

OFF SIDE



British Motor Club of Southern New Jersey

NEAR SIDE



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

July / August 2022
VOL. 32 ISSUE 04





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.

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accessed at:
WWW.BMCSNJ.ORG



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Hello BMC of SNJ members,

It has been a very busy May and June to get the summer started. When I heard the news that Dr. Fred Simeone had passed away and had a chance to digest the many accomplishments outlined in his obituary, it once again reminded me just how lucky automotive enthusiasts in this area are to have the ability to view his collection any time that we want. I have had opportunities to visit many automotive museum collections over the years and not a single one was more accessible or had the relaxed feel that the Simeone Foundation Museum has. As an added bonus, to see incredibly rare and valuable cars being brought outside and driven on Demo Days is an experience that you won't find very many places (special thanks to our Founder, Kevin Kelly who is the Curator at the Museum.)

I had the opportunity many years ago to visit the old parking garage building that once housed the collection in Center City Philadelphia. A small group of us were taken for a tour of the collection by Dr. Simeone in a setting that was very different from where the cars are now. Dr. Simeone spoke of his plans for a museum and foundation that would preserve the collection for years to come. A few years later, his plans were realized and the museum became a reality. While an amazing place, I think that we all know that the museum represents only a small piece of his legacy. Rest in Peace, Dr. Simeone and thank you for all that you have done.

On our side of the river, our May and June events have all been successful and rather than dwell on the details that you can read about elsewhere in this newsletter, I'd rather mention that I am delighted by the number of members that have stepped forward to get involved and help make things happen. As with most organizations, a core group forms and then collectively performs the duties necessary to provide for the entire group. This is happening now and it is gratifying to see the overall participation level increase. I am also very happy to see more spouses taking part as this will only make the club stronger. If you would like to get involved in any way, please let me know!

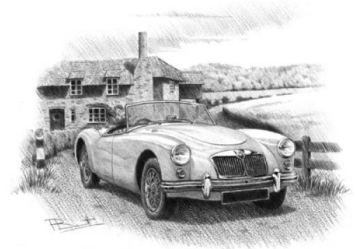
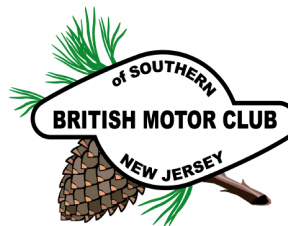
At the Memorial Gathering at Smithville, the Board of Directors and I were honored to recognize our newsletter editor, Joe Marchione for his contributions to the club. Joe was presented with a beautiful painting of his Lotus Elite done by fellow board member and artist, Gary Warren (see the pictures in this newsletter!) Thank you Joe for all that you do!

I am looking forward to our next major event, the Annual British Car Owners Ice Cream Social on July 23. This will be the 28th year for this event and I'm sure that the event will be as great as it usually is! Following that will be the Tour of Salem County on Aug 6. Please come out and enjoy the events!

I hope that you are all enjoying the beautiful weather in your cars. Stay safe out there in the summer traffic!

Steve Ferrante,

President, BMC of SNJ



SECRETARY'S SATCHEL

March / April 2022

by Tom Evans

June 15, 2022

It's the Platinum Jubilee for Queen Elizabeth II! That is incredible, 70 years as the British Monarch, imagine us having a leader that long, how soon would we get tired and complain? From the country that brought us ALL of our Club's cars. Amazing! How did you celebrate? Bangers and mash with mushy peas or fish and chips? (selsig, tatws a pys neu pysgod a sglodlan, in Welsh, wow, those lessons have paid off!) Linda and I celebrated by watching some of the events and enjoying delights from "Old Land of My Fathers," that's the Welsh national anthem, "Hen Wald Fy Nhadau" beautiful music, listen to a song flash mob in Victoria Station, London, Cymru am byth!

<https://www.youtube.com/watch?v=HdLcbsZtv8>

However you celebrated be happy for that British engineering, maybe not the fit and finish, that we are still enjoying in our two-seater sports cars. Times have changed, there used to be over 300 auto makers in the UK now there are a lot fewer and most are owned by non-British companies. Britannia ruled the waves and the sun never set on the Empire, oh well, times really have changed. I've been reading a great book authored by Ant Anstead, of "Wheeler Dealer" and "For Love of Cars" fame, about the history of the British police car. Ant served for ten years in the Met ending as a Tactical Firearms Team member and decided that he enjoyed cars more than policing, and it seems he really enjoyed policing. The book is entitled "Cops and Robbers" and is available in hardcover or on Kindle. Learn all about Woolsey's, Jaguars, Dagenham Fords and their roll in policing the UK. It was a very different approach than ours with Crown Vic's and Impala's, they even used MGA's, GT-6's and Jag 120's. Learn the difference between Panda, Area, Traffic cars and The Sweeney (hint: Cockney rhyming slang).

Our Smithville Gathering, to benefit Samaritan Life Enhancing Care, was once again a success as shown by the photos and story in this issue of Off Side/Near Side. It has been an honor to raise funds for such a cause and they have been equally grateful for our efforts. Thank you to Club members Mike Eck and Becca Payonk for inviting the Club to a picnic, on May 14th at their house, for our members to meet up with their Jaguar Club friends and enjoy an afternoon of food and car fun. June 11th was the Monmouth County New Jersey's Scenic Byway Tour composed and

led by Ed Smizer and Charlie Hofmann.

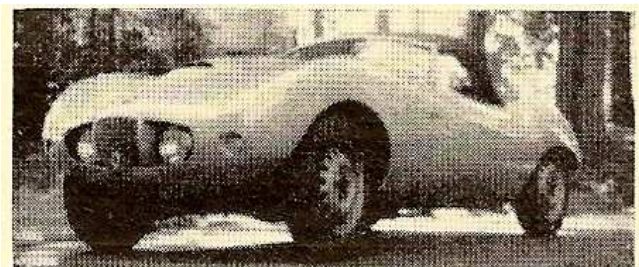
Coming up is the July 23rd Ice Cream social at the 5 Points Custard in East Vineland, NJ and the August 6th Tour of Salem County starting at the Woodstown Diner and ending at Hudock's Custard Stand, Rt 49, Quinton, NJ. Additionally, the regular club meetings are on the third Wednesday of each month. Odd number months are held at the Seven Stars Diner in Sewell and even number months the Uno Grill in Maple Shade. Come out to the one nearest you or come to all. See all on the website and in the Events section of this issue of Off Side/Near Side.

Remember "The Rescue Squad", headed by Pete Cosmides and George Lawton is available and have helped several members in "rescuing" their LBC from minor issues. What a wonderful concept, helping each other! If you have an LBC problem, Pete can be reached by email at tundramgb@hotmail.com, therapy will cost extra.

The Board of Directors are here to serve the Club, the list and their contact information is located on page 3 of this issue of Offside/Nearside. The Club has a need to fill a few positions to enhance the continuity and fun of the Club, they are, Co-Events Coordinator (North), additional Directors and National Club Liaison. If, as a member, you have the desire to serve in any of the positions, or suggest others, please feel free to contact a board member.

Get out and attend the events and cruises, volunteer or host an activity. The POP Cruises will begin soon with the nice weather. See you on the Road!

Happy Motoring
Tom Evans



1955 ARNOLT-BRISTOL. About 80 remaining. One of two all-aluminum ones. Racing history. Two owners. 17,000 miles since 1966 when sold as new from Arnolt Corporation. New Michelin tires, new paint. Perfect running, perfect body. \$6000. (219) 453-3831. Tom Van Meter, RR2,

From Road & Track 1972

Treasurer/Registrar's Report
July / August 2022
Money Is No Object

by Brian Deam

Dear Members,

Our membership continues to grow, and we are now up to 175 members. Word of mouth is one of our strongest marketing channels, so thank you for promoting the club to potential members.

Thanks to the donations received at the Smithville Memorial event and our strong financial position, we made a \$1,500 donation to Samaritan Hospice this year.

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. Renewal notices have been sent to those of you whose membership expires on June 30th. If you haven't responded yet, please do so by July 15th.

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

May.

Again, thanks for your support and best wishes for fun summer.

Brian



Welcome to our new and returning members:

Name	Town	Car
Michael Connelly	Southampton	1953 MG TD
Martin Szwarc	Marlton, NJ	1973 Spitfire
Will Spencer	Tabernacle, NJ	1971 Spitfire
Mark Black	Cinnaminson, NJ	1973 Jensen-Healey
Benjamin Chack	Washington Crossing, PA	1966 Austin Healey 3000



The Editor Writes

Joe Marchione



Hello all from your newsletter editor.

This is an unusually large newsletter. Mainly this has been an unusually active couple of months. Part II of the Arnolt Story featuring the Arnolt Bristol, our annual Smithville Gathering, another great story from Mike Eck, the Monmouth County Tour, of course Swap Meet and Calendar pages. A lot going on, which is great ! Our club is growing rapidly and the more members the more events, more pictures, more stuff bought and sold, just more of everything, which translates into a larger newsletter. Unfortunately two of our members, Frank W.Wynn and Pete Linszky, as well as, Fred Simeone, owner and curator of the Simeone car museum passed away between last issue and this. They will all be missed and remembered by many of our members.

Hope you enjoy this addition.

Joe Marchione

So all that brings me back to:

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

I am soliciting member articles for the
September / October 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 experiences 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 September / October newsletter

please get anything to me no later than **JULY 20th. 2022.**

**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....Anytime !!***

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.

It's great for the club

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.



Thanks, Joe Marchione

Attention BMC of SNJ Members!
I am happy to announce a new benefit available to the club!

The BMC of SNJ RESCUE SQUAD



Perhaps your British car is languishing in your garage due to a mechanical roadblock that you have encountered that has prevented you from enjoying your car.

We have harnessed the collective talent of several club members and are instituting a program that we call "BMC of SNJ Rescue Squad." Our goal is to provide volunteers to help you get your car back on the road. Short of routine maintenance and full restorations, we can help if you have a problem you can't overcome by sending a group of volunteers to your home garage and help you through the process.

Maybe you have a clutch or brake system that needs to be bled and you're struggling with the process. Or, perhaps your turn signals stopped working and you can't wind your way through the electrical diagram to make the repair. Maybe your car ran when parked and doesn't want to start now. Let us know and we will do all we can to arrange for the help you need.

This will provide some fun, social interaction and productive garage time for all parties involved. Refreshments are optional!

One of our original BMC members, Pete Cosmides has offered to get this program off the ground.

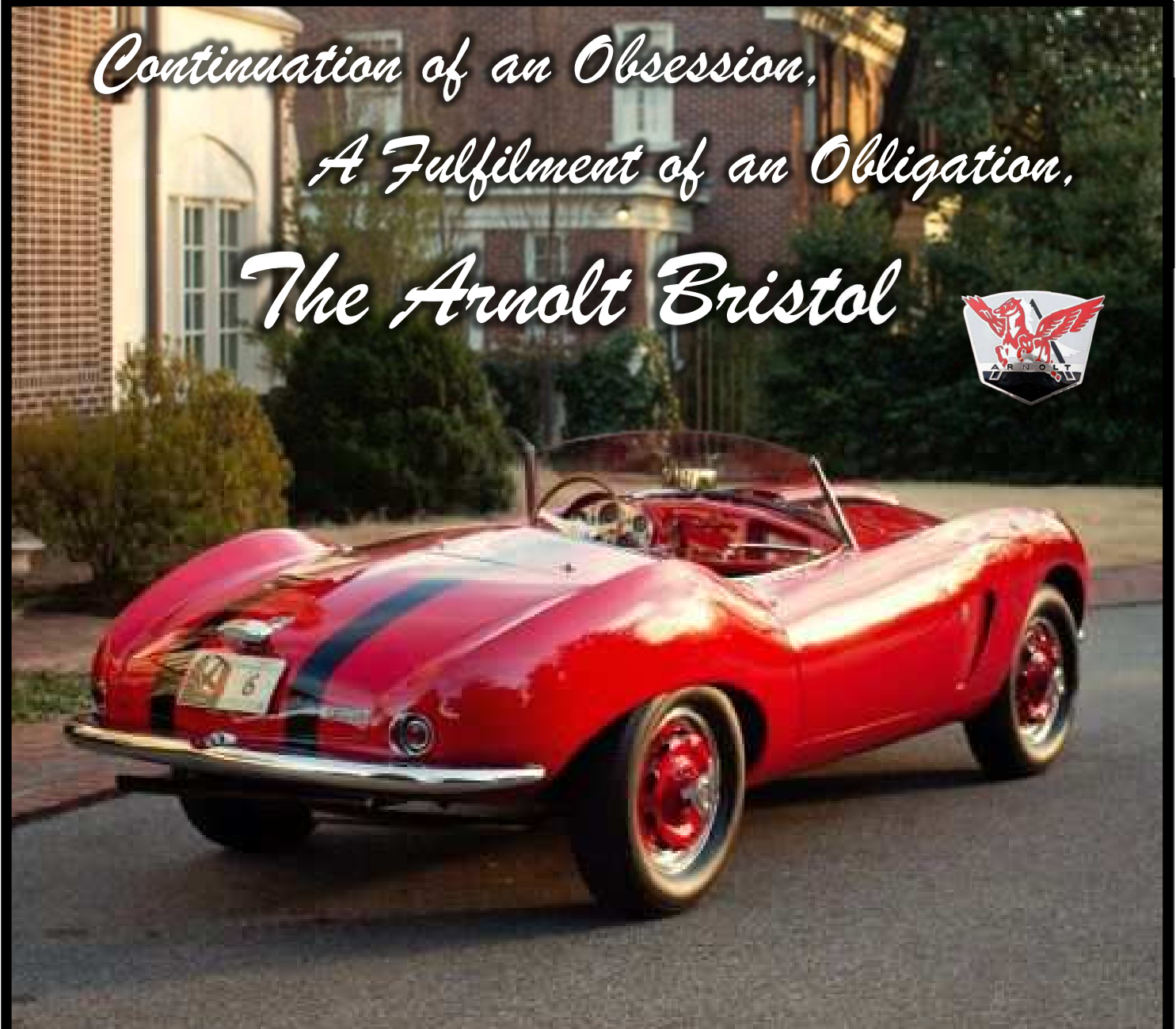
So, if you need some help, please contact Pete and he will determine if we can be of assistance. Pete can be reached by email at tundramgb@hotmail.com

By the way, if you want to get involved with the Rescue Squad, you can let Pete know that as well. You don't need to be an expert, but perhaps you have mastered certain mechanical aspects that will come in handy to others under the right circumstances.

Steve Ferrante
President, BMC of SNJ
president@bmcsnj.org



*Continuation of an Obsession,
A Fulfilment of an Obligation,
The Arnolt Bristol*



Arnolt's continuing part 2 story on the following pages.

Wacky's Obligation The Arnolt Bristol

Stanley H. "Wacky" Arnolt was a Chicago industrialist, who began importing foreign cars in the 1950s to the United States. Though sold as American cars, the cars were true hybrids, with British mechanicals, Italian bodywork, and U.S. sales and distribution. SH Arnolt Inc. had become a licensed automobile manufacturer in the State of Illinois which facilitated in some cases final assembly and body work.

(Editor: I'd like to mention that there is a more detailed description of Arnolt and Bertone's collaboration featuring the Arnolt MG in BMCSNJ's May/June issue which I encourage you to check out. Included here is a shortened version of their meeting).



The World's Most Distinguished Sports Car

the 2-Litre ARNOLT-BRISTOL

American ingenuity envisioned this dashing sports car, British engineering skill and Italian artistry helped to bring it into being. The result is a personal car with race-car speed and agility that exceeds in performance and elegance the demands of the most discriminating.

the DELUXE MODEL

The Deluxe Model Arnolt-Bristol with its low radiator, inset headlights, sloping hood and distinctive, the most modern and beautiful sports car on the road. It is also the most luxurious. Deep-cushioned bucket-type seats and comfortable arm rests afford perfect body support on fast, sharp turns. Seats, arm rests and interior richly upholstered in the finest crushed grain leather in harmonizing colors. See and drive the Arnolt-Bristol and you will understand why connoisseurs of fine motor cars acclaim it "the world's most distinguished sports car."

the COMPETITION MODEL

In the leading American sports car races of 1954, the Arnolt-Bristol Competition Model distinguished itself with an enviable record of victories. At Watkins Glen, New York, in the 2-litre class, the first and second places were captured by Arnolt-Bristol. The winning car was driven by Mr. S. H. Arnolt. The Arnolt-Bristol also demonstrated its superiority at Chanute Field races in Illinois, at the Lockbourne races in Columbus, Ohio, and at the Offutt races in Omaha, Nebraska.

The reason for the superior racing performance of the Arnolt-Bristol Competition Model is an extremely high power-to-weight ratio (1 horsepower to less than 14.7 pounds of weight).



It began with a fortuitous meeting at the Turin Auto Show in 1952 between Arnolt and Nuccio Bertone, owner of an Italian automobile company which specialized in car styling, coachbuilding and manufacturing. This meeting resulted in four collaborative efforts between Arnolt and Bertone. The first of these cars began with Arnolt's deal with MG to supply MG TD chassis. These were then to be fitted with Bertone bodied designs by patriarch Giovanni Bertone (the "international maestro of Italian design"), his son

Nuccio and the designer Giovanni Michelotti. This car, dubbed the Arnolt MG (featured in our May/June issue), was well received but MG, pressed with ramped up production of their new TF model, refused to supply unshipped TD chassis leaving Arnolt to devise other plans. According to an article by Wouter Melissen, Arnolt needed to find a new chassis source to meet his obligation to Bertone, in whom he had invested heavily, after MG proved unable to fill the original order for 200 cars.



Franco on left, with Nuccio Bertone in an Arnolt-Aston Martin DB2/4 in 1953/54

Arnolt seized this opportunity, along with Bertone, to successfully design and manufacture a very powerful, sporty (and pricey) car. With a 6-cylinder British Bristol engine (based on a BMW design), a Bristol chassis, and bodied by Bertone, the Arnolt-Bristol was a perfectly balanced sports/racing machine much sought-after in high-performance car circles, then and now.



Entirely satisfied with his international collaborative process, “SH Arnolt Inc. of Chicago and Warsaw”, Arnolt negotiated with Bristol Cars Ltd in the UK for the purchase of 200 of their 404 series chassis and 1971 cc,



Bristol 404

six-cylinder 130hp engines. The chassis Bristol supplied were sent to Carrozzeria Bertone where they received a highly aerodynamic body with a flowing design that allowed the minimal hood height to clear the car’s three single barrel Solex 32 carburetors.



Scaglione is best known for designing Alfa Romeo BAT concept cars

The bodies were designed by Bertone's new designer/aerodynamicist, *Franco Scaglione* (soon to be famous as the designer of the Alfa Romeo B.A.T. concept cars). The very tall Bristol engine created problems for designing a sleek-looking sports car. Franco Scaglione handled these with particular genius - first by incorporating a hood scoop to lower the surrounding sheet metal, and



then by incorporating sharply creased fender lines out over the wheels to draw the eye's attention away from the unusually tall peak in the hood.

Arnolt entered his racing teams of Arnolt-Bristol cars at Sebring between 1955 and 1960, with very creditable showings.

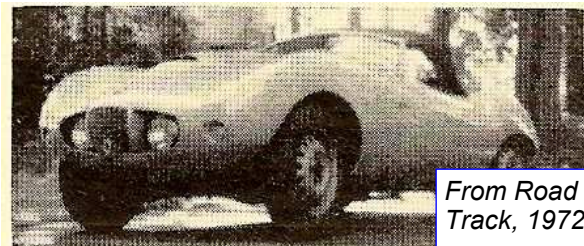


Racing Team

Arnolt created a racing team for the Sebring 12-hour race, and in 1955, at their first at-

tempt, the special lightweight cars finished first, second and fourth in the Sports 2000 class. The following year they took second and third in class. In 1957 the team withdrew after Bob Goldich's fatal accident on the first lap of his first stint in the car co-driven by Arnolt. A privately entered Arnolt Bristol finished

fifth in class. 1960 brought a final class win, the team placing 14th, 22d and 39th overall.



From Road and Track, 1972

1955 ARNOLT-BRISTOL. About 80 remaining. One of two all-aluminum ones. Racing history. Two owners. 17,000 miles since 1966 when sold as new from Arnolt Corporation. New Michelin tires, new paint. Perfect running, perfect body. \$6000. (219) 453-3831. Tom Van Meter, RR2,



Body Styles

There were four body styles of the Arnolt-Bristol, built from approximately 1954 to 1959. First, came a stripped road racer, then a slightly better-equipped Bolide racer with a cut-down windshield.



Then there was a Deluxe version with side windows and a convertible top and a glove



box, instruments mounted in a housing in front of the driver, glove box set in the dash. At least one open car was subsequently fitted with a removable hardtop by S.H. Arnolt.

Factory options for the Arnolt Bristols

included a front sway bar, remote shifter, 11-inch Alfin drum brakes, convertible top, bumpers, Borrani KO steel wheels (nine sets were sold, and one car was sold with Borrani wire wheels) and several different rear end gear ratios. A special racing fuel tank was installed in some of the race cars but was never offered for sale to the public.



The cars came with an owner's manual, spares manual and shop workbook, as well as a spare wheel and tire and complete tool kit. Additional items such as Arnolt key fobs, neck ties, ice buckets and Arnolt logo head scarves were available from the company. A wide variety of promotional literature, including brochures and postcards, was also produced.



Then came the coupes

The Arnolt-Bristol coupe, though still small inside, noisy, and somewhat uncomfortable to drive, had full weather protection and wind-down windows. The styling, all swooping curves with a rather pinched nose and mouth, was typical of Bertone in the Fifties.



Mark II

Arnolt Bristol Coupe

A tautness of line... An elegance of concept immediately apparent in the Arnolt Bristol Coupe Mark II conceal the same competition-proved engine and chassis which have earned top honors for the Arnolt-Bristol Bolide in international endurance racing. (First, second, fourth, fifth 2 liter class Sebring '55.) A hand-fashioned body by Bertone of Turin, an aircraft quality British racing engine blend the best craftsmanship of two nations into a highly individual motor car. But individuality carries no penalty of fussiness in the Arnolt-Bristol. The two-liter engine is world renowned for its high-performance reliability. A rare combination of distinction, dependability and downright breathtaking motoring.

Dealers

#6390

New York City: 505 Park Avenue
 Boston: 125 East Chestnut Street
 Chicago: 277 South Dearborn Ave.
 Dallas: 1520 Commerce Ave.
 Denver: 2025 South York
 Detroit: 1825 W. Ford Blvd.
 Fort Worth: 2025 West Beach Street

ARNOLT-BRISTOL BOLIDE—\$4250
 ARNOLT-BRISTOL DELUXE—\$4995

(SCCA approved for '56 Production Car Racing)

See this exciting car on Stand 13



Arnolt-Bristol

TWO LITRE



Options



Factory options for the Arnolt Bristols included a front sway bar, remote shifter, 11-inch Alfin drum brakes, convertible top, bumpers, Borrani KO steel wheels (nine sets were sold, and one car was sold with Borrani wire wheels) and several different rear end gear ratios. A special racing fuel tank was installed in some of the race cars but



was never offered for sale to the public. Late in 1959 and 60, the 12-inch bell-shaped Bristol drum setup was offered, and in 1961 Bristol front disc brakes were offered to retro fit to the Arnolt Bristol. The majority of the cars had steel bodies, with aluminum trunk and hood. One of the cars was originally right hand drive: the rest were all left hand drive. One of the cars never received a body, and was used as a rolling chassis for auto shows. This chassis is still in the possession of the Arnolt family.



All Arnolt Bristols were built between January 14, 1953 and December 12, 1959. The majority were built in 1954 and 1959. A total of 142 cars were produced, of which 12 were written off after a factory fire.

The fire-damaged cars were used as a source of spares by Arnolt in later years. Though demand was never high, the Arnolt-Bristol was a remarkably long-lived specialty sports car. Light weight and ample power gave it good acceleration, and this coupled with excellent balance and fine manners made it a racing natural. Its first competition win came in the 2.0-liter class at the 1955 Sebring 12 Hours (repeated the following year), and Arnolt-Bristols were still winning races -- or at least their class -- well into the 1960s.

Despite the racing successes, the cars did not sell well. Some of the cars did not sell until after 1960, and the last car to be sold, fitted with four headlights and remained unsold until 1968.



Not Cheap

Don't fall in love with an Arnolt-Bristol unless you've got lots of extra cash laying around because prices for the convertibles range from \$117,500-\$122,500 on the low end to \$167,500-\$172,500 on the high end. The extremely rare coupes are valued from \$287,500-\$362,500.

The 1956 prices were \$3,995 for the competition model, \$4,245 for the Bolide, \$4,995 for the Deluxe and \$5,995 for the coupe. That's when a Corvette cost \$3,149, and everybody knew what it was. The Arnolt-Bristol? Only hard-core sports car buffs had a clue.

Down the rabbit hole

Editor: To say that researching Wacky Arnolt was like following a rabbit down a rabbit hole is an understatement. Arnolt was an incredibly ambitious and industrious guy and I couldn't possibly include all of his interests and endeavors. First; this is a "British Car Club Newsletter" and secondly; I would have to add two more pages at least to cover it all, so I'll just stick to a couple more cars. Among others, Arnolt continued to collaborate with Bertone on unique designs for Aston-Martin and Bentley.



Arnolt Bertone Aston-Martin

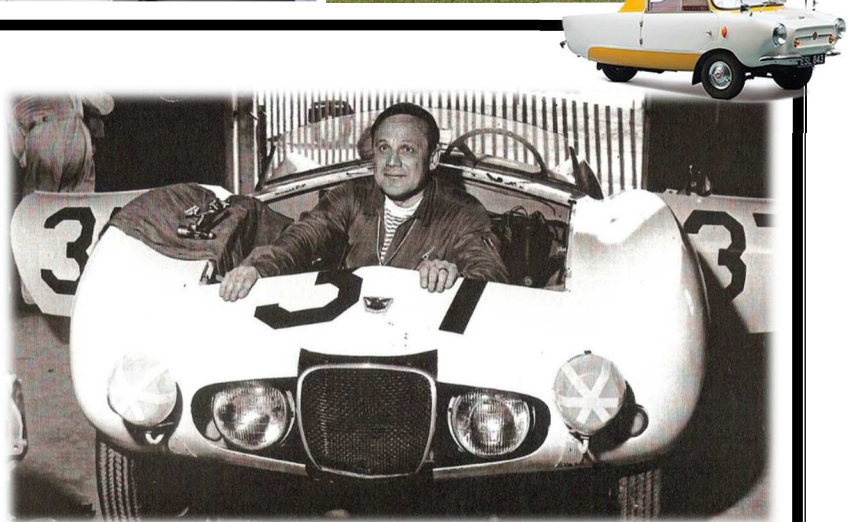
Arnolt's enduring interest in everything automotive is typified by his 1957/8 purchase of 20 LHD Meadows "FriskySports" innovative fiberglass microcars. Made in Wolverhampton, England, they were powered with 342cc Villiers 2-stroke engines.

Wacky is described as picking up the builder at LaGuardia Airport in a FriskySport, and zipping through busy New York City traffic towards the Pierre Hotel !! Apparently American gasoline was not compatible with the Meadows fuel tanks, and they leaked badly. But despite that, at least 7 LHD FriskySports survive, so presumably Arnolt sold all 20!



Arnolt died in 1963, and without his driving force, the manufacturing empire was gradually wound down.

An unidentified newspaper obituary neatly sums up Arnolt's accomplishments: "While he was an engineering, sales and organizational genius — a serious-minded businessman who built an international industrial and sales empire, he never lost his boyish enthusiasm, the flair of showmanship, and the daring to try the unknown."





SMITHVILLE '22



Our Smithville Memorial meet was truly a taste of Summer to come as temperatures were tempting the high 90s. A great day to put the top down (if you can - I drive a coupe). But if ya got rag tops - put 'em down.

Blue skies, bright sun, and **Hot!** Funny how when we were kids it couldn't be too hot. In fact, it was a day to remember jumping into your local lake or for us, into Rainbow Lake or the Maurice River. One super hot day I once stole one of Mom's eggs to see if it really "was" hot enough to fry an egg. But May 21st was not that kind of hot, nor were little kids (or anyone else) trying to fry eggs on the parking lot pavement. More of a hot wind through your hair day while driving your LBC.

Despite the heat our members brought 30 cars for a chance to get together in Smithville, as we do every year, to gather our cars on a beautiful day in support of the Samaritan Organization, hang out talking about boots and bonnets, exchange tune up tips and tell stories about our latest encounter with the prince of darkness. Did I tell you about the dome light short no one could find? Long story. Just remember to hydrate - and have your Lucas Smoke kit ready.

Over the last 10 years BMC of SNJ has donated proceeds from the Smithville show



to Samaritan. This year Steve was proud to present representative Marcy DiBlasio with a check that brought our total contributions so far to \$11,174.00, **TOPPING OUR GOAL of \$11,000.00 !!!** Guess we'll have to set a new one.



Supporting Samaritan Patients and Their Families for 10+ Years and Counting...

\$11,174.00 as of 6/1/22 !

Year	Amount
2022 GOAL	\$11,000.00+
2021	\$9,549.00
2020*	\$7,284.00
2019	\$6,569.00
2018	\$5,519.00
2017	\$4,650.00
2016	\$3,900.00
	\$3,050.00
	\$2,679.00
	\$1,979.00
	\$1,279.00



Samaritan
LIFE-ENHANCING CARE



Towards the end of the event, Steve called us together for a club meeting, the most important part being the picking of tickets and winning of stuff !! Among the



items won by the lucky ticket holders were three bags of detailing supplies from AutoBella Detailing and Products, several "free" club dues extensions, and a Samaritan cooler bag. Sorry, I'm not sure who won what but I do know Colleen Doody won the vintage MG belt and passed it along to Guido Battaglini, shown here showing it off. You Go Guido !



During the meeting Steve surprised our editor (me) with a beautiful painting of my Lotus Elite painted by long time club and board member Gary Warren. I'm sure you've seen a few of Gary's great cartoons in this and previous newsletters. Steve said it was in appreciation for the work I do composing the newsletter. I would like to thank Gary for putting so much time and talent into creating this wonderful work of art .and the club for the thoughtful gesture. Tracy, Tom, Gary, Brian, Pete, Ed, Steve, Rob, Fred and many others work behind the scenes to make our club the most fun British Sports car club this side of the Delaware. But most importantly, it's about our members. Without all of you there wouldn't be a club - or a Newsletter !! Thanks again but to tell you the truth, for me it's more fun than work. Joe Marchione

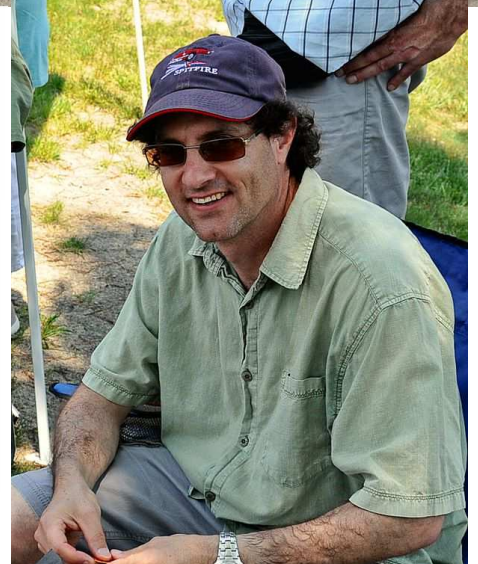






SMITHVILLE '22





Did we win a CAR ?!
I can't look.



Guido and his belt



Most of our club officers: From left to right > Tracy Westergard Events, Joe Marchione Editor Newsletter, Gary Warren Board of Directors, Steve Ferrante President, Brian Deam Treasurer / Registrar, Ed Gaubert Board of Directors





Coleen and Harry DiSilvestro. Ask them about Superman next time you see them.





Samaritan

LIFE-ENHANCING CARE

May 27, 2022

Mr. Steve Ferrante, President
 British Motor Club of Southern NJ
 13 Fox Hollow Dr
 Cherry Hill, NJ 08003

Dear Mr. Ferrante:

Thank you for choosing Samaritan, and for your May 21, 2022 donation of **\$1,500.00**, which represents the proceeds from the 13th Annual Memorial Gathering at Smithville. Your donation has earned membership in the **Corporate Honor Roll**. It will be our honor and privilege to recognize your support, online at SamaritanNJ.org/DONORS, where our complete donor listing is updated every six months.

Your **generosity** helps Samaritan provide the gift of hospice, and provide life-enhancing care for over 500 patients and their families each day. Your support of our charitable mission also advances important un- and under-reimbursed services, including grief counseling and support, our Advanced Cardiac Care Program, Veterans Hospice, community education and end-of-life care planning, and music, massage, and pet therapy. I invite you to learn more – and to take advantage of our many free resources – at SamaritanNJ.org.

We invite you to consider transforming your donation into a *living endowment* by sustaining your support on a monthly basis. To learn how to easily launch convenient monthly giving, please call us at (856) 552-3242.

Sincerely,



T. Christian Rollins, CFRE
 Chief Development Officer





This terrific cartoon, created by long time club member Gary Warren, was to be included in the May/June 2021 Vol.31 Issue#3 Newsletter which featured the Morris Mini Moke.

Gary sent it to me specifically for that issue and I, ...I,....I Forgot. Duh. Check out the cartoon above and look up the Issue. (Front cover below). It's one of my favorites

The New Generation **MOKE**

May / June 2021
VOL. 31 ISSUE 03



Or Storming one !

A neglected, mis-diagnosed \$150 dollar XK120 eventually becomes a shade tree mechanic's National Slalom Champion. by, MIKE ECK

The first car I ever owned was a Carmen Red 1958 Jaguar 3.4 Litre Sedan with wire wheels and Lucas Flamethrower fog lamps, otherwise known as a MK1. I had seen this particular car many years earlier when I was on my paper route. I was so struck by its beauty that I pedaled after it and saw which driveway it turned into. The owner wasn't one of my customers so I didn't know who he was. Many years later in 1969 a friend of mine showed me a picture of a Jaguar XK, and the look of the car brought back the memories of that chance encounter so many years before. I knocked on the owner's door and asked if he still had the Jag. He did, and said it was for sale, so I bought it with \$600 of saved paper route money. It was a beautiful car, with lots of power and a luxurious leather and walnut interior. That started me on a long path of Jaguar ownership.

Later that year I went off to college in Massachusetts, but unfortunately freshmen were not allowed to have cars there. That didn't keep me from noticing other cars, though. One day I saw, in a driveway across the street from my dorm, a beautiful car that I later learned was a Carmen Red 1958 Jaguar XK150 Fixed Head Coupe. It looked like a 2-door version of my own car, since it was the same year and the same color. I was familiar with the famous E-Type, but I was not familiar with older Jaguars, since my sedan was the first one I had ever seen. I went over to look at it, and the owner noticed my interest and came out to talk to me about it.

The story he told was that nine years earlier he had bought an XK120 (whatever that was) that needed some work. He parked it in a rented garage, stripped the paint and removed the cylinder head. That's when he noticed that the engine had a broken piston ring, which had scratched a cylinder wall. That sent him off looking for a parts car from which to source a donor engine. One of the cars he found was the beautiful red XK150, and reasoning that it would be better to have a nice running car right away rather than dealing with a long-term repair project, he bought the XK150 to drive and stopped work on the XK120. The XK120 sat there neglected, and by the time we met he had been paying rent on the storage garage for the previous nine years. Sensing a potential buyer, he invited me to go to the garage and look at it.

The two swinging garage doors creaked open for the first time in who-knows-how-long, and there it sat. The bonnet was up, the cylinder head was sitting on the front wing where it had been abandoned so many years before, and the entire car was covered with a decade of accumulated dust. The layers of dirt and grime caused the chrome and the glass and the body to appear indistinguishable from each other. I had never seen anything like it, but the shape had a resemblance to my new sedan, and the engine was the same. It had obviously had a hard life. Although the car had only been driven for 10 years before it had been put away, in that time it had

received a new vinyl interior, which itself was now completely deteriorated. It was also impossible to tell what its color originally was, since the owner had carefully removed all traces of paint. It had a patina of oxidation everywhere on the bare metal, but no rust, and it appeared to be complete. The owner named a price, but since I had just spent all my paper route savings on my 3.4 Litre Saloon and knew nothing about restoring or even repairing cars, I was not in a position to do anything besides nod appreciatively and walk away. However, during the next few months I spent some time learning about the lonely car that sat in that garage.



I think this is where the term "Shade Tree Me-

I learned that it was a 1951 XK120 Super Sports, also known as an OTS, or Open Two Seater, and it was certainly



open. It had never been designed to be an enclosed car, since the plastic windows, when they were not in use, were stored in the boot. The canvas top, which was nearly impossible for a single individual to erect, was stashed behind the seats. The edge of the cockpit was surrounded by a padded roll called “coaming”, just like an old open biplane or a hot air balloon basket. The doors were opened by reaching inside and pulling on a leather strap, since there were no outside door handles. Turns were signaled by sticking your left arm out in various positions, but that was impossible with the side curtains (windows) installed. It had single-speed, non-parking windshield wipers, and no heater or defroster. It was, however, the fastest production car in the world at the time it was made, and originally cost as much as a new Cadillac. A man named Al Keller had driven his personal XK120 in the 1954 NASCAR race (then called the Grand National) which was held at the Linden, NJ airport, and achieved first place by almost a full lap. Shortly thereafter the rules of the race were changed to only admit American cars. In addition to the OTS, the XK120 was later available as a hardtop or a convertible, both of which had the luxuries of turn signals, roll-up windows and outside door handles. Although the OTS was the most popular XK120 model, selling 70% more than the other two models combined, Jaguar still sold a little over 7600 of the OTS worldwide over a 5 year period. That made it a pretty rare car.



A few months passed and my dad came up to college to drive me home for Easter vacation. While he was there I took him to see the car. It didn't look any better this time around, and it would have taken a very imaginative person to see through the obvious crud and observe the jewel beneath. My dad was certainly NOT that type of person. However, to his credit, he was not inclined to squelch my enthusiasm. The owner, who had just spent an additional three month's rent on the garage, hit me with an even lower number than the previous time. I turned to my father and repeated the words that every college kid has said throughout history, “Can I borrow some money?” My father scowled at me, scowled at the car, and then pulled out his check-

book and wrote the owner a check for \$150, as payment in full. I had only received my driver's license a few months previously and now I owned two cars, one that I couldn't drive at college and one that I couldn't drive at all, since it was disassembled and hadn't run in a decade. I spent the next month cleaning off nine years of accumulated crud, polishing the “finish” with steel wool, and using a paint roller to coat it with Rust-Oleum.

Transporting it from Massachusetts to New Jersey was the next problem. For some unknown reason we chose Labor Day weekend to bring it home. My father had rented a tow bar, but the XK120 had virtually no front bumpers. I solved the problem by cutting 4 lengths of threaded rod and attaching them to the frame where the original tiny bumpers bolted, with the rods protruding forward through the body. Then using nuts and washers on the threaded rods I attached a railroad tie across the front of the car, and thereby created a reasonably sized bumper on which to attach the tow bar. The ancient 6.00-16 tires on the car were all different brands, and one had an add-on wide whitewall, but they miraculously still held air, and I carefully cleaned and greased all the wheel bearings so we would be sure to have no trouble on the way home. The irony of that assumption would become apparent later.

My dad was a straight-laced, law abiding citizen and since we would be travelling through Massachusetts, Connecticut, New York and New Jersey he inquired to the various states about the laws regarding towed vehicles. He learned that there was no consistency in these laws among the states. For instance, Massachusetts required that the towed car be registered, inspected and insured, which in this case was obviously impossible to do, since the Jag didn't even run. The other states had various different requirements. Eventually we simply decided to sally forth regardless, so we put a “Vehicle In Tow” sign on the back and hoped for the best with local law enforcement.

The largest, most powerful car my father owned was a nine-year-old Rambler American, which at the time was the cheapest American car made, with a 127 horsepower 6 cylinder engine and three speed manual transmission. Nevertheless, it was pressed into service as a towing vehicle, despite the fact that the Jaguar weighed more than the Rambler did. We disconnected the Jaguar's driveshaft, connected the cars together and headed south towards New Jersey.

Everyone who owns an old British car knows they are a source of never-ending adventures. My first adventure with that car occurred on that trip towing it home. The Rambler's three speed transmission had a high first gear, so it normally took a bit of clutch slippage to get even that light car rolling by itself. With the Jag attached behind it the Rambler now effectively weighed twice as much as it normally did, so getting all that mass in motion from a stop required extended clutch slippage, with the attendant ominous burning smell. Luckily it turned out that we never needed to start moving while heading up a hill.

All was going reasonably well until we crossed into New Jersey. We were travelling on a divided highway with a grassy median when suddenly the Rambler gave a lurch, followed by a loud scraping sound and a precipitous drop in speed. At that point we were horrified to see a heavy Jaguar wheel, tire and brake drum assembly pass us on the left, doing about 50 miles per hour. There was nothing we could do but watch helplessly as it careered diagonally towards the opposing traffic. As we stared, transfixed, the tire hit the curb of the median and vaulted into the air, flying straight towards the windshield of a bus that was approaching in the oncoming lane. By a stroke of luck there was a large speed limit sign in the middle of the median, and the heavy wheel hit it squarely in the center, bending it over. The kinetic energy of the wheel having thus been dissipated, it dropped to the grass as the bus motored on, oblivious to its narrow escape. My dad scraped the now three-wheeled Jaguar to the side of the road as I darted among the traffic, salvaging all the brake parts I could find. Pistons, seals, spreaders, springs, adjusters, shoes; oddly enough, I found them all. Because the XK doesn't have one axle extending all the way across the car, the people at Jaguar refer to the front axles as "stub axles". Well, the left one on my car was a lot stubbier now. In spite of my preparations the outer wheel bearing had seized, which twisted the axle in two, thus releasing the wheel to go its independent way.

Remember that this was 1970, long before the invention of the cell phones that we now take for granted. My father walked a quarter mile to the nearest phone booth and called my mother at home and explained the situation to her. She then got out the phone book (not Google) and made arrangements for a tow truck to pick us up. A few hours later a giant mountain of a man drove up in a flatbed truck. From the looks of him it would have been appropriate to see him living at the top of a beanstalk. He figured that since the car was a low-slung Jaguar, with only three wheels, he had chosen to bring the flatbed instead of a conventional hoist truck. Nice, thoughtful, probably correct, but much more expensive. He hooked up the winch and dragged the three-wheeled Jag up the ramp, causing me to cringe as the now flat-bottomed brake backing plate scraped along the diamond-plate truck bed. My new car, which was not in very good condition to start with, was now in even worse shape. I had no money, and my ownership expenses had already begun. The tow operator was getting ready to strap the car down when I asked him if we could put a piece of wood under the brake backing plate to cushion it. "Sure, kid", he rumbled, and grabbed the fender with two hands that looked like catcher's mitts and with sheer brute strength lifted the front quarter of the car high enough that the suspension hung to its lowest extent and I was able to put the wood under the backing plate. If the winch on his flatbed ever broke I'm sure he could have loaded a car without it. We put the errant wheel and the tow bar in the Rambler's trunk and I climbed into the flatbed's cab to direct the driver on my new car's ignominious first trip home. All the way there I dreaded the thought of how much this was going to cost me. I had needed to borrow the money from my dad to even purchase the car, and this failure was just adding to the debt. So, what was the cost of having someone come out on a holiday weekend and drive over 50 miles with a tilt-bed truck, then load up and carry my crippled car the 50 miles back to my parent's house? "Gimme seventy bucks and we'll call it even." I was expecting it to be a lot more. I guess he must have felt sorry for me since he knew I would be subjected to ongoing "I told you so's" from my father until I was able to repay him, and probably for some time thereafter. Little did I know that it would be thirty years before I would be able to even drive my new XK120 on the road.



These cars are much easier to take apart than they are to put back together.

Post Script:

Back in the day there was a junkyard on Staten Island called “Stuckers” that contained only foreign cars. They didn’t have any XK120’s but scattered out in the woods they had a few of the big MK VII sedans that Jaguar sold during the same era. Taking a chance, I pulled a stub axle from one of them and, luckily, it was the same one that Jaguar had used on the sports car. The wheel bearings were also the same, so I took them too. New parts? Who could afford new parts?!

The broken piston ring had indeed scored the cylinder wall, but the mark was entirely superficial, and a few strokes with a glaze breaker hone were all it took to make it disappear. So much for the reason the original owner had abandoned the project.



This was the entire extent of my driving the XK120 for the next three decades.



Got it on the road in 2000. Here coming in 2nd place nationally in the JCNA Slalom in 2008
By the way, it is for sale.



BMC of SNJ MOTOR TOUR 2022

Monmouth County Tour Summary



On Saturday, June 11, BMC of SNJ headed out onto the road for a tour of Monmouth County. When Charlie Hoffman decided to sell his car and move on, Ed Smizer took over the tour. I'm happy that Charlie stayed in it with Ed to work on the route and then joined us for the tour.

Starting at the historic village of Walnford, near Upper Freehold, it turned out to be a very nice drive (35 miles) along the rural roads of the NJ Scenic Byway, a stop at the Horse Park of NJ and ended





with a great lunch and conversation at O’Connors in Easthampton.

We had 8 cars including two Aston Martins. The weather was a little bit unpredictable but we only had a few sprinkles along the way. It was a nice extension to the north and east from last year’s Burlington County tour.



If you missed it, check out the route and map on the BMCSNJ web site Events listings and head out on your own.

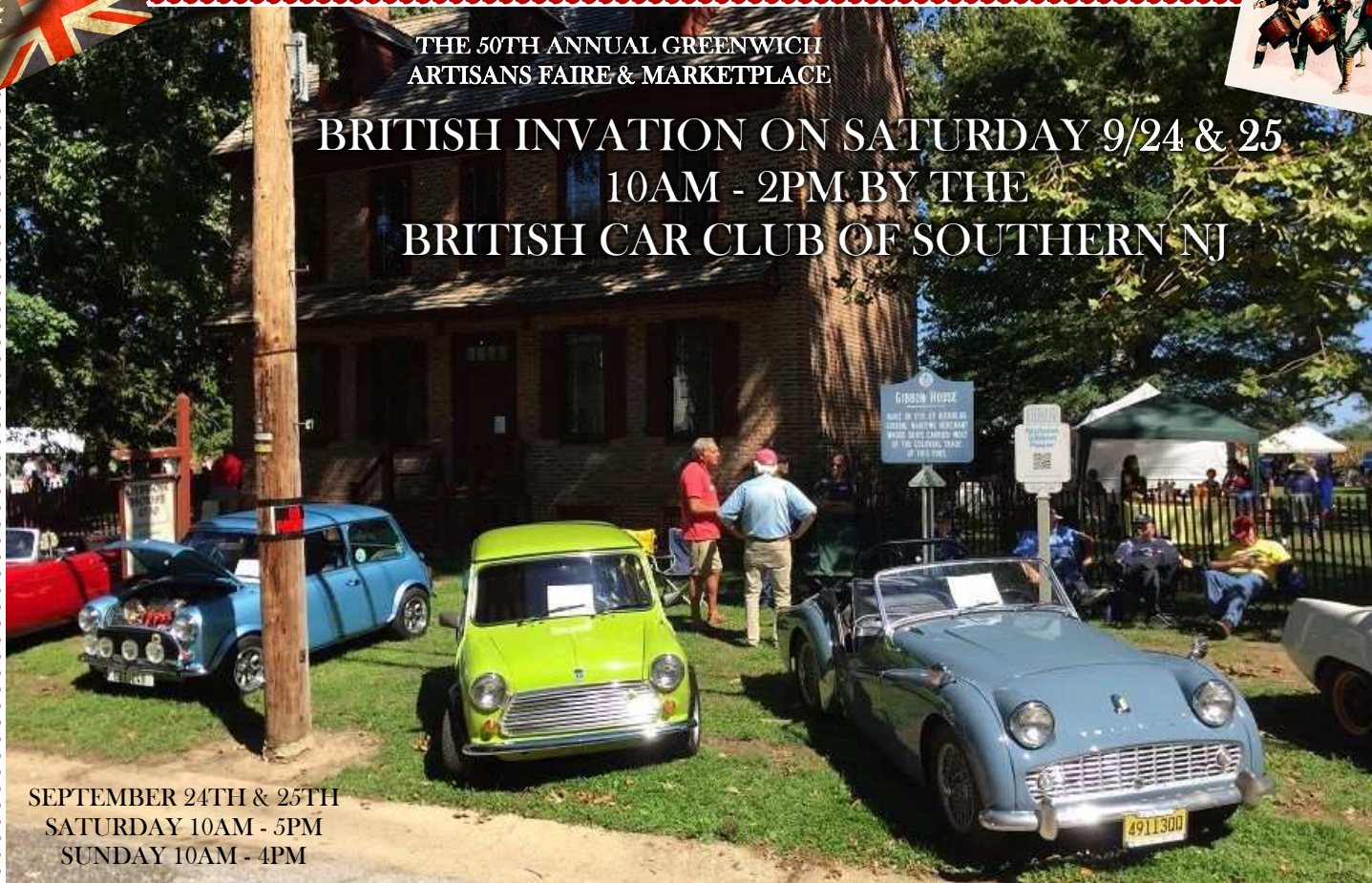


Steve Ferrante

Hear Ye, Hear Ye!

THE 50TH ANNUAL GREENWICH
ARTISANS FAIRE & MARKETPLACE

BRITISH INVATION ON SATURDAY 9/24 & 25
10AM - 2PM BY THE
BRITISH CAR CLUB OF SOUTHERN NJ



SEPTEMBER 24TH & 25TH
SATURDAY 10AM - 5PM
SUNDAY 10AM - 4PM

The Revolution has been over a long time and the British, for a few years afterwards, have been most unwelcome visitors in these parts, especially in Olde Greenwich, NJ. No longer though.

Once again, owners of British cars are warmly invited by the Cumberland County Historical Society, to show them off in Greenwich on Saturday, September 24th. As a result, as we did last year, BMCSNJ has scheduled its annual show on this day.

Also, at the same time and at the same location, the CCHS will be hosting a large **Artisans Faire & Marketplace**. This is a big event and runs Saturday from 10 AM - 5 PM and Sunday from 10 AM - 4 PM. There will be many interesting, hand-made items for sale, superb food, interesting exhibits of old stuff, great music, farm animals, and fun activities for kids and families.

Admission is \$5 per person except for British car owners - your admission is **\$5 per car** - all occupants can visit the Artisans Faire for the cost of a single admission. See below for more details.

What - Annual BMCSNJ Car Show

When - Saturday, September 24, 2022, Show hours from 10 AM until 2 PM

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

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

FRANK WYNN OBITUARY

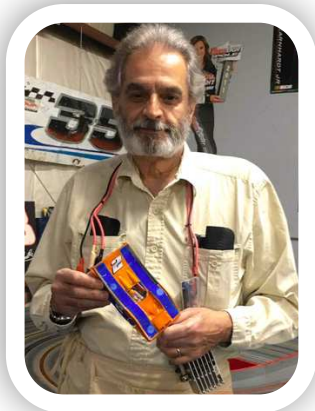
Frank W. Wynn, - 73, of Somers Point, passed away peacefully on May 12, 2022. He was born in Atlantic City, NJ and raised in both Atlantic City and Margate. He attended Blessed Sacrament Grade School, Holy Spirit High School and received a BA from Rutgers University-New Brunswick, where he was a member of the Kappa Sigma Fraternity. Frank was a Vietnam Veteran. He enlisted in the United States Naval Reserve and served active duty on the USS Cacapon (AO-52), stationed in Long Beach, CA. Frank worked as a manager for Prudential Insurance Company in Linwood, NJ where he received the prestigious McNaughton Award for community service and volunteerism. He coached the Margate Colts Football team alongside his father, served two years on the Margate Zoning Board and many years on the Somers Point Zoning Board. Frank was active in the United Way and volunteered his time to many other organizations in Atlantic County. Frank loved talking about "old" Atlantic City, his favorite job on the Steel Pier; the celebrities he ran into and the Atlantic City characters he met. He belonged to many car and motorcycle clubs. He was very knowledgeable about British motorcycles and over the years owned many BSA, Triumph, Norton and Royal Enfield Motorcycles. Frank is survived by his wife of almost 43 years, Joan (Guyon) Wynn; his cousin who he spoke with almost everyday, Fred Christian, Sr.; nephew, Fred Christian, Jr., and a host of other cousins, nieces, nephews and Guyon family in-laws. He is predeceased by his father, Frank L. Wynn; his mother, Florence (Baertschi) Wynn and his sister, Kathleen Wynn Adriano. Donations in memory of Frank may be made to the [charity of one's choice](#). To send online condolences please visit our website at www.RONEFUNERALSERVICE.com

Published by The Press of Atlantic City from May 17 to May 18, 2022.

Club editor: Frank was a BMC of SNJ member from 2011



Sadly we must add that we have lost another member, Pete Linszky. Pete was a BMC of SNJ member since 2014 and was from Farmingdale, NJ. He owned a 1979 MGB.



Obituary of Peter J. Linszky

Peter J. Linszky, 67, of Farmingdale passed away on Monday, June 27, 2022 at Jersey Shore University Medical Center, Neptune. He was born in Rahway, raised in Woodbridge, and settled to Farmingdale in 1991. Peter worked as a Mail Handler for USPS in Kearny for over 31 years, the last 22 years of which he was a union shop steward, retiring in 2009. He was part of many car clubs, including the Vintage Auto Racing Club, P.E.D.C., BMCSNJ, and VAMNJ. Peter was also part of the Tuckerton Seaport Carvers Club, Jersey Shore Model Car Club, and NJDCA. He was a slot car racer and builder at The Race Place and owned his own 1979 MGB. Peter was always spending time with his wife. He had never been on a plane, and always traveled via car to site see. Peter enjoyed wildlife photography, drawing, painting, wood carving and had an amaz-

ing memory for anything he read or saw. He was a voracious reader and amassed an exceptional collection of books that crossed all genre. With his wife they restored their century home and were campaign supporters of Toys for Tots. Peter was a true Renaissance Man.

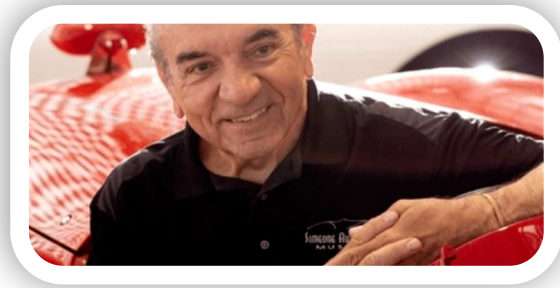
He was predeceased by his parents, Joseph and Klara Linszky. Peter is survived by his beloved wife of 43 years, Patricia Linszky; sister, Claire and August Nauman of Woodbridge; niece, Barbara and Mark Sendelbach of Lafayette; and numerous in-laws, nieces, and nephews.

A memorial gathering will be held at the Clayton & McGirr Funeral Home, 100 Elton-Adelphia Road (Route 524), Freehold Township on Thursday, July 7, 2022 from 4:00 to 7:00 PM with his memorial service to follow. Interment will be private. For those who desire, memorial contributions may be made to [Tinton Falls Associated Humane Societies](#) (a no kill shelter), 2960 Shafto Road, Tinton Falls, NJ 07753. For information, directions, or to leave condolence messages to the family, please visit www.claytonfuneralhome.com

Obituary of Dr. Frederick Anthony Simeone

(June 8, 1936 – June 11, 2022)

Dr. Frederick Anthony Simeone (86) of Philadelphia passed away peacefully while surrounded by family on Saturday evening at Pennsylvania Hospital, a place he considered a second home.



Frederick grew up in the Kensington & Allegheny neighborhood of Philadelphia and attended Thomas Edison High School. He received a college scholarship to Temple University and continued there for medical school before completing residencies at the Mayo Clinic and University of Pennsylvania. He performed research and neurosurgery as full-time faculty at Harvard University Medical school, later becoming Chairman of Neurosurgery at Pennsylvania Hospital for over 25 years. As Chief of Neurosurgery at Jefferson Medical College, Dr. Simeone convinced the Wills Eye Institute in cooperation with Thomas Jefferson University to provide space for specialized neurosurgical procedures such as stereotaxis, interventional radiology, and complex spine surgery. He performed original research on cerebral vasospasm and published widely on a broad array of neurosurgical topics, including the seminal textbook on spinal surgery, *The Spine*, co-authored with Dr. Richard Rothman.



After intense days of performing and preparing for surgery, Fred relaxed with automotive research. He methodically investigated and procured vehicles he considered works of art, growing the four cars inherited from his father to a collection of over 75 rare antiques. Fred established the Simeone Foundation Automotive Museum in 2008, donating his collection of racing sports cars and automobile literature for posterity and public display. His museum was recognized as the best in the world by the Classic Car Trust (2019), International Car Museum of the Year by the Octane Awards (2017), and Car Museum of the Year by the International

Historic Motoring Awards (2011). His Shelby Cobra Daytona Coupe was the first car to be placed on the National Historic Vehicle Register (2014) and his book on automobile preservation was named publication of the year by the International Historic Motoring Awards (2013). The quality of the collection is attributed to his preservation philosophy (restore not rebuild), focus on vehicles with racing histories, and the collection's uniting theme, "The Spirit of Competition". Owing to his interest in genetics, this theme reflects his fascination with the evolution of vehicle design to win competitions during the first decades of the automobile.

Dr. Simeone was a Major in the U.S. Army and was knighted (Cavaliere) by the president of the republic of Italy.

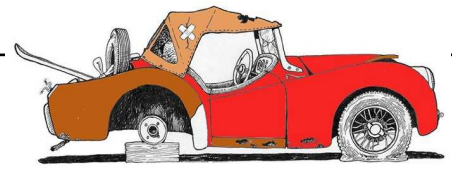
In addition to his many achievements, he was a kind-hearted, warm, and relatable person with a fantastic sense of humor, who would do anything to help a friend in need. Importantly, Fred was the best father in the world. Despite his busy schedule and intense responsibilities, he managed to always make his daughter feel loved and that she was his number-one priority. He taught his daughter how to be an ethical person, the importance of finding a career with passion, the necessity of giving back, and the joy of optimistic hard work. He listened on the phone for hours when she needed to talk and helped guide her through every challenge until she learned to guide herself.

Frederick is survived by his daughter (Christina Simeone, PhD), son-in-law (Jonathan Burton), and granddaughter (Alessandra Burton).

Club Editor: I'd like to add that BMC of SNJ benefited greatly from Fred's willingness to show us around on a number of our club visits expounding on the history of the cars and their racing pedigrees. We've been able to experience many of these incredibly prestigious and rare cars on Fred's exhibition days where they were run around, at sometimes great abandon, in the rear parking lot of the museum. Thanks Fred. The our members will certainly miss you on our visits.



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

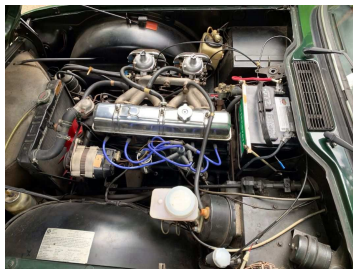
Ads will appear for two (2) issues , as space allows

FOR SALE: 1963 Morgan Plus 4 Drop Head Coupe. A rare body type, this car has the original numbers – engine, transmission and rear axle. Fully restored chassis, engine and running gear. Powder coated wire wheels. Wooden body frame completely rebuilt. Complete rebuild of metal body, now in primer ready for paint. No rust. Wood interior trim restored and varnished. New leather seats. New wiring harness. Dual braking circuit with all stainless brake lines, rebuilt calipers with new SS pistons. New rear wheel cylinders and rear axle bearings. New input and output shaft transmission bearings. Rebuilt lever shocks (rear) and new tubular shocks (front), New 6v batteries (2) and new battery trays. New marine plywood floors. Other restoration items too numerous to list here. Original top needs re-stitching and zippered rear window needs replacing. Complete expense records. Extra engine (TR-3) and all replaced parts saved.

This is a complete, running car and can be driven while further improvements are made.

Inquiries answered promptly. Fred frschuch@gmail.com or call 856-305-2602. Price \$28,000

FOR SALE: 1974 Triumph TR6 very good to excellent condition. Ready to enjoy. Call Jeff for details. Car located in Mt Laurel. \$18,000. Jeff. [856-296-9165](tel:856-296-9165)



FOR SALE. I have sold my TR6, and I have 13 years' worth of accumulated parts, some NOS hard to find items. Too much to list. Please email for details. Stuart drshonick@gofeet.com

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

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

FOR SALE. MGA parts including:

Boot Lid \$ 50
Bonnet \$125
Doors \$ 50 each
Dampers/shocks (need a core?)
 Front and rear available \$ 25 each

Just a sampling of the many MGA parts available including brakes, suspension, engine, etc. All prices "or best offer". Pickup and cash preferred. If shipped, buyer pays shipping in addition, Can deliver to the BMCSNJ Ice Cream Social in Vineland in July if purchased ahead of time, Call Gary (Bridgegeton NJ) 856-455-834nine

FOR SALE. Vent window for drivers door, MGB MkI (1962-1967). \$20
Ira Eckstein 856-296-6460

WANTED: Austin Healey 100-6/3000 rear fenders, any shape. Paul Serdiuk pis9@yahoo.com or 609-462-3593

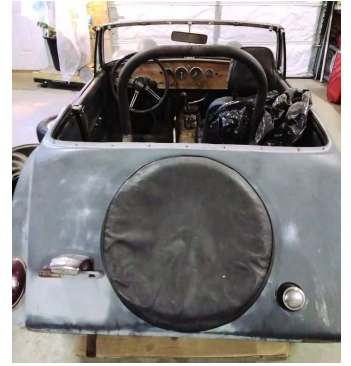
WANTED. Generator bracket for 1966-1967 GT6 MK I. Anthony Delia tdelia22@comcast.net or 856-881-9638

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: TR4A/TR250 front and rear fenders, top frame, rear taillight housing, front marker/turn signal lights, seats.
Paul Serdiuk pis9@yahoo.com or 609-462-3593

AVAILABLE. I have an aircraft hangar which has space for two cars. The caveat is that it has to be for long term storage, not frequent ins and outs. Moving the car out of the hangar will require coordination to move the airplane. It is not a big deal, but it cannot be a daily or weekly thing. The intention is for long term storage, not frequent use. The hangar is in Medford. Price is negotiable. Donald Powell donaldgpowell@gmail.com


FOR SALE: Arkley SS Kit (originally from UK) mounted on a 1969 MG Midget. Build completed in 1979 and car was in daily use for about 8 years. It has been in storage since then. Other project forces sale. Car is complete and comes with many extras including wheels, rebuilt SU carbs, rollbar, extra motor and miscellaneous new parts. See pictures. The first picture is from when the car was in use. \$4900 Bob 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
April 4/30	Air Victory Museum 	Time 11AM-2PM 68 Stacy Haines Rd. Lumberton, NJ 08048 There will be a \$5 admission charge and you should come early if you want to have a bite to eat at the Runway Cafe adjacent to the museum.
May 5/4	Mike Eck/Becca Payonk Picnic	11am-3pm 418 Whig Lane Rd. Glassboro, NJ 08028 RSVP by 5/4 to: eckmichael@comcast.net

(Events Continued on pg.31)




Events Continued



DATE	BMC EVENT	LOCATION / STATUS
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
May 5/21 10am-2pm Rain Date: 5/22	Members Memorial Gathering at Smithville to benefit Samaritan Hospice RAIN DATE 5/22	For Directions: www.historicsmithville.com/directions CONTACT: mgarage@comcast.net
June 6/11	Tour of Monmouth County Rain Date 6/12 	DETAILS COMING SOON
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
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
July 7/23 6pm - 8:30pm	British Car Owners Ice Cream Social 	5 Points Custard E. Landis Ave (Rt 540) & Tuckahoe Rd. (Rt 557) E. Vineland, NJ Contact robgt71@verizon.net
August 8/06 10am Rain Date: 8/07 10am	<p style="text-align: center;"><i>Tour of Salem / Cumberland County</i></p> <p style="text-align: center;">COME EARLY FOR BREAKFAST</p>	MEETING POINT: Woodstown Diner 10am 16 East Ave. (Rt. 40) Woodstown, NJ 08098 DESTINATION: Hudock's Custard Stand Rt. 49, Quinton, NJ Contact: events@bmcsnj.org 

Events Continued



DATE	BMC EVENT	LOCATION / STATUS
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
September 9/24 10 AM until 2 PM	BMC of SNJ End of Year Show at Greenwich Artisans Faire Admission is \$5 per <u>car</u> - all occupants can visit the Artisans Faire for the cost of a single admission.	On the grounds of the Gibbon House, located at 960 Ye Greate Street, Greenwich, NJ 08323 Saturday, September 24, 2022 Show hours from 10 AM until 2 PM Contact - Gary Warren, garswc@yahoo.com or 609 247 3499 (cell)
October 10/1 (No Rain Date)	The 24rd Annual Elmer Harvest Day Festival and Car Show Saturday, October 1st 10:00 am to 4:00 pm 	Questions regarding Harvest Day should be directed to Peggy at 856-521-0626. For more information, please contact GEAHS at 609-670-0407 or visit their facebook page. https://www.facebook.com/greaterelmerareahistoricalsociety/
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
October 10/22 10 am	Tour at the Shore 	Starting at Lake Lenape in Mays Landing Saturday the 22rd. Rain date the 23rd. DETAILS COMING SOON on BMCSNJ WEBSITE
November	No Membership Meeting in recognition of the holiday season	
December	No Membership Meeting in recognition of the holiday season	



Next Page >> Other British Car Events Courtesy of the Keystone British Car



British Car Event Calendar of the Northeast

With the kind permission of one of our neighboring clubs, Keystone British Car Club based in the Lehigh Valley I present to you their very comprehensive calendar of events featuring many British Car Shows and events of interest in the PA/NJ/DE region.

I know many of you have never attended a British Car Show and perhaps you don't quite know what to expect. If your car is not "show quality" that should not preclude you from attending. Not all attendees are trophy hunters and many folks just attend for the camaraderie and knowledge sharing that comes with a gathering of like minded British car enthusiasts. It's nice to attend these shows, enter your car and support the surrounding clubs of their efforts. If nothing else, it may garner some reciprocity for attendance at our clubs shows/events.

However, I think one important aspect of regularly attending these events is that it gets your car out on the road and away from your local neighborhood comfort zone.

It will push you to clean and maintain your car and engage you with the hobby. I have found that it is the cars that are used most regularly that often give the owner the most pleasure because it gets you to sort out any niggling issues with your car and makes it roadworthy. The more and further you travel, the more confidence you will have in the car for longer trips. In my case, I enjoy the drive to and from some of these events as I will usually choose a scenic route.

So, let's get out there and I hope to see you at some of these area events this season.

Peter Cosmides

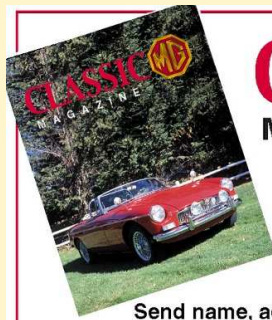
Below is a link to a list British car events in the greater Northeast. (And beyond, for national meets and other large events of unique interest.) Also included are; classic car events and community car shows of interest to our members.

[TO ACCESS THE CALENDAR CLICK ON THE LINK BELOW](#)

[British Car Calendar | Keystone British Car Club](#)



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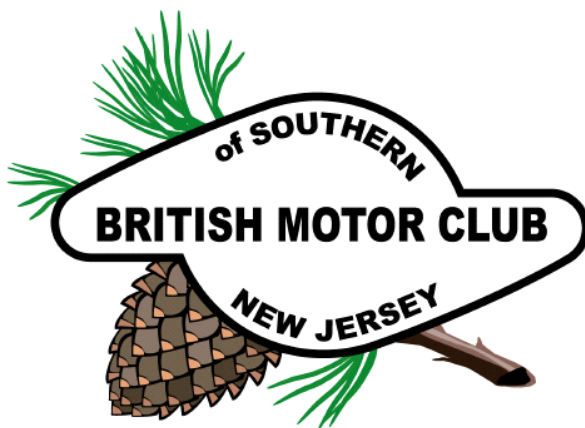
North American MGB Register

PO BOX 876 - Downers Grove, IL 60515-0875
Toll-free phone: 800-NAMGBR-1
www.namgbr.org

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



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



British Motor Club of Southern New Jersey

