

OFF SIDE



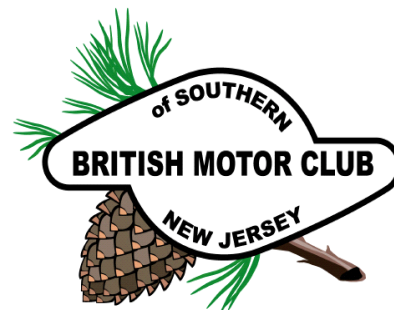
British Motor Club of Southern New Jersey

NEAR SIDE



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

July / August 2024
VOL. 34 ISSUE 04



What Might Have Been
from



Also In This Issue :

**RESCUE Squad --- Lotus Could have been
--- MG Might have been
Directions to NEW WEB SITE SWAP
SHOP !!!**





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)
Tony Roni's Tap Room, 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

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 :

Steve Ferrante president@bmcsnj.org

All Classified submissions should be written in the exact form you wish to have published, with specific information and contact info

Although we hope that these things are common sense, BMCSNJ has adopted the following policies and practices with respect to club sponsored events.

Membership meetings are sometimes held in restaurants that serve alcoholic beverages. We expect that members who choose to consume alcohol at these meetings will do so responsibly.

BMCSNJ supports safe and responsible enjoyment of British automobiles and motorcycles. All events sponsored by BMCSNJ are alcohol and drug free. Consumption or distribution of alcohol or controlled substances is expressly prohibited. All driving events are conducted in accordance with motor vehicle laws at all times.

This does not really represent a change to our prior policy or practice, it just documents it. If you have not been to one of our events before, come out and join us. You will be glad that you did.

>>>> DISCLAIMER!!! <<<<

Readers are warned that any attempt at mechanical or other modifications described herein is at their own risk. Good car mechanics results in pleasure; poor 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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The official BMCSNJ website can be
accessed at:
WWW.BMCSNJ.ORG

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SECRETARY'S SACHEL

July / August 2024

by Tom Evans

June 18, 2024

Willie Mays passed away today, now there's a chunk out of my childhood and, I'm sure, yours too. Living outside of New York City I grew up a Yankees fan in the 50's and 60's with, not just Yankee players, Mickey Mantle, Yogi Berra, Whitey Ford, my all-time favorite, Roger Maris, but, Don Drysdale, Sandy Koufax and Willie Mays. I remember the Dodgers moving to Los Angeles and the NY Giants moving to San Francisco with Willie Mays and Bobby Thomson leaving the Polo Grounds for the New York Metropolitan Baseball Club to reoccupy in 1962. My Dad and I met Bobby Thomson at a trade show signing autographs. Dad had seen the "Shot Heard 'Round the World" walk-off home run by Bobby in 1951, for the Giants to win the NL Pennant by beating the Brooklyn Dodgers, and he was very proud to introduce me to one of his heroes that day. My family are all Phillies fans, but I've never been able to make the transition since 1965. There was something about listening to Mel Allen call the play-by-play on my Zenith radio on those warm summer nights and imagining being at a game to see such greats as Willie Mays. Like our LBCs, those days are long past and new athletes and modes of transportation are emerging, but we can still recall the fond memories of getting our license, our first car and the independence it brought; that was a hand-me-down 1965 Plymouth Fury 1 for me.

The Pakim Pond Picnic (actually) happened this year on May 18th in the Brendan Byrne Forest! Thank you to Chris Bethmann (former superintendent of Brendan Byrne Forest) and Gary Patterson for their discussions on the history of the area including the glass factory previously on site. Our Smithville Gathering, to benefit Samaritan Life Enhancing Care, will have been, once again, a success as shown by the photos and story in this issue of Off Side/Near Side. It has been an honor to raise funds for such a cause and they have been equally grateful for our efforts.

July 12th is this year's Collector Car Appreciation Day sponsored by SEMA. Get out and drive your LBC for the world to see!

Coming up is the July 20th Ice Cream social at the 5 Points Custard in East Vineland, NJ, the August 3rd Summer Tour of South Jersey and, of course, the regular club meetings are on the third Wednesday of each month. Odd number months are held at the Seven Stars Diner in Sewell and even number months at the old Uno Grill location, now named, Tony Roni's in Maple Shade. Come out to the one nearest you or come to all. See all on the website and in the Events section of this issue of Off Side/Near Side.

Remember "The Rescue Squad", headed by Pete Cosmides and George Lawton is available and have helped several members in "rescuing" their LBC from minor issues. What a wonderful concept, helping each other! If you have an LBC problem, Pete can be reached by email at tundramgb@hotmail.com, as always, therapy will cost extra.

Get out and attend the events and cruises, volunteer or host an activity. The POP Cruises will begin soon with the nice weather. See you on the Road!

Happy Motoring

Treasurer/Registrar's Report

July / August 2024

Money Is No Object



Dear Members,

The annual Smithville Memorial Gathering on June 22nd was well attended, despite the elevated temperatures. My thanks to Fred DeSantis and all the volunteers that made it a successful day. A total of \$1,355 was donated by participants and the club to the Samaritan organization, which they deeply appreciated.

We had a full room at the June members meeting as well, and Pete Cosmides provided especially useful information about various national car clubs for our British cars.

If you ordered a grill badge, you should have received it in the mail by now. Steve Ferrante did an excellent job ordering and distributing the badges, complete with upgraded installation materials and instructions. I installed mine very easily on the TR6 grill, thanks to some tips from Erik Prock.

Be sure to come out to the annual Ice Cream social at the 5 Points Custard stand in Vineland on July 20th. Note that the start time has been moved up to 2 pm. The Summer driving tour is on Saturday, August 3rd.

Financially, the club is very solvent, which enabled us to contribute \$500 to Samaritan.

Our membership increased to 173 over the last two months. Please continue your effective word of mouth marketing!

If your membership expired on June 30, 2024, and you have not sent your renewal yet, please do so by July 15th to maintain your membership. Club dues remain at \$15/year (free if you volunteer to host an event). You receive six newsletters per year, access to our Facebook page and unlimited use of club supplied resources! Just a reminder that the Facebook page is for paying members and spouses only.

If you want to renew or if your membership has inadvertently lapsed, please send your payment using one of two methods:

PayPal: sign on to www.PayPal.com and send your dues to "members@bmcsnj.org".

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

Brian Deam
900 Riverton Road
Moorestown, NJ 08057



Welcome to our two new members.

Welcome to our new and returning members:

Name	Town	Car
Norm Koller	Atco	1960 MGA
Debbie Burke	Manahawkin	1975 MGB

The Editor Writes



Hello all from your editor.

Man ! Since our last newsletter our Rescue Squad has managed to not only put another member's car back on the road, but THREE !!! What a great thing we have for our members to get their LBC's back on the road and do what these were made to do - HAVE FUN !! (Also a great advertisement for our Club).

I've always loved prototype cars. When I was younger, (and even now at the Philly or NYC auto show), I'm always drawn to latest experimental models or "Cars of the *FUTURE* ". In this issue I chose to feature a few British prototype sports car experiments that almost made it to full production models. How interesting it would be to now have examples of these cars in our club shows and gatherings as members "antique" cars. Just rambling. Anyway, I hope you enjoy this issue.

Joe Marchione

So all that brings me back to:

SEEKING MEMBER CONTRIBUTIONS !!!!!.

***I am soliciting member articles for the
September / October 2024 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!

So I expect some Action !!

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".

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 March / April 2024

newsletter please get anything to me no later than **August 10th. 2024.**

**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 past
Club President, Steve Ferrante and his cars, both in July 2019's newsletter.**

And many more member contributors in these newsletters.

You can find all these and more on our BMCSNJ website at bmcsnj.org.

So please consider putting together one about you and your car (cars?).

**All I need is some pictures of you and your car and some text telling our club members a little
about yourself. Doesn't have to be much.**



Thanks, *Joe Marchione*

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

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



BMC of SNJ

Rescue Squad

on the Road Again



BMC of SNJ



BMC of SNJ Rescue Squad report; May / June 2024

By Pete Cosmides

On Tuesday May 14th BMCSNJ Rescue Members Mike Eck, Ed Doody, and Peter Cosmides found ourselves at the Medford home of club member Jeremy Garafolo. Jeremy had become the new owner of a 1971 MGB GT via Bring a Trailer and he wanted our guidance in teaching him to replace ignition components and spark plugs.



In addition to showing Jeremy the process we also inspected the twin SU carbs and make some needed adjustments. The resulting test drive was very satisfying for Jeremy who said the car never ran so well.

Thanks to Mike and Ed for joining me in helping Jeremy learn more about maintaining his MG.

Sunday June 2 the Squad came out in force to help club member Ben Ragusa at his car storage facility in Cherry Hill.

Ed Doody, Steve Ferrante, Paul Codella, Andrew Bares, Peter Cosmides, Bill Fisher, Ira Eckstein all chipped in to help with the task of removing the engine/gearbox out of Bens



(Continued on page 9)



MGB. On the surface this is a task that we may not have tried to get involved with but with some prior negotiation with Ben, he agreed to have all the engine ancillaries removed and prepped for the actual removal of the engine/gearbox using a borrowed engine hoist thanks to Ira.

The goal here was to replace his non-Overdrive gearbox with a newly purchased Overdrive unit. While we were in there, we also replaced the clutch disc. Now for those of you who have ever had to reattach a gearbox to an engine know that it can go 2 ways. Either it will slip right in with no issue,



(not very often) or more likely the mating of the two will be a struggle to get the gearbox mainshaft to align properly with the disc splines and the pilot bearing. We of course experienced the latter and struggled with the 100+ pound OD gearbox as it would just not mate properly. After several clutch removals and realignments with the proper clutch alignment tool, some filing, some lubricant, plenty of curse words we got the two together and bolted it up tight.

Anxious to be finished we swung the assembly around and eased it back into the car and buttoned up the engine mounts. The reassembly process is something that Ben will perform himself bit by bit in the coming weeks/months.

As a show of gratitude Ben then invited us all for lunch on him at nearby Kaminskys Sports Bar and Restaurant. A good time was had by all and it was a very enjoyable day with club members. Thanks to all those that made the trip to Cherry Hill, some from as far away as Cape May Courthouse to join in the camaraderie and technical support of the Rescue Squad.

And lastly in early June I was contacted by club member Caroline Pezzano of Blackwood with a concern that the headlights were not functioning on her 1977 MG Midget. Rather than make an official Rescue Squad mission of what would likely be a simply diagnosis and repair, I chose to go solo to Carolines home and fix the problem. Her parking lights, turn signals, high beams all worked, just not the low beams.

Poking around the cluster of wiring unions by the left front section of the car I discovered an electrical bullet connector had some corrosion and needed to be replaced. Gladly I anticipated this and brought along a supply of bullet connectors and the proper crimping tool. Zip, zip all was fine. Caroline can now venture out in the dark if she dare.

Pete Cosmides
Rescue Squad coordinator

U.S. based National Clubs

For those of you that missed the June club meeting in Maple Shade I did a presentation on the various National Clubs that cater to our British Cars. I discussed the publications they provided and the numerous benefits to being a member. Among those would be a nice monthly or quarterly magazine, plenty of technical advice and support, parts discounts, Regional and National conventions/ Car Shows.

Below is the list of those clubs that I highlighted, the contact info, annual dues amount, publication name and frequency. For those of our members who are not also members of the marque appropriate national club, I encourage you to join.

U.S. BASED NATIONAL CLUBS

Club information Applicable Models
NAMGBR
North American MGB Register MGB, Midget, MGC, post-Abington,
PO Box 876
Downers Grove, IL www.namgbr.org
MG Driver – bi-monthly
\$30 annual dues

NAMGAR
North American MGA Register MGA, Magnette www.namgar.org
MGA! – bi-monthly
\$37.50 annual dues

NEMGTR

New England MG-T Register MG-T Series (TC, TD, TF)
PO Box 1028
Ridgefield, CT 06877 www.nemgtr.org
The Sacred Octagon – bi-monthly
\$40 annual dues

AHSTC

Austin Healy Sports & Touring Club Regional, All AH Models New England
309 E. Broad Street Long Island
Quakertown, PA 18951 North Jersey www.austin-healey-stc.org Phila
The Flash – monthly Brandywine
\$30 annual dues Lancaster

AHCA

Austin Healey Club of America All AH models www.healeyclub.org
Healey Marque Magazine – bi-monthly
\$70 annual dues

VTR

Vintage Triumph Register All Triumphs
PO Box 229
Avilla, IN www.vtr.org
The Vintage Triumph – bi-monthly
\$35 annual dues

TRA

Triumph Register of America All Triumphs TRA.membership.chair@gmail.com
TRA – 4 newsletters/year
\$40 annual dues

6-Pack.org Triumph TR-6/250

Membership
R. Ashford Little II
4240 Wickersham Drive
Atlanta, GA 30337 membership@6-pack.org
Quarterly newsletter
\$35 annual dues

TWOA

Triumph Wedge Owners Association Triumph TR-7 and TR-8 www.triumphwedgeowners.org
The Journal - Quarterly newsletter, all content, no advertising
\$20 annual dues

JCNA

Jaguar Club of North America
500 Westover Drive
Sanford, NC 27330 www.jcna.com
Jaguar Journal – bimonthly
\$45 annual dues

OTHER PUBLICATIONS OF INTEREST

North American Classic MG Magazine

PO Box 1581
Dublin, OH 43017
6 issues/year
\$30 annually
PayPal to: sosanata@yahoo.com
classicmgmagazine@gmail.com
British Marque Car Club News

5 Old Nasonville Road
Harrisville RI 02830
www.britishmarque.com
print \$29/\$19 (non-member club/member club)
digital \$12/\$19

Area Clubs Covered: PEDC, DVT, DV Classic MG, Keystone British, NJTA, NJMGTR, MGCC-CJC, Phila MG Club

Hagerty Drivers Club
www.hagerty.com/drivers-club
6 issues/year
\$70 annually

Other Benefits: Roadside assistance (100 miles per occurrence), Free Hagerty Marketplace For Sale listings, Vehicle valuation tools
DIGITAL U.K. PUBLICATIONS
www.pocketmags.com/us
Classic Jaguar 6 issues \$23.99
MG Enthusiast 12 issues \$37.99

Other titles: Jaguar World, Mini World, Land Rover Monthly, Classic Land Rover
*Special \$9.99 monthly access to all 600 titles



If you've been reading the BMCofSNJ newsletters you just **MIGHT** have heard of Giovanni Michelotti. And if you drive a postwar Triumph product you just **MIGHT** have known he was an incredibly innovative and fascinating designer.

Drawing designs for the Triumph four-wheel department, he came up with a huge number of one-offs, test-beds, concepts and prototypes, one such just featured in our previous newsletter, the Triumph Herald. And despite my being boringly obsessive about rare prototypes, (and Italian designers who contribute to the designs of British cars), Michelotti always seems able to surprise us. (Ed: I can't help it with a name like Marchione !)

Finely, a monocoque



His Fury prototype for Triumph, which emerged in 1965 and was apparently the first Triumph issue to come with a monocoque chassis, is one such surprise. Looking at the rear lines, you can of course see Spitfire and the TR range, but with that sloping nose with pop-up lamps, there's more than a hint of Corvette there too.

It's a pleasure to contemplate the Triumph Fury, with its flowing Italian lines and the amusing signature of the Triumphs designed by Michelotti. The integrated headlights are reminiscent of the Maserati of the 1970s, the spoked wheels remain typically British.

The rear of the car ends very elegantly, the eye being caught neither by a flashy fin nor by an exposed fuel cap. The vertical taillights seem to be inspired by those of the Aston-Martin DB6, but they are much more flattering.



Finally, when the headlights are up, the look of the front end is totally different.



Yea, and with them down too. Ha

Getting Down to the Details

The Fury is a two-door convertible prototype designed and built in Coventry in 1964 by the Triumph Motor Company. The car uses components from the Triumph 2000 sedan, powered at the time by a 2.0L six-cylinder engine, the same as the one that powers the Triumph GT6. For production vehicles, Triumph was considering using the 3.0L six-cylinder engine or better yet, the 3.0L V8 engine of the future Stag.



The car broke with the separate chassis technique specific to the TR models, which would continue with the presentation of the Triumph TR5 in August 1967, then the TR6, the most produced of the series. Refusing to invest in a new production line and to develop the necessary tooling, Triumph decided not to proceed with the Fury prototype, preferring to continue the TR series using the separate chassis technique.

The Fury prototype still exists and is said to be perfectly operational. A Surrey merchant even offered it for sale in July 2009, at a price of £45,000 that was neither exaggerated nor discounted. (Ed: See note below.)



[Jane Weitzmann - JHW Classics](#) says:

[3 JANUARY 2015 AT 6.25 PM](#)

Fortunately the Fury is alive and well – albeit now sporting the numberplate TVT990G. It was added to the JHW Classics collection in 2009 and is often driven to car shows round the country and shows off her lines to the press for articles both in this country and abroad. After having taken part in the Cartier Style & Luxe at the Goodwood Festival of Speed in 2010, I drove her almost 1000 miles round Europe and she didn't miss a beat!

Fury: an E-type for the masses ?

An article by Mike McCarthy in the 3 August 1974 issue of Motor magazine described two Triumph prototypes then in private ownership. One, variously named TRX or Bullet, was a bulky two-seater tourer of 1950 aimed exclusively at the US market.



AUSTIN A90 ATLANTIC

It appeared to be a near doppelganger of the Austin A90 Atlantic, and seemed every bit as undesirable.

Far more intriguing was the Fury prototype, dating from 1965. McCarthy speculates as to the intent behind this graceful Michelotti-styled two-seater sports car superficially resembling a larger Spitfire. The prototype appears remarkably well resolved and production-ready – unlikely either to be a motor show concept car or a development hack. The drivetrain and chassis components are significant. Built in the same year that the TR4A was launched, the prototype uses the [2000's](#) six-cylinder engine and MacPherson strut front and trailing arm rear suspension in a monocoque bodyshell, a first for a Triumph sports car.



Another notable feature was a dashboard design perfectly redolent of Canley products of the era.

The author makes mention of drawings of a Fury with a V8 engine, presumably a slant four derivative, and, perhaps more intriguingly, notes that Macpherson struts were under consideration for the rear as well as the front suspension.



A new roadster

To any reader with a reasonable familiarity with Triumph componentry, the easy conclusion would be that the Fury represented the first step in the evolution of the Stag. The Motor article correctly rejects this notion, reminding us that the later car was first conceived by Michelotti as a one-off show car at the time of the 'Innsbruck' facelift of the big Triumph saloons, and adopted for potential production by Harry Webster before ever appearing in public.

The only credible explanation for the emergence of the Fury is that Triumph management realized, even in 1965, that the separate chassis TR, even in its evolved form, was far too blunt an instrument to remain competitive in the United States market into the late-1960s.

Given that even the TR4 was still underpinned by a considerable amount of *Phase 1 Vanguard hardware, the opportunity to rationalize components with the then-current saloon range must have been attractive. With its very characteristic mid-sixties Triumph detailing the Fury prototype pictured conveys the superficial impression of being a 'Big Spitfire', – the chosen name reinforces this idea. However in 1965, it could as readily be seen as a scaled down Jaguar E-type, with a far broader potential appeal than the rather agricultural TR4.

(Ed: OK, Don't yell TR4 owners. Just what the article said. I LOVE the TR4 !! Wish I had one. Really. OK?)

*The **Standard Vanguard** (phase1) is a car which was produced by the Standard Motor Company in Coventry, England, from 1947 until 1963. Predecessor to the Triumph Herald chronicled in our last May/June 2024 newsletter.



Stiff competition

It is worth noting the intensity of activity in the sector at the time, as British, Italian German, and Japanese manufacturers launched new products in pursuit of American sports car buyers' dollars. 1965 was the launch year for the Alfa Romeo Duetto, Fiat's 124 Spider and Dino would follow a year later and the Porsche 911 was already well established. The quantity in which the Datsun Fairlady was selling in the United States could not be disregarded, but probably was in Coventry. Closer to home it must have been common knowledge that BMC, still a competitor, was developing a six cylinder MGB, and were shortly to cease production of the Austin Healey 3000, the car probably closest to the TR in character, both being invariably deas 'hairy-chested'.



Alfa Romeo Duetto



Fiat's 124 Spider

The Fiat Dino, in particular, makes an intriguing comparison with the Fury. Although a premium low-volume product making much of its Ferrari designed and built V6, the resemblance of Pininfarina's Spyder to the Triumph prototype is uncanny. Underneath similarities continue, with six cylinder engines of the same capacity, and far more sophisticated interiors than the contemporary norm.



Pininfarina's spyder



Fiat Dino

The Dino 206 had a live rear axle, but the all-round struts of Triumph's wish list featured on the 1969 246. The voluptuous front and rear wings of either car may have served the practical purpose of accommodating the required strut towers.

It seems wholly likely that the Fury fell victim to the 'make do and mend' mentality, which contributed to the ultimate demise of most of Leyland's constituent marques, when it was realized that 1940s components and production machinery had no hope of competing in the second last decade of the twentieth century. The opportunity the Fury project presented to Triumph's management was to offer a product which could be produced in greater numbers, at lower cost and compete in more lucrative market sectors. The downside was high development and tooling costs in comparison to prolonging the life of the separate chassis TR series.

Missed opportunity

As we now know, Triumph chose the latter alternative. Perhaps in some ways they were vindicated in their decision. In 1968 the TR5 was launched with the 2½ litre fuel injected six-cylinder engine the Fury would almost certainly have used. Only 15 months later it was itself superseded by the TR6, whose Karmann rejuvenated nose and tail concealed mechanicals scarcely



TR5



TR6

changed from its immediate predecessor. The TR6 remained in production up to 1976, and until the TR7 was by far the best selling of the series.

Although it has now unquestionably attained iconic status, the TR6 was not the definitive volume-produced sports car of the first half of the 1970s. That car came not from Coventry, UK but from Zama, Japan and mirrored the Fury prototype uncannily in proportions and technical specification. Missing the chance to beat the Datsun 240Z to the market by at least a year can therefore be added to the long list of opportunities missed by our indigenous motor industry.



Datsun 240Z



Hello all. Joe here. Take a look at this Morris ad from the late 1940's / 50's? It's got to be one of the most understated and *Elegant (?)*, *Confident (?)* automobile ads every created. You don't actually even see the cars. Got to look waaaaay in the background under a lamp post. (I guess the lamp post helps you see them more clearly - ha). If there's any piece of advertising art (and it **IS** art) that displays the British culture to a fine point, this has got to be it. It just made me laugh. I kept looking for the "Car". I can't even use an exclamation point for fear of upsetting these fine gentlemen. As if they would turn and say, "Please, could you please stop your yelling old man?"

M O R R I S R E L I A B I L I T Y A P P E A L S T H E W O R L D O V E R

★ In BUENOS AIRES
they're saying . . .



"I'm going to have a

Exports have first call on Morris Cars and a home quota is especially earmarked for delivery to such essential users as Government Departments, the Police, etc.

MORRIS"

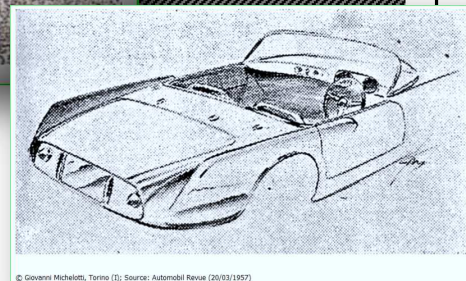


Morris Motors Limited, Cowley, Oxford. Export Business: Nuffield Exports Limited, Oxford, & 41, Piccadilly, London, W.1

1957 Lotus 1100 Spider by Ghia Aigle



In 1957, a wealthy Swiss citizen asked the company Ghia Suisse SA to design (Giovanni Michelotti) a grand touring car on a **Lotus Eleven** chassis, hence the name "**Ghia Eagle Eleven**". This car was displayed at the International Exhibition in Geneva in 1957



© Giovanni Michelotti, Torino (I); Source: Automobil Revue (26/03/1957)



Colin Chapman (at the wheel) and Hazel Chapman inspect the Lotus 1100 Ghia Aigle.

Colin Chapman (at the wheel) and Hazel Chapman (leaning in at right) inspect the Lotus 1100 Ghia Aigle.

The 1957 Lotus 1100 Spider is a unique collaboration between the British automaker Lotus and the Italian coachbuilder Ghia Aigle. The car was designed by Giovanni Michelotti and was based on the Lotus Eleven sports car. The Lotus 1100 Spider was intended to be a lightweight, high-performance roadster that could compete with the Alfa Romeo Giulietta Spider and the Triumph TR3.

Michelotti designed two right-hand drive body designs: a roadster and a coupé. Its red bodywork is made of polyester.

The **Lotus 1100 Spider** or "Ghia Eagle Eleven" was presented on the Ghia **Eagle stand** at the 27th Geneva International Motor Show, from 14 to 24 March 1957.

While the "coupé" version was preferred, it was the convertible that was actually presented at the Geneva Motor Show on 14 March, as the chassis and engine were delivered to **Ghia Eagle SA** on 12 February, leaving too little time to finish the car. It was therefore presented unfinished, without the roof while the interior was not finished.



The Lotus Spider featured a tubular steel frame with lightweight aluminum body panels. The car was powered by a 1.1-liter Coventry Climax four-cylinder engine that produced 72 horsepower. This may not seem like much, but considering the car only weighed around 1,200 pounds, it had an impressive power-to-weight ratio for its time.



One of the most striking features of the Lotus 1100 Spider was its unique design. The car featured a long, sloping hood and a rounded rear end, with a distinctive bulge on the hood that housed the carburetor. The car also had a wrap-around windscreen and wire-spoke wheels, adding to its sporty appearance.

After the 1957 Geneva Motor Show, the spider returned to the **Ghia Eagle** workshops where a

plexiglass roof was added to transform it into a coupe that took the name "**Lotus 1100 Le Mans Coupé**".

The "**Ghia Eagle Coupé**" coupé was



officially presented at the 1958 Geneva Motor Show (13 – 23 March). The interior is significantly improved compared to the 1957 spider, thanks in particular to the leather upholstery of the seats and the disappearance of the tubular trellis that encroached on the space devoted to the passenger. Note that the roof is removable.

Unfortunately, the Lotus 1100 Spider never made it into production. Only two prototypes were built; one was eventu-



Behind the wheel: Ghia Eagle employee Adriano Guglielmetti, who ca. 1959 founded his own *Carrozzeria Italsuisse* in Geneva (CH).

ally destroyed in a crash. In 1970, the car was sold to a wealthy American owner and moved to the United States where it remained until the 1980s. In 1970, it was repainted white with a green "British Racing Green" stripe running on the front bonnet, roof and rear trunk lid, then in red from 1974.



Giovanni Michelotti



It passed through the hands of several owners and In the 1980s, she returned to the United Kingdom. The surviving car is now part of a private collection and is considered one of the most significant examples of Michelotti's work.

The Lotus 1100 Spider may not have had a long production run, but its unique design and impressive performance have made it a favorite among collectors and enthusiasts. The car represents an essential collaboration between two iconic companies and is a testament to the creativity and innovation of the automotive industry in the 1950s.



The MG *CYBERSTER*



Cyberster – first official pictures released

- First official photographs of MG Cyberster concept revealed
- Two-seater to be unveiled at Shanghai Auto Show later this month
- Stunning convertible shape recalls classic MG roadsters
- Electric powertrain promises 800km range

Intelligent electrical architecture features gaming cockpit and 5G

The Cyberster - developed by the team at the MG Advanced Design Centre in London – is a two-door, two-seater sports car recalling the brand's tradition, drawing a number of styling cues from the classic MGB Roadster while also ushering in new high-tech features, including an interactive gaming cockpit



and 5G connectivity.

The Cyberster's intelligent all-electric architecture will enable an approximate EV range of 800km (500 miles) and deliver a 0-100km/h time (0-62mph) of less than three seconds, while the body is designed to enhance aerody-

dynamic performance, the classically shaped MG grille also serving as an air duct to ensure airflow over the car's chassis.

It features classic round MG headlights, coupled with a slim grille design, along with interactive 'Magic Eye' headlights that open when switched on.

Other striking details of the MG Cyberster are the 'laser belt' LED strip down the side of the car and the outline of the door, which follows the direction of the LED strip.



Its powerful sports car profile has a distinct two-stage shoulder line, with a flattened 'kamm tail' rear, accentuated by unusual 'hacker blade' alloy wheels. The tail lamps are of LED construction and are integrated flat into the rear of the car, projecting a digital image that echoes MG's British heritage.

The "digital fibre" interior design theme adopts a driver-centric layout, with a separated cockpit for driver and passenger and a large-sized LED instrument cluster with a second central screen. The screen ahead of the driver presents all of the key vehicle information in a modern but minimalist style, while the central display houses its more interactive features.

MG's 'Zero Gravity' seats have floating head restraints, while the door panels and red leather handles reflect the 'laser belt' that runs down the car's exterior.

Carl Gotham, Director of SAIC Design Advanced London, said: "The Cyberster is a bold statement that looks strongly into MG's future, touching on our heritage but more importantly building on our technology and advanced design.

"Cyberster is a hugely exciting concept for us."

More information on the Cyberster will be revealed when the model is shown at the Shanghai Motor Show (April 21-28, 2021). (Ed: Ok. A bit out of date now but not a bad design. Since then there've been a number of newer concept all previewed on the Internet. So check them out.)

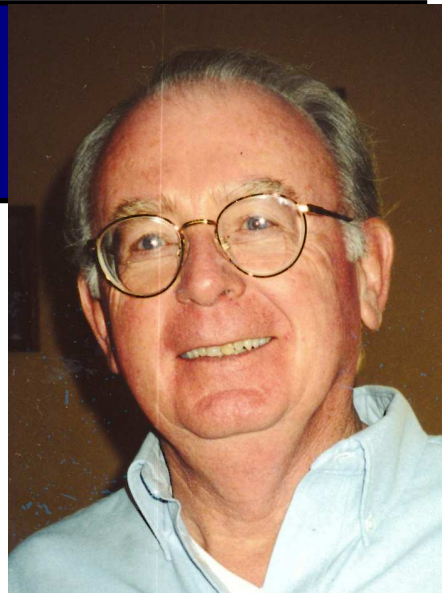
MG currently offers three plug-in models in the UK – the established MG ZS EV, the game-changing All New MG5 EV and MG HS Plug-in, all backed up by MG's incredible 7 year warranty and fast-developing dealer network. Its UK Advanced Design HQ employs over 40 designers.

To find your local dealer, or to discover the high-tech, value-for-money range of cars on offer, please visit MG.CO.UK.

I received this email (below) from Dan Hoffner today stating that his father, Ed Hoffner passed away on March 16. His obituary is attached.
Steve Ferrante

Charles Edward Hoffner

June 24, 1936 - March 16, 2024



Charles Edward Hoffner, age 87, fondly known as "Ed" to his friends and family, passed away on Saturday evening March 16, 2024 at Tylers Mill Senior Living in Deptford. He was born on June 24, 1936 in Philadelphia, PA to the late Charles F. and Maria Hoffner Prell (nee Short). Ed grew up in Williamstown and North Wildwood. He was a 1955 graduate of Glassboro High School. It was during high school where he met and married his high school sweetheart JoAnn Laura Ade.

Ed served in the U. S. Army National Guard from 1956 to 1958 and later in the U.S. Army Reserves where he held the rank of sergeant and was honorably discharged in 1961.

Ed always enjoyed being around people. His friendly nature led him to his 37 year career as an automobile salesman. He began his career at Avis Volkswagen in Monroeville. He then opened his own dealership, Hoffner and Sharp and finished his career at Novick Auto Mall. After retiring from automobile sales, Ed moved back to his beloved North Wildwood and became a lighthouse keeper and tour guide for the Cape May lighthouse for 20 years. Concurrently he was also a volunteer at the Cape Regional Hospital.

He was an avid train collector and antique car enthusiast. He was a long time member of the British Motor Club of Southern New Jersey.

Ed's greatest love was his family and friends. He enjoyed spending time with his childhood friend Jack Fleming. He was a faithful Christian and enjoyed time spent with his church family at Olivet United Methodist Church in Pittsgrove Township. He was happiest when he would spend time with his children and grandchildren. His other hobbies included backpacking the Appalachian Trail, going to NASCAR races with his sons, visiting antique shops with his daughters and countless activities that let him spend time with his grandchildren and great grandchildren.

He is survived by his children, Charles Hoffner (Pamela), Teri Drogo (Sam), Penny Lore and Daniel Hoffner (Maryann), eleven grandchildren, twenty-four great grandchildren, sisters, Barbara Parks (Skinner) and Mary Macklin (Mark), a brother, Richard Hoffner (Peggy), his second wife, Barbara Baker and many nieces and nephews

In addition to his parents, he was preceded in death by his sister, Anne Meane, brother William Prell and his first wife, JoAnn Laura Ade.

In lieu of flowers, the family suggests that donations be made to Cape May MAC, 1048 Washington Street, Cape May, NJ 08204. Please specify that the donation is to go to the Cape May lighthouse honoring Ed Hoffner.



ICE CREAM SOCIAL

July 20th 2024 2 to 5pm

Join us for ice cream and British cars at

5 Points Custard 557 Tuckahoe Rd. Vineland NJ

No judging, just car talk, good friends and ice cream

Come early for lunch or stay after for dinner at

5 Points Inn next door

more info: Sue at old_cat@verizon.net , bmcsnj.org

or our group on Facebook



Hear Ye, Hear Ye!

THE 50TH ANNUAL GREENWICH
ARTISANS FAIRE & MARKETPLACE

BRITISH INVASION ON SATURDAY 9/28
10AM - 2PM BY THE
BRITISH MOTOR CLUB OF SOUTHERN NJ



The Revolution has been said to have been over a long time and those dreadful British banished forever from our shores. Well, if you think that's true you need to come to ye Olde Greenwich, NJ. this September. Once you see the mass gathering of classic British cars and lots of guys in flat caps you might consider that those darn tea drinkers found a place in the South Jersey Delaware Valley to hide themselves and their cool lookin' and fast drivin' Little British Cars !

Once again, owners of British cars are warmly invited by the Cumberland County Historical Society, to show them off in Greenwich on Saturday, September 28th. As a result, as we did last year, BMCSNJ has scheduled its annual show on this day.

Also, at the same time and at the same location, the CCHS will be hosting a large **Artisans Faire & Marketplace**. This is a big event and runs Saturday 28th. from 10 AM - 5 PM and Sunday 29th. from 10 AM - 4 PM. There will be many interesting, hand-made items for sale, superb food, interesting exhibits of old stuff, great music, farm animals, and fun activities for kids and families.

Admission is \$5 per person except for British car owners - your admission is **\$5 per car** - all occupants can visit the Artisans Faire for the cost of a single admission. See below for more details.

What - Annual BMCSNJ Car Show

When - Saturday, September 28, 2024, Show hours from 10 AM until 2 PM

Where - On the grounds of the Gibbon House, located at 960 Ye Greate Street, Greenwich, NJ 08323

Contact - Gary Warren, garswc@yahoo.com or 609 247 3499 (cell)

Tour of the Shore

2024



*Plan to join us October 12 th.
for our Third*

Tour of the Shore !



*We plan to meet at the Atlantic County Park at Lake Lenape in
Mays Landing at 10:00 am.*

*From there we will drive through the Southern New Jersey woods
until we end our trip in Stone Harbor at the New Jersey Shore.*

Many of us have lunched at Fred's Tavern in Stone Harbor.



British Motor Club of Southern New Jersey

GRILLE BADGE SALE

****ONLY A FEW REMAIN AVAILABLE****



Badges are metal with enameled surface and mount by two studs that screw into the back of the studs shown above.

Cost is \$39.50 each including mounting hardware and shipping.

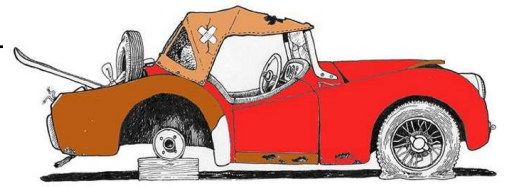
Payment by check made out to British Motor Club of Southern New Jersey or by Paypal sent to members@bmcsnj.org

I would like _____ grille badge(s) at \$39.50 each = \$_____ total.

Name	
Street address	
City, State & Zip Code	
Phone Number	
Email address	

Checks should be sent to:
British Motor Club of Southern NJ
Brian Deam – Treasurer
900 Riverton Rd
Moorestown, NJ 08057





The New BMC of SNJ Marketplace

If you were wondering where the Swap Shop ads went, then read on.....
Beginning this month, we have added a new tab on the website where all For Sale/Wanted ads will be located. It will be a single link on the website that will show all the available listings together. This listing will be updated monthly instead of waiting for two months until the next newsletter arrives!

You can access the new feature by going to:

www.bmcsnj.org

At the top right, click on “**More**”

Then click on “**Marketplace.**”

Then click on “**BMC of SNJ Marketplace – July 2024.**”

To make this successful, all For Sale / Wanted ads must be submitted to the president@bmcsnj.org email address before the 20th of each month to be included in the next month’s listing.

The more information that you provide will increase the chance of a sale, so be sure to include the following at a minimum.

- Your Name.
- Your Phone Number and/or email address.
- Detailed description of what you are selling (it will be copied exactly.)
- Pictures of what you are selling in .jpg format. I can include up to three pictures per ad.
- Price for each item, or list as “free” or “make offer.”
-

Ads that are incomplete will not be included. Ads will run for two consecutive months and will be deleted from the list unless you request that it be extended. I am hoping that this change will make items available to our members sooner and increase your chances of selling your items! As always, I’m willing to hear feedback and looking forward to making this work for all BMC of SNJ members.

Please note that all ads currently shown will be deleted for the August 2024 list unless you let me know that you want the ad to be continued.

Steve Ferrante
BMC of SNJ Board Member

CALENDAR OF EVENTS 2024

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.


THE INFORMATION IN THIS EVENTS CALENDAR IS SUBJECT TO CHANGE.
 CHANGES WILL BE COMMUNICATED BY EMAIL.
 YOU CAN ALSO CONSULT OUR WEBSITE: <https://bmcsnj.org>

DATE	BMC EVENT	LOCATION / STATUS
* January 17th.	Membership Meeting Dinner at 6:00PM (member expense) Meeting at 7:00PM	7 Stars Diner Sewell, NJ 6:00-8:30 Mike Eck eckmichael@comcast.net
* February 21st.	Special Membership Meeting @ Simeone Museum celebrating "Best of Britain" the British V-8 6:00PM	Simeone Museum SimeoneMuseum.org Pete Cosmides tundramgb@hotmail.com
Ongoing thru 20th.	Ongoing Austin Healey Display Brought to you by Austin Healey Sports & Touring Club	AACA Museum Hershey, PA
* March 20th.	Membership Meeting Dinner at 6:00PM (member expense) Meeting at 7:00PM	7 Stars Diner, Sewell 6:00-8:30 Gary Warren garswc@yahoo.com
* April 17th.	Membership Meeting Dinner at 6:00PM (member expense) Meeting at 7:00PM	Uno, Maple Shade 2803 NJ Rt 73 South Maple Shade, NJ 6:00-8:30 Ed Gaubert mggarage@comcast.net
* April 20th.	Spring Tour lunch is available at the Laurita Winery 10:30AM	Batsto Village (Rt 542 Hammonton, NJ) to Laurita Winery (Rt 640, New Egypt, NJ) Lunch Available events@bmcsnj.org
April 27th.	K&T Vintage Open House/Swap Meet British Car Parts	K&T Vintage 6584 Ruch Road Bethlehem, PA ktvintagecars.com
May 4th.	The British are Coming...Again Car Show	British Car Club of Delaware Lewes, DE
May 5th.	New Hope Auto Cars and Coffee Event These Cars and Coffee events that they host are almost better than their annual show. They fill up fast with an incredible array of cars and there is no charge. Just show up, coffee and donuts are available.	8:00AM-11:00 The main parking lot fills up by 8:30, the grass field becomes overflow.



CALENDAR OF EVENTS *2024*

DATE	BMC EVENT	LOCATION / STATUS
May 11th.	The First Annual Roadster Rally Open Car Show for all roadsters/convertibles 9:00AM-4:00PM	Ocean City Boardwalk theroadsterrally.com
* May 15th.	Membership Meeting Dinner at 6:00PM (member expense) Meeting at 7:00PM	7 Stars Diner Sewell, NJ 6:00-8:30 Contact Person?
* May 18th.	BMCSNJ Club Picnic	Pakim Pond Picnic Area Brendan Byrne Forest Woodland/Vincentown, NJ
June 1st.	29 th Red Mill British Car Day 10:00AM – 3:00PM	Red Mill Village Museum Clinton, NJ austin-healey-stc.org/redmill.html
June 1st.	Cars & Motorcycles of England 8:30AM – 3:00PM	Hope Lodge Historic Site 553 S. Bethlehem Pike Ft. Washington, PA DVTR.org
June 9th.	30th Annual British Motor Gathering Car Show 10:00AM – 3:00PM	Alfred Fritchman Reservoir Park Hellertown, PA KeystoneBritish.com
* June 19th.	Membership Meeting Dinner at 6:00PM (member expense) Meeting at 7:00PM	Tony Roni's Tap House, Maple Shade 2803 NJ Rt 73 South Maple Shade, NJ 6:00-8:30 Contact Person?
* June 22nd.	Members Memorial Gathering at Smithville to benefit Samaritan Hospice 10:00AM-2:00PM	www.historicsmithville.com Fred DeSantis captain172@comcast.net Rain Date 6/23
June 24th.	Philadelphia Concours d'Elegance <i>A fund-raising event that provides help and hope to children born with rare genetic diseases, and supports research at the Children's Hospital of Philadelphia. Jaguar is the featured marque and thirty or more curated Jaguars will be displayed.</i>	Simeone Museum SimeoneMuseum.org

CALENDAR OF EVENTS *2024*

DATE	BMC EVENT	LOCATION / STATUS
July 7th.	Rebels & Redcoats Auto Show 10:00AM – 2:00PM	Washington Crossing Historic Park 1112 River Road Washington Crossing, PA washingtoncrossingpark.org/events
* July 17th.	Membership Meeting Dinner at 6:00PM (member expense) Meeting at 7:00PM	7 Stars Diner Sewell, NJ 6:00-8:30 Contact Person?
* July 20th.	British Car Owners Ice Cream Social 2:00PM-5:00PM	5 Points Custard E. Landis Ave. (Rt 540) & Tuckahoe Road (Rt 557) Vineland, NJ
August 4th.	New Hope Auto Cars and Coffee Event These Cars and Coffee events that they host are almost better than their annual show. They fill up fast with an incredible array of cars and there is no charge. Just show up, coffee and donuts are available.	8:00AM-11:00 New Hope-Solebury High School 180 W. Bridge Street New Hope, PA newhopeautoshow.com/cars-and-coffee
* August 3rd.		Meet at the Woodstown Diner 16 East Main St. Woodstown, NJ 10:00am meeting time, come early if you would like breakfast.
* August 21st	Membership Meeting Dinner at 6:00PM (member expense) Meeting at 7:00PM	Tony Roni's Tap House, Maple Shade 2803 NJ Rt 73 South Maple Shade, NJ 6:00-8:30 Contact Person?
September 9th	Grand Prix Festival of Watkins Glen (MG is the Featured Marque)	grandprixfestival.com
September 15th -18th.	Austin Healey Convention Car Show on the Ocean City Boardwalk	Flanders Hotel Ocean City, NJ www.austin-healey-stc.org

CALENDAR OF EVENTS *2024*

DATE	BMC EVENT	LOCATION / STATUS
* September 18th.	Membership Meeting Dinner at 6:00PM (member expense) Meeting at 7:00PM	7 Stars Diner Sewell, NJ 6:00-8:30 Contact Person?
September 21st.	Brits on the Beach	Ocean Grove, NJ PEDC.org/botb
* September 28th.	BMC of SNJ End of Year Car Show at Greenwich Artisans Faire 10:00AM – 2:00PM	On the grounds of the Gibbon House 960 Ye Greate Street Greenwich, NJ Gary Warren garswc@yahoo.com or 609-247-3499
October 5th.	Brits at the Village	Peddler's Village Lahaska, PA www.phillymgclub.com/brits-at-the-village
* October 12th. Rain Date 13th.	<i>Fall Tour of the Shore Lake Lenape to Stone Harbor Oct. 12th.</i>	Meet at Lake Lenape Park at 10:00 am. It's important to go to the "Park" entrance off Atlantic 559 and not the Lake entrance. After meeting in the park well drive to Stone Harbor for Lunch. Contact Person is Joe Marchione 609-412-4414
* October 16th.	Membership Meeting Dinner at 6:00PM (member expense) Meeting at 7:00PM	Tony Roni's Tap House, Maple Shade 2803 NJ Rt 73 South Maple Shade, NJ 6:00 -8:30 Contact Person?
* October 19th Rain Date 26th.	BMC of SNJ SWAP MEET and BARBECUE	Hosted by Mike Eck and Becca Payonk, 418 Whig Lane, Glassboro 08028 start time of 10:00AM for vendors 11:00 for everyone else
December	No membership meeting in recognition of the holiday season 	

CALENDAR OF EVENTS

British Car Event Calendar of the Northeast

With the kind permission of one of our neighboring clubs, the 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 the sharing of knowledge 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 club's shows and 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 the cars that are used most regularly often give the owners 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

CLICK ON THE LINK BELOW TO ACCESS THE CALENDAR

[British Car Calendar | Keystone British Car Club](#)

And now a word from our Sponsors



British Car Parts & Accessories

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

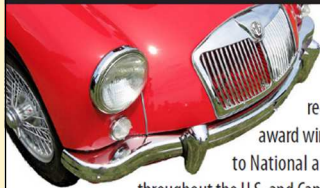
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Mike Eck
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 Glassboro, NJ 08028

Register Your MGA With NAMGAR!



Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of *MGA!*, our full-color, award winning magazine, invitations

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and support group second to none. All this for just \$37.50 per year (North America), or \$52.50 (International). **Get more information at** <http://www.namgar.com>, or contact registrar@namgar.com.



North American MGB Register

The only MEMBER-RUN organization for MGB, MGC, Midget, 1100/1300 and Post Abingdon Car owners.

ANNUAL MEMBERSHIP \$30 (\$45 overseas)

- Dash plaque • Membership card • Window decal
- Six bi-monthly issues of *The MG Driver*, a 60-page informative magazine.
- Annual national convention – a four-day MG party!

North American MGB Register

PO BOX 876 - Downers Grove, IL 60515-0875

Toll-free phone: 800-NAMGBR-1

www.namgbr.org

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Old School Meets Future Cool.

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

FULL AD ON PAGE 25



Shop at MossMotors.com

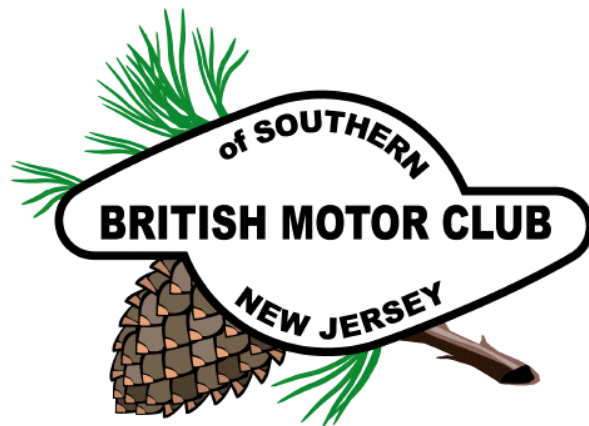
— and you can request a free catalog, too!

800 - 667 - 7872

British Motor Club of Southern New Jersey
90 Strawberry Drive
Shamong, NJ 08088



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



British Motor Club of Southern New Jersey

