

OFF SIDE



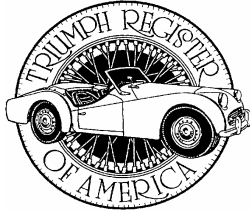
British Motor Club of Southern New Jersey

NEAR SIDE



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

July / August 2023  
VOL. 33 ISSUE 04



## 1963 Morgan Plus 4 Plus Coupe



A very un-Morgan-like sports car

**Also In This Issue :**

*RESCUE Squad --- Rebels and Redcoats --- Lewes Delaware ---  
Patcong Model Railroad Museum --- Doug and Cristen's Adventure ---  
Sandman Sez --- Swap Meet --- BMC of SNJ and other Events*

Other British Car Events Calendar of the Northeast



*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 1996 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); 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 Hurffville Rd, Sewell, NJ 08080

Even numbered months (February, April, June, August, October)  
Uno Pizzeria & Grill, 2803 NJ 73, 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.

### NEWSLETTER CONTRIBUTIONS

**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 :**

**Joe Marchione:** [editor@bmcsnj.org](mailto:editor@bmcsnj.org)

***Note: If you are emailing please leave a message on 609-272-9743 phone number so I'm sure to get it.***  
**Thanks—Joe Marchione**

**PLEASE SEND FOR SALE, WANTED or FREE REQUESTS TO :**

**Ed Gaubert:** [mgarage@comcast.net](mailto:mgarage@comcast.net)

### **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 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.

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July / August 2023  
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British Motor Club of Southern New Jersey



The official BMCSNJ website can be  
accessed at:  
[WWW.BMCSNJ.ORG](http://WWW.BMCSNJ.ORG)

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## July / August 2023

I'm sure that you have all heard the words, "You can't change the weather." Well, I'm here to say that, "You can't predict the weather, either." There are dozens of weather sites available on the good old world wide web that offer hundreds of statistics and predictions regarding what is going to happen in the coming days and hours. If you are really interested, you can dial up the current radar and zoom into to your exact location to see the big green, orange or red blob of thunderstorms that is descending upon your topless car in an effort to ruin your day.

For the past few years, we have been very fortunate with the weather and have enjoyed many days and activities well suited for the average British car owner. More recently, however, drought conditions have given way to a wet weather pattern whose sole purpose is to destroy plans for every weekend. Sitting in my office all week looking at a beautiful day pass by only to have it capped off with a 4:30PM thunderstorm is bad enough. But, then to have many weekends suffer the same fate, now it gets personal.

Believe me when I say that canceling events is my last option. I look for the good in everything and really don't want to disrupt a plan because of weather. Now, in all fairness, that is easy for me to say because I have a car that has a roof and roll up windows. It does not exhibit the show quality restoration that many of you have invested hundreds, if not thousands of hours to achieve. Believe me that, when my MGA is completed, it will not see the rain.

Our picnic scheduled in May at Pakim Pond was canceled due to rain that came in by the inch that day that would have made the event a disaster. More recently, "guaranteed" thunderstorms for the area made it necessary to cancel the Memorial Gathering at Smithville. While the day long rain event forecast gave way to intermittent sprinkles and cracks of sunshine in the morning, the timing was off for us as a very wet evening prior to Saturday made the day much less appealing. Sunday was forecast as no better.

While I apologize for the cancelations, I want to also remind you that our philosophy of running this club in a low key manner makes us flexible. Instead of arranging for food trucks, D-Js and \$25 registration fees, our decision to schedule events that are simple and focused on the time together rather than the pomp and circumstance of a big event, eliminates the threat of a financial disaster if good weather doesn't prevail. As a result, we will reschedule another club event this summer to combine the picnic and Memorial Gathering into one. Stay tuned.

This issue of Offside, Nearside has a few stories of successful Rescue Squad activities. Many thanks to the volunteers who have made this possible. I believe that having this resource available to club members will most definitely keep more of our cars on the road and able to deliver us to future events. Enjoy the pages of great historical information compiled by Editor Joe!

I'm looking forward to seeing everyone at the Ice Cream Social in a couple of weeks. I need everyone to focus their energy on bringing good weather for the day. At the current rate, the only chance we have is to make sure that no one washes their car that day so that we can thwart the rain gods.

Please keep an eye on your email for your dues reminder notice. As you know, we send out multiple reminders but this has become a time-consuming job that should not be necessary. Please take the time to remit your dues when you receive the first notice. We all thank you!" Enjoy the summer driving season and stay safe on the roads.

Steve Ferrante

President, BMC of SNJ



## ***SECRETARY'S SATCHEL***

July / August 2023

by Tom Evans

June 15, 2023

Whenever I'm on the road I always try to stop at an automotive or transportation museum, collection or repair facility. Trying to scope out the LBCs within the morass of American iron. Most of these places have been very interesting, some spectacular, like the British Motor Heritage Museum in Gaydon or taking a tour of the Land Rover factory in Solihul. I just came across some photos of a repair shop outside of Denver that I visited in 2017 that specialized in LBCs, Sports Car Craftsman in Arvada CO. How delightful to see the industry still thriving with interest, hopefully the patrons are getting younger.

Closer to home, on a trip to Lancaster PA Linda and I decided to stop in at the Classic Auto Mall in Morgantown PA. It is a consignment store for all things classic transportation that fills a defunct shopping mall with over 800 cars and they do have a few, very few, LBCs. A Stag, a Turner, a TR4, a Sunbeam Alpine and a Morgan, not much of anything else Anglophile but all for sale. Still, worth the



walk around and you may find something you would like to purchase. Another new museum in Intercourse PA is Barry's Car Barn, just off the main drag, small town, can't miss it. Barry has a few chronological collections of Corvettes and Shelbys. Share your visits to museums and shops by writing about it and submitting it to our editor. (Editor says: YES YES YES ! Please contribute.)

Coming up is the July 15th Ice Cream social at the 5 Points Custard in East Vineland, NJ and the August 5th Southern Tour starting at the Woodstown Diner and ending at a very interesting spot Tracy has chosen for us, keep watch for more details.

The regular club meetings for July and August are 7/19 at the Seven Stars Diner in Sewell and 8/16 at the Uno Grill in Maple Shade.

Remember "The Rescue Squad", headed by Pete Cosmides is available and has helped several members with minor issues. If you have an LBC problem, Pete can be reached by email at [tundramgb@hotmail.com](mailto:tundramgb@hotmail.com), therapy will cost extra.



See you on the road.  
Happy Motoring

Tom Evans

# Treasurer/Registrar's Report

July / August 2023

## Money Is No Object



Dear Members,

Your club remains financially strong and solvent. Fortunately, we have not seen any material increases in expenses for our events, newsletter, postage, insurance, website, email system, and charitable causes.

Our membership remains unchanged at 168. Keep spreading the word about the club and the activities we are enjoying.

Renewal notices were sent in early June to everyone whose membership expires on June 30th. If you have not replied or renewed yet, please do so by July 15th so you can continue to enjoy the benefits of 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) for which 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](mailto:members@bmcsnj.org)".

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

Brian Deam  
900 Riverton Road  
Moorestown, NJ 08057

We had two new members in May / June. Know anyone else who is interested?

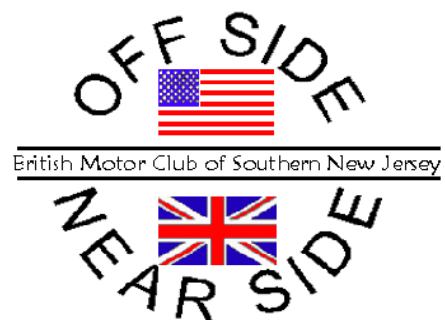
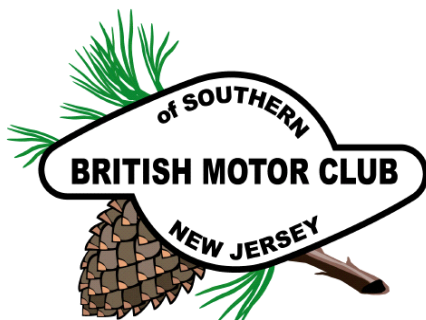
Thanks for your ongoing support!



Brian

### Welcome to our new and returning members:

Name	Town	Car
Ronald Dolan	Wenonah	1979 Midget
Caroline Pezzano	Blackwood	1977 Midget



# Calling all Original Owners!

BMC of SNJ was contacted by Jim Koscs (jimk@audamotive.com) who is a feature writer for Hagerty's website and has started a column called "Original Owner." As that name suggests, it is about people who still have and drive a car they bought new, with an eye to the '60s and '70s (for now). His first feature ran a couple of weeks ago (see link), and a second one features a '66 Shelby GT350 bought specifically for SCCA TSD rallying through the 1970s. A Third will feature a Datsun 240Z, and I'd really like to add a British car to the mix. If you are an original owner that still gets driven and enjoyed in club events, you can contact Jim directly at the email address above. Here is a link to his current article

<https://www.hagerty.com/media/car-profiles/original-owner-a-young-soldier-buys-his-dream-car-in-a-warzone/>

## JUST LIKE WASHINGTON WE CROSSED THE DELAWARE AND FOUND SOME :

For a number of years the Washington Crossing Historical Park has held a car show featuring British and American Classic cars. A great spot close to the very riverbank Washington and his band of Rebels (get it ?) embarked on the raid that would change the course of History for all of us who live hear and some who drive and maintain old British and American Cars.



**REBELS and RED CARS !!!**  
(opps ... that's REDCOATS ah - Right.....  
**REBELS and RED COATS !!!!**



We weren't able to bring our British can due to a mechanical failure in the car and ... ME ! I twisted my shoulder and couldn't drive but we went anyway and had a great time. I really suggest that any club members who think this would be fun get together and go next year. With our CARS ! These and a very few shots of the end of the day.  
Joe Marchione



## The Editor Writes



Hello all from your editor.

In this issue I've featured a very unusual as well as rare British car made by one of the best known makers of unusual cars, Morgan. It's a car I've wanted to feature for a long time but there's such limited information about this car that I just never felt I was ready. Well something made me think it was time so, if you know Morgan you must know their Morgan +4. A really nice car made in "the Morgan tradition" using tried and true components, creature comforts (or lack there of) and traditional Morgan styling. Well, this car is not that. It is ...ta-da ..a PLUS **4 Plus !!** That's right. A **Plus Four PLUS !!** Plus what, you might ask? Well, plus roll up windows and disc brakes up front and a great increase in acceleration and overall speed and a fiberglass body, **WHAT ?! Fiberglass ?!** How could they ?! How **DARE** they!! This is MORGAN Motor cars and Morgan motor cars do not use **FIBERGLASS !** Not while Morgan company founder Henry (HFS Morgan) was alive. Well, Henry was not alive and the company was now in the hands of son Peter and well .....read all about it in our following pages. It's very interesting and, very British. Hope you enjoy it.  
Joe Marchione

So all that brings me back to:

***SEEKING MEMBER CONTRIBUTIONS !!!!!***

***I am soliciting member articles for the  
September / October 2023 newsletter (and beyond).***

***LOOKING FOR ARTICLES ABOUT***

***Everything About You and Your Cars. Projects, Rides,  
or just what's going on in that garage.***

***And you can't hide because I know members who are doing stuff.***

***I expect some Action !!***

***It's great for the club***

So, if you are an owner, present or past, or have a story about one of those wonderful British cars, or are even just an admirer, **please** consider sending in something about your car and you and your car's experiences together.

Could be how you found it, how you brought it back from the dead, how you love it, how you lost it — anything will do. Or just send a picture of you and your car! Doesn't have to be a big deal.

If you're interested please send any material to your Editor, at "[editor@bmcsnj.org](mailto:editor@bmcsnj.org)".

I'm asking now because our cutoff date for member articles is at least one month before the month of the newsletter. Meaning that to have your piece published in the September / October 2023

newsletter please get anything to me no later than **August 10th. 2023.**

Although if I get it later I could still publish it in another later newsletter  
so **please don't hesitate !**

***\*\* Also please consider contributing a member or  
project profile....Anytime !!***

A member profile lets our members know a little bit about you and your car.  
Some excellent examples are John and Joyce with their 1950 MGY in January 2020's newsletter. Or Eric Sundberg and his MGA restoration and, our very own Club President, Steve Ferrante and his cars, both in July 2019's newsletter.



And there are many more member contributors in these newsletters.  
You can find all these and more on our BMCSNJ website at [bmcsnj.org](http://bmcsnj.org).



Attention BMC of SNJ Members!  
I am happy to announce a new benefit available to the club!

## **The BMC of SNJ RESCUE SQUAD**



Perhaps your British car is languishing in your garage due to a mechanical roadblock that you have encountered that has prevented you from enjoying your car.

We have harnessed the collective talent of several club members and are instituting a program that we call "BMC of SNJ Rescue Squad." Our goal is to provide volunteers to help you get your car back on the road. Short of routine maintenance and full restorations, we can help if you have a problem you can't overcome by sending a group of volunteers to your home garage and help you through the process.

Maybe you have a clutch or brake system that needs to be bled and you're struggling with the process. Or, perhaps your turn signals stopped working and you can't wind your way through the electrical diagram to make the repair. Maybe your car ran when parked and doesn't want to start now. Let us know and we will do all we can to arrange for the help you need.

This will provide some fun, social interaction and productive garage time for all parties involved. Refreshments are optional!

One of our original BMC members, Pete Cosmides has offered to get this program off the ground.

So, if you need some help, please contact Pete and he will determine if we can be of assistance. Pete can be reached by email at [tundramgb@hotmail.com](mailto:tundramgb@hotmail.com)

By the way, if you want to get involved with the Rescue Squad, you can let Pete know that as well. You don't need to be an expert, but perhaps you have mastered certain mechanical aspects that will come in handy to others under the right circumstances.

Steve Ferrante  
President, BMC of SNJ  
[president@bmcsnj.org](mailto:president@bmcsnj.org)



# BMC of SNJ

# Rescue Squad



*BMC of SNJ*



## BMC of SNJ Rescue Squad report; July- August 2023

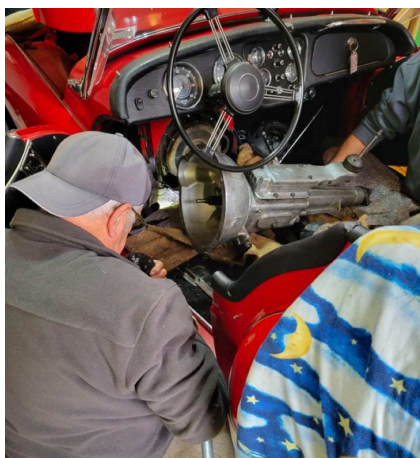
By Pete Cosmides

It's been a busy time for our club's Rescue Squad volunteers. On Saturday April 8<sup>th</sup> we had a huge turnout at the home of Bill Fisher in Sewell. Bill had purchased this MGB and has slowly been making it roadworthy. After he rebuilt the carbs he was not able to get the car started and running consistently and requested our help. We gave the car the usual exam, checking the ignition system and timing all of which checked out OK.



The carbs were indeed the issue as the jets were

not set up for a correct nor synchronized mixture/idle. One being too rich and the other much too lean. After some tuning, we got the car to start right up and Bill and I took it out for a test drive. Based on Bill's reaction, I think he was pleased with the way his "new" MGB was running. In attendance to lend a hand and enjoy the donuts and coffee provided by Bill were; Mike Eck, Fred DiSantis, Hank Lipson, Ed Doody, Ed Gaubert, Steve Ferrante, Pete Cosmides and of course Bill Fisher.



Then later in the month we received a request from club member Bill Scott of Tabernacle for a follow-up visit to help with his TR-3. Sometime last year Rescue Squad members George Lawton and I paid a visit to Bill's home per his request to check out his gearbox. Triumph expert, George Lawton, deemed the gearbox unusable and suggested a rebuild or replacement. Lucky for Bill, he had a replacement in his shed.

Fast forward to April 22<sup>nd</sup> when Bill requested some manpower help lifting/fitting his replacement gearbox. Ed Doody, Ed Gaubert, Chris Bethman went to Bill's home to help him replace the gearbox, front and rear oil seals, and install the gearbox. However getting the gearbox to align and mate with his engine proved to be a struggle. Just couldn't get it fit that last 1". As some of you may know mating a gearbox to an engine can either be a struggle (90% of the time) or it will slide right in and you're shocked. So a second visit was scheduled on the April 29<sup>th</sup> for a re-attack. After checking our clutch disc alignment and any other potential obstacles we made the reattempt. I would love to say it went right in, but it did indeed require quite the struggle. One man kneeling on either side, one inside supporting the tail shaft and one underneath for good measure.



So how many members does it take to install a TR3 gearbox....**4!**

Again, thanks to those Rescue Squad members who came out to help. These sessions are not only productive but educational for many and a good social event for all involved.

Pete Cosmides



**MORE SQUAD STUFF**

*Bmw of smv*



## *On the Road Again, Another Squad Rescue*

### **Rescue Squad helps out club member Ralph Travis**

Ralph has a very nice 1978 MGB which was giving him trouble and left him scratching his head. While out on a drive one day the car started running poorly and would die on him.

Once home, Ralph and I communicated about the symptoms and I suggested he eliminate his Pertronix distributor and get his hands on a nice, newly rebuilt 23D model points/condenser distributor from Rob Medynski at British Vacuum Unit in New Hampshire.



My thoughts are that with the Pertronix distributor it is difficult to diagnose any ignition issues, despite their advantages, when they fail, they fail....that's it. With points and a condenser you will at least get some warning symptoms that things are deteriorating. Once Ralph got his newly rebuilt distributor and installed it, he was unable to get the car started. Based on our discussion, I was concerned that perhaps he had the distributor installed incorrectly or his timing was not set

correctly, so we scheduled a Rescue Squad meeting.

On a sunny Spring day, Thursday May 11th, several members of the Rescue Squad converged on the garage of club member Ralph Travis in Wenonah, NJ for another tech mission. In attendance were Rescue Squad volunteers Ed Doody, Mike Eck, Fred DiSantis, Peter Cosmides and we were joined by club member Joe Kumpel in his Triumph TR3. Joe and Ralph are long-time friends and Joe lives nearby. Ralph and his wife Zehra provided a nice assortment of donuts along with coffee for the troops. We set out to check all the basics, including proper distributor orientation, changed the spark plugs for good measure and checked the ignition points gap. Removed the valve cover for a quick valve operation check. Luckily for Ralph the car had already been converted from the single





## Rescue Squad helps out club member Ralph Travis



Zenith Stromberg carburetor to the earlier style twin SU HIF4 set-up. What we found was a combination of things that was preventing the car from starting. Seems that when Ralph was trying to diagnose his non starting issue after the new distributor was installed he had crossed the #1 and #2 spark plug wires. This in itself may not have prevented the car from starting, but add to that the fuel feed hose had inadvertently been re-installed on the carburetor overflow nipple rather than the feed nipple.



An easy mistake to make as they are right next to each other on the side of the carburetor.

When these oversights were addressed the engine roared to life. A few quick carburetor idle and mixture adjustments and Ralph took off on a test run. A quick thinking Mike Eck hopped in his daily driver and followed Ralph in the event of another failure. However both returned with no further incidents and Ralph had a big smile on his face.



I decided to take the car for a quick test drive and was pleased, however when I returned I noticed the fuel gauge was on empty. I asked Ralph about this and he quickly responded that the gauge does not work. This will of course come back to bite him. I want to thank all the volunteers as well as Ralph and his wife Zehra for their hospitality. Later that day I received an email from Ralph that he had taken the car on a more extended test drive and the car died and he was sitting on the side of the road waiting for AAA to come. When asked for some symptoms, he did

mention that the fuel pump was working but it was very loud. AHA! That could only mean one thing, he is out of gas. I assured him that was the issue and while still waiting for AAA, he called his daughter to retrieve his gas can from the garage and come to his rescue. She did, and the car started up once again.



Another happy ending.  
Peter Cosmides

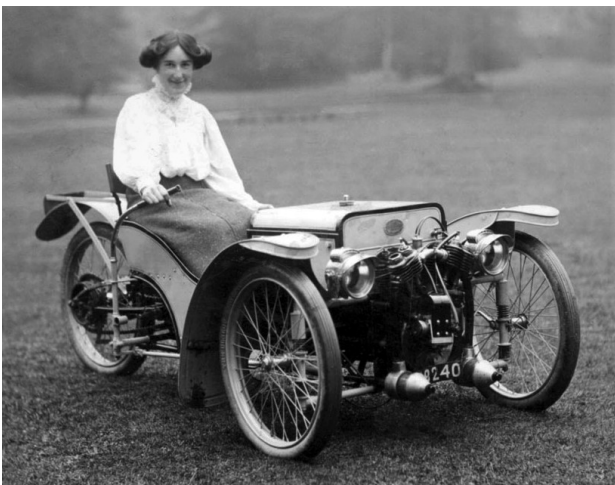


A very un-Morgan-like sports car

## The PLUS 4 PLUS



In 1963, Morgan Motors unveiled a very un-Morgan-like sports car at the annual Earls Court Motor Show. Sitting alongside its traditional, 30s-styled machines was a glass fiber-bodied coupe unlike anything produced by the company before. The Morgan Motor Company was founded in 1909 by H.F.S. Morgan, who produced a series of 3-wheeled cyclecars for the first twenty-seven years of the firm.



Great Britain has always been a home for small car manufacturers that mainly focus on sports cars. Surprisingly, these are mostly also open-top cars, which doesn't really match the typical British summer weather. Some of these brands only survive for a short time, others for decades and one for 110 years now: Morgan. What once began with rudimentary tri-cycles finally went into the field of real cars in 1936 with the 4/4 (four wheels, four cylinders). Nevertheless, Morgan never became really "*modern*". To this day, models are made with ash wood frames and a

design based on pre-war cars, whereby from 1950 the radiator grille was changed from its previous vertical orientation to the rounded flat version still used today.

It seemed that once Morgan found a formula that worked, they stuck with it doggedly.



## Quirky and staunchly traditional

The early cars, known colloquially as “flat-rad” were subtly restyled in the late 1950s to feature a more rounded radiator shroud and grille that remains a trademark to this day; a look that enthusiasts have come to expect from a Morgan. And much like Morgan the company, Morgan buyers have certain expectations about what a Morgan should be, how it should look and how it should be built. “Quirky and staunchly traditional” are terms that can be used to describe both Morgan sports cars and their loyal enthusiasts.



## The Quirky, somewhat staunchly but *very un-traditional*

At the same time, the company was justifiably criticized for its super-conservatism and lack of new models. For some time, the company, represented by its head Peter Morgan, did not react to the attacks, but in the early 1960s it decided to listen to criticism and launch a new model on the market. At that time, the market for small sports cars was clearly on the rise, and there were a large number of small companies in the UK, offering their own options for coupes and roadsters.

An important role in the birth of the new car was played by racer Chris Lawrence. He participated regularly in the Le Mans 24 Hours race and in two World Championship Formula One Grands Prix. Lawrence later founded the London-based company Lawrence Tune, constructors of the Morgan +4



Super Sports (racing version). He, along with his partner John Spritzer, hand-made 3 cars with aluminum coupe bodies, two of which were based on the Morgan Plus 4 production model. With these cars, he won several victories in British circuit racing.

He had started to consider the possibility of Morgan producing a fully enclosed car, having seen what Lotus had done with the fiberglass bodied Elite, Jaguar's XK 140.150 coupe, and MG with it's A coupe. But his father and company founder Henry (HFS Morgan) wasn't convinced; he thought that the benefits and durability of fiberglass were not proven. (Editor: even though the Lotus Elite would go on to win 4 continuous 1st. In class wins at the 24 hour of Le Mans ). Knowing that the Morgan Plus 4 chassis was somewhat flexible, he was sure that the plastic body would soon crack. Peter and Henry couldn't agree on whether or not to embrace this this brave new world of plastic bodied car's , but in 1959 Henry died, leaving his son to run the company.

## MAKE FRIENDS WITH A



**Morgan**  
PLUS FOUR PLUS

Drive well and influence people with your new Morgan Plus Four Plus. They will be influenced by the surging power of the TR4 engine, by the grip of the Girling front disc brakes, by the comfort, by the individuality of the man who chose Morgan — remarkable value at £1275 inc. P.T. Start by writing for more details of this delightful 105 b.h.p. Sports Car.

Here's the very latest Morgan the — PLUS FOUR PLUS

MORGAN MOTOR CO. LTD., MALVERN LINK, WORCESTERSHIRE.  
London: Basil Roy Ltd., 161 Gt. Portland St. London W.1.

For Morgan a **VERY** Un-Traditional advertisement.



The project was given to EB Plastics who had extensive experience designing and building fiberglass cars for Ford and the DB Debonair sports salon.

Sketches of Morgan's machine were drawn up by John Edwards, EB Plastics founder for final development and manufacture. But the mechanical part almost entirely lifted from the standard serial roadster Plus 4. That is, it was simply decided to hoist a new closed body on an outdated chassis. (Hummm) The problem was that there was much reluctance inside Morgan to spend any money on Peter's wild excursion from the Morgan tradition and so the car was mainly put together with existing spare parts.



Presented in the autumn of 1963 at the London Motor Show in Earl's Court, the car received an elegant 2-door coupe body. For the company, this was a big step forward, because it was the first closed body Morgan, and (EGADS), without protruding wings. Moreover, it was the first Morgan with drop-down windows in the doors !!

At first glance, the coupe looked quite attractive - smooth outlines, good proportions, modern look. The front end was a bit like an MGA roadster. The relationship with the Morgan Plus 4 roadster could be identified by the long hood, spoke old-fashioned wheels and a small grille in the corporate style. The rear part was neat with a trunk of acceptable volume.



**Let's just say, Claustrophobes would definitely not be comfortable in this car**

The dimensions of the car were very compact – length 3.65 m, width 1.6 m, height only 1.19 m, and wheelbase was 2.43 m. Coupe was relatively light – 960 kg. It was incredibly cramped inside, people resting their heads on the low roof ! ( a bump in the road often meant a bump

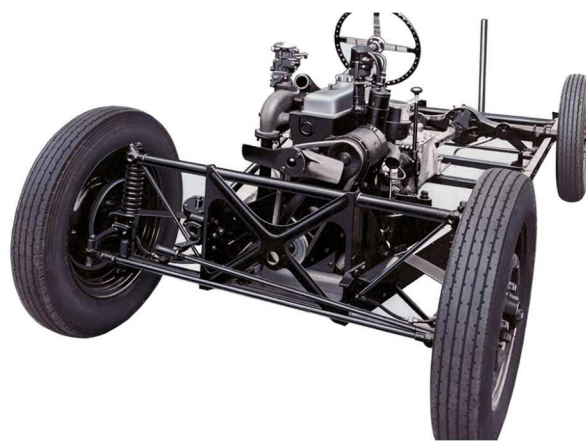


in the head ). In addition, to make things even more intimate the cabin narrowed upwards. There was no place for the driver and passenger in either direction as the rear window began almost immediately. That alone was enough to give up the purchase. (Unless of course you and your mate were very close or of the clan of "little people".

With that background, it is perhaps easier to understand why Peter Morgan's Plus 4 Plus was not widely accepted or understood when it made its appearance at Earls Court. The Plus 4 Plus was a dramatic departure for the company.



On the plus side, the new Morgan was considerably lighter than the Triumph TR4 that shared its running gear, so performance was quite brisk. As a power plant, the 2.1-liter four-cylinder engine from the Triumph TR4A was chosen which, with 105hp, produced acceleration to 60 mph in 14.9 seconds. In conjunction with the partially synchronized manual four-speed transmission, and a curb weight of 816 kilograms (about 1800lbs.) along with its significantly improved wind resistance, top speed was increased to 185 kph (115 mph) compared to the Plus 4. The car consumed fuel at the level of 10.9 l / 100 km. Given the fact that it rode on a standard Plus 4 chassis, the Plus 4 Plus shared its sibling's excellent handling and braking – cornering flat, with direct and precise unassisted steering. It also shared the suspension with the +4. In front, it had To add to this very un-Morgan departure from tradition, the Plus 4 Plus presented itself as a quite racy looking



British sports car for 1959 wrapped in a svelte, stylish and fully enveloped body that only hinted at its steadied Morgan roots via the familiar radiator grille. Eschewing the traditional separate fenders and pre-war style, the Plus 4 Plus looked completely modern – and yet still retained the traditional chassis with its sliding king pins tilted 17 degrees from the vertical, a development of a 1910 design. This was lubricated by grease and by engine oil released by a button under the clutch pedal. (!) It had coil springs (very hard) and bottoming coils instead of rubber pads. The rear had conventional leaf springs with solid rear axle. There was no perceptible body lean, even when cornering very hard. It had disc brakes in front, drums in the rear, hard pedal pressure with no power assist. The new car's



**While any Morgan Plus 4 Plus is a very special machine, our newsletter cover car pictured above is a very rare and special example. In fact it was the very first production car that was exhibited at the Earls Court Motor Show in 1963.**



fiberglass body (produced by E.B. Plastics Ltd) was reinforced with steel tubing. The frame was Z section steel rails with (thank the Morgan gods) *structural plywood* floor, extended by steel tubes in front.

### **But not all reviewers saw it that way.**

Some wrote that the chassis did not promise drivers anything exciting ! They said “*of course it didn't. It was from the 1930s!*” An archaic chassis with a wooden body frame, dependent spring rear suspension, independent candle type front suspension and outdated steering did not promise drivers very good handling. ( Contrary to reviews in the preceding pages )

There were, although, a number of modern advances. Disc brakes in front offered much better braking ability than it's predecessor, and gas-filled shock absorbers which were a novelty for Morgan. But for some this clearly was not enough to achieve an acceptable quality of modern driving. There were complaints that the car was prone to shaking, with unpredictable behavior on the road, possibly due to the fact that the fiberglass body on the outdated chassis did not provide enough rigidity.

Despite its strengths or weaknesses, the car was a bit of an anomaly, one that inadvertently alienated traditional Morgan buyers with its modern style, yet didn't appeal to new customers because of its quirky, seemingly outdated underpinnings. As a result, the Plus 4 Plus was sadly a commercial failure, with just 50 cars planned but only 26 examples actually produced in total over four years.

Of course, modern opinions have changed and the Plus 4 Plus is now a serious and highly desirable collector car, a holy grail of sorts among cars from the famous Malvern-based marque.



# The British Invasion at Lewes De.



*And BMC of SNJ  
Was there !*



By Fred Schuchard

Once again, the weather god (s) looked down kindly on the many British cars and their owners as they trekked towards Lewes, DE to participate in the annual British car show, held on May 6<sup>th</sup>, sponsored by the Lewes Chamber of Commerce. The weather had been



abominable all week and quite iffy on Friday, May 5<sup>th</sup>, with frequent showers. But Saturday, the day of the show was gorgeous! Crystal clear skies, slight breeze off the bay keeping the show field at a perfect temperature.

Your trusty reporter and his wife have been attending this show for about 21 years. We met another couple at our hotel the first year we came. Since then, this couple, living and work-

ing in PA at the time of our meeting, fell in love with the town and subsequently moved to Lewes, moving their business there as well. We remain good friends and look forward to our visit each year.

The show was well-attended by BMCSNJ members all of whom took home an award. A very impressive group effort indeed!



Joe Letizia and his wife, Donna , drove their award-winning TR-3 from Vineland to win 3rd. in their class. →

Bill Remster and his wife, Joanne Nacucchio drove down from Quinton Twp. in their 1979 MG Midget, which Bill purchased new at Ed Roth & Son that same year. This car was Bill's daily driver for a few years while he worked in Philadelphia and later in the Boston area. Bill and Joanne won 3<sup>nd</sup> Place in the Sprite and Midget class. ↙



Fred and Mary Beth DeSantis win a first in class



Fred and Mary Beth DeSantis cruised down from Ocean City in their beautiful 1967 Austin Healey 3000, also taking the ferry across the bay to Lewes. Fred's cars are always immaculately presented and his Healey is no exception, easily scoring 2<sup>nd</sup> Place in the show against an impressive field of similar cars.

In addition to the BMCSNJ members attending the show, our good friends from Annapolis, Ike Lawton and Nancy Noel drove their 1995 Jaguar XK-8 convertible to the show and won a solid 2nd Place in their class. This car was a recent acquisition for Ike who has many years experience with British cars, in particular, MGBs. If the Lewes show was an indicator, there will be many more trophies in Ike's & Nancy's future!

Fred Schuchard



Lance and Kathy Landgraf





Editor: Hi, I'd just like to add that, like Fred said, Saturday, May 6th. was one beautiful day. Blue sky, Bright sunlight, Not too hot, Not too cool, and about 100 Classic British cars of all types. Among all those beautiful sports and classics were a number of cars and members of our own British Motorcar Club of Southern New Jersey. Fred and Mary Beth DeSantis, Guido Battaglini, Bill and Joanne Remster , Doug and Cristen Owen, Lance and Kathy Landgraf, Fred and Connie Schuchard, and - us ! Joe and Patty Marchione. Please forgive me if I missed some members who I didn't see but it's a great show every year, right by the water. A wonderful little town, nice beach, and lots of British cars (for a few days at least). I suggest that if you can it would be a great show for BMC of SNJ to gather.

Next year maybe? My car might even be ready by then.

Joe Marchione



Bill Remster and Joe Marchione. Joe's a bit jealous of Bill because **Joe's** little blue car is stuck in the shop. Next year ... maybe??



Doug and Cristen's beautiful 1979 Triumph Spitfire. Check out Doug's trick fix for a broken throttle return spring on their trip down a little later in this issue !





# Doug and Cristen's adventure Keep 'em Rollin'!

As told to club editor, Joe Marchione



The weekend of the Lewes Delaware "The British are Coming" car show, BMCSNJ members Doug and Cristen Owen decided to drive their beautiful 1979 Triumph Spitfire to the show via the Cape May Ferry. Doug was a little worried because, between he and Cristen, there luggage exceeded the space in boot. Not to let that stop them Doug made room by A.) removing the spare tire and B.) utilizing a rather large wicker basket which he affixed to the Triumph's convenient boot mounted luggage rack with a couple of sturdy bungee straps. Problem solved and off to the show.

On the way down suddenly Doug found that the gutsy Spitfire didn't want to slow down. In fact when he disengaged the clutch the Engine hit a high note not healthy for the four bangin' Spit engine !! Yikes - It seems like the throttle's stuck ..... **WIDE OPEN !!!**

Key off - coast to the side of the road and ..... XX^U#%@\*\*&!!!#\$... .... The darn throttle spring that returns the linkage is no more ! Probably somewhere on the Garden State parkway - or the Garden State in general. Never gonna find it. Didn't have one in my toolbox - why would I (says Doug) .....X&%^#(\*!

What to do. Let's see. I need something springy ..... Like a spring as a throttle return. Darn. Maybe something in the boot.

Now to look in the boot Doug first had to take off the wicker basket bungeed to the boot lid. Hummmm. Bungeed to the ..... Wait ! Bungees are springy. Very Springy ! By George. I think I got it. Just undo this strap and ..... Wrap one end around a wheel A arm and the other onto the throttle Linkage and .....

**On the road again !**  
**next time I'll put**  
**a spring in my kit.**  
**and another**  
**Bungee !!**





# Morgan Plus 4 SLR



Editor: When scrolling through the net looking for information on a specific car many times I turn up something that I never knew existed, but VERY interesting. Here's one (of two) different Morgans. I thought it was pretty cool so take a look at these two very un-Morgan like cars ! Joe M.

In 1962 Morgan achieved success at the 24 Hours of Le Mans. A Morgan +4 Super Sports prepared by the company and Chris Lawrence competed and won the 2-liter class. In 1964 the Morgan +4 chassis, with a tuned and race prepared Triumph TR4 engine, was used as the basis for the **SLR**, a racing car designed by Chris Lawrence and John Sprinzel. The lightweight aerodynamic aluminum body, built by Williams & Pritchard, delivered a top speed far in



excess of the 134 mph achieved by the standard +4 at LeMans on the Mulsanne Straight. This is one of three **SLRs** built on the Morgan chassis.

To be fair, these stunning sportscars were not actually built by Morgan, and



the initials stood not for Sport Leicht Rennsport but for Sprinzel LawrenceTune Racing, the surnames of John Sprinzel and Chris Lawrence, who combined to produce the car, using the chassis, running gear and suspension of the Morgan Plus 4 and the 2.1-litre 4-cylinder engine from the TR4 but tuned to push out over 150bhp, so the SLR's were quick – 135mph top speed and 0-60 in 6.1 seconds – not too shabby for the early 1960's!





Starting in 1961, only four were built – three using the +4 as the base, the fourth (which was actually the first to be built), on a TR4. While generally similar, each one is slightly different, though all are aluminum-bodied. There is also a “continuation” SLR in existence, built around a TR4 that was spotted at the Spa 6 Hours by Andrew Boggis a couple of years ago.

The styling is streamlined and ultra-cool, with headlights mounted very low either side of the front grille. The long bonnet with its

raised wings and slight central bulge has echoes of the Lotus Elan S2, the profile has hints of both Corvette Stingray and E-Type. Not a bad trio of influences.

The SLR's were campaigned in sports-car racing through the '60's and early '70's, including with Chris Lawrence himself behind the wheel and with reasonable success, giving the lighter Porsche 904's a hard time in several events. All three Morgan-based cars are now in the UK and seen regularly at Goodwood and Silverstone, each finished in a different color – red, silver and green, with the TR4-based car being blue. There was apparently an intention to produce more, but Lawrence suffered injuries in a road accident that kept him out of action for several months and the momentum was lost.



I can't help thinking that Morgan missed a trick here, that they should have engaged with SLR to find a way to build road-going versions of these superb looking cars – they still look modern today, despite being almost 60 years old and are far better-looking than any other Morgan, to my eyes, at least. Priced right, I'm sure they would have found a market and given Morgan a model line-up that could appeal to both their traditional customers and to people who might have otherwise never looked in the direction of the Malvern Hills for their sportscar fix. [Tony Wawryk](#)

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# A one off Morgan linked to the Plus 4 Plus .. *What If*

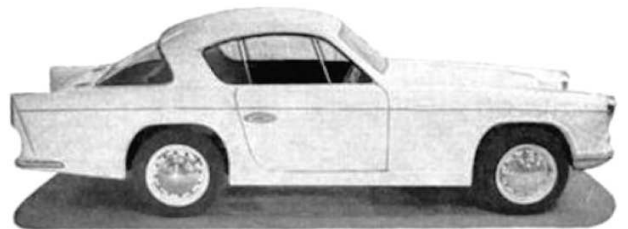
## #178: 1964 EB Morgan



Yes, this was indeed a one-off EB Morgan, built by the Edwards Brothers (EB) for Peter Morgan in 1964. The link to the Morgan +4+ is the fiberglass body shells were also made by John and Wilf Edwards. Peter Morgan decided to take the closed coupé GRP body of the +4+ in to production instead of the open 2 seater GRP version, which was in the end not a great success, in 4 years time only 26 Morgan +4+ cars were built."

Right so. But there was a link to another, perhaps slightly less obvious, car. The pretty EB Debonair. Another EB product and the one that brought Morgan to the Edwards Brothers in the first place. Impressed by the EB Debonair GT, Peter Morgan of Morgan Motor Co. commissioned the design of a similar body shell that could modernize their Morgan +4."

**1964 'EB Morgan'** one-of-a-kind prototype roadster built on a 4/4 Series V chassis, and first registered in the UK as ELG 428B. Despite the concerns of his father, 'HFS', Peter Morgan seriously studied the potential of all-enveloping fiberglass bodies as a way to modernize the Morgan range. Impressed by the Debonair S1 GT body produced by EB Plastics of Stoke-on-Trent, he contacted them to request design proposals. To the horror of Morgan purists, EB's closed coupe proposal was put into limited production (just 26) as the 'Morgan Plus Four Plus,' but this unique open two-seater remained at the prototype stage.



# E. B.

EDWARDS BROTHERS

**E.B.(STAFFS) LTD.** Keele Street works, Tunstall, Stoke-on-Trent, Staffs.

John and Wilf Edwards first advertised their shells for sale in April 1959. Intended for the Ford chassis they were sold as just the front and rear sections with instructions on how to make the doors out of aluminum so as to fit the wheelbase of your choice, all for £39.



John Edwards original drawing of the EB 50

After this one advert in Car Mechanics, plus another one in August the same year offering a wide range of accessories as well as the body shell, the work load got so bad that the two brothers had to give up their day jobs and look for some premises. Initially they had been selling the cars from a rented shop in Newcastle and having the shells made by Wilson's a coach-building firm of Newcastle (Staffs). But in January 1960 they bought an old pottery factory in Tunstall Stoke-on Trent.

Soon the waiting list was sixteen weeks long. With Wilson's being unable to cope with more than eight shells a week another set of moulds were made and then another. Such was the demand that even producing fifteen shells a week, they still had a waiting list of sixteen/eighteen weeks.



EB 50 photographed 2005 Historic Specials

During the early part of 1960 elder brother Sid was asked to join the family firm taking over the administration and in July 1960 the EB 60 was announced. The earlier model was now called the 50 and was still available in its basic form. The 60, priced at £101.15.0 came self colored in red, primrose, white, blue or green and was complete with properly

moulded returns to the wing edges, had double skinned bonnet lid and doors, plus a wind-screen, (from a Wolseley 1500 rear) bulkhead and dashboard. A hardtop was also available at £18.18.0. A lot of the 60's were sold complete with a boxed Ford chassis (£136.5.0) and a few months later EB announced their own ladder chassis.

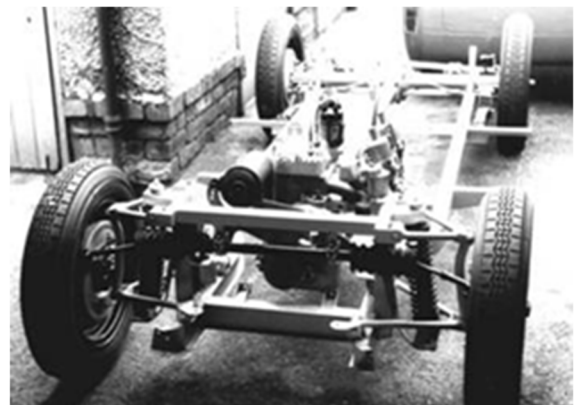


The  
E.B. "60"  
SPORTS

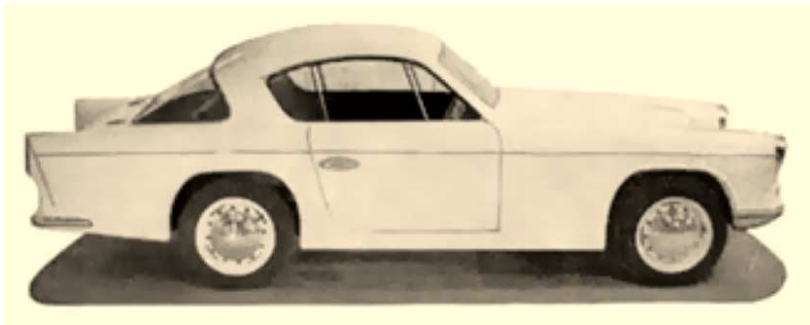
EB 60

The EB 93 chassis had unequal length wishbones and coil sprung dampers to the front with quarter elliptic springs, lever arm dampers and a panhard rod to the rear. With rack and pinion steering the cost of the chassis was £86.

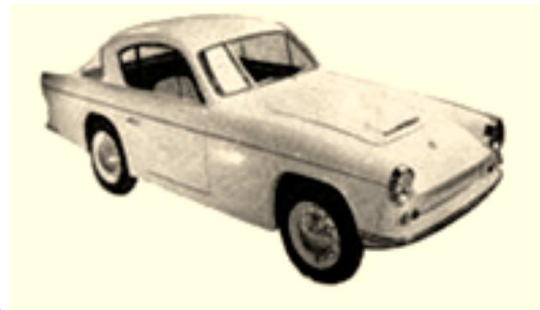
Then at the Racing Car show in January 1961 the brothers announced



I think the best way to describe the beautiful Debonair is to leave it to John Edwards:  
"In producing the EB Debonair the object has been to provide a car body which in design and finish would stand more than favourable comparison with any medium priced production car. The elegant styling and standard of finish will appeal not only to the sporting enthusiast, but to the motorist who requires for general use a car with individuality.



The inside of the doors and rear quarters are fully panelled and the headlining is also fitted. The dashboard with padded and leather covered top, embodies a beautiful walnut grained facia edged in chrome and this decorative feature is continued along the waist rails of the doors and rear quarter panels. Wind up windows separate quarter lights are fitted to the doors, together with push-button rotary locks, internal handles being recessed immediately in front of the built in armrest".



Designed to fit the new EB93, or the Ford 7'6" chassis prices started at £238. By 1962 it was also available with flooring to suite LMB, CRS and other flat floor type chassis priced at £148 plus another £35 for the floor.

Only 55 Debonair's were produced, but a whopping 2000, 50 and 60 models were made, and from July 1961 the price of the EB 50 was down to an amazing £29. Surly the lowest price ever for a shell.

Also in 1961 Peter Morgan contacted the company with regard to making him a body shell. Hence the Morgan 4 plus 4 was born, although never achieving the orders that they had hoped for.

By late 1962 the sports car side of the business had declined and the company were doing a lot of work for local process engineering firm William Boulten LTD. This eventually led to a joint partnership of the two companies and the brothers selling the Keele Street works to Boulten's, but they only merged the process engineering part of their company leaving them to carry on with their body shells and general moldings on the other side of the street in a building they were renting. Then in the summer of 1964 The company was sold to ERF, for whom EB (Staffs) were making cab panels and front wings amongst other things. It was to be another three or four years before John, Sid and Wilf eventually left the E.B. companies altogether.



Morgan Plus 4 Plus



# Show us your Trains and we will show you our



## British Cars



We had a fantastic turnout for our tour of the Patcong Valley Model Railroad Club on June 3rd. After days of watching the ever-changing weather forecast, thirty of our British cars and about 50 of our members made the trip to Richland, NJ.

For me the most exciting part of the day

was watching the cars as they began to arrive. The diversity and quality of the cars are fantastic.



After an introduction from our Club President Steve Ferrante and Patcong Valley Railroad member John Dunn, (who's first car was a Spitfire), we were invited to begin our tour.

Our members were free to walk around and ask questions of the Railroad's members. I have been there a number of times, but the Railroad never ceases to amaze me. The quality of the trains, the realistic scenery, and the attention to detail are all spectacular. The wonderful layout is constantly changing and evolving. You can stare at one small section at a time and still find it difficult to take it all in. Afterwards, a group of us enjoyed the seafood at Sweet Amalia Oysters, and I know of others who visited the Bellview Winery, both which were nearby.

I would like to thank all who helped make this happen, especially all the members who made the drive. There is a lot of anticipation putting together an event like this. I think the weather channel was burned into my computer screen!

All worthwhile. Always great to see old friends and have the opportunity to make new ones.

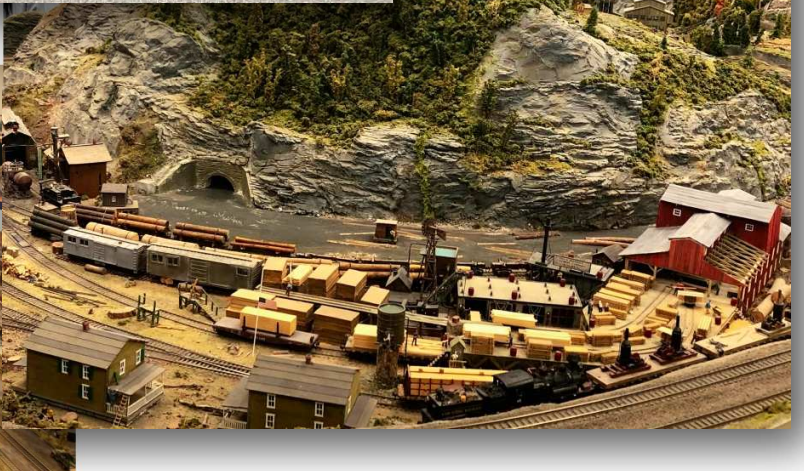
Fred





John Dunn







## INTRODUCING SANDMAN SEZ

Sometime during the 1990's I had the pleasure of meeting Dr. Barry Sandman and his lovely and gracious wife Nurit when they joined BMCSNJ.

Barry was a true MG enthusiast (think MG-PA and MG-PB). I used to admire his award winning MG-TF at New Hope long before there was any thought of BMCSNJ.

During the late 1990's and early 2000's Barry wrote a series of timeless articles for Offside/Nearside and thanks to a generous donation of a collection of past newsletters from another member recently, we are again able to share some of those articles with you in the pages of Offside/Nearside.

Barry passed away in 2013. He was a friend to anyone who met him. His words of encouragement and thanks to each of the club officers during some difficult times are appreciated to this day. Barry gave me a small set of Whitworth wrenches before he passed. Those wrenches will always hold a place of honor in my toolbox. And he made us laugh !

I hope that you enjoy Barry's writing as much as many of us enjoyed his friendship.

Ed Gaubert

## **SANDMAN SEZ** **Windscreen Woes**

(First published in Off Side / Near Side May 2003 ) By Barry Sandman

I found that one of the touchiest jobs in restoration of an MGA is the windscreen. For those of you who haven't had the pleasure, let me explain. When you disassemble the thing, you will notice there is quite possibly a crack at the bottom corner of the glass. This is called the "MGA Crack", more on that later. The metal pieces break down into ten pieces that must be re-chromed for a concourse car. Many restorers use Rag Tops and Roadsters for that chore and they do a very fine job, but they charge something like \$1000.00 for the job. Being cheap like I am I looked around for a better price. A fellow who restores German cars told me of a place right down the road from me.

So I put my pieces in a box and go over there It's a small place and there seemed to be no one there. Then a quite elderly gent emerges from the back. I start to tell him what I have, what I want done and ask when it could be done and a lot of other stuff. He kind of just stands there looking at me and doesn't say a thing. .... Well , sez I, "what's the story?"

"So far", he drawls, " you've been doin' all the talkin'."

"Oh, sorry, how much are we talking about here?"

"Do you want a cheap job or a good job", he sez. "I want a good-cheap job."

He whips down a beautiful chromed piece of a motorcycle and asks if that would be OK.

"Yes, it looks fine. How much will it cost?"

"How the hell should I know?", he sez. Which kind of throws me off my game.

"Yea see, it ain't the plating that's got the cost in it, it's the metal polishing and I don't do that. The polisher will be in later, he'll take the parts and let me know his price. Call me Monday."

With that he takes my unobtainable windscreen parts, scribbles my phone number on a slip of paper and throws the box on top of some other stuff.

"That's it?"

"Yeah, that's it."

I go home feeling very uncomfortable. Monday I call him and he never heard of me! "The ten pieces" I say, "the ten bloody pieces" and that seems to jog his memory. "Oh yes." he sez, "he hasn't gotten back to me yet. Call tomorrow."

So I call the next day and we go through the same dance, he has no recollection of my windscreen!

Finally I get through to him and he sez, "Oh yeah I've got it around here somewhere." He comes up with the piece of paper and tells me it will be \$485! "Yes, do it." he sez about three weeks. I call in three weeks and it's not ready - anyway, in six weeks HE calls and sez it's ready.

I drive over and he doesn't know me and has no idea where my stuff is. By now I'm going ballistic and start to yell at him and ask if they are always losing customers work. He doesn't remember losing anything else before, but of course he doesn't remember what he had for breakfast!

We search through all his shelves and no windscreen, I am about to cry when I hear him yell from his little office, "Oh here it is, I put it right on my desk so I wouldn't forget where it was."

So I did get my windscreen re-chromed at an excellent price and a very good job it is.

----- Although it took a few years off my life!

If you think that's the end of Windscreen Woes, just wait for the next instalment.

(Editor: I'll include part II in our September / October 2023 newsletter. Barry Sandman's pieces are always worth reading and worth the wait.)

Editor: This is a page that I lifted from previous issue Jan / Feb 2021. I brought it back because I thought it was funny and our current readership might need a laugh "AND" because I'd really like other members to share their stories of their highs and lows of projects or rebuilds or just an experience of a drive with your sweetheart ! I don't know, but please, there must be something you did that made you think .... What was I thinking ???!!! ( editor@bmcsnj.org )

## If you want it done right ..... "OOOPS"

There is an old cliché that goes something like "if you want it done right, do it yourself". When it comes to our British Cars, many of us do it ourselves but not necessarily because we can do it right ourselves. There are a lot of different motivations. Finances are of course a consideration. A shortage of commercial shops that will work on our cars is a current issue. Some of us have masochistic tendencies that cause us to derive pleasure from pain and frustration. And of course, let's not forget those cold, dark, damp nights when the car breaks down in the middle of nowhere.

We work on these cars with varying amounts of mechanical aptitude, ability, experience and training. In some cases we have none of the above. But we soldier on, often with interesting results. Often we keep these results to ourselves for reasons that a psychologist could make a fortune analyzing. But these stories are often humorous (after the fact) and may provide some comfort to those who struggle with anything mechanical.

In the course of trading stories, the club officers one day thought that sharing some "oops" moments as an ongoing newsletter series might prove to be interesting. I will kick things off by sharing my biggest "oops" to date.

If you have some similar story to share (we all do!!), jot it down and send it to Joe for the newsletter ([editor@bmcsnj.org](mailto:editor@bmcsnj.org)). Nobody will laugh at you, we will laugh with you because we have all done something similar or worse!  
Ed Gaubert



### This issue's true confession by: Ed Gaubert ( A very brave BMCSNJ'er )

It is a well known fact that I lack mechanical aptitude and am too stubborn (pronounced stupid) to acknowledge the fact. A good number of years ago I purchased an MGA as a restoration project that realistically should have been called a parts car. In my naivete, I spent years building the car, and proudly actually got it completed (don't ask how many years though). Along the way I caught myself making a number of mistakes, and I often joke that I touched every nut and bolt on the car four times: once to take it apart; once to assemble it; once to take it apart again; and the fourth time to reassemble it the correct way.

The deal with my wife when I undertook the project was that before I drove it I would have it gone through by a REAL mechanic. Her insistence on this point most likely had something to do with life insurance but I digress.

I managed to restore the entire car, farming out only the paint and finish bodywork. Anxious to go for a ride, I bled the brakes with a helper but we could not get the clutch to bleed right. As previously mandated, I took the car to Jim Knight at British Racing Green to make the roadworthy vs death trap proclamation. In passing I mentioned that "maybe the slave cylinder that you sold me has issues because I cannot bleed the clutch properly". (Obviously the problem had to be a parts defect—look at how beautifully I restored this car!)

A few days later came the news that the system was not bleeding because the pushrod was not moving properly. It was politely suggested that "perhaps the fork is installed backward". In order to correct it, the engine and transmission had to come out and the clutch had to be reassembled with the fork and throw out bearing correctly oriented. Other than that minor oversight, the car was deemed roadworthy.

But let's keep this between us ok? I told my wife that everything checked out fine and the reason that the car was in the shop for a couple of weeks was that I was too busy to go pick it up. I may burn in hell for that lie, but I do not have to listen to the family jokes at every holiday dinner!



Show your BMC of SNJ pride with  
this Great Shirt !!



100% Polyester Dri-Fit Short Sleeve Polo



*Shirts with beautiful embroidered club logo.*

*Available in light blue, light grey or white (not shown)*

*Men's Sizes M, L, XL, XXL, 3XL (the shirts run a little small so if you are between sizes or like a looser fit, go up a size.)*

*\$25 each, all sizes.*

*"Please email with quantity, color and size that you want. We will be placing the order on July 15th. You can pay (cash or checks only) when you pick up your shirt at a meeting or event in early August. Email your order to: [president@bmcsnj.org](mailto:president@bmcsnj.org) by July 13! Include your name and current phone number.*

**Ken Baxter  
1951 - 3/6/23**



One of the founding members of the British Motor Club of Southern New Jersey, Ken Baxter passed away on March 6, 2023. Born in 1951, Ken was a very active member in the club from the beginning and took on the task of newsletter editor when the club was formed. Ken was a self-employed carpenter and was a long-time resident of Blackwood NJ until he relocated to New Smyrna Beach, FL. Ken is survived by his wife Julie, son Kenneth and daughter Julie Ann. Ken owned a 1974 Triumph TR6 and a 1967 TR4A.



**BRITISH MOTOR CLUB OF  
SOUTH JERSEY**

JUNE - 1992 Volume 1 Issue 2



April 14th Meeting

We worked out the details on the Balsto event. We discussed the club name and decided to vote on an official club name. Voting took place and the official club name will be BRITISH MOTOR CLUB of SOUTH JERSEY or BMC for short. Nominations were accepted for club officers. The one position filled was treasurer. This position will be filled by Ed Gaubert. Ed will be opening an account for the club, and taking care of all money matters. The news letter was discussed at length, regarding the size of our first issue. The size of the news letter will be 8 1/2 x 11 pages. Linda Kelly has made contact with radio station 98.3, in regards to advertising our club events. We need insurance for some of our events. This can be covered by national clubs (free of charge), if we have enough members in our club who belong to the national clubs, such as AMGBA or TVR. So if you are not a member of these organizations you should consider joining. We are working on about 5 events at this time. Info will be forthcoming in futher news letters.

May 12th Meeting

Our meeting at Denny's proved to be very productive. The meeting lasted till almost 11:00. We decided to elect people for 5 positions, in hopes of expediting matters pertaining to the club activities. The positions are as follows:  
 Director - Keven Kelly  
 Secretary - Robert Walsh  
 Treasurer - Ed Gaubert  
 Editor - Ken Baxter  
 Membership - Cliff LeBlanc  
 These 5 people will meet every 2 weeks to expedite events and other matters based on suggestions from the members. The club now has some money and will have future news letters printed. The purpose is to hopefully present more information to all members at our monthly meetings.

Tec Help

We are going to try a tec support column in future news letters. Chris Roberts will answer tec questions for our members. Any member who has a problem can write to, (No Phone Calls Please)  
 Chris Roberts  
 244 Asbury ave  
 English Creek NJ 08330

The question and answer will be printed in our next news letter.

News Letter

The news letter will be mailed out 6 times a year. On or about the first week of the following months. Feb, Apr, Jun, Aug, Oct, Dec.

TVR Zone

BMC is now officially a zone of TVR which is a national organization with members all over the country.

British Marque Car Club News

I have received information on a publication covering many different clubs. The news letter is published 11 times per year, and we can submit information about our club and events. The cost to any member who wishes to subscribe will be \$5.00 per year. Information regarding this news letter will be forth coming.

Send any information that you would like to see in the news letter to  
 Ken Baxter  
 36 Fox Chase Dr  
 Blackwood NJ 08012  
 (609) - 346 - 1662

**!!! NOTICE !!!**

BMC is mailing news letters to about 170 people. We can not afford to continue this for people that have not expressed an interest in the club. There for our August issue will be your last, unless we here from you.

For info regarding the club  
 Kevin Kelly - 625 - 3932  
 Cliff LeBlanc - 825 - 2929

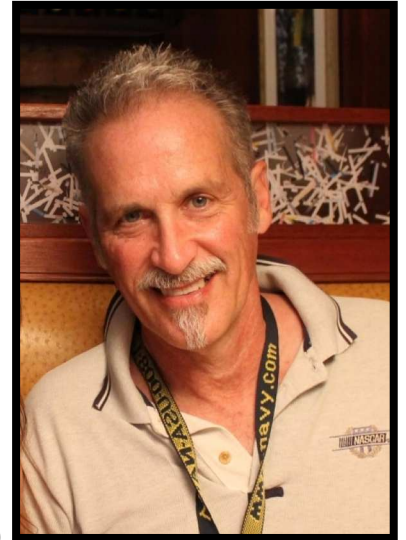
# Richard A. Marine

July 31, 1946 - May 1, 2023

## Obituary

**Richard "Rick" A. Marine, age 76, long time resident of Woodbury, NJ, peacefully entered Heaven on May 1, 2023.**

Devoted father of Matthew (Rachelle) Marine and Rebekah (Jared) Paster; treasured grandfather of Liam, Giada, Jackson and Gavin; and beloved brother of Robert (Mary Lou) Marine and Randy (Carla) Marine. Rick is also survived by Maria Ortiz-Sanchez and many nieces and nephews.



Rick was raised in Wenonah, NJ with his two younger brothers, mother (Dora) and father (Antony). In his young adult years, he enjoyed playing guitar in a folk band known as "The Trade Winds" and was also an avid model train builder.

After graduating from Woodbury High School in 1963, he attended Glassboro State College, and later joined the US Navy. Rick served in the Navy on the USS John F. Kennedy (CV-67) in aviation maintenance, during the Vietnam War. After returning to and finishing his time in college, Rick began his career with Sears and ultimately the US Postal Service, where he retired after 23 years.

In the years devoted to raising his family, Rick purchased a pre-Civil War home in Woodbury, NJ that most historians would know as the "Garwood House." He restored and preserved the home, furnishing it in period pieces. Another notable project was a train guard crossing station for the city of Woodbury with his brother, Randy, now located at Evergreen Avenue and Cooper Street.

A Civil War reenactor since 1979, Rick participated in many reenactments such as the Battle of Gettysburg and Shiloh. He enjoyed speaking to the public about the Civil War and belonged to many historical societies and local round table discussions, sharing his extensive knowledge of different times of the war.

If you think Rick's busy life stopped there, you must also know he also had a passion for British sports cars. He owned a 1959 Triumph TR3 and 1960 Austin-Healey Sprite and was very active with his British Sports Car Club.

Above all, Rick's selfless love and dedication for his children was obvious to anyone who knew him. His proudest moments were of his children's successes and watching them grow up to be amazing parents themselves.

Thank you for everything you did for us, Dad. We love you.

Details for donations found at:

<https://www.buddfuneralhome.com/obituaries/Richard-A-Marine?obId=27850727#/obituaryInfo>

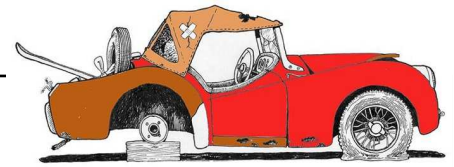
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From BMC of SNJ President, Steve Ferrante

With great sadness I must report that I recently learned that long-time BMCSNJ member, Rick Marine passed away on Monday, May 1, 2023. Rick was a member of the club since 1995 and was active at meetings and events.

Rick owned a 1959 Triumph TR-3 and a 1960 Austin Healey Sprite

# 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: [mgarage@comcast.net](mailto:mgarage@comcast.net)

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

**FOR SALE. Bundle of TR3 parts. One price for all:**

1 black tonneau. Serviceable, but has a 6 inch split on the passenger side. Repaired but ugly.  
1 pair of very nice wind wings

All for \$100. [Bruce Aydelotte 609-705-4753](mailto:Bruce Aydelotte 609-705-4753) or [cuznbrucie@comcast.net](mailto:cuznbrucie@comcast.net)

**FOR SALE: TR3 starter handle \$100.** Bruce Aydelotte 609-705-4753 or [cuznbrucie@comcast.net](mailto:cuznbrucie@comcast.net)

**FOR SALE:**

1963 Mini 1000 Transmission \$50

1956-60 MGA 1500/1600 parts, all used. Call with needs.

1956-58 MGA new cam and 1500 standard pistons. New in box. \$100

1959 Morris Minor 14" rims, set of 4. \$80

1972-74 BMW 2002 steel 13" rims, set of 4. \$80

1975? TVR bucket seats, narrow high back would work in almost any LBC. \$40/pr

1979-2000 Road and Track magazines. Large lot. Sorry, will not cherry pick.

Marque specific coffee table books. Jaguar, Healey, Porsche, BMC, Mini, MG, American classics.

Call with your interests.

All prices are OBO. Also open to trades and barter. Looking for a lawn tractor, mini lift, air compressor, MIG welder, construction work/assistance, brush removal, MG-TD bonnet, MG-TD gas tank, Buick/Rover 215 V-8. Call to discuss trades.

Pick up in Bridgeton NJ. Mention BMC in your message and the best time to call you back.

Gary Cossaboon. 856-455-eight three 49



63 Mini trans only



MGA 1500 crank and heads

**FOR SALE: I have sold my TR6,** and I have 13 years' worth of accumulated parts, some NOS hard to find items. Too much to list. Please email for details. [Stuart drshonick@gofeet.com](mailto:Stuart drshonick@gofeet.com)

**FOR SALE: Indoor car cover for MGB** or other car of similar size. Cover is new. \$30

Call Guido 856-220-0074

**FOR SALE. Bugeye Sprite radiator.** Needs work. \$50. Reggie Harris 856-264-6032 or

[reggie630@hotmail.com](mailto:reggie630@hotmail.com)





**FOR SALE. TR6 Roll Bar.** Moss p/n 856-090 with mounting hardware. I purchased it many years ago but decided not to install it. Listed for 800 bucks in the latest Moss catalog. \$400 cash and carry for club members. Ed Doody 609-706-9246 or [collbark@hotmail.com](mailto:collbark@hotmail.com)

**FOR SALE. TR6 parts.** Set of gauges \$150. Various other parts including heater, wheel trim rings, steering wheel. Text or email John 609-425-0878 or [jarmand1@comcast.net](mailto:jarmand1@comcast.net)

**FOR SALE. I have a 1954 MGTF project** for sale for the right offer. If you have any interest, please call, there is too much to describe in a short ad. Reggie Harris 856-264-6032 or [reggie630@hotmail.com](mailto:reggie630@hotmail.com)

**FOR SALE. MGB parts.** Engine and transmission in parts car \$500 or Best Offer. Rust free doors complete, 2 four speed transmissions, other various parts from complete car. Text or email John 609-425-0878 or [jarmand1@comcast.net](mailto:jarmand1@comcast.net)

**FOR SALE. MGB parts:**

2 black driver quality top covers. Not certain of year. \$50 each  
Early MGB head. Taken from my running 68 MGB 40 years ago. \$50  
MGB aftermarket accessory grille guard. Make offer  
MGB ANSA headers #MG0281. New \$125  
Reggie Harris 856-264-6032 or [reggie630@hotmail.com](mailto:reggie630@hotmail.com)

**FOR SALE. MGB Roll Bar.** Freshly painted. Includes all mounting hardware. \$150. Ed Connor 609-332-1501 (call/text) or [ed.connor320@gmail.com](mailto:ed.connor320@gmail.com)

**Wanted: TR4A/250 Front and rear fenders,** in good to repairable condition. Contact: Paul at [pis9@yahoo.com](mailto:pis9@yahoo.com) or 609-462-3593

**Wanted: Three point seat belts for 1971 MGB.** Specifically looking for the metal piece on the shoulder belt that attaches to the chrome lug on the back deck. This piece has a keyhole shaped opening. I need two of them. Condition of the seat belts does not matter.  
Ed Connor 609-332-1501 (call/text) or [ed.connor320@gmail.com](mailto:ed.connor320@gmail.com)

**Wanted: Triumph TR4A/TR6 overdrive transmission.**  
Contact: Paul at [pis9@yahoo.com](mailto:pis9@yahoo.com) or 609-462-3593

**FREE: 15 inch wire wheels and tires.** These wheels and tires were on my Healey 3000 when I bought it.  
4 Wire Wheels  
4 Sailium Atrezzo SH 406 tires. 185-60-15  
Tires are brand new  
Tires are tubeless but are mounted with tubes  
Located in Somers Point. Call Fred DeSantis 609-827-0224



**FREE: Free to a good home.** Black TR6 seat covers both back and seat surface. Still in the bag, given to me as a gift, and I cannot use them on my Spitfire. Lance Landgraf [lblandgraf@gmail.com](mailto:lblandgraf@gmail.com) or 609-432-9024



THE PHILADELPHIA MG CLUB, Inc.  
Presents Our Twenty-sixth Annual British Car Show

# "Brits at The Village"



**October 7<sup>th</sup>, 2023**



The "Brits at The Village" British Car Show is an informal, popular-vote show for owners of all British Cars. It is designed to "finish off" the car show season. Bring your car and family and enjoy the surroundings. See what Peddler's Village has to offer in shopping and fine dining at many of its specialty shops and restaurants.



**Show Dash Plaques to the first 125 Pre-Registered Cars.**

Pre-Registration by October 1<sup>st</sup> • Cost \$15.00

Day of Show Registration • Cost \$20.00. \*Pay by credit card (DAY OF SHOW ONLY)\*

For more information, **award classes** and directions:

go to [www.phillymgclub.com](http://www.phillymgclub.com)

For Car Show or Registration Information please call or email Kristi at 484-686-3305 or [kliebel@phillymgclub.com](mailto:kliebel@phillymgclub.com). **\*This event is Rain or Shine - please plan accordingly!**

2023

"Featured Marque"  
MG BGT



Saturday • October 7, 2023

Show Field Opens at 9:00am  
Voting from 10:00am to 12:30pm  
Awards to follow

Peddler's Village - Parking lot  
behind Bank of America, 167  
Carousel Ln, Lahaska, PA 18931

Pre-Registration Form: To be received by **October 1, 2023**

Mail Form & Check payable to: "The Philadelphia MG Club, Inc." to  
"Brits at The Village" 1366 Randy Drive., Pottstown, PA 19464

Pre-Registration \$15.00 by October 1<sup>st</sup> •  Day of Show \$20.00

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

Car Club Affiliation: \_\_\_\_\_

Car Make \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_

MGB Custom (circle one) Y N

**WAVIER OF LIABILITY:** I, my heirs and my guests voluntarily assume all risks of bodily injury or disease and/or damage to my property, including, but not limited to my vehicle, while attending this event and agree not to hold The Philadelphia MG Club, Inc. or any of its members, officers or directors liable for any injury to me and/or damage to my property or my vehicle while attending, engaged in, or traveling to/from this event.

Signature \_\_\_\_\_

Date Rec. \_\_\_\_\_

Check # \_\_\_\_\_

Reg.# \_\_\_\_\_

Car Class \_\_\_\_\_



## MGS on the Rocks

The 44th Annual promises to be a great event and we are expecting 200 cars. If you love British cars this is the place to be the last Saturday in September. MGS on the Rocks is the longest continuous British Car Show in the World. This *British Only* show has been on the *same weekend* at the *same location* for 43 years. The Rocks State Park 4H Camp is an excellent country setting in rural Harford County, MD. Multiple classes of MG's are awarded as well as awards for 8 other British Marques. Awards are by popular vote by the car owners. The unique at the car award ceremonies is at 3 p.m. All winners have their photos taken with their cars. Checkout our website for past event photos.



Put your car on the field! Although we have many beautiful cars, this is very much a **come as you are** gathering. Only owners of cars on the field can vote.

**Directions:** GPS address:  
2 Cherry Hill Road, Street, Md 21154  
Look for MG Octagon signs enroute

Philadelphia PA	83 miles
Washington DC	72 miles
Harrisburg PA	68 miles

**Sorry, no pets please - Park Rules.**

### Our Regular Features

- ☞ Unique *Rocks* show shirt
- ☞ Food truck on site
- ☞ A field full of British cars in a casual park setting
- ☞ Many vendors of new and used parts.
- ☞ Uncle Larry's Swap Meet
- ☞ A great selection of various British cars for sale.
- ☞ Classic British Invasion Music by Jamming Jefferson
- ☞ Trivia games – 50/50 – T shirt shoot
- ☞ Kid's scavenger hunt
- ☞ Pre-register attendees can make song request
- ☞ A wide range of classes for awards for all British Marques, the Murphy Cup for best MGB of the show & The Senator Norman Cup for Best of Show.

### Pre-Register!

Skip that long line of on-site registrants and save \$\$\$. Awards are generally 3 or more per class but may vary as registration indicates. We base our new classes on pre-registrations, so if you want to justify any new classes make sure you pre-register. Dash plaques only guaranteed to pre-registrants.

### Important times:

- 9:00 AM** Field Opens
- 10:00 AM** ALL vendors should be in place
- 1:00 PM** Voting closed
- Approx. 3PM** Awards presentation

For additional information, email or call:  
Co-Chair: Richard Liddick

Email: [RGL2MGBGT@aol.com](mailto:RGL2MGBGT@aol.com)  
Phone: 410-817-6862

Co-Chair: Eric Reitz – Email: [Reitz1@aol.com](mailto:Reitz1@aol.com)  
Phone: 410-207-7548

### NEW!!! Online Registration:

<http://www.mgsofbaltimore.org>



### Registration:

Last Name \_\_\_\_\_  
 First Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_  
 Zip \_\_\_\_\_ Phone (opt) \_\_\_\_\_  
 Email \_\_\_\_\_  
 Car Make \_\_\_\_\_ Model \_\_\_\_\_  
 Year \_\_\_\_\_ Colour \_\_\_\_\_  
 Did you win your class last year at Rocks? Y N  
 Representing what Car club? \_\_\_\_\_  
 Song Request \_\_\_\_\_

### Mail-In Registration Form:

To register fill out section below, tear on the dotted line, enclose cheque payable to **MGS of Baltimore.**

Ms. Tracy Trobridge  
3150 Pfefferkorn Road  
West Friendship, MD 21794

Car show entrant \$20 if mailed before 9/1 \_\_\_\_\_

Car show entrant \$25 at show or after 9/1 \_\_\_\_\_

For Sale Cars: \$20.00 \_\_\_\_\_

**Total enclosed:** \_\_\_\_\_

**Vendor space** \$20.00 for the first 20'x20' space. \$20.00 for each additional space. Vendor registration is only at the event; let us know you're coming but no preregistrations will be taken. To have vendor information included in the registration packet contact the Chairpersons before 8/22.

**Spectator Parking:** at entry gate is \$5 cash per car.

# CALENDAR OF EVENTS




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.

DATE	BMC EVENT	LOCATION / STATUS
January 1/18	Membership Meeting Dinner at 6:00pm ( member expense ) Meeting at 7:00PM.	7 Stars Diner, Sewell  6 - 8:30 Steve Ferrante <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
February 2/15	Membership Meeting Dinner at 6:00pm ( member expense ) Meeting at 7:00PM.	Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052  6 - 8:30 Steve Ferrante <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
March 3/15	Membership Meeting Dinner at 6:00pm ( member expense ) Meeting at 7:00PM.	7 Stars Diner, Sewell  6 - 8:30 Steve Ferrante <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
March 3/18	Matchbox Museum Tour 	Meet 10am  16 Pearl St. Newfield, NJ 08344  CONTACT: Bob Sabota-856-629-9480
April 4/19	Membership Meeting Dinner at 6:00pm ( member expense ) Meeting at 7:00PM.	Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052  6 - 8:30 Steve Ferrante <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
May 5/17	Membership Meeting Dinner at 6:00pm ( member expense ) Meeting at 7:00PM.	7 Stars Diner, Sewell  6 - 8:30 Steve Ferrante <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>





# Events Continued



DATE	BMC EVENT	LOCATION / STATUS
May 5/20	<p><i>Picnic</i> <i>Brendan T. Byrne</i> <i>State Forest</i></p> 	<p>10am Pakim Pond Picnic Area Coopers Road Woodland Twp., NJ 08088 CONTACT: John Stern: <a href="mailto:eventsnorth@bmcsnj.org">eventsnorth@bmcsnj.org</a></p>
June 6/21	<p>Membership Meeting Dinner at 6:00pm ( member expense ) Meeting at 7:00PM.</p>	<p>Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052  6 - 8:30 Steve Ferrante <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a></p>
June Saturday 6/24	<p>Members Memorial Gathering at Smithville to benefit Samaritan Life Enhancing Care</p>	<p>For Directions: <a href="http://www.historysmithville.com/directions">www.historysmithville.com/directions</a>  CONTACT: Ed Gaubert <a href="mailto:mgarage@comcast.net">mgarage@comcast.net</a></p>
July 7/15 Saturday 6pm - 8:30pm	<p>British Car Owners Ice Cream Social</p>  	<p>5 Points Custard E. Landis Ave (Rt 540) &amp; Tuckahoe Rd. (Rt 557) E. Vineland, NJ Contact Rob Walsh: <a href="mailto:robgt71@verizon.net">robgt71@verizon.net</a> Bill Remster: <a href="mailto:wbrijpn@verizon.net">wbrijpn@verizon.net</a></p>
July 7/19 Wednesday	<p>Membership Meeting Dinner at 6:00pm ( member expense ) Meeting at 7:00PM.</p>	<p>7 Stars Diner, Sewell  6 - 8:30 Steve Ferrante <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a></p>
July 7 / 29 Saturday	<p><i>Save The Date</i> <i>BMC of SNJ</i> <i>Picnic Revisited</i></p>	<p>Where? A historical location near Hammonton once we have full approval.  July 29 Saturday 10am - 2pm  <i>STAY TUNED FOR DETAILS</i></p>

# Events Continued



DATE	BMC EVENT	LOCATION / STATUS
August 8/5 Saturday	<p><b>Summer Tour</b></p>	<p><b>Meeting Point</b> Woodstown Diner 16 East Ave. (Rt. 40) Woodstown, NJ 08098</p> <p><b>Destination</b> Wheaton Arts (Formerly Wheaton Village) 1000 Village Drive Millville, NJ 08332</p> <p>CONTACT: Tracy Westergard: <a href="mailto:events@bmcsnj.org">events@bmcsnj.org</a></p>
August 8 / 9 Wednesday	<p><b>Wednesday Night ICE CREAM at Twin Kiss Custard</b></p>	<p>25 S. Delsea Drive Clayton, NJ Contact is Bob Sabota <a href="mailto:rfs1028@verizon.net">rfs1028@verizon.net</a>.</p> <p> 6-8 PM </p>
August 8/16 Wednesday	<p><b>Membership Meeting</b> Dinner at 6:00pm ( member expense ) Meeting at 7:00PM.</p>	<p>Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a></p>
September 9/20 Wednesday	<p><b>Membership Meeting</b> Dinner at 6:00pm ( member expense ) Meeting at 7:00PM.</p>	<p>7 Stars Diner, Sewell 6 - 8:30 Steve Ferrante <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a></p>
September 9/23 Saturday 10 AM until 2 PM	<p><b>BMC of SNJ End of Year Show at Greenwich Artisans Faire</b> Admission is \$5 per <u>car</u> - all occupants can visit the Artisans Faire for the cost of a single admission.</p>	<p>On the grounds of the Gibbon House, located at 960 Ye Greate Street, Greenwich, NJ 08323 Show hours from 10 AM until 2 PM Contact - Gary Warren, <a href="mailto:garswc@yahoo.com">garswc@yahoo.com</a> or 609 247 3499 ( cell )</p>
October 10 / 7 Saturday (No Rain Date)	<p><b>The 25th Annual Elmer Harvest Day Festival and Car Show</b></p>	<p><b>DETAILS COMING SOON</b></p>
October 10/18 Wednesday	<p><b>Membership Meeting</b> Dinner at 6:00pm ( member expense ) Meeting at 7:00PM.</p>	<p>Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a></p>

## Events Continued



DATE	BMC EVENT	LOCATION / STATUS
October 10 / 21 Saturday	<i>FALL TOUR of the SHORE</i>	<b>DETAILS COMING SOON</b>  CONTACT: Joe Marchione: <a href="mailto:editor@bmcsnj.org">editor@bmcsnj.org</a>
November / December	No Membership Meeting in recognition of the holiday season	

## ***British Car Event Calendar of the Northeast***

With the kind permission of one of our neighboring clubs, Keystone British Car Club based in the Lehigh Valley I present to you their very comprehensive calendar of events featuring many British Car Shows and events of interest in the PA/NJ/DE region.

I know many of you have never attended a British Car Show and perhaps you don't quite know what to expect. If your car is not "show quality" that should not preclude you from attending. Not all attendees are trophy hunters and many folks just attend for the camaraderie and knowledge sharing that comes with a gathering of like minded British car enthusiasts. It's nice to attend these shows, enter your car and support the surrounding clubs of their efforts. If nothing else, it may garner some reciprocity for attendance at our clubs shows/events.

However, I think one important aspect of regularly attending these events is that it gets your car out on the road and away from your local neighborhood comfort zone.

It will push you to clean and maintain your car and engage you with the hobby. I have found that it is the cars that are used most regularly that often give the owner the most pleasure because it gets you to sort out any niggling issues with your car and makes it roadworthy. The more and further you travel, the more confidence you will have in the car for longer trips. In my case, I enjoy the drive to and from some of these events as I will usually choose a scenic route.

So, let's get out there and I hope to see you at some of these area events this season.

Peter Cosmides

**Below is a link to a list British car events in the greater Northeast. (And beyond, for national meets and other large events of unique interest.) Also included are; classic car events and community car shows of interest to our members.**

**[TO ACCESS THE CALENDAR CLICK ON THE LINK BELOW](#)**

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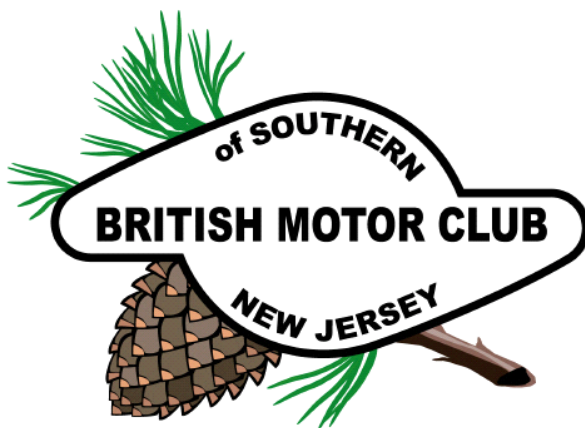
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