



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



**May / June**

**2025 / Issue 3**

**Caution! Men At ...**



*Cars and Coffee*



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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)  
Toni Roni's Tap Room 2803 NJ73, Maple Shade, NJ 08052.

Meetings are not planned for November or December due to holiday scheduling conflicts. Meetings typically begin at 7pm, with food service beginning at 6pm. Dates and times are subject to change, which will be communicated by email to club members.

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](mailto:editor@bmcsnj.org)

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

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**May / June**

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**The Official BMCSNJ website can be**

**accessed at**

**[WWW.BMCSNJ.ORG](http://WWW.BMCSNJ.ORG)**

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# Secretary's Satchel

May / June 2025

By Tom Evans

April 30, 2025

The year 2026 will be the two hundred and fiftieth anniversary of the declaration of independence and the founding of our nation. What an accomplishment, lets keep this experiment in democracy going by not doing something stupid. Nothing specific or pointed to any particular party or persons, just an encouragement to follow in the footsteps of the founding fathers who, bravely, broke away from the country of which we are so fond of their automobiles. On April 18<sup>th</sup> 1775, however, and not just July the 4<sup>th</sup> 1776, is a very significant day, it is the day of "the shot heard 'round the world." April 21<sup>st</sup> is also very significant because it is the day that Lord Dunmore ordered British troops to remove the gunpowder from the Magazine at Williamsburg. No shots fired but they did receive a good tongue lashing and shouts from an angry mob led by Patrick Henry. Smaller events that sparked and shaped larger events. Like car designs shaped by legislation for fuel economy and safety standards nothing happens in a vacuum. Just like us, be a good citizen, no, be a great citizen, participate in this great experiment and your community, don't expect someone else, you do it. The BMCSNJ is a cog in that community wheel, participate and, most of all, have fun.

As announced at the April meeting in Maple Shade, we are looking for someone to compose a new webpage for the club. They don't need to be a member and we are willing to compensate someone with those skills. A friend, a family member, a neighbor or a coworker. We are also in the process of researching integrated club organizational software to integrate several aspects of the work into a single package. Please let me know or any other Board member, see the banner in this newsletter for names and email addresses.

There are more great events coming up, see the events page online and in this newsletter. The Laurita Winery tour was a success and we are looking forward to the BMCSNJ club picnic at Parvin State Park on May 17<sup>th</sup>.

Remember, the Rescue Squad are 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](mailto:tundramgb@hotmail.com) for that assistance. See you on the road.

Happy Motoring

# Treasurer / Registrar Report

May / June 2025

By Brian Deam

Dear Members,

We hope you are enjoying your cars this spring and taking advantage of the top-down driving opportunities! While it wasn't a top-down day for most of us, the spring driving tour from Batsto to the Laurita Winery on April 12<sup>th</sup> was very enjoyable. Pete plotted out a scenic and fun route.

The next big event for this spring is the BMCSNJ Club Picnic at Parvin State Park in Pittsgrove, NJ, from 11am to 2pm on Saturday, May 17<sup>th</sup>. Food and beverages will be provided by the club. Be sure to periodically check the events calendar on our website for the latest on our activities.

Are you enjoying the newsletter? Our new editor, Manny Paredes, is doing a great job and is eager for your input on what you would like included in future issues or if you have a good story to tell. Please reach out to him with your suggestions.

There was no material change in the club's financial status. In March and April, expenses were minimal, and revenue was limited to two new members, a few early renewals, and a few grill badge sales.

Our next renewal cycle starts in June. A notice will be sent in early June to those whose membership expires on June 30<sup>th</sup>. Please respond promptly.

We welcomed two new members in April, which increased our total membership to 176. Keep spreading the word about the club.

If you have a question about when your membership expires, please email me at [members@bmcsnj.org](mailto: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](http://www.PayPal.com) and send your dues to "members@bmcsnj.org".

Check: made payable to "British Motor Club of Southern NJ" and mailed to:

Brian Deam  
900 Riverton Road  
Moorestown, NJ 08057



## Treasurer / Registrar Report (Cont'd)

May / June 2025

By Brian Deam

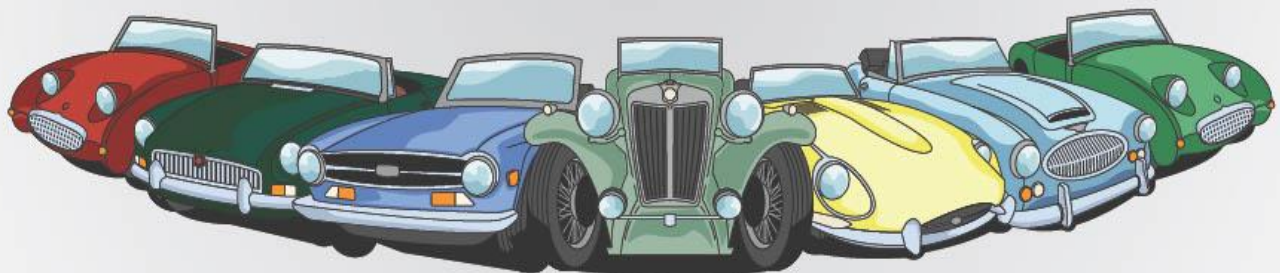
Welcome two new members.

| Name         | Town            | Car      |
|--------------|-----------------|----------|
| Steven Smith | Marlton, NJ     | 1977 MGB |
| Dan Histon   | Egg Harbor City | 1976 TR6 |
|              |                 |          |

Happy Motoring!



Classic British & Jaguar Parts



Shop Online at [MossMotors.com](http://MossMotors.com)

## 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.

THE INFORMATION IN THIS EVENTS CALENDAR IS SUBJECT TO CHANGE.

CHANGES WILL BE COMMUNICATED BY E-MAIL. You can also consult our webpage at [HTTPS://BMCSNJ.Org](https://BMCSNJ.Org)



### SPRING: April thru May

| <u>Date</u>    | <u>Event</u>  | <u>Time &amp; Location</u>   |
|----------------|---|--|
| April 12, 2025 | <b>CLUB SPRING TOUR to LAURITA WINERY</b>   | Start: 10:30am<br><br>from Batsto Village Parking Area Route 542 Hammonton, NJ<br><br>End: Laurita Winery Route 640 New Egypt, NJ        |
| May 3, 2025    | <u>Lewes British Motor Car Show</u>   | 11 AM—3:00PM<br>Lewes Delaware   |
| May 4          | New Hope Cars & Coffee  | 8:00-11:00AM<br><br>Sudbury Regional HS<br>180 Bridge St, New Hope, PA   |
| May 17         | <b>BMCSNJ CLUB PICNIC</b>   | 10:00 AM - 2:00 PM<br>Parvin State Park<br><a href="#">701 Almond Rd, Pittsgrove, NJ 08318</a> . More details will be sent by early May. |
|                | Carlisle Import Nationals<br><br><a href="http://www.Carlisleevents.com">www.Carlisleevents.com</a> | Fairgrounds<br><br>100 Bryn Mawr Road<br>Carlisle, PA  |
| May 21         | <b><u>Monthly Club Membership Meeting</u></b>   | 6:00PM—8:30PM<br><br>7 Stars Diner<br><br>1890 Hurffville Road<br>Sewell, NJ   |

# Calendar of Events 2025

## Summer : June Thru July



| <u>Date</u>                 | <u>Event</u>  | <u>Time &amp; Location</u>  |
|-----------------------------|---|---|
| June 1                      | 30 <sup>th</sup> Annual Red Mill British Car Day<br><a href="http://www.Austin-Healey-STC.org/Redmill.html">www.Austin-Healey-STC.org/Redmill.html</a>  | 10:00AM – 3:00PM<br>Red Mill Village<br>56 Main Street, Clinton, NJ   |
| June 7                      | Cars & Motorcycles of England<br><a href="http://www.DVTR.org/CMOE">www.DVTR.org/CMOE</a>   | 8:30AM – 3:00PM<br>Hope Lodge Historical Site<br>553 S. Bethlehem Pike, Ft. Washington, PA  |
| June 8                      | 31 <sup>st</sup> Annual British Motorcar Gathering<br><a href="http://www.keystonebritish.com/hellertown/html">www.keystonebritish.com/hellertown/html</a>  | 9:00AM – 2:00PM<br>Arthur J. Fitchman Reservoir Park<br>3400 Reservoir Road, Hellertown, PA   |
| June 14                     | <b>BMCSNJ CARS &amp; COFFEE</b><br>A casual gathering among club members<br>Contact club member Ralph Travis<br>609-472-7331  | 9:00AM – 11:00AM<br>Wenonah Park<br>Southeast Ave. & E. Mantua Ave.<br>Wenonah, NJ  |
| June 18                     | <b><u>Monthly Club Membership Meeting</u></b>   | 6:00PM–8:30PM<br>Tony Roni Tap House<br>2803 Route 73, Maple Shade, NJ  |
| June 21<br>(rain date 6/22) | <b>MEMBERS MEMORIAL GATHERING</b><br>Smithville Village to Benefit Samaritan Hos-<br>pice . <a href="http://www.historicsmithville.com">www.historicsmithville.com</a><br>Contact club member Fred DeSantis<br><a href="mailto:Captain172@comcast.net">Captain172@comcast.net</a> | 10:00AM – 2:00PM<br>Absecon or Galloway will show up GPS.<br>Select:<br>Historic Smithville, 615 E. Moss Mill Rd.<br>08205 or<br>1 North New York Road, Smithville NJ |
| July 6<br>(rain date 7/13)  | Rebels and Redcoats Classic Car Show<br>American, French, British, German Car Show<br><a href="http://www.washingtoncrossingpark.org/event">www.washingtoncrossingpark.org/event</a>  | 9:00AM – 2:30PM<br>Washington Crossing Historic Park<br>1112 River Road, Washington Crossing, PA  |
| July 6 – 19                 | Pittsburgh Vintage Grand Prix<br><a href="http://www.PVGP.org">www.PVGP.org</a>   | 10 day long schedule of vintage car shows,<br>drives, racing.   |
| July 16                     | <b><u>Monthly Club Membership Meeting</u></b>   | 6:00PM–8:30PM<br>7 Stars Diner<br>1890 Hurfville Road, Sewell, NJ   |
| July 26                     | <b>BRITISH CAR OWNERS ICE CREAM SOCIAL</b><br>Contact club member Sue Salsburg<br><a href="mailto:Old_cat@verizon.net">Old_cat@verizon.net</a>  | 2:00PM – 5:00PM<br>5 Points Custard<br>Landis Ave. Rt 540 & Tuckahoe Road<br>Vineland, NJ   |



# Calendar of Events 2025

## End of Summer and Fall:

### August thru October



| <u>Date</u>     | <u>Event</u>   | <u>Time &amp; Location</u>  |
|-----------------|--|---|
| August 9        | <b>SUMMER DRIVING TOUR S.J.</b><br>Led by club member Tracy Westergard<br>Contact Tracy Westergard<br><a href="mailto:kitakat123@gmail.com">kitakat123@gmail.com</a> | 10:00AM<br>Meet at Woodstown Diner  |
| August 9 & 10   | New Hope Auto Show<br>(British Cars on Sunday 8/10/25)<br><a href="https://newhopeautoshow.com/">https://newhopeautoshow.com/</a>                                    | New Hope-Solebury HS<br>129 Bridge Street<br>New Hope, PA                   |
| August 20       | <b><u>Monthly Club Membership Meeting</u></b>  | 6:00PM to 8:30PM<br>Tony Roni Tap House<br>2803 Route 73<br>Maple Shade, NJ |
| September 11-15 | Austin Healey Encounter 2025<br><a href="https://www.austin-healey-stc.org/show.html">https://www.austin-healey-stc.org/show.html</a>                                | Tannersville, PA  |
| October 5       | Roadster Rally<br><a href="https://www.blinkerfluidproductions.com/">https://www.blinkerfluidproductions.com/</a>  | 10:30AM – 4:00PM<br>Ocean City Boardwalk                                    |

No events slated for November or December

*Mark the date!*



# Annual Club Picnic

**British Motor Club of Southern New Jersey  
invites you to our annual club picnic.**

**Food and beverages will be provided by the club.**

**May 17, 2025**

**11:00-2:00**

**Parvin State Park  
Pavilion B**

**Thundergust Lake Picnic Area Parking  
Pittsgrove, NJ**

**\*Use GPS address 858 Parvin Mill Road, Pittsgrove  
(house across the street from entrance)**

**\*\*RSVP to Chris**

**ChrisBethman@comcast.net**



Hidden in the southwestern part of the state is Parvin State Park, a park whose history is as varied as its wildlife. Situated on the edge of the Pine Barrens, the park not only has pine forests typical to the area but also a swamp hardwood forest. Spring bursts out in bright colors and rich fragrances with blossoming dogwood, laurel, holly, magnolia, wild azalea and more than 200 kinds of flowering plants. This is the time of year when flora and fauna come to life for an incredible stroll. Download your favorite App, like Seek, to see and learn what a Jersey Pine Barrens adventure bring us.

*Coffee Lovers?*

*Well its about time lazy head*

***Wake Up and Smell the Coffee!***

If you've ever had the urge to take an early morning drive, here's one just for us mid-morning risers.

**VINTAGE EUROPEAN**  
**CARS & COFFEE**

SPONSORED BY:



**SATURDAY JUNE 14, 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](mailto:events@bmcsnj.com)



# A Memorial Gathering of British Cars at Smithville

*Benefitting Samaritan's Healthcare  
and Hospice Services*



**Saturday June 21, 2025**

**10:00am – 2:00pm**

**(Rain Date Sunday June 22)**



**Historic Smithville's Village Greene**

**615 E. Moss Mill Road**

**Smithville, NJ 08205**

Contact Fred DiSantis for more information: [captain172@comcast.net](mailto:captain172@comcast.net)

## *It's 1955, the fun continues!*

From Steve Ferrante

Between 1950 and 1955, huge changes were underway in the sports car market as American manufacturers quickly recognized the need to compete in this new segment of the market. The economy continued with strong growth and that created an environment where money was being spent on luxuries, including sports cars. However, in this prosperous time, many families were growing larger which could have made having a two seat sports car rather unnecessary. With American ingenuity, this problem was solved with the proliferation of the two car garage and a creative justification process!

This five year period spawned dozens of options if fun was what you were looking for in a car. The Americans offered the Chevrolet Corvette and Ford Thunderbird (both with V-8 power) to get things rolling, while the Germans added the Mercedes 300SL, BMW 507 and Porsche 356. Although the American market was dominated by Chevrolet and Ford, there were many other makers vying for a piece of the pie. If you had the equivalent of about \$175,000 today available, you could have scored a Cunningham C-3 (about four times the price of a Corvette.) Take a minute to search Woodill Wildfire, Glaspar and Victress for some more interesting cars crafted in the US from a new material called fiberglass.

In the early 1950's, the British car market was in high gear exporting thousands of cars to the US and around the world. In comparison to the other offerings from Europe, the British cars were still a relative bargain.

### **MGA**



“The First of a New Line” was the ad tagline for the new MGA that debuted in 1955. I suspect that the arrival of the MGA left the TD buyers, of a few years before, divided into two camps balancing tradition against progress. Side by side, the appearance of the new MG represented a vast departure from the classic lines of the TD. I’m sure that waiting until late in 1955 to get behind the wheel of the new MGA was certainly worth the wait. The 1500 production ran from 1955 to 1959 and included nearly 60,000 cars, with 80% finding their way to North America. At around \$2,500, it was price competitive with the 1955 Corvette (\$2,775) and the Ford Thunderbird (\$2,950.)



## *It's 1955, the fun continues!* (2)



### **TRIUMPH TR3**

By 1955 the TR3 was introduced to replace the TR2 that was introduced in 1953. With a little more refined features and a grill to adorn the front air intake, the TR3 was well received. As with the MGA, 90% of the 13,000+ TR3s were exported to the US. The 1991cc engine delivered 100hp that could achieve 103mph. Available in the US at \$2,625, the TR3 was an attractive option. It still remains a well sought after example of an attainable British sports car.



### **AUSTIN-HEALEY 100**

For less than \$3,000, the Austin-Healey 100 was another British sports car that was available starting in 1953. After a few years of the BN1, the more refined BN2 arrived during model year 1955 to the delight of American buyers with more creature comforts, a better gearbox, and a name synonymous with its top speed thanks to a 2,660cc four cylinder engine. Fifty lucky owners scored an A-H 100S, the alloy bodied race version boasting 132hp, disc brakes and light-weight components. A total of 14,000+ A-H 100s were sold.



### **AC ACE & ACECA**

While the AC Cobra wouldn't come along until 1962 when Carroll Shelby stuffed a Ford 260ci V-8 into one, the AC Ace (roadster) and Aceca (coupe) were both available by 1955. Very limited production, beautiful lines, styling and excellent performance, powered by a 1,991cc inline six, made these cars a hit in the US despite their high price tag that could reach north of five grand, eclipsing the average annual family income for that time. It was still a good buy as these cars can fetch a quarter of a million dollars today.

## *It's 1955, the fun continues!* (3)

Each of these cars had similar attributes but with distinctive styles all their own. From the low slung doors of the TR3 to the long noses of the MGA and Austin-Healey, and the elegant beauty of the Ace body, it was far easier to identify a car coming toward you than it is today. I'm probably a bit prejudiced, but I think that the MGA was the best combination of style and value. The others may have offered a bit more performance along with more exclusivity, but the MGA represented a bold move into the future from the "old fashioned" T- Series cars aimed at the masses. As for the Big Three, Chevrolet made steps forward with the Corvette, now with V-8 power and more colors to choose from. Ford offered what would become the iconic T-Bird and Chrysler debuted the C-300, a big sporty coupe with a 300hp Hemi V-8, considered the first "muscle car." Three distinctly different paths that would all shape the automotive landscape in the years to come.



Next time we will look at 1960 as the refinements continue as style, speed and competition continue to fuel the sports car fire.



*Steve Ferrante*



## *No Whining at Laurita Winery*

After a rainy and questionable Saturday an undaunted BMCSNJ crew of drivers took the road on the next day, a Sunday, to make sure the Spring Tour to Laurita Winery was firmly in the books as a success! Here are a few images for many of us who couldn't make it to ponder next year's adventure, clouds or not. Will it be worth it? Undoubtedly so. Brit machines were made for this weather. A lovely drive, a glass of wine and good friends...you can't go wrong. Cheers!



BMCSNJ arrives en-mass



Lunch and another round please



The Undaunted



# Rescue Squad/Tech Session Report

On Saturday April 5<sup>th</sup> a combination Rescue Squad and club Tech Session was held at the home garage of Peter Cosmides. Due to limited space I had to limit attendance to 13 members. The goal was to work on club member Paul Codellas 1969 MGB which he trailed from his home in Cape May Courthouse up that morning.

Using the convenience of a mid-rise lift, air compressor, MIG welder and numerous shop tools the group pulled together for the very ambitious task of replacing a rusted driver's side floor. With so many hands-on deck we also set out to replace all the brake components at each corner. Shoes, hardware, wheel cylinders, hoses, calipers, pads and rotors were handily replaced. All new parts supplied by the car owner.

We had a long day, from 10:00am to 4:30PM which included donuts and coffee for breakfast and delicious pizza for lunch, courtesy of Paul and plenty of camaraderie, hands on learning and most of all progress. I'm happy to report that all the work was completed and most importantly Paul got the shot in the arm he needed to get back to his MGB project which had been sitting idle for a while.

Everyone came away with some new mechanical knowledge and based on the post-event emails I received everyone had a great time.

Thanks to Paul Codella, Fred DeSantis, Andrew Bares, George Lawton, Steve Ferrante, Bruce Kinter, Bill Fisher, Joe Pilato, Frank Chiacchio, Rick Lentz, Manny Paredes and Hank Lipson for attending and helping with a successful session.

Pete Cosmides  
Rescue Squad Coordinator



Pete Cosmides explains the process of removing floorboard and welding in a new piece. "You can't weld air."



The task at hand

Rescue Squad/Tech Session Report — Goin' at it.



Clean weld areas to bare metal



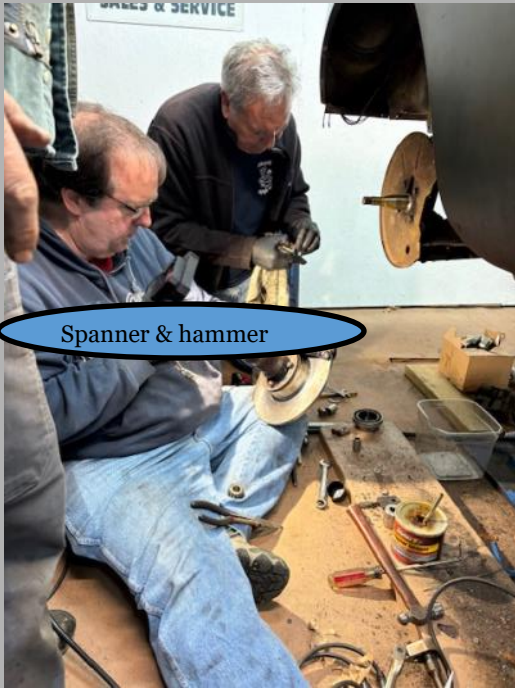
Flintstone mobile

Looks pretty good.

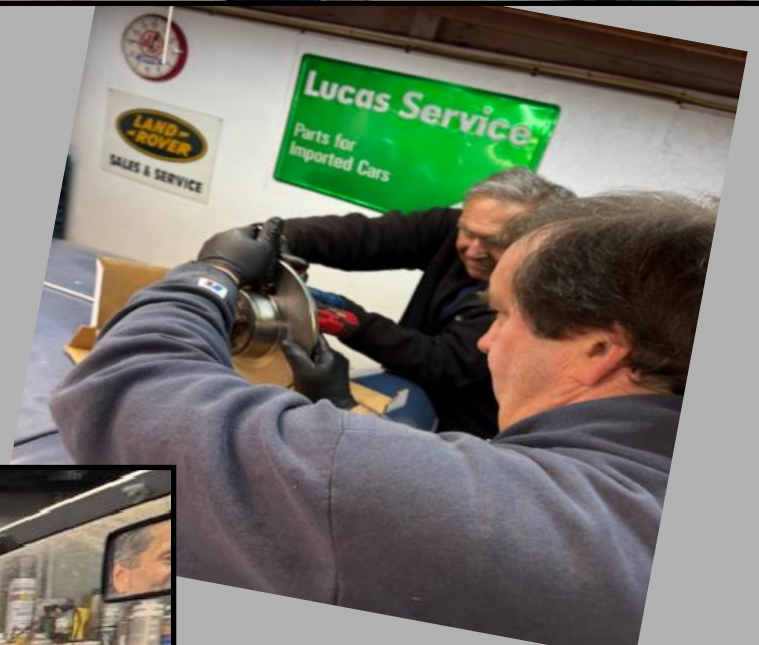


Hammer





Spanner & hammer





# The Rescue Squad

## Midget Blues

### Symptoms:

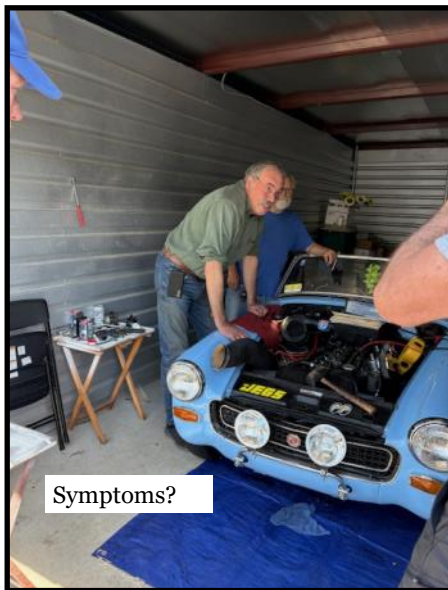
1966 MG Midget owned by the Westergards when returning home. It just stopped on the road. The engine just cut off. Pushed it back into storage in Pennsgrove, NJ. A new distributor and tune up kit with cap and wires were purchased from British NW and installed. No Dice. Call the Rescue Squad.

### Attempts (many):

Carburetors and air cleaners were examined and seemed in good working order. Ignition timing to number 1 cylinder and timing marks on the engine were checked. The car failed to start after a number of tries.

### The FIX

The Haynes was opened, heads were scratched and a chest was crossed. The last attempt was to check the timing again and inspect the new distributor cap for grease and that little plastic film on the graphite coil lead that was preventing spark from getting to the plug. As the Greek expression goes "Eureka!" Another rescue success.



Symptoms?



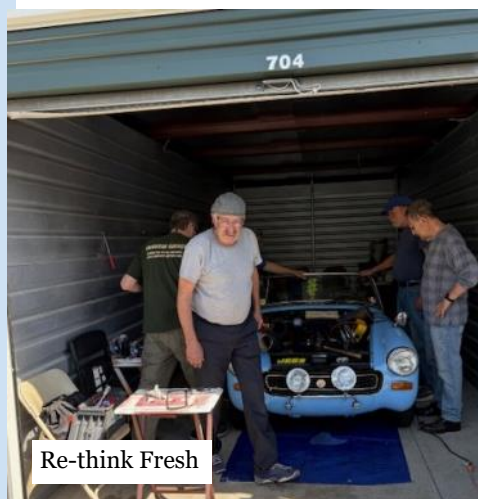
Analysis

Systems research and analysis...



Research

Somethings you never forget.



Re-think Fresh



Back on the road



Another Success!

# The Jaguar: In Its Pioneer State

(Contributed by member Sue Salsburg)

***Downsized, but not downgraded.***

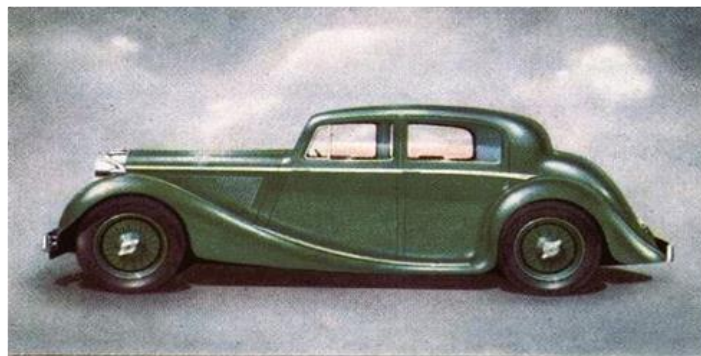


To commemorate the 70th anniversary since its introduction, DTW's profile of the 1955 Jaguar 2.4 (in revised and expanded form) receives a further airing. First published in November 2019.

It was the best of times, it was the worst of times. 1955 proved to be a year of striking contrasts for both Jaguar Cars Ltd and its founder and Chairman. While on one hand, the marque's third overall victory at the 24-hours of Le Mans further underlined the carmaker's engineering capabilities, the win came at terrible cost. For not only did over 80 spectators lose their lives in the ghastly tragedy that ensued on the racetrack, Sir William Lyons' son John, en-route to La Sarthe in a team support car, was involved in a fatal collision.

Also, later that year, Jaguar committed to their most ambitious commercial gambit up to that point with the introduction of the 2.4, a compact sporting saloon — every inch a Jaguar, yet no hand-down version of its larger sibling. Far from it, because notwithstanding the concurrent announcement of the revolutionary Citroën DS19, the compact Jaguar was probably as advanced a product as could reasonably be envisaged from what was a (relatively) low-volume, specialist carmaker. Furthermore, it was new from virtually the ground up.

Contrary to some chroniclers, the 2.4 was not in fact a huge step downmarket for Jaguar, the company in pre and immediate post-war times having offered its Jaguar saloon in 1.5 and 2.5 litre versions. With the 1950 Mark VII saloon proving a sales success both at home and in export markets, Lyons saw an opportunity to expand Jaguar's reach and scale, both in the United States, but especially at home.



*The 1½ Litre Jaguar Saloon*

Jaguar Mark IV. Source – Jag-Lovers.

Initiated in late-1952, the compact saloon programme would mark Jaguar's first departure from traditional body-on-frame construction to a stressed unitary bodyshell. Owing to uncertainty over its strength, two stout parallel channel members ran the length of the floorpan, rearmost of which (beneath the rear seatpan) would house the mountings for the unusual, inverted cantilever semi-elliptic springs, so devised to avoid feeding stresses into the rear of the floorpan. Additionally, a detachable steel subframe, carefully mounted using rubber vee-shaped mounts supported engine, front suspension and steering.





However, Jaguar were neophytes in this arena and faced a slew of seemingly intractable NVH issues. Fortunately, Engineering chief, Bill Heynes had an ace in the pack in the form of Robert J. Knight, upon whose shoulders the task of refining the Utah bodyshell fell. Knight was technically gifted, having studied, absorbed and grasped Maurice Olley's pioneering papers on chassis dynamics originally published in the United States in 1934. But moreover, not even the mathematically impenetrable vehicle stability papers presented at the I mech E in 1956 by Milliken and his Cornell team were beyond Knight's comprehension, making him (perhaps) uniquely qualified at the time.

Knight outlined the issues he faced in an interview with The Automobile in 1992, stating;

"... the noise and vibration from the engine, transmission and road surface was worse than a van's. It was this car which forced me to treat [these] as a major issue."

His findings saw Knight make early forays into the hitherto arcane science of longitudinal suspension compliance, which was applied to both front and rear suspension mounting systems. By early unitary construction standards then, the Jaguar was a refined car. But Mr. Knight was not an individual who believed any design within his purview was fully signed off until he had arrived at what he described as 'a conclusion', and in the case of Utah, this was a matter best described as *ongoing*. With the car already on sale in 1956, and still dissatisfied — especially with the transmission of noise from the rear of the gearbox mounting into the central floor tunnel, Knight devised a new mounting system which incorporated a very soft helical spring, "to convince the body floor that it was not connected to an engine".

Further investigations saw the front engine mountings carefully retuned to provide a pitch resonance in opposition to inputs arising from wheel bounce, thus attenuating its effects. Sir William drove the prototype, asked why it felt like it was worth £500 more and insisted the changes be incorporated in production immediately. From that point, all Jaguar engines would be mounted this way. Bob Knight codified the essential philosophy of Jaguar's NVH pre-eminence with this car, principles which both he and his successor, Jim Randle would

consistently refine in the years that followed. His views on this were as unequivocal as they were irrefutable.

"Attempts to stiffen or detune the structure are of limited value. What you've got to do is stop the forces ever getting into the bodyshell."

Originally intended to employ a four-cylinder version of the XK engine, but owing to a combination of cost and refinement, Jaguar produced a short-stroke 2483cc version of the six-cylinder XK unit from existing tooling. Furthermore, thus equipped, Utah could also be sold at a higher asking price. This engine developed 112 bhp on twin Solex



carburetors, giving a top speed of just over 100 mph — impressive for the time, and dismaying for rivals.

William Lyons' approach to Utah's style would follow his by now, usual iterative practice. Working closely with Fred Gardiner and his small team of artisans, usually in the evenings after the day's work was completed, Lyons teased out the vision for his compact saloon. It would appear that he suffered no hesitation or lack of clarity with regard to the creative execution — Lyons clearly of the belief that Utah would require a family resemblance, yet at the same time, be its own entity.

Hence, the compact saloon would embody elements of the old, the new and the borrowed. New would see the familiar Jaguar wing line take a less serpentine path, harmonising with the car's pontoon flanks. Borrowed would be the (fully stressed) roofline and daylight opening silhouette, albeit the latter of smaller dimensions owing to a perceived need to maximise structural integrity.<sup>[6]</sup> This would also be evident in the width of the screen pillars, front and rear. Old was represented by the headlamp and grille arrangement; unlike most mid-fifties designs, the headlamps remained inset rather than at the extremities of the fenders; likewise the grille remained tall and vertical, aping the contemporary XK 140. Similarly, full rear wheel spats were a nod to the past.

But in terms of proportion, stance and surface refinement, the 2.4 was the usual Lyons/Gardiner masterclass; the shape itself carrying out most of the heavy lifting, which the minimal ornamentation served simply to accentuate. Similarly, the cabin would reflect that of the larger Mark VII, with fine wood veneers, leather upholstery and plush materials.

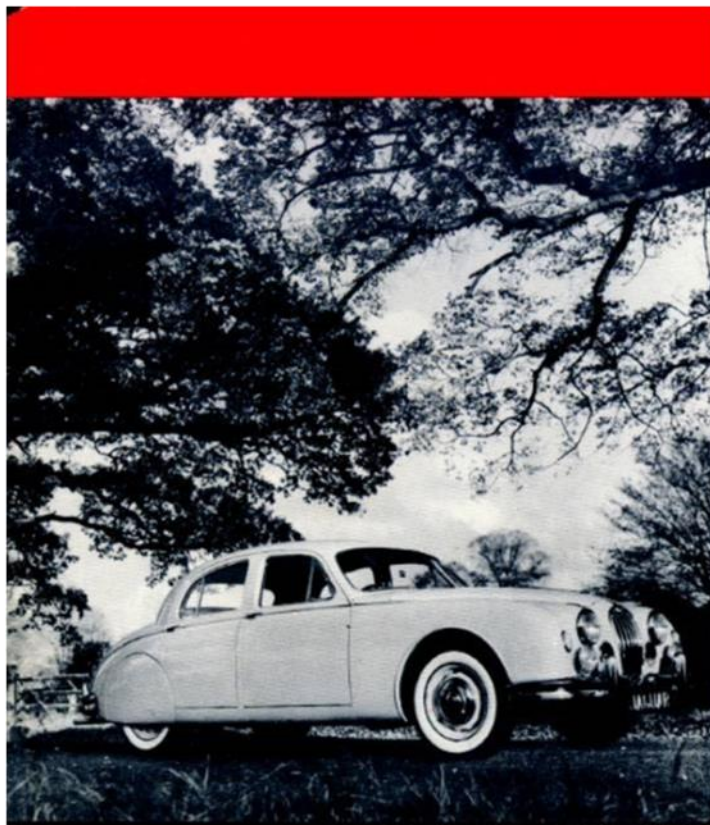
Lyons, having carried out his styling experiments in seclusion, presented the completed design with instructions that it could not be altered. The streamlined teardrop shape, while undoubtedly elegant, and it would seem, smoother through the air than its more lionised 1959 successor, imposed a rear track width some 4.5" narrower than the front, with knock-on effects for roadholding.

Furthermore, the 2.4's tight packaging dictated a nose-heavy layout with the six-cylinder engine mounted forward of the front axle, placing over 50% of the car's weight ahead of the driver, with associated effects on steering and handling. Jaguar's small development team experienced some trying times attempting to prove the design — the narrow rear track proving particularly difficult. Delays and difficulties — largely down to the lack of personnel also meant that proving was still taking place while the car was being introduced to the press in September 1955. The 2.4 would mark a watershed at Browns Lane, Heynes insisting that Lyons never do anything like this again.

While broadly well received by the press on both sides of the Atlantic, the 2.4 was not the sales success in the United States that was hoped. Power was the issue, with both motor press and buyers alike clamouring for more performance, and while a stronger version of the 2.4 engine was developed (with up to 130 bhp gross, which might have been a preferable option), it was deemed more expedient to develop a version of Utah with the larger 3442 cc XK unit, which was introduced in 1957 as the 3.4 saloon. This was a notably faster and more powerful car, one which placed Utah's inherent deficiencies into far sharper relief, particularly in handling and braking terms. But work was already progressing on a major revision introduced in 1959 as the Mark 2.

From 1957, the 2.4 received the same visual changes as that of the 3.4 model (wider multi-slatted grille, cut-away rear spats) but apart from detail changes (and the availability of an automatic transmission option), it remained largely unchanged until the model was phased out in favour of its Mark 2 successor. In all, over 37,000 Mark 1s were built over a four year production run.

With the Mark 2 in production, Mark 1 was soon forgotten. The fact that owing to poor protection at the factory, these cars rusted with alarming alacrity, decimating their numbers. Comparatively few survived, particularly in damp Northern hemisphere climes. But nonetheless, it was a vitally important car for Jaguar and the lessons learned from its gestation and development underpinned everything which followed from Browns Lane. Indeed, without these learnings, it is questionable whether Jaguar would have made such strides over the decades that followed. For a small cat, the 2.4 represented very a big leap.



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### SPECIFICATIONS

- **Engine:** Six cylinder 2.4 litre twin overhead camshaft Jaguar XK engine. Twin Solex downdraught carburetors.
- **Transmission:** Four speed synchromesh gearbox. Clutch hydraulically operated. Overdrive available at extra cost.
- **Suspension:** Independent front suspension, semi-trailing wishbones and coil springs with telescopic shock absorbers. Rear: trailing link type by coilover semi-elliptic springs, radius arms and telescopic shock absorbers.
- **Brakes:** Servo-assisted self-adjusting hydraulic. Friction lining area 157 sq. ins.
- **Steering:** Recirculating ball. Adjustable steering wheel.
- **Wheels:** Steel disc wheels with Dunlop 6.40 x 15 in. tires.
- **Fuel Supply:** 5.0 electric pump. Capacity 15 gallons.
- **Electrical:** 12 volt 51 amp/hour battery.
- **Instruments:** 120 mph speedometer, tachometer, ammeter, oil pressure, water temperature and fuel gauges, electric clock.
- **Body:** Four door five seater. Built-in heater, defroster and windshield wipers. Upholstered in finest quality leather over foam rubber. Polished walnut panels.
- **Luggage Accommodations:** Capacious trunk with flat floor accommodates luggage for five. Spare tire carried under trunk floor.
- **Dimensions:** Wheelbase 8 ft. 11 1/4 ins.; overall length 25 ft. 7 1/2 ins.; width 5 ft. 6 1/4 ins.; height 4 ft. 9 1/2 ins.; dry weight 2800 lbs.





## *Barn Find Tech: Pro Tips on Preserving Old and Original Paint*

Wash, clean, polish, protect, and maintain.



Modern paint jobs have the benefit of a protective clearcoat that can be treated differently than the single-stage paint the factory applied back in the day, especially if that single-stage paint has been sitting out in the elements for decades. Look for oxidation, scratches, swirl marks, thin spots, and evidence of repainted panels. Once you know what you're dealing with, you can decide which products and techniques are appropriate to make that finish as nice as can be. Examine the paint closely for imperfections, whether they are on the paint—like oxidation, sap, and other surface contaminants—or within, like scratches and swirl marks.

A paint thickness gauge measures total film thickness from the bare metal to the surface. Ideally you shouldn't see a variation of more than 2 mils across the surface of the car. If the paint gets thinner, you will have to be more careful in those areas. If the thickness jumps up from one panel to the next, that could indicate a repaint with body filler under the finish.

The first step is a wash, to remove loose contaminants from the surface. Wash doesn't always mean with a bucket and a hose. A clay bar tells a story. When finished claying, the car's paint should have a smooth, glassy feel. In some cases this is all the cleaning the car will need and you can move on to the next step.

Now the work begins preparing to address the scratches, water spots, swirl marks, and heavier oxidation in the paint. While some detailers will go so far as to recommend color wet sanding. If you don't know the history of this car and if it is original paint don't go that far." Use M100 Pro Speed Compound, applied with a microfiber cutting pad fitted to a DA (dual-action) polisher.

While the compounding job could be done by hand. aDA polisher, like the MT300 Professional Polisher saves a lot of time and effort compared to doing it by hand. The orbital nature of the DA's action mimics the motion of hand polishing, so it won't burn through paint like a rotary polisher. "The only way a DA can damage paint is if you drop it on the hood," Plus, the speed of the DA's oscillations can be adjusted to suit the task: a higher rate for cutting, lower for polishing, and lower still for waxing.

Most guys use microfiber pads to apply the M100 to the car rather than a foam pad, as its cutting action is a bit more aggressive. "I could have done the job with foam, but it would have taken six or seven passes, where the microfiber could do it in one or two," says Pennington. That doesn't mean you should automatically default to microfiber. You don't want to remove any more paint than necessary. The foam pads are color coded based on their aggressiveness: burgundy for cutting, yellow for polish, black for wax. That same color code appears on the backs of the different microfiber pads.

# *Barn Find Tech: Pro Tips on Preserving Old and Original Paint*

With the DA, most people will use the M100 Pro Speed Compound on a microfiber pad to treat the paint's defects, then switch to M205 Ultra Finishing Polish on a yellow foam pad to remove any remaining swirls and add gloss to the paint. Protection will come from Ultimate Liquid Wax applied with a black foam pad. The professional-level products are a little harder to find in stores, but they provide a wider selection of compounds than the consumer-grade products. And they're all available online.

Apply the liquid to the pad, and don't start the DA until the pad is on the surface to minimize splatter. Work in small areas; Keep the pad flat on the car's surface. There are lines on the backing plate that serve as visual indication that the pad is spinning. If you tilt it up on edge or hit something (like the radio antenna on the fender) it will stop. You don't have to bear down hard on the DA to get the job done, though you want to exert some pressure in the compounding stage. When you get to waxing, the weight of the DA itself is enough to apply the wax.

Keep the pad clean to maintain cutting ability. Use an air hose to blow off the old material. You can also use a brush to knock off the loose stuff. Both the microfiber and foam pads can be washed and reused

After the compounding was done, apply M205 Ultra Finishing Polish with the DA, and followed that with the Ultimate Liquid Wax. With all three products the excess was wiped off with a microfiber towel. The synthetic wax is formulated so it can be applied in the sun (if necessary), and the hydrophobic properties mean water will bead off the paint like crazy

For the cleaning step, don't take off any more paint than was absolutely necessary. Use a "slow, cautious approach." Use a product with no abrasives in it, M7 Professional Show Car Glaze, but applied it with an old-school terrycloth towel. "Normally we steer away from terrycloth, as it can put microscratches in the paint," he says. "But you'll get some cutting ability from the loops in the cotton towel." The oils in the Glaze will "lubricate and nourish the paint. With the porosity of this paint the oils will soak right in. If there was a time to use more product than you normally would, this is it. The paint will really benefit from this polish."

When paint is far gone, the treatment steps aren't a one-and-done deal. Stoops recommends going through the steps three or four times a month during the car's initial treatment. "Then, as the paint gets nourished, you can cut back the treatments." Will it win any awards at car shows? Probably not. "But you'd be fine showing up at a cars-and-coffee event with it looking like this," he says. "You can revel in the history of the car and the story it tells."

Bonus Tip: Knock off surface rust and other imperfections from plated surfaces, like bumpers, by applying metal polish with 0000 (fine) steel wool. "It won't fix scratches and where there isn't any surface rust, start with the polish without the steel wool.



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