

OFF SIDE



British Motor Club of Southern New Jersey

NEAR SIDE



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

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VOL. 27 ISSUE 01



BMCSNJ First Ever Greenwich Show September 2017



Jim Boughter receives his first place trophy for his 1954 XK 120

Reported by Fred Schuchard

This September was a first for BMCSNJ. We held our annual car show in the heart of Greenwich, NJ, the home of the Cumberland County Historical Society and a village with a lot of history dating back to and before the Revolutionary War. Greenwich is situated on the banks of the Cohansey River 12 miles below Bridgeton and was a seaport before Philadelphia.

continued on pg. 6



BRITISH MOTOR CLUB of SOUTHERN NEW JERSEY



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“*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 individuals with an interest in British cars. The dues of \$15.00 per year, includes a subscription to “*Offside/Nearside*”. BMC is affiliated with the following organizations: MG Owners Club (MGOC); North American MGB Register (NAMGBR); North American MGA Register (NAMGAR); Vintage Triumph Register (VTR); Triumph Register of America (TRA).

BMC Meetings

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 Star Diner, 1890 Hurfville Road Sewell NJ

Even numbered months (February, April, June, August, October) Uno Chicago Grille Rt. 73, Maple Shade NJ

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.

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INFORMATION TECHNOLOGY
Looking for a volunteer / interested ?

PLEASE SEND NEWSLETTER CONTRIBUTIONS OTHER THAN FOR SALE REQUESTS TO THE EDITOR via:
editor@bmcsnj.org
609-272-9743

Note: If you are emailing please leave a message on that phone number so I'm sure to get it.
Thanks—Joe Marchione

NEWSLETTER CONTRIBUTIONS

OFF SIDE / NEAR SIDE is YOUR Newsletter.

The Editors are always looking for new material. Please submit British car related copy or personal experiences in your LBC for us to use in one of our six annual Newsletters.

PLEASE SEND NEWSLETTER CONTRIBUTIONS TO THE EDITOR :

Joe Marchione: editor@bmcsnj.org
609-272-9743 Message to 609-272-9743

PLEASE SEND FOR SALE, WANTED or FREE REQUESTS TO :

Ed Gaubert: president@bmcsnj.org

SPECIAL ATTENTION:

BMCSNJ is seeking a leader to serve as our President. The Board has reorganized the operation of the club such that many of the tasks previously performed by the President are handled by other people. Programs are in place to upgrade technology, and the membership is vibrant and engaged. What we need is a leader who will direct this ongoing growth. If you think that you can help, please contact Ed Gaubert for further information. An inquiry is not a commitment.

DISCLAIMER!!!

Readers are warned that any attempt at mechanical or other modifications described herein is at their own risk. Good car mechanics results in pleasure; poor car mechanics results in, at best, a personal rebuild. The opinions expressed in the articles of this newsletter are not necessarily those of BMC, the editors or advertisers. The editors take responsibility for any editorial mistakes or errors.

**The official BMCSNJ website can be accessed at
WWW.BMCSNJ.ORG**

PRESIDENT'S MESSAGE

Ed Gaubert

As I write this column, the Thanksgiving holiday is upon us. My top down driving days are over for this year, giving way to garage projects in preparation for spring.

Like many things in life, out of adversity often grows strength. I believe that is true with BMCSNJ. The year 2017 was certainly challenging, and a low point in our history. But it created a spirit of teamwork among all of us. A lot of work remains to be done, but I am confident that 2018 is going to be a great year.

There is a lot going on, and I hope that I remember to mention all of it. First the boring but necessary business updates. We have opened our new bank account and our new PayPal account. Specifics about paying dues via PayPal were sent to everyone by email in late November. We have established several new email accounts to simplify communication with the club leadership. Please refer to page 2 of this newsletter for our new BMCSNJ email addresses. Lastly, we have confirmed our club affiliation with both NAMGAR and NAMGBR which is important to us for event insurance.

Now for the more interesting stuff.

Our 2018 events calendar is filling up nicely. You can read more about it elsewhere in the newsletter. There are still a lot of details to be worked out, so watch email and check the website for event updates during the coming few months. Based on the survey taken at the October meeting, we are working on a schedule which will include, along with most of the standard events:

- Membership meetings in Sewell on the odd numbered months of the year.
- Membership meetings in Maple Shade on the even numbered months of the year.
- Expansion of the South Jersey Tour to include other areas of our membership base.
- Addition of rain dates to outdoor events where practical.
- Addition of a fall rally.
- Organization of caravans to club events.
- A raffle to award a free tune up at Motorcar Garage for the winning member.
- A tech session at Motorcar Garage (raffle winner's tune up as the subject).

We will continue to team with Samaritan Hospice as our charity partner. The annual event at Smithville is confirmed for April 21, and is being renamed as the "BMCSNJ Members Memorial Gathering at Smithville to benefit Samaritan Hospice". That is a lot of words, but it properly reflects what the event is about. We want to honor all departed members as we help the good folks at Samaritan. My sincere appreciation goes to Joan Ley Byrne and her husband Bill for their gracious understanding when I proposed the event name change to them.

Great thanks this season go to everyone who has stepped forward to help with the leadership of the club. None of them had to be asked, and none of them expect any glory or personal reward for it. But when you get a chance say thanks to them. It makes what they do worth doing.

THE EDITOR WRITES

Joe Marchione

So here's our first newsletter since getting BMCSNJ back on its wheels and I think there's an opportunity to improve communication. I feel a newsletter should not only provide news and pictures about our events but also a means for our members to get to know each other. After looking over some of the club information provided to me for the last newsletter I realized that there are quite a number of members in our club. Not to my credit I also realized that I don't know nearly as many of my fellow members as I wish I did. So I've got a plan that will not only help to provide our publication with interesting material but also help us all to get to know each other and our cars.

On page 10 Ed Gaubert has bravely volunteered to be our first member to submit his member profile in hopes that some other fellow club members will feel inclined to follow his lead and offer up some information about themselves, their car, it's history, a project and some pictures. Each newsletter I'll include a member profile so we all can get to know you and your car. Ed is going to kick it off and after this I'll include profiles as first received. Even if you don't have a project. Even if you don't have a car, your club wants to get to know you.

At our last show I saw some great cars, some project pictures and met some great guys so I know there's plenty of good material to be shared.

So if you feel like you would like to share your profile please send me your information and some pictures to editor@bmcsnj.org. For now also please also leave me a phone message at 609-272-9743.

SECRETARY'S SATCHEL

Tom Evans

The year has been filled with many events, gatherings and meetings. The board has met on several occasions to reorganize the club to ensure its success and succession. I'll get right into the minutes of meetings and events and dispense with the usual banter and witty insight (as if I had any) with one exception. I recently had the need to have the front winch bumper and skid plate of my Land Rover re-coated. I chose to use Extreme Powder Coating on Reeves Ave. in Camden to do the work and am "extremely" satisfied. Mike and his son Matt did an excellent job of blasting all of the old coating off and powder coated, baked and properly packaged the items for transport. They also do dustless blasting if you only need the parts stripped. 856-541-8733

Since our last regular newsletter we have successfully completed another year's schedule of events and missed our capable leader in Bill Carroll. The board has stepped up, reorganized and completed the year, created additional positions to spread out the workload and created what is intended to be another fun-filled schedule of events for 2018. Most will remain and some will be dropped.

The current board is: Ed Gaubert, Vice President; Steve Ferrante, Treasurer; Tom Evans, Secretary; Directors – Gary Warren and Jack Kontes. A new position has been added as Events Coordinator and has been filled by Tracy Westergard; Joe Marchione is the newsletter editor. Please supply him with information, news and tid-bits to enhance our publication.

We are also actively seeking a person to fill the role of President. We have felt that by spreading out the tasks of the club, the President would be more of a coordinator than a creator. If you feel so inclined, please contact a board member, our email and numbers are in the banner of this newsletter, and let us know.

This club is open to anyone interested in continuing the tradition of LBC ownership and is not closed in its leadership. The club is now incorporated as a 503(c)7 social club and has obtained a federal tax ID. This action allows the club to have banking relationships that are not connected with a single individual's personal information. Such accounts have been obtained and the PayPal account has been restructured to accommodate our new status.

February 25th we attended the Simeone Museum of Racing in Philadelphia to witness the running of the "British Beauty Contest" with three British classics run in the parking lot behind the museum.

April 22nd was a very rainy day to hold the Smithville Memorial Gathering to benefit Samaritan's Hospice but six cars attended and a \$400.00 donation was given to our beneficiary.

The March Tech Session was rescheduled as a general club meeting for just the BMCSNJ to May 2nd at Motorcar Garage in Maple Shade where Pete Cosmides provided a tech session.

May 20th was the Monroe Township Historical Society British Car Show to benefit the restoration of the Hall Street School. The schoolhouse is in need of a new roof and the dozen or so cars that appeared helped to raise funds for such.

June 3rd Jack and Vivian Kontes opened their ranch, once again, for a very well-attended meet. Rob Walsh hosted the annual Ice Cream Social at Five Points Custard stand in East Vineland on a very hot July 22nd.

Tracy Westergard organized this year's Tour of South Jersey on August 12th with t-shirts and a great route through our scenic byways.

Our September 23rd annual show, organized by Fred Schuchard, was moved this year to Ye Greate Street in Greenwich to coincide with the Cumberland County Historical Society Craft Faire and other activities. We also learned the town is named "green"-wich and not "gren"-ich.

It was decided by the board that we should have regular membership meetings. Three such meetings were held on the second weeks of September and October and the third week of November. A December planned meeting was postponed until the following year. Due to the success of the meetings, the board has decided to conduct the meetings in 2018 alternating months between a Burlington/Camden County location and the current Gloucester County, Seven Stars Diner, location. See the calendar section in this issue of Off Side/ Near Side and the web site.
Happy Motoring

Treasurer/Registrar's Report

November 2017

Money Is No Object

by Steve Ferrante

A lot is happening, members! While he is sadly missed, the club was forced to absorb the loss of Bill Carroll in order to continue. I am proud that the club not only honored him with the last newsletter, but with the fact that all events for 2017 that he worked hard to arrange were carried out. Over the past years, his effort allowed the club to continue and we are all thankful for his time and to the efforts of the Board and the club members who took part to make the past year happen. It is now the job of the entire membership to carry it forward.

Our current paid membership counts stands at 166 and ranges geographically from Bergen County, NJ to out of state members as far south as Maryland. As expected, nearly 75% of the membership resides in Burlington, Camden, Gloucester, Cumberland Atlantic and Cape May counties. As such, the Board is looking at ways to make the club experience better for all members.

Regional meetings and events are at the top of the list and if the success of our recently restarted monthly club meetings is any indication, we will be very successful going forward! So, if you want to be more involved with the club and help to influence how this can all happen, now would be a great time to get involved!

You have also received a notice that we have changed our Paypal address for club dues payments. The new address is members@bmcsnj.org.

If you have a recurring payment set up in PayPal, you will have to make that change. Dues for 2018 will remain at \$15/year and, of course, they can still be paid by check by mailing to my home address at 90 Strawberry Drive, Shamong, NJ 08088.

I'm looking forward to 2018 and ask that you renew before your expiration. Doing so makes this volunteer's job a little easier.

MEMBERSHIP NOTES

Gerald Colucci	Malaga, NJ
Pamela Fine	Cape May Court House, NJ
Gloria Baum	Medford, NJ

WELCOME NEW MEMBERS !!!



What's that peeking out from behind that signpost back in the day?? And where is she now? What do you think? '64-ish?

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- ✦ 100 horsepower
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BMCSNJ Greenwich Show 2017

Continued from page 1



Lynn Johnson's second place winning XKE

Our cars were displayed along Ye Greate Street on the front lawn of the Gibbon House built in 1730 by Nicholas Gibbon, a maritime merchant whose ships carried most of the Colonial trade of this seaport. The building is currently used as the headquarters for the Cumberland County Historical Society.



The BMCSNJ turnout was sufficient to fill the display area with a bevy of beautiful cars, 26 in all including a beautiful Cobra replica and an Alfa Romeo Spider, the first belonging to a BMCSNJ member and the second belonging to a long-time, 90-year-old friend of mine looking for a place to park (the town was very crowded due to the Artisans Faire being held on the grounds behind the Gibbon House).



Needless to say these two cars were not included in the competition!



Jerry Peifer receiving award

For me the day was a bit special in that there were quite a few folks I knew from my days as a salesman (and later service manager) at Ed Roth & Son, a British car dealership in Glassboro, NJ from the 1950s through the 1970s. Before that, Ed Roth was a Packard dealer.



Speaking of Joe and Fred—here side by side

For starters, my brother-in-law, Joe Marchione (who was helping with the show) was one of my earliest customers. He bought his sister's 1964 Elva Courier IV (which I originally sold to her and later we got married!).



Fred might remember this plate cover !!



Gary Cossaboon's 1959 Elva Courier Mk I

Also, Bruce Aydelotte was there with his wife, Barbara. I sold him a new 1964 MGB in that same year. Also in the show with his MGB was Ed Ryan, a "regular" at the dealership during the sixties. Sporting an Ed Roth & Son chrome license plate frame was the beautiful 1959 Elva Courier Mk I driven by Gary Cossaboon.



And last but not least, my long-time friend, Dick Zahn, now 90 years old, of Pitman, NJ, an owner of many interesting collector's cars over the years and another Ed Roth "regular", drove down in his Alfa Romeo Spider to not only see the show and to see me, but mainly to meet with Bill Hoffer, the Director of Marketing for the Grundy Insurance Co. Why? It seems that Bill is now the owner of a 1962 MGA Special once raced by Jerry Truitt who, at the time, was service manager of Ed Roth & Son.



The car has been restored and will soon make an appearance at one of our events. Later, Jerry Truitt left Ed Roth's for a few years on a leave of absence in order to race with Bob Tullius' infamous Group 44 Race Team. Since Dick Zahn was a close friend of Jerry's, he was able to provide some first-hand knowledge regarding the history of this unique MG to Bill Hoffer.



The weather was beautiful, The Artisans Faire was bustling (over 1000 tickets sold I understand), and the beautiful village of Greenwich hummed with the sound of many visiting LBCs.

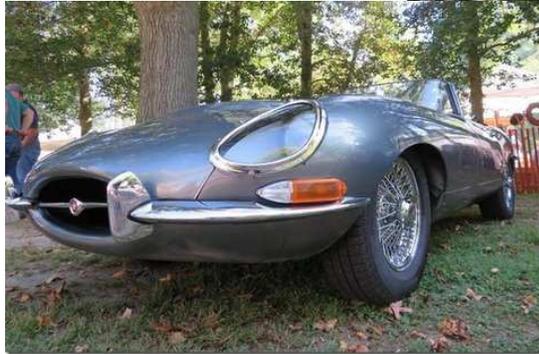


Many thanks to Pat and Joe Marchione, Gary Warren, and Rob Walsh for making the show happen!



Submitted by:
Fred Schuchard
Roadstown, NJ

More Photos from Greenwich



Williamstown



On Saturday, May 20th, 2017 members of BMCSNJ gathered in Williamstown, NJ, to benefit The Monroe Township Historical Society. Fourteen cars participated despite the cloudy weather, lower than expected temperatures and the possibility of foul weather. This year's focus of the Historical Society was to broaden awareness of the Society's efforts and to raise funds for a much-needed cedar shingle roof on the Hall Street Kindergarten building. It was an especially meaningful event for Linda and I because Linda attended Kindergarten there. A local model train club also exhibited and tours were conducted of the building to display its history.



Tom Evans



**MEMBER PROFILE #1
ED GAUBERT**



Many of you have heard my story before. I attended the very first meeting of BMCSNJ back in early 1992. I think I still have a copy of the original letter mailed to local enthusiasts by Kevin Kelly. I have been playing with MGs since the late 1960's and had never belonged to a local club. I saw Kevin's invitation as a chance to get involved where I would not be a stranger breaking into an existing organization. We would all be strangers, so it would be easier to make friends.

My MG story begins several months before I was born. My parents needed a car, had little money, and my mother was pregnant. My dad picked out a red 1950 MG-TD and drove it home to show my mother. I am told that he got a cold greeting and was sent back to buy something sensible. I came home from the hospital in a used Buick. Dad never got beyond a plastic model of a TD.

Fast forward to 1968. That little cherub who came home from the hospital in the Buick had recently graduated from high school. The \$275 Ford that I was driving just wasn't cool. Working as a busboy in the diner had allowed me to accumulate \$500. Since \$275 Fords were at the bottom of the depreciation scale even then, I had a \$775 budget to get something cool. The Dodge dealer had a 1963 MGB painted sort of a fatigue green on his lot for \$777. A fast call to Dad's office got the stern response "I saw that car this morning. I will be home at my normal time and we can go look at it after I eat a peaceful dinner. Nobody is going to buy it before then". Once I became a parent I learned how smart dads really are. He was gently telling me that nobody would want that thing except me.

It was a \$777 MGB. It leaked. Water in, coolant and oil out. It was cold in the winter, hot in the summer. It did not always start. Fan belts were a monthly replacement item. It stranded me several times before I understood about fuel pump issues and easy hammer fixes. But I loved it.

Then my buddy convinced me that a Corvair Monza was like a Porsche. He was wrong, but the Monza was still a lot of fun. It did not leak in or out, and it was warm. It did throw fan belts frequently, but it was not an MG. The Monza was replaced by a 1966 MGB. I swore never to sell it. But I did.

In 1971, flush with cash, I fell in love with a 1970 Mustang Fastback. Great car, lots of fun, and a great license points magnet. Careless driving, excessive speed for conditions, ignoring traffic signals, a couple of accidents (3 I believe). During the remedial driving classes that the

state required me to attend, it dawned on me that it was not my fault that I was in this situation, it was the Mustang's fault. I never had these problems with my MGs. I saw the error of my ways.

In 1972 I went back to MG. A used 1970 MGB at the Mazda dealer during their grand opening turned my head. I qualified for a \$58 monthly payment loan and the MG became mine. It was Thanksgiving week and I left straight for a visit with my family. My uncle said to me "Every other car is an MG. Wake up boy, you found something you like so stick with it". I kept my promise to myself this time.....I still own that same 1970 MGB. It has been maintained over the years, with a single repaint. It will never win any awards, but is a solid, reliable, fun, hobby car that I am proud of.

When we bought a house with a two car garage and my wife continued to park outside, that started my mind working. If one MGB roadster is fun, how much better would a roadster plus a GT be? A 1973 Harvest Gold GT found its way to my house under the guise of being a gift for my wife. She supports my hobby and comes from a family of enthusiasts from "back in the day", so this scam worked.

Harvest Gold gave way to Primrose Yellow and early lights when the car needed the sills replaced. The blue cloth seats gave way to early black leather with white piping. The wire wheels were replaced by MiniLite replicas when the wire wheel splines wore out. This winter the engine bay will be detailed to match the earlier look. It is not to everyone's taste, and the 1973 dash is a dead give-away that I am a fraud. It looks great in my eyes and is fun to drive as well.



Then a deal on a junkyard MGA came to me. Calling it a project is too kind. Parts car is closer to the truth. But it was only \$500 (which was now hobby money where back in 1968 it was all of the cash that I had). My wife, as she usually is, was supportive on the condition that I find a way to keep it inside out of view of the neighbors. One bay of my garage is deeper than standard. Two MGs just fit back to back. So the MGA came home and over many more years than I care to admit, I did a frame off restoration in my spare time. I am not mechanically inclined so most bolts were touched four times—once to disassemble, once to reassemble, a third time to disassemble again, and a fourth time to reassemble the correct way. But it eventually got completed.

Continued next page

MEMBER PROFILE #1 ED GAUBERT
continued



I have not been totally faithful to the MG marque however. I had a brief affair with a Morris Minor (a fun dalliance but it never became a soul-mate). Several years ago I was offered a TR3 in about the same shape as where my MGA started. It was going to be a retirement project. Every time I looked at the car I had less faith that I would ever complete it in my lifetime. Then along came an acquaintance of a friend who owned a solid but very tired 1964 TR4 and longed to restore a TR3. The TR4 is now my retirement project, and retirement hopefully is on the very near horizon.



I guess you could say I am hooked. Never take investment advice from me. Check the values of 1970 Mustang fastbacks against the value of the 1970 MGB that I traded mine for.

But none of this is about money or value to me. I do as much work as possible on my cars myself despite my lack of mechanical aptitude. Working on my cars is a challenge to be conquered for me. Garage time is a welcome relief from the stress of my profession. Driving the cars as often as I can takes me back to those carefree days in 1968 and my well used, leaky first MGB. It has been a great journey, and I would do it all over again in a heartbeat.

Ed Gaubert

Editor Note:

First, thanks Ed for contributing your profile. Wow, I had no idea you had restored three LBCs with one in the queue !!

I just want to remind our members that if they wish to contribute their profile please contact me at my club address

editor@bmcsnj.org or just in case we don't get our email working at mccjoemarchione@aol.com.

Whichever address you use I ask that you also please leave me a voice message at 609-272-9743.

Thanks and please contribute. Just something to say this is me !

Joe Marchione

6 cylindres 2 ½ litres
La nouvelle Triumph TR5 à injection d'essence

TR5 PI - dernière venue dans la fameuse série des TR. PI signifie Petrol Injection, injection d'essence, comme sur pratiquement toutes les voitures de course victorieuses.
La TR5 équipée du système d'injection d'essence Lucas développe 130 CV à 5500 tr/min. Pas d'hésitation, l'accélération est instantanée, puissante, sans effort.
En prise directe, on passe de 90 à 150 km/h en 7,5 secondes - on dépasse vite et aisément. A l'avant, les freins à grands disques sont servo-

assistés. Les pneus à carcasse radiale montés sur les larges jantes garantissent une adhérence totale - même sur pavés mouillés.

Bien que la TR5 soit une vraie voiture de sport, elle ne vous prive pas de confort - riches capotages de sécurité, épaisess moquette, nouveaux tableaux de bord pour une information instantanée du conducteur, des sièges-baquets qui vous maintiennent confortablement installés même à vive allure sur les routes les plus sinueuses.

Si votre impression était que toutes les voitures d'aujourd'hui peuvent avoir cette allure, ce comportement et offrir cette sensation, il est temps que vous fassiez un essai de la TR5 PI. Il vous fera ressentir une joie toute nouvelle.

Distributeur pour la Suisse:
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Triumph - en tête, en sécurité.



A Strange Problem . . .

Years ago, about a year after acquiring my 1963 Morgan Plus 4 Drophead Coupe, I drove it to Vineland to participate in the BMCSNJ's annual "Ice Cream Social." I had spent quite a bit of time in the days before the event going over the mechanicals and detailing both the car and the engine department. This car was just a driver so it needed a lot of work just to make it presentable. When I arrived at the custard stand that evening, I proudly unlatched the bonnet halves, propped them open, and was shocked at what I saw. There were droplets of green anti-freeze splattered throughout the engine compartment. Drat!

I should say at this time that this car is equipped with a stock TR-3 motor which is the original engine.

I immediately suspected the usual causes – a leaky hose, a failing water pump seal, a leaky radiator, you get the drift. I carefully wiped the engine clean and, after a thorough examination, could see absolutely nothing that was leaking. Go figure!

I started the engine and let it idle for a bit and still no visible leaks. Then, upon closer inspection, I noticed some antifreeze droplets clinging to the underside of the oil filler cap which, on a TR-3 engine is located on top of the valve cover. This cap is vented directly to the atmosphere through a rudimentary screening material that looks a bit like coarse steel wool, sufficient to at least keep bugs out. When I removed this cap, I discovered that it had quite a bit of antifreeze collected in it causing it to be scattered about the engine area by the air from the cooling fan. I immediately thought, "Oh no, head gasket failure! Just what I need."

I drove the car home that evening without any further problems. It ran well and did not exhibit any telltale signs of head gasket leakage. The next day, I removed the valve cover and discovered small pools of antifreeze in the recesses on top of the cylinder head. I decided that I definitely had a blown head gasket or a cracked head or worse yet, a cracked block. I was really upset because the engine ran so well in spite of this problem. Soooo I called the "doctor", Skip Lustig.

I asked Skip to completely rebuild the engine. To make a long story short, Skip did a beautiful job of the engine but absolutely could not find any evidence of the head gasket leaking or any cracks in either the head or the block castings. And believe me, he was thorough. When the engine was finished and installed, I towed the car home for final assembly of the ancillary equipment. When I finally finished, I fired up the engine, tuned it a bit, and took the car for a run. It ran beautifully. I was happy!

A week or so later, I took the car for an extended drive and again it ran beautifully. When I returned home and parked it in my garage, I checked under the bonnet to make sure all was still well. To my shock and amazement, I saw that antifreeze had once again been splattered around the engine compartment just like the first time at the Ice Cream Social! D**n! All that work – "new" engine, rebuilt radiator, new hoses, new water pump, new clamps, new everything! I was beside myself with frustration.

I decided to once again, quite unenthusiastically, remove the valve cover and run the engine to look for clues as to how the antifreeze was getting into the oil system. As the engine was idling and getting warmer, I suddenly spotted the problem. I couldn't believe my eyes – such a simple, ridiculous, easy-to-fix problem. C**p! How I overlooked this the first time I'll never know! I spent all that time and money on something that I could have fixed by myself for about \$3.00! I should have left the diagnostics to Skip before asking him to rebuild the engine! Double C**p!

Solve the mystery!

Ok, all of you Triumph experts out there – based on the information and clues given above, what in the world did I find under that valve cover that was causing the antifreeze to get into the oil system? Such a simple problem! How well do you know your Triumph?

Send your comments and diagnoses via email to: frschuch@gmail.com.

I will publish your responses in the next issue along with the actual solution to the problem. Stay tuned!

Submitted by Fred Schuchard



Tour of South Jersey 2017



On August 12, 2017, a group of club members with about a dozen cars gathered at Peter's Diner in Williamstown for the annual Tour of South Jersey. Due to the ominous weather forecast of rain all day, we did not have as large a group as we have had in years past, however, for those that did decide to brave the UK like forecast, it actually ended up being a beautiful day for the Tour.

The rain held off for the entire day, the temperature was cooler than normal, and it ended up being downright pleasant. As we know, being a weatherman is the only job on earth you get paid to be right 50% of the time.



The Tour began at Peter's Diner and wound its way through Gloucester and Cumberland Counties, stopping at Parvin State Park for a short rest and regrouping. The Tour then continued into Bridgeton, through

Hopewell and Roadstown, and then finally to the scenic historic town of Greenwich where we enjoyed driving the winding back country roads up and down hills. It was the perfect area to enjoy driving our Little British Cars. They are at their best up and down hills and winding roads.



Finally, we finished the Tour at The Bait Box restaurant in Hancock's Harbor, Greenwich, for a delicious refreshing lunch, some drinks, and lively conversation along the Delaware Bay. The members who came for the Tour all received official BMCSNJ Tour of South Jersey 2017 t-shirts. T-shirts were also provided for their spouses and passengers. All in all, it was a very fun day for all.

Submitted by
Tracy Westergard

Annual BMCSNJ Gathering at the Home of Jack & Vivian Kontes



On Saturday, June 3rd, 2017, BMCSNJ members, Jack and Vivian Kontes graciously opened their beautiful home and grounds on the banks of the Maurice River near Port Elizabeth, NJ, to all BMCSNJ members and their cars. This was not a judged show - simply a social gathering of like-minded folks who enjoy driving and displaying their cars.

Of particular interest was Jack's spectacular (and huge) barn and workshop full of interesting cars, some completed and some works-in-progress and, of course, the delicious pizza, fruit, and cookies generously served by Vivian.



The event began at 10AM with sparse attendance due



to rain in the area which either discouraged or delayed some of the drivers coming from counties further away.
Continued next pg.

Jack & Vivian Kontes continued

It was sprinkling rain when I arrived but soon blue sky was visible and the day evolved into a beautiful one. As the weather improved, so did the attendance. The final count was 22 cars; not all British but interesting nonetheless. Quite a few members came in family "tin tops" due to the weather.

On behalf of the BMCSNJ membership, I would like to thank Jack, Vivian, and Jack Jr. for hosting such a wonderful event. I personally consider it to be one of the best events on the club calendar.

Submitted by:
Fred Schuchard

British Car Owners' Ice Cream Social '2017' Review

by Rob Walsh



Ominous weather reports and rain showers in SJ for the July 22nd evening sent attendance down to 18 cars taking the field. The 5 Points Custard location only had a brief drizzle prior to the 6pm start, so fortunately attendees were able to enjoy the evening gathering.



Several members showed up with their non-convertible daily drivers to support the event.



The 23rd annual evening agenda of ice cream and socializing while checking out the British cars played out nicely. Door prizes were handed out during the evening to lucky winners.

I hope to put the event on next year and hope to see you there.

And speaking of odd British Sports cars

This is an interesting Lotus I saw at the British Car Show in Stowe Vermont this past September.



It's Lotus Elan 2+2 convertible !! Never produced by Lotus it was a conversion that was offered by a couple of dealerships in the UK. If you saw this car I'm sure you would agree that this is one that Lotus missed offering themselves. It's really a good looking car, it's lighter, it handles great, it's powered by a Lotus twin cam, and the top goes down !!!

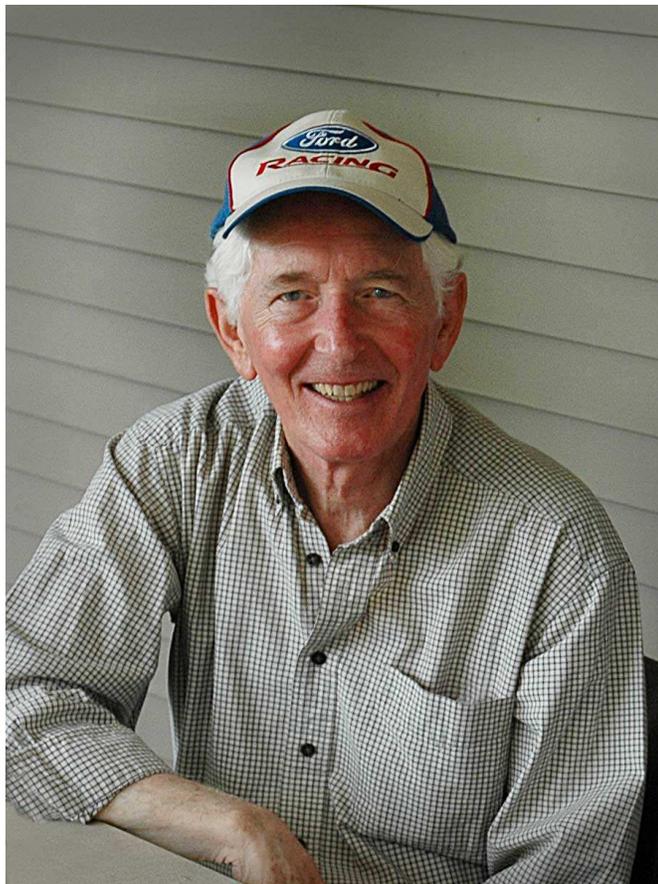


I'd love to own this car but just couldn't convince the owner to sell—and, of course if I had I think Pat would have had a few things to say about that.

Joe Marchione

Remembering Charlie Seabrook

Memories of a good friend



It has now been a little over a year since my good friend, Charlie Seabrook passed away. His family, in a private ceremony just over a month ago as of this writing, belatedly and quietly buried his ashes in the family plot at the historic Old Broad Street Church Cemetery in Bridgeton. A great guy, successful in business, successful in racing, and a friend to many.

Unfortunately, I did not know Charlie in his heyday when he was still drag racing his Jersey Jimmy and running his business. I met him when he was already retired from racing and from the frozen food business that he started years ago with his brother, Jim. However, I was well aware of Charlie's reputation as a race driver and fast-car enthusiast in our community. I remember working in my yard in Roadstown somewhere around 1980 when a light blue Lotus Elan +2 whistled through the nearby intersection heading westward. I worked for a Lotus dealer back in the 60s and wondered who the driver might be. I learned from a friend the next day that it was the legendary Charlie Seabrook probably heading home to his Stow Creek residence.

Years later, it was a chance encounter in Tom & Mabel's Country Store in Greenwich, NJ, when he came in for lunch with his two sons, Ivin and Peter. I was there with another good friend, Bob Watson, a Jaguar XK120 owner and long-time car enthusiast.

Bob and I already knew Charlie's sons and they introduced us to him which began a years-long friendship. The three of us met for lunch at least twice a week and for breakfast every Sunday morning. Only the occasional business or family obligation would break this routine. Bob and I enjoyed Charlie's accounts of his drag racing days, his days on the salt flats with the AMC team, and in my case particularly, his expertise on all things mechanical. The conversations were always interesting, never lagged, and continued until his passing.

My trailer hitch was welded by Charlie. He also brought his racing scales to Greenwich and confirmed the tongue weight of the trailer for my Morgan. My Morgan's electric fuel pump came from Charlie, a spare that he no longer needed. Ever helpful and willing to help at a moment's notice.

There are members of our club who DID know Charlie from back in his early racing days. They attended events with him and actually raced in some of the same events. I was not so fortunate. I did attend many road racing events, both as a spectator and as pit crew, back in the 1960s but only the occasional drag race.

It has been over a year since Charlie's passing. Bob and I no longer go out for Sunday breakfasts on a regular basis. I miss Charlie's friendly greetings, his upbeat attitude (even during his illness), and his loyal friendship. Goodbye to a great friend.

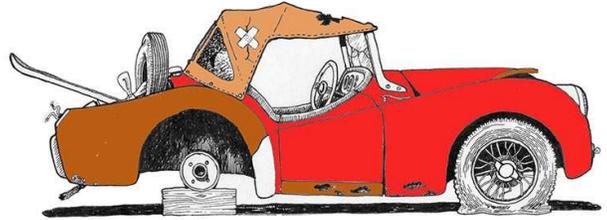
Fred Schuchard



SWAP MEET

YOUR AD COULD APPEAR HERE Find a home for those extra parts or that car that you will never get around to restoring. Raise some cash to buy more extra parts or projects that you do not need!! Contact Ed Gaubert: mqgarage@comcast.net

Ads will appear for two (2) issues , as space allows



FOR SALE 1972 MGB GT. It Is a project at best, it has an engine, trans, Weber carb, header, 4 new tires on Rostyle wheels, the trans is not an overdrive, Needs an interior and is missing seats and other interior parts. Asking \$750.00 or best offer, Brian Baskin 609-313-0823.

FOR SALE TR3 parts:

- 1.Set of wind wings in excellent condition \$50
 - 2.Tonneau in good condition (poorly repaired rip on passenger side) but functional and cheap \$50
 - 3.Engine crank handle. Original and workable. \$100
 - 4.Also have an electric temp gauge from a Sunbeam Alpine, but same size as 2 inch TR3 gauges, with sender. Excellent condition. \$75
- Brucie 609-705-4753 or cuznbrucie@comcast.net Pictures available on request

FOR SALE Cheap: 2 never used 74.5 and up 7 leaf rear springs for GT or Roadster. Included are a new full set of Super Pro bushings. The eye bushings already installed. \$100. Bob. 609 491-1543 or robertre1@aol.com

FOR SALE TR6: original upper front valance panel (no dents) \$75 / seat track \$20. front shock absorbers (used around 100 mi.) \$20. / tail light bases (some pitting) \$20. / headlamp bucket \$20. brake pads (used around 100 mi.) \$10. / TR3: original hubcap (no emblem) \$15. / original quarter rail left door capping (black) \$20. Bill 609-953-7504 or e-mail marygossler@verizon.net

FOR SALE Set of 5 painted wire wheels for MGB. \$75 Dan Carter healeydan12@gmail.com

FOR SALE . 4.2 differential for a 1275 Midget. Good for racing. \$150 pickup only. 856-469-3377 or lilblumidge1966@gmail.com. Tracy or Ray

FOR SALE Two early MGB-GT rear seat backs. Seat backs only, in decent but not concourse shape. Can be drive quality with a good cleaning. Good foam and covers. One black/red piping, one black/white piping. \$20 each, pick up in Cherry Hill or delivered to any club meeting or event. Ed Gaubert mqgarage@comcast.net

FOR SALE TR6 parts. Prices are "or best offer", delivery available within 20 miles.

- 1 pair of Zenith Stromberg carbs, no linkage, \$175 OBO
 - 1 TR 6 leather wrapped steering wheel with horn cap and boot, \$100 OBO
- Package deal on both items, \$250 OBO.

Peter Colucci 609-247-8541

FOR SALE 1980 MGB, British Racing Green with black removable hardtop.

Includes newer soft top. Low mileage. Garage kept in excellent condition. Owned for 30 years and priced to sell at \$8,500.00 (Firm). Call 856-231-9297



SWAP MEET

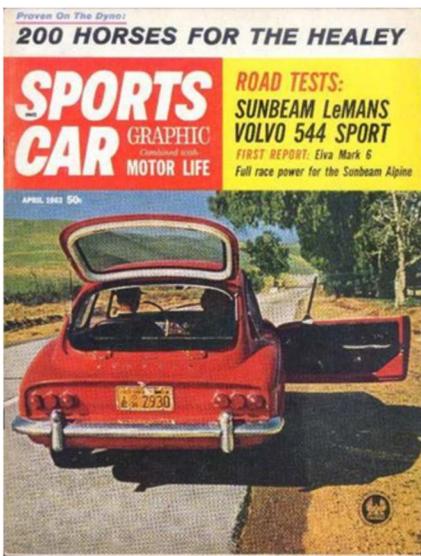
And even MORE !!

WANTED Always looking for Austin Healey stuff. AH 100/4 and Bugeye Sprite goodies preferred. Please send available items to Ken MacKenzie at MacKenzieHapkido@comcast.net

WANTED MG TF Side curtains - left and right - in black for 1955 TF 1500.
Phone Andrew at 646 342 8020 - andrewbares@hotmail.com

WANTED Parts needed for Austin Healey restorations.
Austin Healey 100-4: Dashboard and all gauges, Front fenders(BN2), Engine (complete or parts), Windshield hardware, Complete horn button and trafficator
Austin Healey 100-6 BN-4: Front seats, F& R Bumpers, Top Frame, Tach & Speedo gauges
Bugeye Sprite: Seats, Nose, Windshield
Paul Serdiuk pis9@yahoo.com or 609-462-3593

FREE !!! I have a used stock exhaust system off of my 67 B that I would give away. I have a problem trashing it. It is in ok condition. I replaced it with a new SS Bell exhaust system.
Ira Eckstien 856-296-6460 or dohc281@comcast.net



Anybody Remember This Car ??

Ok, I was going through some old car mags I have up in the atic and there was only a cover left of this Sports Car Graphic. I could not place the car on the cover even though it clearly said Sunbeam LeMans. So I looked it up and these are two other shots. And I though I was paying attention to sportscars back then?

So poking around the web this is what I found.
The Sunbeam Harrington Le Mans introduced at The Earls Court Motor Show in October 1961. (Hence the cover pic April 1962). These versions were built by Thomas Harrington Ltd. The Le Mans name comes from the Sunbeam win of 'The Index of Thermal Efficiency' Trophy at Le Mans by the Harrington Alpine with registration number 3000 RW in April of that same year. Harrington sold replicas as the "Harrington Le Mans", using a fastback body and an engine tuned to 104 hp (78 kW). Unlike the Le Mans racers, these cars had a more integrated rear roofline and introduced some radical new coachwork that literally chopped the rear fins from the car.

Taking advantage of publicity from the win at Le Mans, Rootes targeted American buyers and sent as many as half of the 250 car production to US shores. While the standard line of Harrington options were still available, the Le Mans had more standardized production and was not on a per-order basis like the Harrington Alpine. This meant that they were offered as a Rootes product and not an 'official conversion' and could be found on showroom floors... if a dealership was lucky enough to even get one!

The Le Mans does not carry the Alpine name and is identified by its unique finless design with all units built on Alpine Series II bodies. So now I know.

Joe Marchione



CALENDAR OF EVENTS

- The information shown below is the most complete available as this newsletter is printed, and will be entered as space allows.
- Questions about BMCSNJ Events should be directed to Tracy Westergard (events@bmcsnj.org)
- Priority will be given to British Car events which do not conflict with events sponsored by BMC or neighboring clubs..

DATE	BMC EVENT	LOCATION / STATUS
Jan. 13th.. 10 am	Palumbo Buckley Museum	CONFIRMED
Feb. 24th.	Simeone Museum	CONFIRMED
March TBD	Tune Up Tech Session at Motorcar Garage	CONFIRMED / Date pending
April 21st. Rain date 22nd.	Smithville Memorial Gathering to Benefit Samaritan Hospice	CONFIRMED
June 3rd.	Jack Kontes River Ranch Gathering	CONFIRMED
Aug. TBD	Tour of South Jersey	Date pending
Sept. TBD	Club Show	In Development
Oct. TBD	Rally in the Pines	Date pending
Nov. TBD	Technical Event to be developed	In Development
Dec..	No Club Activities in Recognition of the Holiday Season	

OTHER INTERESTING EVENTS

We are unable to publish all local events which may be of interest to some of our membership. For local general car events in our area we suggest events calendars found at: www.cruisinnews.com or sjr-scca.com

DATE	EVENT	LOCATION
6/17-6/22	NAMGBR ANNUAL CONVENTION	SEE FULL INFORMATION ON Pg.13

**THE INFORMATION IN THIS EVENTS CALENDAR IS SUBJECT TO CHANGE.
CHANGES WILL BE COMMUNICATED BY EMAIL.**



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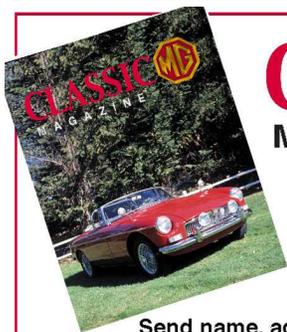
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NAMGBR ANNUAL CONVENTION COMES TO GETTYSBURG IN JUNE

From June 18 through June 21, 2018 the North American MGB Register will hold its annual convention in Gettysburg PA. These are "must do" events for anyone with an MGB or Midget. While it is more fun with your car, there is plenty to do and see that does not require you to have your car with you.

Full information and registration information can be found at <https://mg2018.namgbr.org/>

These events rival any corporate convention you have ever attended. Some of the activities scheduled for this upcoming event include:

- * Welcome and First Timers Reception
- * Silent Auction
- * Rallye School
- * Road Rallye
- * MG History Seminars
- * Car Show
- * Model and Photo Contests
- * John Twist Rolling Tech Sessions
- * Numerous Tech Sessions
- * Rocker Cover Races
- * Driving Tours
- * Parking Lot Tire Kicking
- * Trips to Local Events
- * Activities to interest spouses such as yogo, crafts etc.

You will overdose on all things MG! As the date gets closer we will attempt to organize a couple of groups of members who are attending to travel to Gettysburg together. If you are planning to attend, register early because pre-registration is required for many of the popular events and prime hotel space fills quickly.

British Motor Club of Southern New Jersey
13 Fox Hollow Drive
Cherry Hill, NJ 08003



The BMCSNJ Web Site can be found at
WWW.BMCSNJ.ORG

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