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

November/December

2025 / Issue 6



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None for Nov/ Dec

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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 1990 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 (MGO), North American MGB Register (NAMGBR), North American MGA Register (NAMGAR), Vintage Triumph Register (VTR), AND 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 Hurfville Road, Sewell, NJ 08080

Even numbered months (February, April, June, August, October)
PJ Whelihan's, 1854 Marlton Pike East, Cherry Hill, NJ 08034

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.

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:
editor@bmcsnj.org

PLEASE SEND [FOR SALE, WANTED, OR FREE REQUESTS](#) TO:
Steve Ferrante president@bmcsnj.org

All classified submissions should be written in the exact form you wish to have it published, with specific information and contact info.

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 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.

Secretary's Satchel

November/ December 2025

By Tom Evans

October 2025

"Jaguar's Electric GT Delayed, Starts At \$130,000" Carscoops.com 10/28/25.

Jaguar is still going all electric? And one model starting at \$130k? And delaying it until 2026? They'll never make that and delay it to 2027. With the disappearance of most of the tax incentives let's see how electric vehicle sales fair; can they hold their own commercially? Since the cyber hacking at JLR, things have been "delayed" as they put it. Commercially, we have become waaay too dependent on bits and bytes with cyber connections to not take security very seriously. Even small business needs to be very secure in keeping access to their data limited and locked down. What is your data worth to you? What would you do if your business lost what you stored? The Philadelphia Engineering and Maintenance Show, this year, spent an entire information session on keeping things secure for small business. It's bad enough we have to subscribe to "Life Lock," Nord VPN or "Title Lock" to keep our personal information from getting into the wrong hands, waaaaay too dependent on the internet. Points and condensers are definitely going to keep us on the road and be the "Kings". Our radios won't work ... but hey....

It has been a banner year for LBC activities from our Club and from area clubs under the guidance of our Events Coordinator, Pete Cosmides. Everyone's activity world has expanded with Pete measuring the pulse of the activities around us and national events. Tours, cruises and eating ice cream dominated; the monthly meeting at our new northern location, P.J. Whelihan's in Cherry Hill, and Seven Stars Diner in Sewell have been very well attended, as well as the Greenwich Year End Show, Summer Tour and our Swap Meet hosted by Mike and Becca. Thank you to all who organized the events and thank you for attending. We have even run out of slots on our webpage to enter all of the activities available. So, if you see items from earlier in the year disappearing it's because we have run out of space. See photos and descriptions of our regular events and other great stories in this issue of Offside/Nearside. Thanks also to Pete for heading up the Rescue Squad at tundramgb@hotmail.com for member help and assistance.

There aren't any Club third Wednesday meetings in the months of November and December, see you the third Wednesday in January, the 21st, at Seven Stars Diner in Sewell.

Have a great Thanksgiving and Christmas. See you all in the new year, Nadolig Llawen a blwyddyn newydd dda! (Happy Christmas and a Good New Year in Welsh) Hwyl! See you on the road.

Happy Motoring

Treasurer / Registrar Report

November / December 2025

By Brian Deam

Dear Members,

The club's 2025 schedule of events wrapped up on the 25th with the swap meet and barbeque graciously hosted by Mike and Becca. This year the weather gods showered us with mostly good weather and participation at our monthly meetings and events has never been better.

One of the Board's primary objectives is to provide a variety of events in different locations across southern New Jersey that members can attend and enjoy. The increased participation is a key indicator that we are succeeding. That success is due to the many members that volunteer to organize and run these events. Volunteerism is the life blood of the club. So, a big thank you to you all for another successful year.

But we always want to improve. So, if you have any ideas for activities for 2026 or any other aspect of the club's functions, please reach out to any board member.

Reminder: If you **do not** want your information included in the directory, please send an email to Brian Deam at members@bmcsnj.org indicating you want to opt out of the directory. All requests received will be processed with the next scheduled update (at least every 6 months; possibly quarterly).

Our financial position remains strong, and we are well positioned to support the 2026 activities.

We have had a big influx of new members in the last two months; our membership increased by seven to 177! Please welcome the new members shown below and continue your effective word of mouth marketing!

The next renewal cycle will start soon with members expiring on December 31st receiving a renewal notice in late November. Club dues remain at \$15/year (free if you volunteer to host an event). 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.

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

Lastly, best wishes for a Happy Thanksgiving and very merry holiday season!

Treasurer / Registrar Report (Cont'd)

September/ October 2025

By Brian Deam

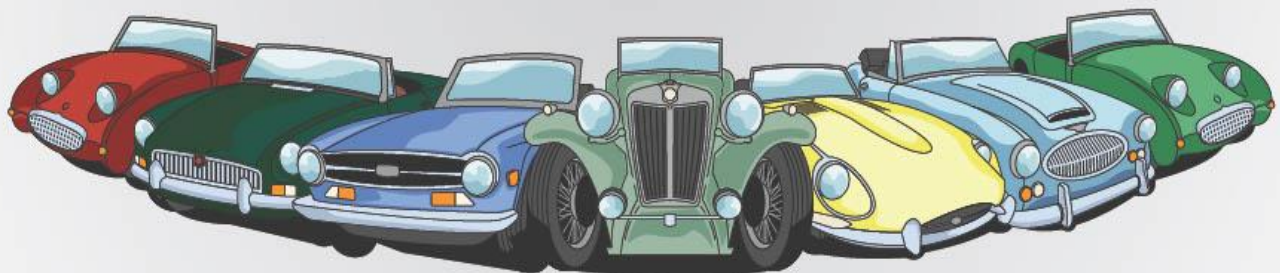
Welcome seven new members!

Name	Town	Car
Rich Plowman	Medford	1961 Austin-Healey Sprite
Charles Fields	Brigantine	1957 TR3
Christian Oebbecke	Clarksboro	1964 MGB, 2014 Mini Cooper S Countryman
Stan Nosal	Pemberton	1974 MGB
Charles Magnuson	Mullica Hill	1978 MGB
Charles Fewer	Mt. Laurel	1979 MGB
Bruce Luke	Glassboro	1965 Sunbeam Tiger

Happy Motoring !



Classic British & Jaguar Parts



Shop Online at MossMotors.com

It's 1970, big brother finally noticed.

Steve Ferrante

During the prosperous period of 1950-1970, it has been said that “you couldn’t screw up an American company if you tried.” Well, I guess for the most part that was true, but in the auto industry, we all know that competition was fierce amongst the leaders and ruthless to the little guys. As a result, by 1970, the field was considerably thinner.

The late 60’s and early 70’s saw bigger and more powerful muscle cars from the American manufacturers while the foreign makers were providing sports cars with more creature comforts. The offerings from the big three saw “regular” cars stuffed with gas-guzzling big displacement engines despite a few other changes to the design. This dangerous combination led to a significant increase in traffic accidents and a crackdown by the insurance companies on the fun. With American troops being sent to Vietnam in 1965, the dependence on foreign oil, news of the upcoming Clean Air Act of 1970, and the looming OPEC embargo in the early seventies, led to the demise of the muscle car. These events dealt a significant blow to the muscle car industry.

By 1970, the US became a pretty good environment to sell sports cars. While Great Britain would export tens of thousands of various models from MG, Triumph, Jaguar and others to the US in the late 60s and early 70s, that success would be short lived as British Leyland had its share of business struggles and no one was looking in the rear view mirror to see the cars from Japan that would exploit the market with their fuel economy.

The early 1970s saw British (and other European makers) offering cars with comfortable interiors and dynamic exterior designs.

Triumph TR-6



The TR5/250 carried the torch for Triumph in 1968, but 1969 saw the introduction of the TR6. Selling nearly 95,000 until 1976, the TR6 sported a redesigned front and rear end that still looks current today. An appealing and fun car to own and drive, it was down a bit on power thanks to US regulations. The transition of the “old fashioned” TR3 to the modern TR6 in ten short years was a major driving force for Triumph in the US. As Americans demanded more creature comforts, Triumph delivered one step above the MGB. The TR6 was just what the doctor ordered for many buyers in the United States.

It's 1970, big brother finally noticed.

Steve Ferrante

Lotus Europa

While other car makers were adding comfort and luxury, Colin Chapman and Lotus were still busy taking it away. The Europa began production in 1967 with a fiberglass body bonded to the chassis and was Lotus' first mid-engined car. In late 1969, the Europa was certified for sale in the US with the body bolted to the chassis and a 1,565cc four cylinder making 87hp. At 1,350 lbs, that made for fun on the road. A little quirky in the looks department compared with the front engine Elan, the Europa was a step in the direction that would lead to other mid-engined offerings from Lotus.



Jaguar XJ6



The Jaguar XJ6 & XJ12 represented movement in the modern direction for Jaguar starting in 1968. Very well received when it arrived, the great reviews that it garnered drove sales at home and in the export market. The luxurious interior clad in soft leather and hard wood, coupled with very quiet engines (both 6 and 12 cylinders) gave the driver an elegant performance car. Engine power was excellent for the time and improved even more when the 12 cylinder engine option arrived. The success was

enjoyed for many years as they were produced for 24 years.

It's 1970, big brother finally noticed.

Steve Ferrante

Land Rover Series IIA



Production of the Land Rover Series I-III began in 1947 and ran until 1974. Most of us were introduced to them in the late 60s and early 70s by watching Marlin Perkins and Jim Fowler bounce through Africa chasing lions that were chasing antelope on Mutual of Omaha's Wild Kingdom. When Rover was absorbed into British Leyland around 1968, Land Rover saw their highest production totalling approximately 60,000 units per year around 1970. Like the early Jeeps, we were fascinated with the option to drive just about anywhere despite the lack of comfort. The alloy bodied, indestructible machines are still sought by enthusiasts and collectors today. In all,

over 750,000 of the durable off-road vehicles were built in various forms.

Jensen Interceptor



Jensen took a chance on coupling a beautiful Italian hatchback body design with a Chrysler V8 in 1966. As the years rolled on, by late 1970, a decision was made that if 383 cubic inches was good, then 440 of them would be better. So, if you were jealous of the Aston Martin owners at the club, maybe hitting them on the head with a big American V8 would do the trick? It worked for a while as over 6,000 were produced over 10 years but Jensen gave in to the market and production was ended along with the Jensen-Healey. Unfortunately, Jensen cars were a great example of

what could have been.

Even though all these British imports we sought after at the time and are still collectible, they made up a tiny fraction of the 10 million cars sold in the US in 1970 alone. MG and Triumph were the leaders in the US with sales of approximately 50,000 units combined. Believe it or not, the Ford Galaxie topped the sales charts in 1970 with the Chevrolet Chevelle right behind as American "sports cars" continued to grow larger. If I were car shopping in 1970, I would have been looking at the Camaro Z28, Mustang Mach I or an AMC AMX. Unfortunately, in a few years, many of these would be parked in the garage as a result of high fuel prices and skyrocketing insurance rates. Sad times indeed.



Next up, 1975 will bring some depressing news to auto enthusiasts. It was a pretty dark time for fun in a new car.

Spanners and Hammers *Repair, Rebuild, Restore and Fabricate*

Manny Paredes

Conjure a Man Cave. No, make it a shop, that stands alone seemingly as a one car garage in the middle of almost nowhere in a town called Elwood on Route 9, undefined by sign or map. Make the building a weathered brown wood siding with a weathered pickup on the right side and a large Halloween skeleton on the other. You drive by with a glance. It says Eddie's Restorations on the front roof apex and you wonder if it's no longer in business, but there's a sign on the door that reads "Open". You walk-in. It's a mechanic's wonderland, a Nirvana of metal.

There's every tool and metal shaping tool you ever dreamed of owning. It's a bit clustered and messy but you know that a fabricator/mechanic's lair is never a mess. It's a rudimentary kind of love for grease and metal and things that should work or fit but don't and which also teaches you to curse in languages you never knew. Nirvana.



On September 23, 2025 when I visited, there were three XKE's on the floor. One was perfectly done in Opalescent gunmetal gray with grey-black leather interior, without a thumb print in the chrome. Later, I learned that it was a ground up restoration, better than new. AC had been added because... well, because the car was going to South Carolina. No after-market AC hanging under the dash job here.

The other Jag was a '67. Its bonnet was "around somewhere", one half of its head (sans valve train) was on a cart. On the other side of the shop was a black Panoz. I had never seen one "in person"...only read about them. At the far end of the shop was another E-type, it's rusted light blue bonnet on the floor upside down, the whole

front end was bare to the frame. I thought that it might three or four years from completion with Eddie mainly working alone.



All this and the there was no musty smells and no human in sight. I knew the shop closes for lunch but it was only 10:30 AM. Somewhere, someplace came the sound of grinding metal. In a side room stood the Lord of the Piston Ring, grinding off rust

on a splined wheel hub. "Eddie!" He turns and smiles. I smile back. His hair is still long and thinning. He's still a little hunched over and speaks in a soft voice. "My MGB needs suspension work" I said. I have bad hips and cannot bend down as I once did. A poor excuse, I know, but true. I was thinking about the Rescue Squad but they would have to live in my garage. "I tried to call you, Ed, but I got an out of service message. So I made the drive." I

was glad that he was not 'out of business'.



Spanners and Hammers. *Repair, Rebuild, Restore and Fabricate*

"Let's try it (the phone). Call me now," he said. I called. His phone rang. He looked at me. I shrugged. As Fred DeSantis would say "Go figure".

"I explained my woes while we walked through the shop. In the back office he had a white '72 MGB, on stands. I asked what it needs. "Everything" he said. I feared for my own chariot and the potential cost. Would my 'B' also need everything? Surely the Rescue Squad could take an edge off the cost while leaving the bushings and Diff lash to Eddie.



Upfront, once again, we talked about the Jag rebuild and the next one next to it that was sent to him to fix the work that another shop screwed up. It needed everything too. Then we drifted over to the black Panoz, which he owns. Without effort, he slid the hood forward and showed me the airbox that he fabricated out of stainless steel because he didn't like the plastic one that came with the car. Seamless bends and tight smooth ripples of welding made Ford's original hand built work look shabby. It wasn't business, it was personal.



I dryly surmised to Eddie that maybe I should swing around in December and he could drive my "B" for evaluation.

With little left to say, Eddie told me that he was once a member of the club with Kevin Kelly. Then, he showed me a picture of another one of his completed E-type (Opalescent Dark Blue) projects in a Carlisle calendar, I think.

"C'mon down to the club for dinner and talk to us. My treat. Bring your wife." I said. She's a sweet lady. Love shines through. He laughs and says "ok". The phone rang. It worked! Again. It was business. So, I quietly exited the shop and drove home. His voice rang in my head "Everything." That's what I saw in his shop too. Everything.



Sterling Moss E-Type up for Sale...Again.



It's hard to believe that [Sir Stirling Moss](#) never claimed an overall title, but he certainly claimed all sorts of other [motorsport victories before his retirement at 88](#). Moss won major races at nearly every level of competition during his racing days, including Le Mans, Sebring, the Mille Miglia, Monte Carlo, and a number of Formula One grands prix races. One of the cars Stirling piloted during his career is this gorgeous road-racing Jaguar E-Type. If you like it, you should say so with your wallet because the car is now for sale.

This E-Type Roadster was transformed into a race car at the hands of Jaguar expert Jeremy Broad, according to *AutoClassics*. To complete this transition, Broad utilized a number of parts found on the amazing E-Type Lightweight cars. Under the hood sits a full race-spec 4.2-liter inline straight-6. It's backed up by a 5-speed Getrag manual.

[H&H Classics of England will auction off this 1965 E-Type](#) on June 5. Pre-auction estimates peg the value somewhere between \$145,000 and \$170,000. That almost seems a bit low to us. Sure, the car isn't known as a highlight race winner, but it *was* piloted by *Sir* Stirling Moss, and it's constructed in a similar fashion as the colossally collectible and expensive E-Type Lightweights.

In January 2017, [a 1963 E-Type Lightweight earned \\$7,370,000 at a Bonhams auction](#). Just 12 original Lightweight cars were built, so the excitement and price make (some) sense. This Moss-raced car isn't in the same league, of course, but it does have sentimental value for any well-heeled motorsport lover. Furthermore, we wouldn't be surprised if the car is invited to compete in all manner of vintage road racing events.

If a smart collector can pick this up for under \$200,000, they could have quite a healthy investment machine in their midst. Plus, it's one they could drive now in those vintage races and garner ever more interest and attention for a future sale.

Motor Authority.com/ 2025

See: : [Racing Legends - Stirling Moss](#)

See also:[The Racers that Stopped the World - Stirling Moss Documentary](#)).

Much Ado About... (?)or things that make you go... Hmmm

Edd China's New Restoration TV Show Wants You To Get Involved

The much-loved TV mechanic Edd China is back (again) with another new show . After the whole Wheeler Dealers saga went south and Edd left amid claims that producers wanted to dumb-down the mechanical and workshop sequences, the floppy-haired gentle giant has been spreading his unique brand of goodwill in new ways.

His new show, called Built by Many, aims to get classic car fans involved in a way they rarely do – the audience will actively help to restore a clapped-out old E-Type. With help from Jaguar expert Philip Porter and guest appearances from two of the most famous E-Types, 9600 HP – the original 1961 road test car – and 848 CRY, which appeared in The Italian Job.



Step on the brakes. Edd didn't see the nail on road for Wheeler Dealers? He wound up on the side of the road with a flat while the show rolled on without him. If I recall, the Wheeler Dealer 'workshop sequences' were more intact than ever with Ant Anstead slinging the wrench. In 2017, another nail sidelined him again in "Edd China's Garage Revival". Then, "Built By Many" (2018) was his third flat tire in a subscription based show on YouTube as a private site. I have found that Edd's best venture was Workshop Diaries which airs on old but rolling threads on You Tube. Take a peek. [Using Wet Shot To Clean A Filthy V12 Jaguar Engine!](#) | [Workshop Diaries](#) | [Edd China](#)

What's Happening Here?

You can order your parts from Rimmer Bros or from Moss but the parts journey may be the same. However, with Rimmer you can add a few more dollars and perhaps another week to delivery if the part is not in stock and when shipping from China to the UK and eventually to the US. While we can't swear that things will get better or worse British Parts Northwest may be an option amongst others. I haven't received any of their parts from China, yet. Still and moreover, NOS or rebuilding your old parts, if you can do it yourself, seems to be a good first option. The recent Swap Meet and our own club Marketplace seems to be the best bet for quality parts. Together with the Rescue Squad (and a good garage heater) we should be able to ride out the winter months until the weather warms up.

Over the holiday months you might try searching for other UK part suppliers under UK.Yahoo.com. Here's a not too surprising sample:



<https://www.bmh-ltd.com/approved-specialists/united-kingdom/moss-europe-ltd/>

Rescue Squad

Is this your car out of focus?

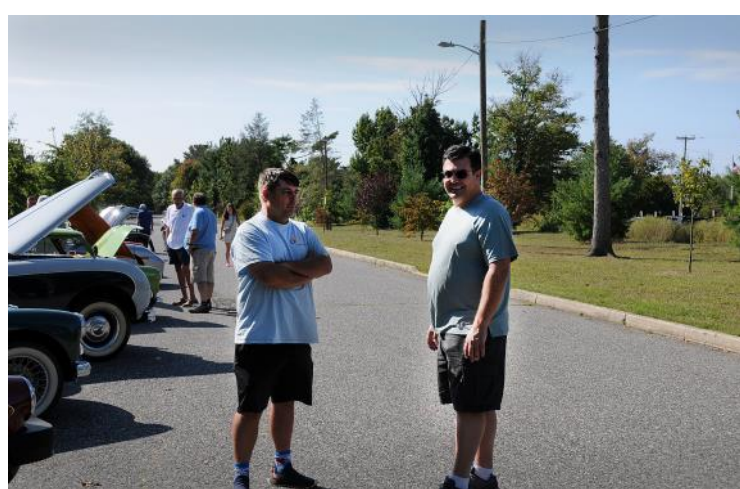


The Resue Squad is waiting.



Outside in the cold distance a wildcat did growl. It definitely wasn't Bob Dylan singing. If you passed by again you would realize that it was Bob Hahn's Jaguar that caused all the MGs, Triumphs and Healey to sit quietly under a blue sky at Wenonah Park. Ignoring the Watchtower, it was more than British cars that sat happily under the robust green trees. This C&C brought out an eclectic collection of cars. Corvettes, Porsche and BMW added more diversity to our conversations.





Pop-up Ice Cream Gathering: Johnson's Farm

Peter Cosmides

September 7, 2025

We had a nice turn out of about 12 cars at this nice setting in Medford for some evening ice cream and tire kicking. Thanks to those that came out to make this a nice event. Look for a repeat in the Spring.



BELLANCA

All-British All-Years Car & Motorbike Show at Bellanca Air Museum

It seems like the New Jersey sharp shooters came out, took aim and hit bull's eyes. Should we be humble or pump our fists in the air? Does it matter when we share our enthusiasm with our neighbors across the river? Some great marques were on display at BELLANCA and we took some awards too. To quote BELLANCA officials "Congratulations to Michael Eck for winning first place in the Best of Show Class with his Silver/Black 1960 Jaguar MK IX – a stunning car!" But he wasn't the only BMCSNJ winner. While I wasn't there, I was told that Ed Doody, Craig McConnell and Harry Stridick took aim and rang the bell too.

My apologies if you or your car was not captured below. Perhaps it was cooler inside when photos were taken. Click below for the full BELLANCA list of awards and (some) photos.

[2025 Annual All-British All-Years Car & Motorbike Show at Bellanca Air Museum \(9/13\) – British Car Club of Delaware, Inc](#)



BELLANCA

All-British All-Years Car & Motorbike Show at Bellanca Air Museum

Class Winners

- 100 MGB 1 106 **Craig McConnell** Runnemede, NJ Red - 78 - MGB - MGB British Motor Club of S. N. J.
- 100 MGB 2 102 Donald Boudwin Dover, DE Black - 77 - MG - MGB British Car Club of Delaware
- 100 MGB 3 101 Thomas Orisich Millsboro, DE Red - 72 - MG - MGB British Car Club of Delaware
- 200 Other MG 1 208 John Dagilas Bel Air, MD red - 62 - MG - A MG of Baltimore
- 200 Other MG 2 201 Tony Phillips Conowingo, MD Blue - 51 - MG - MG TD British Car Club of Delaware
- 200 Other MG 3 204 Jonathan Stein Hockessin, DE Dove Grey - 62 - MG - MGA 1600 Mk II British Car Club of Delaware
- 300 Triumph 1 303 **ROBERT GANNON** HOCKESSIN, DE BLUE - 60 - TRIUMPH - TR3A British Car Club Affiliate
- 300 Triumph 2 308 Philip Aronow Mt Laurel Township, NJ Blue (Sapphire Blue) - 74 - Triumph - TR6 0
- 300 Triumph 3 311 **Edward Doody** Sicklerville, NJ blue - 74 - Triumph - TR6 BMCS NJ
- 300 Triumph 4 307 Steven Welder Elkton, MD Red - 60 - Triumph - TR3A British Car Club of Delaware
- 400 Austin-Healey 1 403 Walt Lubun Newark, DE Healey Blue/ White - 67 - Austin Healey - BJ8 Austin Healy Sports & Touring Club
- 400 Austin-Healey 2 402 Robert LaMarca Middle River, MD Healey blue/white - 63 - Austin-Healey - 3000 Mk. II 0
- 400 Austin-Healey 3 405 **Harry Stridick** Cherry Hill, NJ Burgundy - 67 - Austin-Healey - 3000 Mk III British Motor Club of S. N. J.
- 500 Jaguar 1 503 Jeffrey Rose Rehoboth Beach, DE Sable brown - 69 - Jaguar - E type British Car Club of Delaware
- 500 Jaguar 2 505 Geoffrey Sundstrom Lewes, DE Black - 65 - Jaguar - 3.8S British Car Club of Delaware
- 500 Jaguar 3 504 Betty Burleigh Lewes, DE Signal Red - 96 - Jaguar - XJS British Car Club of Delaware
- 600 Other British Sport 1 602 Jim Quade Wilmington, DE Aluminum - 38 - Riley - Special Race Car Brandywine Motorsports Club
- 600 Other British Sport 2 606 Ed Mallon Bel Air, MD red - 65 - Sunbeam - Tiger Tigers East, Alpines East
- 600 Other British Sport 3 604 Bill Tattersall Frankford, DE British Racing Green - 62 - Lotus - Super Seven British Car Club of Delaware
- 700 Other British 1 701 Robert Wall Newark, DE Blue - 72 - Jensen - Interceptor Mk III British Car Club of Delaware
- 700 Other British 2 702 Jeremy Bannister West Chester, PA Bronze Green - 64 - Land Rover - 109 British Car Club of Delaware
- 700 Other British 3 703 Jake Bannister West Chester, PA Blue - 97 - Land Rover - Defender 0
- 800 Future Classics (<25 yrs1) 815 John Pudlinski Earleville, MD red - 2018 - McClaren - 7205 None
- 800 Future Classics (<25 yrs2) 808 Darren Dorman Claymont, DE Lotus Racing Green (LRG) - 2005 - Lotus - Elise SC British Car Club of Delaware
- 800 Future Classics (<25 yrs3) 806 Thomas Cloud Wilmington, DE Metallic Gray - 2010 - Lotus - Evora British Car Club of Delaware
- 800 Future Classics (<25 yrs4) 801 Jon Taylor Lewes, DE Silver/Gray - 2014 - Jaguar - F-Type S 0
- 900 British Motorcycles 1 903 Bill Bugaj Crumpton, MD 0 - 52 - Vincent - Motorcycle None
- 900 British Motorcycles 2 904 Richard Demont Bear, DE Green - 32 - BSA - Motorcycle 0
- 900 British Motorcycles 3 901 Andrew Berman Bear, DE Silver/black - 30 - Norton - 19 0

Greenwich Artisan Faire / BMCSNJ Car Show

And the Winner is...

Photos : Fred Schuchard

Under a mild and slightly overcast September day, club members carefully lined up their cars along Ye Greate Street for our annual show at the Greenwich Artisan Faire in Salem County. A steady stream of Faire attendees passed British cars of various colors and marques amidst historic homes and a bountiful harvest wagon just across the street. Inside the Faire's fences, there were both new and stalwart artisans, music, food stations and pony rides for those not yet old enough to drive. In familiar surroundings, the club held its annual End of Year and "Best Of" celebration. As the rain held off on an already successful day, the End of Year winner is Everyone!

Cars owned by Mike Eck (55 xk140), Bob Watson (54 XK120), Mike Smedley (Land Rover) took awards.



Greenwich Artisan Faire / BMCSNJ Car Show



The Hoffner's MGB



Greenwich Artisan Faire / BMCSNJ Car Show

Mike Eck, Becca Payonk

'55 XK140 1st Place



**Bob Watson
(center) '54 XK120
2nd Place**

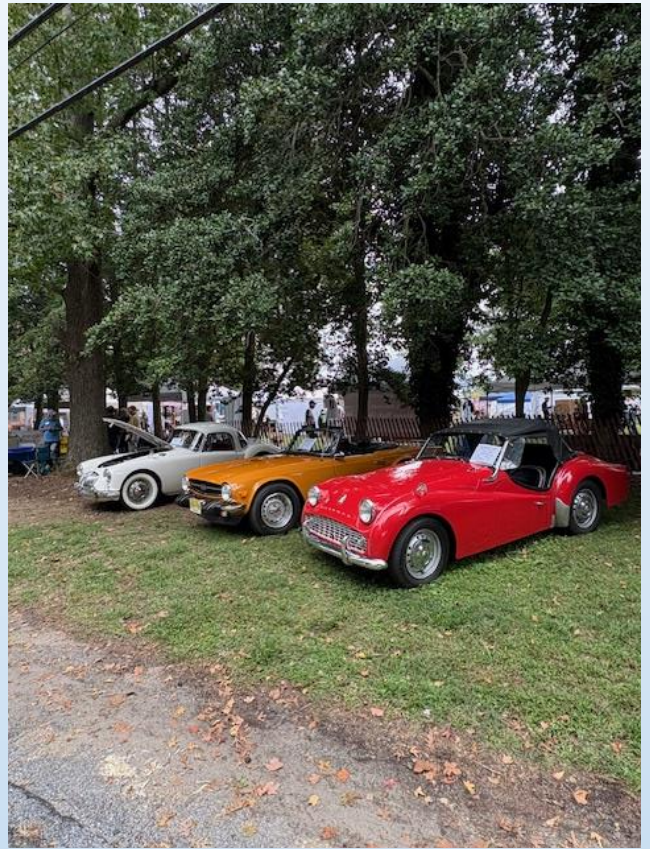
Manny Paredes (left)/
Gary Warren (right)



**Mike Smedley (center) Land Rover 3rd
Place**

Manny Paredes (left)/Fred DeSantis (right)

Greenwich Artisan Faire / BMCSNJ Car Show



TVR Car Club Annual Convention

Pete Cosmides

October 11, 2025

October 11 the TVR Car Club of America held their annual convention up in North Jersey this year and opened up the car show portion to any British Marque.

The TVR Out of the Woodwork show was held at the beautiful Round Valley Recreation area in Lebanon, NJ. In the 1980's and 90's this was a huge British car show. Hopefully the annual event will continue and grow. And, of course, the TVRs came out of the woodwork. Also on display was a small selection of non-TVR British cars as well.

Additional note: The photo of the "split" TVR is a custom widened by 12" TVR with a big ole Chevrolet V8. Not my cup of tea, but you've got to take notice.



TVR Car Club Annual Convention

Pete Cosmides

October 11, 2025



Elmer Harvest Fest

The Company We Keep

September 7, 2025

It's not always with Brits that you will see our cars parked. Our Vintage Cars and Coffee and the Elmer Harvest Day is testament to the variety of cars, motorcycles and other mobile devices where our cars will share the sun and shade on a bright day. Several club members took good advantage of another glorious day at the Elmer Harvest Day. It was another opportunity to sit back, have a few laughs and stroll the fair grounds with other car enthusiasts. The air was filled with music as the fair goers sampled crafts and food while strolling past vehicles admiring workmanship and reminiscing years gone by.

Thanks to Ben and Cyndi Nolan for another great outing at the *Elmer Harvest Day*. See you next year!



Elmer Harvest Fest
(My Dad had one of those)
September 7, 2025

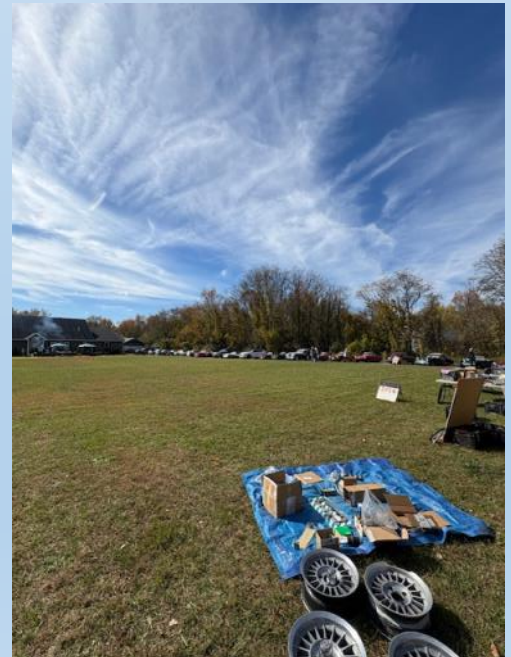


Swap Meet and BBQ

October 2025

Two types of members intersected in Glassboro on Saturday, October 25, 2025, craving both meals and deals. Lured by the bait of club camaraderie, Mike Eck and Becca Payonk, smartly planned to satiate these febrile hunters by delivering a meat vs meet feast, in an open field, mano a mano, hand over burger, hand over cash bash. The weather was perfectly cool, but not cold, warm but not hot. In an unusual turn of events, metal clad spectators lined the fringes of the field, headlight to headlight, wearing their finest colors and famed badges: MG, Jaguar, Austin Healey, Triumph, Lotus and others; Yes and even a Buick showed up to watch the humans eat hotdogs and hamburgers while they circled a dismembered Pyramus of rust and chrome. And when it was over, the human participants parasitically infested their British cars (except for the Buick and a couple of trucks) once again and left the field with bellies full and the boot contented until next year's 2026 *Swap Meet and BBQ*.





Swap Meet and BBQ (It doesn't fit any car here)

October 2025



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In the United Kingdom, as well in other countries, there are some holiday traditions, especially in foods, that we don't normally share here in the States. For example, popular UK winter holiday dishes may include Beef Wellington, Pigs in a Blanket, Spotted Dick, etc. But there are a few foods that we do share here to make a day special. To end this year's Newsletter and to honor Jaguars painted **Cranberry Red Metallic (Code: 316/CEE or 316/CEC)**, here is one of the favorites from my family cookbook.

Cranberry Sauce.

Prep time: 10 minutes

Cooktime 20 minutes

Yield 4-5 cups

1 cup sugar

1 cup water

1 (16-ounce) bag of fresh cranberries

1 cup chopped apples

1 cup chopped walnuts

1/2 raisons (optional)

1/4 Gran Marnier (optional but tastes so good)

1/2 orange juiced

1/2 lemon juiced

1 teaspoon cinnamon

1 teaspoon nutmeg freshly ground

Combine the sugar and water in a large sauce pan and bring to a boil. Add the cranberries and return to a boil. Then lower the heat so that the liquid simmers. Add the apples, walnuts, raisons, Gran Marnier, orange and lemon juices, cinnamon and nutmeg and cook for 10 to 15 minutes. Remove the pan from the heat and let the sauce cool. Serve in a side bowl.