

OFF SIDE



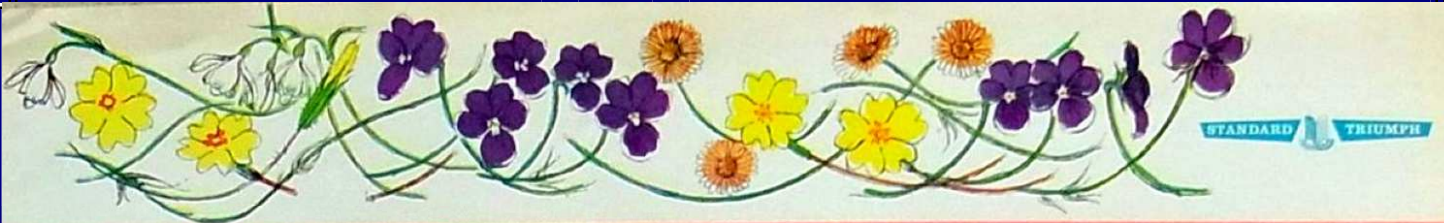
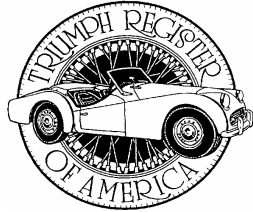
British Motor Club of Southern New Jersey

NEAR SIDE



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

May / June 2024  
VOL. 34 ISSUE 03



STANDARD TRIUMPH

*A refreshingly new approach !*

# THE TRIUMPH HERALD



*Happy Spring !! Drop the top and let's go DRIVE!*

**Also In This Issue :**

*RESCUE Squad --- Spring Driving Tour --- MULTIPLE BRITISH CAR CLUBS*



*BRITISH MOTOR CLUB*  
*of*  
*SOUTHERN NEW JERSEY*



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

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

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

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

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

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

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

### NEWSLETTER CONTRIBUTIONS

**OFF SIDE / NEAR SIDE is YOUR Newsletter.**

The Editors are always looking for new material.

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

**PLEASE SEND NEWSLETTER CONTRIBUTIONS TO THE EDITOR :**

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

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

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

**Steve Ferrante** [eckmichael@comcast.net](mailto:eckmichael@comcast.net)

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

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

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

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

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

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

Readers are warned that any attempt at mechanical or other modifications described herein is at their own risk. Good car mechanics results in pleasure; poor car mechanics results in, at best, a personal rebuild. The opinions expressed in the articles of this newsletter are not necessarily those of BMC, the editors or advertisers.

The editors take responsibility for any editorial mistakes or errors.

May / June 2024  
VOL. 34 ISSUE 03



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

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# Robert Bruce Walsh

April 4th. 1954 - March 5th. 2024

Robert Bruce Walsh, age 69, of Vineland passed away on Tuesday, March 5, 2024 at home. He was born April 1. 1954 in Vineland, the second son of the late Barbara (Patch) and Norman F. Walsh. His parents were Vineland Public school teachers.

Robert's early education was in the Vineland school system. He studied architecture at Clemson University in South Carolina, receiving a bachelor's degree. His working career centered mainly with Delaware Valley firms, lastly in Somers Point, NJ. He took early retirement to render health care and support for his aged father, which he performed admirably.

Rob's interests lay in sports. During his high school years he was in track and cross-country. He also was an avid cyclist for many years and enjoyed attending regional events. He was a member of the South Jersey Wheelmen Cycling Club. Robert had a great admiration for classic British sports cars. He was thrilled to attend the warmer weather outdoor events. He hosted the annual Five Points ice

cream social for the British Motor Club of Southern New Jersey. He had a strong love for South Jersey. His hobby interests honed him into an expert tour guide for his visiting guests.

Robert, with his family had been life-long Anglicans. They were members of Trinity Episcopal Church of Vineland, where he served as an acolyte in his youth. In recent years Robert had attended services at Living Faith Alliance and various Anglican congregations, lastly the Anglican Church of Transformation in Mays Landing. He enjoyed attending the annual Anglican Synod.

Robert had suffered medical setbacks and health impairments in recent years, but always tried to keep a positive forward-looking attitude about life. His brother Craig and family will sadly miss his companionship and South Jersey connection.

He is survived by his brother Craig and sister-in-law, Michaela of Tulsa, OK, as well as nieces Joanne Rose Barnes with grandnieces Madelyn Barnes and Abagayle Barnes and niece Linda Kay Harris, her husband Joe and children Elizabeth and Monte.

Funeral services were held on Thursday, March 14, 2024 at 11:30 AM from the Wainwright-Bernhardt Funeral Home 1024 E. Landis Ave. Vineland, with Rev. Ohio Simire officiating.

Please visit [www.wbfuneralhome.com](http://www.wbfuneralhome.com) to send online condolences to the family. Arrangements are by the Wainwright-Bernhardt Funeral Home, Vineland.

Posted online on March 10, 2024

Published in Daily Journal

### What did you learn from Robert Bruce?

I learned from Rob not to take everything so seriously, even the 'serious' ones. When I described problems in my life, Rob sometimes said, "well at least no one is shooting at us". He knew what was important, and what was worth poking fun at (often himself!). Rob truly lived his faith in the best possible way. He was the truest living breathing Christian I believe I have ever known. I met Rob in an architectural office in 1996. We shared a love of British sports cars. I almost instantly sensed he had a great sense of humor. We talked regularly via phone; he was in Vineland and I live in Wilmington DE with my wife and children. I just found out today (March 17th) of his passing. It was and is a shock, loss, of one of the best friends I have had.

Mar 17, 2024 | Reply

Paul Persak

I just talked to Rob last week, and we promised to get together very soon for lunch! I am so very sorry to hear this news, and, although I knew he was fighting several daunting health issues, I am shocked that he's passed. I've known, and been good friends, with Rob since the early days of BMCSNJ. I was fond of reminding Rob that it was his father, Norm Walsh, who taught me to drive in Vineland High School Driver's Ed in a 1959 Buick. RIP, Rob Walsh Bruce Aydelotte (CuznBruceie)

Mar 10, 2024 | Reply

Bruce Aydelotte

It's hard for me to look at Rob's picture without feeling that I'll just see Rod at the next Ice Cream Social. What a great loss his passing is to everyone. Rob was a club member long before I joined so I have always known Rob with his camera ready to document every BNC of SNJ outing, helping put together our Smithville gathering and of course Rob's signature Ice Cream Social!. Rob was just a ubiquitous fixture at our meets and tours and I will truly miss him. Thank you Rob for being one of the good guys.

Joe Marchione

British Motor Club have been enjoying an annual ice cream meet-up at 5 points in Vineland for most of the club's 30 years. Rob performed that service for us. Thank you Rob, and for your friendship that began with the very first BMC meeting. Rob loved his BRG MGBGT and with that LBC was a fixture at all of our early events, and we met his dad at some. Your BMC friends will miss you Rob. I will miss you comrade, my buddy. -K

Mar 10, 2024 | Reply

Kevin Kelly

# ***SECRETARY'S SATCHEL***

**May / June 2024**

**by Tom Evans**

April 15, 2024

The LBC motoring season is now in full swing. We began the second quarter with the Spring Driving Tour and Winery Visit beginning at Batsto Village, winding through the back roads of Burlington County and ending at Laurita Winery in New Egypt. Although delayed by a day because of rain, the event was well attended and organized by Pete Cosmides, Event Coordinator.

The March Club meeting was very well attended at our regular location of Uno Maple Shade. The meeting was conducted by our Board Chairman Brian Deam. Brian announced that there were vacancies in the list of tasks to keep the Club running smoothly and the position of Mail Chimp (our email blaster) coordinator was filled by Kat Zablocki, along with her husband Matt as a new member. Thank you, Kat. The bi-monthly newsletter For Sale section that was capably administered by Ed Gaubert for several years required a new administrator. The position was filled by Mike Eck, so, any ads for items/vehicles for sale should be emailed directly to Mike at [eckmichael@comcast.net](mailto:eckmichael@comcast.net)

We have several great events coming up, some of the usual and some new. We are looking forward to the Membership Meetings on May 15<sup>th</sup> and June 19<sup>th</sup>, The Roadster Rally on The Ocean City Boardwalk on May 11<sup>th</sup>, but most of all, the BMCSNJ picnic at Pakim Pond Picnic Area, in the Brendon Byrne State Park, on May 18<sup>th</sup>, with a tour highlighting the history of the area.

Meeting minutes for our monthly meetings are now available online at the bottom of the Events page on our website. They don't require a password and will be posted as soon as practical after each monthly meeting.

Remember, the Rescue Squad are willing and able to assist in repairs to your LBCs. If you have a problem or have identified the problem and need assistance in the remedy, then email Pete Cosmides at [tundramgb@hotmail.com](mailto:tundramgb@hotmail.com) for that assistance.

See you on the road!  
Happy Motoring

Tom Evans

**Triumph introduce the new Spitfire Mark 3**  
**The big news is under the bonnet!**



# Treasurer/Registrar's Report

May / June 2024

## *Money Is No Object*



Dear Members,

After 32 years of tireless service to our club, Ed Gaubert has resigned from our Board of Directors. On behalf of the Board, we thank Ed for his dedication, thoughtful guidance, and unwavering support of the club. Fortunately, he will still be an active participant in our events, so we will have plenty of opportunities to enjoy his stories.

When I say we needed more than one person to manage Ed's responsibilities, I'm not kidding. Several members have graciously volunteered to take on Ed's duties:

Fred Desantis will manage the Member Memorial Event at Smithville

Kathleen Zablocki, a new member as of this March, will manage the Mail Chimp database and email blast process

Mike Eck will manage the For Sale ads in the newsletter

Steve Ferrante will be our liaison to the various national car clubs and manage the insurance program

Thank you all for stepping up and taking on these roles! This is a club run by members for its members. We depend on your volunteerism to be successful.

The monthly meetings so far this year have been very well attended. We are happy to see increased interest and participation. This was evident also at the recent Spring driving tour from Batsto Village to the Laurita Winery on April 21<sup>st</sup>. We had 20 cars and 37 participants! Let's keep it up as the season progresses and the weather gets better!

Financially, the club continues to be very solvent with a nominal increase in our net cash position since the last newsletter.

The Grill Badge campaign was highly successful with 53 orders received and paid for in advance. We will order a few extras for inventory should you, after seeing them on other cars, decide to buy one.

Our membership increased to 171 over the last two months. Each new member learned about the club from another member or at a car-related event. So please continue your effective word of mouth marketing!

The next cycle of membership renewals will start in early June. If your membership expires on June 30, 2024, you will receive an email notifying you of the expiration and providing renewal instruction. If you have a question about when your membership expires, please email me at [members@bmcsnj.org](mailto:members@bmcsnj.org).

Club dues remain at \$15/year (free if you volunteer to host an event). You receive six newsletters per year, access to our Facebook page and unlimited use of club supplied resources! Just a reminder that the Facebook page is for paying members and spouses only.

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

PayPal: sign on to [www.PayPal.com](http://www.PayPal.com) and send your dues to "members@bmcsnj.org".

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

Brian Deam  
900 Riverton Road  
Moorestown, NJ 08057



### *Welcome to our new and returning members:*

Name	Town	Car
John Ruggero	Haddonfield	1979 MGB
Kathleen Zablocki	West Deptford	1973 Midget
Frank Chiacchio	Cherry Hill	None Yet
Matt Baiada	Delanco	1953 MG TD, 1963 MGB

# The Editor Writes



Hello all from your editor.

When assembling our newsletter I am always glad to see that our Rescue Squad has managed to put another member's car back on the road. It's a great learning experience, and a great thing that the owner gets to do again - what these LBCs were made to do - HAVE FUN, and also a great advertisement for our Club in our communities. We're always talking about getting more people interested in these little British cars (even larger ones) and I wonder if there's any way to have a session with a school or Scout troop. Are Scouts still a thing? I loved scouting and learned a lot - but not about little British cars, you know, like the sessions Pete Cosmides used to have at his shop. I always got a tidbit, or larger piece of knowledge when attending those sessions. How about a session at one or more of our meetings? Just rambling.

So, for this issue I decided to feature Triumph's bold move to join the *Jet Age* !! OK, maybe not that wild but compared to the dowdy ancient look of its predecessors, Triumph revolutionized its whole image by deciding to break out of the forties. I mean, the war was over. That Spitfire (airplane) was really cool and really saved your butts ..... ah.. ah, and country and way of life, but it was a Brit who invented the Jet engine !! So there was every reason to sharpen up those lines and add a little bit of a Jet Age fin to the rear (just a little).

Anyway ..... Check it out. I learned a lot of cool things about what seemed to me at the time a sedate little family car. I mean it could be that too!

Joe Marchione

So all that brings me back to:

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

***I am soliciting member articles for the  
July / August 2024 newsletter (and beyond).***

***LOOKING FOR ARTICLES ABOUT***

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

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

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

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

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

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

I'm asking now because our cutoff date for member articles is at least one month before the month of the newsletter. Meaning that to have your piece published in the March / April 2024 newsletter please get anything to me no later than **June 10th. 2024.**

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

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

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



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

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



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

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

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

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

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

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

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

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





# BMC of SNJ

# Rescue Squad

*on the Road Again*



*BMC of SNJ*



## BMC of SNJ Rescue Squad report; May / June 2024

By Pete Cosmides

On Saturday March 30 several members of the club's Rescue Squad descended on the Vineland home of club member Mike Schimmel to help him with some nagging issues with his 1975 MGB. The car had proved to be unreliable having stranded Mike in the past by simply cutting out while out on a drive. The frustration caused Mike to park the car in his garage for more than a year. (sound familiar?) At this point, after sitting for so long his clutch hydraulics also gave out.



He contacted me and we set up date for the Squad to come have a look. Over several emails with Mike, I was able to direct him as to what parts would likely be needed so everything would be on hand. He received his order from Moss and the squad arrived. Attending this session were Ed Gaubert, Ed Doody, Fred DeSantis, Bill Fisher, Hank Lipson, Mike Eck and myself.

Like busy worker B's we set out to replace the clutch master cylinder, clutch slave cylinder, flex hose and bleed the clutch system, bringing back a nice firm clutch pedal. Also on the list, Mike wanted to replace his ignition system suspecting that it may have been the cause of his mysterious stalling. A new Pertronix electronic ignition distributor, spark plugs, and wires were installed and the ignition timing was set. Also on the agenda was removing the battery to clean the terminals and the cable ends. This proved to be the most frustrating job of the lot, considering the location of the battery and the rusty, seized bolts holding it and the cable in place.

In the end, all was fine and I took the car for a test drive during which it ran well, though smoked quite a bit. So good news/bad news for Mike. It runs well, but the piston rings appear to be a bit worn.

Thanks to Mike for having us and providing pizza to the crew. Also thanks to the above named volunteers who came out on a beautiful Saturday to share their knowledge and time to help another club member out.

Pete Cosmides  
Rescue Squad coordinator



Spring 2024

## BMCSNJ CLUB Driving Tour



Due to the threat of rain on the morning of our planned scheduled day of Saturday April 20, we chose to reschedule the drive to the following day. On a slightly overcast, but not raining Sunday, April 21, 36 club members in 20 British cars gathered at the Batsto Historic Village parking area in Hammonton, NJ for the first club driving tour of the season. The array of cars was impressive including a selection of TR3, TR6's, MGB's and Midgets, Jaguar XKE, Jaguar sedans (mid 1960's as well as a late 90's version), a lovely Jensen Healey, 1950's MG YB Sedan and a AH 3000. Also joining us



and bringing up the rear was Chris and Laura Bethmann in Chris' Volvo P1800. Quite a group of cars that all made the drive without mechanical incident, though there was one flat tire suffered by Joe Pilato in his MGB GT on his way home from the event.



Keeping 20 cars together in a caravan can be a challenge, but with some proper drivers' meeting instructions, 2 way radios, and rather desolate Pine Barrens roads, we were able to stay together and keep a nice pace during our drive, stopping periodically to allow the cars to regroup.

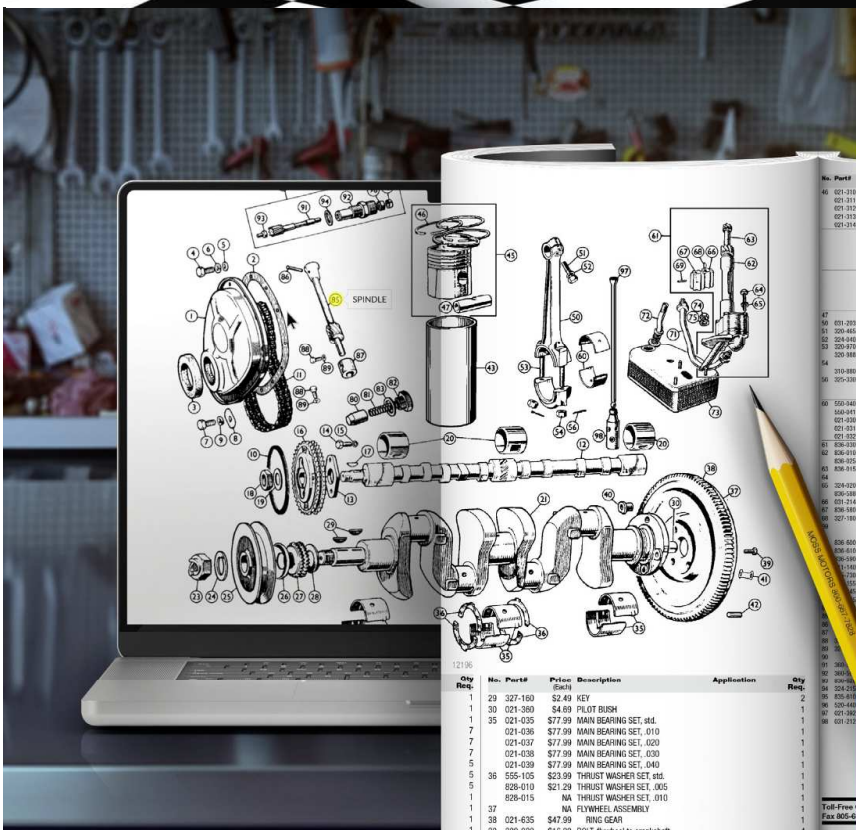
Our destination for the day was the Laurita Winery in New Egypt, NJ approximately 54 miles away. Luckily we were able to all park together at the destination and had some time in the parking lot to kick tires and get acquainted before we all ventured into the winery building for some lunch. Most participants chose to order lunch and gather in small groups at the many tables provided making for a good meal and conversation.



I would like to thank all those who came out for the event and for making the drive, many from quite a distance to the start point. I am sorry to those that planned to attend on Saturday and were unable to reschedule for Sunday. Mother nature holds the key.

See you out on the road next time.

Pete Cosmides



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# The TRIUMPH HERALD



## THE TRIUMPH HERALD STORY

### Sports car range prompts Italian-designed saloon

One of the more endearing qualities of older classic cars is their individuality. Today's vehicles may well be hugely competent, but in the current era of computer-inspired designs, it is easy to be confused by a sea of lookalike cars.

Contrast this with the models of yesteryear. When three relatively low cost, small British saloons arrived in 1959, they could not have been more different in the way they looked nor, indeed, drove. The Ford Anglia, British Motor Corporation (BMC) Mini, and Triumph Herald all targeted the same market, yet how different they were.



Ford Anglia



While the Mini went on to attain legendary status, the Herald's 12-year production run, which included the sporty and eye-catching Vitesse, ensured the Michelotti-bodied car was different enough that it immediately sparked owner enthusiasm and its own place in history.



Standrive two-pedal control is now available on the Standard Super Ten and the Standard Ten Coupé as an optional extra. Standrive provides the driver with all the advantages of an automatic clutch, enabling a clutchless gear change to be made. It permits linearly change of gear so, when desired, a rapid shift into higher or lower ratios with equal smoothness and precision.



THE STANDARD MOTOR COMPANY LTD., COVENTRY, ENGLAND  
London Showrooms: 15-17 Beakley Street, W.1. Est. 1904

Towards the end of the 1950s Standard-Triumph offered a range of popular 2-seater Triumph sports cars alongside its Standard saloons. Even though Triumph enjoyed great success with their line of sports cars, their more practical and functional saloons, in-



Early Triumph Tr-3 (Small grill)

cluding the Standard 8 & 10, had been a mainstay of its lucrative family car business. The problem was they were also fairly mundane, unattractive and hopelessly outdated 1950s motoring fare and were sorely due for an update. Powered by small (803 cc or 948 cc) 4-cylinder engines, their outdated styling just didn't reflect the excitement and direction of the changing times.

Alick Dick, the Chairman of Standard-Triumph, laid down plans for the company's next new small car in the mid-1950s. Codenamed Zobo, it was to replace the **Standard 8 and 10** and was tasked with attracting younger buyers who had been deserting the firm in droves, put off by the older car's staid image and austere styling. It was a tall order, but it was eased considerably by making the decision to move towards the Triumph marque name. However, the subsequent success of this car was down to more than its marque change. Thanks to the combined efforts of a small team of gifted Engineers and Designers, a car emerged from Coventry that captured the hearts of a new generation of buyers.



Giovanni Michelotti

## Style is ( almost ) Everything

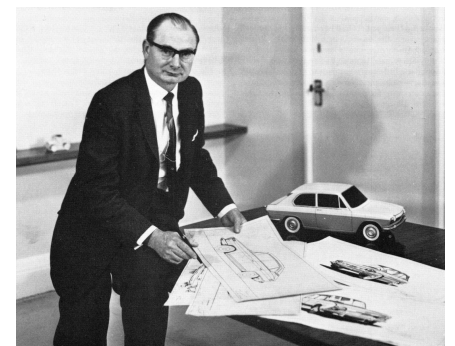


Walter Belgrove had been Triumph's Chief Stylist since the 1920s, but had left the company in 1955, and the remaining members of the team were unable to come up with a suitable design.

Harry Webster, who headed engineering at Standard Triumph (and later BMC), encouraged

the Standard-Triumph board to investigate the idea of employing an outside stylist. He then went to Italy to meet with Giovanni Michelotti at his styling studio in Turin. After explaining the details of the new project to the stylist, Michelotti agreed to style the new car, codenamed "Zobo".

Webster was able to convince the board to commission Michelotti to design Triumph's new line. This was to be a very valuable and productive



start of a relationship with Michelotti and Triumph that would last into the 1970s. All that remained was a name for Zobo and so it was christened "The Herald" after Alick Dick's boat.



But besides the lucky circumstance of being the name of the boss's boat, it also helped that the choice of the "The Herald" name suggests that the car was originally intended to be marketed as a Standard, as it fits the model-naming scheme of the time (Ensign, Pennant and Standard itself). By 1959 it was thought that

the Triumph name had more brand equity, so the Standard name was phased out in Britain after 1963.

Coventry came up with a basic idea for the Herald, and Michelotti drew up the car's shape in 20 minutes, according to Webster, although the forward hinged bonnet and wing section was the work of the Triumph Styling Department.

Triumph had another reason they liked the idea of using Michelotti. Since arch-rival BMC was using the Italian design studio Pininfarina to design their competing cars Triumph felt that it would be a good decision to involve an Italian designer themselves.

Wonder what made Standard-Triumph give the internal codename of 'Zobo' for the Herald project. While that reason may not be known, the codename was rather appropriate. You see, the prototypes styled by the company's in-house design team were hideous and if your command of Tibetan was good, then you would know that zobo is defined as 'a Tibetan pack animal of indeterminate sex.'

Webster, who became a personal friend of Michelotti once quipped that the designer was so respected at Triumph that the board thought the sun shone out of the Italian's backside!

## It begins

Michelotti produced designs for a two-door saloon with a large glass area that gave it a 93% all-round visibility. His concept incorporated "razor-edge" looks to which many makers were turning. You can see this trend in a number of Michelotti's later designs for Triumph such as the TR4, TR6 and the Italia.

( Note: The Italia is a less known but quite beautiful car which Michelotti designed as a prototype car for the Turin motor show in 1958 at the request of Salvatore Ruffino of Naples, a Triumph dealer there. Ruffino had the idea for the car and brought it to Triumph for consideration. Although Triumph was impressed, they were at the time consumed with other projects and few Italias were made. The cars are now sought after by collectors and valued at well over \$100K. Our September / October Club Newsletter, Vol.32, Issue 5 features the Triumph Italia.)



Italia

## Project Zobo: problems with BMC

The Herald was scheduled to be built in a new assembly building at Canley in Coventry, where future industrial-labor problems would be a millstone around British Leyland's neck. Because Standard Triumph lacked its own pressed-steel body plant, the body was designed to be made in relatively small sections, mostly in Standard-Triumph's bodywork supplier Fisher & Ludlow at Speke, near Liverpool but development of the new model was hampered when Fisher & Ludlow was taken over by the BMC in 1953. No longer would the company enjoy being able to design and plan new models without its significantly larger compatriot having prior knowledge of what was in store.



Alick Dick was not surprised when BMC Chairman Leonard Lord advised him that, when existing contracts had expired, Fisher & Ludlow would no longer supply Standard-Triumph with car bodies.

Their rival Pressed Steel was then approached, but its order books were full. Since the two biggest manufacturers were unavailable, that left only small body builders whose production capacity was simply not large enough to handle the new small Triumph.

## A (not-so) radical body solution

The problem was solved by Standard-Triumph's Chief Engineer Harry Webster, who suggested that rather than adopting the newer monocoque construction, the Herald should have a separate chassis onto which would be fitted body panels manufactured by smaller body builders. This was against the automotive trend but has one distinct advantage today – anyone looking



to restore a Herald can simply unbolt the panels in their garage, assess the rot (there will almost certainly be some!) and get to work.

It also had the advantage of providing a more economical platform which would make it easier to facilitate design changes in the future. Different body style model variations were easy to introduce as new panels could simply be bolted onto the same chassis. The whole front-hinged body lifted forward providing marvelous access to the engine and front suspension. It was no problem unbolting every panel – including the sills and even the roof, so, with little work, the two-door saloon could be transformed into a convertible. Coupé production was much less labor intense than that of saloons, so in order to save money there were fewer factory-genuine convertibles produced which made what was produced rare collector items today.



It was a clever, but simple solution to a very real problem. In addition to that, the rest of the technical package chose itself. Webster decided on an independent suspension setup for the Herald (Zobo): a rear swing axle arrangement with transverse leaf springs, something that would cause problems for owners later on.



Triumph's new up-dated Michelotti designed sharp edged salon had little carryover from the marque's outgoing 40's styled rounded fender small car, apart from the same 948cc, overhead-valve, pushrod, four-cylinder Standard 10 engine.

The only other major component to worry about was the engine, and that was decided to be the 948cc power unit carried-over from the outgoing Standard Pennant. A cost saving measure that cost Triumph a lot in lost sales and hesitant reviews by being too wimpy for the new car. ( Ed: Don't worry.

It'll change )

The Standard Pennant's 4 speed manual gearbox with synchromesh on the top three gears and remote gear shift and driving the rear wheels was also employed. Rack and pinion steering afforded the Herald a tight 25-foot (7.6 m) turning circle. This feature was well used by the marketing department who created at least two large ads specifically focusing on that tight turning radius. Coil and double-wishbone front suspension was fitted which was in time directly copied by such as Lotus, the Chevrolet Cheetah and Reliant. The rear suspension, in a new departure for Triumph, offered "limited" independent springing via a single transverse leaf-spring bolted to the top of the final drive unit and swing axles.



Instruments were confined to a single large speedometer with fuel gauge in the saloon (a temperature gauge was available as an option) on a dashboard of grey pressed fiberboard. The coupé dashboard was equipped with a speedometer, fuel and temperature gauges, together with a lockable glovebox. The car had loop-pile carpeting and heater as standard. A number of extras were available including twin SU carburetors, leather seats, a wood-veneered dashboard, Telflo shock absorbers and paint options.

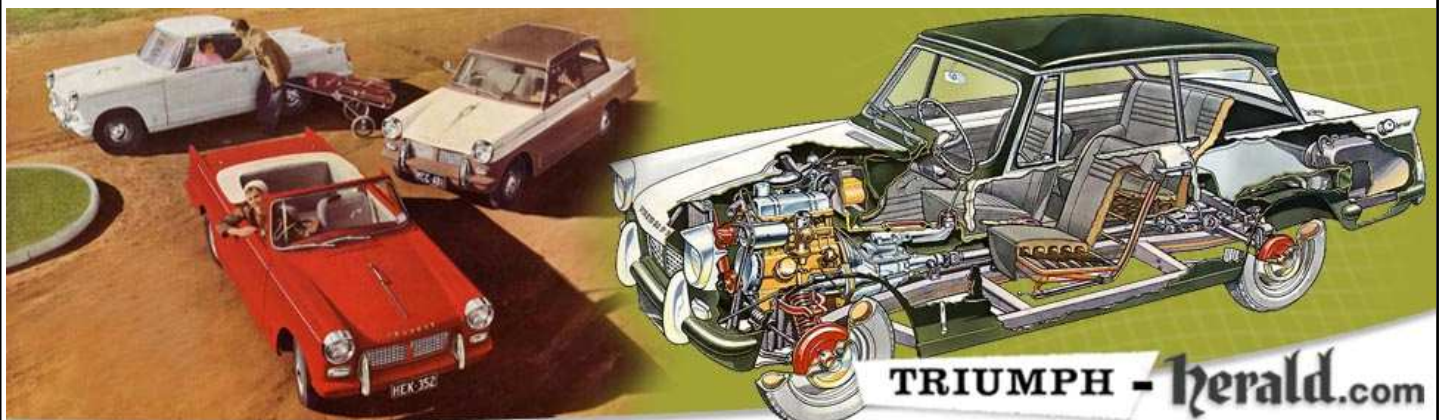


## Cape Town to Tangiers to the .... Royal Albert Hall !

In late 1958 to market the Herald's new rugged design ( Ed: For some unknown reason ), prototype cars embarked on a test-run from Cape Town to Tangiers. An account of the journey was embellished by PR at the time. In a testament to Triumph's attention to engineering and fabrication, only minor changes were deemed necessary between the prototype and production cars. ( Ed: well, I guess there was a good reason after all. Good show Triumph).

The new car was launched at the Royal Albert Hall, London on 22 April 1959, beating the Mini and the Ford Anglia to the market, and allowing it to make quite a splash. Aside from the smallest turning circle of any production car, the all-independent suspension, lack of grease nipples, longer service intervals, and ease of repair, the Herald's almost elegant lines immediately sparked owner enthusiasm.

However, as it often is, style is not cheap. Even though the Herald attracted potential buyers at Royal Albert Hall it was not an immediate sales success. This lack of sales was partly due to its relatively high cost, approaching £700 (including 45% Purchase Tax, about £200 for a total of £26,243.26 or \$33,265.00 in 2024 US dollars). That was a bit to ask for a standard single carburetor, 38 bhp car that was no better than average in terms of performance.



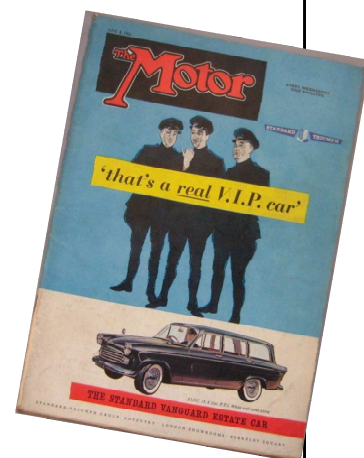


## What the press said

**Motor Sport** magazine was very impressed with the Herald and, in a comprehensive report in its July 1959 issue, William Boddy concluded: 'Summing-up, the Triumph Herald is a refreshingly new approach to the problem of providing an up-to-date small car at a competitive price. 'Clearly the Coventry Engineers concerned started with a clean sheet of paper, and the result is the most fascinating British car that has appeared for a long, long time. The enthusiast is going to like the Herald on account of its excellent controls and very high standard of roadholding and general control. With the less-critical user, he is going to find the very small turning circle and absence of grease points a boon and if he craves more performance there exist many tuning specialists ready to provide this.'

**The Motor** magazine measured its maximum speed at 70.9mph with a 0-60mph time of 31.1 seconds. Fuel consumption was competitive, though, as 34.5mpg.

The article did criticize the rear suspension as yielding poor handling at the extremes of performance though they found the model easy to drive at a more normal rate and gave it high marks for its good vision, light steering (smallest turning circle of any production car) straight-forward controls and ease of repair.



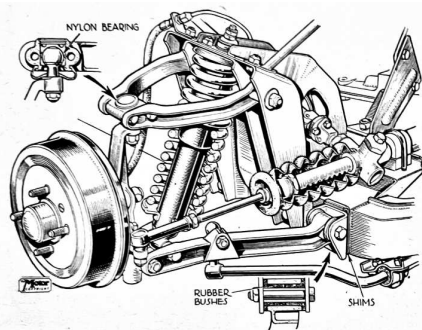
## Moving on Up



In fixed-head coupé form, the motor gained twin SU carburetors and a higher compression ratio of 8.5 to 1. Top speed went up by 8kph, and the coupé reached 100kph in a more respectable 25.5 seconds. The coupé was slightly lighter than the saloon, and used a different back-axle ratio that gave a six-per-cent reduction in engine revolutions.

The E-type now boasted a new grille with the bumpers still covered with white rubber, but a significant change was higher gearing, which meant the car was a much better cruiser than the old 948cc Herald. Much-needed revised seating had thicker padding, even though the front seats still required more rearward adjustment. Our light blue-painted

test car had matching dark blue upholstery, but overall assembly quality was only fair, and owners were already reporting that Herald bodywork was prone to deterioration unless it was carefully maintained. Two-color paintwork became popular, and fabric fold-back sunroofs were commonplace on Heralds in the UK.



In Motorman's magazine 1964 test Drum brakes were fitted all round (front discs came later) and were up to the task, but it was the precise rack-and-pinion steering and riding qualities on poorly surfaced roads that won the most admiration.

"Being shod with Dunlop C49 cross-ply tires assisted in making the Herald very controllable and predictable," said the re-



Indeed, the test ended with a ringing endorsement for both the Herald and its maker: "This new Herald '1200' which is, incidentally, available in Saloon, Coupe, and Convertible versions, is an extremely fine motor car. It is very reasonably priced, well built, attractively styled and is going to keep the Triumph flag flying high for many years to come."



This "something for everyone" approach, including the Estate and commercial series, gave the Herald a comprehensive model range. All these improvements were well received by the public as sales picked up despite growing competition from the BMC Mini and the Ford Anglia. The convertible was popular as a 4-seater with decent weatherproofing and the Estate model that was added made a practical alternative to the Mor-



ris Minor Traveler. And model development didn't stop there. In October 1962, the Herald-based Triumph Spitfire was launched. The Spitfire was a lightweight development of the Herald, which ultimately outlasted its parent car by nine years – an impressive achievement. The coupé was dropped from the range in late 1964 as by then it was in direct competition with the Spitfire.

## How to maximize a platform

### Courier van, Herald 12/50, 13/60, Triumph 1300, Spitfire and GT6

And still the developments of the Herald were rolled out: the Herald 12/50 appeared in March 1963 but was only available in saloon form. The 1147cc engine was tweaked to produce 51bhp, and a new gearbox, front disc brakes, heater, windscreen washers and a new grille all came as standard on the car.

In October 1966 another Herald derivative appeared, the 1998cc Spitfire based GT6. The Herald 12/50 lasted in production until October 1967, when it was replaced by yet another upgraded version, the 13/60. The 13/60 used a four cylinder 1296cc overhead valve engine (shared with the **Triumph 1300**).

Fitted with a Stromberg carburetor it produced a healthy 61bhp at 5000rpm, about the same as the 1980's 1275cc **BL A-Plus engine**. Top speed was now up to just over 80mph. The 13/60 was available in saloon, convertible and estate versions, and all models featured a two-spoke steering wheel, a re-styled fascia with better sited controls, re-designed seats and increased legroom for rear seat passengers.

## Courier Van

The final new Herald body variant was the much sought-after Courier van, a Herald estate with side panels in place of rear side windows, which also found its way on to the market in October 1962. However, it didn't hang around long, being summoned for early execution two years later thanks to its low sales caused by its high price and less than commodious loading bay.



## Herald 12/50

A sportier version, the Herald 12/50 Skylight Saloon, offered from 1963–1967, featured a tuned engine with a claimed output of 51 bhp in place of the previous 39, along with a sliding (Webasto) vinyl-fabric sunroof and front disc brakes as standard. The power output of the 1200, which remained in production alongside the 12/50, was subsequently boosted to 48 bhp.



## The Herald 13/60

In October 1967 the range was updated with the introduction

at the London Motor Show of the Herald 13/60. The 13/60 was offered in saloon, convertible and estate bodied versions. The sunroof remained available for the saloon as an optional extra rather than a standard feature. The front end was restyled using a bonnet similar to the Triumph Vitesse's and the interior substantially revised though still featuring the wooden dashboard. Interior space was improved by recessing a rear armrest in each side panel.

The '13' related to engine size and the '60' to engine horsepower, and the most significant advance was the replacement



**The new high-performance Herald 13/60 puts safety first, second, third, fourth, fifth, sixth and seventh.**



of the 1147cc engine with an even bigger-bore 1296cc motor giving 45kW (61bhp). This newer power unit was also being used in the Triumph 1300 and employed a four-inlet-port cylinder head originally incorporated in the Spitfire's motor.

## All Good Things

In this form (though the 1200 saloon was sold alongside it until the end of 1970) the Herald lasted until December 1970, by which time, severely outdated in style if not performance, it had already outlived the introduction of the Triumph 1300 Saloon, the car designed to replace it and was still selling reasonably well but, due to its labor-intensive method of construction, selling at a loss.

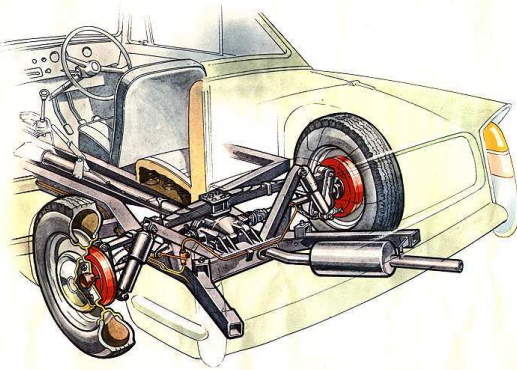
Triumph found the labor-intensive manufacturing of the Herald made it expensive to build, and, in 1964, the coupé ceased production, since it was a direct competitor to the Spitfire. Meanwhile, the Motor Assemblies plant in Christchurch closed in 1965, and Herald assembly switched to the Standard Triumph Nelson plant in October that year.

To cope with the extra power, a larger clutch and stronger half-shafts were fitted, and front disc brakes became standard.

Drivers soon found the extra power and torque and upgraded dashboard all big improvements. Yet, the question marks over the car's swing-axle rear suspension, transverse leaf-spring and radius-rods set-up remained.

Again, handling up to a point was good and quite neutral, but then the car gave a sudden breakaway at the rear. In the wet, the Herald was twitchy on slippery British roads, even at moderate speeds.

After nine years in production, by the late '60s the car's road manners near the limit could only be considered average. But the 13/60 was a good deal quieter and more refined than earlier Heralds, while being much livelier and more responsive. The characteristic first gear whine was still present, but the synchromesh on the upper three ratios was strong and effective. The floor-mounted gear change was positive, but engagement of reverse and first was often notchy, and, by 1968, the absence of first gear synchromesh was an anomaly.



## An Enthusiast's Delight

Despite the foibles, the Herald is something of an enthusiast's delight and fun to maintain. The driveshafts might need greasing and the front suspension lower joints occasionally cry out for gear oil from a grease gun, but the easy accessibility to the front-end mechanicals has always been a plus. Only two chassis points need greasing every 6000 miles (just under 9700km) and a further four every 12,000 miles (19,300km). Soon after the car's introduction, Herald front suspension components became popular for open-wheeler racing cars.

Total Herald sales numbered well over 300,000 and the Triumph Vitesse, Triumph Spitfire and Triumph GT6 were all based around modified Herald chassis and running gear with bolt-together bodies. Heralds are still seen on British roads in the early 21st century.



Many original saloons survive, and you can pick up a late model Herald for as little as \$400. A tidy 1960 Herald coupé was recently listed online for \$5000, while the seller of a 1968 convertible was seeking offers from \$1100. In Britain recently, a 1961 Herald saloon was valued at between the equivalent of \$30,000 and \$40,000 — although, admittedly, it was a one-owner example never driven on the road with a genuine 20 miles (32km) on the clock!

Around half a million Heralds would be built at Coventry in the UK, India, South Africa, Ireland, Malta, Sri Lanka, Peru, Australia, and, of course, New Zealand over the 12-year model life that ended in 1971. The idea that the design should be somewhat adventurous is surprising, given Standard Triumph was fighting financial difficulties at the time.



Michelotti sketches of the Triumph Spitfire and GT6



Giovanni Michelotti (1921-1980) with a 1:10 wooden model of the Spitfire

VEHICLE DIMENSIONS	
inches centimeters	
A	59.5 1500
B	41 1041
C	63 1601
D	39 990
E	20 508
F	30 762
G	17 430
H	8 203
I	80 2032
J	82.5 2093
K	50 1270
L	64.5 1639
M	19 483
N	65 1651
O	42 1067
P	25 635
Q	18 457
R	30 762
S	14 354
T	12 305
U	14 354
V	14 354
W	14 354
X	14 354
Y	14 354
Z	14 354

What are the main characteristics of this design? I propose the following:

1. Sloping door (higher at the front).
2. A curved rear wing which rises just behind the door, then falls towards the tail.
3. A bonnet which echoes the bonnet but is more drawn out.
4. Headlamps which are set back, and a slightly protruding grill.



## MULTIPLE BRITISH CAR CLUBS from PENNSYLVANIA and NEW JERSEY come together on APRIL 2024

Submitted by Guido Battaglini

The Philadelphia MG Club hosted a weekend tech session on April 6 and 7 and the special guest for that event was none other than John Twist. As noted from the club's event page: "THE MG GURU" here in the US. John is a member of the British Sports Car Hall of Fame. He does ZOOM sessions on a regular basis, maintains an extensive library of YouTube MG Tech videos, presents at National MG conferences, and does in-person Tech Sessions at MG clubs throughout the US." This session was held at Bang it Out Auto Services/ Dave's Garage 2019 Bridge Rd, Schwenksville, PA 19473

Much to my delight, Roger Williams from the Philadelphia MG Club reached out to me, well in advance, as he wanted to show John a true City of Brotherly Love's welcome.

As a owner of a 1970 MGB and member of the British Motor Club of South Jersey and the Positive Earth Driver's Club I have been on many of John's Zoom sessions and he has answered all of my questions, helping me over the years with my MGB.

My brother in law, Larry Roper is a member of British Cars of Bucks County has also been on those sessions and has heard me talk highly about John's expertise so many times.

We met up with John after his tech session at Bang it Out Auto Services/ Dave's Garage and had dinner with him.

This is such a great example of how British Car people help each other and support each other. While we are not Swifties, John has a large fan base of us Twisties in the US, and I am certainly one of them.



Pictured: Larry Roper, John Twist, Guido Battaglini



# Christopher John Roberts Obituary

Northfield, nj

May 19th. 1948 - March 21st. 2024

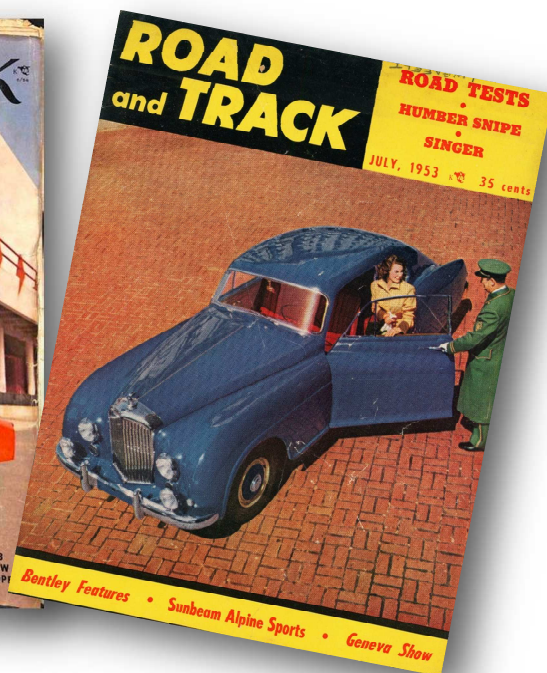
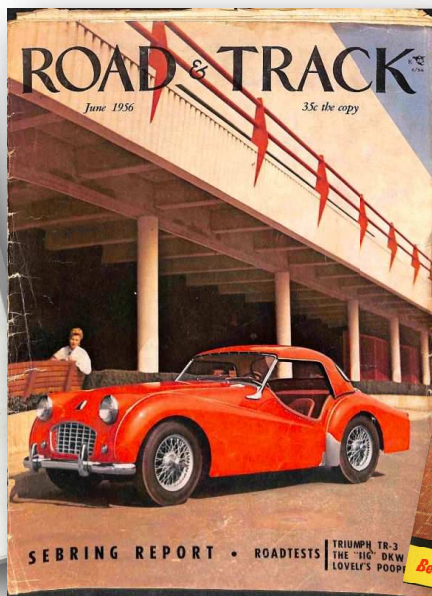
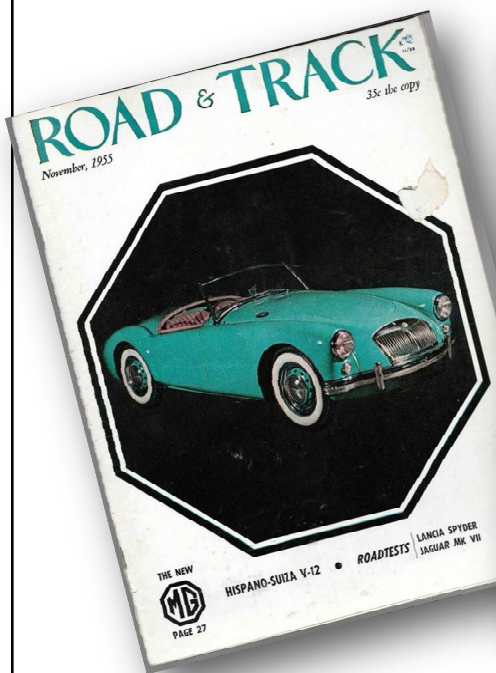
It is with great sadness that we announce the death of Christopher John Roberts (Northfield, New Jersey), who passed away on March 21, 2024, at the age of 75, leaving to mourn family and friends.

March 26, 2024

Kevin Kelly wrote a sympathy message

“Christopher was a regular MG fixture in south Jersey and joined British Motor Club at it's inception. He contributed to the club's early activities and was sure to add a quality

MG to any event... especially his beautiful MGC. Remembering Chris makes me think of those days and our friendship. My sympathy to the family- Kevin”





# A Memorial Gathering of British Cars at Smithville

*Benefitting Samaritan's Healthcare and Hospice Services*



**Saturday June 22, 2024**

**10:00am – 2:00pm**

**(Rain Date Sunday June 23)**

**Entrance Fee is a Donation to Samaritan**



**No Judging  
No Pre-Registration**

**Historic Smithville's Village Greene**

**615 E. Moss Mill Road**

**Smithville, NJ 08205**

Contact Fred DeSantis for more information: [captain172@comcast.net](mailto:captain172@comcast.net)



# ICE CREAM SOCIAL

**July 20th 2024 2 to 5pm**

**Join us for ice cream and British cars at**

**5 Points Custard 557 Tuckahoe Rd. Vineland NJ**

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

**Come early for lunch or stay after for dinner at**

**5 Points Inn next door**

**more info: Sue at [old\\_cat@verizon.net](mailto:old_cat@verizon.net) , [bmcsnj.org](http://bmcsnj.org)**

**or our group on Facebook**



# Hear Ye, Hear Ye!

THE 50TH ANNUAL GREENWICH  
ARTISANS FAIRE & MARKETPLACE

BRITISH INVASION ON SATURDAY 9/24  
10AM - 2PM BY THE  
BRITISH MOTOR CLUB OF SOUTHERN NJ



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

Once again, owners of British cars are warmly invited by the Cumberland County Historical Society, to show them off in Greenwich on Saturday, September 24th. As a result, as we did last year, BMCSNJ has scheduled its annual show on this day.

Also, at the same time and at the same location, the CCHS will be hosting a large **Artisans Faire & Marketplace**. This is a big event and runs Saturday 24th. from 10 AM - 5 PM and Sunday 25th. from 10 AM - 4 PM. There will be many interesting, hand-made items for sale, superb food, interesting exhibits of old stuff, great music, farm animals, and fun activities for kids and families.

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

**What** - Annual BMCSNJ Car Show

**When** - Saturday, September 24, 2022, Show hours from 10 AM until 2 PM

**Where** - On the grounds of the Gibbon House, located at 960 Ye Greate Street,

# *Tour of the Shore*

# *2024*



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

# *Tour of the Shore !*



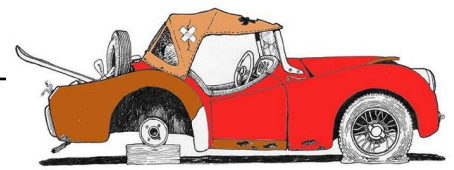
*We plan to meet at the Atlantic County Park at Lake Lenape in  
Mays Landing at 10:00 am.*

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

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



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

**FOR SALE - 1971 TR6**, Red ext. / Black interior, Restored 2002. No blue smoke or oil leaks, PerTronix electronic ignition, Weber carbs, White wall tires, AM / FM radio. \$16,900. Call or text Gerald at 609 247-8541



**FOR SALE - Brand new front calibers for 78 Mgb**, \$100. Complete set of working tail light assemblies with new lenses, \$100. Front stock sway bar, \$50. Email Craig at [king68@comcast.net](mailto:king68@comcast.net)

**For Sale: Brand New (never used) front chrome overriders for 61' to 69' Bugeye Sprite. \$100**  
Doug 609-892-4977 [saintdoug818@gmail.com](mailto:saintdoug818@gmail.com)

**FOR SALE. Bundle of TR3 parts. One price for all:**  
1 black tonneau. Serviceable, but has a 6 inch split on the passenger side. Repaired but ugly.  
1 pair of very nice wind wings  
1 black vinyl grained top. Serviceable. Will keep the rain off you, but has small repairs at seam on side of each small rear window

All for \$125. [Bruce Aydelotte 609-705-4753 or cuznbrucie@comcast.net](mailto:Bruce Aydelotte 609-705-4753 or cuznbrucie@comcast.net)

**FOR SALE. 1962 AH Sprite Mark 2.** Project with amazing mechanicals. Car was running strong until 2<sup>nd</sup> gear went out in 1980. I have an almost new ribbed case transmission and many new parts including heritage jacking tubes (interchangeable with Bugeye). All parts are bagged and tagged, stored indoors for over 25 years. Engine turns well and is a beauty on the outside. New but older tires mounted on correct wheels with AH hubcaps. Needs a few exterior patches, but no structural repair. All original and new parts are included. No top but includes the original frame. Car was pure driving fun. Title included for \$875. Engine and transmission alone are worth more than this much.  
D. Michael Scott 609-792-6943

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



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

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

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

**WANTED. Knowledgeable, skilled person** to repair the lower wood framing on my 1954 MG-TF. Photos available on request. Car is also for sale for someone willing to undertake the project. See my other ad in this newsletter. Reggie Harris [reggie630@hotmail.com](mailto:reggie630@hotmail.com)

**FOR SALE: 1954 MG-TF project.** Needs repair to lower wood framing. If I cannot locate someone to repair the framing, the project will be available for sale (see my other ad in this newsletter just above). Photos available on request. Reggie Harris [reggie630@hotmail.com](mailto:reggie630@hotmail.com)

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

**FOR SALE. MGB parts:**

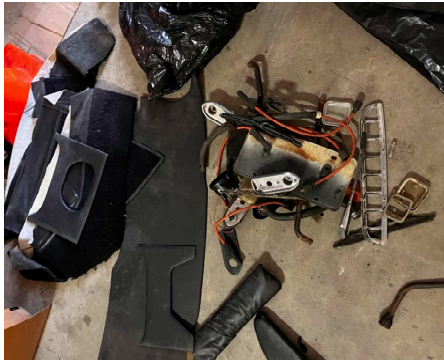
2 black driver quality top covers. Not certain of year. \$50 each  
Early MGB head. Taken from my running 68 MGB 40 years ago. \$50  
MGB aftermarket accessory grille guard. Make offer  
MGB ANSA headers #MG0281. New \$125  
Reggie Harris 856-264-6032 or [reggie630@hotmail.com](mailto:reggie630@hotmail.com)

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

**FOR SALE. Lucas breaker plate for the Lucas 25D distributor.** Will fit any Lucas 25D distributor from 1962 to 1974 for MG or any other British Car with a 25D distributor. \$40.  
Ira Eckstein 856-296-6460 or [ijeckstein9@gmail.com](mailto:ijeckstein9@gmail.com)



**FOR SALE. For MGB.** Tonneau cover with headrest pockets, top boot cover and other assorted soft items. \$100 for all Tom Fanelle 609-922-5372 or [tfanelle@aol.com](mailto:tfanelle@aol.com)



**FOR SALE. Bugeye Sprite radiator.** Needs work. \$50. Reggie Harris 856-264-6032 or [reggie630@hotmail.com](mailto:reggie630@hotmail.com)

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

**FOR SALE. Outdoor car cover for TR6.** Used for 3 months only. Purchased from Moss Motors. Manufacturer is Budge, size #2. Includes storage bag. \$30. Will ship if necessary but buyer pays shipping in addition to price. Don Gray [tr61973@aol.com](mailto:tr61973@aol.com)

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

**FOR SALE. Triumph 6cylinder head \$50.** With new rocker cover \$70. MGA 1500 cylinder head \$50. Healey 6 cylinder valve cover \$10 (wall art or gravity racer?). Pick up in Bridgeton. Gary Cossaboon 856-455-eight349

**FOR SALE. 1979 MG Midget.** New carpet ,coil, cap, rotor, wires & plugs, aluminum radiator, custom console with volt meter, ignition switch, brake cable, speedometer cable and gear, fuel tank & sender, solenoid switch, rebuilt Zenith-stromberg carb. Carmine red faded. Needs trunk repaired and carb adjustment. Asking \$7000.00 negotiable.  
Call Rosario 856-981-8676 or [russellzappala@gmail.com](mailto:russellzappala@gmail.com)

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

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

# SWAP MEET



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

**FOR SALE:** Indoor car cover for MGB or other car of similar size. Cover is new. \$30  
Call Guido 856-220-0074

**FOR SALE. For MGB.** Two complete doors, bonnet, trunk lid, and windscreen. \$500 for all. Will separate. Tom Fanelle 609-922-5372 or [tfanelle@aol.com](mailto:tfanelle@aol.com)



***This must be marketing for America. This Herald is bigger than a Lincoln ! Or maybe she's a very petite little lady. Like Barbi size. Maybe it's a Herald Barbi car. It's pink so .....***



# CALENDAR OF EVENTS 2024

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

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

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



# CALENDAR OF EVENTS *2024*

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

# CALENDAR OF EVENTS *2024*

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

# CALENDAR OF EVENTS *2024*

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

# CALENDAR OF EVENTS

## *British Car Event Calendar of the Northeast*

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

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

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

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

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

Peter Cosmides

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

*CLICK ON THE LINK BELOW TO ACCESS THE CALENDAR*

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

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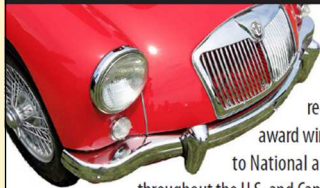
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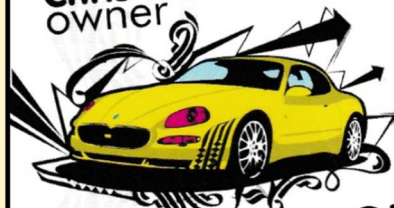
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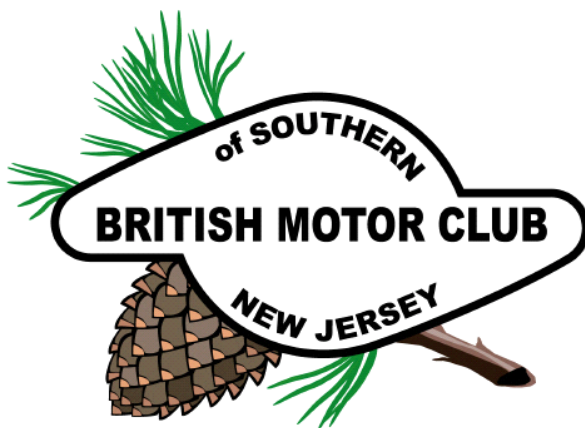
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*The BMCSNJ Web Site can be found at*  
**WWW.BMCSNJ.ORG**



British Motor Club of Southern New Jersey

