

OFF SIDE



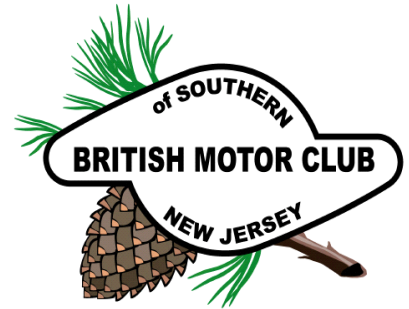
British Motor Club of Southern New Jersey

NEAR SIDE



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

November/ December 2022  
VOL. 32 ISSUE 06



TRIUMPH

TR4

TRIUMPH



ICE CREAM  
SOCIAL

GREENWICH

TOUR of  
the SHORE

GEORGE  
LAWTON'S TR4A

Jim and Sue's  
Sprite

**Also:** Other British Car Events Calendar of the Northeast



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](mailto: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](mailto: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.

## PRESIDENT / CHAIRMAN

Steve Ferrante  
90 Strawberry Drive  
Shamong, NJ 08088  
[president@bmcsnj.org](mailto:president@bmcsnj.org)  
609-268-2224

## BOARD OF DIRECTORS

Tom Evans  
[secretary@bmcsnj.org](mailto:secretary@bmcsnj.org)

Brian Deam  
[members@bmcsnj.org](mailto:members@bmcsnj.org)

Ed Gaubert  
[mgarage@comcast.net](mailto:mgarage@comcast.net)

Gary Warren  
[garswb@yahoo.com](mailto:garswb@yahoo.com)

## SUPPORT STAFF

TREASURER / REGISTRAR -  
Brian Deam  
900 Riverton Road, Moorestown, NJ  
08057  
856-296-9531  
[members@bmcsnj.org](mailto:members@bmcsnj.org)

SECRETARY / WEBSITE -  
Tom Evans  
177 Grant Ave.  
Cherry Hill, NJ 08002  
609- 923-9298  
[secretary@bmcsnj.org](mailto:secretary@bmcsnj.org)

EDITOR -  
Joe Marchione  
921 Shelburne Ave  
Absecon, NJ 08201  
609- 272-9743  
[editor@bmcsnj.org](mailto:editor@bmcsnj.org)

EVENT COORDINATOR - South  
Gloucester, Salem, Cumberland and  
Cape May Counties  
Tracy Westergard  
[events@bmcsnj.org](mailto:events@bmcsnj.org)

EVENT COORDINATOR - North  
Camden, Burlington, Atlantic and  
Ocean Counties  
John Stern  
[eventsnorth@bmcsnj.org](mailto:eventsnorth@bmcsnj.org)

BMCSNJ RESCUE SQUAD  
COORDINATOR  
Pete Cosmides  
[tundramgb@hotmail.com](mailto:tundramgb@hotmail.com)

The official BMCSNJ website can be  
accessed at:  
[WWW.BMCSNJ.ORG](http://WWW.BMCSNJ.ORG)

November / December 2022

VOL. 32 ISSUE 06



Pg. 4	President's Message
5	Secretary's Satchel
6	Treasure / Registrar's Report Money Is No Object
7	The Editor Writes
8 - 9	Rescue Squad
10 - 14	<i>Ice Cream Social</i>
15 - 16	Salem and Cumberland County Tour
17 - 19	George Lawton TR4A
20 - 27	The TR4 Story
28 - 35	GREENWICH 2022
36 - 37	From Rust to Ruby Red
38	Dare to be seen - Fred DeSantis
39 - 42	<i>TOUR of the SHORE</i>
43	Harry DiSilvestro's TR4 ..... Again !
44 - 46	Swap Meet
47 - 49	Calendar of Club Events
50	British Car Event Calendar of the Northeast
51	ADs

Hello BMC of SNJ members,

Well folks, it's time to close the books on 2022. Navigating the COVID pandemic was certainly a challenge that lingered on longer than any of us would have guessed and was a challenge that I'm sure we would all like to forget. In addition, Mother Nature threw us extremely hot temperatures and even the residual effects of a hurricane to deal with. Through all of this we emerged stronger than before.

The success that we have enjoyed is a direct result of participation on all levels. From the Board Members and the Support Staff who lead the way, the event organizers and member participants, every group is needed for a positive end result.

I am very thankful for the help and participation and feel that we have put together a solid organization that will sustain us through whatever the future brings.

Despite the weather during 2022, our events were well attended, not only by a core group of very active members, but others who decided to get involved, in many cases for the first time. While we have lost some members over the past year or so, we have gained new members through various channels. We still stand strong with approximately 165 members.

In 2022, we also kicked off the BMC of SNJ Rescue Squad and I am happy to say that we have been able to help several members (including me) with stubborn issues with the goal of getting cars back on the road and increasing member participation. Thank you to Pete Cosmides and the rest of the Rescue Squad for making this happen.

I am also happy to announce that member John Stern has volunteered to serve as our Events Coordinator – North to work in conjunction with Tracy Westergard, our Events Coordinator – South. John will be handling events in Camden, Burlington, Atlantic and Ocean counties. Tracy will continue to support events in Gloucester, Salem, Cumberland and Cape May counties. I am eager to bring some more events to the North region in hopes of increasing participation.

Our calendar for our signature events for 2023 will be very similar to 2022. Our Memorial Gathering at Smithville, at least three tours, The British Car Owners Ice Cream Social and the Greenwich Show will all be repeated and my hope is to add another show/event in the northern region. Various other informal gatherings are also planned.

I hope that you enjoy the holiday season with your families and friends and I look forward to seeing you all in 2023 as we all celebrate the 100th year anniversary of the MG! It is a bit scary to think that the "youngest" MGB turns 43 years old next year.

Drive safely and plan those winter projects!

Steve Ferrante,

President, BMC of SNJ



**Triumph TR4/TR5/TR6**  
**1961-76**  
**A Series of Collectors Cards**

Golden Era

**DON'T OWN ONLY A TR-4 ROADSTER**  
**ESPECIALLY WHEN YOU CAN HAVE THE UNIQUE PLEASURE OF ALSO OWNING A TR-4 GT**

Roadster to GT or GT to roadster; takes 20 minutes. This is a fully lined removable, reinforced fiberglass fastback that will fit and weatherproof any TR-4 – TR4-A. Available in primer or factory colours. **\$255** complete.

**\$255**  
COMPLETE

DEALER INQUIRIES INVITED  
SPECIAL RATES TO CAR CLUBS. FOR FREE INFORMATION WRITE  
**PLOUS DEVELOPERS**  
Box 1527, Milwaukee, Wis. 53202 Phone 273-6002

## SECRETARY'S SATCHEL

November / December 2022

by Tom Evans

October 15, 2022

In early September we had to say goodbye to one of the most beloved monarchs we have witnessed in our lifetime. Queen Elizabeth II celebrated her Platinum Jubilee this year with fitting tributes, a life very well lived. She inspired through her lifetime of service and faith, from her commitment as a teenager in World War II to the very end. She had the ability to see past the ever-changing politics with 70 years of stable guidance to rule a commonwealth that brought us the very vehicles we love so well. Farewell.

For sports fans, to fill the gap in the late fall for those who want a more challenging sport, the Autumn Nations Series rugby tournament is to be played in Cardiff Wales with Wales facing New Zealand, Argentina, Georgia and Australia starting November 5th. After that, catch the 2023 Six Nations tournament starting February 4th then the 2023 World Cup in France September 8th. The women are currently playing the 2021 postponed World Cup in New Zealand. Some of the fixtures are to be broadcast on US TV so look on your local listings or watch through a VPN service like strongvpn.com or YouTube. Cymru Am Byth!

It was another great BMCSNJ car year in the books! Cruising, eating ice cream and sharing restoration stories, things seem to be back to normal. The monthly meeting at Uno Maple Shade and Seven Star Diner Sewell have been better attended than last year but we would like to see more of you those nights to get together.

The rescheduled July Ice Cream Social in September was a much more pleasant drive in the cool of the day, on the way to and from, and our "End of Year" show at Greenwich, concurrent with the Craft Faire, were very well attended, but the Elmer Harvest Days the following weekend was a washout. See photos and stories from these events, as well as, the "Tour of the Shore" conducted by our esteemed editor Joe Marchione. The October membership meeting was the last of the year as we don't meet during November and December in celebration of the holidays. See you the third Wednesday of January at the Seven Stars Diner in Sewell. Keep an eye on

the email blaster for impromptu events and see the events section of this newsletter for upcoming events for next year.

The Board of Directors still has a need to fill a few positions to enhance the continuity and fun of the Club. John Stern recently took the position of Co-Events Coordinator (North), but we're still looking for a National Club Liaison, and additional Directors. 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.

Keep the leather oiled with AutoGlum, the Castrol topped off, fresh petrol in the tank and get out! I know it's rushing it, but, Nadolig Llawen a blwyddyn newydd dda! (Happy Christmas and a Good New Year in Welsh) Hwyl!

See you on the road.  
Happy Motoring

Tom Evans



**INTRODUCING  
THE 70mpg CAR.**

**Robin 850**

New nippier 850cc engine for brighter performance and up to 70mpg, with careful driving.  
Non-rust body. Just £16 Road Tax. And improved suspension.  
Test drive the new Robin 850 today, at:

**Iron Purslow** 138 ABBEY FOREGATE,  
SHREWSBURY.  
Telephone: 56392

**Treasurer/Registrar's Report**  
**November / December 2022**  
***Money Is No Object***

by Brian Deam

Dear Members,

Our membership has grown by two to 168. Word of mouth continues as our strongest marketing channel, especially during the off-season months. So, keep telling your friends, family, and acquaintances about BMCSNJ!

The club will end 2022 in a very solvent position. Our annual revenues exceeded our expenses, which allowed us to build our cash reserves and keep our dues flat.

Club dues remain at \$15/year (free if you volunteer to host an event) for which you receive six 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.

Our next renewal cycle is on December 31st. Renewal notices will be sent in late November to 85 members. Please submit your renewal promptly. You do not enjoy receiving reminders anymore than I enjoy sending them.

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](http://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

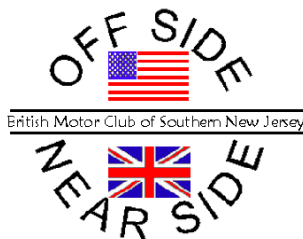
900 Riverton Road

Moorestown, NJ 08057

Again, thanks for your support and I hope you enjoy some autumnal driving.  
Brian



Welcome to our new and returning members:		
Name	Town	Car
Manuel Paredes	Williamstown, NJ	1959 and 1960 Austin Healey Sprite
Joe Rosenberg .	Burlington , NJ	1973 TR6



# The Editor Writes

Hello all from your editor.



When I started this November / December issue I thought it would be a nice concise smaller newsletter featuring the TR4, some pictures from a couple of events, some for sale stuff, words and info from our President Steve, from Brian, Tom, Tracy, me. You know - the usual. But somehow things got a little crazy and we had quite a number of events these past couple of months and there must have been many more pictures than I imagined and then contributions came in from George Lawton and JR Rago ( thankyou guys - love those contributions ) and the issue kept growing and growing .....

There actually were a couple of things I came across that I wanted to add but - yikes - page numbers were into the 40s already. So I hope you enjoy the contents. **Wait a minute !**

I just realized that there's the Tour of the Shore this weekend so that means more material. That may have to wait for January / February. (Nope, I squeezed it in )

Joe Marchione

So all that brings me back to:

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

I am soliciting member articles for the  
***January / February 2023 newsletter (and beyond)***  
**LOOKING FOR ARTICLES ABOUT THE**  
***ELVA COURIER***

*It's great for the club*

***And you can't hide because I know four members who own one and two other past owners so I expect some Action !!***

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](mailto: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 January / February 2023 newsletter please get anything to me no later than **December 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](http://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.

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](mailto: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](mailto:president@bmcsnj.org)





# BMC of SNJ

# Rescue Squad



*BMC of SNJ*



## BMC of SNJ Rescue Squad report; Nov Dec 2022

Back in August I was contacted by club member William McAllister concerning some minor electrical issues he was having with his Triumph TR6. Despite his numerous attempts to diagnose he was unable to get his horn to work. I rounded up some Rescue Squad volunteers and we all met William in Piles Grove at the home of his friend where his car was being stored.

With our resident TR6 expert, Ed Doody taking the lead we found some misplaced wires at the horn relay and a faulty horn push button to be the culprit. Ed temporarily swapped his TR6 horn button in place to confirm that William needed to order a new button from Moss.

All was well and William learned some wiring diagnostic techniques.

We had a terrific Squad response, more than we needed for the task at hand, but hopefully everyone went away with some more knowledge and enjoyed the tire kicking time together. Thanks to Ed Doody, George Lawton, Mark Ramos, Michael Eck and Hank Lipson for taking their time to stop in and lend a helping hand. BMC of SNJ Rescue Squad report;



Thanks to Ed Doody, George Lawton, Mark Ramos, Michael Eck and Hank Lipson for taking their time to stop in and lend a helping hand.

Peter Cosmides

ICE CREAM  
SOCIAL  
2022











## *TOUR OF SALEM AND CUMBERLAND COUNTIES 2022*



On Saturday, August 6, 2022, our participants gathered at the Woodstown Diner on Rt. 40, (East Avenue) Woodstown, with approximately 16 cars. We began the tour at 10am and wound our way through beautiful country roads in Salem and Cumberland Counties with a pleasant drive by through Shiloh and Hopewell and wound our way into the outskirts of Bridgeton, and then a rest stop at The Shoppes at Dragon Village. While visiting the Shoppes, we got to rest our cars, relax, and do some shopping around the Village. It was a wonderful time so far.

From there, we proceeded down some more winding roads into Greenwich, Cumberland County. This is where everything went south. One of our members, Joe Letizia, experienced a sudden drop in oil pressure and pulled over. Several cars behind him also pulled over, as did the breakdown driver, Bob Sabota. Unfortunately, those of us at the front of the line could not see what was happening. Bob, and several other members from the stopped group attempted to call me in the front of the group to let us know what was happening so we could stop. Unfortunately, because we





were in remote Greenwich, there was no cell service, and the phones did not work. Bill Remster raced his Midget to the front of the group to let us know what happened. We stopped at that point to wait for the group to catch up. Bill went back to get them. After waiting about 20 minutes for the rest of the group to catch up, and no one came, I decided it was best to continue the Tour and hopefully down the road a bit, my phone would work and I could make contact with the other group.

As it turned out, about 10 minutes down the road, driving through Hancock's Bridge, the phones began to work again. I was able to contact the Sabota's and found that they and the rest of the group were on their way to Hudock's Custard Stand in Quinton, which was the final destination. Both groups arrived at Hudock's within a few minutes of each other, via two different routes. I was told that even though the group with the Sabota's made a wrong turn after Joe Letizia's breakdown, they still had an awesome ride. Roads out there are so beautiful you can't go wrong. Once we all gathered at Hudock's and enjoyed our ice cream, we did the drawing for a Car Wash



Bucket from Auto Zone. The winner of the bucket was Donald Powell. Awesome.

Joe Letizia, in his TR3, did not finish the tour. When his car started back up, he went home in case there was a serious issue. As it turned out, there was NOTHING wrong with his car. As he was driving, he somehow accidentally bumped the key and unknowingly turned off his car, thus the sudden drop in oil pressure. We all had a good laugh at the Ice Cream Social as Joe explained what happened to his car on the tour. Seems like every year something interesting happens on the Tour of South Jersey. But after everything, a good time was had by all.

Thank you to all who attended.

~Tracy Westergard



# The Saga of the TR4A

## Father and Son Restore TR4A From Beat-Up Heap to Award-Winning Beauty

By George Lawton

As with many stories, this one begins long ago. In 1984, when my children were 4 and 5 years old, I brought home a go-kart. Nothing fancy, a simple chassis with a Briggs & Stratton lawnmower engine and a fiberglass body of a Subaru Brat. I had always been interested in and worked on cars from a young age, and helped build and crew open wheel midgets and sprint cars when I was younger. So the go-kart became my young son Geoff's most prized "toy" and evolved from being driven on our family's property to a project of his as he grew older. By the time he was 14, it had gone through a couple of engines and was at the limit of its development. By then, we realized that the kart should get sold, and he expressed a desire for a "project car" that we could work on together. "A noble thought," I mused, "a father-son project."

We decided on a budget of \$1,000 and began our search. Originally the focus was on classic Mustangs, but every one that was near our budget was either rusted away or more of a project than what we were looking for. Little did we know about what was to come. After many weeks of searching newspaper classifieds and going to see a handful of cars, I suggested we branch out our search. He knew he wanted something classic, and one day we came across a new ad. The car was a 1966 TR4A located in Northeast Philadelphia, not far from our home in southern New Jersey. It was a project, and that was a start. Off we went one cold night to see what this latest possibility could bring.



The car had been in a basement garage for 17 years. It was dark outside when we wheeled it out, and that was our first mistake. The car was complete, though in very poor condition: it had signs of prior accident damage and the robin's-egg blue paint was tinged with rust. All the warning signs were there: Move on, they said. But no. The search had gone on long enough, and the price was right. A bargain was struck, a trailer found, and in January of 1995, home to our two-car garage the roadster came.

We began taking the entire car apart – and finding all the reasons why the car had not



been brought to life sooner. The body had substantial rust and body filler, and one door weighed almost twice as much as the other. The frame was bent from the accident, it was more than superficial damage and threatened to sideline the whole project. And every nut and bolt needed attention. But I knew a few people with my work as a parts manager for BMW and my son dove in with every tool we owned. Everything that could come apart did – no two pieces were left together. We did manage to save the original windshield, which bears the vehicle's last inspection sticker

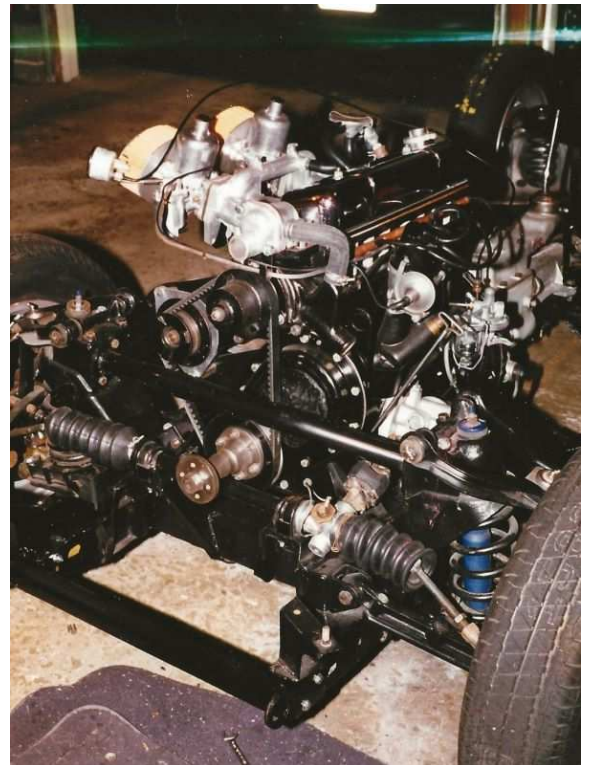
from 1976. The wood dashboard is also original, with 10 coats of poly sealer applied, sanded, and applied again by Geoff every morning and evening for a week during his senior year of high school.

The engine and all running gear were rebuilt to stock specifications in our own garage. My wife was less than thrilled that half of our garage had a new semi-permanent resident, but she knew the time Geoff and I were spending together was precious – even more so than the car would turn out to be.

The body and chassis went to a body shop for straightening and refinishing, where I worked on it myself on evenings and weekends. The shop owner, my friend Tony, would give me instructions and I would do my best to help. But the heavy work of cutting and welding had to be left to the pros. Geoff helped during summers and weekends in between schoolwork and summer jobs during high school.

Upon removal of the dashboard cover, we were able to confirm the original Royal Blue body color, so when it was time, we mixed paint to match the original formula.

The nights and weekends and summers tuned into years, and progress was slow between sports, schoolwork, my work, and life in general. But Geoff and I spent time together every chance we got, and though sometimes it seemed the light at the end of the tunnel was dim, we both kept going and built memories together. Finally, in the fall of 1999, the finished body shell was remounted to the running chassis. Over the next year, the interior, electrical system and trim items were completed. It drove for the first time in the summer of 2000, after five years and many, many times our original purchase price expended. But we had done it, together.



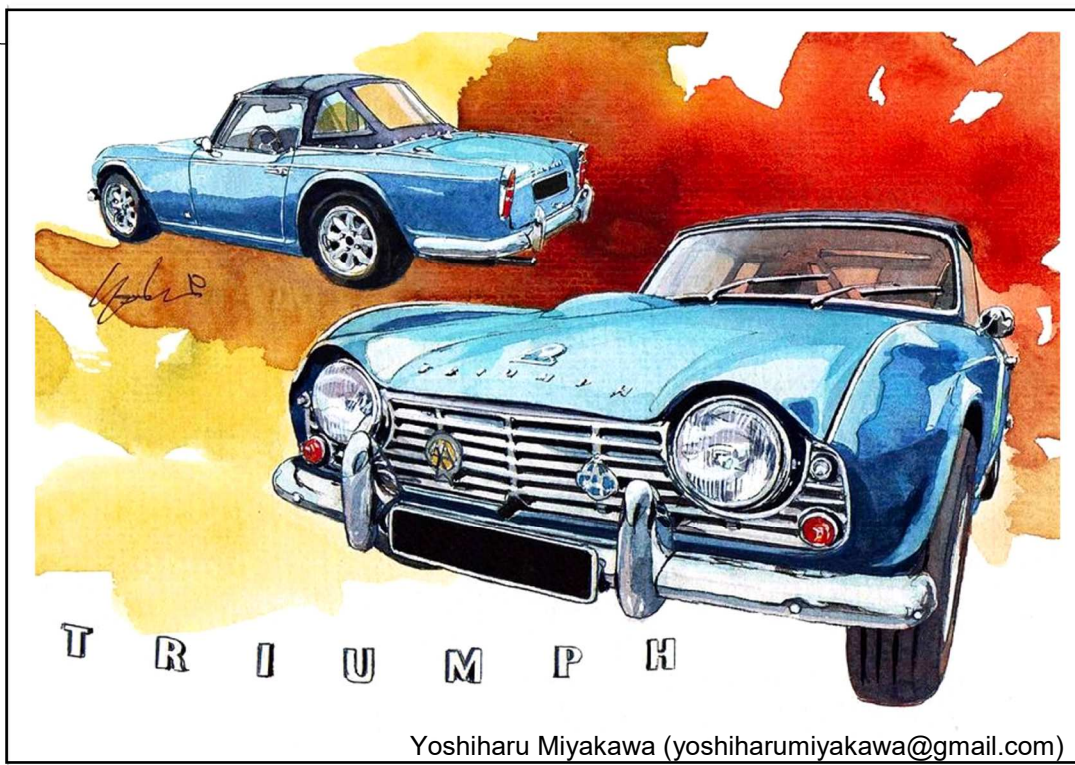
For the next five years, the little blue Triumph became a trailer queen, competing in numerous classic car shows in four states around our home, winning more than her fair share of awards. As the years have passed, we've entered fewer shows, but we enjoy just driving down the back roads with the top down.

Our little beauty never fails to turn heads and prompt an appreciative thumbs-up from people we pass. It still runs and drives and lives in the same garage where it was reborn. And over the last year and a half, I've decided to give it a new lease on life. Updated brakes and suspension from what would have been a TR3 vintage race car are already installed, and a new engine & transmission will add substantial power and fun to drive factor.

My son moved to the West Coast not long after the car was finished, but he would come home for holidays and drive it whenever he could. He started a family of his own, and little over two years ago, after 15 years away, he, his wife, and two daughters moved back to New Jersey. His "new" house is almost around the corner from us, and he has a 1969 Land Cruiser that he's nearly done rebuilding, and I help him out now when I can. Once that's finished enough (as we all know, they're never completely "done"), he'll help get the new motor in the Triumph and we'll be able to go to shows together. Unlike the Triumph, his classic will have back seats so his girls can ride along. Olivia is almost 8, Emma is 4, and my daughter's children are 6 and 3. They live right around the corner, too.

Might be time for another go-kart.





## A proper crisp and lively British sportscar with an Italian accent. *The Triumph TR4*

During the 1950's The Standard Triumph Company became a definite winner in the Sports Car market. By 1960, over 65,000 TR2/3's had been sold. But changing tastes and a desire to upgrade their product led to a management decision to go for a new design. The Standard Triumph company's intent was to upgrade their Triumph Roadster (TR) sports car so as to boost sales in what they saw as an increasingly competitive marketplace. To do this economically they would keep as much of the proven good features of the TR3 as possible furthering the evolution of the earlier model. The result was the TR4, which first rolled out of the Cranwell works at Coventry on July 18, 1961. The TR4 combined a low cost of entry with a capable open-top sports car to become one of Triumph's best-loved cars.



Giovanni Michelotti

Stylistically, the TR4 was quite a departure from the TR3. Gone were the low-cut doors and polarizing grille of its predecessor, and in their place was a more modern design courtesy of Salvatore Ruffino of Naples, who bought the rights to distribute Triumphs in Italy and commissioned the Italian designer, Giovanni Michelotti to design a car based on the TR3 chassis. This car called the Italia and produced by Ruffino was really responsible for the TR4 design which featured a spacious trunk, high beltline, full-sized doors with roll-up windows, and a revised front look. Ruffino, Michelotti and their creation, the Italia was the catalyst that brought Triumph into a new era.



TR3

( The story of the Italia is chronicled in BMC of SNJ's September / October 2022 newsletter, Vol. 32, Issue 05. It's very interesting how this series of events led to the TR4, 4A, 5, and 6. If you haven't read it already, please check it out.)

I believe that Triumph made a big mistake not continuing the Italia as a Triumph product. The Italia never became an official model of Standard-Triumph. After being taken over by Leyland Motors in 1961 it was Triumph's new management's decision not to distribute the Italia and not honor a verbal contract that Ruffino had made with Triumph, basically bankrupting Ruffino. Not a very honorable thing to do considering the success Triumph would have with the models based of Ruffino's Italia. Triumph was thinking about updating the elemental TR3 sports car; and after seeing the Italia, and liking what they saw, they too turned to Sr. Michelotti for designs of the 1960 "ZEST" and 1960-'61 Le Mans twin-cam TRS racer-based "ZOOM" prototypes, which clearly shared many elements and visual traits borrowed from the Italia.

### The TR4 is Born

The designs featured in the Italia and the Triumph prototypes led to what was in 1961 to be the Triumph TR4. The body is what first distinguishes the TR4 from the earlier Triumph TR2 and TR3 models. By the late '50's the idea of an open cockpit, low door, side curtained roadster was seen as outdated.

Entry into the European Common Market and changing tastes in the U.S. convinced the Triumph management to move to an open cockpit sports car with roll-up windows. Roll-up windows were not the only features which were considered desirable. The ventilation and heater system also needed to be fixed and the cockpit interior and luggage space needed to be enhanced. These were all the basic parameters requested by Salvatore Ruffino when working with the Italian designer for the Italia. Keeping this in mind, Michelotti came up with a wider, lower and more finely finished body than previous Triumph Roadster (TR) models.

Although the basic frame (chassis) was the same as the TR3, several minor chassis modifications were made to accommodate Michelotti's new body design. To accommodate the wider and heavier new body, the TR3 track needed to be widened by about 4 inches. This was done by welding a 2 inch long channel section on each of the TR3's front box section chassis rails and extending the length of the rear axle (a two piece rigid axle) by 3 inches. This gave a wider track and a sleeker look – optional wire wheels could add another 1 inch of width. Body mounts were welded onto the extreme front of each chassis



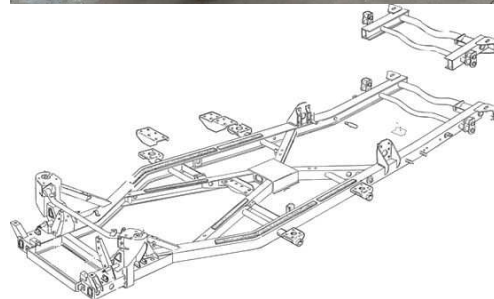
Triumph ZOOM



Triumph ZEST



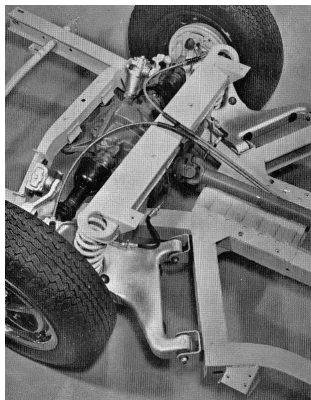
rail to eliminate body flexing. Rack and pinion steering, a definite plus, was added and although the front suspension members and steering geometry remained the same, the



rear shock absorber mounts were reinforced because of the added body weight (about 70 lbs). The front suspension had wishbone arms with tubular shock absorbers inside helical coil springs. The rear suspension consisted of semi-elliptical leaf springs and lever action shock absorbers mounted on either side of the frame.



Stiff Rear Suspension



TR4 Prototype.



## Triumph TR4



1/32 Scale Easy to assemble plastic model kit of the brisk British Sports Car.



Bumper overrides were kept on the front bumper, but the headlights, parking lights and turn signals were all mounted in the grill. This opened the engine compartment by reducing the size of the front valence found on earlier TR's. The hood (bonnet) was flattened out and hinged at the front. Since the body was now lower to the ground a hood bump was added to allow for carburetor clearance. The fenders (wings) were flared out at the wheel wells to account for the new body's wider track and the door handles were changed to a one-piece design with the lock built into the handle. Due to the fact that the doors contained roll-up windows the body line now continued parallel to the ground from the windscreen to the rear of the car. This allowed more space for luggage and spare tire stowage. (ed: but no more hanging your arm out and filing your nails on the hwy.)



The body exterior was uncluttered except for a TR4 badge on the hood, narrow stainless steel strips along the top (from the front of the hood to the windshield and then continuing from behind the cockpit to below the tail lights) and TR4 on the trunk lid. The letters TRIUMPH were also placed on the front of the hood and on the trunk lid. TR4 colors were shades of White, Black, Blue, Green and Red.

### A Coupe ?

The body actually came in two versions although the company never capitalized on the fact that they were, in reality, offering a coupe as well as the roadster version. (Pictures at right and below.)



completely removed from the car and stored in the trunk when not in use. It was mounted on "hood sticks" which folded down into the rear of the cockpit and were then covered by a panel behind

The first, and by far most popular version, was of course, the convertible (still called a roadster – although technically a roadster can not have roll-up windows). The Roadster version had a removable vinyl soft top with three plexiglass windows. The top was



the seats. The convertible top was designed to be watertight by eliminating the front snaps which had held earlier TR model tops in place. The TR4 top had a metal strip inside the front edge. This strip was hooked into the top front of the windshield surround. When the top was installed, and the roll-up windows were raised the design was effectively watertight (much more so than the TR3's "side-curtains").



### Can you Surrey ?



For the TR4, Triumph offered an option called the "surrey top." In reality, this made the convertible into a coupe. A permanent bolt-on metal section with a large rear window was fixed around the rear of the cockpit and a removable metal center section was placed over the seats. (Porsche and other auto-makers later used a similar design, calling it a "Targa top"). The "surrey top" removable section could not fit in the

trunk, so a canvas section was provided in case one wanted to close up the cockpit when away from home. The "surrey top" was not popular at the time, probably because most people did not really understand what it was and Triumph did not market it correctly. (These are sought after today, maybe because we are familiar with "Targa's" and "T-tops").



### The interior

The interior cockpit of the TR4 was roomier due to the new 4 inch wider body. In addition, the dash (fascia) had been moved forward which increased cockpit room from front to back. The dash was initially painted white with black vinyl padding along the top and bottom, but in the late '63 or '64 a highly polished mahogany veneered wood dash became standard equipment. (Because of the rich look, many early TR4's have been retrofitted with wooden dashes).



A deep, wide and lockable glove box (cubby) was provided on the passenger's side of the dash. The tachometer and speedometer were positioned directly in front of the driver and gas, temperature, oil pressure, ammeter gauges (and an ashtray) were placed in the center of the dash. Also in the center underneath the dash was a lever connected to a vent scoop located on the outside in front of the windscreen. Opening this vent enabled fresh air to be drawn into the cockpit. Heat was provided by air passing through the heater located under the center of the dash. A fan then pushed the air either up onto the inner windshield or down

to the floor. At the outer ends of the dash there were two square shaped vents which allowed unheated fresh air to be routed into the cockpit at chest level. This was a big improvement over the heating and venting systems of earlier TR's.

Running vertically down from the center of the dash was a black metal plinth which was bolted to the cockpit floor. This strengthened the dash area and eliminated movement and rattling. The plinth also held the control knobs for various functions and was where the optional radio was installed.



The seats were initially the same seats as the in TR3 although the seat design was changed two more times before the TR4 was replaced in 1965. The seats were vinyl or optional leather in a choice of several colors. The doors, and the surrounding sides and rear of the cockpit, were covered in vinyl panels which matched the color of the seats. The doors also included map pockets and, as mentioned above, the 4 inch wider body resulted in more lateral room for the occupants.

The floor of the cockpit was covered forward of the seats with a ribbed black rubber mat held in place by snaps on the floor and clips on the inside firewall. From the front of the seats backward the floor was covered with charcoal-grey loop pile carpet. (This was the only carpet color available.) The transmission tunnel between the seats was carpeted fiber-board with the shifter handle coming through a ribbed rubber boot. A chromed hand-brake lever was installed on the right side of the transmission tunnel. What Triumph now had was a modern looking, sleekly designed sports car with slightly better handling than earlier TR's. This better handling was the result of the weight distribution and changes to the chassis, suspension, steering.

## Power

The pushrod Standard inline-four engine, was designed for use by the Ferguson TE20 tractor. The TR4 engine was continued from the earlier TR2/3 models, but the displacement was increased from 1991cc to 2138 cc in the TR4 by increasing bore size. Gradual improvements in the manifolds and cylinder head allowed for some improvements culminating in the TR4A model. The 1991 cc engine became a no-cost option for those cars destined to race in the under-two-liter classes of the day. Some cars were fitted with vane-type superchargers, as the three main bearing engine was prone to crankshaft failure if revved beyond 6,500 rpm; superchargers allowed a TR4 to produce much more horsepower and torque at relatively modest revolutions. The standard engine produced 105 bhp (78 kW) SAE but, supercharged and otherwise performance-tuned, a 2.2-litre I4 version could produce in excess of 200 bhp (150 kW) at the flywheel. The TR4, in common with its predecessors, was fitted with a wet-sleeve engine, so that for competition use the engine's cubic capacity could be changed by swapping the cylinder liners and pistons, allowing a competitor to race under different capacity rules (i.e. below or above 2 liters for example). Other key improvements over the TR3 included a wider track front and rear, slightly larger standard engine displacement, full synchromesh on all forward gears, and rack and pinion steering. In addition, the optional Laycock de Normanville electrically operated overdrive could now be selected for second and third gears as well as fourth, effectively providing the TR4 with a seven-speed manual close ratio gearbox.



## Tires / Wheels

The TR4 was originally fitted with 15x4.5" disc wheels. Optional 48-lace wire wheels could be ordered painted the same color as the car's body-work (rare), stove-enameled (matte silver with chrome spinners, most common) or in matte or polished chrome finishes. The most typical tires originally fitted were 590-15 bias ply or optional radial tires. Tires were a problem for original owners who opted for 60-spoke wire wheels, as the

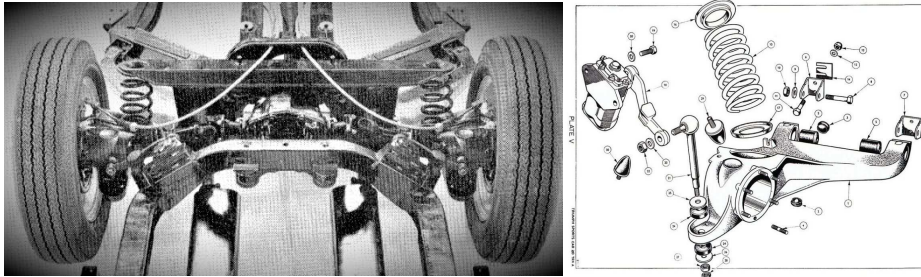




correct size radial-ply tire for the factory rims was 155–15, an odd-sized tire at the time only available from Michelin at considerable expense. Some original TR4 sales literature says the original radial size was 165–15. The much more common 185-15 radials were too wide to be fitted safely. As a result, many owners had new and wider rims fitted and their wheels re-laced.

## TR4A

In 1965, Triumph released the TR4A (which was never referred to as such by the company itself). The car marked the introduction of a completely new independent rear suspension, and the TR4's ride benefitted greatly. Apart from the rear suspension, which used trailing arms and a differential bolted to the redesigned chassis frame and a number of small styling changes and refinements, the two models appear nearly identical. In fact, an estimated 25 per cent of TR4As were not equipped with IRS, but instead reverted to a live axle design similar to the TR4, which was adapted to fit the new chassis.



Examples of TR4A Independent Rear Suspension

The new rear suspension was a semi-trailing arm system with coil springs and lever-arm shocks. This system more closely resembled that of the Triumph 2000 than the swing axle systems used in the Herald or Spitfire. The chassis was redesigned to accommodate

the new suspension at the rear, with extensive changes to the side members and cross-bracing. The redesign had the desired effect, with reviewers commenting on the improved ride comfort, although some felt that the car's handling had not improved. Therefore TR4A buyers could also opt to replace their independent rear suspension with the TR4's solid rear axle.

Features such as wind-down windows were seen as a necessary step forward to meet competition and achieve good sales in the important US market, where the vast majority of TR4s were eventually sold. Dealers had concerns that buyers might not fully appreciate the new amenities, therefore a special short run of TR3As (commonly called TR3Bs) was produced in 1961 and '62.

The chassis revisions resulted in a car roughly 22 mm (0.87 in) wider than the TR4, although length and height were unaffected.



**New Triumph TR-4A is one sports car that won't shake your fillings loose.**

The wheelbase was 3 mm (0.12 in) shorter. The front track was unchanged, while the rear track grew by 13 mm (0.51 in) with the IRS. The car was heavier by 50 kg (110 lb).

Although consideration was given to both an enlarged 2.5 liter four-cylinder or a six-cylinder engine, the TR4A used the same long-stroke, high-torque Standard four-cylinder wet-sleeve engine seen in the TR4. While the bore, stroke, and displacement remained the same, changes to the cylinder head and manifolds raised net power to 104 bhp (78 kW) and torque to 132 lb.ft., an increase of 10 percent.





Apart from the increase in width and the IRS badge on the rear of the car, other changes included a revised grille and new bonnet badge. There was also a new line of chrome trim on the side, starting near the rear edge of the door and ending at the front of the car with integrated signal/marker lights, which were moved from their earlier position in the corners of the grille. New smaller front bumpers and a convertible top patterned after the one from the Herald completed the exterior differences. On the interior the fly-off handbrake lever was moved to the transmission tunnel between two revised seats, the gearshift lever was shortened and the

white painted steel dashboard was now always covered by walnut, which had been optional in the TR4. In 1965 the TR4A IRS sold in the UK for approximately £968. Wire wheels added £36, overdrive £51, heater £13 and seat belts £4 each.

In all, just over 40,000 TR4s left the Coventry factory. And like most British roadsters of the era, the lion's share landed in the U.S. Their relative affordability, good handling, and brisk performance made them a popular choice on the track, and they continue to be an entertaining drive today.

### TR5 ? TR250 ?



TR5



TR250

Visually similar to the Michelotti-designed TR4 roadster it was derived from, the TR5 replaced Triumph's 105 bhp (78 kW) SAE Standard inline-four engine with the much more powerful Lucas mechanical fuel-injected 150 bhp (110 kW) Triumph 2.5-litre straight-6. Price pressures and tighter emissions standards in the U.S. resulted in a much less powerful carbureted version, the **TR250**, being sold on the North American market.

At the time, fuel injection was uncommon in road cars. Triumph claimed in their sales brochure that it was the "First British production sports car with petrol injection".

## And if that ain't enough .... The Dové GTR4

Perhaps the rarest production TR4 model is the Dové GTR4 (and GTR4A) – a TR4 rebuilt as a coupé by a specialist coachbuilder for the Dove dealership in Wimbledon, London. Only 43 were ever produced.

The conversions were by Harrington Motor Bodyworks, mostly known for construction of the Harrington Alpine, a similarly converted Sunbeam Alpine. Although most were based on the TR4 model, the sales brochure pictures a TR4A version of these cars. The engines came with such period extras as a heater in the water jackets to assist early morning starts. Some were fitted with fully balanced motors by Jack Brabham Motors or Laystall Engineering in London, which was offered as an option in the sales catalogue. Two jump seats were placed behind the driver's seat using identical materials to the originally equipped standard TR4.



A wood-rimmed wheel with riveted perimeter was fitted to some models along with auxiliary lamps under the front bumper bars. A metallized identifying sticker with "Dové" on it was fitted to the glovebox lid. On the rear deck to the left below the lid, was another identifying badge with the Dové logo. The side window glasses were specially shaped with a flat top edge to fit the new roof line.

Each Dové was an individual order and some variation occurred in each car. Tinted swing-down see-through acrylic sun visors were custom fitted. The aerodynamics of the Dové gave it good acceleration from 80 mph (130 km/h) to 100 mph (160 km/h) in comparison with the standard version of the car. They were originally conceived by L.F. Dove & Co. as their attempt to fill the GT category for Europe, hence the French nomenclature with an inflection at the end of the word Dové. The cars were priced at £1250, on the high, uncompetitive side. One example was exported for sale through Australian Motor Industries in Melbourne, Australia. A road test of one of these cars was reported in *Autocar* magazine dated 7 June 1963. Up to a dozen of the cars are known to still exist.





# GREENWICH 2022















Anyone here order some Trophies ??



And the Winners Are ....

3rd place



Dina Robertson

Joe Letizia



2nd place





Fred Desantis



***BMC of SNJ would like to thank the town of Greenwich and the Cumberland county historical society. Joe Deluca, historical society Board member above accepting a check from Steve Ferrante. See you next year***

# From Rust to ..

Back in July 2019 Joe Miller won an ebay bid of 212.00 for this 69 Sprite that we pulled out of a field in Harrisburg PA.

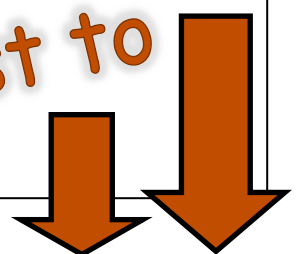


It's taken 3 years to complete as Joe's shop has no heat or A/C. We installed a new aluminum radiator, paint and body work, seat covers, tires and a Thrush muffler.



Sounds like a V6 with cam.

# From Rust to

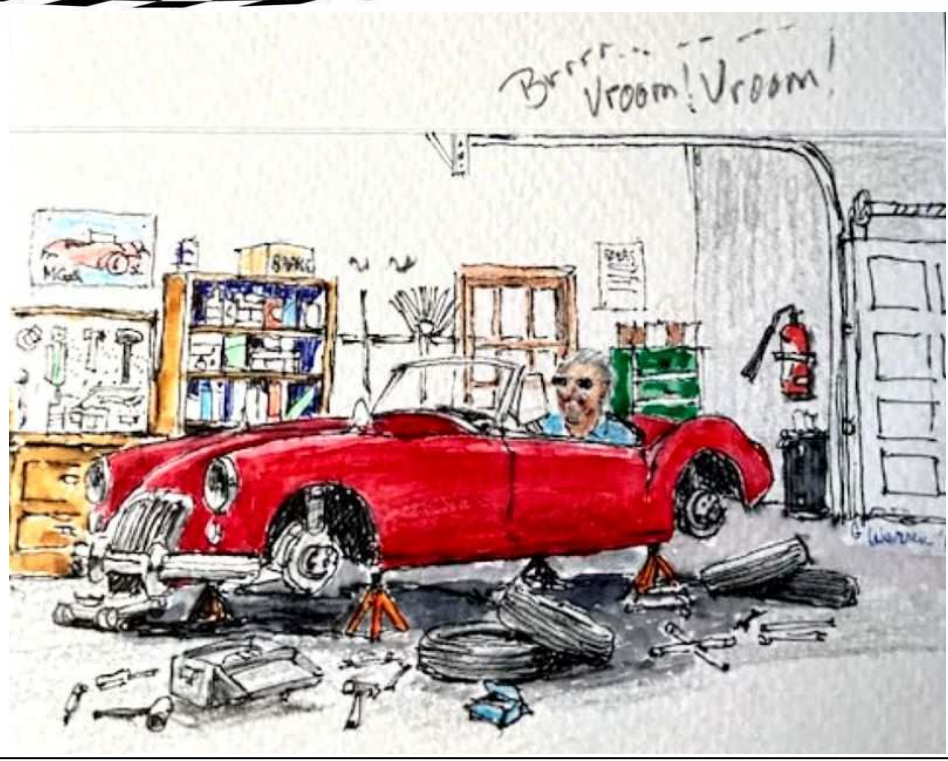


To ..



Ruby Red!

It's a nice five foot driver. Jim and Sue  
From our house to you.



# *Dare to be Seen!*

Fred DeSantis

Am I the only one who sometimes feels invisible driving my little British car?

A lot of attention is being given to replacement LED lighting, both for visibility and power savings.

After much research I have found a direct replacement LED bulb for the 1157 dual filament, single bulb used on many British cars. This bulb provides lighting for the combination running and brake light that are in a single housing.

Not only are they much brighter than a halogen replacement bulb, but they also strobe 5 quick times before showing a steady red. Each time you touch the brake pedal they strobe. Tapping the pedal repeatedly when slowing or getting ready for a turn will help get the attention of traffic behind. I first noticed them on a motorcycle. They are street legal.

This LED bulb is smaller than the original 1157 so it should fit in all housings. The light pattern is 360 degrees. Fits both my 67 AH 3000 and 59 TR3. Installation is easy. Push and twist the old bulb out and pop the LED in. No modification needed. I would also recommend cleaning the inside of the lens, cleaning the contacts, and adding a light coat of dielectric grease to the contacts and the base of the bulb to help prevent corrosion.

I found these bulbs on Amazon, but they are available from other vendors. Google flashing tail or brake lights.

[https://www.amazon.com/gp/product/B07LG2DWC3/ref=ppx\\_yo\\_dt\\_b\\_asin\\_title\\_o02\\_s00?ie=UTF8&psc=1](https://www.amazon.com/gp/product/B07LG2DWC3/ref=ppx_yo_dt_b_asin_title_o02_s00?ie=UTF8&psc=1)

The link above will give the dimensions, a description, and videos of the lights in use.

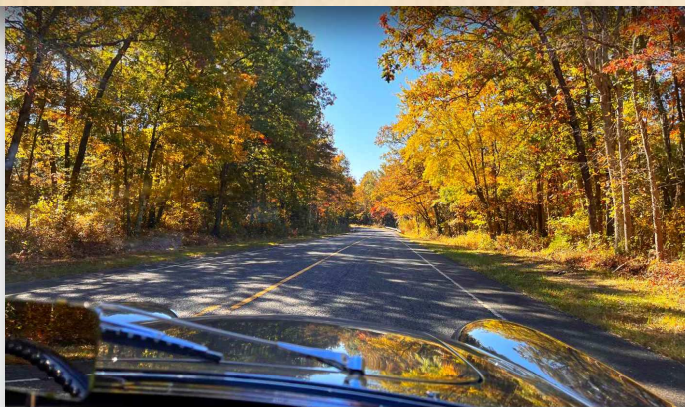
Any questions:

Fred  
609-827-0224



# TOUR of the SHORE

2022









SPEED IT UP ERIC.  
THEY'RE GAINING  
ON US !!





Joe here, It was and absolutely beautiful for a ride down the shore and I hope everyone had a good ride - even though there was a slight problem when I led half the cars past a turn and got us almost stuck in the middle of a town FAIR in Cape May Court House !! This is after my wife Pat and I spent an hour driving back and forth past that turn to **MAKE SURE** I got all the details correct !! I take pictures, I locate it on a map, I make sure I know what comes up just before the turn ( a farmer's stand on the right ) I see the stand and say there's the stand and then space out when we get there and we drive right past !!!

I don't know, I asked -Joe, Hey isn't this the turn, and he said "Ah ... huh .... WAIT ... WHAT ? that turn ??.... **ARRG !!!**"

Burgers anyone ?

I didn't hire him.



At least we all finally made it, had some very good burgers, and my wife had a great laugh when I told her. ( You missed What ??)

Any way, I was so embarrassed and basically just wanted to hide behind Eric's MGA but, I promise, **NEXT YEAR IT WILL BE BETTER. No missed turns.**

We did have a wonderful turn out and I think we really should have a gathering (cook out?) at the lake some time. It's a beautiful place to meet and hang out .... And no missed turns ! Promise.

*Joe Marchione*

NOTE FROM THE EDITOR: Harry DiSilvestro's article about his beautiful TR4 was first published one year ago in our Nov/Dec 2021 newsletter but I HAD to include it here considering that this newsletter FEATURES the TR4. So here it is again and thanks Harry and enjoy the ride !



*Faster Than  
a Speedy  
straight-a-way*



*More Powerful  
Than a Curvy  
Highway  
Able to Leap  
Tall Hilltops  
With an All  
Syncro  
Gearbox*

## *It's a Triumph. It's a '65. It's a TR-4 !!*

We obtained this beautiful car last year, from an old friend. Our friend was the original owner and unfortunately came down with Alzheimer's over the last few years. His wife graciously allowed us to purchase it and we are the proud 2nd owners, with only 68,000 miles on the car!



We have never owned a sports car like this and are thoroughly enjoying it! I am a retired police officer from Wildwood Crest and even though we spend our winter months in Florida, we have loved riding the many country roads around Cape May County and stopping for lunch and visits at the many wonderful venues here during the Spring, Summer and Fall months.

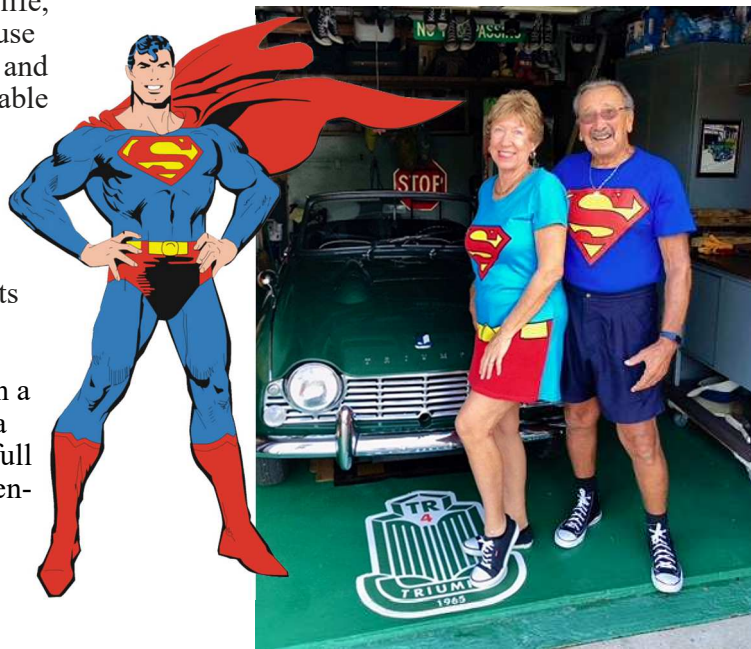
Our other love is dancing and we spend several nights a week dancing at the live music events, here in the Wildwoods. Although most people know me as 'Harry D', many only know me as..'Superman'! I will turn 80 on November 9th of this year and I have had a St. Jude mechanical heart valve for 31 years, and now have a defibrillator after suffering cardiac arrest in the National Wildlife refuge, here in the

Lower end of our island 2 years ago. I am here to enjoy life, my wife, my 8 grandchildren and 6 great grandsons because an off duty Philadelphia Police officer found me that day and was able to bring me back to life through CPR and a portable Defibrillator. It was a bit of a long haul in the hospital and rehab, but I'm here to enjoy driving my TR 4 most every day!

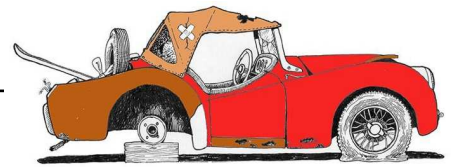
I look forward to being a member of your club, meeting many of your members and will enjoy attending the events that we can, when in town!

I must tell you, I was very excited to be able to find such a Mint classic Vehicle at 79. I always had a dream to own a Convertible Sports Car... my dream and life have come full circle and the feeling has continued, Sharing, Driving & enjoying My Beautiful Princess

Sincerely, Harry DiSilvestro



# 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](mailto:mgarage@comcast.net)

**FOR SALE: A full set of gauges** (less oil pressure gauge), directions signals (metal) and warning lights for a 1968-71 MGB. These were rescued from a B that was headed to the junkyard 25 years ago and properly stored in a basement ever since. They belong to a friend who is clearing out his basement. He is asking \$200 obo for the set. If you are interested, please let me know and I will pass along his information to you.

Steve Ferrante [president@bmcsnj.org](mailto:president@bmcsnj.org) 609-268-2224



## **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:** 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:** 1974 TR6. Very good to excellent condition. Ready to enjoy. Car is located in Mt. Laurel. \$18,000. Call Jeff for details 856-296-9165

**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](mailto:triumphtr4@hotmail.com)

**FOR SALE.** Fiberglass aftermarket MGA hardtop. Not certain of manufacturer. It has a black pebble grain "vinyl top" finish and a one piece rear window. These tops are extremely rare, but this one is a restoration project. Overall condition is fair. It appears to be solid with no fiberglass delaminating but it needs a headliner and all new seals. Mounting hardware will also have to be sourced to make this top usable.

I bought this top a number of years ago with the idea that I would restore it for use on my MGA. I am no longer interested in that direction and can use the space for storing other parts. Price is firm at \$700. Pickup in Oaklyn where the top is stored. Ed Gaubert [mgarage@comcast.net](mailto:mgarage@comcast.net)

**FOR SALE.** TR6 parts. Set of gauges \$150. Various other parts including heater, wheel trim rings, steering wheel. Text or email John 609-425-0878 or [jarmand1@comcast.net](mailto:jarmand1@comcast.net)

**FOR SALE.** I have a 1954 MGTF project for sale for the right offer. If you have any interest, please call, there is too much to describe in a short ad. Reggie Harris 856-264-6032 or [reggie630@hotmail.com](mailto:reggie630@hotmail.com)

**FOR SALE.** MGB parts. Engine and transmission in parts car \$500. Rust free doors complete, 2 four speed transmissions, other various parts from complete car. Text or email John 609-425-0878 or [jarmand1@comcast.net](mailto:jarmand1@comcast.net)

**FOR SALE.** MGB parts:  
2 black driver quality top covers. Not certain of year. \$50 each  
Early MGB head. Taken from my running 68 MGB 40 years ago. \$50  
MGB aftermarket accessory grille guard. Make offer  
MGA ANSA headers #MG0281. New \$125  
Reggie Harris 856-264-6032 or [reggie630@hotmail.com](mailto:reggie630@hotmail.com)

**FOR SALE.** Bugeye Sprite radiator. Needs work. \$50. Reggie Harris 856-264-6032 or [reggie630@hotmail.com](mailto:reggie630@hotmail.com)

**WANTED.** MG Midget/Austin Healey Sprite differential, complete. 3.9 or 3.7 ratio preferred. Dan Carter 856-780-0373 or [healeydan12@gmail.com](mailto:healeydan12@gmail.com)

# SWAP MEET

**WANTED.** Classic Mini. I am looking for a solid, presentable driver quality classic mini. I am flexible regarding specifications. If you know of one for sale, I am also appreciative of any solid leads. Willing to travel a reasonable distance from South Jersey, but I am not interested in long distance sight unseen deals. Thanks for any information or leads. Ed Doody 609-706-9246 or collbark@hotmail.com

**FREE.** Free to club members. 2 accessory air cleaners. Moss part number 223-240 for Stromberg CD175 carbs. Ed Doody 609-706 9246 or collbark@hotmail.com

**FREE.** I have four 14 inch wire wheels and tires from an MGB that are free to a good (or any) home. These wheels and tires are realistically only suited for temporary use to roll a car around during restoration. They were taken from my MGB because the splines had worn enough to be a concern. The tires, while they have excellent tread are at least 20 years old (but hold air fine). Free to any home to avoid scrapping them. Likely suitable for shop use on other British cars as well. Ed Gaubert mgarage@comcast.net

**FREE.** Triumph transmission. Not sure of condition. It is from a TR3 or TR4. Free to first taker Reggie Harris 856-264-6032 or reggie630@hotmail.com



# CALENDAR OF EVENTS

- The information shown below is the most complete available as this newsletter is printed, and will be entered as space allows.
- Questions about BMCSNJ Events should be directed to Tracy Westergard ( [events@bmcsnj.org](mailto: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 1/18	<b>Membership Meeting</b> 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.	<b>7 Stars Diner, Sewell</b>  6 - 8:30 <b>Steve Ferrante</b> 609-268-2224 <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
February 2/15	<b>Membership Meeting</b> 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.	<b>Uno, Maple Shade</b> 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 <b>Steve Ferrante</b> 609-268-2224 <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
March 3/15	<b>Membership Meeting</b> 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.	<b>7 Stars Diner, Sewell</b>  6 - 8:30 <b>Steve Ferrante</b> 609-268-2224 <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
April 4/19	<b>Membership Meeting</b> 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.	<b>Uno, Maple Shade</b> 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 <b>Steve Ferrante</b> 609-268-2224 <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
May 5/17	<b>Membership Meeting</b> 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.	<b>7 Stars Diner, Sewell</b>  6 - 8:30 <b>Steve Ferrante</b> 609-268-2224 <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
May 10am-2pm Rain Date: TBD	<b>Members Memorial Gathering</b> at Smithville to benefit Samaritan Hospice RAIN DATE TBD	For Directions: <a href="http://www.historicsmithville.com/directions">www.historicsmithville.com/directions</a> CONTACT: <a href="mailto:mqgarage@comcast.net">mqgarage@comcast.net</a>

# Events Continued




DATE	BMC EVENT	LOCATION / STATUS
June	<p align="center"><b>Spring Tour</b> Rain Date TBD</p>	<p align="center"><b>DETAILS COMING SOON</b></p>
June 6/21	<p align="center"><b>Membership Meeting</b> 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.</p>	<p align="center">Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante 609-268-2224 <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a></p>
July 7/19	<p align="center"><b>Membership Meeting</b> 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.</p>	<p align="center">7 Stars Diner, Sewell  6 - 8:30 Steve Ferrante 609-268-2224 <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a></p>
July TBD 6pm - 8:30pm	<p align="center">British Car Owners Ice Cream Social TBD</p>	<p align="center">5 Points Custard E. Landis Ave (Rt 540) &amp; Tuckahoe Rd. (Rt 557) E. Vineland, NJ Contact <a href="mailto:robgt71@verizon.net">robgt71@verizon.net</a></p>
August TBD  Rain Date: TBD	<p align="center"><i>Summer Tour</i></p>	<p align="center"><b>DETAILS COMING SOON</b></p>
August 8/16	<p align="center"><b>Membership Meeting</b> 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.</p>	<p align="center">Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante 609-268-2224 <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a></p>



# Events Continued



DATE	BMC EVENT	LOCATION / STATUS
September 9/20	<b>Membership Meeting</b> 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 <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
September TBD 10 AM until 2 PM	<b>BMC of SNJ End of Year Show at Greenwich Artisans Faire</b> Admission is \$5 per car - 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 Show hours from 10 AM until 2 PM Contact - Gary Warren, <a href="mailto:garswc@yahoo.com">garswc@yahoo.com</a> or 609 247 3499 ( cell )
October TBD (No Rain Date)	<b>The 25th Annual Elmer Harvest Day Festival and Car Show</b> 	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. <a href="https://www.facebook.com/greaterelmerareahistoricalsociety/">https://www.facebook.com/greaterelmerareahistoricalsociety/</a>
October 10/18	<b>Membership Meeting</b> 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 <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
October TBD	<b>Fall Tour</b>	<b>DETAILS COMING SOON</b>
December	No Membership Meeting in recognition of the holiday season	





## ***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](#)



# And now a word from our Sponsors

Bring your Smiths Clock into the 21st century



[www.jaguarclock.com](http://www.jaguarclock.com)

Mike Eck  
418 Whig Lane  
Glassboro, NJ 08028

Chris Roberts  
owner



Work (609) 904-2949  
Cell (609) 576 8922  
Crobe56718@aol.com

263 Steelmanville Road  
Egg Harbor Twp. N.J. 08234

**CHRISTOPHERS**  
FOREIGN CAR PARTS.COM

PASSION  
IT'S WHAT DRIVES US.



PROVIDING SERVICE,  
TOURING PREPARATION  
& CONCOURS  
RESTORATION FOR YOUR  
AUSTIN HEALEY

- PERIODIC ATTENTION
- CARE & ADJUSTMENT
- FLAWLESS COACHWORK
- COMPONENT REBUILDS
- SAFETY UPGRADES

Since 1990

**RAGTOPS &  
ROADSTERS**  
INCORPORATED

BRITISH AUTOMOBILES • PREMIUM RESTORATIONS  
203 S. 4TH STREET, PERKASIE, PA 18944 215.257.1202 • RAGTOPS.COM

**AUTOBELLA**  
DETAILING & PRODUCTS

Premium Detailing | Detailing Products | Paint Correction  
Ceramic Coatings | Paintless Dent Removal | Paint Protection Film  
Wheel, Leather, Vinyl & Upholstery Repair | Powder Coatings

**Make An Appointment Today!**

**856 • 454 • 7500**

**AUTO-BELLA.COM**

1 Linda Lane, Suite C, Southampton, NJ 08088  
info@auto-bella.com



**RIMMER  
BROS** EST 1982

A BRITISH COMPANY SUPPORTING BRITISH CARS

**British Car Parts & Accessories**

Toll Free 1-855-746-2767  
[www.rimmerbros.com](http://www.rimmerbros.com)

**Register Your MGA With NAMGAR!**



Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magette, or variant of this noble breed. You'll receive six bi-monthly issues of *MGA!*, our full-color,

award winning magazine, invitations

to National and Regional Get-Togethers

throughout the U.S. and Canada, plus a knowledge base

and support group second to none. All this for just \$37.50 per year (North America), or \$52.50 (International). Get more information at <http://www.namgar.com>, or contact [registrar@namgar.com](mailto:registrar@namgar.com).



North American MGB Register

The only MEMBER-RUN organization for MGB, MGC, Midget, 1100/1300 and Post Abingdon Car owners.

- ANNUAL MEMBERSHIP \$30** (\$45 overseas)
- Dash plaque • Membership card • Window decal
  - Six bi-monthly issues of *The MG Driver*, a 68-page informative magazine.
  - Annual national convention – a four-day MG party!

**North American MGB Register**

PO BOX 876 - Downers Grove, IL 60515-0875

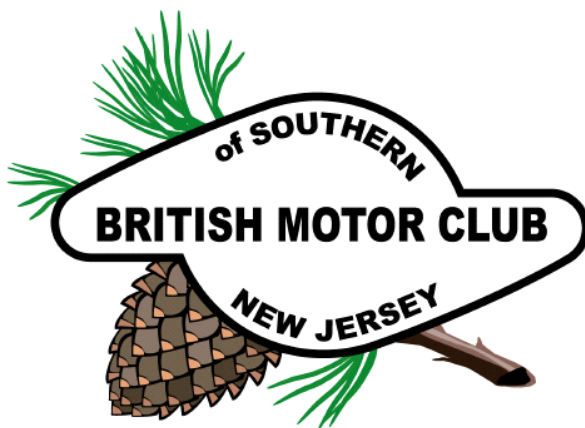
Toll-free phone: 800-NAMGBR-1

[www.namgbr.org](http://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

