



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



January - February
2026 / Issue 1

Board Chairman

Brian Deam
Members@BMCSNJ.Org

Board of Directors

Steve Ferrante
President@BMCSNJ.Org

Tom Evans
Secretary@BMCSNJ.Org

Pete Cosmides
TundraMGB@Hotmail.com

Fred DeSantis
Captain172@Comcast.net

Ed Doody
CollBark@Hotmail.com

Mike Eck
EckMichael@Comcast.net

Manny Paredes
MPared@Verizon.net

Ralph Travis
RTravisM3@Gmail.com

SUPPORT STAFF

TREASURER/REGISTRAR

Brian Deam
900 Riverton Rd, Moorestown,
NJ 08057 856-296-9531

SECRETARY / WEBSITE

Tom Evans
177 Grant Ave, Cherry Hill,
NJ 08002 609-923-9298

**EVENTS MANAGER /
RESCUE SQUAD**

Pete Cosmides
TundraMGB@Hotmail.com

Editor

Manny Paredes
Editor@BMCSNJ.org

“It’s not about the car. The car is just a catalyst to bring people together.”
Wayne Carini – *Chasing Classic Cars*

From the Board

The Secretary’s Satchel	.....	3
The Treasurer’s/ Registrar Report	.....	4
New Members	.....	5
Steve’s MOT	.....	6-8

Spanners and Hammers

On the Block	.....	9-12
Rescue Squad	.....	13,14

In the Mirror

Tony Mart...Again?	.....	15
2025...A Brief Look Back	.....	16-20

Sponsors

..... 21

...



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 (MGOC), 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

January / February 2026

By Tom Evans

December 30, 2025

Industry News “Reports suggested Gerry McGovern, a key figure behind modern Land Rover/Range Rover designs and the radical electric Jaguar Type 00 concept, was abruptly let go by new Tata Motors CEO P.B. Balaji, with some sources saying he was escorted out.” (Car & Driver, The Drive, Automotive News) JLR claims the rumors aren't true and Gerry never left JLR. Something must have set off the stir, nothing happens in a vacuum so there isn't anyway he was on his own to control the release of the Jag 00 concept, there is always someone above you. I have admired Gerry and his continued reimagining of the classic Range Rover look and having the brains to not continue the use of the “Freelander” badge and instead calling it the “Discovery Sport.” Nothing to see here, there aren't anymore head gaskets to replace or viscous drives to fail..... Hopefully we will see that classic 45-degree rear window continue on in the future, maybe shepherded by someone else?

Blwyddyn newydd dda – “Happy New Year!” The Club calendar for 2026 is being readied for the next issue of Off Side/Near Side and will be further refined in time. With the relocating of our north meeting to Cherry Hill, our monthly meetings have been growing in attendance, most of our regular events will remain as will the monthly meetings starting on January 21st, 6PM dinner and 7PM meeting, at 7 Star Diner in Sewell. The schedule will remain the same for 2026, odd months in Sewell and even months at P.J. Whelihan's in Cherry Hill.

We proudly have a very active “Rescue Squad” that is there to help any member or acquaintance with simple repairs and maintenance to help keep their LBCs on the road. Please avail yourself of their services; they really enjoy doing it and you will benefit from it. Email Pete Cosmides at tundramgb@hotmail.com.

Rye Livingston, Activities Chairman, Triumph Travelers Sports Car Club writes: “Are you planning to participate in Drive Your Triumph Day on Tuesday, February 10, 2026? The day will be here before you know it! I'm currently in preparation mode to launch a new location for posting this year's DYT D photos—more details to follow. So, start planning a drive—or if you're in a winter climate, take a photo of your Triumph hibernating in the garage. If your car is in restoration or part of a winter project, take a photo of that too. Keep in mind that hundreds of Triumph owners from around the world will all be doing something with their Triumph on the same day. It's always great to see how everyone participates. The idea is simple: have fun with it.” (February 10th commemorates Sir John Black's birthday.)

Thank you to the board members who have served this past year. We have had some changes with the stepping down of Gary Warren and Eric Prock and the volunteering of Manny Paredes and Ralph Travis. Manny is our Newsletter Editor and Ralph has organized several “Cars and Coffee” style events in Wenhah. See the board members contact information in this issue of Off Side/Near Side or on the website.

As our annual reminder: The British Motor Club of Southern New Jersey is a 501(c)(7) not for profit organization established under the laws of the State of New Jersey as a social club.

Come out to the events in 2026, thanks again to all who have organized and attended last year's events. As we have said previously, it is important that we endeavor to promote the inclusion and growth of younger enthusiasts in classic restoration. This is vital to keeping the sport alive. Invite them out to our meetings, gatherings and cruises, include them in your own rebuild, restoration, maintenance and repairs. They are out there; the auto tech schools are loaded with them.

See you on the road!

Happy Motoring

Treasurer / Registrar Report

January / February 2026

By Brian Deam

Dear Members,

Happy New Year! We hope you had a wonderful holiday season and are ready for another year of fun activities with the club.

In December, your board met to select two new board members and plan out the activities for 2026. First, please welcome Manny Paredes and Ralph Travis as the new board members. As our newsletter Editor, Manny is already a very active member and contributor to the club. As a volunteer, Ralph spearheaded the successful Cars and Coffee gatherings at Winonah and is eager to further help the club.

They are replacing Erik Prock, who has moved to NC, and Gary Warren, a long-time board member who is currently without a British car and has decided to step down. Thank you both for the generous contribution of your time and passion to the club.

The calendar of activities for 2026 is similar to 2025 with a few more activities planned. The first big event is the Taste of Britain exhibition at the Simeone Foundation Automotive Museum in Philadelphia on Wednesday, February 18th, at 6 pm. Kevin Kelly, the museum's curator and a fellow club member, will be the guest speaker.

Your club finished 2025 with a strong membership roster and fiscal position. We currently have 175 members, just 4 less than at the start of the year. Renewal notices were sent in late November for those whose membership expired on December 31st. So far, 64% have renewed. Fiscally, our cash balances are just a few hundred less than how we finished 2024. A full report on 2025 will be in the next newsletter.

If you have a question about when your membership expires, please email me at: members@bmcsnj.org.

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

Happy Motoring!

Treasurer / Registrar Report (Cont'd)

January / February 2026

By Brian Deam

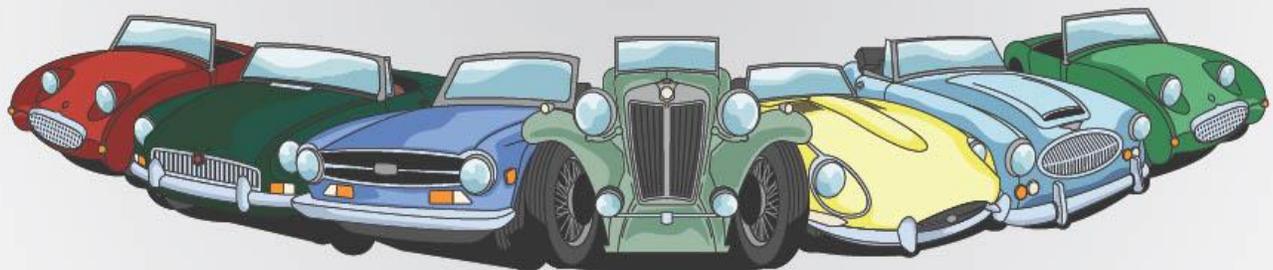
No new members at this time!

Name	Town	Car

Happy Motoring !



Classic British & Jaguar Parts



Shop Online at MossMotors.com

Steve's MOT

It's 1975, and the fun police have ruined everything.

Steve Ferrante

The time between 1970 and 1975 could be seen as the largest swing in automotive performance since the Model T took over for the horse. I realize that may be a bit of a stretch but, during that time, it became clear that the government, the global energy crisis, and the insurance companies combined to force the automakers to take the fun out of driving. The results were cars with detuned engines, smog controls, ugly bumpers and higher mandated fuel economy. At the same time, the consumer was pushed for increased automotive insurance premiums and rising fuel costs. This was a bad time.

However, when you look back with a broader lens, clearly the push toward better fuel economy and safety would eventually bear fruit that would benefit us all. While true, these concepts fell on the deaf ears of enthusiasts that would gladly jump into a high-performance car (big or small) to push the limit without seatbelts, airbags or auto-driving functions.

By 1975, the offerings from England were quickly being displaced by fuel efficient Japanese models from Datsun, Toyota, Honda and the German VW Rabbit (Golf). These models, along with major corporate changes at British Leyland, spelled the beginning of the end for the British automakers in the US.

Jaguar XJS



The XJC derivative of the XJ sedan made a brief appearance in 1975 and lasted only two years, but was overshadowed by the introduction of the XJS as a successor to the fantastic E-Type. The E-Type proved to be a hard act to follow, especially considering the economics of the day in 1975. Sales of the XJS were disappointing despite what was really a very nice design with a luxurious interior and very capable performance from the V12 engine. While many condemned the body styling, others saw it as a step into the future for Jaguar.

Jensen-Healey

The Jensen-Healey could also be on the list of last-ditch efforts by Great Britain's designers and marketers. Even the great Donald Healey couldn't save the project and it ceased to be in 1977 (including all of Jensen cars). Despite the marketing failure of the package, the J-H had a clean look for the day and a strong Lotus DOHC four-cylinder engine. The car was reminiscent of the open top sports cars of the day while the market was moving toward the closed cockpit GT cars.



It's 1975, and the fun police have ruined everything.

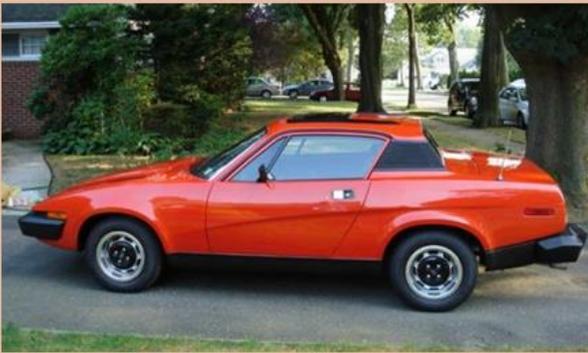
TVR 2500M



By 1975 or so, if you were still one of those guys who had to have something that no one else had, you could find yourself behind the wheel of a TVR 2500M which was available for five years ending in 1977. The 2500M followed the Griffith and Tuscan models that were equipped with more powerful engines. The 2500M was fitted with a Triumph six cylinder from the TR6, so you could be driving something pretty exclusive on the outside with familiar mechanicals. No one at the club

would even know! The end of the road for the 2500M came when Triumph stopped supplying engines. The TVR story is a tumultuous one. Do a little keyboard research on TVR for an interesting story.

Triumph TR7



The Triumph TR7 was “The Shape of Things to Come” when introduced to the US in 1975. The original TV commercials showed a person enjoying spirited driving until he arrived home to park in his triangular garage. To this day, I’m not sure **what the advantage of a garage designed by Pythagorus** would have been. Demand was high in the US and the TR7 had some success, but British Leyland was headed to the finish line long before anything could save it.

The TR7 came and then became the shape of things that

“went” but not before adding a piece of the puzzle that would be the exotic wedge cars of the 1970s. Google it to see some stunning wedges that were being designed by Lancia, FIAT and others.

It's 1975, and the fun police have ruined everything.

MGB- Rubber Bumper



The “rubber bumper” MGB is still one of the most recognizable cars in the sports car world. Unfortunately, increased ride height, large bumpers and pollution control equipment continued to chip away at the once pure and fun little car where the MGB started. Despite the changes, sales of the MGB and MGB GT were still strong in the US after a peak in the early 70s before the numbers started to slide after 1975. While purists may have criticized the changes, it should be noted that as time went on the cars became more civilized for American roads and use.

By 1975, the American Muscle car era was gone, replaced by look alike, neutered examples of what Americans knew and loved. Horsepower numbers dropped faster than Evel Knievel fell into the Snake River Canyon in 1974. Boss Mustangs were replaced by the Mustang II, Corvette owners were asked to buy Monza GTs and the mighty Mopar followers were offered the Cordoba with fine Corinthian leather.



Well, if nothing else, I can certainly say that I have seen more MGBs at any one of our BMCSNJ gatherings than I have seen Monza GTs at the hundreds of car shows that I have been to in my life. That, pretty much, says it all.

The next newsletter will contain the last of my articles in this series as 1980 effectively marks the end of mass marketing of British cars to the US as most of the industry closed the doors in England for good.

Spanners and Hammers

On the Block: The British Restoration Corp



To Rake or not rake. That was the question on my mind when the email from Pete Cosmides came announcing the auctioning of the British Restoration Corp., in north Philadelphia.

The news was somewhat surprising, somewhat expected and a bit nostalgic. I had been a customer to the shop back in the late 70's when it was known as the British Motor Corp under the ownership of Knut Holzer. Under Knut, it was pretty much an in and out repair shop, without restorations. Reflecting on Steve Ferrante's articles, some British cars were still in production or just ended their run.

As it was, in Philadelphia's 70's, there weren't many dedicated foreign car shops, that I remember. Omitting Jenkintown Jaguar, I recall five shops in Philly, if your car wasn't any of the Big Three. They were Red's and Sons in Center City on north 13th street, Cottman (J&R?) Foreign Car Parts in the Northeast, Battaglia on 22nd and Cherry Streets, Yale's Auto Parts next to Battaglia, Perry's on south 17th street, a small store on 4th and Oregon and British Motor

Corp on Ontario Street, in North Philly. The store on Oregon Ave. was a hit or miss, so let's omit them.

Taking one by one, Red's and Sons has been, and still is, in the same location for many years, on the south side of Vine Street. At that time, I believe their work was mainly VW's and Porsche. I recall seeing a faded black 912 without tags there for a long while. Battaglia was an Italian body and motor shop. It was not strange to see Ferrari and Maserati badges behind the twelve foot high chain-link fence. The story was that once Kerbeck sold a car, they sent the reckless driver to Battaglia for repair. Then there was Cottman Foreign Car Parts. Karl, the owner, sold European and Asian car parts. If you brought him a broken part or described the problem he went into the back and brought out a handful of parts, good better, best or the only one left. With a German accent, he told you what and why to repair it. He hated Buicks, by the way and owned three Mercedes, all brown.

Perry was a small two man shop who did some of the smaller jobs for Battaglia, like Fiats, Alfa's and my Bugeye, when it needed garage work. Perry and I communicated mostly through my poor Italian and his pointing to a Fiat part and me nodding in agreement. I never saw any other British car in his shop.

Yale's (Zaid) was a foreign car junkyard with all makes, years and models of cars. Three men ran the yard, Cola (helper), master mechanic Alan Leson and my brother John. During the day, Yale's was a network of parts buying, selling and shipping between Red's, Cottman, Perry, Knut and just ten feet away from Battaglia. Naturally, the phone rang from other states too. An aside goes to Al Leson, who like Pete Cosmides, we probably owe a book titled in their name. If you recognize the name Al Leson find him as partner at the South Dublin Motorcycles in Cinnaminson.

After hours, when the Yale's was not pulling or selling parts you could find Al Leson repairing or installing parts, for the plethora of cars, new and old, that found it's way into Yale's fenced yard. As for John you would probably find him doing body work at Battaglia's. Beyond Battaglia's was a large blue building also owned by Yale and known throughout the city as the Electric Factory. Eventually, Yale sold the three buildings to real estate developers. That was the link and the nostalgia that paused my leaf raking thoughts. Through this amalgamation I became familiar with the British Motor Corp. Generally, we had no need to go to BMC given the resources readily available, sometimes free...mostly free, ok, always free if you could rebuild it. Like Yale's, Battaglia, Cottman, and Perry, Knut kept his shop going to see the final days of the British Motor Corp.

Spanners and Hammers

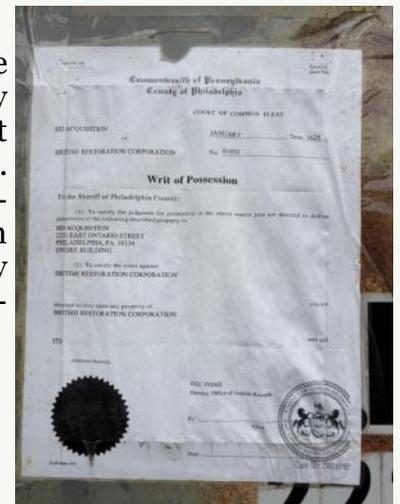
On the Block: The British Restoration Corp

Huy Tran took over the shop with his Dad and uncle and changed the name to British Restoration Corp. Tran worked for Knut but Tran's belief was that there was bigger dollars in restorations, he once told me. For quick turn around mechanics, Tran recommended Pete's shop. I didn't work or repair in Jersey but I kept Pete's number in my book, in case I ever needed work done in Jersey, which I eventually did. I stopped in BRC occasionally and saw the same cars there from months past. It was not hard to notice that the shop under Tran was struggling. While the 'quality' of work at the shop might have been good, it was slow to return cars to their owners. The process was involved. When a car was received it was put on a trailer in the back and often took 6 to 8 weeks before the vehicle was assessed for work. The next step was to ship the car offsite and have it dipped so that all the paint was removed. After that, the restoration process could begin, starting from bare metal, disassembly and bare frame welding was done, as needed. At that point, it could take 3 to 5 years for a finished product. Whenever I visited the shop there were usually three cars in primer or in parts. Average price for a finished big Healy was around \$80,000.



According to Allen Woodruff, who was the owner of the restoration building, he had recently retired and had not received rent from the British Restoration Corp. since September 2024. At that, it was only a partial payment. Rent payments were sporadic at best. Mr. Woodruff has a number of other projects most notably in Chinatown Philadelphia. Including a statue restoration project of four dragons in Chinatown. He grew tired of chasing rent.

As for BRC, Mr. Woodruff said over the years a lot of people got hurt financially because Tran "over promised and did not have the workers to complete the jobs". With a Sheriff's Notice, the BRC was declared bankrupt and evicted. At the auction site, British Miles was contracted to identify the lots with his helper, Paul to match auction winners with the parts they bought.



The Auction Experience

November 2025, the BRC auction was a three day online effort assisted by British Miles. Day 1 was tools. Boxes of tools, drivers, wrenches, storage cabinets, all rusty, dirty and dusty. I don't know how many Jack-Stands there were but there were many. There were a few bench grinders and a sand blaster that I used once. On Day 2 and 3 the heavy hitters came. I could not believe all the big Healey body parts being offered. There were some Jag items too, but not many. Tires, gauges rear ends, seats, interiors and harnesses up the wazoo rounded out the final days. There were some paint booth items worth considering remembering that BRC did some nice paint work. I bid on many items, maybe fifty or so, but was out bid almost every time. I say "almost" because all I won was a DeWalt drill (no charger), ten bucks. Eventually, I just passively scrolled through the items online. Tranny, tranny, tranny, tranny, fender, fender, fender....However, there between a gas gauge and a BJ8 light bucket was a 1275 ribcage tranny which I thought could use someday. I was not smiling when I was outbid in seconds.

Spanners and Hammers

On the Block: The British Restoration Corp

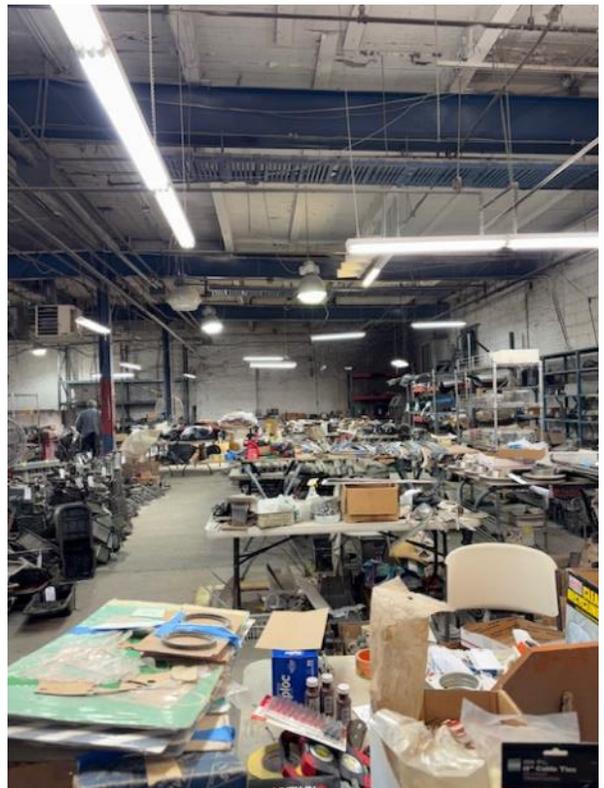
At The Site

On Ontario Street: I had been to the restoration company a few times. The place was always dusty, always. There was a layer of dust on almost everything that you could see, except in the paint booth. On the right, yellow caution tape marked off a Do Not Enter area. Behind it were about a dozen BJ8 and a few Jaguar axles with other items that had not been catalogued and now offered for onsite-sale. Uncatalogued items covered about a quarter of the parts for sale.

Harry Riddick and Mike Eck were the first club members I discovered there. Others club members straggled in and out. There were some interesting uncatalogued items but nothing exciting, mostly junk. Harry helped me “negotiate” the price on a box of junk, with a Lucas coil inside. The rest... junk.

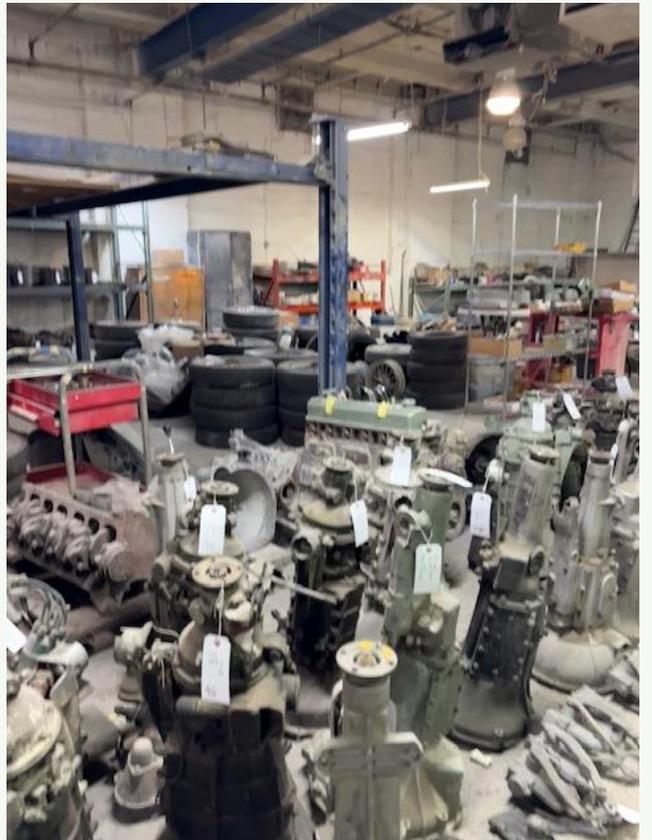
Its always nice to meet fellow club members but I was distracted by the “tranny” with a familiar marking on it. I thought it was in my Bugeye at one time. Years ago, I brought my Sprite to BRC for Tran to a look at, as third had a habit of popping back into neutral unless you bypassed second and eased into fourth. The car needed some touch up paint work too, I thought. My memories were that I had found another tranny and brought it to BRC as a replacement. Well, lets just say that after many months sitting and waiting, I wound up doing the work myself. Back to the auction and with closer inspection of the Bell housing I was led more to believe that it was my old orphaned tranny. I couldn’t decide if I was angry, depressed or didn’t care.

When I questioned Paul, who was live-pricing the sales, if he knew who out bid me on the trans he said “I did”, as well as most other things that were being auctioned, he said. I shrugged. Dust in The Wind. Go Figure, again. So I left with a dusty DeWalt drill, a Lucas coil, and one seat pan, just in case. I briefly mentioned the problematic third to Paul but stopped myself. Someday, someone will figure it out. It was a sad occasion to see another restorer fade away, leaving knowledge, skill and memories of LBCs behind; that and a bad tranny.



Spanners and Hammers

On the Block: The British Restoration Corp



The Rescue Squad

Tony Delia's GT6

On Saturday, November 8th, 2025, three members of the club's Rescue Squad met at the Sewell home of Tony Delia to help with his ongoing Triumph GT6 restoration.

Ed Gaubert, Ed Doody and Peter Cosmides came to lend a hand to Tony who was experiencing some "rough running" with his engine. We were greeted by a beautifully restored rolling chassis, with the engine installed. Tony had rigged up quite the engine test rig, involving more work than many of us put in our actual engines. Tony missed his calling as an engineer, for sure. All manner of diagnosis was performed by the trio only to come up empty handed. There was a very slight blip in the engine's idle, but for the most part all seemed rather healthy.



The Rescue Squad

Tony Delia's GT6

It was suggested that Tony move forward with his restoration and once the car is complete and properly test driven, the engine could be re-evaluated.

Pete Cosmides

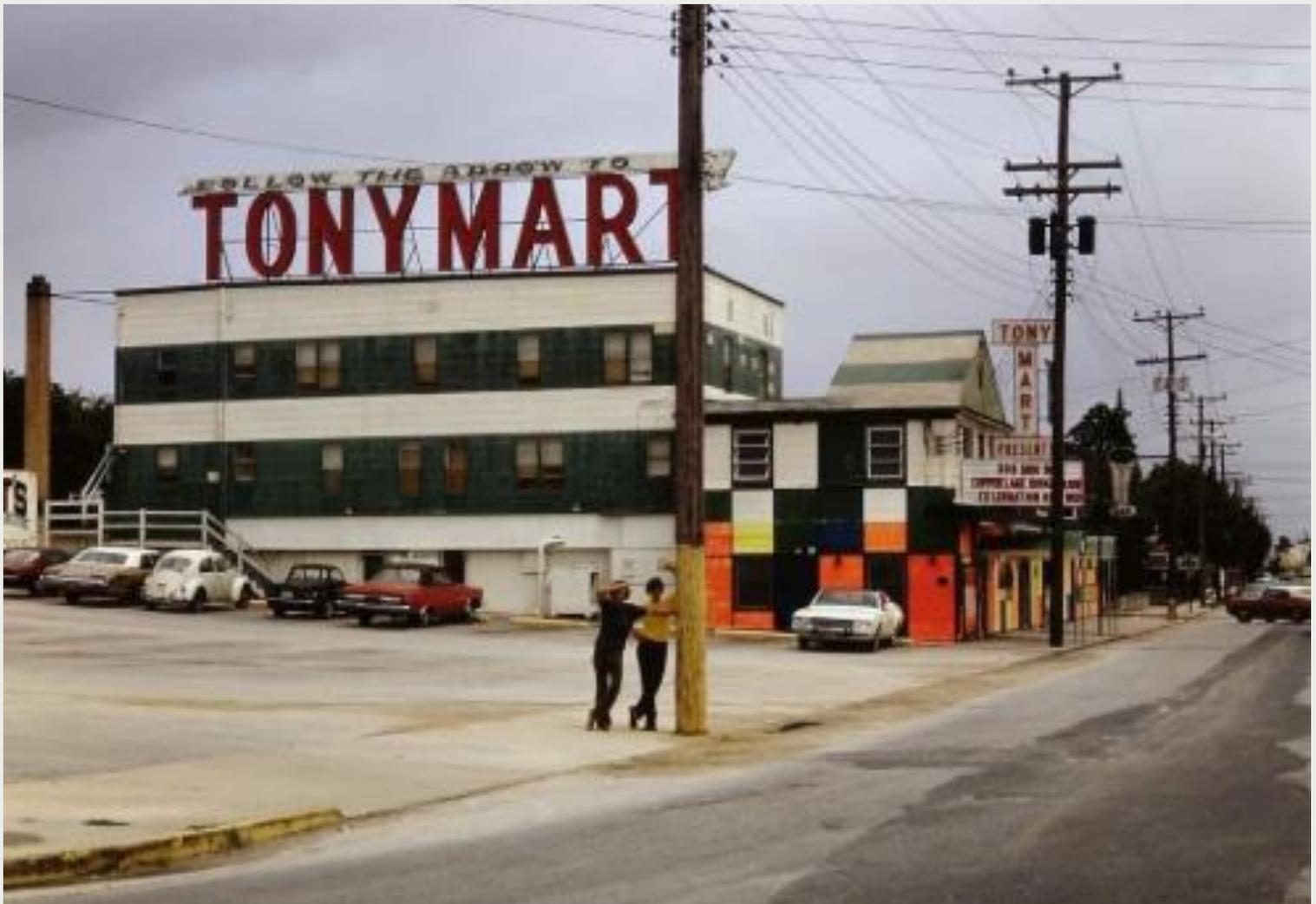


In the Mirror

Tony Mart... Again?

Wake me, Shake me. Out of my slumber came this “tid-bit” in an email from Brian Deam. The photograph seemed familiar to me and it took almost half a day to remember what rang a bell. Ron Ralston sent this photo along to Brian so we wouldn’t forget the days when both big and little cars regularly shared highways and the parking lots. No big deal at the time. We all did 55 mph, sometimes. But look closely. To Brian Deam, the LBC looks like a TR4. What year and make do you pin it? Did you know the driver? Maybe some info below might help (I draw a blank).

What hits me is that today the cars in the photo would probably fetch a pretty dime as classics. If you’re from the area you also will remember Tony Mart as THE best rock club “downshore” (Yo, Stone Pony don’t count). Drive across the Somer’s Point bridge and Tony’s was just there on the left. The stage wasn’t that big and it was platformed above the bar, which did not allow for much rockin’ but plenty of shakin’ going on. Cinder blocks held it steady, sometimes. If memory serves me, Copper Lake was the house band and that’s lead singer Joe Cerisano’s gold and white ride with the dented right rear quarter. That dates the photo to about 1974 or ’75, I think. Notice the open bathroom doors and no birds. Uff, what memories... the smell of Castrol leaking on a hot 2138, a swamp, cigarette smoke, beer and a paisley shirt.



Erratum

November/ December 2025 Spanners and Hammers, Repair, Rebuild, Restore and Fabricate. The address for Eddie’s Restoration was incorrectly listed as Route 9 in Elwood, NJ . The correct location/address is **4725 White Horse Pike, Elwood, NJ 08217**

In the Mirror

(2025 ...A Brief Look Back)



In the Mirror



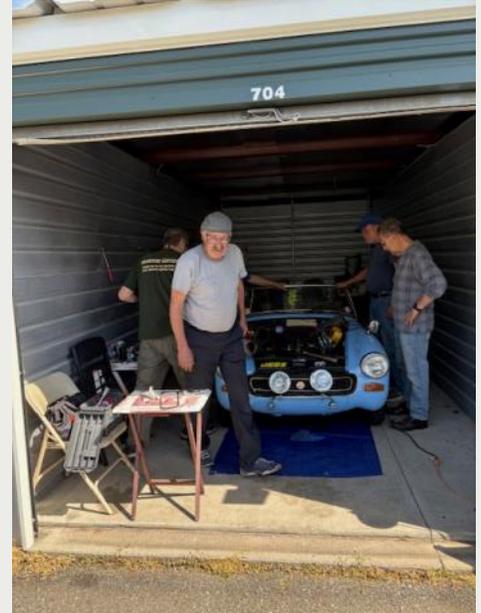
Best of Briton: Lotus



Laurita

In the Mirror

Rescue Squad



In the Mirror



In the Mirror: 2025



OUR SPONSORS



RIMMER BROS EST 1982
A BRITISH COMPANY SUPPORTING BRITISH CARS

British Car Parts & Accessories

Toll Free 1-855-746-2767
www.rimmerbros.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





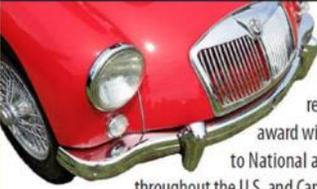
Bring your Smiths Clock into the 21st century



www.jaguarclock.com

Mike Eck
418 Whig Lane
Glassboro, NJ 08028

Register Your MGA With NAMGAR!



Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, 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.**




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

Old School Meets
Future Cool.

Moss catalogs, with exploded view schematics, were created to make life easier for British car owners. And when you shop with us online you'll find the same schematics. It took a bit of programming to be able to click the part you want to buy, but that old school touch is here to stay. *Give it a try at MossMotors.com.*



Shop at MossMotors.com
— and you can request a free catalog, too!
800 - 667 - 7872