners can proceed with other items that need to be taken care of in order to get them back on the road. We have a few volunteers already and I hope that we can put together a larger group to make it more fun. I'm looking for volunteers that would be willing to help with this challenging adventure. Please let me know if you have an interest in becoming somebody's hero!

As always, enjoy your cars, this outstanding newsletter, the club, and the hobby. Be safe on the roads and I'll see you at an event or a meeting! Best wishes and luck in 2022 !!

Steve Ferrante,
President, BMC of SNJ



SECRETARY'S SATCHEL

January / February 2022

by Tom Evans

January 19th, 2022

Good New Year (Blwyddyn newydd dda, literal translation) A much better year just past than the one before, don't you agree? I think we did an excellent job of adapting our outings, gatherings and meetings this year to properly protect our membership. Thank you for your cooperation, as well. We have genuinely been glad see you all again to enjoy our love of the LBC.

Our enthusiasm for these particular cars generally distills down to three attributes – Practicality, Appeal, Nostalgia. Practicality because it gets us from point A to point B and makes it fun. We can drive our soulless daily driver but isn't it more enjoyable to do it in style? Appeal is undoubtedly the greatest evoked sense when it comes to LBCs, the great looks, the lines, the style, all appeal to the eye and our innate sense of art and what it means to us within. Nostalgia reminds us of where we were, what we were doing and emotions experienced. First date, first kiss, first time we saw that LBC in a magazine ad, commercial or on the showroom floor. If you played a song for someone, they can usually tell you where they were or what they were doing when it was played, like the echo down the block walled hall of the dormitory in college hearing "Band on the Run." We can't explain it, and we don't have to, we can just enjoy it. Get that project you wanted or the completed great runner that you always wished you had and enjoy it. Life's too short to end it with regret, go for it. I restored our '72 Sapphire Blue GT6 because it was on my list of cars to explore when I purchased my new 1973 Duster 340, along with a 1970 Lotus Europa. Chose the Duster because it could seat 5. Share what appeals to you, come out to the events in 2022, better yet, volunteer or pen a tour of your area for us all to participate.

Thanks again to all who have organized and attended last year's events. Get involved, volunteer for the events and contact the coordinators, offer to lend a hand. See the calendar in this issue.

As we have said previously, it is important that we endeavor to promote the inclusion and growth of younger enthusiasts in classic restoration.

This is vital to keeping the sport alive, invite them out to our meetings, gatherings and cruises, include them in your own rebuild, restoration, maintenance and repairs. They are out there; the auto tech schools are loaded with them.

Enjoy the rest of winter, the days are getting longer, even though it doesn't seem that way. Our first meeting of the year will be on January 16th at Seven Stars Diner in Sewell. See you on the road.

See you on the road.
Happy Motoring

Tom Evans



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0-100 mph 22.7 sec.	0-100 mph 22.5 sec.	0-100 mph 30.5 sec.
standing 1/4 mile 16.4 sec.	standing 1/4 mile 16.5 sec.	standing 1/4 mile 17.1 sec.

Source: *Wig, Green, Road & Track Magazine*.

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Treasurer/Registrar's Report
January / February 2022
Money Is No Object

by Brian Deam

Dear Members,

We closed 2021 in strong financial shape thanks to your ongoing support and relatively low expenses for managing the Club. Our current paid membership count is 168 (up from 167) with 256 registered cars. For the year, we had 18 new members and lost 13, for a net gain of 5.

Club dues remain at \$15/year (free if you volunteer to host an event) for which you receive 6 newsletters per year, access to our Facebook page and unlimited use of club supplied resources! Just a reminder that the Facebook page is for paying members and spouses only.

Members are grouped in to one of two annual membership terms; one that expires on Dec 31st and the other on June 30th. Renewals for the Dec 31st group are in progress but as of this writing, over half are still outstanding. Make it your New Year's resolution to renew on time!

If you want to renew or if your membership has inadvertently lapsed, please send your payment using one of two methods:

PayPal: sign on to www.PayPal.com and send your dues to "members@bmcsnj.org".
Check: made payable to "British Motor Club of Southern NJ" and mailed to:

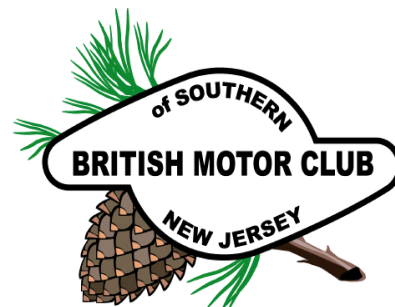
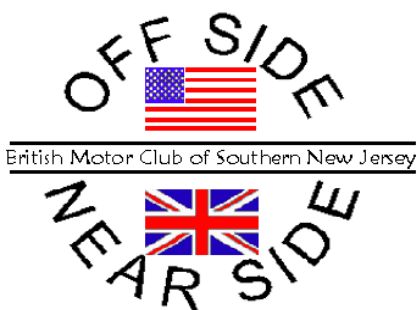
Brian Deam
900 Riverton Road
Moorestown, NJ 08057

Again, thanks for your support and best wishes for a happy and repair-free new year.

Brian



Welcome to our new and returning members:		
Name	Town	Car
Dale Wannan	Egg Harbor Township	1979 MGB



The Editor Writes

Joe Marchione

Hello all from your newsletter editor. I finally got part 2 of a brief history of the Jaguar XK E-Type introduction, production types, and continuation cars pasted together.

Even a XK - "*Electric*". By the way, before you buy an electric be sure to know what type of plug and adaptor you have and **will** need if you ever plan to charge it on any charging station other than your home. Turns out there are at least 4 different, incompatible plugs. Some require adaptors if not your car's type and some ... well Just won't work. But that's a different subject. Just something I became aware of a few days ago.

So, back to the XKE article, I tried to include the various types of production models as well as some experiments and new manufacturers. Hope you enjoy it. I'm sure I missed a lot.

Lots of pictures of Tour of the Shore and the Before you put them away run at Ragtops restoration shop. Also, Pete Cosmides MGF. The car we wished had been released here.

So all that brings me back to:

SEEKING MEMBER CONTRIBUTIONS !!!!!!!!!!!!!!!!

I am soliciting member articles for the
March / April 2022 newsletter (and beyond)

So, if you are an owner, present or past, or have a story about one of those wonderful British cars, or are even just an admirer, **please** consider sending in something about your car and you and your car's experience together.

Could be how you found it, how you brought it back from the dead, how you love it, how you lost it — anything will do. Or just send a picture of you and your car! Doesn't have to be a big deal.

If you're interested please send any material to your Editor, at "editor@bmcsnj.org".

I'm asking now because our cutoff date for member articles is at least one month before the month of the newsletter. Meaning that to have your piece published in the March/April newsletter please get anything to me no later than **February 10th. 2021.**

**Although if I get it later I could still publish it in another later newsletter
so please don't hesitate !**

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

A member profile lets our members know a little bit about you and your car. Some excellent examples are John and Joyce with their 1950 MGY in January 2020's newsletter. Or Eric Sundberg and his MGA restoration and, our very own Club President, Steve Ferrante and his cars, both in July 2019's newsletter.

And there are many more member contributors in these newsletters.

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

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



It's great for the club

Tour of the Shore



Stone Harbor

It was a dark and stormy night

NO IT WASN'T !! It wasn't even NIGHT !!

But a week ahead of the meeting for our "Tour of the Shore" the prediction (at least from the "very reliable", Weather.Com site, was *gloom and doom*). Rain and wind and floods and pestilence !! Well, maybe not pestilence, but I thought it looked pretty dire and sent out an email to Steve, our club president and Tracy, our event manager suggesting that we postpone the tour date from Saturday to Sunday, where the "very reliable", Weather.Com site predicted Sunday to be sunny and warm. I was worried that there would be many in our group who would decide not to bring their classic cars, which many either seldom, or never, drive in the wet.



Both Steve and Tracy suggested that I calm down and consider that the drive was still a week away. Tracy told me that she always waited until two days ahead before she got worried and tried not to be focused so much on the "very reliable" *Weather.Com* site to make a call.

Fortunately, we took Tracy's advice and sure enough, Saturday was a beautiful fall morning at Lake Lenape in Mays Landing. A typical fall crisp morning as BMC of SNJ members gathered their cars to begin our scheduled "Tour of the Shore".



There was a terrific turn out of around 30 people in at least 22 cars, and after exchanging some greetings our crew of L.B.C.s took off on a 40-mile drive through the south Jersey pines. On our trip we passed through Weymouth, down Cape May Ave. to turn at "Head of the River Cemetery", then through Corbin City and Tuckahoe, Cape May Court House, and finally across the Cape May Wetlands to Stone Harbor by the Ocean.

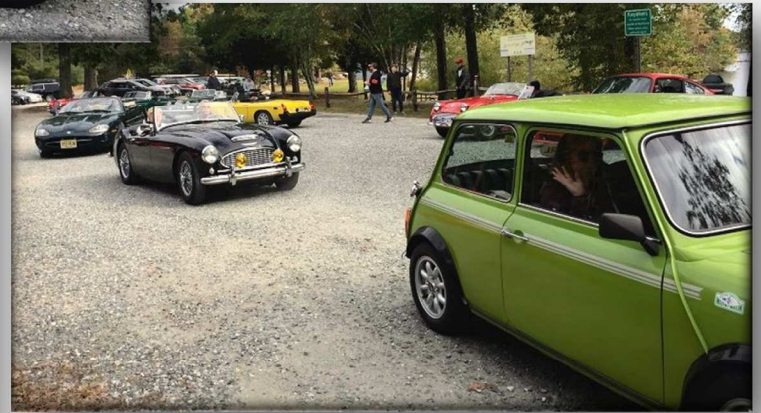


WELCOME TO THE ATLANTIC COUNTY PARK AT LAKE LENAPE
 DENNIS LEVINSON
 COUNTY EXECUTIVE
 MICHAEL BOON
 COMMISSIONER
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REGULATIONS
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 EMERGENCY:
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There we all parked at the public lot next to the beach where we were joined by a new member, Harry DiSilvestro, his wife and their beautiful BRG TR4. You might have seen Harry's profile page in our last, November/December newsletter. If not, take a look and you'll understand why Superman is standing with him.



While in Stone Harbor we all either hung around and talked classic British sports cars or dispersed to the main street of Stone Harbor where there are many shops and eating establishments.



There was a return route on the direction sheet but I left it up to the members to do what made most sense for them getting home. Most left on their own routes home.

I believe everyone had a good ride and enjoyed the sunny day and the irony is that Sunday, the day I wanted to shift the ride to, turned out to be the cloudy and rainy day !! HA.

A good call Tracy !

Joe Marchione Editor
BMCSNJ



JAGUAR XK E-TYPE



The Sensational Jaguar XKE

Part 2 (The Series 1, 2, 3, and beyond)

In our BMCSNJ July/August 2021 issue of Off Side / Near Side, (Vol.31 Issue 4) I attempted to cover the 1961 introduction of the Jaguar XK-E Series 1 car. In this issue I hope to show what changes were made to the series 1 following its introduction and later model updates of the E-Type officially designated "Series 2" and "Series 3", Specials, (and beyond).

Overview

The **Jaguar E-Type**, or the **Jaguar XK-E** is a British sports car that was manufactured by Jaguar Cars Ltd between 1961 and 1975. It was introduced as a rear-wheel drive two-seater coupé (FHC or Fixed Head Coupé) and as a two-seater convertible "roadster" (OTS or Open Two Seater). A "2+2" four-seater version of the coupé, with a lengthened wheelbase, was released in 1966.

Its combination of beauty, high performance, and competitive pricing established the model as an icon of the motoring world. The E-Type's claimed 150 mph (241 km/h) top speed, sub-7-second 0 to 60mph (97km/h) acceleration, unitary construction, disc brakes, rack-and-pinion steering, and independent front and rear suspension distinguished the car and spurred industry-wide changes.



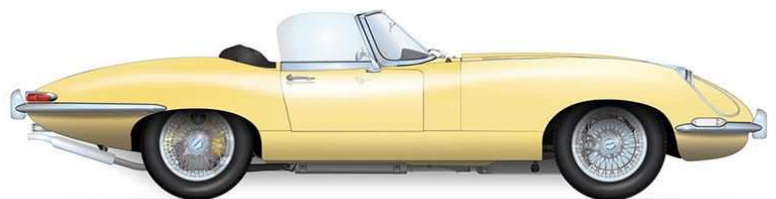
The E-Type was based on Jaguar's D-Type racing car, which had won the 24 Hours of Le Mans for three consecutive years beginning in 1955, and employed what was, for the early 1960s, a novel racing design principle, with a front subframe carrying the engine, front suspension and front bodywork bolted directly to the body tub. No ladder frame chassis, as was common at the time, was needed and as such the first cars weighed only 1315 kg (2900 lbs).

On its release on March 15 1961 Enzo Ferrari called it "the most beautiful car ever made". In 2004, *Sports Car International* magazine placed the E-Type at number one on their list of Top Sports Cars of the 1960s. In March 2008, the Jaguar E-Type ranked first in *The Daily Telegraph* online list of the world's "100 most beautiful cars" of all time. Outside automotive circles, the E-type has featured in the *Diabolik* comic series, *Austin Powers* films, and the television series *Mad Men*.

The New York City Museum of Modern Art recognized the significance of the E-Type's design in 1996 by adding a blue Series 1 roadster to its permanent design collection, one of only six automobiles to receive the distinction.



D-TYPE 1954



E-TYPE 1961



XKE Installation MoMa (Museum of Modern Art)
New York, NY

Series 1 design progression

The Series 1 was introduced, initially for export only, in March 1961 and the domestic market launch came four months later in July 1961. The cars at this time used the triple SU carbureted 3.8-litre six-cylinder Jaguar XK6 engine from the XK150S.



Earlier built cars utilized external bonnet latches which required a tool to open and had a flat floor design. These cars are rare and more valuable. After that, the floors were dished to provide more leg room and the twin bonnet latches moved to inside the car.



3.8-litre cars have leather-upholstered bucket seats, an aluminum trimmed center instrument panel and console (changed to vinyl and leather in 1963), and a Moss four-speed gearbox that lacks synchromesh for first gear ("Moss box") on all except the very last cars. The 3.8-litre engine was increased to 4.2 liters (4,235 cc) in October 1964.



4.2-litre cars have more comfortable seats, improved brakes and electrical systems, and, obviously, an all-synchromesh Jaguar designed four-speed gearbox. 4.2-litre cars also have a badge on the boot proclaiming "Jaguar



4.2 Liter E-Type" (3.8 cars have a simple "Jaguar" badge). Optional extras included chrome spoked wheels and a detachable hard top for the OTS. When leaving the factory, the car was originally fitted with Dunlop 6.40 x 15-inch RS5 tires on 15 x 5K wire wheels (with the rear fitting 15 x 5K½ wheels supplied with 6.50 X15 Dunlop Racing R5 tires in mind of competition). Later Series One cars were fitted with Dunlop 185 - 15 SP41 or 185 VR 15 Pirelli Cinturato as radial ply tires.



3.8 vs 4.2

The 4.2-litre engine produced the same power as the 3.8-litre (265 bhp;198 kW) and same top speed (150 mph;241 km/h), but increased torque approximately 10% from 240 to 283 lb-ft. Acceleration remained pretty much the same and 0 to 60 mph (0 to 97 km/h) times were around 6.4 seconds for both engines, but maximum power was now reached at 5,400 rpm instead of 5,500 rpm on the 3.8-litre. That all meant better throttle response for drivers that did not want to shift down gears. The 4.2-litre's block was completely redesigned, made longer to accommodate 5 mm (0.20 in) larger bores, and the crankshaft modified to use newer bearings. Other engine upgrades included a new alternator/generator and an electric cooling fan for the radiator.

Sub Types

Being a British-made car of the 1960s, there are some rather rare sub-types of Series 1 E-Types, particularly at the beginning and end of the Series 1 production. For example, the first 500 Series 1 cars had flat floors and external bonnet latches. At the close of the Series 1 production run, there

were a small number of cars produced that are not "rare" in the sense of the build of the twelve lightweights, but they are certainly uncommon; they were not produced until January 1967 and given the foregoing information that they were produced as late as July 1968, it appears that there must have been an overlap with the Series 1.5 production, which began in August 1967 as model year 1968 models. These calendar year/model year Series 1 E-Types are identical to other 4.2-litre Series 1 examples in every respect except for the open headlights.



Series 1.25

These Series 1 cars had their headlights modified by removing the covers and altering the scoops they sit in, but these Series 1 headlights differ in several respects from those later used in the Series 1½ (or 1.5), the main being they are shorter at 143 mm from the Series 1½ at 160 mm. All other component areas, including the exterior, the interior, and the engine compartment are the same, with the same three SU carburetors, polished aluminum cam covers, center dash toggle switches, etc.

It is not known exactly how many of these Series 1 cars (sometimes referred to as for convenience sake as "Series 1.25," but per Jaguar, Series 1) were produced, but given that 1,508 Series 1 roadsters were produced worldwide for 1967, combined with the fact that these examples were made in just the last several months of Series 1 production, means that these, like the flat floor examples that began the Series 1 production run, are the lowest volume Series 1 variant, save of course for the special lightweights.

A 2+2 version of the fastback coupé was added in 1966. The 2+2 offered the option of an automatic transmission. The body is 9 in (229 mm) longer and the roof angles are different. The roadster and the non 2+2 FHC (Fixed Head Coupé) remained as two-seaters.

A Transition. The (Unofficial) Series 1.5 and eventually, the Series 2.

Following the Series 1 there was a transitional series of cars built in 1967–68 as model year 1968 cars. Series 2 features were gradually introduced into the Series 1, creating the unofficial Series 1½ cars, but always with the Series 1 body style. A United States federal safety law affecting 1968 model year cars sold in the US was the reason for the lack of headlight covers and change in dash switch design in the "Series 1.5" of 1968. An often overlooked change, one that is often "modified back" to the older style, is the wheel knock-off "nut." US safety law for 1968 models also forbade the winged-spinner knockoff, and any 1968 model year sold in the US (or earlier German delivery cars) should have a hexagonal knockoff nut, to be hammered on and off with the assistance of a special "socket" included with the car from the factory. This hexagonal nut carried on into the later Series 2 and 3. The engine configuration of the US Series 1.5s was the same as is found in the Series 2.

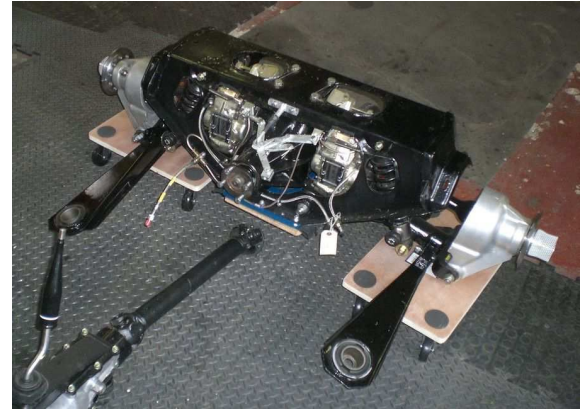


Along with these American safety law requirements, the new feature changes were not just open headlights, but also different switches (black rocker switches as opposed to the Series 1 toggle switches), de-tuning for emissions (using two Zenith-Stromberg carburetors instead of the original three SUs) for US models, ribbed cam covers painted black except for the top brushed aluminum ribbing, bonnet frames on the OTS that have two bows, and other changes. The US emission regulations forced this "de-tuning", resulting in a drop in claimed horsepower from 265 to 246 and torque from 283 to 263.

Worldwide, including both left and right hand drive examples, a total of 7,828 3.8-litre Series 1 roadsters were built, with 6,749 of the later 4.2-litre Series 1 roadsters having been manufactured.

All E-Types featured independent coil spring rear suspension designed and developed by R J Knight with torsion bar front ends, and four wheel disc brakes, in-board at the rear, all were power-assisted. The Coventry engineers spared nothing with regards to high automotive technology in braking. Like several British car builders of the middle and late 1950s, the four-wheel disc brakes were also used in that era by Austin-Healey, MG, and the Lotus Elite, putting the British far ahead of Ferrari,

Maserati, Alfa Romeo, Porsche, and Mercedes-Benz. Even Lanchester tried an abortive attempt to use copper disc brakes in 1902. Jaguar and Lotus were two of the first vehicle manufacturers to equip production cars with 4 wheel disc brakes as standard on the XK150 in 1958 (and the Lotus Elite in 1957). The E-Type Series 1 (except for late 1967 models) can be recognized by glass-covered headlights (up to 1967), small "mouth" opening at the front, signal lights and tail-lights above bumpers and exhaust tips under the number plate in the rear.



Series 1 limited-edition variants

Of the "Series 1" cars, Jaguar manufactured some limited-edition variants, inspired by motor racing:

The "'Lightweight' E-Type" initiated and designed for competition was intended as a racing follow-up to the D-Type. Jaguar planned to produce 18 units but ultimately only a dozen were reportedly built. Of those, two have been converted to low drag form and two others are known to have been crashed and deemed to be beyond repair, although one has now been rebuilt. These are exceedingly rare and sought after by collectors. *The "Low Drag Coupé" was a one-off technical exercise which was ultimately sold to a Jaguar racing driver.



Lightweight' E-Type



Low Drag Coupé

And then ?.....

Series 2 (1968–71)

The Series 2 introduced a number of design changes, largely due to aforementioned U.S. National Highway Traffic and Safety Administration mandates. The most distinctive exterior feature is the absence of the glass headlight covers, which affected several other imported cars, like the Citroën DS, as well. Unlike other cars, this step was applied worldwide for the E-Type.





Other hallmarks of Series 2 cars are a wrap-around rear bumper, larger front indicators and tail lights repositioned below the bumpers, and an enlarged grille and twin electric fans to aid cooling.

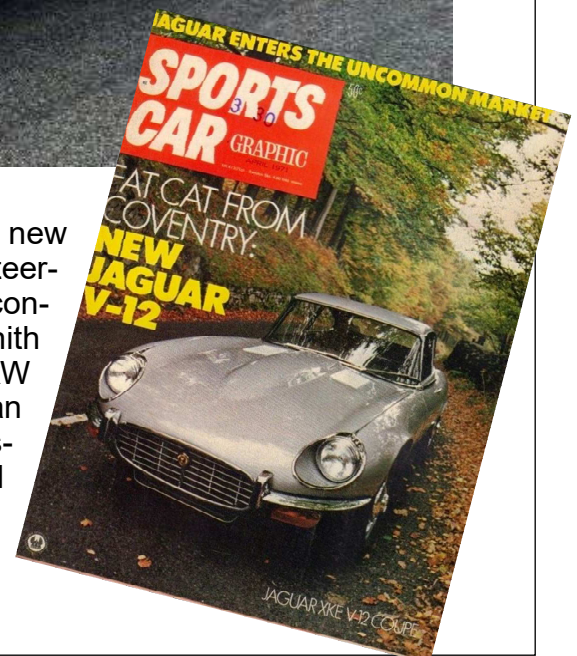
As said earlier, additional U.S. - inspired changes included a steering lock which moved the ignition switch to the steering column, replacing the dashboard mounted ignition and push button starter, the symmetrical array of metal toggle switches replaced with plastic rockers, and a

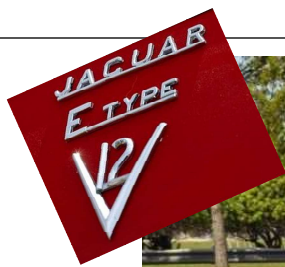
collapsible steering column to absorb impact in the event of an accident. New seats allowed head restraints to be fitted, as required by U.S. law beginning in 1969.

Series 3 (1971-74)



The E-Type Series 3 was introduced in 1971, with a new 5.3 L Jaguar V12 engine, uprated brakes and standard power steering. Optionally an automatic transmission, wire wheels and air conditioning were available. The V12 was equipped with four Zenith carburetors, and as introduced produced a claimed 203 kW (272 hp), more torque, and a 0-60 mph acceleration of less than seven seconds. The short wheelbase FHC body style was discontinued, with the Series 3 available only as a convertible and 2+2 coupé. The final production E-Type OTS Roadster was built in June 1974.





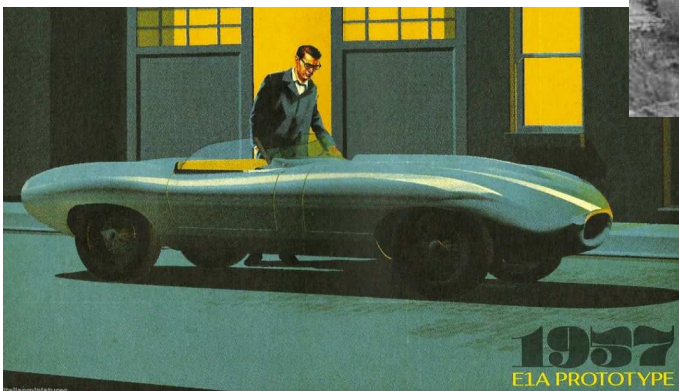
The newly used longer wheelbase now offered significantly more room in all directions. The Series 3 is easily identifiable by the large cross-slatted front grille, flared wheel arches, wider tires, four exhaust tips and a badge on the rear that proclaims it to be a V12. The first published road test of the series 3 was in Jaguar Driver, the club magazine of the Jaguar Drivers' Club, the only owners club to be officially sanctioned by Sir William Lyons and Jaguar themselves. The road test of a car provided by Jaguar was published ahead of all the national and international magazines.



Cars for the US market were fitted with large projecting rubber bumper over-riders (in 1973 these were on front, in 1974 both front and rear) to meet local 5 mph (8 km/h) impact regulations, but those on European models were considerably smaller. US models also have side indicator repeats on the front wings. There were also a very limited number of six-cylinder Series 3 E-Types built. These were featured in the initial sales procedure but the lack of demand stopped their production. The V12 Open Two Seater and V12 2+2 were factory fitted with Dunlop E70VR – 15-inch tires on 15 × 6K wire or solid wheels.

Concept versions

E1A (1957)



After the company's success at the Le Mans 24 hour through the 1950s, Jaguar's racing department was given the brief to use D-Type style construction to build a road-going sports car, replacing the XK150.

The first prototype (E1A), featured a monocoque design, Jaguar's fully independent rear suspension and the well proven "XK" engine. The car was used solely for factory testing and was never formally released to the public. The car was eventually scrapped by the factory.



E2A (1960)

Jaguar's second E-Type concept was E2A which, unlike the E1A, was constructed from a steel chassis with an aluminum body. This car was completed as a racing car as it was thought by Jaguar at the time it would provide a better testing ground. E2A used a 3-litre version of the XK engine with a Lucas fuel injection system.



After retiring from the Le Mans 24 hour the car was shipped to America to be used for racing by Jaguar privateer Briggs Cunningham. In 1961, the car returned to Jaguar in England to be used as a test



vehicle. Ownership of E2A passed in 1970 to Roger Woodley (Jaguar's customer competition car manager) who took possession on the basis the car not be used for racing. E2A had been possibly scheduled to be scrapped. Roger's wife owned E2A until 2008 when it was offered for sale at Bonham's Quail Auction, where it sold for \$4,957,000.

E-Type Concept Zero (2017) All-electric, zero-emission

Jaguar unveiled a modern revival of the 1968 E-Type series 1.5 roadster with an all-electric, zero-emission power-train in September 2017.



The vehicle has a 40 kWh battery-powered electric motor and can accelerate to 60 mph in 5.5 seconds. On a full charge, the vehicle has a range of 168 miles (270 km). The battery pack is designed to fit in the space occupied by the original six-cylinder motor without any modifications, and will fit in any model Jaguar using the same motor. The electric motor replaces the original transmission. In August 2018, Jaguar confirmed it will offer all-electric E-Types for sale starting in summer 2020.

And if that ain't enough



The History of Eagle

Situated in rural Sussex and established in 1984, the name Eagle is synonymous the world over with Jaguar E-Types.

by **Matthew Skwarczek** June 26, 2020

Even outside the Porsche 911 community, classic car restomod builds are extremely popular. So much so, that a few automakers have built continuation models of their own iconic models. That includes Jaguar's special lightweight versions of its iconic E-Type. But if you couldn't get it, British company Eagle offers a version that might be better than the factory one.



The company got its start in the 1980s by restoring E-Types to meticulous standards, *Road & Track* explains. Then, a few years ago, Eagle decided to take Jaguar's famous sports car one step further.

The result was the Eagle Speedster and Spyder GT convertible.

Both cars start off as original Jaguar E-Types, which are then 'brought up to date.' The cars have new, wider aluminum body panels, as well as new wheels and tires. The suspension is also updated, with anti-roll bars and Ohlins dampers. The 4-wheel disc brakes are modern, too, supplied by AP Racing.



Eagle also gives both cars a modern engine. Under the hood is a 4.7-liter Jaguar six-cylinder, rated at 330 hp and 340 lb-ft. Which is plenty in a car that only weighs 2269 pounds, *R&T* reports. With rear-wheel drive and a 5-speed manual, the Eagle Spyder GT can go 0-60 in under 5 seconds.

In-between releasing the Speedster and Spyder GT, Eagle also released the Low Drag GT coupe, *Car* reports. Like the other 2, it's based on an existing Jaguar E-Type, but with bodywork

based on Jaguar's own Lightweight E-Type coupes. Evidently, though, after seeing Jaguar's own continuation models, Eagle wanted to take another crack at it.

The result is the new Eagle Lightweight GT.

The Eagle Lightweight GT



Like its other models, the Eagle Lightweight GT starts off as a Series 1 Jaguar E-Type. The shop then strips it down basically to the bare chassis, *R&T* reports and gets to work. The floor pan and rear bulkhead are modified, to make the coupe roomier and safer than the original E-Type. These mods also lower the center of gravity, for better handling. The car is then fitted with modern aluminum body panels, which take 2500 hours to hand-shape. The car's sills are also enlarged to improve rigidity.

Although they may look original, the Eagle Lightweight GT's wire wheels are actually modern magnesium recreations, *Autoblog* reports. The car also uses modern tires and adjustable Ohlins dampers. And in addition to the weight-saving magnesium wheels, the 5-speed transmission has a magnesium housing, and the car uses a lithium-ion battery. Plus, sprinkled around the restomodded Jaguar E-Type are various components made of titanium and Inconel steel.

At 2242 pounds, the Eagle Lightweight GT doesn't seem that much lighter than the company's previous models. However, that's because, unlike Jaguar's continuation Lightweights, the GT is still a usable, daily-drivable car. It has leather upholstery, additional insulation, and even A/C.



But even with all that, it's still roughly as light as Jaguar's continuation Lightweight E-Type, *MT* reports. Only it's actually more powerful. The E-Type's 3.8-liter six-cylinder only makes 340 hp. Meanwhile, the Eagle GT has a 4.7-liter six-cylinder rated at 385 hp and 375 lb-ft.

Pricing and availability

Getting an Eagle Lightweight GT, or indeed, any of the company's other Jaguar E-Type restomods isn't easy. Or, for that matter, cheap. Eagle only makes 2 Lightweight GTs per year, and the price is firmly in the 'upon application' range. But for comparison, when it came out, the Low Drag GT started at roughly \$864,000.

The E-Type just keeps on coming

From Lyonheart the new Jaguar E-Type

The Lyonheart K



The Lyonheart K is a proposed British-built grand tourer based on Jaguar XK running gear. It was unveiled at the 2012 Geneva Motor Show as a development of the 2011 concept Vizualtech Growler E and is a reinterpretation of the Jaguar E-Type. "Our goal at Lyonheart Cars is to make the 'Made In England' label into a truthful concept, not just a statement. Every part of a Lyonheart car is developed, engineered and hand-built in England."

The new Lyonheart K, designed in Switzerland and built in Britain, fashions itself as a "modern interpretation" of the classic Jaguar E-Type. The classic sport car features a carbon fiber body which sits on top of an aluminum chassis, styling highlights, LED taillights and 20-inch wheels.

The interior is elegantly appointed with premium leather upholstery, wood trim and brushed aluminum accents. A supercharged 5.0-liter V8 engine, with 550 PS (405 kW / 542 hp) and 680 Nm (502 lb-ft) of torque, accelerates the car from 0-100 km/h in 3.9 seconds.

The car will be sold at around €495,000 – \$650,000.

ENGINE AND TRANSMISSION

Engine 5000cc Supercharged V8, 32 valves, Variable Inlet Camshaft Phasing

Max. Power 550PS / 405kW @ 6000-6500rpm

Max.Torque 680Nm / 502lb-ft @ 2500-5500rpm

Compression Ratio 9.5:1

Emission Level EU 5 / LEV II

Fuel Transmission EU 95 to 98 RON

ZF 6HP28 6-speed automatic

PERFORMANCE

Max. Speed 300km/h / 186mph (limited)

Acceleration 0 – 100km/h 3.9 seconds*

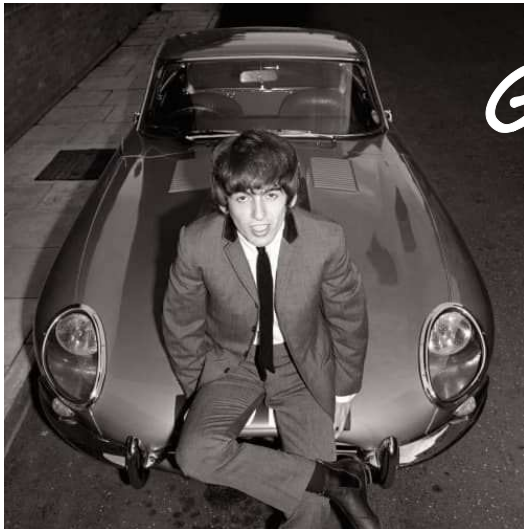
Acceleration

*Subject to Type Approval 0 – 60mph 3.7 seconds



That's Not All Folks





GET BACK !

JAGUAR E-TYPE REBORN

AS THE 60's SWUNG, THE E-TYPE RRRRRRRRRR-OARED !

The E-type defined its generation. It was everything the 60s stood for and became the car of choice for the international jet-set, super models and rock stars alike. So as London began to swing, it also started to echo with the roar of the Jaguar E-type, quickly cementing its iconic status along with other giants of design, art, music and fashion.

Described as 'The most beautiful car ever made' by Enzo Ferrari, the Jaguar E-type epitomized the glamour and excitement of the swinging 60s.



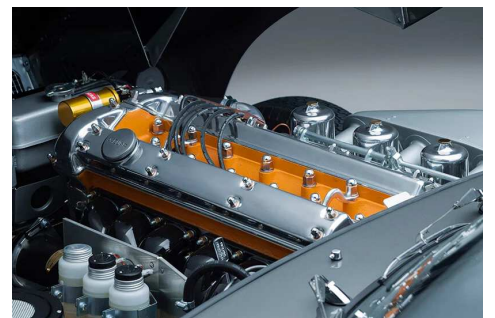
ENTER JAGUAR LAND ROVER CLASSIC WORKS



Nearly 60 years on, the Jaguar E-type Reborn program will see Series 1 E-types restored to their original specification for future generations of enthusiasts and collectors to buy directly from Jaguar Classic.. State-of-the-art workshops at the new Jaguar Land Rover Classic Works head office in Coventry offer the very finest restoration facilities. With 30 bays dedicated to the Reborn program, the Jaguar Classic team combines the latest technology with traditional craftsmanship techniques to restore and recreate some of the most famous Jaguars ever made.

IN THEIR OWN WORDS

As the creators of the E-type, Jaguar Classic's craftsmen are much more than just technicians and engineers. They're passionate custodians of one of Britain's greatest ever brands. A passion that translates into world-class service, craftsmanship and quality. We therefore look forward to welcoming you to our incredible new facility in Coventry – the city where the Jaguar E-type was born.



And so. JAGUAR XK-E TYPE - *THE END ?*

Over ? Really ? Ya think ?



Jaguar's First XKE Back In Production After 60 Years

by **Thom Taylor** on March 24, 2021

A UK company called Helm has started producing a modern version of the Jaguar E-Type Series One, known as the XKE, it was first produced 60 years ago. And just like that, Jaguar's first XKE is back in production after all those long 60 years. And it looks as contemporary as it did in the day.

Helm uses about 30% of an original XKE

Starting off Helm uses about 30% of an original XKE and then builds it out using modern components. But it retains a lot of what makes an XKE an XKE. Features include vented brakes, a 3.8-liter straight-six cranking out 300 hp, stainless steel exhaust, five-speed manual transmission, adjustable suspension, and speed-sensitive electric power steering. It's a mashup of new and old making for an improved 1960s XKE.

While the bare shell of an original XKE is the basis for the modern version, the hood and doors are aluminum. The doors also incorporate a soft-close latching system. The windshield is heated as well.

Bill Amberg Studio takes care of the leather interior. Hand-crafted aluminum door panels see a combo of semi-aniline leather and calf suede. Included in the transformation are hand-stitched toggle switches.

The Helm XKE features LED lighting, with an air conditioning system

LED lighting is utilized throughout, with an air conditioning system, Bluetooth audio, and a new non-Lucas wiring system. A bonus is the addition of two handmade "Rocket" weekend bags and not one but two briefcases. It's almost too much to fathom.



This has been in the works for over 10 years. Chedeem Battick sourced XKE coupes with an eye toward providing custom-made Jaguar E-Types. The goal is for Helms to create the owner's personal specifications. No two will be alike. Around 3,800 hours are devoted to each Helms XKE.

3,800 hours would equate to almost \$400,000. Plus parts

In the US many specialized shops charge \$100 an hour. So 3,800 hours would equate to almost \$400,000. Plus parts. So, you can see that this is going to be an XKE costing over half-a-million. Or more. While a modern vehicle that looks like an XKE seems like an excellent idea if you spend over half-a-mil for it how comfortable are you to take it into town? Or anywhere for that matter.

So all of the modern features and accoutrements make for a usable transportation vehicle. But how easy is it to take it for a stroll downtown or out into the country when it costs you that much? From a perusal of first-gen XKEs, it looks like \$250,000 will get you a nicely restored coupe. It may not have air-conditioning and Bluetooth but it's cheaper and original. Hummmmm. What do you think?

The final frontier?
Nah!
The XKE will, after 60+ years of excitement, continue to boldly roar where few Classic sports cars have roared (?) before!
(Cue Star Trek music)
Editor Joe



And now from Gary Warren



Editor: So that's where I hid those Christmas Cookies !!





I'M BACK! *Ok Maybe a bit late to the party but
I can still Rock'n Roll (quickly).*

The Time has arrived America

How would you like your MG to have a twin cam engine with electronic ignition and fuel injection? How about 4-wheel independent suspension? Perhaps you like 4-wheel disc brakes? Yes, a 5 speed would be nice as well and how about we throw in a driver's side airbag while we're filling out the spec sheet.

You would like the convertible top to be easily put down....like a Miata you say? And of course, who doesn't want a zip out rear window that is also available in proper glass if you so desire? While we are dreaming, let's make it a mid-engine design for excellent weight distribution and handling.



I know many of us, myself included have spent many dollars upgrading our beloved MGBs to include many of these very features. But alas, it's 2021 and now there is an alternative thanks to USA's 25-year importation regulations. I am talking about the MGF sports car, which includes all of the above specifications and it's ours for the taking now that the 1995/1996 model years are eligible for importation without EPA or DOT restrictions. Pretty impressive spec sheet wouldn't you say?



The USA MG market is now welcoming more and more early MGF's to our shores daily, just as our Canadian friends have been doing for 10 years now, since they only had to wait 15 years for cars to become eligible. Many of us know of the MGRV8, which is the updated/modernized MGB with a V8 introduced in 1993. Using a Heritage MGB body shell this modernized MGB is a beauty, and if you're lucky maybe you've seen one at an MG Convention.

It was an exercise by MG Rover to keep the MG sports car name alive and to produce a specialty car. It was no doubt a beauty and a car I've always wanted to own but let's face it, underneath it was essentially a 60+ year old design.

During the same time period MG Rover was working on a fresh design for a new MG sports car that would be modern and competitive in the market and take on the Mazda Miata which had been introduced in 1990. What they came up with is the MGF, the first newly designed/ engineered MG Sports car since the introduction



of the MGB back in 1962. Production began in 1995 and over the years the car evolved into a somewhat refreshed MG TF in the early 2000's.

So if like me, your aging body is telling you to update to a newer, more modern Sports Car, no need to jump ship and get a Miata. There's an MG for that now!



Peter Cosmides





Before you put 'em away



From Pete Cosmides 12-2-21

Looking for any excuse to take my newly acquired MGF out on the road, on Sunday November 21 I attended the Ragtops and Roadsters "Before we put them away Tour". It was a beautiful sunny day for my trip out to Perkasie, PA where the folks at Ragtops were hosting a morning Open House complete with scones, coffee and tea. Upon my arrival at about 9:30 the street in front of Ragtops was overflowing with interesting, mostly British sports cars. In addition, the local Alfa Romeo club was invited so there was a smattering of very cool Alfa's. I could easily be persuaded into Alfa ownership as they have so many interesting vintage models. There were about 50 or so cars in total.



After some tire kicking, socializing and a self-guided shop tour,

Ragtops operations manager Dave Hutchison presented a sizable (both in cash value and in sizethink Publishers Clearinghouse size) to a representative of Shriners Children's Hospital. This \$46K plus check was the donation proceeds from this years British Reliability Run here in the PA area. <http://www.britishreliability.org/>



If you haven't participated in this annual run, I strongly encourage you to do so as it is a great cause and a terrific way to enjoy a road trip with your British sports car with the comfort of a group of like minded folks. After the check presentation, Ragtops new managing director Bryan Joslin had a few words for the crowd about some upcoming changes to the business now that Mike Engard has retired and sold the business to a group of investors including Bryan.





At this time all attendees were supplied with some written directions for a driving tour over to Ragtops second restoration location in Pottstown, PA. (Pollock Auto Restoration) for another Open House/ Shop Tour and complimentary lunch. The cars broke up into smaller groups to make the scenic trip over to Pottstown.

As I did not have a navigator, I chose to tag along with some friends from the Delaware Valley Classic MG Club for a spirited drive through the back country. We had several MGB's, MGA, Alfa Spider, Toyota MR2 convertible, Jaguar XKE (who drove down from Staten Island, NY), 2 early Miatas and my MGF in our group.

Upon our arrival at Pollock we were greeted by a nice catered lunch of Wegmans sandwiches, refreshments and snacks.

This Pollock building was built in the early 1900's and is a huge, interesting old building. I sure would not like to pay the heating bill for this building. Packed with cars of all types from a very rare BMW 507 roadster in for a full restoration to several Jaguars, Porsche 911, Muntz Jet along with many pre-war American cars.

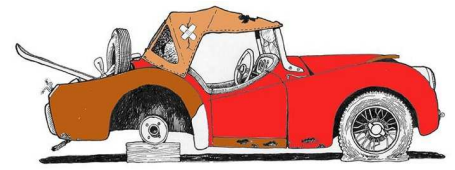
All in all a very nice day, I am glad to have attended and enjoyed what is likely the last organized car event of the season.



Thanks to Bryan, Dave and all the Ragtops crew for a great day.



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

FOR SALE: Original aluminum bonnet (hood) from a 68 MGB. Asking \$400 or best reasonable offer. Tom Fanelle Tfanelle@aol.com

FOR SALE: 1275cc engine built by Alderman Race Engines in Delaware for a Bugeye vintage race car.
Never been used, sitting on the pallet as a spare for my Bugeye. I sold the car and one other spare motor so this one is for sale. Could be used as a fairly arrogant street motor in your Spridget. New, it would cost about \$7500 to have built. I need \$4800 for this one.
Has a Winner's Circle oil pan attached. Pics on request. Located at my garage in Newtown PA.
Ed Wolff lotus7ed@comcast.net or 856-816-7321

FOR SALE: 1985 Jaguar XJ6. Good parts or project car. Has not run in five years. \$1000
Bob Hahn 856-236-6007 or ssgrhahn@juno.com

FOR SALE: I have an unmolested trim set for around the grill on 70-72 MGBs with the recessed fish mouth grill. The two pieces are in excellent condition other than needing a good polishing, Moss part numbers 455-315 and 455-325. Asking \$50 for the two pieces.
Ira Eckstein dohc281@comcast.net or 856-296-6460

FOR SALE: Rotary Lift Model SP88 complete 2 post car lift. Got it from a gas station and never installed it. Parts are readily available if needed \$400 or best reasonable offer.

-Graymills Handi Kleen parts washer. From the same gas station. \$40
-Early MGB parts. Cheap or free to good homes. Transmission, tonneau bars, starters, generators for cores, lots of miscellaneous. Call with needs.
-Tow Bar \$5
-Moprod MBS 14 brake shoes new in box fits TR3,4,5,6, Reliant Scimitar, Morgan

Chris chrisbethmann@comcast.net 609-567-0429 (house machine) 609-457-7051 mobile phone

WANTED: Triumph overdrive transmission from TR3, TR4, TR250. TR5 or TR6. Any condition as long as the case is not cracked. George Lawton triumphtr4@hotmail.com

WANTED: Information or guidance. I own a 1966 Jaguar XKE. I bought a bonnet in Canada. I purchased headlight chrome and it does not fit. I am looking for anyone who has knowledge of the XKE and can shed any light on whether there are differences in bonnets that I may be unaware of. Any information appreciated. Lynn Johnson lej911@gmail.com

WANTED: . TR4/TR250 left front fender, left rear fender, trunk lid, windshield.
Paul Serdiuk pis9@yahoo.com or 609-462-3593

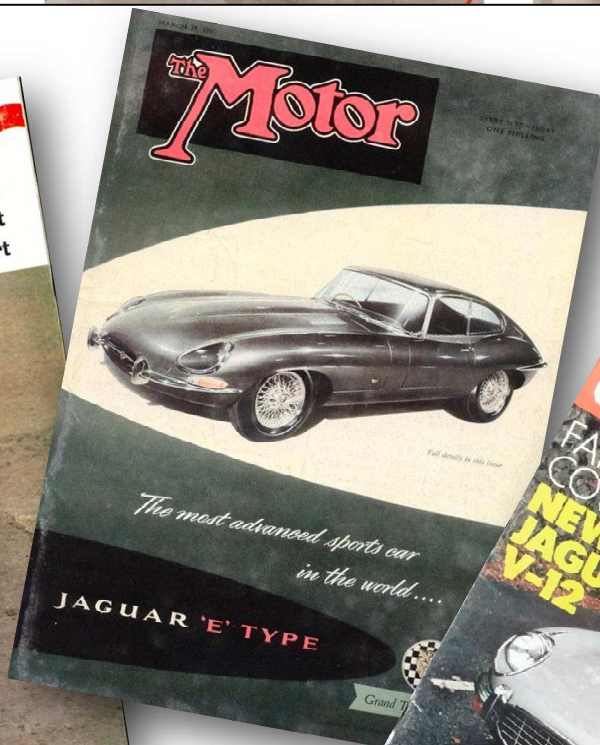
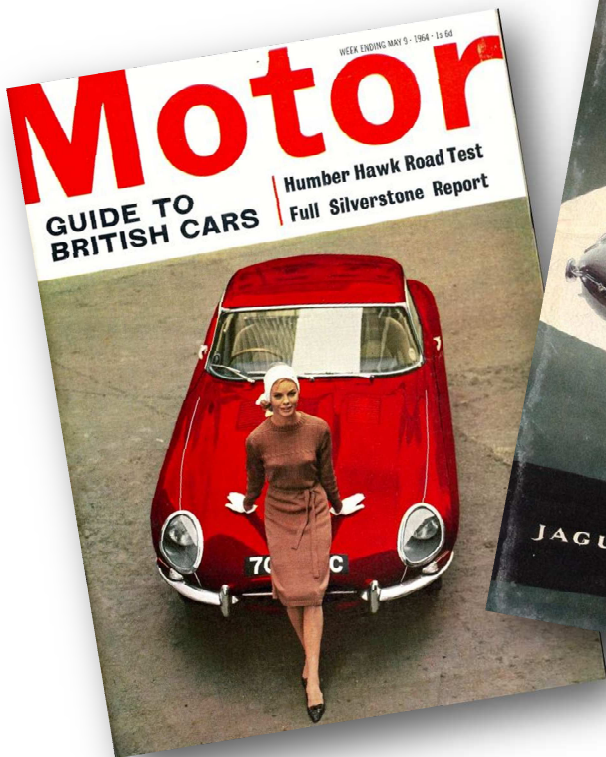
FOR SALE Bugeye Sprite windshield frame (with cracked windshield left in place to prevent the frame from warping). \$100 or nearest reasonable offer. Located in Maryland but I make regular trips to Brigantine and could meet you at a mutually convenient spot, George Albaugh albaughg@comcast.net

SWAP MEET



FOR SALE: Austin A series 948 engine. Approximately 1000 miles since major rebuild. Runs great, leaks in all the right places. Make offer. Dan Carter healeydan12@gmail.com or 856-780-0373.

FOR SALE: 1974 mg Midget. 85,000 miles. Solid car with desired features i.e. open wheel wells, split bumper, wire wheels, hardtop. Runs good, new brakes, rebuilt SU carbs. Car is ready for paint, other project forces sale. \$5900 now, \$8000 after paint. Bob Sabota 856-629-9480 or rfs1028@verizon.net



CALENDAR OF EVENTS

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

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

DATE	BMC EVENT	LOCATION / STATUS
January 1/19	Membership Meeting Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense.	7 Stars Diner, Sewell 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org
February 2/16	Membership Meeting Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense.	Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org
March 3/16	Membership Meeting Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense.	7 Stars Diner, Sewell 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org
April 4/20	Membership Meeting Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense.	Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org
May 5/7 10am-2pm Rain Date: 5/8	Members Memorial Gathering at Smithville to benefit Samaritan Hospice RAIN DATE 5/8	For Directions: www.historicsmithville.com/directions CONTACT: mgarage@comcast.net
May 5/18	Membership Meeting Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense.	7 Stars Diner, Sewell 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org
June 6/15	Membership Meeting Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense.	Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org

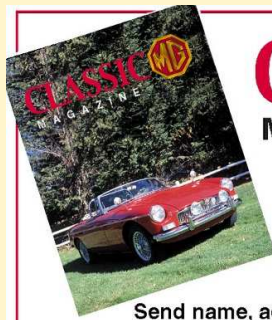
Events Continued



DATE	BMC EVENT	LOCATION / STATUS
July 7/20	Membership Meeting Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense.	7 Stars Diner, Sewell 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org
August 8/06 10am Rain Date: 8/07 10am	<i>Tour of South Jersey</i> COME EARLY FOR BREAKFAST	START POINT: Woodstown Diner 10am 16 East Ave. (Rt. 40) Woodstown, NJ 08098 DESTINATION: Hudock's Custard Stand Rt. 49, Quinton, NJ events@bmcsnj.org
August 8/17	Membership Meeting Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense.	Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org
September 9/21	Membership Meeting Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense.	7 Stars Diner, Sewell 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org
October 10/19	Membership Meeting Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense.	Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org
November	No Membership Meeting in recognition of the holiday season	
December	No Membership Meeting in recognition of the holiday season	



And now a word from our Sponsors



CLASSIC MG MAGAZINE

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- ❑ Two years – Twelve great issues \$50 (Canada \$58, Overseas \$68 U.S. dollars)
- ❑ Sample issue \$6 U.S. dollars

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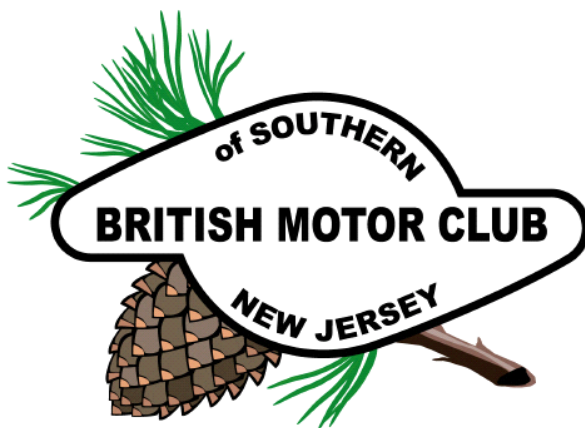
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