

OFF SIDE



British Motor Club of Southern New Jersey

NEAR SIDE

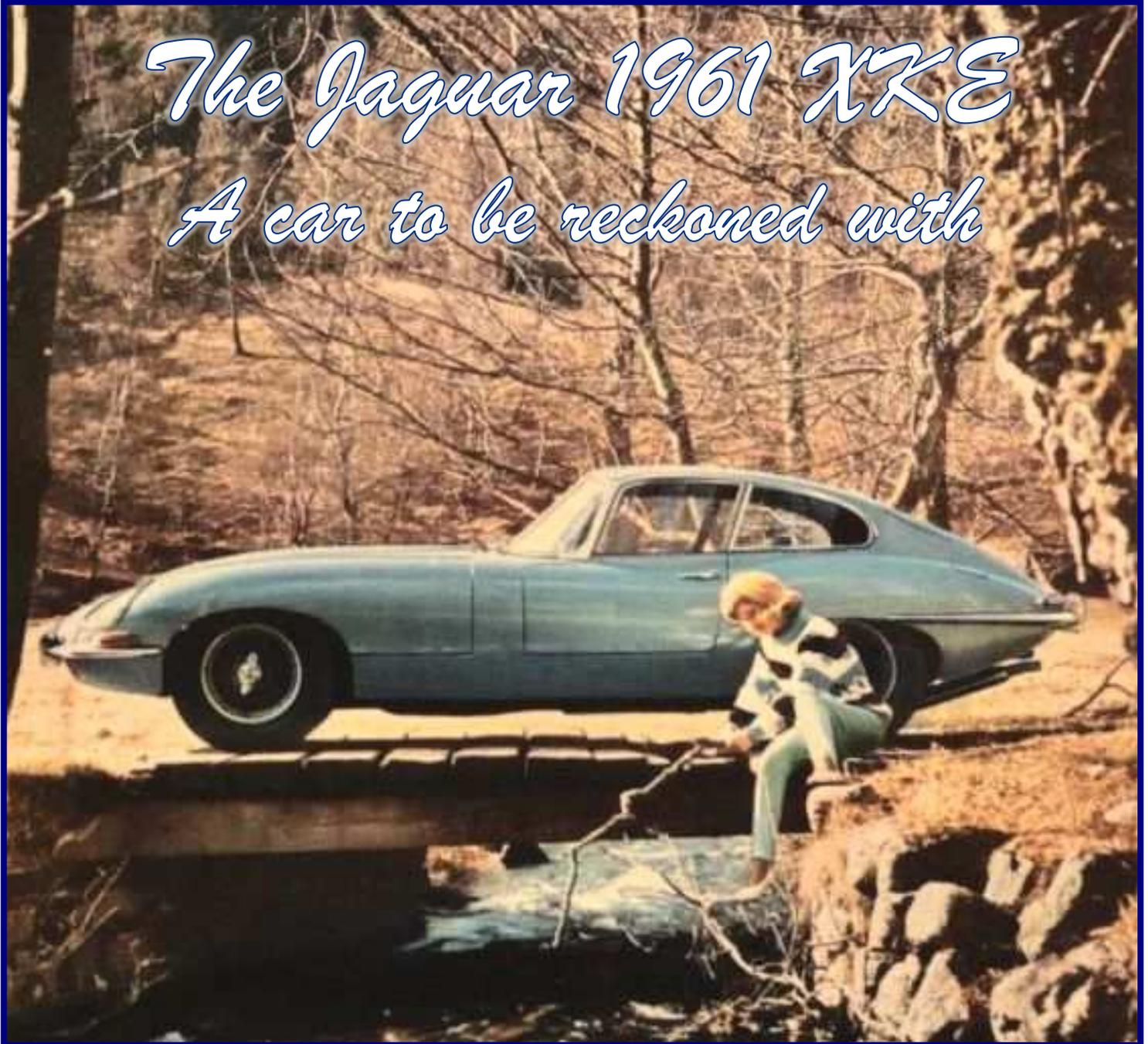


THE OFFICIAL PUBLICATION  
of THE BRITISH MOTOR CLUB  
of SOUTHERN NEW JERSEY

July / August 2021  
VOL. 31 ISSUE 04



*The Jaguar 1961 XKE*  
*A car to be reckoned with*





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**

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:** [mqgarage@comcast.net](mailto:mqgarage@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.

July / August 2021  
VOL. 31 ISSUE 04



**PRESIDENT / CHAIRMAN**

Steve Ferrante  
90 Strawberry Drive  
Shamong, NJ 08088  
[president@bmcsnj.org](mailto:president@bmcsnj.org)  
609-268-2224

**BOARD OF DIRECTORS**

Tom Evans  
[secretary@bmcsnj.org](mailto:secretary@bmcsnj.org)

Brian Deam  
[members@bmcsnj.org](mailto:members@bmcsnj.org)

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

Gary Warren  
[garswb@yahoo.com](mailto:garswb@yahoo.com)

**SUPPORT STAFF**

TREASURER / REGISTRAR -

Brian Deam  
900 Riverton Road, Moorestown, NJ  
08057  
856-296-9531  
[members@bmcsnj.org](mailto:members@bmcsnj.org)

SECRETARY / WEBSITE -

Tom Evans  
177 Grant Ave.  
Cherry Hill, NJ 08002  
609- 923-9298  
[secretary@bmcsnj.org](mailto:secretary@bmcsnj.org)

EDITOR -

Joe Marchione  
921 Shelburne Ave  
Absecon, NJ 08201  
609- 272-9743  
[editor@bmcsnj.org](mailto:editor@bmcsnj.org)

EVENT COORDINATOR -

Tracy Westergard  
[events@bmcsnj.org](mailto:events@bmcsnj.org)

The official BMCSNJ website can  
be accessed at:

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

Pg.	
4 - 5	<b>President's Message</b>
6	<b>Secretary's Satchel</b>
7	<b>Treasure's Report and New Members</b>
8	<b>The Editor Writes</b>
9 - 16	<b>Nobody's Pussycat Introducing the 1961 Jaguar XKE</b>
17	<b>The XKE and The Playboy Bunny</b>
18 - 20	<b>Highlights - 1961 New York Auto Show</b>
21, 23	<b>A Perfect Fit. Mike Eck</b>
24	<b>A Long Way Back Lynn Johnson</b>
25 - 30	<b>SMITHVILLE 2021</b>
31	<b>TWIN KISS POP CRUISE</b>
33 - 34	<b>COVID Made Me Do It. Dean Adinolfi</b>
35 - 37	<b>Troubleshooting from the hip. (Part 4) The mechanical engine parts</b>
39 - 40	<b>For Sale and More</b>
41 - 43	<b>Calendar of Events</b>

Hello BMCSNJ members,

It is hard to believe that 2021 is half over already. Since we have been released to roam about on our own, it seems to me that time is flying by. Traffic has definitely increased and things are feeling quite a bit more normal.

Just the other day, I was driving home from work and a red car caught my eye as I approached it. I knew it was older and I knew it was unusual. I know what you are thinking, red, must have been a Ferrari, a Lambo, Jaguar or some other '60s or '70s sports car outfitted with "resale red" paint, right? Well, not exactly, it was a very well-used, rather beat-up vintage 1978 or so Ford Fairmont like the one in the picture below (not the one I saw, by the way.)



Why is this important? Well, two reasons. Number one is that, in 1978, I was 16 and got my driver's license in PA which coincided with my father changing jobs and getting into the car sales business. For me, that was fantastic because in those days, every salesman had a demonstrator (demo) as a company car which was changed every month or so. The only issue for me was that my dad worked for Ford, Chrysler, Pontiac, VW and Lincoln-Mercury. That didn't leave a lot of room for exciting cars to make the trip home. Of course, it was hard to overlook the Ford marketing campaign that assured us all that the Granada Ghia was just as good as a Mercedes Benz 450SLC. For the record, I have driven both and can assure you that the Benz was better.

Remarkable achievement.  
\$23,976\*

Mercedes 450 SLC Sports Coupe

Remarkable achievement.  
\$4,189\*

Ford Granada Sports Coupe

\*Manufacturer's suggested retail price excluding title, taxes, destination charge.

Presented at top is perhaps the world's finest sports coupe, and a remarkable achievement in automotive engineering. From its fully independent suspension system to the design of its interior, the Mercedes 450 SLC is a possession of pride for those who can truly afford its formidable pricing. These who choose glass roads. The second car pictured above is a dramatically styled edition of one of the best-selling cars in America.

**New Ford Granada Sports Coupe**  
You may notice that the Granada Sports Coupe is virtually the same size as the Mercedes 450 SLC. (See specifications.) This new car has a sporty "sports-coupe" on its dimensions alone.

For road performance at the sporting level this Granada is equipped with a heavy duty suspension, heavy duty shock absorbers, heavy duty rear springs and steel-bellied axles, inside it features reclining bucket seats, leather winged steering wheel and floor shift. Wiper/washer offers a great range of special equipment to order from, including a powerful 351 CID V-6 engine and SelectShift transmission. Even 4-wheel disc brakes are available (Granada is one of the few American cars to offer these).

**A sporting choice**  
If money is really no object, you should certainly consider the Mercedes 450 SLC. It is a remarkable achievement in automotive engineering. Under any circumstances, consider the new Granada Sports Coupe. Starting at \$4,189\* it is a remarkable achievement by almost any standard.

See your local Ford Dealer  
**FORD GRANADA**  
FORD DIVISION

SELECTION	MERCEDES 450 SLC	FORD GRANADA SPORTS COUPE
WHEELBASE (IN.)	111.8	108.9
LENGTH	188.4	182.7
WIDTH	70.0	71.7
HEIGHT	56.4	54.1
EMPTY WEIGHT	3661	3069
ENG. CYL. ARRANGEMENT	4 B.C. (V-6)	200 CID (V-6)
COMP. WEIGHT	3711	3119 (3000 G.W.)
ENGINE & TRANSM. (IN.)	3.00 X 3.00	3.00 X 3.00
STEERING (IN.)	3.00	3.00
WHEELS	15.0	14.0
TIRES	15.0	14.0

Granada is pre-positioned for instant reach on turn-signal lever, European-style. And to further enhance the performance of your car, the Granada Sports Coupe

Over the next few years, he let me drive anything that he brought home as my interest in cars, at that time, was at the top level of my Hierarchy of Needs. Sadly my timing was poor in that when I turned 16, the American auto industry was at a pretty pitiful low point. One day he bought home a 1970 Dodge Demon 340ci 4-speed, which he took in trade but somehow he failed to throw me the keys to that one. Of course, even the Demon paled in comparison to a Volkswagen Rabbit Diesel with manual transmission. Never once did he bring home an MG, Triumph, Austin-Healey or Jaguar.

The second reason that the vintage Fairmont caught my eye was because the Fairmont was carrying NJ Historic plates. You know, QQ tags offered by DMV for a car that is "at least 25 years old and only used for exhibition and education purposes." Of course we all know that these are very loose rules just begging to be manipulated, but in all my years in the hobby, I haven't seen many Ford Fairmont exhibitions.

# PRESIDENT'S MESSAGE

July / August 2021

Fast forward a few days when the great State of New Jersey granted me the right to present myself in their presence to trade information and money for my very own set of QQ Historic plates for the "new-to-me" classic Mini that I have just purchased. Take an hour or two of PTO and ride over to Medford and get my plates, right? Wrong again. Now, if you want QQ plates you either have to get a regular title and then send it off to Trenton and wait, or drive to one of a half dozen "specialty" DMV agencies in the state and get them right then and there. I chose to go to Manahawkin and I must say that the process was pretty painless when, after standing in the same line two separate times and a few minutes of scrolling, the clerk asked (and I confirmed) that the Mini was indeed a foreign car. In her defense, she followed that up by saying that it was really cute. I blushed.

During this entire process, I couldn't help but continually scan the agency and eavesdrop on the discussions that were going on at each desk. Maybe it is me, but despite the fact that the website is jam packed with rules and instructions of what you should do before you get there, it appears that at least 50% of the customers somehow feel that those rules should not apply to them. This same 50% also believe that raising their voice will increase their odds of getting what they want. Wrong and wrong-er. During my 45 minutes there, I was happy that only two people were escorted out by security. I nervously finished my business while simultaneously keeping my eye on the parking lot, half expecting a beat up minivan with a "Baby on Board" sticker to come crashing through the

front window. Kudos to Manahawkin DMV as I safely left with my new plates and paperwork.

During my time in line, I was left with a few minutes to think freely and I realized that I was taking part in one of the greatest bargains that NJ has to offer. Other than the \$44 fee to obtain the historic plates, I'm not sure that I can think of any other state mandated fee that only has to be paid one time. I hope that no one in Trenton is reading this.

As always, enjoy your cars, the hobby and be safe on the roads. See you at an event or a meeting!

Steve Ferrante



*The new Jaguar by Fender*

For unmatched versatility of tone . . . for the ultimate in design and precision engineering . . . the new Fender Jaguar electric guitar has captured the attention of professional musicians everywhere. Ask your nearest music dealer about the Fender Mute, Special Design Pick-ups, Short Scale Neck (24", 22 frets), Floating Tremolo and other outstanding features found on this amazing instrument. See it and play it . . . you'll want it!

**Fender**  
SALES, INC.  
Santa Ana, California



## Treasurer/Registrar's Report

July August 2021

### *Money Is No Object*

By Brian Deam

I am happy to report that after 3 months as your Treasurer, we're still solvent and our financials remain very strong, thanks to your on-going support.

Our current paid membership count is 166 with 256 registered cars.

Club dues remain at \$15/year (free if you volunteer to host an event) for which you receive 6 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.

Members are grouped in to one of two annual membership terms; one that expires on Dec 31st and the other on June 30th. Notices have been sent to all members whose term expires on June 30th. Thanks to those that have already renewed. If you haven't renewed yet, please do so by July 15th to avoid being dropped from the roster.

If you want to use PayPal for dues payments, just sign on to [www.PayPal.com](http://www.PayPal.com) and send your dues to "members@bmcsnj.org".

Dues can also be paid by check made payable to "British Motor Club of Southern NJ" and mailed to:

Brian Deam  
900 Riverton Road  
Moorestown, NJ 08057

Again, thanks for your support and enjoy the summer.

Brian



## [Welcome New Members!](#)

Ed Doody  
1974 TR6

Sicklerville

Bill Goedeke  
1975 MGB & 1966 GT-6 Mk1

New Egypt

Jim Martin  
2014 Aston-Martin Vanquish

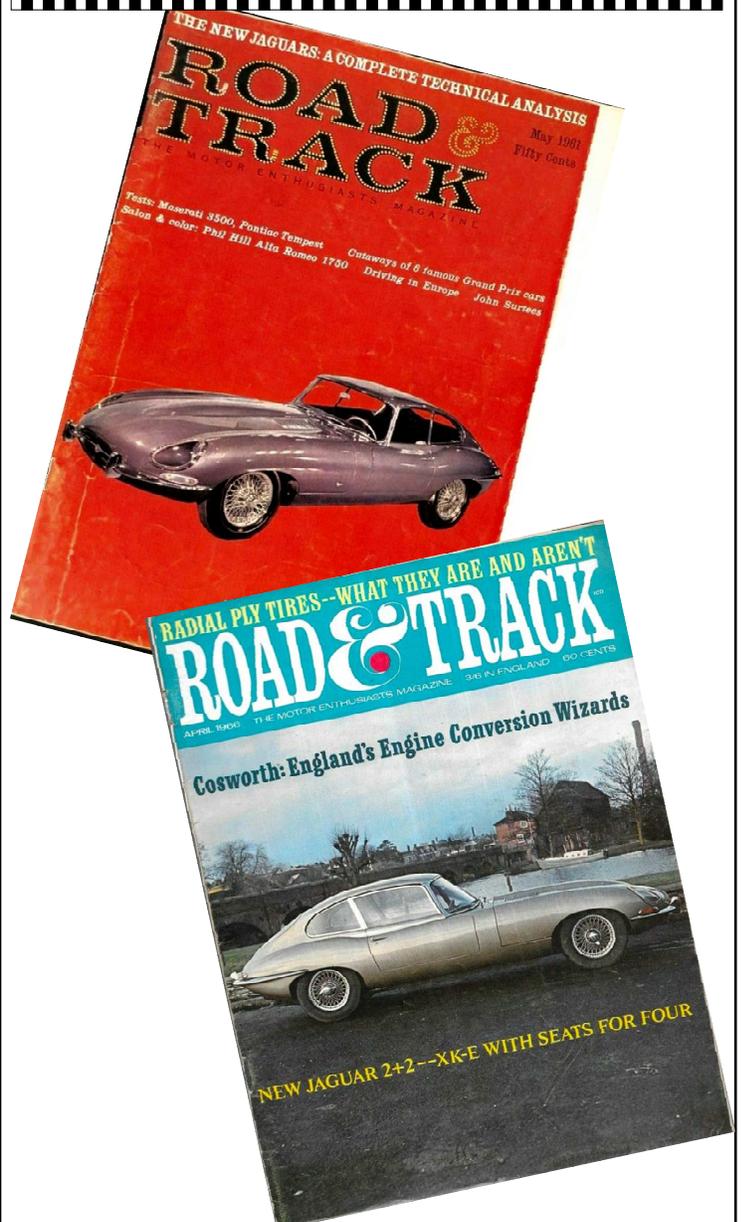
Clarksburg

Lance Landgraf Jr.  
1976 Spitfire

Ventnor City

Brian Savarese  
1959 MGA

Pedricktown



# The Editor Writes

Joe Marchione



Hello all,

I would just like to tell you some additional information about this July / August issue of our Newsletter, Off Side / Near Side. I was originally going to feature an article which would include all Jaguar XKE models, but, because of some health issues I decided to keep this one about the Series 1 XKE only and continue in next issue with the Series 2 and 3. Thanks for understanding the shift and talk again in the fall.

*More Importantly:*  
***SEEKING MEMBER  
CONTRIBUTIONS***



I am soliciting member articles about  
**Your car (or cars - lucky dogs) or projects, tips, stories,**  
**or: ANYTHING British car related**  
for the ***September / October 2021 newsletter.***

So, if you are an owner of a LBC, or have a story about one, or are even just an admirer, please consider sending in something about your **Classic British Car** experience. 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, project, dog! Doesn't have to be a big deal.

If you're interested please send any material to your Editor, Me, 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 newsletter please get anything to me no later than **August 1st, 2021**. 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.**

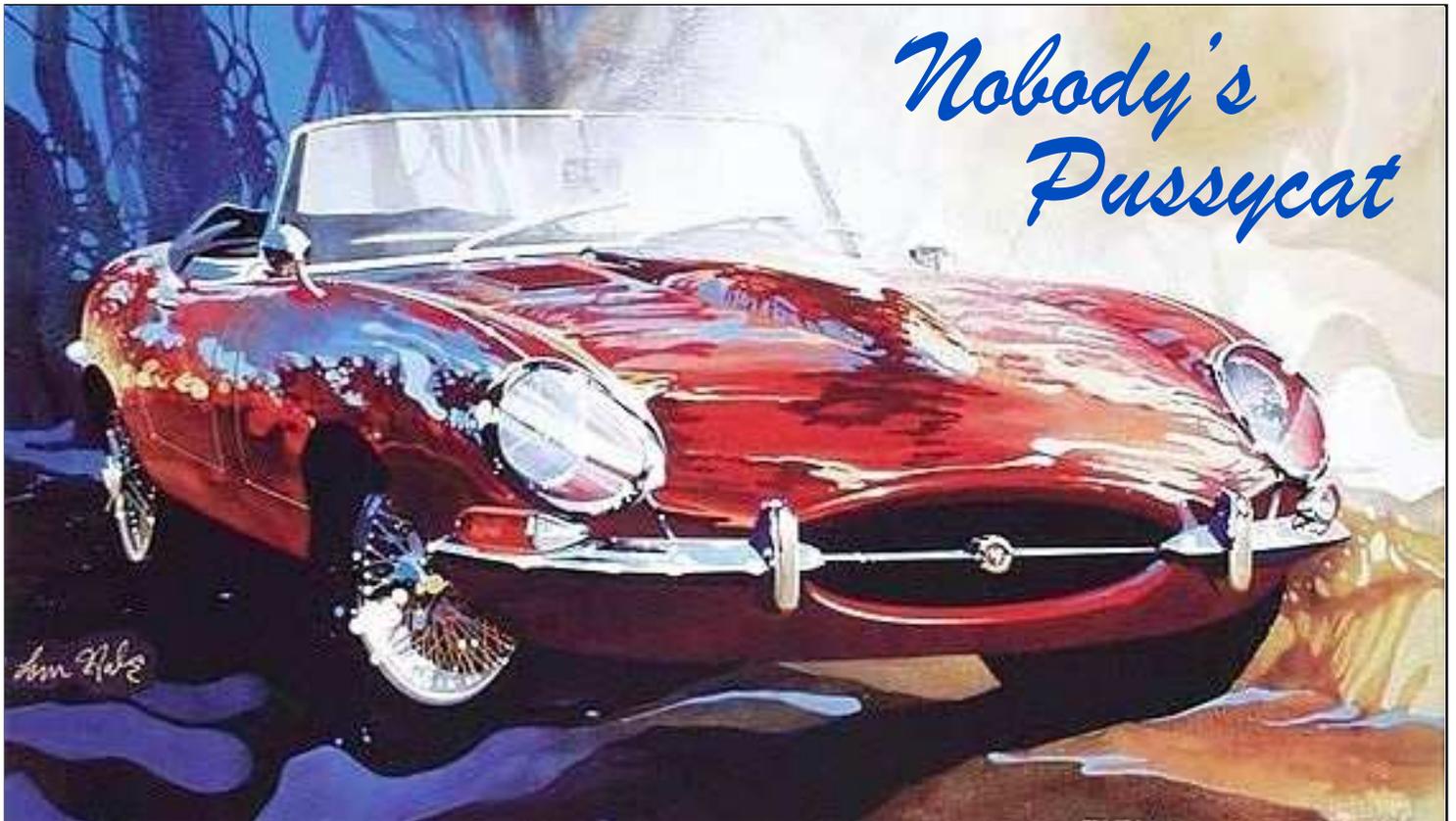
**A member profile lets our members know a little bit about you and your car. Some excellent examples are John and Joyce with their 1950 MGY in January 2020's newsletter. Or Eric Sundberg and his MGA restoration and, our very own Club President, Steve Ferrante and his cars, both in July 2019's newsletter.**

**And there are many more member contributors in these newsletters like Dean Adinolfi and his Lotus Elise in this issue.**

**You can find all these and more on our BMCSNJ website at [bmcsnj.org](http://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*



# Nobody's Pussycat

## The Sensational Jaguar XKE Part 1 (The Series 1)



Just as the Jaguar XK-120, introduced to the public at Earls Court Exhibition Centre in West London in October 1948 thoroughly upstaged every other car there, so the E-type was, in 1961, the sensation of the New York Show. The E-type, was first announced by Sir William Lyons at Geneva in March 1961.

To say that the Jaguar XKE-Type was the star of the show is an understatement. But there are two important differences. In 1961 America was the largest sports car market in the world and New York was the obvious, and most profitable place to premiere such a magnificent machine.

Second, in 1948 the XK120 was a “dream” car with production only beginning a year after its introduction. In 1961 New York an XKE could be purchased off the show floor.

Malcolm Sayer, the legendary aerodynamicist, had been working on a car that could be both a sensational road car and a Le Mans winner – the E-Type. Sayer was one of the first to apply the principles of aerodynamics to motor car design. During development the E-type project diverged into two distinct categories; a road car and a sports racing car, a prototype of the latter being built in 1960.



Introduction at Geneva by Sir William Lyons

( Editor Note: To learn more about the incredible accomplishments of Michael Sayer please see his profile in our January/February 2020 issue of Off Side / Near Side archived on our [BMCSNJ website](#) )



In 1961, Jaguar's Coventry factory was in an unusual and envious position among British car manufacturers. Bill Lyons's firm was practically the only one in the U.K. enjoying full production and an ever-increasing demand for its cars. While larger English auto factories were going on to two and three-day weeks, management bent over backwards to keep labor happy, and Jaguar production lines were humming along.



Rumors about the XKE had been flying around for months. When one of the prototypes was entered at Le Mans in 1960, it was thought that its introduction was imminent. In actuality, the effort at Le Mans set the XKE announcement back several months.

Briggs Cunningham, the American sportsman and gentleman racer, had, in the mid-fifties, transferred his allegiance to Jaguar. He opened a large dealership and ran D-types in American colors. While visiting Jaguar in early 1960, he was shown the prototype, E2A, and persuaded Lyons to let him run it at Le Mans that year. Lack of development time mitigated against the venture and, although it set the fastest time in practice, retirement followed in the race during the early hours of Sunday morning.



The Le Mans car, that was "borrowed" from the experimental shop by Briggs Cunningham, was an important test vehicle incorporating most of the features introduced on the production XKE. Driven by Walt Hansgen and Dan Gurney, it did suffer from several weaknesses – mostly in the handling department – and, as said, eventually succumbed to engine trouble associated with the fuel injection system on the experimental engine. This problem continued in the prototype which delayed the introduction of the production model.

But the tale of the XKE begins not at Le Mans. It began with the racing D Type, the car with which British driver Mike Hawthorn made history at Le Mans. With the D Type, Jaguar had begun gathering pages of data that related directly to the car being shown for the first time at the New York Auto Show. Jaguar aerodynamicist Malcolm Sayer (formerly with Bristol Aircraft) outdid himself with the new XKE, a tribute to pure, near perfect form. It is beautiful from every angle, but wonderfully efficient, nevertheless. The test program for the new car included wind tunnel experiments with scale models as well as full-sized automobiles.



Mike Hawthorn at Le Mans with the D Type

**Highlights of the new E-type, which completely superseded the XK line, can be summarized as follows:**

- Two bodies: a coupe and a roadster.
- Both bodies were 2-passenger; no jump seats.
- The engine was unchanged from the XK-150-S.
- A new chassis/body was used, developed from the D-type.
- New independent rear suspension.
- Disc brakes all around, with rear brakes in-board.

**Appearance**

The general styling theme was obviously a refinement of the racing D-type Jaguar, and the subsequent, but most sadly aborted, XK-SS, the general outline of which was developed over a period of years for the lowest possible drag or wind resistance.

Add bumpers, a semi-wrap windshield and a top and we have the roadster, although the body was stretched. The new XKE has a 99 in. wheelbase compared with the D-type's 90. The coupe version was built by simply adding a top to the roadster body. The roadster body form is clearly visible along the sides where the top and body line intersect.

"One of the most exciting sports cars ever produced." "Awe-inspiring acceleration." "Superb handling." "The healthy tune of its engine is a sound to please a sportive ear." Thus speaks



the automotive press about the Jaguar XK-E. 150 mph maximum speed; 265 bhp at 5500 rpm; disc brakes and independent four-wheel suspension; lightweight, aerodynamic stressed



steel body. Two body styles available: One, an open sports with interchangeable hard or soft top, the other a Gran Turismo coupe. See it soon at your Jaguar dealer's...the most advanced automobile of its kind on the road today... **JAGUAR XK-E**

Jaguar Cars Inc., 32 East 57th Street, New York 22, N. Y.

Magazine ad from 1961

The "E" carries a bump or bulge on the hood which did not appear on the D-Type racing car. The reason for this is two-fold. First, the D-type had a dry sump lubrication system and a multiple disc clutch, both of which cut down on engine height. The E has both a normal wet sump lubricating system and a standard flywheel which is considerably larger in diameter than the multiple-disc arrangement. This places the centerline of the crank-shaft several inches higher than on the D-type. Second, the D-type engine was tilted slightly in the chassis, primarily for structural reasons. With the production E-type car the engine had to sit straight up because both left- and right-hand drive models were to be built. Hence, a small hood bulge was unavoidable.





For enjoyable Grand Touring on the road there were all the usual Jaguar luxuries. An indicator light signals low brake fluid level or that the hand brake is applied. Seventy-two spoke wire wheels were standard fittings. The fan is driven by an electric motor, thermostatically controlled, and the interior heating system is unusually comprehensive. The side windows wind down, completely out of the way. The center of the dash, a handsome array of dials and toggles, folds open easily to expose its back for service. Interiors are upholstered in genuine leather. Dual mufflers on both sides of a dual exhaust system tucked under the center of the car, provide sophisticated silencing without losing the 6-cylinder sound for which Jaguar is famous.

### Performance

How fast was the new Jag? The speedo reads to 160 mph and the test driver, Norman Davis, who worked with the new production car, lapped the banked MIRA track at 150 mph. Under the right conditions it seemed to him that it wouldn't be too difficult to get the needle close to its 160 mph maximum. From the aerodynamic standpoint, in fact, he felt that the car should be capable of no less than 180 mph, with 265 bhp and the right gearing, which would pretty effectively make it the world's fastest series production car as the XK 120 was in its time.

The new production cars were all supplied with a 3.31 axle ratio and 6000 rpm gave 150 mph under favorable circumstances. More top speed could have been built in via a different axle ratio, but this seemed ridiculous for the general public and the 3.31 ratio was considered an excellent compromise for good acceleration with quiet and reasonable economical high speed driving (100 mph equals 4140 rpm).

Though speed like this is seldom usable on the road, especially in 1961, it meant that Bill Heynes had accomplished what he set out to do with the XKE roadster: design and build a real sports car which



Roy Salvadori in the #5 Jaguar E-Type gets a head start on Graham Hill's #4 during the National Open Oulton Park GT in 1961.

could go from the road to an international race meet with only detail changes. The new Jaguar fit beautifully into G.T. racing, which was at the time, becoming popular.

As for acceleration, the power to weight ratio is such that the number of seconds required to reach various speeds is phenomenally low. During a road test for Road and Track, they recorded "0 to 100 in just over 16 sec. and a standing  $\frac{1}{4}$  in just over 15 sec." Acceleration in high gear is, naturally, quite sensational. Acceleration times from 40 to 120 mph, in 20-mph increments, are remarkably consistent right up the scale and proved to be around 5.5 sec./20 mph.

### Independent Rear Suspension

While a new model from Jaguar had been expected for some time, the use of independent suspension on the rear wheels was a surprise. Actually, the general layout and appearance of the E-type was finalized nearly two years before and it was the decision to use independent rear suspension which caused the delay in announcement.

The goal was to achieve sedan standards of comfort, if possible, with even better handling qualities than those of the XK. There was also the problem of rear wheel adhesion. The power to weight ratio of the E-type is such that a solid axle is very difficult to control; it would have tended to chatter on acceleration, the right wheel then spins somewhat, despite a power dividing differential, and wheel hop comes in at certain critical speeds. Full independent suspension is the best cure for these troubles, but the design of a good I.R.S. is not simple.



Graham Hill wins 1963 Silverstone International Trophy



Jaguar engineers took their time, and the test and development program emphasized not merely riding qualities but also complete silence and smoothness. It might also be noted that some of the final testing was done on the special racing car built for Briggs Cunningham, although this I.R.S. assembly was much lighter than the production version.

It is well known that when a differential assembly is bolted to the chassis, there is a great amplification of gear noise. There must be rubber insulation of some kind, and lots of it. In addition, on any frameless type of body, we have the problem of finding attachment points for the rear suspension which will be strong enough. This last is a special problem with I.R.S. where the pivot points often come in very awkward areas: places where

there are no convenient body structural members for use as attachment points.

Jaguar's suspension solved all this in a very unique manner. Two steel stampings that look somewhat like frame cross members are arranged with one in front and one behind the differential/inboard brake assembly. These provide the necessary pivot points for the lower suspension wishbones, as well as for the four coil springs. The entire rear suspension, complete with differential, brakes, springs, wheels, and tires can be removed from the car in approximately 15 minutes.

This is possible because the two cross-members bolt to the chassis via four simple rubber-in-shear type mountings. While there is some weight penalty with this design, Jaguar felt that it had achieved just about the ultimate freedom from noise and vibration. In addition, the rubber mountings are engineered to balance all torque reactions so that the rear wheel attitude and angles are exactly as designed, at all times.

The suspension geometry chosen is very similar to that used on some of the era's formula cars, with the double-jointed drive shaft on each side serving as the upper link. The lower link is a particularly massive assembly and consists of a forging at each end welded to a heavy wall tube. The rear wheel bearing carrier is also quite heavy to take the loads imposed. Each of the four coil springs encloses a tubular shock damper. Under normal load the lower wishbone rises from its lowest point (at the wheel bearing carrier) to a considerable angle upward toward the pivot. This is necessary to achieve a high roll center, which in the E-type chassis is 4.5 in. above the ground. The ride rate at each rear wheel is 150 pounds per inch. As mentioned earlier, the disc brakes are inboard at the rear and, while it seems at first these to be almost inaccessible, the pads can be removed and replaced in 5 minutes, with the car on a hoist.



Note that this is actually Jimmy Clark in a Lotus formula car here as an example of formula IRS at the time.

## Front Suspension



The independent front suspension is also "all new", though essentially identical to that used on the D-type since 1954. In general, this system is similar to the XK series, with unequal length wishbones, ball joints and torsion bar springs. The biggest differences are a raised roll center, 4.5 in. above the ground (same as the rear), and a somewhat lighter construction. The off-center driving spline for the torsion bars is carried over from the D. The usual design puts the torsion bar in line with the wishbone pivot unless connected by a link of some sort. Static height adjustment is by the usual vernier spline method and the ride rate at the wheel is 100 lb-in.

## Engine and Transmission

The engine in the new 1961 car is unchanged from specifications of the XK-150-S. With 3.8 liters and three SU carburetors it develops 265 bhp at 5500 rpm and is designed to run up to 6000 rpm without harm. The general characteristics of this engine are well known to Jaguar buffs, but briefly, it is an in-line six with seven main bearings, the cylinder block is cast iron and the head is aluminum. The bore and stroke are 3.43 x 4.17.

An interesting change is the omission of an engine-driven cooling fan. To avoid any possibility of boiling, as when stalled in heavy traffic on a hot day, a small



electric fan is used behind the radiator. According to Jaguar engineers, when introduced the E-type had the most adequate cooling system they had ever produced. The most difficult cooling situation is when idling, and the standard test procedure for this condition is to let the engine idle for half an hour in a cool room, at 70 degrees F. If the engine doesn't boil, the room temperature is gradually raised until the water does boil. Thus, we find the "air to boil" temperature (at idle), and the American industry practice is to use a 100 degree F. minimum for this test. The Jaguar figure is 120 degrees, using the electric fan. The fan, of course, has its own switch on the instrument panel and it's never needed once the car is moving. The radiator is the cross-flow type and has two sections in order to provide for an oil cooler across the bottom.

Like the engine, the clutch and transmission were unchanged from the XK models. However, Jaguar had been building its own transmissions for the past year, whereas they were formerly purchased from a supplier. The gear spacing is wide and this unit is not pressure lubricated as was done on the racing/sports cars.

An interesting option was a Warner Gear torque converter and 3-speed automatic transmission. This unit is the same as supplied in the Mark IX and 3.8 sedans. Jaguar had found from experience that a surprising number of XKs were ordered with automatic transmissions.



### Miscellaneous Items

The brakes are single spot disc type, as used by Jaguar for several years. An interesting change was the use of an American vacuum-type booster.

The steering gear is a rack and pinion, as before, but the steering wheel is one of the popular spring spoke designs, with the usual lightening holes. It is noteworthy that the seating position has been studied very carefully toward avoiding the usual criticism of too low seats so often leveled at sports cars. The new seats also lean back somewhat more than before, and the steering wheel is definitely farther forward than is usual British sports car practice.



The instruments appear to be identical in every respect to those used on the 3.8 sedans, as are all the well-arranged switches. There is no wood trim inside the new E.

The entire front hood and fender assembly lifts up as a unit to expose the works. The fenders are separate stampings, on the sound theory that most traffic bashes involve this area and making them separate may save the owner money.

Both bodies are made by an outside firm, as are all Jaguar bodies, an interesting twist on a company which started out as a coachbuilder and now farms this portion of the business out. The coupe

has a side-hinged trunk lid which includes the rear window, opening on spring-loaded pivots which makes the semi-lifting movement very nearly effortless. This door gives access to a floored area, on which may be placed a good complement of luggage. The rearmost floor panels lift up to disclose a spare tire well and tools.

The roadster weighs about 2500 lbs. dry, the coupe about 50 lbs. more. The original goal was one long ton (2240 lb), but the usual test and development program plus the change to



I.R.S. resulted in a little more weight than was originally planned. Experimental work had been carried out on an aluminum cylinder block which would save nearly 100 lbs. However, this work was still experimental and the performance of the car is outstanding, just as it is.

The specs are sensational; that such a production car could be engineered in 1960 is remarkable. In 1961 this new car from Jaguar was every bit as exciting as the first XK-120 was, when first introduced over 70 years ago in 1948. Furthermore, it is one more example of how racing can improve the breed – for without Jaguar’s C and D- types there would have been no E-type.

As with other Jaguar models of the time, Jaguar added a minor miracle by selling such a machine at an incredible price. The XKE did not cost appreciably more than the XK 150S, top car of the series it completely replaced. This means we are talking about \$5,500, about \$50 thousand in 2021 dollars. What did the XK 120 cost when it was first introduced in the US in 1948? No less than \$4,900, or \$44,000 today. This fantastic growth in value, at practically the same price, is dramatic tribute to the policies of Jaguar’s Sir William Lyons.

Somebody once used the slogan, **“a car to be reckoned with”** and with apologies to whoever said it, I certainly think it applies to the E-type Jaguar.

**And:** To say the car was a hit with the rich and famous is another of the understatements. Here are a few of its famous admirers



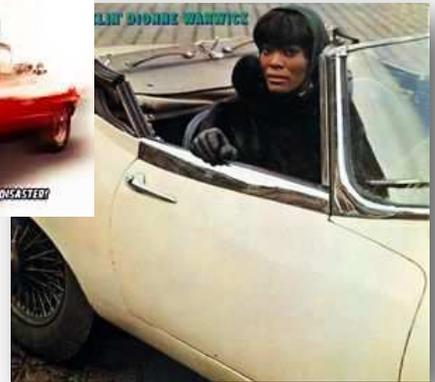
George Harrison



Britt Ekland



Tony Curtis



Dionne Warwick

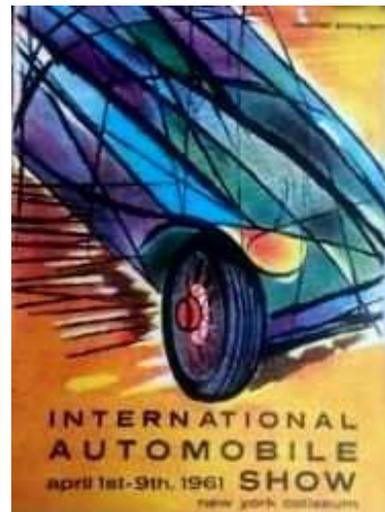


Elton John



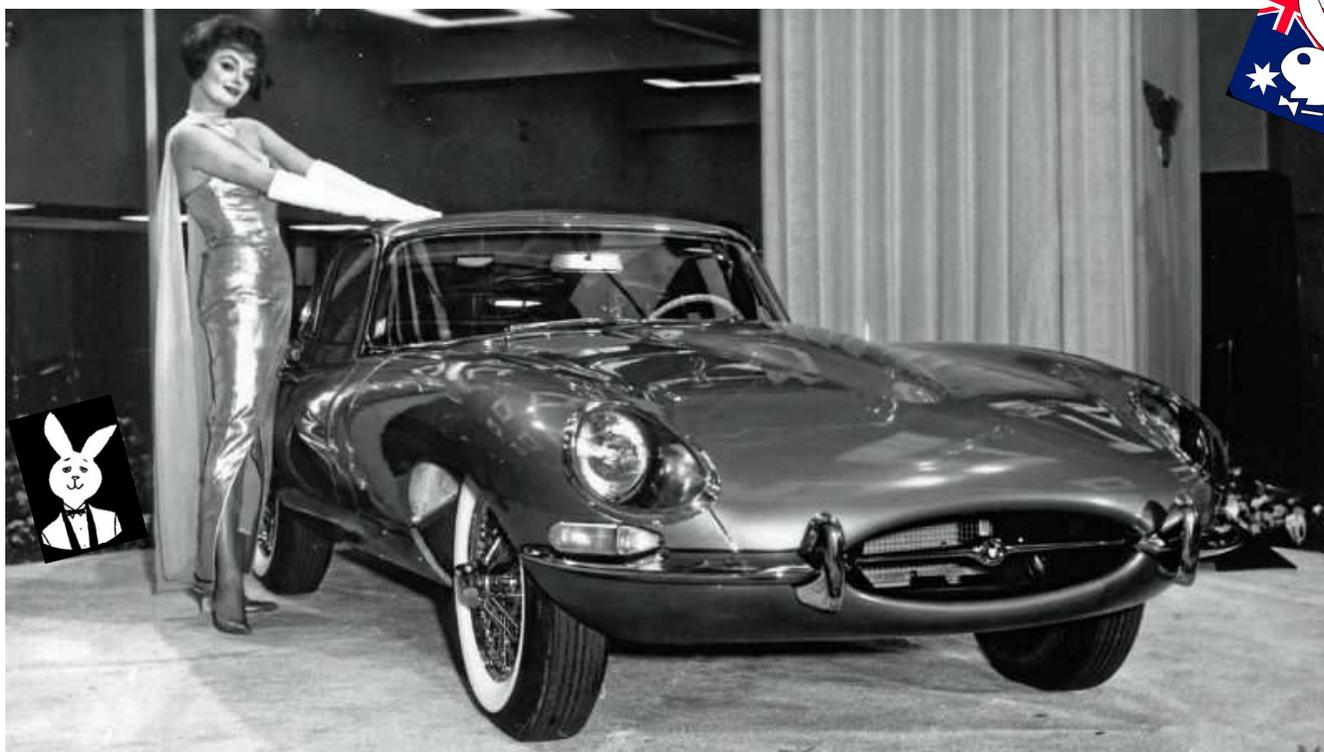
I can't tell but she's beautiful - in Rome - and has a flat tire !!

# The Jaguar, the 1961 Gotham gala, and the Playboy Bunny Just in case you missed being there !



Note: If you can take your eyes off Ms Hanold, check out the Daimler in the background

“ The centerpiece of the New York Show exhibit was an opalescent bronze E-type coupe, spinning slowly on a raised turntable above the crowd. Adding further glamour was actress and Playboy centerfold Marilyn Hanold, dressed in a shimmering gown, long white gloves, and a floor-length silk scarf. As can be seen from these images, women and the E-Type would go hand-in-hand.”



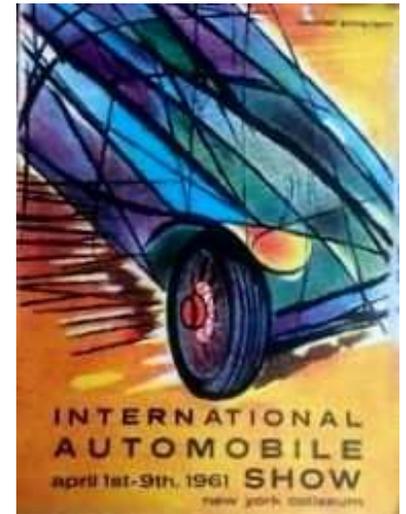
## Jaguar and the 1961 New York Auto Show. Show highlights. Remember when ? I do.

Text taken from "New York International Auto Show."  
BY BOB ENGLISH  
SPECIAL TO THE GLOBE AND MAIL  
PUBLISHED APRIL 20, 2011

The New York International Automobile Show opened on Good Friday, providing Big Apple residents a firsthand look at the industry's latest mechanical marvels, something it's been doing since 1900 when the motor vehicle began to gain momentum and radically change the way of life in North America and the world at large.

This year, the show's automotive rainbow will highlight green-tinged sippers of fossil fuel and electrical flux at its start point, arch over the usual multi-hued but often bland mixture in the middle and at the pot of gold end highlight high style, horsepower and priced gas guzzlers. But it offers nothing to match the single sensational car responsible for enticing throngs of New Yorkers half a century ago.

The 1961 New York International Automobile Show also felt a need to address automotive political correctness with its president Charles Snitow claiming in the program it ushered in - "the new era of the common-sense car that combines the best in engineering, the finest styling and is the most practical in day-to-day operation." Although, perhaps thinking that a little too dour, he hastened to add the show also included, "a spectacular panorama of experimentals and futuristics."



But, and you can bet Mr. Snitow wasn't at all upset by this, when the doors closed nine days later it seems many of the 330,000 who turned up had mainly been interested in glimpsing a little glamour.

And (as mentioned on the previous page) this was in large part provided by the curvaceous forms of Jaguar's new E-Type sports car in opalescent bronze and Playboy centrefold Marilyn Hanold in shimmering evening gown, long white gloves and a floor-length silk scarf. Almost

50,000 elbowed each other on the Jaguar stand for a view of both on opening day, as the E-Type made its North American debut.

( Editor note:  
I was actually lucky enough to be at the '61 show, but at 15, I was as equally excited about the Ford Gyrone as I was about Miss Marilyn and that sleek new Jaguar !  
Ah, to be 15 again. Or 18 - even better ! )





This E-Type Fixed Head Coupe is the 1961 New York Auto Show coupe and it sat alongside three other E-Types. Standing beside it initially was model Marilyn Hanold - although she was urged to move out of the way by the photographers. Chassis number 885004 differs slightly from the later production cars, although the overall design remained largely unchanged until its replacement in 1975. After its New York debut it went to Jaguar's West Coast distributor, then to Judy MacHarg until 1989. The current owner bought it in 1996 and reunited the coupe with his other E-Type, the 1961 New York Auto Show roadster. The Jaguar's timeless elegance was recognized in 2008 when the E-Type Coupe was ranked first in the Daily Telegraph list of 100 Beautiful Cars.



What had largely been a domestic dominated show for its previous half century and held in Madison Square Garden, had changed its focus to import brands in the mid-1950s adding "International" to its name and moving to New York Coliseum. The 1961 program provides a fascinating look into how increasingly "worldly" New York residents related to the cars they drove or aspired to.



The vehicles on display - priced from \$1,295 for an 850 Mini to \$27,617 for a Rolls-Royce Phantom V - included models from American makers and the better-known British and European brands. Import car sales in the U.S. in 1960 were about half a million, with Brit marques responsible for 30 percent and five out of six sports cars. British makes were also the dominant imports at the



show with more than 20 nameplates represented.

But the show's international flavor also attracted makes less familiar to North Americans, including Toyota (the star of the show was the new Tiara), Nissan (its Datsun Bluebird sold for \$1,616), Skoda, Simca, Facel Vega, Amphicar, DKW, DAF, Sabra, Arnholt-Bristol, AC, Lancia, Borgward, Panhard and OSCA.



There was even an electric car, the Henney Kilowatt, whose builder's claims sound surprisingly familiar to those being made today. "Operation is light-switch simple. It draws dependability from failure-free electricity. The uncomplicated electric motor is inexhaustible; owners compute cost of its operation in pennies."



The show program advertisements touted the "Spunky" \$1,795 Austin Healey Sprite and its big brother, the \$3,051 "Sizzler" 3000 and the "10 feet long ... room for 4 six footers" Mini. And from Luigi Chinetti Motors the world champion Ferrari.



Others promoted the merits of Volkswagen's Beetle and window van, Renault's Caravelle, the American King Midget, Hillmans, Singers, Sunbeams, Humbers, Bimmers and Benzes. Rolls-Royce's ad asked -

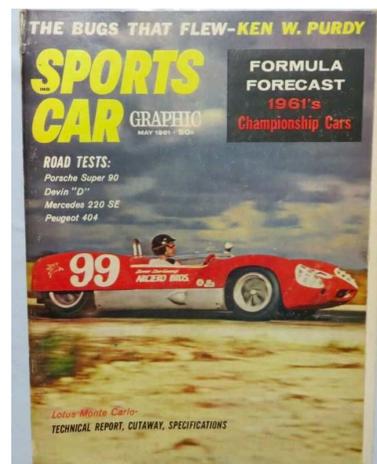


"Should every corporation buy itself a Rolls-Royce?" - and helpfully provided the understated answer: "There's a lot to be said for it."

There were also ads for Blaupunkt radios, Vormado auto air conditioners and from companies peddling bits 1960s Brit car owners lusted after; Abarth exhausts, Koni shocks, Dunlop, Pirelli and Michelin tires, Castrol oil, Solex carbs, Smiths instruments, Mintex brake linings, Girling brakes, KLG plugs, Halda rally gear, Borg & Beck clutches, Lucas electrics - well few actually wanted these, but often had to buy them anyway.

And there was a full page ad for then-new Sports Car Graphic magazine, the first car magazine I ever bought.

Articles dealt at length with the emerging "common sense car" that appealed to the intellect, and design, which the author felt would evolve into car companies building just three types of cars, compact, medium-sized and luxury. Another story dealt with the styling process and a lengthy piece answered the headline question "Who Cares About Driver Safety?"



Among the contributors was CBS News correspondent Walter Cronkite who pecked out a piece on his Underwood about rallying. He described it as "pure sport - driving for the fun of it" and noted "more non-sports-car people are entering rallies with American cars, and they are having a whale of a lot of fun doing it."

**MOVING FORWARD 50 YEARS >>>>>>>>> 50th ANNIVERSARY at NYC SHOW**



## Sabotage, Bloke's Silly Questions, Backwards Fans, V12s and Lots of leg room !



**A perfect FIT !**

The first car I ever owned was a red 1958 Jaguar 3.4 Litre Sedan with wire wheels and Lucas Flamethrowers, otherwise known as a MK1. I had seen this particular car many years earlier when I was on my paper route. I was so struck by its beauty that I pedaled after it and discovered who owned it. Many years later in 1969 I knocked on the owner's door and asked if I could look at it. He said it was for sale, and I bought it with \$600 of saved paper route money. It was a beautiful car, with lots of power and a luxurious leather and walnut interior. That started me on a long path of Jaguar ownership.

I did my own repairs of necessity, since very few mechanics knew how to fix these "ferrin jobs" and I didn't have any money to pay for repairs anyway. Used Jaguar sedans were at the time selling for only a few hundred dollars and I ended up with several of them from which to scavenge parts to keep my driver running. I was very proud of my car, but there was a drawback. If someone asked what kind of car I had, and I answered "Jaguar", they assumed I had the famous sporty E-Type, and were disappointed when I told them it was really a 4 door sedan. The fact that it had a 5-speed close-ratio gearbox and the same engine that had won at LeMans 5 times didn't matter, it was still not a sports car. Unfortunately, at 6' 4" tall, I was not able to drive any British sports cars, and certainly couldn't afford an E-Type, even if I were able to fit in it.

Skip forward 3 decades to 2002, when I was finally in a position to indulge my long-held fantasies. A fellow Jaguar enthusiast pointed out a 1972 4-speed E-Type V12 Coupe that was for sale in Pennsylvania. I made arrangements to look at it, and on my way there I picked up another friend who was a professional classic car mechanic. When we arrived at the selling dealership we learned that the original owner had traded in the car when it had only 27,000 miles on it, and the dealer had parked it in the showroom to attract attention. I wasn't sure I wanted to have a V12,

since all my previous experience had been with the inline 6, but it looked good to me and, more to the point, I was able to fit in it, with plenty of head- and legroom. I was undecided, so I asked my mechanic friend what he thought about the car. He looked at me quizzically and said, "How many other of these cars have you looked at and priced?". I answered "None", and he said, "Well, that explains why you even asked that silly question!". I made arrangements to buy the car.

Jaguar had designed their original DOHC inline 6 in 1949 with a 3.4 liter displacement, and since then it had passed through several enlargements to 3.8 and 4.2 liters. However, by 1970 it was becoming a bit long in the tooth, and American emission requirements necessitated a new design. But what configuration should it be? How could a fancy sports car like an E-Type have only 6 cylinders, when even many American station wagons had 8? Wanting to outdo everyone else, Jaguar designed an all-aluminum overhead cam 5.4 liter V12 hemi engine. It was designed to be a bullet-proof racing engine, and supercharged versions easily exceed 600 horsepower. It was so smooth that it would run without a flywheel, since cylinders fired every 60 degrees of crankshaft rotation and the power pulses overlapped. It had so much low-end torque that you could start the engine with the clutch out in fourth gear and drive away. Fuel injection was not available at that time, so it was outfitted with four carburetors. Unfortunately, this time period also saw the beginning of the gas crisis, and a tripling of gas prices made the thirsty V12 not as desirable as it might otherwise have been. That's why there were only about 15,000 V12 E-Types sold worldwide, and only about 5,000 coupes like mine.

Everyone who owns a British car knows that they are a source of never-ending adventures. My first adventure with that car occurred on that first trip driving it home. The car ran beautifully at speed, but there was construction on the road which necessitated periodically sitting in traffic. A 5.4 Liter V12 produces a lot of heat but the electric fans never came on, so the temperature gauge climbed into the red zone. I stopped to see what was wrong with the fans, and discovered that the wire to the temperature sensor that controlled the fans was unplugged. Satisfied with my troubleshooting success, I motored on, but unfortunately my troubles had just begun. The car now kept its cool when standing still but overheated and boiled over when driving at speed. I limped home, stopping at every Quik-E-Mart for water, and when I finally got it home it blew out a cloud of steam that totally enveloped the car.

The overheating made the car virtually undrivable, which perhaps explains why the original owner had put less than a thousand miles on it per year. When it was sitting still it worked fine, but on the road it overheated. One time I was standing in front of it with the engine idling, scowling at it and trying to figure out the problem, when the fans came on and my pants legs started flapping in the resultant breeze. Wait a second, could it be? The fans were blowing forward! That meant that whenever the engine got warm while driving the fans would kick in and stop the normal airflow through the radiator. Further investigation showed that there was no way the fans could be wired backwards, since the wires were color-coded and their plugs were polarized. It turned out that Jaguar was having labor problems during the time this car was made, and sabotage was not unknown. Some worker at the factory had assembled the internal fan parts backwards to play a trick on the rich bloke who bought the car. That was not the only instance of sabotage I found, but that's a story for another time.

During my ownership I have made a few modifications to make it more reliable and comfortable. These include a vacuum-advance distributor and ignition system from a later XJS and a 2.88 Powr-Lok differential from the same car. With that rear end the car will do 80 MPH at 3000 RPM, which combined with the quiet enclosed cabin, cruise control, air conditioning and that smooth

V12 make it a very nice touring car for long trips. We have driven the E-Type to various car events in Wisconsin, Virginia, upstate Vermont, Ohio, and Martha's Vineyard twice. I'm doing my best to make up for the fact that it was rarely driven by the original owner, and have doubled the mileage that he put on it. I just rebuilt the A/C compressor, so if anyone wants to take a tour, I'm ready!

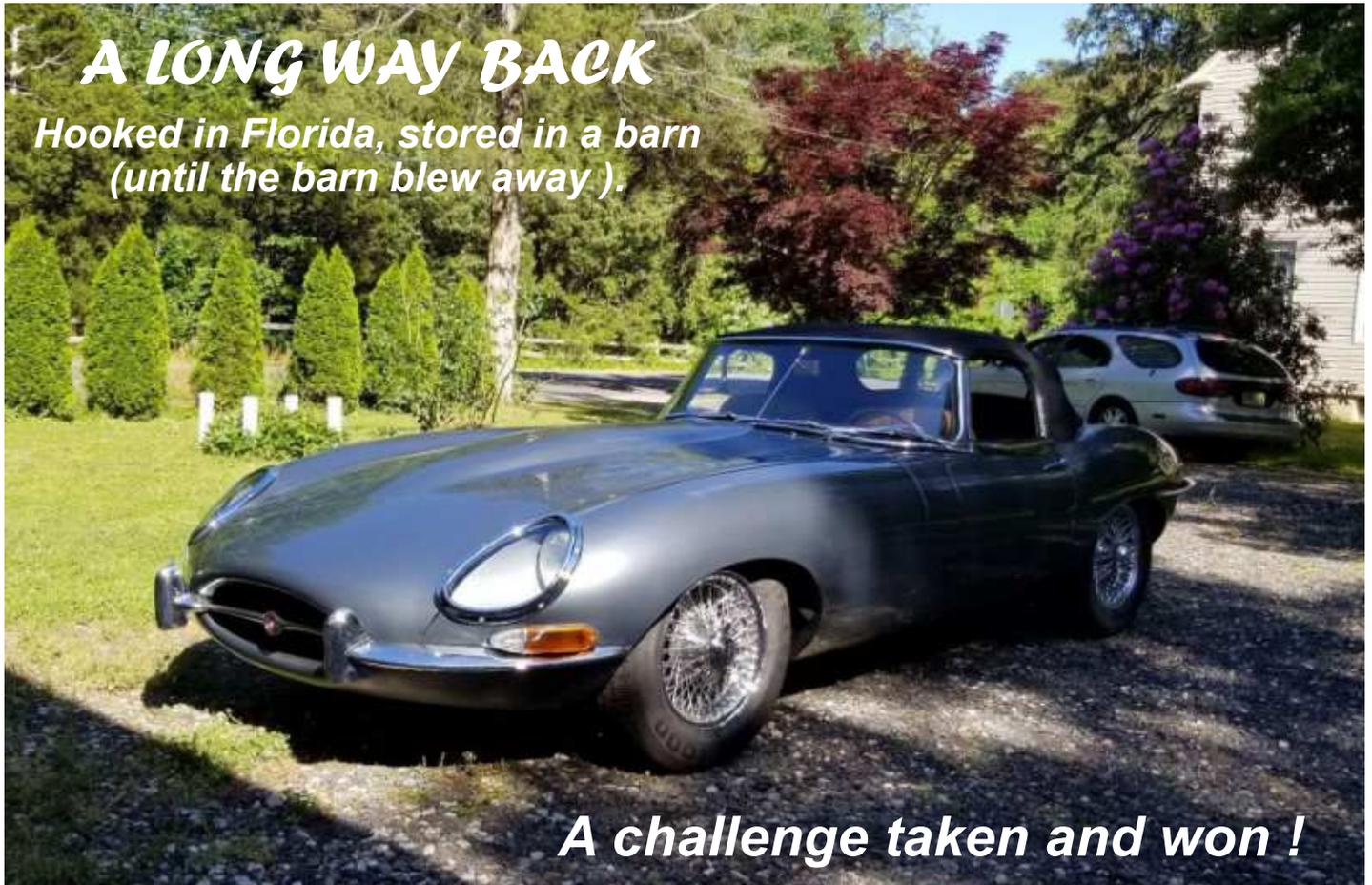
Mike Eck



By our own Gary Warren

## ***A LONG WAY BACK***

***Hooked in Florida, stored in a barn  
(until the barn blew away).***



***A challenge taken and won !***

As I looked at the BMCSNJ newsletter, and read the invitation from Joe to write a little about my XKE, I took it on as a challenge. Back in 1977 my wife and I ran a fishing lodge in west Florida. One weekend a customer came to stay at the lodge, and he drove a 1966 Jaguar XKE. I fell in love with the vehicle. He was having mechanical problems with the car, saw how much I admired it, and asked me if I wanted to buy it. I purchased the car for \$1,000, which I borrowed from my mother. I left Florida and landed in Pittsburgh, PA., with the car inside of an 18' foot truck. The vehicle was parked in a garage for two yrs. I then moved to NJ in 1984, car in tow, to an old 1860's farmhouse. I stored the car in an old barn on the property. The car sat in the barn for seven years until a noreaster moved through the area, which destroyed the barn and laid a 4x4 across the car. Insurance paid for the barn and I used that replacement square footage to build my current garage.

I began work on the car in 1997. Since 1997 I've replaced just about every piece of metal on the car, pulled the motor and took the block to Tichnor's in Vineland for boring and stroking. I also replaced the tubular frontend. I had a friend in Canada who kept an eye out for a bonnet. He located one, and I took a weekend trip to pick it up. After many years of working on it and spending a bunch of money, the vehicle is a delight to drive, and I enjoy it very much. Many folks have helped me along the way and I thank them. PS special thanks to Nick Siniavsky for bringing the lines back to the car, and painting it.

Lynn E. Johnson



May 1, 2021

After a year off because of the covid pandemic, we returned to Smithville for our annual tribute to our deceased members. 40 cars were in attendance and we enjoyed good weather and great company. The display attracted many of the visitors to the Smithville Village complex, and many memories were shared with visitors who had enjoyed a British car in their youthful past.

In 2021 we were able to raise \$1,740 for the benefit of Samaritan Healthcare and Hospice, raising our total donation to \$9,274 over these 10 years of sharing this event with them.





# Samaritan

LIFE-ENHANCING CARE

May 17, 2021

Mr. Steve Ferrante, President  
British Motor Club of Southern NJ  
13 Fox Hollow Dr  
Cherry Hill, NJ 08003

Dear Mr. Ferrante:

Thank you for choosing Samaritan, and for your Tuesday, May 4, 2021 donation of \$1,500.00, which represents proceeds from the 12<sup>th</sup> Annual Memorial Gathering at Smithville. Your donation has earned membership in the **Corporate Honor Roll at the Champion level**. It will be our honor and privilege to recognize your support, online at [SamaritanNJ.org/DONORS](http://SamaritanNJ.org/DONORS), where our complete donor listing is updated every six months.

Your generosity helps Samaritan provide the gift of hospice, and provide life-enhancing care for over 500 patients and their families each day. Your support of our charitable mission also advances important un- and under-reimbursed services, including grief counseling and support, our Advanced Cardiac Care Program, Veterans Hospice, community education and end-of-life care planning, and music, massage, and pet therapy. I invite you to learn more – and to take advantage of our many free resources – at [SamaritanNJ.org](http://SamaritanNJ.org).

An annual gift of \$100 or more earns membership in our **Circle of Caring**. We also invite you to consider transforming your donation into a **living endowment** by sustaining your support on a monthly basis. To learn how to easily launch convenient monthly giving, please call Christine Sweetman at (856) 552-3242.

Sincerely,

T. Christian Rollins, CFRE  
Chief Development Officer

*PLEASE TRUST OUR GRATITUDE FOR  
THE CLUB'S SUSTAINING GENEROSITY.*

Eternal membership in **The Legacy Society** is gratefully bestowed upon those including Samaritan in their will or estate plan. Make a transformational gift that costs you nothing during your lifetime, earns fixed income for life, or minimizes taxes. Learn more at [SamaritanNJ.org/GIVING](http://SamaritanNJ.org/GIVING), or by contacting Chris Rollins, CFRE, at (856) 552-3287 or [CRollins@SamaritanNJ.org](mailto:CRollins@SamaritanNJ.org).

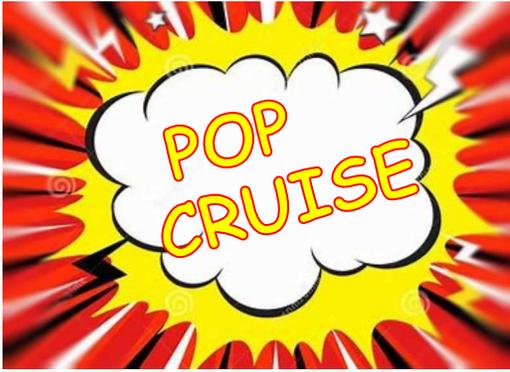












We gathered, we talked,  
we ate ice cream !  
Robert Sabota





COME TO ANOTHER POP CRUISE  
AT THE CUSTARD HUT  
JULY 7th.  
SOMERS POINT NJ



**BMC of SNJ members Guido Battaglini and Fred DeSantis will be hosting a Pop Cruise on Wednesday July 7, 2021 6-8PM.**

**Location:**

*The Custard Hut  
710 New Road (Route 9)  
Somers Point, NJ 08244*

*The Custard Hut is conveniently located in the heart of Somers Point only minutes from Egg Harbor Township, Margate, Ocean City, Millville, Vineland and Cape May! This is a great chance to get the car out for a short evening ride in your local area!*

*We are trying hard to spread out the events so that everyone in the club has an opportunity to gather for a night of ice cream, conversation and kicking tires!*

*This is a "weather permitting event". If the weather is bad, we will try again on July 14th!*

*If you have any questions, please contact Guido ([brigantineforce@gmail.com](mailto:brigantineforce@gmail.com)) or Fred ([captain172@comcast.net](mailto:captain172@comcast.net)).*



Dean  
Adinolfi



Lotus  
Elise

## COVID MADE ME DO IT !!

I am a first-time owner of a British car and a first-time owner of a 2005 Lotus Elise. I have been into cars all my life. I started with a 1964 Nova that I restored and modified which ended up being a Gold class 100 pt car with the National Nostalgic Nova Club twice.



I sold the Nova and bought a new 2005 Mustang which I had

for a couple of years, sold it and bought a 2008 Corvette. Traded the Corvette for a truck to pull my camper and took some time off from playing with cars for a while.



In 2013 I got the fever again and bought a 1976 Alfa Romeo Spider that was partially restored. With the help from a good friend of mine and an expert with Alfas, we took the car apart and re-did everything that was done. We worked every weekend for a year. I ended up selling it after my friend passed away in 2018.



All the cars have a special place in my heart. And I like them all for different reasons. But I would have to say that the Nova and the Alfa were two very special cars and they are tied for first. Loved the look of the Mustang and Vette. The Mustang was tuned by JDM in Freehold, ran like a raped ape, just was not very good at stopping. The Vette was fast, handled great, just a huge delay to open throttle when hitting the gas. The Nova was the first car I restored. It was really more of a straight line kind of car. The Alfa, well the curves on that car are amaz-

ing. Handled like it was on rails, stopped on a dime, just a little underpowered. Leaked everywhere, as my friend Jimmy once said to me, Alfas leave their mark wherever they go and if it doesn't leak it's not an Alfa.



Which brings us to present day. After selling the Alfa, I decided to buy a Lotus Elise, it was a COVID lockdown purchase. Just getting to know the Lotus but really love driving it. Everyone says it's a driver's car, and they are not exaggerating a bit.

The Provenance of the Elise is that it was made in June of 2005, the paint is Starlight Black Metallic with Biscuit Leather Interior. Factory options are metallic paint, hard top, soft top, touring pack, sport pack and star shield. The Elise is #5 out of 6 made for model year 2005 with the options listed. Total Lotus Elise production for 2005 is 3321. I had no idea when I purchased the

car that is so rare. The car has 19,000 miles on it and had the original tires on it when bought. I replaced the tires with Continental Extreme Contact DWS tires. Plans for the car is to replace some of the aftermarket interior parts with original trim parts, replace some of the failing star shield, color correct and ceramic coat the exterior and of course enjoy it.



All the Best  
Dean Adinolfi



EDITOR NOTE: Ok, came across this strange French cartoon while surfing the web looking for Lotus pictures. Have no idea what or where it came from (other than France) but whoever created it includes many cool cars. So this is the loose translation (from my phone). Makes no sense but hey, it's an *Elise* !!

A quarter of an hour later, Yoko launched the Lotus towards an adventure.



# TROUBLESHOOTING ..... From the hip ! (Part 4)

This is a continuation of a series of troubleshooting tips that started with Jan./Feb. 2021 Part 1, The Cranking System, March/April issue Part 2, The Ignition System, & July/ Aug. Part 3, The Fuel System.

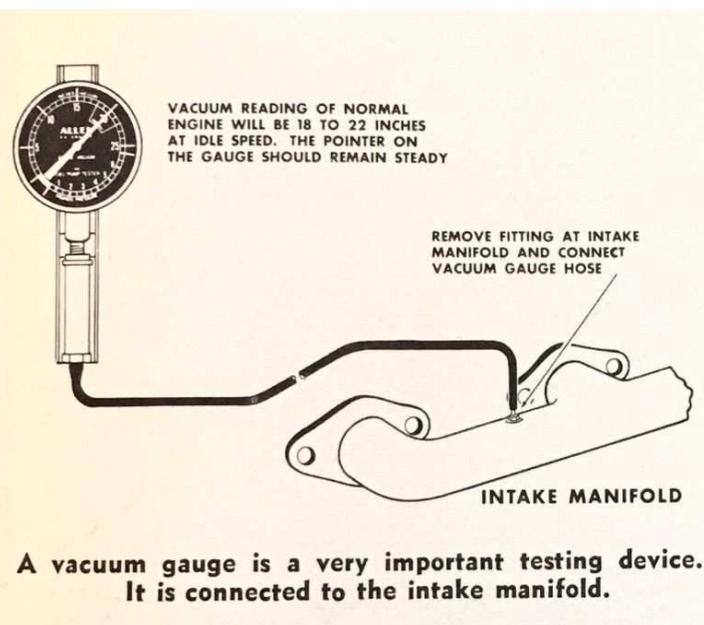
In this issue I'm continuing with .... You guessed it, Part 4, with the heading, Troubleshooting the Mechanical Parts of the Engine. Under this general heading I'm going to highlight the use of a couple of tools that will help.

Although these notes are from a Repair and Tune Up Guide for Austin sports cars of the 1950's and 60's, including Austin Healeys and Sprites, it can also be applied to most British cars like TRs, MGs and others British cars of that era. So I'm going to try to put progressive sections in this and following newsletters.

## Troubleshooting the Mechanical Parts of the Engine

Troubleshooting is performed before the engine is disassembled so that the car owner has some idea of where to concentrate possible repair before tearing things apart or, if taking the car to a repair facility, the mechanic can give the car owner an estimate of the cost of the repair before it is started. (ED: Yea, that always works out.)

This troubleshooting material will also be useful in assisting a mechanic to solve those few minor defects which sometimes occur after a reconditioning job, even after meticulous care has been taken in rebuilding the engine. In most cases, it is just some little thing causing the engine to lose power, overheat, knock, pump oil, or lose compression.



Two very important gauges are needed to locate mechanical engine defects: a vacuum and a compression gauge. The vacuum gauge measures the amount of vacuum in the intake manifold and is an excellent indicator of the overall efficiency of the engine. Many mechanical defects can be identified with a vacuum gauge. The compression gauge is used to identify the exact cylinder in which a compression defect exists.

### USING A VACUUM GAUGE AS A TROUBLESHOOTING DIAGNOSTIC TOOL

The vacuum gauge is connected to the intake manifold through the windshield wiper hose fitting. **IF THE CAR IS EQUIPED WITH ONE !!! Many British cars of the era had wiper motors instead of a vacuum line. In this case, connect the gauge to the intake manifold below the carburetor.** The engine should be run until it is at operating temperature and then idle to obtain a reading.

### Reading Corrections

A vacuum gauge indicates the difference between the pressure inside the intake manifold and the atmospheric pressure outside. It is calibrated in inches of mercury (Hg). Consequently, the reading will be affected by any variation in atmospheric pressure, such as altitude and weather conditions; therefore, the most important thing about a vacuum gauge is the action of the needle rather than a theoretical numerical reading. Generally speaking, the vacuum gauge reading will be 1" lower for each 1000' of elevation.

### Normal Engine

A normal engine will show a gauge reading of 18" – 22" Hg with the pointer steady. Eight-cylinder engines will read toward the high side whereas 6 – and 4-cylinder engines will read closer to the

low side. On many later model cars, with overlapping valve timing, the gauge needle will fluctuate widely. To overcome this, many gauges have a constrictor valve which can be adjusted until the fluctuations are reduced to the width of the pointer tip. On gauges without this valve, the hose can be pinched until the undesirable fluctuations cease.

### **Leaking Valve**

If a valve is leaking, the pointer will drop from 1" – 7" at regular intervals whenever the defective valve attempts to close during idle.

### **Sticking Valve**

A sticking valve is indicated by a rapid, intermittent drop each time the valve is supposed to close when the engine is idling. A sticky valve condition can be pinpointed by applying a small amount of penetrating oil or lacquer thinner to each guide in turn. When the sticky valve is reached, the situation will be remedied temporarily.

### **Weak or Broken Valve Spring**

If the pointer fluctuates rapidly between 10" – 22" Hg at 2,000 rpm, and the fluctuations increase as the engine speed is increased, weak valve springs are indicated. If a valve spring is broken, the pointer will fluctuate rapidly every time the valve attempts to close at idle.

### **Worn Valve Guides**

Worn valve guides admit air which upsets carburation. The vacuum gauge reading will be lower than normal with fluctuations of about 3" Hg on each side of normal when the engine is idling.

### **Piston Ring Defects**

Open the throttle and allow the engine to pick up speed to about 2,000 rpm, and then close the throttle quickly. The pointer should jump from about 2" – 5" Hg or more above the normal reading if the rings are in good condition. A lower gain should be investigated by making a compression test to localize trouble.

### **Blown Cylinder Head Gasket**

The pointer will drop sharply 10" Hg from a normal reading and return each time the defective cylinders reach firing position with the engine idling.

### **Incorrect Idle Air-Fuel Mixture**

When the needle drifts slowly back and forth on idle, the fuel mixture is too rich. A lean mixture will cause an irregular drop of the needle.

### **Intake Manifold Air Leaks**

If there are any air leaks in the induction system, the needle will drop from 3" – 9" Hg below normal with the engine idling but will remain quite steady.

### **Restricted Exhaust System**

Open the throttle until about 2,000 rpm is reached. Close the throttle quickly. If there is no excessive back pressure, the pointer will drop to not less than 2", increase to 25" Hg, and then return to normal quickly. If the gauge does not register 5" Hg or more above the normal reading, and the needle seems to stop momentarily in its return, the exhaust system is partially restricted.

### **Late Ignition Timing**

A low steady reading on idle indicates late ignition timing or a uniformly close setting of the tappet adjustments. The timing must never be set with a vacuum gauge; use a timing light for accuracy.

### **Late Valve Timing**

A steady but very low reading is generally caused by late ignition timing or late valve timing. If advancing the ignition timing does not increase the gauge reading to normal, then the valve timing is out of adjustment.



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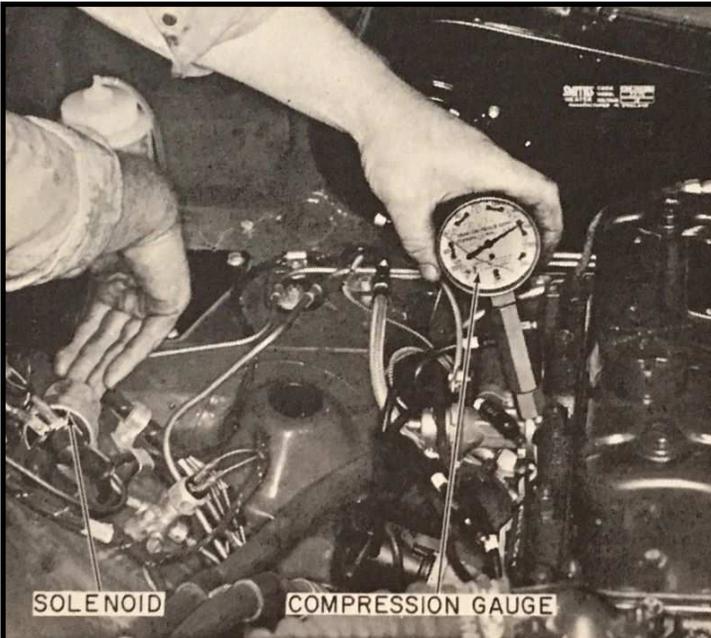
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## USING A COMPRESSION GAUGE

Another very important engine testing gauge is the compression tester. It measures the pressure within the cylinder in pounds per square inch (psi). As with the vacuum gauge, the theoretical numerical reading is not so important as the variation between cylinders. The cylinder pressure should not vary over 15 psi; otherwise, the engine cannot be tuned properly. Variations cause uneven idling and loss of power.



**A Compression gauge is important for checking the valve and ring condition. In practice, an equal number of pulses are recorded.**

To use the gauge, remove all the spark plugs and insert the rubber tip into each spark plug hose in turn. With the throttle held wide open, crank the engine to obtain about 6 power impulses on the gauge; record the reading. Do this at each cylinder and compare the results. Generally, modern high-compression engines have a reading close to 175 psi. If one cylinder is low, insert a tablespoonful of heavy oil on top of the piston. Turn the engine over several times to work the oil around the piston rings, and then repeat the test. If the pressure shows a decided increase, there is a compression loss past the pistons and rings. If the pressure does not increase, the valves are setting improperly. A defective cylinder head gasket will show a loss of compression in two adjacent cylinders.

## **LOW-COMPRESSION TROUBLESHOOTING CHART**

### **Troubles & Causes**

#### **Valves**

- 1a. Insufficient tappet clearance
- 1b. Sticking Valves
- 1c. Warped heads or bent stems
- 1d. Burned, pitted, or distorted valve faces and seats
- 1e. Weak or broken valve springs
- 1f. Distortion of cylinder head and/or block caused by uneven tightening of bolts
- 1g. Incorrect valve timing

#### **Pistons and Rings**

- 2a. Excessive clearance between pistons and cylinder walls
- 2b. Eccentric or tapered cylinder bores
- 2c. Scored cylinder walls
- 2d. Scored pistons
- 2e. Broken pistons
- 2f. Scuffed rings
- 2g. Insufficient piston ring end gaps
- 2h. Stuck piston rings
- 2i. Binding of rings due to "set" caused by mechanic overstretching during installation
- 2j. Insufficient piston ring-to-wall tension due to weak expanders
- 2k. Ring lands worn unevenly
- 2l. Ring grooves too deep for the expanders used
- 2m. Standard rings installed in oversize bores
- 2n. Top rings running dry because oil control rings are too severe
- 2o. Top rings running dry because of gasoline dilution caused by stuck manifold heat control
- 2p. Abrasive dust left in cylinder bores from honing or grinding valves

#### **Gaskets**

- 3a. Warped head and/or block
- 3b. Blown-out cylinder head gasket
- 3c. Cylinder head bolts tightened unevenly
- 3d. Incorrect type of gasket

**TROUBLESHOOTING .....From the hip !  
Continues with Part 5**

**Trouble Shooting for Excessive  
Oil Consumption**

**In next Sept. / Oct. issue  
Be there or be square !**

Hear Ye, Hear Ye!  
BMCSNJ ANNUAL SHOW  
COMING  
SEPTEMBER 25th.



The Revolution has been over a long time and the British, for a few years afterwards, have been most unwelcome visitors in these parts, especially in Olde Greenwich, NJ. No longer though. Once again, owners of British cars are warmly invited by the Cumberland County Historical Society, to show them off in Greenwich on Saturday, September 25th. 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 from 10 AM - 5 PM and Sunday from 10 AM - 4 PM. There will be many interesting, hand-made items for sale, superb food, interesting exhibits of old stuff (an antique bicycle exhibit for one), 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.

**Here are the particulars:**

**What** - Annual BMCSNJ Car Show

**When** - Saturday, September 25, 2021, 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](mailto:garswc@yahoo.com) or 609 247 3499 ( cell )

# 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!!



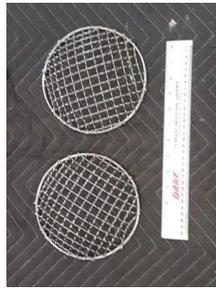
**FOR SALE:**

- Old Fender Mount Lucas Headlight. Best Offer. [PIC 1]
- 7 inch headlight guards. Best Offer. [PIC 2]
- Windshield and Frame, TR6. Best Offer. [PIC 3]
- Windshield and Frame MGB. Best Offer [PIC 4]
- Door Glass and Vents, both sides, for MG Midget. Best Offer [PIC 5]
- Lucas 7" Hi and Low beam headlights. Best offer. [PIC 6]

Keith [Captkrp@Comcast.net](mailto:Captkrp@Comcast.net) or 609-247-2288



[PIC 1]



[PIC 2]



[PIC 3]



[PIC 4]



[PIC 5]



[PIC 6]

**FOR SALE: All For TR3**

- Pair of Wind Wings. Excellent Condition \_\_\_\_\_ \$35
- Original Horns Hi/Lo Note, 1 of each \_\_\_\_\_ \$40 OBO
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- Tonneau. Usable condition with repaired passenger side rip. Not perfect but provides protection \_\_\_\_\_ \$50 OBO

Note Horns and Crank Handle may fit other cars. Worth you checking.  
Bruce Aydelotte [cuznbrucie@comcast.net](mailto:cuznbrucie@comcast.net) or call/text to 609-705-4753

**FOR SALE: For 1958 MGA.** 2 complete front hubs. Make offer.  
Lynn Johnson [lej911@gmail.com](mailto:lej911@gmail.com) or 856-285-0036

**FOR SALE. 1972 TR6.** red. Garage kept, runs well. Located in Egg Harbor Township.  
Asking \$21,000 or best reasonable offer.  
Joe Medica [jmedica1031@gmail.com](mailto:jmedica1031@gmail.com) 570-294-2547

# 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: [mggarage@comcast.net](mailto:mggarage@comcast.net)  
Ads will appear for two (2) issues , as space allows



**FOR SALE:**

**[PIC 7]** Triumph TR6 Engine Just rebuilt, gaskets, Pistons, head. New parts too long to list \$3,000.

**[PIC 8]** MGB engine in parts car ran, with parts for full car, windshield , 4 doors 3 transmissions, seats, trunk rack and top \$1,500 takes MGB and all MGB parts

Contact John [jarmand1@comcast.net](mailto:jarmand1@comcast.net) or call/text 609-425-0878



**[PIC 7]**



**[PIC 8]**

**FOR SALE: Jaguar interior kit for XKE Series 1&2 from 1966 to 1971.**

Various items, brand new, including carpet kits. Black, Green, from G.W. Bartlett. Call Andrew 646-342-8020

**WANTED:** Sprite/Midget Mk1 or 2 seats, heater, blower

Healey 3000 disc brake set up

Contact Paul [pis9@yahoo.com](mailto:pis9@yahoo.com) or 609-462-3593

**WANTED:** Looking for a lug wrench for a 1979-1980 MGB Limited Edition. It measures 29/32" (close to 15/16). Pete Wilson (retired in sunny Florida!!). 609-760-6083 or [PWilson45@comcast.net](mailto:PWilson45@comcast.net)

**WANTED:** TR4 Project car. Paul Serdiuk [pis9@yahoo.com](mailto:pis9@yahoo.com) or 609-462-3593

**FREE:** Four used tires 165/SR/14 good tread. Were on my 1970 MGB with tubes. Free, just need to be picked up in Brigantine NJ. Guido 856-220-0074

**WANTED.** Has anyone seen my Land Rover?! I sold this 1973 Series 3 Land Rover probably 10 years ago to a father/son pair in very rural southern NJ. I would love to get in touch with them or the new owners. Have you seen it? Pete [tundramgb@hotmail.com](mailto:tundramgb@hotmail.com)



# CALENDAR OF EVENTS

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

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	NO EVENTS SCHEDULED	
February	NO EVENTS SCHEDULED	
March	<b>Auto Detailing Tech Session</b>	<b>Autobella Detailing and Products</b> 206 Medford - Mt. Holly Road, Unit C Medford, NJ. 08055
April 4/17 <b>Rain Date:</b> 4/18 10am	<b>Tour of Burlington County</b>	Meet at Red Lion Diner @ 10am 1753 US-206 Southampton Twp., NJ 08088 DESTINATION: Smithville Mansion <a href="mailto:cjhrpc@gmail.com">cjhrpc@gmail.com</a>
April 21st.	<b>Membership Meeting</b> Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense.	<b>Uno, Maple Shade</b> 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante 609-268-2224 <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
May 5/1 10am-2pm	<b>Members Memorial Gathering at Smithville to benefit Samaritan Hospice</b> For Directions: <a href="http://www.historicsmithville.com/directions">www.historicsmithville.com/directions</a>	10am-2pm <a href="mailto:mgarage@comcast.net">mgarage@comcast.net</a>
May 5/19	<b>Membership Meeting</b> Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense.	<b>7 Stars Diner, Sewell</b>  6 - 8:30 Steve Ferrante 609-268-2224 <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
June 14-17	 <b>MG 2021 National Event</b> North American Council of MG Registers	<b>Atlantic City June 14-17</b> <a href="http://www.mg2021.org">www.mg2021.org</a>
June 16th.	<b>Membership Meeting</b> Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense.	<b>Uno, Maple Shade</b> 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante 609-268-2224 <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>

# Events Continued



( Calendar Continued from pg.41 )

DATE	BMC EVENT	LOCATION / STATUS
July 7/7 6-8PM	<b>Pop Cruise</b> Hosted by BMC of SNJ members Guido Battaglini and Fred DeSantis	<b>The Custard Hut</b> 710 New Road (Route 9) Somers Point, NJ 08244 Wednesday July 7, 2021 6-8PM 
July 7/21	<b>Membership Meeting</b> Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense.	<b>7 Stars Diner, Sewell</b>  6 - 8:30 Steve Ferrante 609-268-2224 <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
July 7/24 6-8:30pm	<b>British Car Owners Ice Cream Social</b> 	<b>5 Points Custard</b> E. Landis Ave (Rt 540) & Tuckahoe Rd. (Rt 557) E. Vineland, NJ <a href="mailto:robgt71@verizon.net">robgt71@verizon.net</a>
August 8/14 10am <b>Rain Date:</b> 8/15 10am	<b>Tour of Gloucester County</b> 	<b>START POINT:</b> Point 40 Diner 761 US-40 (Pole Tavern Circle) Monroeville, NJ 08343 <b>DESTINATION:</b> Dippy's Custard and Ice Cream 245 Bridgeton Pike Mantua Twp., NJ 08051 <b>STOP OFF POINT:</b> Washington Lake Park, Sewell, NJ <a href="mailto:events@bmcsnj.org">events@bmcsnj.org</a>
August 8/18	<b>Membership Meeting</b> Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense.	<b>Uno, Maple Shade</b> 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante 609-268-2224 <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
September 9/15	<b>Membership Meeting</b> Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense.	<b>7 Stars Diner, Sewell</b>  6 - 8:30 Steve Ferrante 609-268-2224 <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>

# Events Continued

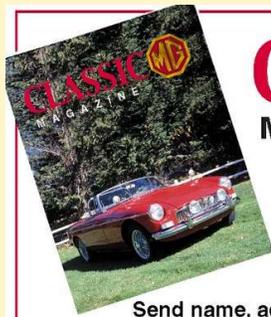


( Calendar Continued from pg.42 )

DATE	BMC EVENT	LOCATION / STATUS
September 9/25 10 AM until 2 PM	<b>BMC of SNJ End of Year Show at Greenwich Artisans Faire Benefits Cumberland County Historical Society Ye Greate St., Greenwich, NJ</b>	On the grounds of the Gibbon House, located at 960 Ye Greate Street, Greenwich, NJ 08323 Saturday, September 25, 2021 Show hours from 10 AM until 2 PM  Admission is \$5 per <u>car</u> - all occupants can visit the Artisans Faire for the cost of a single admission. Contact - Gary Warren, <a href="mailto:garswc@yahoo.com">garswc@yahoo.com</a> or 609 247 3499 ( cell )
October	Tour of the Shore	DETAILS COMING SOON
October 10/20	<b>Membership Meeting Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense.</b>	Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante 609-268-2224 <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
November	No Membership Meeting in recog- nition of the holiday season	
December	No Membership Meeting in recognition of the holiday season	



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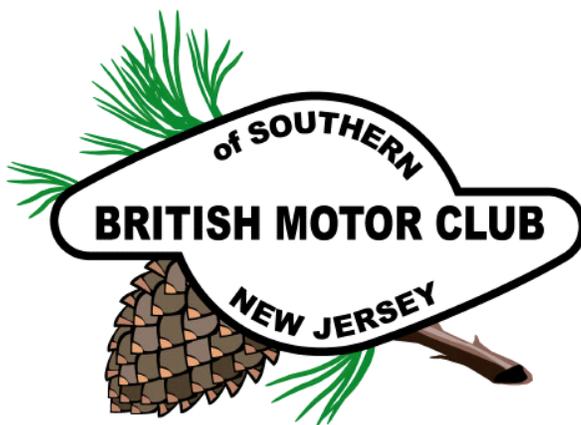
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**British Motor Club of Southern New Jersey**  
**90 Strawberry Drive**  
**Shamong, NJ 08088**



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



British Motor Club of Southern New Jersey

