

OFF SIDE



British Motor Club of Southern New Jersey

NEAR SIDE



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

March 2019
VOL. 29 ISSUE 02



March Feature Triumph GT-6

Story on page 6



BRITISH MOTOR CLUB
of
SOUTHERN NEW JERSEY



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WWW.BMCSNJ.ORG**

"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

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.

PRESIDENT'S MESSAGE

MARCH 2019

The passing of a leader of any group always leads to changes and reorganization. In our case, that process began about two years ago when Bill Carroll passed away. An inventory of what Bill did to run this club led to a simple decision—run away to an island without extradition laws or seek more help to run BMC. I chose the latter and was fortunate to have a great group of board members and leadership volunteers come forward and offer to take on some of the responsibilities. Collectively we decided on a reorganization strategy for BMCSNJ that we felt would insure the health and prosperity of the club:

1. Incorporate the organization as a legally recognized entity.
2. Develop a set of by-laws for general operation of the club
3. Recruit a board of directors to provide overall direction of the club
4. Recruit leadership volunteers to manage the key operational areas of the club such as the newsletter, events schedule, etc.
5. Organize and document each operational function to insure proper control and ease of succession
6. Revitalize membership involvement through monthly membership meetings
7. Develop an events calendar that is executed by club members and that appeals to a wide variety of interests within the hobby.

This all seems simple when I write but it was a huge and daunting task. I am happy and proud to say that we have either accomplished each of these goals or have them well on the way to being accomplished.

At this time, with the reorganization largely completed it is time to now fine tune our processes and move forward with the growth and maturing of the club. It was always our plan that I would lead and manage the reorganization effort, but I would eventually be replaced by a club President to manage and develop the backbone that we have put together.

Toward that end Steve Ferrante, our current Treasurer, has agreed to accept the position of club President effective March 15th. Steve has been a great asset to me for the past two years, and he has served as President of the club at one point in the past. I have every confidence that under Steve's leadership the overall board goals for this club will prosper. Steve and I have spoken at length about philosophies and we agree on one thing: member involvement and activity is key to success.

We did learn from the past that it is not wise to consolidate functions under a single board member or volunteer. Steve will be actively recruiting a replacement for his role as Treasurer.

While I am stepping down as President, I am remaining on the board, although in a less visible role. My email will change back to my personal email which is mqgarage@comcast.net.

In closing, I want to thank each of you for your support, and particularly each of the board members, leadership volunteers, and event sponsors who have been such a great help for the past two years. You are second to none! Together we have done a lot, and I look forward to working with Steve and the rest of the leadership team as we move forward.

Ed Gaubert



Treasurer/Registrar's Report September 2018

Money Is No Object

by Steve Ferrante

I'm a saver. I save things. No, not like rescuing kittens out of trees saving, but more important things like the cord off an old vacuum cleaner. Why throw it away, there was nothing wrong with the cord! I'll need it someday.

Right now, I am looking at a copy of the original one page invitation that I received from Kevin Kelly back in 1992 outlining the idea and soliciting new members for his vision of a British Motor Club in South Jersey. Yes, I saved it. It promised a **"friendly, non-political, entertainment/activity oriented club for any British car enthusiast."** Thank you Kevin for starting this all. I think that we have stayed true to the original vision.

Since 1992, many members have come and gone from the hobby, moved away or are now driving their cars in British Car heaven where there are no oil leaks or faulty electrics and the roads are always dry and the sunshine warm. Among those that are still with us, there are a few constants since 1992, and of those few, Ed Gaubert is at the top of that list when it comes to the very existence of this organization.

Since I saved all those old newsletters, I could bore both you and Ed with the chronology of everything that he has done over the years from his start as the first volunteer Treasurer to where we are today, but I think it would be easier to just say that I suspect that the club would not still exist without his efforts. The club has dealt with its share of leaky hoses and blown fuses over the years, but none of these challenges have stopped it from happening. That wasn't an accident, it was simply effort applied when it was needed most. If there was work to be done, Ed could be counted on to be there. Thank You Ed for all the time, effort and energy that you have put into this club to make it what it is today. It is much appreciated!

With Ed sticking around and moving to a board position, I now have the opportunity to step forward into the President's role and help guide the club into the future based on what Ed and the rest of us have achieved over the past couple of years and what we have learned since 1992. With the support of the current board and active event volunteers, I look forward to keeping things moving, making a few changes and getting many more of you involved in club activities to make us stronger. Remember that it doesn't matter what the leaders of the club do if the members aren't there. No members = no club.

Our current paid membership count stands at 169 and our treasury continues to be strong. If you received a notice that your membership has expired then you need to get your dues in before you are permanently dropped from the mailing list.

If you want to use PayPal for dues payments please use the members@bmcsnj.org email address. Dues for anyone joining in 2019 will remain at \$15/year and, of course, they can still be paid by check mailed to my home address at:
Steve Ferrante – Treasurer BMC of SNJ
90 Strawberry Drive
Shamong, NJ 08088

Thanks for your timely renewal. It makes the whole process much easier!

Welcome New Member!

Wayne Segal Laurel Springs, NJ
1997 Jaguar XK8



SECRETARY'S SACHEL

February, 2019

Tom Evans

I love February and March for one particular reason, Rugby. As of the writing of this, Wales is in second place behind England in the Six Nations Championship. They will face each other on February 23rd to determine who will get the number one spot, but don't you stay home and miss the Simeone outing. We will be having our party, Welsh tea cakes, jerseys, bangers and mash, mushy peas and Magners cider. I love winter! February was also time for the Philadelphia Auto Show. Sensory overload trying to search out the next family car. Another Land Rover would be nice but a Volvo may be more in order, we'll see.

The BMCSNJ Board of Directors has been working diligently to improve the member experience with the events and communication. We have been meeting and restructuring some of the events with promotion, setup and participation. The first event to see the benefit of the improvements will be Smithville on May 4th. Charlie Hofmann and Ed Gaubert have assumed the coordination but will require assistance from members for setup and help during the day. Email Charlie and let him know you will help for a short period during the day. For other events, we have added an exterior detailing session in Medford on March 2nd and will continue the monthly meetings alternating between Sewell and Maple Shade. The tech session will take place again at Motor Car Garage in Maple Shade on April 6th.

See all of the year's events on the calendar in this issue of Near Side/Far Side. Thank you to all who host events and those who attend, the Club strength lies with us, let's enjoy it. Get involved by attending the events and contacting the organizers and ask to help. Don't forget March 1st is St. David's Day, so,

Dydd Gŵyl Dewi Sant!

See you on the road.

Happy Motoring



The Editor Writes

March, 2019

Joe Marchione

First I want to congratulate Steve Ferrante for taking on the responsibilities of BMCSNJ President. It's a tough job. Just ask Ed Gaubert who managed to keep our club from dissolving into the dust of forgotten car clubs when we were faced with the passing of our good friend, and keeper of all things BMCSNJ, Bill Carrol. Bill juggled so many tasks (virtually all) that without him being able to transfer all that information to someone, Ed, Steve, Tom Evans, and Tracy Westergard were faced with reinventing the club structure with bits and scraps of files found in Bill's computer. So, thank you, thank you, thank you all for keeping BMCSNJ's shiny side up. I also want to thank members Anthony Delia, Rob Brownee-Tomasso, and Tom Evans for submitting member profiles. And all GT6 owners !!! And all great articles featuring GT6 restoration projects !

Now that's the stuff that helps to keep the club members involved – and informed about who's who.

Perfect lead-in to requesting any experiences, projects or information concerning my pick for the JULY issue feature car **The MGA.**

If you drive one, have restored one or just ride in one, please consider writing something up for our JULY issue. You may send all text and pictures to me at editor@bmcsnj.org .

Please try to get any submission to me by June 8th.



The Triumph GT6

You're motoring briskly down a curvy country road, navigate a right-hander deftly, power out of the corner, upshift and think, I'd really like to thank someone for my brilliant GT6 !

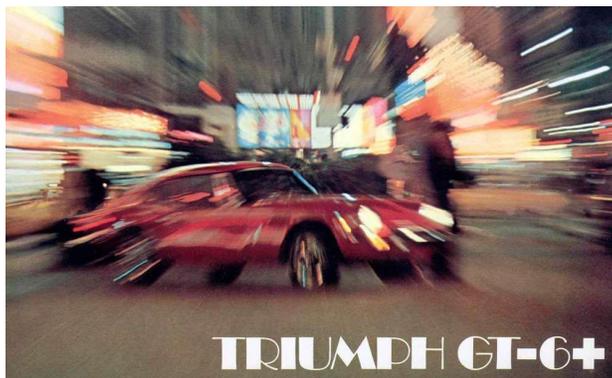
Well, you can thank Triumph's chief engineer Harry Webster who in 1963 sent a Spitfire to Giovanni Michelotti in Turin to design a fastback for the popular roadster. Unfortunately, Triumph planning had ignored pleas for a Spitfire 6 (cylinder) and Michelotti's design, although stylistically a success, added too much weight to the underpowered Spitfire 4 chassis supplied, so the idea was shelved. The 4 cylinder 63bhp engine was not man enough to cope with the extra weight of the coupé body; the car was too slow.

The initial idea may have been shelved but in Turin the fastback Michelotti body was fitted onto a Spitfire chassis, christened the Spitfire GT, and driven home where it joined the small band of experimental one-offs used by a few members of the company. The pleasure the car gave to those who drove it worked an insidious magic and the Spitfire GT project became official in 1964. To compensate for the added weight of a fastback coupe the decision was made to turn it into a six-cylinder car. The positive result of up-grading the Triumph [Vitesse](#) to a 1998cc motor cemented that decision.

It was a bit of a squeeze getting the 1998cc six-cylinder engine into the Spitfire's engine bay, but by creating a rather complicated cooling system and a large hood bulge they managed it. The GT6's debut was in 1966, a few months earlier than the Vitesse 2 litre.

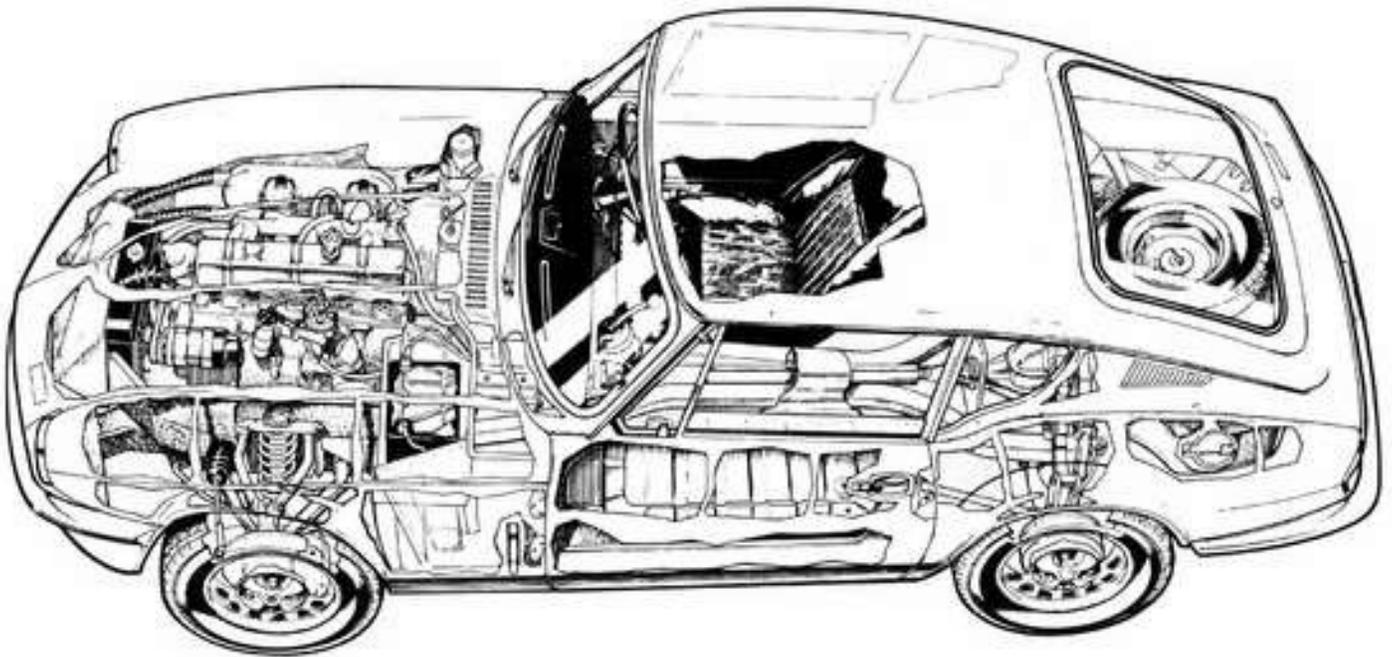
Was the GT6 Triumph's answer to the MGB GT? The BGT came out in October 1965, a long time after the 'Spitfire GT' was conceived, but before the GT6 came out. It depends on what the conception period of the MGB GT was, and whether anybody at MG or Triumph knew anything about their rival's plans! It is likely that when the MGB GT did come out, it concentrated the minds of those at Triumph and accelerated the addition of the GT6 to their range. The MGB GT also suffered from the extra weight of the coupé body. Its acceleration suffered but the top speed increased due to the better aerodynamics, an advantage not ignored by Triumph Racing.

Michelotti's fastback design for the Spitfire GT4 prototype was adopted by the Triumph racing program for the 1964 season, as it was deemed to provide its aerodynamic benefit over the standard Spitfire body shape. Fiberglass copies of the Spitfire GT4's fastback were grafted on to the race-modified Spitfires destined for competition. The Spitfire racing program was successful, and in 1965 resulted in 13th overall and a 1st in class at the prestigious 24 Hours of Le Mans (beating their main rivals, the MG Midgets). The Spitfire's competitive success and the continuing commercial success of the production vehicle led Triumph to re-evaluate its shelved plans for a GT version of the Spitfire. To overcome the lack of performance inherent in the heavier body style, the Spitfire's 4-cylinder engine was replaced with the more powerful 2-litre (1998 cc) Triumph inline 6 originally derived from the SC and then in use in the Triumph Vitesse (which shared a similar chassis with the Spitfire and Triumph Herald). The car was further developed and refined and eventually launched as the Triumph GT6 (dropping the "Spitfire" prefix) to emphasize its GT styling and its 6-cylinder engine. The GT6's new engine provided a 106 mph (171 km/h) top speed and 0–60 mph in 12 seconds, a little better than the MGB GT. Moreover, the unit was comparatively smooth and tractable, in marked contrast to the MG's rather harsh 4-cylinder engine. Fuel economy was very reasonable for the period at 20mpg, and the interior well up to the competition. — Graham Robson, *Triumph Spitfire and GT6*.



Contemporary Triumph marketing advertised the GT6 as being developed from the "race winning Le Mans Spitfires" to capitalize on their aesthetic similarities, whereas the Le Mans Spitfires and the GT6 were actually two entirely separate development programs. 'Born in Le Mans' is not really correct (in spite of the 'stickers' and Standard-Triumph's own advertising campaign) as the shape preceded Le Mans by a couple of years. However, the marketing spin was so successful that many people erroneously believed the Le Mans Spitfires to actually be GT6s.





With all the excitement about the GT6, optimism was high in the sales department, but in reality the bell was tolling. The US safety legislation meant considerable increases in weight – the exhaust emission regulations badly affected the power of the six-cylinder engine and sales dropped...and dropped.

No official death certificate was released but on the thirtieth of November 1973 the last two GT6s produced quietly left the factory.

GT6 Mk1

The original GT6 of 1966 (retrospectively known as the Mk1) was made between July 1966 – Sept 1968. This had a 1998cc 6 cylinder engine which produced 95bhp. The suspension of the Spitfire was retained although bigger front disc brakes and calipers were fitted. The interior was much better appointed than the Spitfire with more comfortable bucket seats, proper carpets, more padding and a more comprehensive wood veneer dashboard.



Built: July 1966 to September 1968

Total number: 15,818 **Chassis numbers:** KC1 to KC13752

Bodywork: 2-seater sports Coupe. Opening rear tailgate. Optional 2+2 rear seats.

Dimensions and weight: Length: 12ft 1in Width: 4ft 9in Height: 3ft 11in Unladen weight: 1904 lb

Engine: Cast iron block and head. Straight 6 engine with 4 main crankshaft bearings. Capacity: 1998cc. Bore and stroke: 74.7x76mm. Compression ratio: 9.5:1 (8.5:1 for U.S., 1968-). Twin Zenith Stromberg CD150 carburetors. Max.power: 95bhp@5000rpm Max.torque 117lb-ft @ 3000rpm

Transmission: Rear wheel drive from front-mounted engine. 4-sp gearbox bolted to rear engine plate. Direct gear change. Clutch: 8.5" diaphragm type. All synchromesh gearbox.

Wheelbase and track: Wheelbase 6ft 11in. Track: front 4ft 1in, rear 4ft 0in.

Suspension: Front: Independent double wishbone type with coil springs. Telescopic shock absorbers with anti-roll bar. Rear: Independent swing axle with transverse leaf spring, trailing radius arm and telescopic shock absorbers.

Steering: Rack and pinion with impact absorbing steering column. 4-1/4 turns lock to lock. Turning circle 25ft 3in.

Brakes: 9.7in dia. front discs. 8x1-1/4in rear drums.

Wheels and tyres: 155-13in radial tyres on 4.5in pressed steel or optional centre-lock wire wheels (standard on most U.S.-spec. cars).

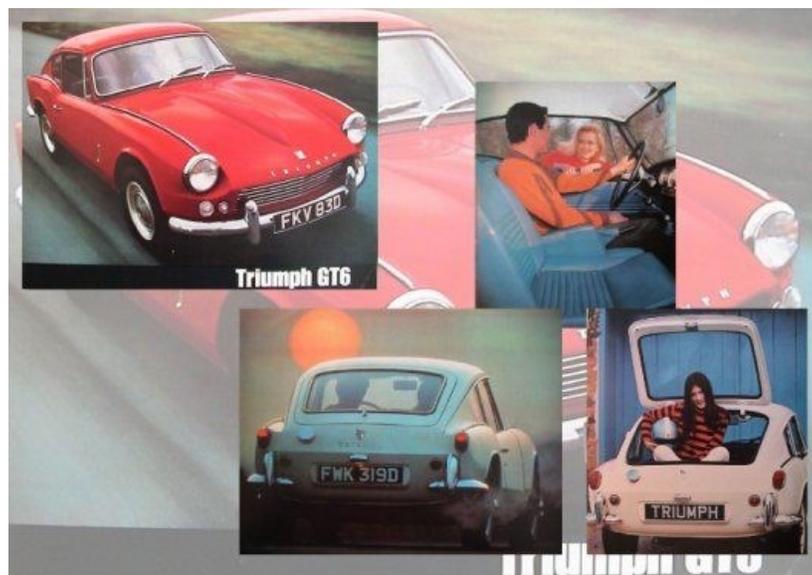
Electrical system: 12-v negative earth. 56 amp-hr battery with dynamo.

Performance: 0 – 50 mph: 7.8 sec 0 – 60 mph: 11.1 sec Top speed: 108 mph Touring fuel consumption: 31 mpg (Imp.)

GT6 Mk2 (GT6+ in the USA)

In 1968 the GT6 Mk2 was introduced and answered many criticisms of the original GT6 in the motor-ing press. The swing axle rear suspension, which could 'tuck under' with hard cornering leading to loss of control, was modified. It quite cleverly was fitted with an advanced lower-wishbone rear suspension layout and the rear transverse spring acting as a top wishbone. The movement of the driveshaft necessitated the introduction of Dunlop's Metalastik "Rotoflex" driveshaft couplings which had already been used in the Triumph 1300 saloon.

The road holding was transformed! The Mk2 also acquired a new cylinder head, borrowed from the TR5, (giving potential for the engine to become a 2498cc, an advantage never utilized), but resulting in an increase of bhp from 95 to 104. Ventilation was introduced with eyeball vents and a grill on the rear quarter; bumpers were raised to comply with American regulations.



The interior was also updated with matt black instrument surrounds and a matt finish to the wood veneer. In October of 1969 the model was further updated with a strengthened body, reclining seats, and a new combined reversing light/number plate light (common to the similarly modified Spitfire Mk3).

Known as the GT6+ in the USA)

General specifications as GT6 but:

Built: July 1968 to December 1970 **Total number:** 12,066 **Chassis numbers:** KC50001 to KC58046 (1969 models) KC75001 to KC82398 (1970 models)

Length: 12 ft 3 in

Engine: Compression ratio: 9.25:1 (8.5:1 — U.S.) Max.power: 104 bhp @ 5300 rpm (95 bhp @ 4700 rpm (U.S.)

Transmission: As GT6 but overdrive now available with either 3.89:1 or 3.27:1 final drive. Overall ratio revisions with 3.27:1 final drive: 3.27:1 top (2.62:1 with overdrive), 4.11:1 third (3.29:1 overdrive). 20.1 mph/1000 rpm top gear (3.27:1 final drive) 25.2 mph/1000 rpm top gear (3.27:1 final drive) with overdrive.

Wheelbase and track: Rear track: increased to 4ft 1in

Suspension: Independent rear suspension with bottom “reversed” wishbone and transverse rear leaf spring featuring rubber ‘rotoflex’ coupled drive shafts.

Wheels and tyres: As before, except steel wheels with “dummy Rostyle” wheel covers standard. Centre-lock wire wheels optional through 1969 but dropped for 1970 models in U.S.

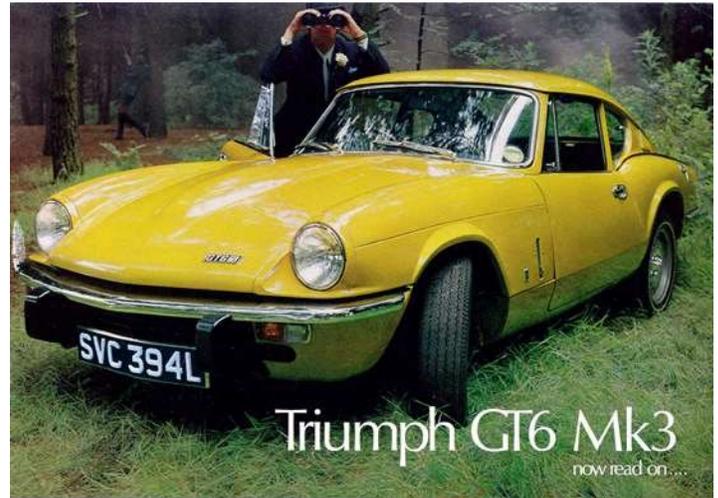
Electical System: Alternator charging system

Performance: 0 – 50 mph: 7.2 sec 0 – 60 mph: 10.0 sec Top Speed: 111 mph



GT6 Mk3

The Mk3 was introduced in 1971 to improve flagging sales. The style was 'updated' by Mitchelotti on similar lines to the Triumph Stag (as was the Spitfire MkIV) with a similar cut-off tail. The tailgate was the same as was the floor and central section of the body, only the previously removable windscreen frame (which the GT6 shared with the earlier Spitfires and TRs) was replaced with a slightly higher one which became part of the front pressing. The bonnet was also new. The mechanics were unchanged from the earlier Mk2, as was the interior. Later updates included brushed nylon seats, headrests, sundym glass and a Girling brake servo. The Mk III never sold in the numbers hoped for by Triumph, and was comprehensively beaten in the marketplace by the MGB. Triumph refused to release an official convertible version of the GT6 and, after poor sales; it was dropped from the Triumph range at the end of 1973, although a few cars were sold the following year. — Wikipedia



Sandman Sez

By Barry Sandman (From Nov. / Dec. 1998 Vol.7 Issue 6)

What Stinks ?!

Is there anything quite as nauseating as the concentrated odor of petrol in a closed space? Well actually yes, but we won't go into that now because I don't want to gross you out. If your British wonder is a roadster or a convertible and you're driving with the top down you can stand it. But if the weather dictates hood up or you're driving a coup – expect to become very ill indeed in a short time.

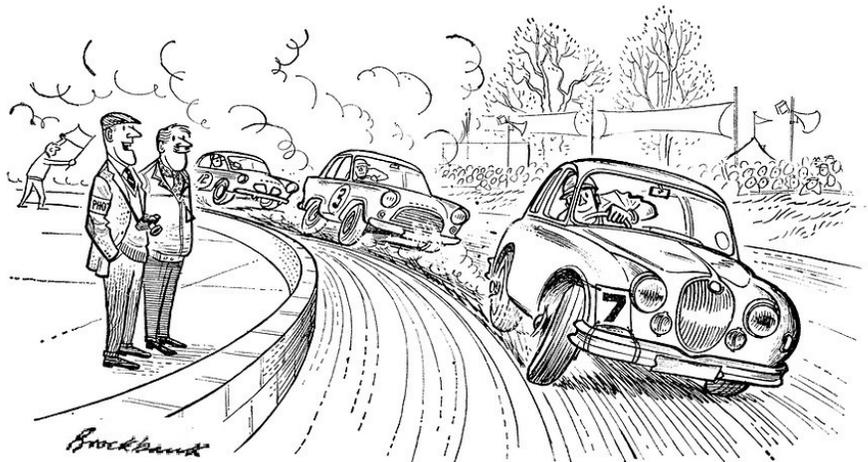
I had that exact problem with the BGT recently. Being new to Bs, I went through the usual routine of checking all the connections under the bonnet and looking for obvious fuel leaks at the carbs and the tank. Everything seemed to be tight and in order. Head scratching time !Spoke to a member who has more B experience than I, and discovered that these cars (bless their British hearts) are prone to getting pin holes in the top of the petrol tank. Caused by years of mud, water, cow pies and whatever accumulates between the top of the tank and and the floor of the baggage compartment. A simple jow, I am told, to replace the tank. Doesn't he know that there are *NO simple jobs on a British car?*

Once I removed the fascia from the SA (which by the way is a half inch thick solid piece of cop-
per!) the fenders nearly fell off (but that's another story). Anyway, now I'm more or less convinced that the top of my GT tank looks like a piece of Swiss cheese. I am about to order a new tank when a wee small voice whispers in my ear, Not so fast, you *NIT!* Have you really checked everything before you go tearing the chariot apart ?

So back to the WSM and I discover there is a weird little overflow tank thing in the boot on the right-hand side covered with interior material. It is part of the emissions control stuff. It is connected to the petrol tank and another hose runs off to God knows where. Ok, It all looks alright and nothing leaking out of the connections. Non-the-less I put a wrench on the fitting that comes from the tank and the entire apparatus moves when I try to turn the wrench !! The bloody thing is mounted so poorly that the fellow who hooked it up couldn't get a good bite on the fitting so it was left very, very loose. It was necessary to re-engineer the thing to get it tight. Fitting tight ? No Stink!

Ha, Indian save money for new tank. Ha, buy more fire water!

Barry Sandman



" Good show considering he only hired it for the day from Self-Drive Ltd."

Remember the creature feature hiding behind Jack Kontes' Barn in the January '19 newsletter ?

I asked if anyone could identify it and I believe we have a winner! Ira Eckstein was the first (and only) response that correctly identified Jack's beast behind the Barn as a Conquest, In this case mounted on a TR-3 (?) chassis, Here's Ira's response below.



----- Original Message -----
Subject: Re: Whats behind Jacks shed?
From: IRA ECKSTEIN <>
Date: Fri, January 11, 2019 10:02 am
To: editor@bmcsnj.org

It appears that the dash is from a TR 3 so I would think the frame is also from a TR3.
On January 11, 2019 at 11:52 AM IRA ECKSTEIN <> wrote:

Joe,
Looks like a LaDawrie Daytona fiberglass body from the late 1950's. At first glance I thought it was a Devin fiberglass body from the late '50's to mid 60's but its not. When you are retired you have time to figure things like this out.

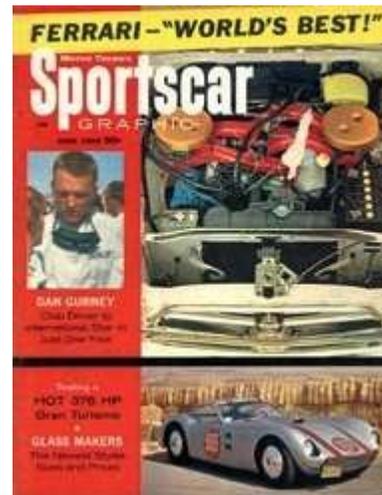
Ira Eckstein

So it got me poking around on the net and I found a article written in Sports Car Graphic in 1960. The piece is posted on a site called Forgotten Fiberglass and I strongly recommend checking it out. Below is a copy of that Sports Car Graphic article.

The Glassmakers...1960: La Dawri Coachcraft

Sportscar Graphic, May-June 1960

By Bob Rolofson



Sports Car Graphic 1960

Want A Sportscar? Have Budget Problems?

These Fiberglass Companies Have Economy-Minded Answers That Range From Bodies Fresh From The Mold To Completed Cars Ready For The Street Or Race Course

La Dawri Coachcraft:

A relative newcomer in the glass body field, Les Dawes has made La Dawri Coachcraft, Box 2501, Long Beach, Calif. a name to reckon with. His shells feature some of the smoothest, and certainly the most original lines of bodies available to special builders.

The La Dawri Conquest can be compared in size to the Corvette, and can actually be laminated to a Corvette chassis, using the existing floor, bulkheads, dash and interior decor. It fits wheelbases from 98 to 104 inches, and tread widths from 49 to 52 inches. Its younger brother, the Quest Q.T., is a miniature version of the Conquest. (Editor: The car sitting behind Jack's Barn is likely the Quest model as it seems to be on a TR chassis.)

Otherwise, it is as sleek and glossy as a new refrigerator door! In this form the shell is priced at \$395. Although La Dawri will build a complete car, ready to run, these orders are handled on a custom basis. Their new ID kit is very close to being a completed car, however.

It includes the finished shell, with trunk, hood and doors cut and hinged, rear bulkhead, door moldings, bench-type dash, and the whole works mounted on a Henry J tube-type frame and independent front suspension. The car is complete with floorboards, ready to be fitted with rolling gear. This kit is priced at \$895.

The Quest Q.T. is offered in two kits.

Kit #Q.A. is similar to the Conquest 1A, with basic shell and its combination windshield frame and roll bar, independently molded hood, trunk and doors, which include molded door jambs and unique stiffening bar which holds the shell in shape until mounted, molded headlight bucket, and trimmed flashings. It is priced at \$395.

Kit #Q.B. includes the features of the above, plus hinges and locks mounted on hood, trunk and door units, a rear bulkhead, and the bench-type dash. It sells for \$520.

(Editor: Like those 1960 prices ????!)

Accessories include a detachable hard top in kit or finished form, two dash designs; one for use with a three-seat bench which has a flat surface to accommodate any type instruments, and the other for two seaters, with the driveshaft tunnel sweeping up from the floor into the dash.

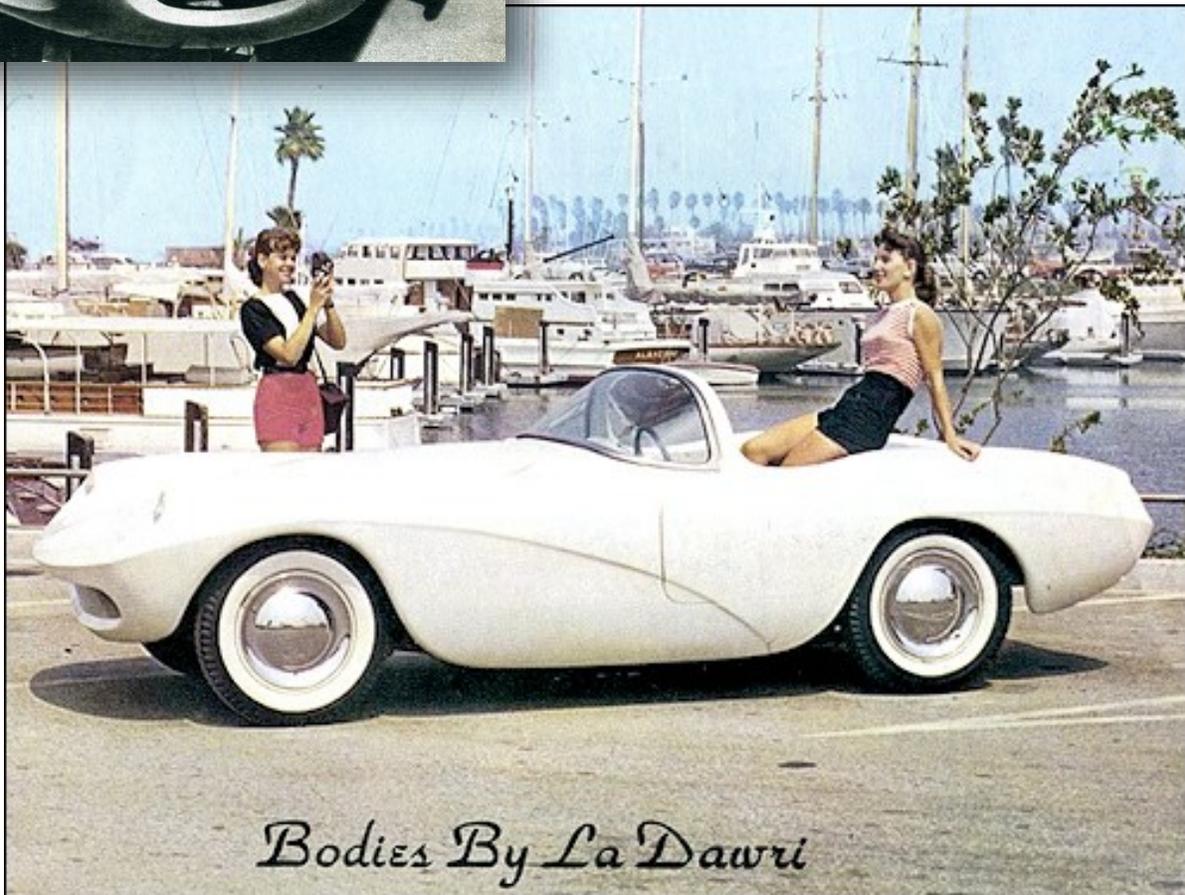


Above: Three-quarter rear view shows clean, sculptured lines of Q.T. and Conquest shells. Workmanship and finish of the La Dawri shells are smooth and free from bubbles and ripples.

This unit accepts Stewart-Warner speedometer, tachometer and four service gauges. A contoured air-scoop is offered for carburetor clearance with forward-mounted, or extremely high motor positions. Several types of seats, including buckets, are also listed



Windshield frame, with laminated steel roll bar, takes stock GM truck glass and fittings. Inverted, the unit curves over the cockpit, protecting the passengers from wind.



Bodies By La Dawri

A Bit 'O History

LaDawri Coachcraft was founded by Leslie Albert Dawes in British Columbia, Canada in 1956. Dawes made fiberglass body shells for McCulloch golf carts. During his spare time, Les designed a fiberglass-bodied sports car, from an idea he is said to have had in the late 1940s. This car became the Cavalier.



The Cavalier model was first shown at the Pacific National Exhibition in Vancouver in 1956. Dawes' intention was to sell the car in both Canada and the United States. In 1957 the company moved to Long Beach and later Los Alamitos, California, where it became one of the largest fiberglass sports car body companies during the rebody/specials craze of the 1950s and 1960s. The company ceased operations in 1965.



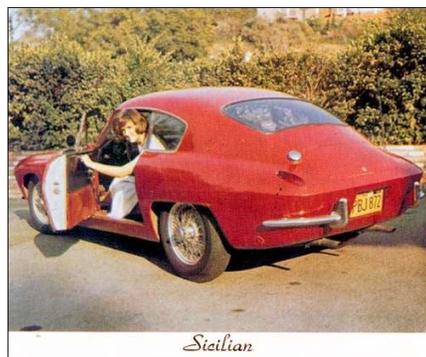
The Cavalier, renamed Conquest, was featured on the cover of Road and Track magazine in July 1957.



The Conquest and the later Daytona were among the most popular models offered with a wheelbase of 100 inches. The Conquest was a two-seat open roadster and was followed in 1958 by the Quest, a smaller version to fit smaller chassis.

The Victress Car Body Manufacturing Company was founded in California in 1952. By 1961 Victress had too much government contract work to be able to concentrate on car bodies. Its molds were sold to Les Dawes (LaDawri) who rebadged the Victress as LaDawri and renamed the models. LaDawri re-engineered the bodies adding doors, door jams and liners. Between 120 and 150 Castilian and Sicilian coupes were sold by them.

Merrill Powell was responsible for designing the Coupe model while with Victress. His design was years ahead of its time and copied by a number of European car manufacturers into the 60's as well as General Motors and the Corvette.



The reason for the company's demise has not been determined. There was speculation that it was either a fire that destroyed all the molds or the IRS chasing tax. Certainly, by the mid-1960s, competition from muscle cars made times difficult for the kit car manufacturers. After the company folded Les Dawes worked for a big aircraft firm, designing escape hatches for planes.

Editor: So OK. Some of you must be saying, "Hey, That's no Little British Car. What's it doing in a British Car Club newsletter?"

Well, its roots are Canadian and Canada was once a British Province sooooBut the real reason it's included is it's connection with all

those Triumphs and MGs and other British drivetrains that provided the guts for the Fiberglass shell makers of that era. And a great era it was when anyone with a garage and the will to build their dream car could, with the help of some like-minded friends, create a **MARQUE !**

Note: I craved a Devon. Now where was I to get a TR3 chassis as a 12 year old ?- Joe Marchione

Our GT-6

Tom Evans

Our GT-6 project began in 1998. After searching the, then available, internet ads and "for sale" car magazines we came upon a "barn find." It was a legitimate barn find because it was sitting outside of a barn in Salem County.



The owner was a Spitfire enthusiast and received the GT from a friend in Pennsylvania who didn't want it anymore. Sitting outside, even partially under a tree, played havoc on the sheet metal. The rubber waist seals had split and the passenger door bottom disappeared. After \$800 and a flat-bed tow from AAA to our house it began the long journey of restoration. The seller gave us a Spitfire driver's door because the original had been badly dented. The quarter panels, lower "B" posts, front of the rocker panels, battery box in the firewall and the entire passenger side floor pan required replacement. The engine, with 45,000 original miles, was re-

built to spec by Hagner-Carr of Collingswood. We rebuilt the transmission as one of the synchro hubs had exploded and jammed the works. After examination the damage was not as extensive as thought and it was easily rebuilt with new bearings, synchro rings and gaskets.

The GT-6, Mk3 was produced from 1971 to 1973. The Mk2 (GT-6+ in the US) was the first introduction for the GT-6 IRS Rotoflex rear suspension. The original model, and then again in 1973, used the Spitfire swing axles which caused erratic handling with the heavier car and higher horsepower. It was said that if you weren't careful coming out of a hard turn the car could be flipped.



Still using the transversely mounted rear leaf spring attached to the differential in the middle the rotoflex couplings allowed a true vertical tracking of the rear tires thereby better handling.



(Tom Continued on page # 18)



Our restoration goal was to keep the car as stock as possible with the exception of an improved sound system for cruising and it was completed in 2005. Over the years we added an electronic ignition system, uprated aluminum radiator and electric cooling fan. There was a distinctive problem with a lack of power and overheating that was researched for quite some time. The problem was solved with a new stainless-steel exhaust system.

The original center silencer packing had deteriorated to the point that it collapsed and was causing a very high back pressure.

During the restoration process we applied for and received a British Motor Industry Heritage Trust Production Record Trace Certificate.



The certificate stated that the body and engine numbers matched the production records for the vehicle, exterior colour Sapphire Blue, interior Black (Ambla), built on 13 December 1971 and dispatched on 6 January 1972 to Genser & Forman in Newark, New Jersey. There were several other interesting facts about the car. The best part was that, there it was, documented from the factory all that went into it. It is good to see the Heritage Trust has taken the initiative to preserve the records of each of the cars. The factories turned over the records after they ceased production and the certificate research had to be preformed on the original microfiche. Research your car (£43 plus p&p) by visiting britishmotormuseum.co.uk/archive/heritage-certificates.

Our GT-6 Mk3 Statistics:

1998 cc, (2.0L) 6 Cylinder, 104 HP (Stock)

Twin Zenith-Stromberg CDSE 150 Side-Draft Carburetors

4 Speed, Synchronmesh Transmission, 3.27:1 Final Drive

Brakes - Disk Front, Drum Rear

Independent Rear Suspension, Transverse Leaf Spring, Rotoflex Drive Shafts

45,000 original miles at start of restoration

Giovanni Michelotti design, Production inspired by Spitfire GT Class wins at Le Mans 1963 & 1964

13,042 GT-6 Mk3 produced worldwide 1971-1973

A GT6 named Bridgette

by Rob Brownlee-Tomasso



I always loved sports cars, so when I was looking in Auto Trader and the newspaper classifieds for my first car back in 1986, a 1972 Triumph GT6 caught my eye. "Runs, needs brakes, \$900." I thought the GT6 was pretty cool, I liked the idea of a straight six in a little coupe, and I liked the Michelotti-drawn lines. My dad and I went to look at it and take it for a ride, and although the gearbox needed more attention than the brakes, I was undaunted. The guy gladly took the \$850 I had on me and the car was mine.

We yanked the gearbox and rebuilt it, I think it only needed new synchros. With the brakes serviced and with a fresh drivers' license, I hit the road in what my high school friends christened "Bridgette." We all named each other's sports cars, and had a lot of fun playing with them through our high school and college years. My dad taught me a lot about being a mechanic, though the Stromberg carbs and Lucas electrics were baffling. Bridgette broke down a few times, but I was always able to keep her going. Even rolling into a ditch in the rain and denting the roof couldn't stop us.



Upon graduating from college and becoming gainfully employed, I was able to afford something more suitable for daily driving (Mazda RX7) and I parked old dented Bridgette with the intent of restoring her. I got married and moved from New Jersey to Maryland, but never gave up on my first car.

I finally got my priorities straight in early 1997, and my dad and I began pulling my GT6 apart, bagging and labeling as we went. Traveling to my dad's from my home in Maryland as often as possible, the restoration took eight years to complete. Along the way I learned how to weld, rebuild an engine, do body and paint work, and rebuild a gearbox (again). I also learned that one of my favorite parts suppliers, The Roadster Factory, hosted an annual summer party for Triumph enthusiasts. Getting to that became my goal.



(Rob Continued on Pg. 20)

(Rob Continued from pg.19)



We finished the restoration in the Spring of 2005, and I drove Bridgette the two-plus hours from my dad's shop in South Jersey to my home on the Eastern Shore of Maryland. With that having gone smoothly, my wife and I decided to go to the Brits by the Bay show on the western side of the Chesapeake. That also went well, so now we were confident enough to trek the seven hours to the TRF Summer Party in western Pennsylvania. That was a hot and stressful drive, but Bridgette performed flawlessly and we couldn't have had more fun. Since then we've attended the Summer Party twice more, driven to Watkins Glen for the sports car races, participated in other car shows here and there, and even won a few awards. Our favorites that we try not to miss are BMCSNJ's Ice Cream Social and the British car show in Lewes, DE.

I drive my GT6 regularly. Neighbors are used to seeing my sienna brown GT6 on the streets of Denton, MD, and each time I take Bridgette out I remember how rewarding an accomplishment it is to have restored the car myself, and how enjoyable it is to pilot an old British sports car.



Hi to all members,

I Started this article a few days ago and basically had it complete, but when I tried to attach the photos I found it very difficult to just pick out a few photos (8 to 12) out of 983 for the article. So I decided to chose just the first phase of the restoration for this article.

Make: Triumph
Model: GT6+
Year: 1970
Body Style: 2 door fastback
Color: Laurel
Engine: 1998cc in line six cylinder
Carburetors: Twin 150CDSE Zenith Stromberg side drafts
Compression: 9:25-1
H.P. 95
Gasoline Required: Leaded 100 octane
Transmission: 4 speed manual with Laycock De Normanville D-type overdrive in 3rd. and 4th gears
Differential: 3:89-1 ratio
Suspension: 4 wheel independent
Top Speed: 105 MPH
Cost: \$2,700.00



I purchased my Triumph in March of 1970 from Thompson and McGeady Ltd. in Londonderry, Northern Ireland while serving my last tour of duty for the U.S. Navy in Londonderry from March of 1969 until June of 1970. After owning a couple of used autos, one being a used Austin Mini I was considering buying a new vehicle. One day I seen one of the sailors on base driving a dark blue sports car. So the next time I saw him on base I asked him what type of car it was. He said it was a 1969 Triumph GT6+ and asked if I wanted to go for a spin. So we did. I decided that I liked the car and bought one. I drove my Triumph for about 3 months in Ireland and added about 8,000 miles to

the odometer. In June of 1970 my enlistment ended and I received an honorable discharge. Because I had a rank of E5 I was able to have the car and my personal belongs shipped home by the government. I still own this car today and has always been in my possession.

After getting home in June 1970, I had a few months to kill before starting college at Camden County Community College. Our secretary, Tom Evans also attended the same college at the same time but we never crossed paths. Another gentleman in the club also attended the same college. Tom Fenelle, we were also Fraternity brothers.



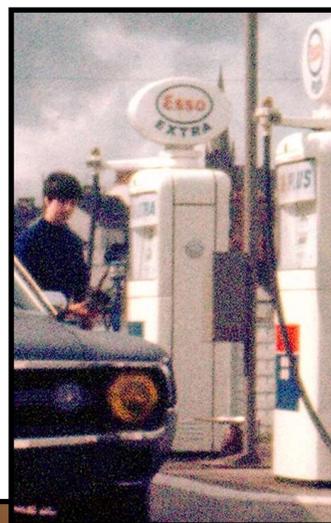


It was summer, I was single, had my sports car, need I say anymore. By 1973 I managed to put 75,000 miles on the odometer. I was just all over the place. Poconos and New York State for skiing. Made many many trips to Wildwood, Stone Harbor, Margate ,etc. during the summer. Even went to Rehoboth Beach, De. to visit an Irish girl that I met in Ireland when she came to visit one of her Irish girlfriends who married one of the sailors on base. Quite a few sailors tied the knot while serving in Londonderry. The ratio of women to men in Londonderry at the time was an astounding 10:1. I'm sure that had something to do with it.

Well, enough about my single life. Let's get to the restoration project. During the first 10 years that I owned my Triumph it was parked outdoors since I had no garage. I maintained it the best I could with regular washing and waxing, but even with all that, Mother Nature does take its toll.

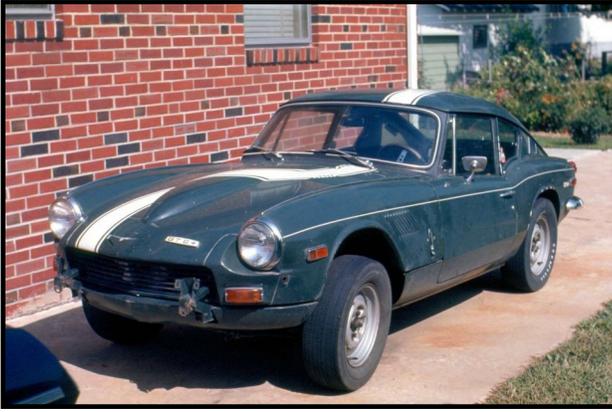
Not bad though, just a couple of rust spots here and there. I always tried to sand and repaint the damaged areas before they got any worse. Early on I also under coated the body with a rubberized aerosol under coat. In 1980 I got married and we purchased a home that had a garage, and it has been garage kept ever since. I still drove it somewhat but nowhere near the amount I drove it in the early 70's.

I had taken a few photos of the Triumph during my time in Ireland so I decided to add them in the article. The photos at the time were taken with a 35mm camera and later scanned the slides onto a computer hard drive, so the photos aren't of the best quality. Wasn't till about 2007 that I received a digital camera as a gift and started taking digital photos of the restoration some of which I am including in this article. Also in the photos you will see an AMX or two. Some of the servicemen on base actually had their cars shipped to Ireland from the U.S. to use as their daily drivers. Fortunately for them they were able to purchase gas on base at 1/3 the cost of the local gas stations. At the time local gas stations were charging about 75 cents a gallon.



The first sections of the car that I decided to tackle were the differential and rear suspension. Raised the car up on jack stands and commenced the disassembly. Suspension first and then the differential. After this step I decided that I would need some type of a large dolly to put the car on for maneuverability.





So I built one using 2x4s, 2x6s and large polyurethane casters purchased from Fazzio's surplus department. If there is anyone that has never been to Fazzio's, take a couple of hours and just go and browse. I live just down the street, about 1/2 mile from my front door to their front door, very convenient.

Tackled the rear axles first by dismantling the outer axles from the vertical link which required a press or a heavy duty 3 arm puller. Sometime in the 70's a rear wheel bearing went bad, decided to do the job myself. At the time I had no press or pulley so I had to take it

to a local repair shop. They pressed out the axle and I did the rest. It was quit a challenge. Since then some of the parts stores started having loaner tools available. This time I went to Autozone borrowed the puller and did the whole job and no charge for the puller. All parts were de-greased,



blasted and painted before reassembly. Once that was done the parts sat in the garage for a while and the project came to a stall. It wasn't till sometime in 2007 that I was able to restart the restoration do to house projects. At the time of this phase of the restoration I didn't have a digital camera so

there are no photos of the axle rebuild, only ones of the car on the dolly. I plan on submitting future articles in phases on the rest of the restoration which is still in progress.

I also included a photo of myself standing in a train station when i arrived in Ireland in 1969. I still own my pea coat and wear it on occasion. Okay, enough said for now. Hope everyone enjoys the article and photos.

Have a nice day,
Anthony Delia



Member Profile
Tom Evans

Mopar to Jaguar
Hemi to V12
Dauphines and Triumphs
SPACESHIPS ???!!!

I have been enamored with cars, trucks, planes, spaceships, boats and trains for as long as I can remember. I think it helped that my dad and brother also were motor-heads. My brother leaned more toward motorcycles and dad did repairs more out of necessity, but there wasn't anything he wouldn't tackle successfully with an automobile or truck and let us help. I'm an engineer so for me restoring, modifying and repairing have always ranked as high as driving. Linda and I enjoy meeting club members and I have served as secretary for several years. Together we enjoy traveling, family, and serving in our church.



I'm a fan of the writings of Jean Shepherd (Ferrari in the Bedroom, Ollie Hopnoodle's Haven of Bliss) and growing up listening to him Monday nights on WOR New York, he once wrote, of his dad, "Some men are Baptist, others Catholic; my father was an Oldsmobile man." My choice was anything Mopar. They had great big blocks, pushbutton automatics and that 426 hemi. That hemi! A revolution, a derivation of the Fire Dome Chryslers of the fifties. Even the wedge 413 and the 440, the age of horsepower. We always had a fun car to drive or a project car around our house, drove our mom crazy. Saturday nights were sometimes spent deciding who was quickest in 1,320 feet at Atco Dragway.



Before the Mopar phase, though, there were humbler beginnings. My first vehicle was a 1949 Studebaker pickup a local farmer was selling for \$15 because, in his description, "it didn't run."

With the

help of a borrowed battery and setting the points with a matchbook cover it started right away. Then came a pair of Renault Dauphines, one red, one white. The red car needed a clutch, the white one, a title.

While driving the family hand me down '65 Plymouth Fury, for a project, squeezed a big block into a '65 Valiant. The '58 Desoto donor drive train was free and had a stock four barrel



with a cast iron, bullet-proof, 727 Torqueflite attached. Small car, big engine, fun, *a-lot-of-fun*, all the way up to the day I over revved it and flattened the valve springs. I was more amazed that the 7-3/4" rear didn't blow first.

After project cars, it was time for something new, a 1973 Duster 340 for my birthday of that year. The less than durable stock clutch required replacement with new in the parking lot at school in Missouri with the help of dorm mates.

In the 90's it was decided that it was time to get back to a fun project. After searching car ads, we found the proper car, a 1972 Triumph GT6 Mk3. GT's are my favorite, not a big fan of convertibles, and with the larger 6-cylinder engine made it a desirable combination. Since the GT6 restoration I have also revived a dead 1997 Land Rover Discovery from the Red Cross donation center to a daily driver/off roader and rescued a 1986 Jaguar XJS, V12, when a family in town needed to sell it to move to California.



Enjoy your LBC as much as we do ours, Eich gweld ar y ffordd. (See you on the road)

Tom Evans Profile
December, 2018



Triumph Spitfire Mk 2

Triumph Spitfire Mk 2 is made for swingers. Dig?

Sure you do. Any swinger digs the Triumph Spitfire Mk 2. She booms you to 60 mph in 13½ seconds. Then hits 96 mph flat out.

(That's even faster than the original Spitfire, a Sports Car Club of America Champion. And voted "Best GT-sports

car for less than \$2500" by readers of *Car and Driver*.)

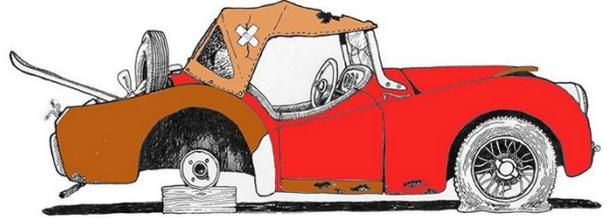
And check the cockpit! New deep-cushioned, body-contoured adjustable bucket seats. Vinyl-lined, fully-carpeted interior. Padded dash with handy twin storage compartments.

Of course, she still offers accurate rack-and-pinion steering. Tight 24-foot turning circle. Dependable disc brakes. Rugged four-wheel independent suspension. The price: \$2199*. Everybody digs that.

SWAP MEET

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

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



FOR SALE : 1986 Vanden Plas. [See Photo]

Two owner car, current owner from 1990. Black, biscuit interior, wire wheels, sunroof, 97,550 miles, garaged, one driver. Maintenance records included. Original paint in good condition but shows some patina. Interior and boot in wonderful condition. All seats in good condition, all wood in good shape, center panel recently refinished. Pirelli tires have very good remaining tread. Located in Marlton. Wonderful car that you will enjoy for some time. \$9,000. Jim Kilrain 856-596-4565 or Jameskilrain@msn.com



FOR SALE : TR3 parts: Last chance on these parts.

- A. Set of wind wings in excellent condition \$50
- B. Tonneau in good condition (poorly repaired rip on passenger side) but functional and cheap \$50
- C. Engine crank handle. Original and workable. \$100
- D. Also have an electric temp gauge from a Sunbeam Alpine, but same size as 2" TR3 gauges, with sender. Excellent condition. \$75

Brucie 609-705-4753 or cuznbrucie@comcast.net Pictures available on request

FOR SALE : 1976 MGB Roadster.

Project that needs to be completed. 95% finished. Runs well, rebuilt engine, 5 speed transmission, rebuilt suspension with modern tube shocks (from Moss), new interior from Moss, Weber down draft carb, new wiring harness, new floor pans. Dash needs to be refinished. Make reasonable offer.

Paul pmagg@comcast.net for pictures and more information.

FOR SALE : Engine, Triumph Spitfire 1972 MKIV [See photo]

1296 engine cleaned and ready for rebuild. \$350. Located in Tabernacle, NJ 08088 Charlie Hofmann 609-410-9390 or c.chofmann@comcast.net



**MORE
FOR
SALE !!**

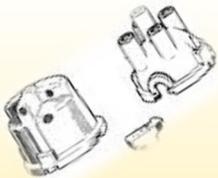


FREE. MGB bumper.

I sold my MGB a couple of years ago and discovered that I have an MGB bumper in my garage. Free to someone who can refurbish and use it. I will hold onto it until early March, after which I will have to trash it. Located in Cherry Hill. bill.saidel@gmail.com

(Note: we received this from Bill, who owned a rubber bumper MGB for a number of years. We are assuming that it is a rubber bumper, but that is only an assumption. Reach out to Bill to confirm and to determine if it is front or rear bumper if you need one)

FREE. FREE to good home. Very rare, early TR6 (1969 only) folding headrest passenger side seat in original black vinyl. In nice shape. If you can use it, come get it! Pickup only in Maple Shade. Call ahead please. Pete 856-667-6657



April 6, 2019
Saturday 10:00 AM



Motorcar Garage Open House And Tech Session

Please join me, my staff and fellow club members for my annual shop Open House and Tech Session.

Donuts and coffee will be provided.

This year's Tech Session will discuss common repair and restoration pitfalls.

Let hope for some nice early spring weather so we'll see more British cars out for the day.

I hope to see you here.

Peter Cosmides
Motorcar Garage LLC
42 N Pine Ave
Maple Shade, NJ

www.motorcar-garage.com

**A Memorial Gathering of
British Cars at Smithville
Benefiting Samaritan Hospice
Saturday May 4, 2019**



10:00am – 2:00pm

(Rain Date Sunday May 5th)

**Raffle prize
drawing for
all entrants**

**Entrance fee is a
donation to
Samaritan Hospice**

**No Judging,
No Pre-
registration**



**The Village 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.bmesnj.org/>**

CALENDAR OF EVENTS

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

DATE	BMC EVENT	LOCATION / STATUS
March 3/02	Auto Detailing Tech Session	Autobella Detailing and Products 206 Medford - Mt. Holly Road, Unit C Medford, NJ. 08055 9am-noon
March 3/20	Membership Meeting	7 Stars Diner, Sewell 7PM / 6pm Dinner
April 4/6	Open House/Tech Session at Motorcar Garage	Motorcar Garage LLC 42 N Pine Ave Maple Shade, NJ www.motorcar-garage.com
April 4/17	Membership Meeting	Uno, Maple Shade 7PM / 6pm Dinner
May 5/4 Rain Date 5/5	Members Memorial Gathering at Smithville to benefit Samaritan Hospice	Smithville, NJ 10am
May 5/15	Membership Meeting	7 Stars Diner, Sewell 7PM / 6pm Dinner
June 6/19	Membership Meeting	Uno, Maple Shade 7PM / 6pm Dinner
TBD	Jack Kontes River Ranch & Swap Meet	
July 7/17	Membership Meeting	7 Stars Diner, Sewell 7PM / 6pm Dinner
TBD	Ice Cream Social	
August 8/10 Rain Date 8/11	Tour of South Jersey	More Information coming 10am
August 8/21	Membership Meeting	Uno, Maple Shade 7PM / 6pm Dinner
September 9/18	Membership Meeting	7 Stars Diner, Sewell 7PM / 6pm Dinner
September 9/28	Greenwich End of Year Show	Details and Time To Be Announced

CALENDAR OF EVENTS

Continued

- 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)
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DATE	BMC EVENT	LOCATION / STATUS
October 10/16	Membership Meeting	Uno, Maple Shade 7PM / 6pm Dinner
October 10/19 Rain Date 10/20	Fall Foliage Bring Your Camera Driving Tour	10am
November	No Membership Meeting in recognition of the holiday season	
December	No Membership Meeting in recognition of the holiday season	

IN THE WORKS

Pop Cruises- Weekday “Pop Cruises” around South Jersey. Dates and times are being finalized.

Speakers and Activities for monthly meetings

Gathering at SCCA Autocross

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

BMC Membership Meetings

Monthly membership meetings are planned monthly in altering locations. Please check email regularly for confirmation of meeting dates. Dates are subject to change based on venue availability. There will be no membership meetings in November or December.

Seven Star Diner, Sewell NJ: Third Wednesday of odd numbered months:

Uno Chicago Grille, Maple Shade, NJ; Third Wednesday of even numbered months

Food Service at both locations begins at 6pm.

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.



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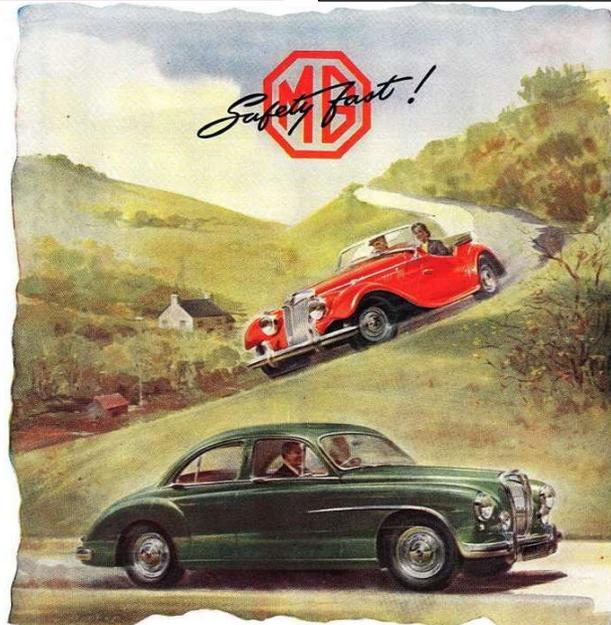
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 Fax 704-948-1746 subscribe@ClassicMGMagazine.com

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



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

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