

OFF SIDE



British Motor Club of Southern New Jersey

NEAR SIDE



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

March / April 2022
VOL. 32 ISSUE 02



Also: The 1975 Triumph MkII 2500s

and

Rescue ME !



BRITISH MOTOR CLUB
of
SOUTHERN NEW JERSEY



“Offside/Nearside” is the bi-monthly newsletter of the British Motor Club of Southern New Jersey (BMC), which was founded in 1992 to encourage the ownership, operation and preservation of British cars.

Membership is open to all owners of automobiles manufactured in Great Britain prior to 1996 and all owners of motorcycles manufactured in Great Britain prior to 1979.

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

BMC Meetings are generally held on the third Wednesday of each month in alternating locations to best reach our membership base.

Odd numbered months (January, March, May, July, September):
Seven Stars Diner 1890 Hurffville Rd, Sewell, NJ 08080

Even numbered months (February, April, June, August, October)
Uno Pizzeria & Grill, 2803 NJ 73, Maple Shade NJ 08052

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

NEWSLETTER CONTRIBUTIONS

OFF SIDE / NEAR SIDE is YOUR Newsletter.

The Editors are always looking for new material.

No material / No Newsletter. Simple as that. Please submit British car related copy and especially personal experiences in your LBC for us to use in one of our six annual Newsletters. Project articles with pictures are really good.

PLEASE SEND NEWSLETTER CONTRIBUTIONS TO THE EDITOR :

Joe Marchione: editor@bmcsnj.org

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

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.

January / February 2022

VOL. 32 ISSUE 01



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accessed at:
WWW.BMCSNJ.ORG*

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Hello BMC of SNJ members,

With the weather still in winter mode, this may not be the time to be out working on and enjoying your car, but, it is the time when the board must act to set up what will be going on this year. The board members have spent a considerable amount of time recently to get everything set for 2022. The calendar of events still shows some dates as TBD (to be determined), so, it is best to keep an eye on the website and your emails for the latest information.

Last time, I reported that we would be staying with our regular schedule of meetings on the third Wednesday of each month, January through October. Odd numbered months at Seven Star Diner in Sewell and even number months at Uno Grill in Maple Shade.

I also reported that we had selected a date for the Memorial Gathering at Smithville. Soon after that, it became clear that the British Car Club of Delaware had scheduled their show for the same day. We have several members who have been attending that show for many years and I decided to move the date of our event to May 21 to avoid a conflict and hopefully build interest and attendance at both shows. I'm sorry if the date change caused any issues.

We will be adding to our regular calendar of events with informal Pop Cruises like we did last year. If you have a good idea for an interesting place where we can meet or your favorite ice cream stand, and are willing to be there for a couple of hours, please reach out to me and I will show you just how easy it is! The club will handle the notifications and that is all there is to it!

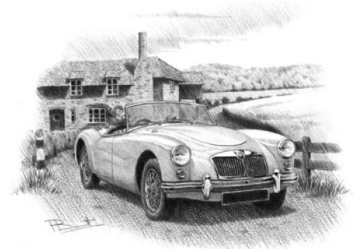
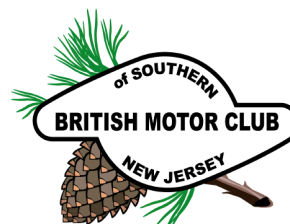
While the board has been hard at work on organizing upcoming events, I am happy to see that Pete Cosmides and the members of the BMCSNJ Rescue Squad are making a big effort to get this program off the ground. Read all about it later in this newsletter. Since we announced the program, we have had some interest from people that need help, but also in people willing to do the helping! Our members' collective knowledge is one of the many strengths of this club!

My offer still stands to grant a free one-year membership to the club for anyone under the age of twenty-five. So, if you have kids or grandchildren, or anyone else who is interested in your hobby, please let me know and we will get them signed up for a year for free! As we grow older, the younger generations will have to care for these machines to carry on our hobby!

As always, enjoy your cars, this outstanding newsletter, the club, and the hobby. Be safe on the roads and I'll see you at an event or a meeting! Best wishes and luck in 2022!

Steve Ferrante,

President, BMC of SNJ



SECRETARY'S SATCHEL

March / April 2022

by Tom Evans

March 1st, 2022

Dydd Gwyl Dewi Hapus! (Happy St. David's Day!) March 1st is St. David's Day, patron saint of Wales. You don't celebrate? You probably celebrate St. Patrick's Day, don't you. Why St. Patrick and not David? Why not do both! Today you will eat leek, lamb and Welsh cakes to celebrate, although, bangers and mash or fish and chips will also do.



In my travels I sometimes have the opportunity to visit transportation museums around the US. This past month while traveling through NORCAL we stopped at the California Automobile Museum in Sacramento. A great collection of American iron with an emphasis on the early model Fords. So many were donated that they are able to strip some down to the chassis and show the inner workings of the motor, transmission and differential. There is a great collection of the aftermarket parts that were produced to turn your Model T into a delivery truck or whatever you wished, just like SEMA today. The museum also had a pair of LBCs, this 1957 TR3 and A 1947 TC. Are they factory colors? There was also a 1980 MGB with only 551 miles on the clock. After purchasing the car new, the owner was disappointed in the way it drove, imagine that, and eventually donated it to the museum!

You are in for another treat in this issue of Off Side/Near Side. Two obscure cars and a set of tools. Our Editor is expending outstanding effort to keep us entertained and informed. Thank you, Joe, for your outstanding work, again.



Our Club monthly meetings have been well attended and you all seem to be getting back into the groove of gathering at indoor events. The calendar is being developed for this year with tours, museum visits and pop cruises for your participation. As before, the board is making an effort to move the events around geographically for all of the members to have an opportunity to join something locally. See the calendar in this issue of Off Side/Near Side or on the website to keep up to date. If you have an idea for a POP Cruise let us know and we will publish it in an email to the members. Just let us know where and when and then show up! Thanks again to all who have organized and attended events in the past. Get involved, volunteer for the events and contact the coordinators, offer to lend a hand.

Spring is coming! Our next meeting will be March 16th at Seven Stars Diner in Sewell. See you on the road.

Happy Motoring
Tom Evans



Treasurer/Registrar's Report

March / April 2022

Money Is No Object

by Brian Deam

Dear Members,

Your club remains in a strong financial position with sufficient resources to support our activities, newsletter and charitable events. Our current membership count is 164 (down from 168) with 255 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. 91% of the members whose term expired on 12/31/21 did renew and, we have secured 3 new members. Renewals notices for the June 30th group will be sent in late May.

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

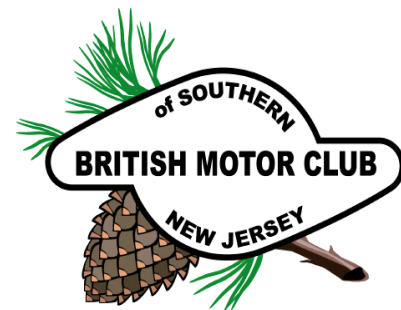
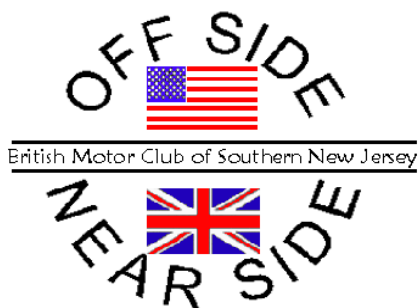
- PayPal: sign on to www.PayPal.com and send your dues to "members@bmcsnj.org".
- Check: made payable to "British Motor Club of Southern NJ" and mailed to:

Brian Deam
900 Riverton Road
Moorestown, NJ 08057



Brian

Welcome to our new and returning members:		
Name	Town	Car
Bryan Rodgers	Riverton	1959 Austin Healey 3000 Mkl & 1953 MG TD
Terry McAllister	Pennsville	1971 TR6
John Armand	Cape May Courthouse	1973 TR6 & 1980 MGB



The Editor Writes

Joe Marchione

Hello all from your newsletter editor.

It's getting closer and closer to roll 'em out and "let's Ride" weather. Not quite yet? Well soon enough to get the itch. I love getting the LBC out, getting back out on the road and letting my car do what she was built to do. Tear around some South Jersey roads, trips to the Beaches and the Bays, and letting that sweet summer sun and balmy summer night breezes blow around the cockpit. Terrific ! I grew up down in this southern part of New Jersey and one of my favorite things was taking the little car down to Wildwood and Ocean City and all those little shore towns up and down the southern coast perhaps meeting up with a couple of other Sports car pals and gals to share some charcoal cooked burgers and B 'n W shakes and talk about our cars and who was running at the Vineland Drags this summer night.



Now that I'm older I still look forward to those drives and also to the stories and pictures they will generate for our Newsletter so to keep up with the latest goings on with our BMC of SNJ members and cars.

So all that brings me back to:

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

I am soliciting member articles for the
May / June 2022 newsletter (and beyond)

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 experience 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 newsletter please get anything to me no later than **April 10th. 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.

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.

It's great for the club

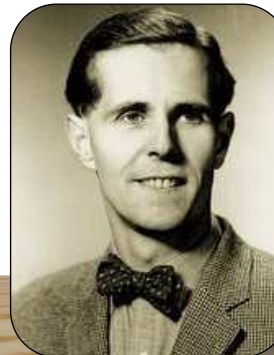


What is it with these crazy English engineers, designers and builders? What made them so obsessed withWOOD ?! Something to do with the forests of Nottingham and Men; brave and ...Merry ?!!

British manufacturers have created some absolute masterpieces. The last BMC of SNJ's January / February issue we featured the Jaguar XK-E which certainly represents this category. The Aston Martin DB cars come to mind, but some of the many British creations aren't as well known as they should be. An example of this is the Marcos GT, which was crafted by Marcos Engineering.

Marcos Engineering was a British sports car manufacturer. The name derives from the surnames of founders Jem Marsh, from Speedex cars, with aerodynamicist Frank Costin.

Costin had earlier worked on the de Havilland Mosquito fighter-bombers and from there he got the idea to use plywood for the Marcos chassis. The de Havilland DH.98 Mosquito is a British twin-engine, shoulder-winged, multi-role combat aircraft, introduced during the Second World War. Unusual in that its frame was constructed mostly of wood, it was nicknamed the "Wooden Wonder".



Jem Marsh



Frank Costin



Jem and co-driver John Quick, the top Jaguar 'E' Type racer, beside the 1968 Le Mans 1800

Jeremy George Weston Marsh was a throwback to the heady postwar era when a guy of noteworthy skill could not just piece together his own car, but race it too. They weren't built in huge quantities, but his partially namesake car, the Marcos, amassed an enviable record in racing, both on the continent and on the home soil, as often as not with Marsh doing the steering and shifting. His death, at age 85, makes us feel as if the end of his life marked the end of the era when entrepreneurs could build cars, race them, and sell them successfully.

Born in Bristol, Marsh had recently created a company called Speedex Castings and Accessories Ltd., whose mission was supplying body kits and other parts to the

phalanx of British specialty builders who were making little competition bust-abouts from the remnants of castoff Austin Sevens. Marsh connected with Costin, who was already well experienced in fabrication and design from his work with Lotus, Lister and Vanwall.

Born in 1920, Costin studied engineering at Harrow Weald College in his native Middlesex. In succession, he tracked through the British aviation industry at General Aircraft, Airspeed, Supermarine, Percival and De Havilland, the last of which being the place where he met Chapman and agreed to build a sports car body for him. That became the Lotus Eight. Costin's obvious understanding of the wind, expressed through the Lotus Eleven, freed Chapman to pursue chassis objectives.



Frank Costin / Marsh in the back

Costin tweaked the lovely Lotus Elite for him, a fiberglass delight that incorporated another aero principle. Costin devoted attention to the camber line, the locus of points midway between the upper and lower portions of a wing's curvature, adapting it for the Elite in a non-symmetrical shape known as reflex camber, by which the curve kicks upward at the back, most commonly used on flying wing-type aircraft. The Elite's coefficient of drag proved to be exceptionally low, especially by the accepted styling practices of 1957. Its monocoque fiberglass layout was never more radical.



Lotus Elite

Thus began Marcos. Marsh had the general idea of producing a lightweight, affordable sports car from easily worked materials. Costin had worked on the DeHavilland Mosquito bomber during World War II, and suggested using modern veneered plywood as a primary construction material, like the British aero industry was doing so successfully.

In 1959, Marsh con-



Not a 1800 plywood frame >>>

Marcos 1800 GT

In 1964 the fiberglass bodied Marcos 1800 GT was introduced, using the cast-iron four cylinder Volvo 1778cc B18 unit with overdrive gearbox and De Dion rear axil.



It was a sensation when first shown at the 1964 Racing Car Show. This was to be the design that would become familiar to sports car enthusiasts for more than 30 years, even though the original plywood chassis would later be replaced by a steel chassis and the futuristic scalloped dashboard also vanished after a few years.



The plywood chassis was glued together from 386 separate pieces and was not only light and strong, but also required a minimum up front investment to construct. The Marcos GT was designed around Jem Marsh, who was 6 feet 4 inches tall, so while the car is extremely low and sometimes awkward to enter, it can still accommodate surprisingly tall drivers. The extremely low Marcos required a nearly supine driving position and fixed seats, mounted lower than the floor of the car. In return, the entire pedal set

could be moved fore and aft with a knob on the dashboard. If this proved not to be enough Marcos also offered optional booster pillows. This setup, with the fixed seats, remained until the end of Marcos production in late 2007!

The original Marcos 1800 had a two-spoke steering wheel and a novel dash with a prominent center console, a rather expensive design which did not survive onto the Ford-engine cars. The entire nose portion, of a long and tapered design, was hinged at the front and was held down by latches behind the front wheel wells.

Normally fitted with a four-speed manual transmission, a five-speed was also available and allowed for a higher top speed. The Volvo engine has 96 hp (72 kW), enough for a 116 mph (187 km/



h) top speed and a 0-60 mph time of 8.2 seconds. Some sources claim 108 hp (81 kW) SAE.



Some of the last cars built had a 2 litre Volvo B20 engine, as did some of the racing versions. The 1800 is the only Marcos that is eligible for historic racing and as such is currently much more valuable than later models.

Successful in competition, the rather expensive 1800 sold very slowly, and after the first 33 cars the de Dion rear suspension was replaced by a live Ford axle. The price was dropped from £1500 to £1340, but it was not enough to make the car profitable. Cars were stockpiling in 1966, and after 106 (or 99) had been built, the 1800 was replaced by the Ford-engine 1500.

Ford four-cylinder models

In 1966 the GT was changed to a pushrod inline-four Ford Kent engine of 1500 cc, in order to lower costs as the 1800 had been rather too expensive to market.



The complex dash was also replaced with a flat polished wood unit, which was soon downgraded further to a mass-produced "wood-effect" one. Power and performance were both down on the 1800, but sales increased considerably. To hide the fact that a common Ford engine was used, Marsh replaced the rocker covers with Marcos ones and switched from Weber to Stromberg carburetors. An overbored Lawrence 1650 cc version was made available in 1967 (32 built) to ameliorate the power shortage, for the Marcos 1650 GT. The 1650 also had bigger disc brakes and a standard Webasto sunroof, but proved somewhat less than reliable.

Between 1967 and 1969, the plywood chassis was gradually replaced by a square section steel one, which shortened production time and saved on cost. These steel framed cars required a lower sill panel and have reshaped rear bumpers, as well as some subtle interior differences. The wooden chassis had also begun to meet a certain amount of resistance from buyers. There seem to have been no V4-engined wooden cars made, although there is a few months overlap between the introduction dates. (*Editor: WHAT ?!! NO WOOD ?!! A travesty !! Just not British.*) Production ended in October 1969 as the new steel chassis was not well suited for the crossflow engine. (*See ??*)





MARCOS 1600



The distinct rear of a 1967 Marcos 1600, modified for competition (USA)



V6 engine

A new model, the **2 litre**, appeared at the January 1969 London Show with the engine changed to the Ford Essex V4 engine (3006E) from the Ford Corsair - while a V6 engine had already appeared at the top of the line-up in 1968.



The end of Marcos? Not yet The Return of the GT

A 1984–1989 Marcos GT with the 2.8 litre Ford V6

Marcos ceased production and went into receivership in 1972. Jem Marsh resurrected the Marcos brand in 1981 (having bought the molds in 1976), offering the previous GT cars as kits only. The focus on racing cars had gone by now, not returning for another thirteen years with the LM series. The kit was offered in four different stages of completion.



The 3 liter shape was reintroduced in 1982 in component form to take the following engines:

3 liter Essex V6, 2.8 Cologne V6, 1600 Crossflow, 2 liter/ 2.5 Triumph straight six, 2 liter Ford Pinto and the 2.0 Ford V4. Around 130 of these "self build" cars were produced from 1982 through until 1989/90.

Engine options again included Ford's 3.0 Essex V6, 2.0 liter V4, and 1600 Crossflow. New were the 2.3 or 2.8 liter Cologne V6 and the 2.0 litre Pinto inline-four. Taking advantage of the existing design of the rare 2½ liter model, Triumph's 2.0 and 2.5 liter straight-sixes were also possible options.



In 1983 a Rover V8-engined version was introduced, called the Mantula. This lighter and more powerful model was also available fully built up. In 1984 the Marcos GT saw a minor change, when a front spoiler was added to minimize high speed lift. About 130 Marcos Coupé kits were sold up to 1990, when Marcos decided to focus on the fully assembled Mantula and succeeding models.

The Mantula Spyder's bodywork was never available as part of the GT kit range.



Mantis 1997

In 1997, the Mantis was launched. It was a successor to the LM range of cars, and the most powerful road going Marcos ever produced. Powered by a quad-cam, small-block, Ford Cobra V8, the Mantis displayed a more aggressive stance, and the GT version was available producing 500 bhp in a supercharged inter-cooled form. The front-end has been improved

by smoothing the various aerodynamic addendums into the bonnet, so that it looks sort of like the old GT. The headlamps are now a pair of small, high intensity units that make the old (well, not that old!) units look huge and clumpy, and this further enhances the front-end. From the windscreen back it looks like the LM series cars.

0-60 in 4.2 secs, and a top speed of 170 mph!



The show car was a very tasteful purple with a turquoise leather interior. Price at the time was about £42,000.

"Autocar" tested this car and reported that "The doors close with a satisfying clunk, the interior doesn't rattle or squeak and nothing failed or fell off during the course of its time

with us - a rare occurrence for any low volume British sportscar in our experience" and commented that "How a company that builds just 70 cars a year can...design, engineer and produce a car as good as the Mantis is beyond comprehension".

Their verdict was "A credible rival to the TVR Griffith" - Praise indeed.

51 cars in all were produced from 1997, the last being built in 2002 by Marcos Heritage.

And the beat goes on

It seems like nothing could keep a Marcos down. At least for very long. In researching this I was amazed at not only how many vehicles they produced but how recently they are still producing exciting cars. Below is a continuing list of Marcos cars that followed in the 1800 mode. Some good looking stuff. I want one !!



Launched, originally, for the European market, the GTS is powered by the Rover two liter engine originally found in the Rover 200 and 800s, in either turbo or non-turbo form.

In turbo form, the engine certainly doesn't lack power or torque, the 200ish BHP being enough to get the GTS to 60 in a little over 5 seconds.

As a day to day car, this may well make a lot more sense than a V8, "Autocar and Motor" (in a review full of historical inaccuracies) saying 'the GTS is a relaxed player around town. A smooth drivetrain and easy to use gearbox (retained from the Mantara-MS) make traffic jams no more difficult than if you were in a Fiesta...It's all impressively well controlled".

The quality of the modern Marcos was again echoed with A&M saying 'the GTS...was superbly built and finished and had none of the worrying noises you sometimes hear in a low-volume sportscar'. Marcos' claim was that the GTS was released onto the UK market in response to the waiting list for the Lotus Elise but it's hard to see Elise buyers being the natural candidates for the GTS, The GTS is much more refined, but less a "no-compromise" road racer than the Lotus **and** it is around £9,000 more!

I'd imagine it' attracted buyers who like the idea of a Marcos, but are less keen on the idea of V8 fuel consumption.

The 1998 Mantaray

At the 1998 British Motor show, Marcos launched a new model named the Mantaray. This saw the first major revision to the rear of the car since the GT's launch in 1963! The distinctive drop away tail was changed for a much flatter boot level with the rear window.

Very reminiscent of the TVR Chimera's rear, the Mantaray shape was well received by the motoring press and provided an even larger boot.

The car was made available with all engine options from the 2 liter Rover engine (with and without turbo), through to the 4.6 liter V8 Ford engine used in the Mantis. Initially it was planned to continue to make the old shape available alongside the new Mantaray, on request.



The 1999 Mantis GT



The Mantis GT is a supercharged version of the Mantis launched in 1997. Boasting 500 BHP and a top speed of around 180mph the car is certainly in the supercar bracket.

Tiff Needell, in his "Top Gear" review, described the car as "Exuding character" and recorded a 3.96 second 0-60MPH (according to the standard on-board telemetry) in a distinctly unscientific test!

The 2002 Marcasite TS250



After Marcos fell into insolvency, Jem Marsh and Rory McMath, with backing from a US backer, launched the Marcasite TS250 in 2002.

The TS250 is based upon the Mantaray, but has an all new interior and uses Peugeot headlamps to give a totally new look to the front end.

The car was aimed at a different market to the fire-breathing Mantis and LM models. Fitted with a 175 bhp Ford V6, the car is by no means slow, but it is easier to drive and less intimidating than the more muscled Marcos, or the competitive TVRs.

Jem and his team saw this car as appealing to people with a need for a daily driver and, interestingly, to women in the market for a distinctive sports car.

The 2003 TS500 *2003 !! Marcos just does not quit !*



Marcos continued their return in 2003 with the launch of the TS500.

This is a revised version of the TS250 (The Marcasite name was quickly dropped), with a Javelin Engineering prepared 5 liter version of the Rover V8.

Producing 320 BHP and weighing just over a ton, the TS500 addressed some complaints from owners of LMs and Mantises (and some of the press) that the TS250 was not really the kind of car expected from Marcos.

The reduction of price of the TS250 (to under £30K) and the pricing of the TS500 at the £35K mark also went some way to

counter concerns that, good though the chassis was, it was a bit too dear.

After only a few Mantis coupes (mostly for the Mantis Challenge race series) were made, this was a welcome return to the classic closed style Marcos was originally famous for. Mechanically, it's identical to the TSO convertible.

The styling harks back to the classic Marcos GT, but few lines or parts can be identified as carried forward.

Performance, too, promised to be excellent, with 0-60 in 4 seconds, 0-100 in under 10 and 50-70 in just 2 !!

The 2006 TSO GTC Coupe and TSO R/T Spyder



The Marcos TSO GTC

Marcos Engineering's press release said :

The TSO GTC is a classic British race-inspired 2-seat sports coupe that comes with racing suspension, racing brakes and a rear diffuser. The GTC is priced at £49,950.

The TSO R/T delivers a thrilling open top driving experience with dual removable roof panels - combining a roadster experience with the safety, confidence and styling of the coupe. The R/T comes equipped with touring suspension, cargo nets and premium sound and is priced at £53,950.

Both models come standard with a 420 horsepower Aluminum V8 Engine and a 6-speed manual gearbox. A 462 horsepower Performance Pack is also available. TSOs are being delivered this summer to the Marcos Dealer Network.

"The TSO's combination of tuned V8 power and lightweight design delivers both stunning performance and breathtaking sound in a reliable, precision engineered and affordable British Supercar", said Tony Stelliga, Marcos Engineering's Managing Director. The TSO is professionally engineered. Composites and components are CAD designed and fabricated in England. The Chassis is engineered and manufactured by Prodrive - a leading developer of motorsport chassis and race cars that have earned five British Touring Car Championships and six World Rally titles. Designed to be lightweight and responsive, the TSO inspires confidence and is communicative up to and beyond the limit. The TSO is reliable - with the same proven V8 Engine and drivetrain components found in the Corvette and Monaro. Induction, exhaust and electronics modifications by Marcos further enhance the TSO's drivability and performance.

The TSO is a performer – a lightweight composite body, space frame chassis and V8 engine provide an impressive power-to-weight ratio. With the Performance Pack the TSO accelerates to 60 mph in 4.1 seconds and to 100 mph in 8.5 seconds. Huge 340mm AP Racing brakes deliver a 0-100-0 time of 12.9 seconds. Overtaking is effortless with a 50 to 70 mph time of just 2.1 seconds. Top speed is over 185 mph.

GTC Photo courtesy of Pistonheads.com.



An earlier Marcos GT. Not TSO GTC

2007 Marcos TSO GTC



Last of the Production Marcos ?

London, England, July 11th, 2006

Marcos Engineering UK today announced the world premier of its new TSO Supercars at London's exclusive Salon Prive private Luxury and Supercar Show.

The TSO GTC is a classic British race-inspired 2-seat sports coupe that comes with racing suspension, racing brakes and a rear diffuser. The GTC is priced at 49,950 GBP.

The TSO R/T delivers a thrilling open top driving experience with dual removable roof panels – combining a roadster experience with the safety, confidence and styling of the coupe. The R/T comes equipped with touring suspension, cargo nets and premium sound and is priced at 53,950 GBP.

Both models come standard with a 420 horsepower Aluminium V8 Engine and a 6-speed manual gearbox. A 462 horsepower Performance Pack is also available. TSO's are being delivered this summer to the Marcos Dealer Network.

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The Last ? I Don't Think SO.

The 2010 Marcos TS250

Redline Sportscar Ltd. In the UK offered the last registered pure Marcos. This 2010 Marcos TS250 was presented in almost as new condition having covered just 3,000 miles from new. This car was developed by the original Marcos factory team in Westbury, however the project was sold to Tony Stelliga to be put into production under the Marcos Engineering Limited Banner.



This example has stunning metallic yellow paintwork, factory fitted 17 inch wheels and a black leather interior with yellow piping. The Chassis has had full anti-corrosion Waxoyl treatment. The 2.5 liter V6 duratec engine, fitted with stainless steel exhausts, is mated to a 5 speed manual gearbox and limited slip differential. 4 pot brake calipers at the front combined with vented, drilled and grooved discs all round provide excellent stopping power. The car is also equipped with electric windows, electric pedals, a heated windscreen and power assisted steering.

It was offered at £ 26,995

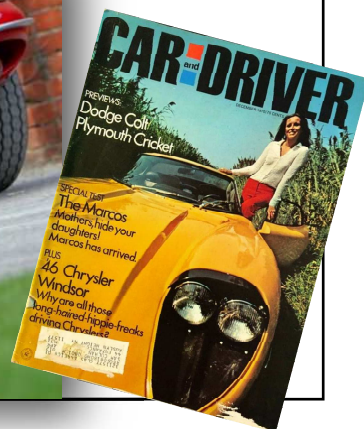
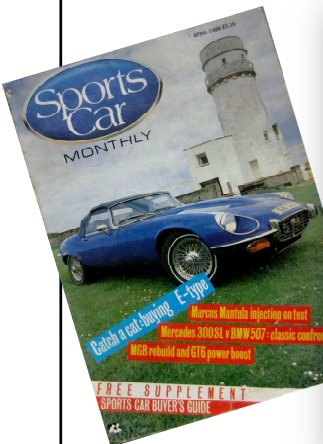
And the Future? Well you never know.

Editor comment: If there's one thing I know, after researching some of Britain's less known sports cars, is that Brits, from the time the first powered wheels turned, to this day are:

CRAZY CAR PEOPLE ! Once they get an idea for some new vehicle they just don't quit until it becomes a mark of its own and have sold hundreds of cars around the world. The only requirement is that the first prototype be glued together behind one of their girlfriend's garage !

And for me, the most endearing thing about this lot of crazy tea drinking bunch of mostly self taught, auto design lunatics is that some of their crazy inventions actually go very fast, are very nimble, are very light, and *very* inventive. And some even look, at timesin the right light, *Beautiful*.

But mostly unusually ***CRAZY !! Crazy FUN !*** Let's not forget that many of these quirky cars actually won a number of international and prestigious races !!





*Just the thing
for a fox hunt at
the Estate or,
a youth soccer
game!*

1975 TRIUMPH Mk II 2500S

Estate Wagon

Mike Engard

I've always had British Sports Cars, but I've always liked station wagons, both for the looks and for the utility. I've owned several wagons; couple of Chevys, some Volvos, that kind of thing.

I recently sold my Rover P6 and was looking for something to park next to my TR8. I had a '64 Ranchero for a while, then tried a Saab 900. But I still wanted that wagon. I considered a GT-6 or an MGC-GT. Then I started looking at the Triumph 2000/2500 series. These cars were never imported to the US, but were very popular overseas with almost 325,000 of them made between 1963 and 1977.



The Mk 1 2000, with the 2-liter motor from the GT-6, was presented to the public in October 1963 and came in saloon and, from 1965, estate forms. The estate had its body shell partly built by Carbodies. In October 1968 the 2.5 PI Mk 1 was launched, fitted with a Lucas mechanical fuel injection system. Performance was very good, but the PI models (along with the TR5 models) gained a reputation for unreliability and poor fuel economy. In October 1969 the Mk 2 range was launched, again styled by Michelotti, updating the car for the 1970s. The front of the car now followed the lines of the then-upcoming Triumph Stag. There were entry-level 2000 models, which were the most plentiful, but the remainder of the range consisted of 2500,

2500 TC and 2500 PI models. In June 1975 the 2500S model, with 14 inch wheels and anti-roll bar, was added. The last production car, a 2500S estate is kept at the Heritage Motor Centre.

Production numbers for the 2500S Estate ranges between 600 and 4,000 depending on the source

and judging by the difficulty I ran into trying to find one overseas I'd be inclined to believe the lower number. After having read all sorts of stuff, both in books and online, as well as joining a Facebook group specific to the model, I narrowed my search to the Mark II 2500TC or the 2500S model. Over several months I contact maybe half-a-dozen people selling what I wanted. I was surprised when some of them, learning that I was American, didn't want to sell to me! They said that it would be too much trouble to sell to a Yank!

Then, one day back in August, a gentlemen in Cincinnati posted a message on Facebook saying that he wanted to sell off some of his cars. Among them was a 2500 Estate! He had imported the 'restored' car 2 years ago and only put about 200 miles on it. I immediately contacted him and we talked back and forth for several months before I actually bought the car and brought it home.



It turns out that the Brits have a different definition of 'restoration' then we do and I've been going over some items to bring the car up to a level that I'm comfortable with. In the picture with the rear door open, the spare tire is standing on the left. It's supposed to be lying under the floor. At some time in the past this car was converted to run on LPG <<https://www.rac.co.uk/drive/advice/emissions/what-is-lpg/>>. The high pressure tank was located under the boot floor and required several modifications to fit, the most obvious that

there was no longer room for the spare tire. When I got the car, an NOS gasoline/petrol fuel tank had been re-installed and one of my first projects has been to relocate the spare under the floor and build a new floor without the hole cut in it. Of course, this turned into a bigger project, but it's moving along nicely.



In the 80's and 90's and probably into the 2000's this would have been just an old car to the Brits. Something that your mum drove you to school and then went to get the groceries. It wasn't until recently that the after-market would've kick-in to start making parts. So things like electrics and cooling hoses would've been cobbled out of whatever was available. So far I've been able to find everything I need through the regular suppliers. These cars were being built at the same time as the GT-6, TR-6, the TR7 and the Triumph Stag and use a lot of the same parts. With a little cross-over detective work I can often buy parts from Moss or TRF. 2000/2500 specific parts are available from Rimmer Brothers, Chris Witor and other British suppliers.

Aside from the repairs I'm also looking at some 'upgrades'. LED lights and a better radio, assuming I can buy such a thing. For tunes it used to be just a new radio, but nowadays the radio is only a part of the complete 'entertainment package'. I've looked at the possibility of adding air conditioning and it certainly looks like it will fit. But I'd also like to add a Moss supercharger; I'm not sure that I can do both! This is gonna be so much fun!

Mike Engard

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!

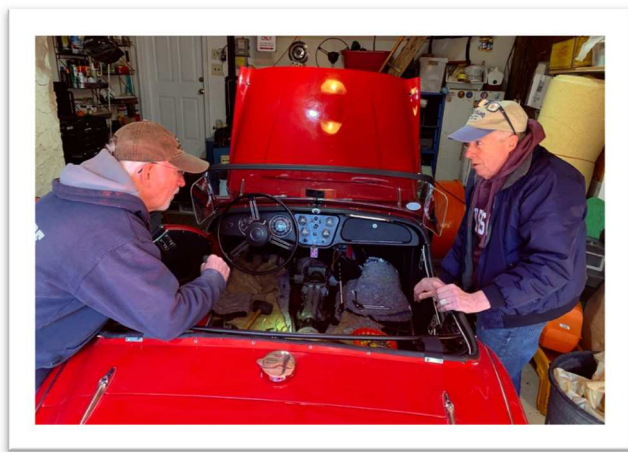
One of our original BMC members, Pete Cosmides has offered to get this program off the ground.

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
President, BMC of SNJ
president@bmcsnj.org

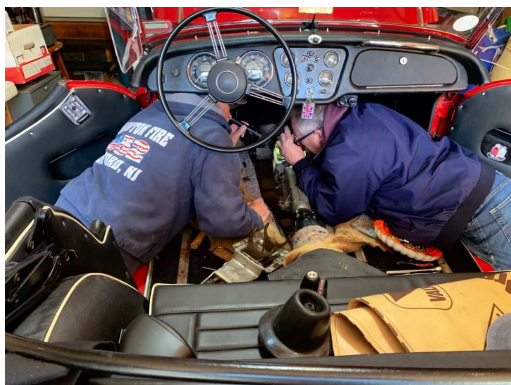




BMC of SNJ Rescue Squads 1st outing

Thursday, February 10th 2 Rescue Squad volunteers George Lawton and Pete Cosmides traveled to fellow club member Bill Scotts home in Tabernacle to investigate a chattering noise Bill was experiencing with his Triumph TR3 seemingly after he replaced the driveshaft. Bill had the car stranded in his garage, still up on jack stands due to this chattering noise he had. It quickly became apparent that this noise was not related to the new driveshaft installation and certainly coming from the gearbox internals.

Lucky for us, the interior was already stripped out and the gearbox tunnel removed making diagnostic access as breeze. With Georges great knowledge of TR's and gearbox rebuilding under his belt we opened up the gearbox top case to have a peek inside. George was not happy with what he saw, noting some severely worn gear teeth and other potential issues.



Well as luck would have it, Bill has been dragging around a spare TR engine and gearbox since he purchased the car back in 1986! We decided as long as we were there, to open up this spare gearbox and have a look see. Things inside looked significantly better than the one in the car, so it was decided that after a thorough external cleaning and a fluid flush this would make for a very suitable replacement.

Sounds like a good time for George and I to leave!

In all seriousness, replacing a gearbox was not in any of our plans for the day, so that will be left for Bill to perform and if he requires help, he will let us know.

I think our first outing was a success and exactly how I envisioned this program to work. We helped Bill diagnose the issue and laid out a good path forward for him to get his TR back on the road to enjoyment. As a bonus, I did some carburetor tuning/checking when I first arrived, as I noticed the car was running very rich and idling very high. Success story #1.

Pete Cosmides

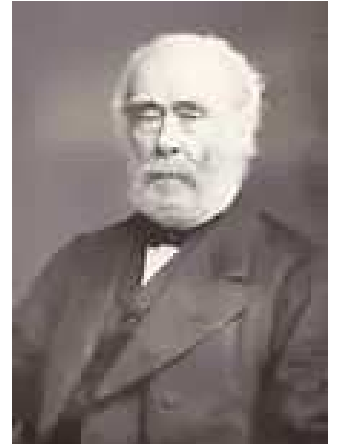




LEARNING to SPEAK WHITWORTH

If you own a Little British Car, especially a 60's or older - chances are you have discovered Whitworth fasteners. MG T-types of any era have oodles of Whitworth fasteners. Almost all SU carburetors, certain brake lines, and "plumbing fittings" on many other British cars have them, too - including in a couple of bizarre places on MGB's. I recently heard that transmission bolts on certain '80's Rovers could be Whitworth!

It's too easy to mumble and grumble about Whitworth wrenches and fasteners. Because we need to be more historically informed. If we learn more about Sir Joseph Whitworth we'll discover he was a brilliant machinist and inventor. It was the genius and drive of Joseph Whitworth who was a foremost leader in the Industrial Age. We owe a great deal to Whitworth in the advancement of precision, accuracy, and standardization.



Our story of Joseph Whitworth begins at just about the mid-point of the Industrial Age. Queen Victoria's Prince Albert determined to have a "Great Exhibition" in 1851 to display the industrial might of Great Britain. It would showcase steam locomotion, agricultural machinery, and machines of manufacture from woolen goods to warfare. These were of the machines of the future displayed for all the world to see in what came to be called the Chrystal Palace. This enormous exhibit hall, nearly 2,000' long and 100' high constructed of ornate cast iron and glass, was thrown up in six months.

And in exhibit Booth #201 was "J. Whitworth & Co". The catalog continues: " Self-acting lathes, planing, slotting, drilling and boring, screwing, cutting and dividing, punching and shearing. Patent screw stocks, with dies and taps. Measuring machines &c."

Ho-hum. Not exactly the most exciting method to draw a crowd. Except that no one during this amazing exhibition of transportation, manufacture, engineering, and machinery won more awards than the man in booth #201.

"Joseph Whitworth was an absolute champion of accuracy, an uncompromising devotee of precision and the creator of a device, unprecedented at the time that could truly measure to an unimaginable one-millionth of an inch."

For you see, before Whitworth if you were to make - for instance, a rifle- every part of that weapon would be one of a kind - "lock, stock, and barrel!" (And screws, and sights and mounts and...) Imagine taking apart 50 flintlock rifles. Now throw every part in one box and try to assemble one rifle that fits and functions in a reasonable amount of time, say- before the end of this current battle. Good luck, mate. "For want of a nail, the shoe was lost, for want of a shoe the horse was lost, for want of a horse the rider was lost, for want of a rider the battle was lost, for want of a battle the empire was lost. But it was Joseph Whitworth who brought precision and accuracy and standardization.



In 1860, in Wimbledon, Queen Victoria inexplicably agreed to fire a rifle in a demonstration at the opening of an international contest, the Grand Rifle Match of the British National Rifle Association. No, she wouldn't throw herself on the ground and squeeze off five rounds at a row of whiskey bottles. But all four feet eleven inches of Her Majesty would stand beside a mounted rifle. And she would tug on a string attached to that rifle. A Whitworth rifle. Over 400 yards away, a flag went up.



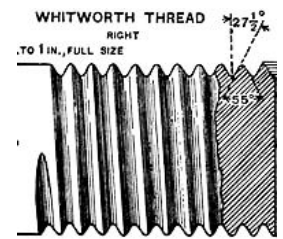
Bull's Eye. Afterward, a forensic study reported 1 3/4" vertical deviation and merely 4/5" off dead center.



1864, Spottsylvania, Virginia. US Army General John Sedgwick, observes the Confederate rebels at a great distance away. Riding to the front he boldly declares: "they couldn't shoot an elephant at this distance." A shot rings out and a bullet smashes into his head, killing him instantly. From a Whitworth rifle.

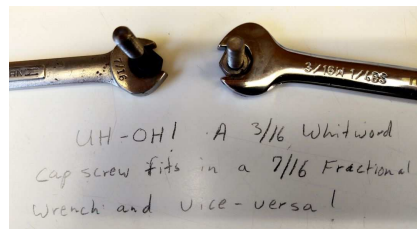


Well within Whitworth's lifetime he and many others were producing machines, instruments, and other mechanical things with precision and accuracy. The last necessity was a common agreement between interested parties to produce all those fiddly bits that hold things together to a certain standard of accuracy and precision. Standardization was the last component, the missing link.



Whitworth designed a screw system with a uniform pitch angle of 55 degrees ranging in diameter from 1/16" to 2 1/2". We call it BS. (Sorry. Such an easy, easy joke.) It was the very first accepted system of standardized fasteners: THE British Standard. Later, as more screw designs were proposed and embraced it became and is British Standard Whitworth. More on that follows.

Whitworth was an irascible, impatient, and domineering man. He was also a genius. But there were problems with just one standard. Whitworth screws were products of the locomotive age and coarse threads would work fine on a train but tended to work loose on an auto-car rattling down a bumpy road. Moreover, with the Whitworth system, the size of the wrench is predicated on the diameter of the screw, not the size of the head of the screw. Whitworth (and perhaps many others) never considered that screws may ultimately have two, three, or maybe more possible head sizes. It is very common for example, to find in your bolt jar a 1/4" cap screw with a 7/16" (standard) or a 3/8" or even 1/2" head.



My 9/16" Whitworth wrench is 12" long and weighs 12 1/4 oz.. My 9/16" fractional wrench is 6" long and weighs 4 3/4" oz. Clearly (you would think) these wrenches will not fit the same diameter bolt. But let's face it: us old guys confuse easily. On the whole, I'd rather not get whacked on my head with a 9/16" Whitworth.

To further confuse life under a Brit bonnet, normal folks decided that the Whitworth head sizes were too large. You know, like locomotive size. So, across the board they reduced the head size by one size. Thus, my 9/16' Whitworth wrench is exactly the same as a 5/8" BS wrench. More BS.



For another time, I will consider enlightening you folks with Nuffield Metric. I get Whitworth. He deservedly earned to be titled Sir Joseph Whitworth. But this Nuffield-business - that's really nuts. I ain't kidding.

Before I close, if you are looking for Whitworth tools, taps, dies, and fasteners check British Tools & Fasteners in Lyons, NY. www.britishfasteners.com They have a great product line of all types of fasteners at reasonable prices.

In conclusion, if you have an MG T-type do what I do. Seriously. When I'm wrenching on my TD, I will grab my British (fractional) wrench, my metric wrench, and my Whitworth wrench. I don't care. I just want the best spanner that bloody fits, mate!

Dan Carter healeydan12@gmail.com

* Excerpt from The Perfectionists: How Precision Engineers Created the Modern World. Simon Winchester, 2018

<h2>Steering</h2> <h3>Problem Solvers</h3>		
PROBLEM	CAUSE	CURE
Steering feels stiff	<ol style="list-style-type: none"> 1. Low tire pressures 2. Incorrect wheel alignment 3. Stiff track rod ends 4. Steering box/rack needs adjustment 	<ol style="list-style-type: none"> 5. Correct tire pressures. 6. Correct wheel alignment. 7. Check and replace if necessary. 8. Adjust if necessary.
Steering wheel shake	<ol style="list-style-type: none"> 1. Wheels and tires need balancing 2. Tire pressures incorrect 3. Incorrect wheel alignment 4. Wheel hub nut loose 5. Wheel bearings damaged 6. Front suspension distorted 7. Steering box/rack needs adjustment 8. Shock absorbers faulty 	<ol style="list-style-type: none"> 9. Balance as necessary. 10. Correct. 11. Correct alignment. 12. Adjust wheel bearings. 13. replace wheel bearings. 14. Check, repair or replace. 15. Adjust as necessary.
Steering pulls to one side	<ol style="list-style-type: none"> 1. Uneven tire pressure 2. Wheel alignment incorrect 3. Wheel bearings worn or damaged 4. Brakes improperly adjusted 5. Shock absorbers faulty 6. Suspension distorted 7. Steering box/rack worn 	<ol style="list-style-type: none"> 8. Correct. 9. Correct. 10. Replace and adjust. 11. Adjust brakes. 12. Check and rectify. 13. Check and rectify. 14. Adjust and replace.
Wheel tramp	<ol style="list-style-type: none"> 1. Over-inflated tires 2. Unbalanced tire and wheel 3. Defective shock absorber 4. Defective tire 	<ol style="list-style-type: none"> 5. Correct pressure. 6. Check and balance if necessary. 7. Check and rectify. 8. Repair or replace.
Abnormal tire wear	<ol style="list-style-type: none"> 1. Incorrect tire pressure 2. Incorrect wheel alignment 3. Excessive wheel bearing play 4. Improper driving 	<ol style="list-style-type: none"> 5. Check pressures. 6. Check wheel alignment. 7. Adjust wheel bearings. 8. Avoid sharp turning at high speeds, rapid starting and braking, etc.
Tire noises	<ol style="list-style-type: none"> 1. Improper tire inflation 2. Incorrect wheel alignment 	<ol style="list-style-type: none"> 3. Correct tire pressures. 4. Correct wheel alignment.

From Turner to Triumph, I love these British cars !



I recently joined the club after purchasing a 1975 Triumph TR6 to tinker with and preserve. I became aware of the BMCSNJ through an acquaintance and fellow Vinelander Rob Walsh. The Triumph is not my first British car and I actually brought my previous car to one of the ice cream socials at 5 Points many years ago. That car was a 1965 Turner that I owned from 1973 to about 2003 - that car can be seen if you google Turner 65-635.

I had completed extensive work on the body and mechanics on the Turner and enjoyed the process very much. It was off the road for several years when my brother borrowed the twin Weber carbs to run on his oval track stock car - Toyota powered. The Ford engine in the Turner was rebuilt- machine work by Pacesetter Setter Engineering and assembled at my brother's race shop. I sold the car after purchasing a 1990 Mazda RX 7 convertible that I still own.



Back to the Triumph. I always had interest in British cars and the TR6 was always my favorite. The car is in very good condition and I am currently doing a preservation- disassembly, clean, repair, replace only if needed. I hope to have the car at some of the shows this year.

Rick Barsuglia

A Memorial Gathering of British Cars at Smithville

Benefiting Samaritan's Healthcare and Hospice Services

Saturday May 21, 2022

10:00am – 2:00pm

(Rain Date Sunday May 22nd)



Raffle prize
drawing for
all entrants

Entrance fee is a
donation to
Samaritan



No Judging,
No Pre-
registration

Samaritan
LIFE-ENHANCING CARE

Green at Historic Smithville
Route 9 and Moss Mill Road
Smithville, NJ 08205

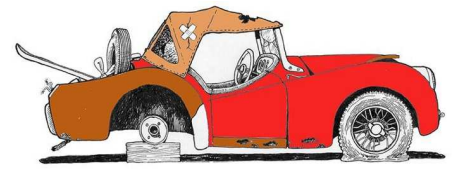
<http://www.historicsmithville.com/>

<https://samaritannj.org/>



Contact Charlie Hofmann for more information: 609-410-9390 or c.chofmann@comcast.net
<http://www.bmcsmj.org/>

SWAP MEET



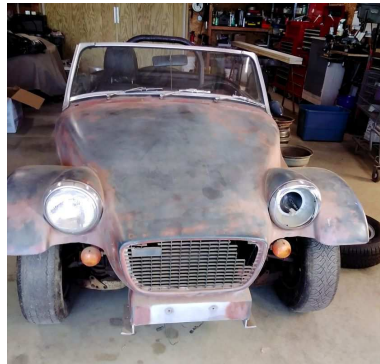
YOUR AD COULD APPEAR HERE Find a home for those extra parts or that car that you will never get around to restoring. Raise some cash to buy more extra parts or projects that you do not need!!

Contact Ed Gaubert: mgarage@comcast.net

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

FOR SALE: MGA head, casting 15 (1500,1600). Bare head, clean, used. \$25
MGA exhaust manifold \$25
MGB '75-'78 carb. Very good used \$50
Prefer pick up in Bridgeton NJ unless buyer pays shipping costs.
Gary Cossaboon 856-455-eight 34 nine

FOR SALE: Arkley SS Kit (originally from UK) mounted on a 1969 MG Midget. Build was completed in 1979 and the car was in daily use for about 8 years. It has been in storage since then. Other project forces sale. Car is complete and comes with many extras including wheels, rebuilt SU carbs, rollbar, extra motor and other miscellaneous new parts. See pictures. The first picture is from when the car was being driven. \$4900
Bob Sabota 856-629-9480 or rfs1028@verizon.net



FOR SALE: 1985 Jaguar XJ6. Good parts or project car. Has not run in five years. \$1000
Bob Hahn 856-236-6007 or ssgrhahn@juno.com

FOR SALE: Austin A series 948 engine. Approximately 1000 miles since major rebuild. Runs great, leaks in all the right places. Make offer.
Dan Carter healeydan12@gmail.com or 856-780-0373.

WANTED: Triumph overdrive transmission from TR3, TR4, TR250. TR5 or TR6. Any condition as long as the case is not cracked. George Lawton triumphtr4@hotmail.com

WANTED: TR4A/TR250 left front fender, left rear fender, trunk lid, windshield.
Paul Serdiuk pis9@yahoo.com or 609-462-3593


WANTED: Austin Healey 100-6/3000 rear fenders, any shape. Paul Serdiuk pis9@yahoo.com or 609-462-3593

AVAILABLE. I have an aircraft hangar which has space for two cars. The caveat is that it has to be for long term storage, not frequent ins and outs. Moving the car out of the hangar will require coordination to move the airplane. It is not a big deal, but it cannot be a daily or weekly thing. The intention is for long term storage, not frequent use. The hangar is in Medford.
Price is negotiable. Donald Powell donaldgpowell@gmail.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)
- 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 1/19	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.	7 Stars Diner, Sewell 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org
February 2/16	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.	Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org
March 3/16	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.	7 Stars Diner, Sewell 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org
April 4/20	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.	Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org
April 4/30	Air Victory Museum 	Details Coming Soon
May 5/18	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.	7 Stars Diner, Sewell 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org

(Events Continued on pg.31)

Events Continued





DATE	BMC EVENT	LOCATION / STATUS
May 5/21 10am-2pm Rain Date: 5/22	Members Memorial Gathering at Smithville to benefit Samaritan Hospice RAIN DATE 5/22	For Directions: www.historicsmithville.com/directions CONTACT: mgarage@comcast.net
June 6/11	Tour of Monmouth County Rain Date 6/12	DETAILS COMING SOON
June 6/15	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.	Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org
July 7/20	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.	7 Stars Diner, Sewell 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org
July 7/23 6pm - 8:30pm	British Car Owners Ice Cream Social	5 Points Custard E. Landis Ave (Rt 540) & Tuckahoe Rd. (Rt 557) E. Vineland, NJ Contact robgt71@verizon.net
August 8/06 10am Rain Date: 8/07 10am	Tour of South Jersey COME EARLY FOR BREAKFAST	MEETING POINT: Woodstown Diner 10am 16 East Ave. (Rt. 40) Woodstown, NJ 08098 DESTINATION: Hudock's Custard Stand Rt. 49, Quinton, NJ Contact: events@bmcsnj.org
August 8/17	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.	Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org

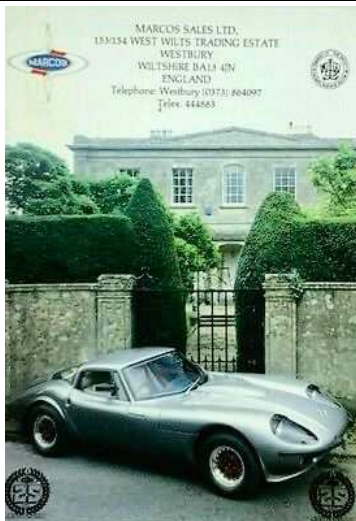
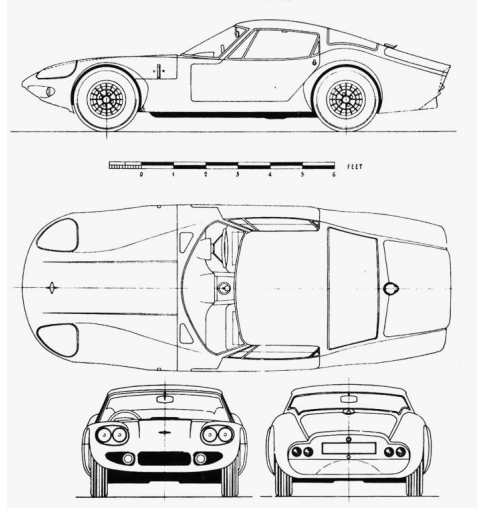


Events Continued

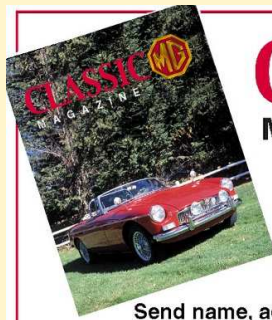


DATE	BMC EVENT	LOCATION / STATUS
September 9/21	Membership Meeting Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense.	7 Stars Diner, Sewell 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org
September 9/24	Greenwich End of Year Show	Details Coming Soon
October 10/1	Elmer Harvest Day 	Details Coming Soon
October 10/19	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.	Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org
November	No Membership Meeting in recognition of the holiday season	
December	No Membership Meeting in recognition of the holiday season	

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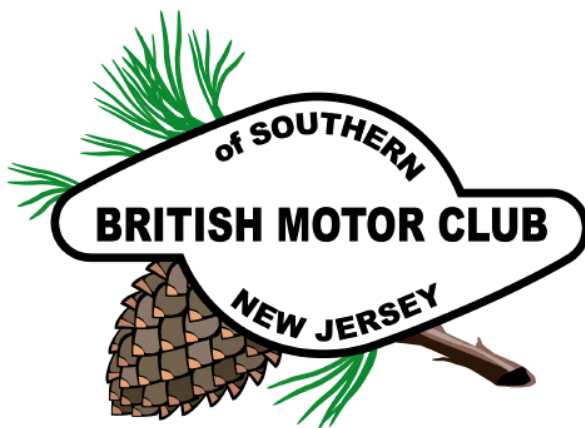
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