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THE OFFICIAL PUBLICATION of the

BRITISH MOTOR CLUB of SOUTHERN NEW JERSEY

September/October

2025 / Issue 5



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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)
PJ Whelihan's, 1854 Marlton Pike East, Cherry Hill, NJ, 08034

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

September / October 2025

By Tom Evans

August 15, 2025

I know. Here I go again on my EV tirade, but it has really affected what is happening in the real world automotive market. I just read that Volvo, my most beloved marque next to my Triumph, is going to stop shipping sedans and wagons to the US market and concentrate only on SUVs. They will be the EV30, EV60, EV90, XC40, XC60 and XC90 in the 2027 model year. I certainly hope they aren't "mild hybrids".



Volvo claims that they can't sustain producing and shipping all models to the US and have to restrict the number. OK, you probably know what I'm going to suggest... eliminate the EVs and bring back the Sedans and Wagons with ICE's. I'm living in a fantasy world, I guess, but with the elimination of the tax breaks and the intrinsic higher prices of the EVs would it not be the best move to keep the market as broad as possible? Then again, what do I know, I'm just the consumer and the one who buys them, voting with my dollars.

The LBC motoring season is still in full swing with all kinds of activities having taken place. See what has been happening in this issue of Off Side/Near Side. The fall also has more in store. See the email blast and the website for the latest. The Club Fall show will be back in Greenwich 9/27 and the Harvest Festival will take place in Elmer again on 10/4.

Remember, the Rescue Squad is willing and able to assist in repairs to your LBCs. If you have a problem or have identified the problem and need assistance in the remedy, then email Pete Cosmides at tundramgb@hotmail.com for that assistance. See you on the road.

Happy Motoring

Reminder:

The Club Swap Meet is also occurring on October 25 at Mike Eck's locale Starting at 11:00 AM. See the Web page and Calendar for details.

Treasurer / Registrar Report

September / October 2025

By Brian Deam

Dear Members,

The Board is happy to announce that the club will be posting a Member Directory to our website. The directory will allow members to find contact information for fellow members and identify members that have the same or similar cars. We have had several requests for this directory and hope it will be helpful for all members.

The following describes what information will be in the directory and what the process is if you do not want your information included in the directory.

The directory will contain the following information for each member:

- First and Last Name
- City, State, Zip
- Email address
- Home and Cell Phone Number
- Year, Make and Model of each car owned up to 4 cars

The directory will be located under the "More" tab on the website and listed as "Member Directory". The directory will be **password protected** so that only members will have access. The plan is to make the directory available on or about September 10th. An email will be sent announcing the availability and the password.

If you **do not** want your information included in the directory, please send an email to Brian Deam at members@bmcsnj.org **by September 5th** indicating you want to opt out of the directory. All requests received by that date will be processed and the information will be removed prior to initial publication.

Note: This is an all or nothing option; you cannot request specific information to be excluded.

You can opt out in the future, but the change will not be implemented until the next scheduled update (at least every 6 months; possibly quarterly). Be on the lookout for the announcement in early September and be sure to respond by September 5th if you want to opt out.

We had thirty-two members at the August Members' meeting at P J Whelihans in Cherry Hill. Overall, the service and food were very good and the facility was suitable for our meeting. There will be an extra table available for the October meeting and the Trivia event will not be occurring.

We are so glad to see the high level of participation at the Ice Cream Social, Summer Tour and Cars and Coffee events this summer. Keep it up! The club's annual End of Year Show in Greenwich is on Saturday, September 27th. Thanks to all the members that volunteer their time to make these events a success!

Financially, the club is very solvent. Our revenue this year will exceed our projected expenses.

Our membership decreased to 170, which is the net result of 3 new members and 11 that chose not to renew. Please continue your effective word of mouth marketing!

The next renewal cycle will start in November. Members expiring on December 31st will receive 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

Treasurer / Registrar Report (Cont'd)

September/ October 2025

By Brian Deam

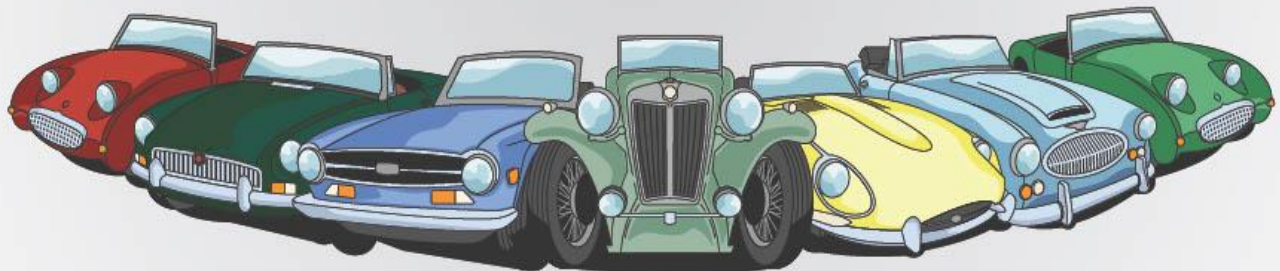
Welcome three new members.

Name	Town	Car
Ronald Rheaume	Surf City	1979 MG B
Bob Burruezo	Mullica Hill	TR6
Paul Petrilla	Medford	MGB and Triumph GT PRO

Happy Motoring!



Classic British & Jaguar Parts



Shop Online at MossMotors.com

Samaritan

LIFE-ENHANCING CARE

June 27, 2025

Mr. Brian Deam, Chairman/Director/Treasurer
British Motor Club of Southern NJ
90 Strawberry Dr
Shamong, NJ 08088

Dear Mr. Deam:

Thank you for choosing Samaritan, and for your June 21, 2025 donation of **\$1,500.00**, which represents the proceeds from the 16th Annual Members Memorial Gathering at Smithville. No goods or services were provided by Samaritan in consideration for this gift.

Your donation has earned membership in *The Corporate Honor Roll*. It will be our honor and privilege to recognize your support, online at SamaritanNJ.org/Donors, where our list of generous donors is updated every six months.

Your gift helps provide Samaritan's life-enhancing care to over 500 patients and their families each day. Your support advances our charitable mission, sustaining such above-and-beyond programs and services as inpatient hospice in our Voorhees and Mount Holly centers, grief counseling and support, palliative medicine, community education and outreach, *Five Wishes* and other end-of-life care planning resources, robotic companion pets, Veterans hospice, music, massage, and pet therapy, and chronic disease care coordination for dementia, Parkinson's, and congestive heart failure patients.

I invite you to learn more – and to take advantage of our many free resources – at SamaritanNJ.org. Thank you.

Sincerely,

T. Christian Rollins, MBA, CFRE
Chief Development Officer

PLEASE ACCEPT - 1/2 RELAY - OUR GRATITUDE
FOR YOUR SUSTAINING FRIENDSHIP &
GENEROSITY. WARMEST WELL WISHES.

Eternal membership in **The Legacy Society** is bestowed upon those who have included Samaritan in their will or estate plan. Leaving a legacy in your will costs you nothing during your lifetime and may allow you to donate more than you imagined.

Learn more – including when and why you should review and update your will – at SamaritanNJ.org/Giving/Legacy or by contacting Chris Rollins at (856) 552-3287 or CRollins@SamaritanNJ.org.

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Samaritan values your support, respects your privacy, and will not sell or share your information with any third party.

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P: 800-229-8183 F: 856-596-7881 SamaritanNJ.org

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Calendar of Events 2025

BMCSNJ supports the 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 vehicle laws at all times.

Please see BMCSNJ.org for events occurring after the publication of this Newsletter and/or those events that are sponsored by other organizations.

September / October

<u>Date</u>	<u>Event</u>	<u>Time & Location</u>
September 7	Cruise Night for Ice Cream Johnson's Corner Farm Pete Cosmides Events@BMCSNJ.org	Johnson's Corner Farm 33 Church Road, Medford, NJ 4PM to 8PM
September 11-15	Austin Healey Encounter 2025 https://www.austin-healey-stc.org/show.html	Austin Healey Sports & Touring Club Tannersville, PA
September 13	All British—All Years Car Show British Car Club of Delaware	Friends of Bellanca Airfield 2 Centerpoint Blvd New Castle, DE
September 20 No rain date	Vintage European Cars & Coffee Wenonah Park	Wenonah Park S.E. Ave and Mantua Ave. 9:00AM to 11:00 AM
September 27	Annual BMCSNJ Car Show	Greenwich Craft Faire 1730 Gibbon House, 960 Ye Greate Street, Greenwich NJ 08323 10:00AM-2:00PM
October 5	Elmer Harvest Fest Contact Ben and Cindy Nolan	Elmer Harvest Fest Corner of State and Main Sts., Elmer, NJ 10AM—4PM
October 5	Roadster Rally (CANCELLED) https://www.blinkerfluidproductions.com/	Ocean City Boardwalk 10:30AM – 4:00PM (Pre-registration 9:30)
October 18	NJ Veteran's Memorial Home Vineland, NJ	NJ Veteran's Memorial Home 524 N West Blvd, Vineland, NJ 08360 9:00AM to 11:30 AM
October 25	NASA Monitored Track Time	NJ Motor Sports Park 8000 Dividing Creek Rd. Millville, NJ 10:00 AM to Noon
October 25	Club BBQ and Swap Meet Mike Eck and Becca Payonk Mike Eck EckMichael@Comcast.net	Mike Eck and Becca Payonk 418 Whig Lane, Glassboro 08028 Start time of 10:00AM for vendors 11:00 for everyone else

On The Track



Attention BMCSNJ Members!

We have a new event to add to the club calendar thanks to club member Bill Fisher!

Monitored Track time at New Jersey Motorsport Park (NJMP)

8000 Dividing Creek Rd., Millville, NJ 08332-6022

Saturday, October 25, 2025, from 10:00 AM until about noon.

NASANE offers an event called [Hyperdrive](#). With "Hyperdrive", NASANE manages an event that enables street cars to drive the **NJMP** track, following a "Pace Car".

The *British Motor Club of SNJ* has an opportunity for track time on the **NJMP** track in Vineland by teaming with the National Auto Sport Association (NASA) Northeast ([NASANE](#)).

There is a 20-minute training session regarding what to expect on the track and about 20 minutes on the track. A NASANE instructor will ride in your car answering questions and observing your driving style.

Cars need to be in good mechanical shape and will be inspected to ensure all "loose" items are removed, such as floor mats. Empty passenger seats must be secured (for your Bugeye's)

Driving on the track DOES REQUIRE a **Snell rated helmet**. Motorcycle helmets do not meet this requirement. The web site says driving helmet loaners are available for a fee.

Sounds like a great way to experience having your car on the track without committing to a full track day experience for a very low fee of **\$55**.

Bill Fisher is going to act as contact man for this event and anyone who is interested in participating is urged to get in touch with Bill and register.

Contact Bill Fisher to reserve your slot. BillFisherMGB@yahoo.com or (609) 221-2633

We are planning a lunch following the event.

This will enable you to state, "I have taken my car on 'the track.'"

*Greenwich End Of Year Craft Fair
and*

BMCSNJ CAR SHOW



BRITISH CAR SHOW

SATURDAY September 27, 2025

HOURS: 10 AM - 2 PM

AWARDS PRESENTATION - 2 PM



LOCATION - GREENWICH CRAFT FAIRE
ON GROUNDS OF CUMBERLAND COUNTY HISTORICAL SOCIETY
960 YE GREATE ST., GREENWICH, NJ 08323
CONTACT - GARY WARREN @ 609-247-3499

Elmer Harvest Day Festival 2024

Presented by the Greater Elmer Area Historical Society

The 26th Annual Elmer Harvest Day Festival

Saturday October 5th from 10am-4pm (No Rain Date)

Location: Corner of State St. & Main St. Elmer

FREE ADMISSION!

FUN FOR ALL AGES!

Featuring:

Food Vendors • Crafters

5K Race & Mayor's walk

Bounce House

Pet Photo Contest • Music

Car Show • Basket Raffle

and Much More!



Places You Can Go. Things You Can Do.

Delaware British Car Club Of Delaware



Presents

ALL BRITISH – ALL YEARS



Annual Fall Car & Motorbike Show

Saturday, September 13, 2025

Friends of Bellanca Airfield

2 Centerpoint Blvd,

New Castle, DE 19720

(Route 273, just east of US Route 13)

Show Schedule

9:00 AM – Field Opens

10:00 AM – Voting Starts

1:00 PM – Voting Closed

2:30 PM – Awards Presentation

Vehicle Classes/Awards*

MGB

Other MGs

Jaguar

Triumph

Austin-Healey

British Motorbikes

Other British Vehicles

Other British Sport Vehicles

Future Classics (2000 and newer)

Best in Show (Previous Class Winners)

**Classes/Awards could change based on actual # and makes of registered vehicles*



Featured Marque: JAGUAR

Celebrating 50yrs: 1975 Jaguar XJS



**Eventbrite
Registration**

**More Info
On Car Club
& Bellanca**



Free admission to the Public

\$25.00 Pre-Registered

by Sept. 8th, 2025

\$30.00 day of event

What to Expect

- ✓ Large field of classic and modern British cars & motorbikes and their proud, enthusiastic owners
- ✓ Event Hat for first 50 registrants
- ✓ Dash plaque for pre-registered
- ✓ Invitation to Friday night Meet & Greet
- ✓ Food Truck on site including tented area with tables & chairs
- ✓ Music by Ron "Shubie" Shubra
- ✓ Vehicle & Special Awards, including "Best British-Themed Display" & "Spectator's Choice"
- ✓ Door prizes, 50-50 raffle
- ✓ Bellanca Air Museum Access
- ✓ Space to accommodate trailers
- ✓ Corral for British vehicles for sale
- ✓ Spectator's free; vote for favorite

Cars & Coffee

More cars, More Coffee at Wenonah

VINTAGE EUROPEAN

CARS & COFFEE

SPONSORED BY:



SATURDAY SEPTEMBER 20, 2025
9:00AM-11:00AM

LOCATION:

Wenonah Park
Southeast Avenue & East Mantua Avenue
Wenonah, NJ

Event Contact: Ralph Travis (609) 472-7331
or Pete Cosmides: events@bmcsnj.com

Summer Tour to the Bait Box

Tracy and Ray Westergard, in their blue MG Midget, led us through the back roads of Cumberland and Salem counties, banked with lush greenery that met the blue sky on a mild summer day. On the road, trees opened to tall fields of Jersey corn and Alfalfa not yet ready for harvest. We drove through towns and by buildings older than our Constitution and hoisted the Queen's salute to those who waved us on as we drove our British marques, yellow, blue green and red, onward through the towns. We made a brief stop at Parvin State Park, took on the lake views and continued on through Salem County.

Our journey ended at the Bait Box restaurant and the quiet Hancock Marina. The waitress came to our tables and took our orders for a hamburgers and a drinks. Fish and Chips just wouldn't do. British, yes, but we drive and eat on the Far side. Thank you again Tracy and Ray for the marvelous tour.





Summer Touring **On the Far Side**



Photo contributors:
Fred Schuchard
Manny Paredes

HAGERTY Cars and Coffee (Millville)

The Hagerty Cars and Coffee held at the NJ Motorsports Park in August was a nice event at this beautiful setting. It's been decades since I've been at the track and it really has come a long way (though more food availability would be nice). Among the 50 or so cars of all makes and models on display there were about 10 British cars, mostly BMCSNJ club member's cars. During the lunchtime break in racing action, we were escorted out onto the track for 3 semi-restrained laps. Fun was had by all at this nice event at the track and admission included a 2 day pass to the entire weekend track event of racing.

Pete Cosmides



Carl Schwarz's Turner Super Sport



Devon Bodied TR-3



Bill Remester's (L) white MG-A w/Erik Prok



Bill Remster's White MG-A Coupe

HAGERT Y Cars and Coffee

BMCSNJ Cars and Winners



More BMCSNJ Participants



Pete Cosmides' MG



Ed Doody Receiving an Award



Mrs. Schwarb Receiving her Award

Photo contributors:
Pete Cosmides
Fred Schuchard

Vintage European Cars and Coffee

Wenonah Park

Vintage European Cars and Coffee was held in the town square of Wenonah, NJ. Organized by club members Ralph Travis and Pete Cosmides this was our second monthly attempt at a Cars and Coffee event with a twist...open to all vintage European cars with an invitation to the area Vintage VW club, Fiat/Lancia and Alfa Romeo clubs. We had a very nice turnout of about 30 cars lining the street adjacent to Wenonah's town square park with a coffee shop across the street. The VW club came out in force with about 7-8 cars including a beautiful 1966 Microbus. The weather was very pleasant for mid-August as the cars started to arrive at 9:00am. Most everyone was gone by 10:30. It's a great opportunity to get your British car out for a nice Saturday AM drive and kick some vintage tires.

Your next opportunity will be Sept. 20th. 9:00am-11:00am. No rain date.

Pete Cosmides



More Cars, More Coffee



Photograph contributors:

Pete Cosmides

Joe Pilato

It's 1965, things are getting serious now!

Steve Ferrante

Continued gains in personal disposable income continued for most Americans in the early-mid 1960s and as a result, more of the income was directed toward items that allowed folks to enjoy life. Vacation homes, travel, and additional transportation in the driveway were at the top of the list. Sports cars from the USA and the world continued to satisfy the need for speed. The proliferation of suburban living also created a need for more transportation options, and the car was the option of choice for most Americans. It is clear that more cars meant fewer other options for transportation, a phenomenon that we continue to see today domestically compared to our European counterparts. The American car makers were still on a path of bigger is better, but there were bright spots in development that would create more competition for the Europeans. While Ford was introducing the legendary Mustang, Chevrolet continued the development of the Corvette, and Plymouth introduced the underappreciated first-generation Barracuda.

At the same time, the British and other European car makers continued the refinement of the cars that they brought to market and delivered more practical cars with features like roll up windows, better performance, and more modern styling.

Triumph TR-4A



While the TR4 was around since 1961, the TR4A added enhanced performance with independent rear suspension to go along with a convertible top that was much easier to put up than the previous style. The Italian Giovanni Michelotti design of the TR4 and 4A was a huge modernization over the TR3 styling of a few years before. The Italian touches to the interior with high quality leather and walnut dash set them apart from many other British offerings. The TR4 remains a very collectible and fun car to own.

Lotus Elan



I think that most would agree that the Elan was a major step forward from the Elite in that it was more refined and certainly more practical. A fiberglass body on a steel frame along with continued enhancements to the suspension, made the Elan a benchmark in terms of handling and performance at the time. While it may have been a bit cramped in the interior, it was likely quite fun to drive. Distinctive styling with pop-up headlights were a hit with car buyers. It is hard to look at an Elan and not see the precursor to the modern Mazda Miata that arrived in the late 80s. As small as the Miata was, it was still 10" longer, nearly 10" wider and had a 5" longer wheelbase. However, the Elan weighs in at 1,322 lbs. nearly 800 lbs. less than the Miata. Unfortunately,

relatively few of the nearly 10,000 built made their way to the United States.

It's 1965, things are getting serious now!

(Continued 2)

MGB



In a similar progression as Triumph, the minds at MG embarked on a journey starting in 1962 that would run until 1980 when they created the MGB. By the 1965 model year, many of the issues with early arrivals were worked out and the mid 60s cars have retained the highest level of desirability even today. Like most other British cars coming to the US, they faced a constant need to change designs to meet federal safety standards. Later in the run, the changes would be seen in the form of rubber bumpered versions and increased ride heights, both of which were not seen in

a favorable light. Despite the issues, over 500,000 MGBs were sold (including 150,000+ GTs). As clubs like ours demonstrate, the sheer number of MGs built contribute highly to club populations. We can all thank the MG for carrying the load right up until the end of production in 1980.

Mini Cooper S



Mini production started in 1959, but by 1961 there were many ideas to go racing in them. A far cry from the original intent of Sir Alec Issigonis, the Mini Cooper and Mini Cooper S were born from the mind of Sir Alec and John Cooper. Engine (1275cc), suspension and brake enhancements created a successful race car that was made available for the street. It is fun to watch the old news reels to see what these little cars were capable of at the hands of experts like Paddy Hopkirk. Of course, who can forget the red, white and blue stars of the 1969 film, *The Italian Job* where the trio of 1967 Cooper S were raced through Turin, Italy as they escaped with stolen loads

of gold. A true classic. Check out the original movie if you have never seen it.

It's 1965, things are getting serious now!

(Continued 3)

Aston Martin DB6



If Dad still had the great job and was promoted to Vice-President at the insurance company, you might be able to ride over to the country club in your new Aston Martin DB6. At over \$15,000 in 1965 (nearly \$160,000 today), I am sure that driving one of these made quite an impression on those who knew what it was. For comparison, the top-of-the-line Cadillac Eldorado Biarritz convertible would have set you back around \$8,000. The DB6 grew a bit in size and gave up a small amount of performance during its run from 1965 to 1971. Still a gorgeous car, inside and out.

While the cars that are shown above were some of the more popular imports brought to the US, it should be noted that all imports in 1965 amounted to only 5.4% of the US market. However, the American automakers had certainly taken notice of the sports car market. The biggest news of 1965 must have been the introduction and popularity of the Ford Mustang shown first in late 1964. Historically, the Mustang was a gigantic success selling over 550,000 units in 1965 and through many iterations going forward outselling nearly everything else in the sports car market. Around the same time Chevrolet rolled out the C2 Corvette in 1963 to kick off a successful run until 1967 but sales of the Corvette were muted (23,500 units in 1965) since they were twice the price of the Mustang. Even Plymouth had arrived on the scene with their first-generation Barracuda in 1964. Sales were good but still dwarfed by the Mustang.



Next time, we will have a look at 1970, when the price of gas and insurance company pressures started to take the fun out of driving.

Royal Car P5B: A case study on heritage smell preservation

Odeuropa is a European research project which bundles expertise in sensory mining and olfactory heritage. We develop novel methods to collect information about smell from (digital) text and image collections. Our goal is to show that critically engaging our sense of smell and our scent heritage is an important and a viable means for connecting and promoting Europe's tangible and intangible cultural heritage.

One of the aims of the Odeuropa project was to develop best practice in olfactory digitization, particularly around culturally significant smells. This task was led by the [UCL Institute for Sustainable Heritage](#).

To this end, we worked on the preservation of the smell of the interior of a historic vehicle once owned by Queen Elizabeth II – the Rover P5B. The car is [on display at the British Motor Museum](#), in Gaydon.



This car was Queen Elizabeth II's personal car, which she often drove around herself for non-estate occasions. It was built in 1973 and was sent straight to the Royal Mews from the factory in 1974. The car was fitted with a radio/telephone and a discreet blue light on the windscreen, which is a feature that many state cars have, to indicate who is in the vehicle at night. Regarding the interior of the car, there were specific requests made by the Queen, which included a special "thick curly pile carpet" which covered the standard carpet (source: British Motor Museum).

The first step into this research task was to assess the cultural significance of the smell of the vehicle by documenting the value of this particular "smellscape", as well as the smell of car interiors in general, for groups, communities and individuals. You can read about the significance of [car interior smells in the Odeuropa Encyclopedia of Smell History and Heritage](#).

Engaging stakeholders, in this case classic car collectors, was another step in the assessment of significance for the smell, which led to the documentation of memories and values associated with the smell of historic vehicles, supporting its preservation.

The smell was then extracted and characterized using analytical methods (headspace gas chromatography-mass spectrometry and gas chromatography-olfactometry) and sensory science (panel assessment of expert and non-experts, in collaboration with the [Chair of Aroma and Smell Research at FAU](#)). This recorded data on the chemical and sensory properties of the smell. Finally, as methodological validation, the P5B interior smell was reconstructed. Through this process, we developed a new approach to reconstructing the smell of historic artefacts and spaces, which opens new opportunities for olfactory heritage digitization and communication*.

In 2023, we produced a limited quantity of car fresheners scented with Royal Car P5B for communication purposes (Figure 1), one of which might have led you to this page. If it didn't, and you would like to experience the smell reconstruction, please contact us at the [UCL Institute for Sustainable Heritage](#).

This research was led by the olfactory heritage team at UCL Institute for Sustainable Heritage (Cecilia Bambibre, George Alexopoulos, Yiwei Chen and Sanjoli Mathur) with a collaborative effort from the Odeuropa team (especially William Tullett, Victoria Anne-Michel, Helene Loos and Adina Baum). We also wish to thank the following external collaborators:

- Amy Forster-Smith and Cat Boxall at the British Motor Museum
- Richard Glendinning at Jaguar Land Rover
- Design of the car freshener by Stuart McInnes
- Printing of the car freshener by Sniffing Frog
- The odor analysis team at Olfasense



Michelins on the Corners?

The Michelin Man Has a Terrifying Past

The Michelin Man, like the [Stay-Puft Marshmallow Man](#) before his turn in *Ghostbusters*, is a charmingly obese fixture in our lives. Fluffy, benevolent and concerned only with the quality of the world's tires, Monsieur Michelin flits through our automotive world, introducing new products and kissing babies at auto shows. He embodies the word “rubber” with none of the sex, “Michelin” without any of its snobby, foodie vibe. Do you want to hug the Michelin Man? Yes. Of course you do.

But things weren't always this, well, pleasant. Like other institutions with over 100 years of history, spanning the eras from Victorian to Vitamin Water, the Michelin Man has had periods of downright horror. Iterations of creep, menace and grotesquerie. Forget the Babadook; this is Bibendum. In 1898, André Michelin, one of the company's eponymous brothers, was at a brasserie (bien sur!) when he saw a poster advertising a local bar, which featured a large, bearded man raising a glass of beer.

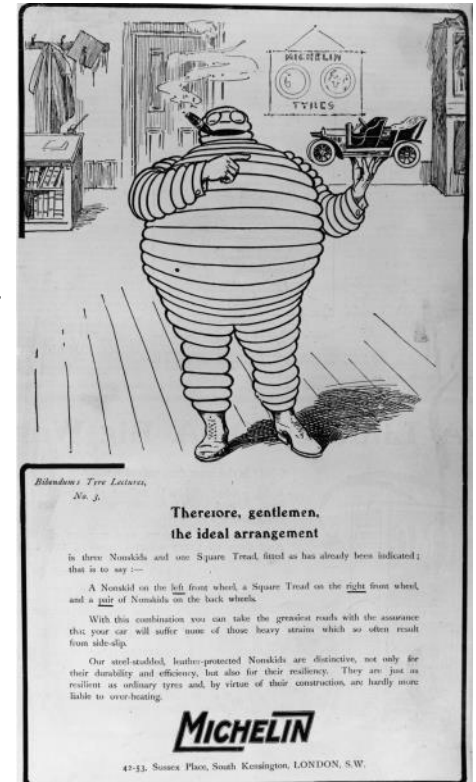


André decided to co-opt the layout, replacing the hirsute pub-goer with a fat man made of tires—white, as they were then—and his beer with a glass of nails and broken glass. The idea? Just as a drunk slurps down stein after stein unphased, so might a robust Michelin tire drink up obstacles and continue forward. Even the slogan on the original poster—“Nunc est bibendum” or “Now it is time to drink”—was reused. This new mascot, this creature, became known as Bibendum.

Though he was created as a creature of mirth, his silhouette was nonetheless disturbing. The man we know today as a roly-poly goodwill ambassador, the Kool-Aid Man minus the mania and cadmium hue, was then a ropy, dead-eyed specter. Sometimes, he chewed a cigar like villainous robber baron; others, he wore a sinister monocle. (Pupils, and a smile, would come late in the twentieth century.) His arms, rubber-fattened and pendulous, were too large to remain at his sides, forcing a zombie-like raising; the walk, too, recalled the undead. Bibendum, as he sold tires, seemed just as likely to toss a handful of rusty nails into the path of oncoming motorists, then ravage their bodies and siphon their brains once they came to a stop on the side of a dark road in a dank woods.

Today, he's pristine and smiling, wearing a “Michelin” sash like the winner of a mascot beauty pageant; then, he may have been an instrument of the occult. Next time you find yourself running with open arms to Michelin's marshmallow, remember: Beneath those folks lurks a menace. Bibendum never forgets a face.

[Michelin. The Story of Bibendum or The Michelin Tyre Man. 1935](#)



Spanners and Hammers

or Mooring the Carriage (Crown Classic Cars, UK)

A good part of me wanted to talk on the phone again to British mechanic Nigel Lloyd in the UK but from his viewpoint:

“Generally, a phone call is the preferred method of communicating motor issues. LD’s (long distance calls) can get rather lengthy and overseas rates can get expensive” says Nigel via text. Referencing his chit from Crown Classics in the UK, he sent his “Mooring the Carriage” notes. Herein, is an unscrubbed brief of recommendations to “Tidy-up” for weatherization and storing Classics in the damp and cold months of the UK. His parting text was “Oxidation and Tarnish are not our friends”

~

Firstly, fill the petrol tank with hi-grade petrol to half, adding Stabil or other petrol winteriser.

Drive the carriage to near empty then adding your upper cylinder lube or Mystery Oil to the crank, radiator and petrol tank for corrosion proofing. Three ounces (Imperial) to each component should do it.

Remove, Clean, Reinstall your sparkers.

Raise the vehicle off the ground using wooden blocks under the chassis at 6 points for storage.

Deflate the tyres to 15.

Remove the accumulator and glass cleaners to indoor storage. Attach the accumulator to long term charger.

Spray exposed electrical connectors with Electrical moisture preventative CRC 2-26.

Vacuum interior and apply wet cleaners to soft surface interiors. Soft wax the exterior.

Stowe documents in the chubby box.

Cover the carriage and tag the date of closure.

The carriage should not sit covered for more three months at a time to protect the paint.

Crown Classic Cars Ltd
Unit 16D, Crown Yard
Crown Road, St. Margarets, Twickenham, Middlesex,
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Sounds Reasonable
— Manny

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Just a Few Last Thoughts

- Editor

This issue may have looked a little different from the previous issue. Please know that it's both intentional and for lack of time. I returned late from a little vacation and jumped into the seat to dash this one out as quick as possible. In that effort, I omitted what I thought are redundancies and at the same time recalled some items that may be of interest. Vacations sometimes do that while having dinner, looking into space thinking about cars and not hearing someone else's voice grumbling "What the hell are you looking at?"

When I first thought of taking on the editorship of the Newsletter I thought "How hard can it be?" Well, I gotta tell 'ya, many kudos to Joe Marchione for the work he put into it. I also have to give many thanks to Mike Eck for his keen eye for catching my mistakes before this thing goes out. Also, thank "all y'all" for your understanding as I try to keep these things short, interesting and with different (sometimes unpredictable) content. That doesn't mean we don't need your content. We do! There's a ton of great stuff doing on your side. You have many interesting projects of which I'm sure we're not aware and those we've yet to explore (hey, Chris, Bill, Steve).

Along the same lines, I am so grateful for the help and open communication from BMC club members. You bring helpful items, humorous quotes, event photos, articles, and insights into your projects. These are great. My problem is trying to keep up, follow up and putting faces with names. I also keep myself busy as a member of two Rotary clubs. Sometimes I get mixed up. But I love the contact. So the members list that is going out should to be really helpful (that and name tags). If I forget, remind me. Darn, if I could just remember my own name sometimes. So if we meet on the road or heaven forbid, at the mall, just nudge me and please tell me who I am.

PJ Whelihan's Rt 70 Cherry Hill, NJ

Well, we gave Miller's Ale House on Rt 73 in Marlton a good go. The location and parking was good but there just wasn't enough private space to compete with their on-going business. It was then time to give PJ Whelihan's on Rt 70 in Cherry Hill a "Go". While PJ's may be a tad off our previous routes to Tony Rony or Miller's, Whelihan's is near the 295 exit and that's helpful. So far, it has received good reviews. That's comforting. If you get a chance, shoot me a line and let me know *your* thoughts about the experience. I'll pass the word along to our chiefs. Join the experience!

Leno's Law Update

The California Senate Transportation Committee pushed Leno's Law forward in early April (2025) with bi-partisan support. Much to the delight of the California car culture, the bill is moving forward in the state legislature.

California's current law requires all vehicles built in 1975 or later to undergo a smog-check every two years. A practical exemption applies to certain collector cars, though they must undergo other portions of the emissions test. Under the terms of Leno's Law, written by state Senator Sharon Grove, the partial smog-check requirement would be eliminated, and the smog threshold would expand to 1990 model year and earlier vehicles. The Leno's Law bill passed 9-2 and moved on to the Senate Appropriations Committee. Senator Grove called this a "Commonsense measure," noting that the vehicles are considered classic, are well-maintained and are driven for special occasions, not used everyday.

-Tara Hurlin Hemmings Motor News, July 2025, Pg 12.

This may give buyers outside of California added nods as it may allow smog restrictions to be removed from already slow cars.

"Want to ruin a happy marriage? Ask your wife to help you adjust your side mirrors."

- Fred DeSantis