

OFF SIDE



British Motor Club of Southern New Jersey

NEAR SIDE



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

May 2019
VOL. 29 ISSUE 03





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: mgarage@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

So, as of March 15th, I became your new President. There was no collusion with the British government to put me in charge, I promise. I'm excited to provide leadership to the club and I am very appreciative of your support. I've said it before and I will say it again that, this is your club, not mine. It belongs to all of us who take the time join, participate, volunteer or do anything else to sustain the hobby and the club.

When this club was formed in 1992 by Kevin Kelly, the intent was for it to be a simple, fun, participant driven club in South Jersey dedicated to the preservation of the cars that we love. Over the past 27 years, I'd say that we have been successful at that. As any club gets bigger, it needs more organization and this has been accomplished over the years with various individuals in leadership positions and the formation of a Board of Directors designed to spread out the work load and to keep us centered on the club's purpose. Once again, mission accomplished.

As we go forward, I want to focus efforts on something that has always been a shortcoming and that is participation by more club members. Over the years, I have often wondered what kept people from getting more involved. I know the typical answers are that people are busy and they have families, work, tee-ball games, church and the weekend trip to Wal-Mart on their schedules. My answer to that is that despite all those responsibilities, we can all still participate if that effort can be kept small and simple, the way that it was original intended.

During the past two years, as we rebuilt the club after Bill Carroll's passing, we learned that some of the best events are ones that require less planning. We decided to call impromptu gatherings, "Pop Cruises" because they require little effort and can pop up at any time. So, if you were interested in hosting a Pop Cruise at your favorite local ice cream shop or anywhere else, here is a list of what you have to do:

STEP 1: Tell us the name and location of your favorite place and when you will be there.

STEP 2: Be there.

You see how easy that was?

We are looking for 4-6 people who have a few hours to spare over the course of the Summer/Fall to host a Pop Cruise.

Please let Tracy Westergard know and we will make it happen for you by sending out a couple of reminders before the date! Show up and have some ice cream and talk about British cars (or anything else!)

Our most recent events included a Luncheon at the Tuckahoe Inn hosted by Rob Walsh and a Tech Session/Open House by Pete Cosmides at MotorCar Garage. Both events were well attended. Thanks to all who organized and those that took part.

We have also learned that proper planning will make more complicated events run much more smoothly. That will be on full display at our upcoming Memorial Gathering at Smithville on May 4th. Charlie Hoffman and Ed Gaubert have invested a lot of time and worked with the owners at Smithville to make the upcoming event a sure success. I am looking forward to it.

Our other upcoming events after Smithville can be found on the Events Calendar on the website or in the newsletters. They include Jack Kontes' River Ranch & Swamp Meet in June, Ice Cream Social in July, Tour of South Jersey in August and our Yearly Show in Greenwich. Stay tuned for details on all of these upcoming events.

Like I wrote earlier, my goal is to increase participation among club members. In order to make that easier, I think that we have to embrace the platforms available on social media. Members have asked me about starting a Facebook group for the purpose of sharing information, club reminders and as a stage for members to post appropriate items regarding our hobby. I am looking into this and hope to have some answers very soon. While social media offers a modern replacement for communication via email, it does not offer the security required for club information. Therefore, any option that we choose to provide this will be secondary to our website and current form of official communication. Current and future members of BMC of SNJ will be able to "join" the page so if you do not

want to be a part of it, no problem! I look forward to hearing pros and cons to the idea, so feel free to share.

The weather is turning nicer and sports cars beg to be driven. Looking forward to seeing you on the road!

Steve Ferrante



A.C. "ACE BRISTOL" 2-Seater Sports

Treasurer/Registrar's Report May 2019

Money Is No Object

By Steve Ferrante

As most of you should know by now, membership dues are collected twice a year, either in January or July. In the months between, there is really not a lot for the Treasurer and Registrar to do. Aside from a new member contacting us now and then, most of the activity dies off. That gives me an opportunity to do some other things that I hope will improve what the club has to offer.

As I have told you in earlier articles, I am trying to update the list of cars that club members have to a current version. A lot of you have responded to my emails but many have not. After you pay your dues, I will send you a thank you email so that you know that I received your payment. In this email I ask that you confirm your current cars. My goal is to one day have the means for club members the share common interests within the structure of the club. If you have a specific model, I think that it would be great to reach out to other owners if you have a question or problem that you are trying to solve.

The more information that I can get into the database, the better we will be able to serve you. Our current paid membership count stands at 159 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

THE WORKSHOP

By Whitworth Goodspanner, MBE

Hammer and Damaged Screws

When a screw or bolt is defaced and a screwdriver won't hold, try this before drilling out the fastener. Lightly tap the face of the screw with the round end of a ball-peen hammer to swell the pattern on the screw face. Try it several times until the screwdriver or Allen wrench fits tightly. In addition to improving the driver fit, the hammer licks often help to loosen the screw. It works great on Phillips, Allen-head, Reed&Prince, and Slotted screws.

Less Dust to Cuss

A car that is charged with static electricity attracts dust like a magnet. Use a chain long enough to touch the ground after it is wrapped around the axle. It will ground the electrical charge that causes the dust to adhere to the body. This should be done when all the sanding and priming is complete, but just before the final rub-down with a tack cloth. You'll find it really improves a paint job, especially if you paint in a garage like many do it yourselves.

Versatile Filter Wrench

Removing a tight nut on a generator pulley can be especially troublesome because the pulley wants to spin in the direction you are trying to turn the nut. To solve the problem, use an ordinary oil filter wrench to hold the pulley in place. Then use your socket wrench to remove the nut with ease.

*First published January/February 1998

SECRETARY'S SATCHEL

May, 2019

Tom Evans



"The rust problem turned out to be more extensive than we expected."

It's a sad day around our house. Well sad for me, I don't know if anyone else is as affected by the incident as me. It was bound to happen, time goes on, things get old, worn out and tired. It had to happen someday but I didn't expect it this soon. It was a mere child, young, cut down in its prime. It still had another 50,000 miles left in it. Didn't it? Our '97 Discovery had to be hauled away to be "recycled," too much rust. The passenger floor pan had already been replaced and the driver's side and load space were due. When the brake lines fractured from rust, well, that was the end. We had a good run, say "hello" to any friends in Land Rover Heaven, via Allied Recycling, and wish them well..... we will have to soldier on in our new Volvo XC60, (sigh) sacrifices need to be made. (thanks to "Close to Home" for the cartoon).

The monthly membership meetings were well attended successes for March and April and will continue throughout the year.

March meeting was an introduction to our new president, Steve Ferrante, a review of the history of the club and announcements about the calendar of events. The April meeting also included a British motor trivia contest with a \$20 Wawa gift card prize won by Jim Tornetta for having the most correct answers. If you missed them, the next is to be held at the Seven Star Diner in Sewell. Motor Car Garage in Maple Shade once again hosted a tech session giving us a tour of the ongoing projects in the shop and an open Q&A of any car related problems the members may be having. Lots of great questions and good to see the helpful contributions and answers that emanated from the experiences of the members.

Smithville on May 4th, Kontes' River Ranch gathering and swap meet in June, Ice Cream Social in July, a tour of South Jersey in August and our annual show to be held in Greenwich again this year are all on the calendar. Plan to attend and enjoy. Look for the email blasts for pop-up cruises during the week too.

Thank you to all who participated, contributed and assisted in organizing events. See photos and more about these events in this issue of Off Side/Near Side and see all of the upcoming events online at our website and in the calendar. See you on the road.

Welcome New Members!

Reb Burwinkle
Harvey Cedars, NJ
1995 Jaguar XJS Conv.

Peter Doane
Medford, NJ
2017 McLaren 570S

Dave Arnal
Cherry Hill, NJ
1972 MGB

Paul Pasternack
Voorhees, NJ
1960 MGA

TECH TIPS

Some suggestions and observations from our members past and present

Seat Covering:

When installing seat covering over new padding, place a plastic dry cleaner's bag over the padding, turn the seat covering inside out, and pull it slowly over the plastic until it is snug and fully "right side out". The plastic cleaner bag eliminates any friction between the cover and the pad, allowing the cover to slide easily into place.

Contributed by Ed Barlow

Free Anti-Theft Device for MGBs:

This simple modification will work on all NON OVERDRIVE MGBs from 1968 through 1975. Locate the wiring harness connector cluster under the bonnet. You will see two white wires joined by a male/female connector.

(This is the hot wire for the fuel pump).

Next find a loose yellow wire in the same cluster. (This is the overdrive wire from the steering column stalk).

Disconnect the white wire and connect its male end to the female end of the yellow wire.

Your overdrive switch now controls the fuel pump ! When the stalk is pulled toward the steering wheel, the pump works normally. By pushing the stalk away from the wheel, the fuel pump is turned off. In the off position, the car will run about a thousand feet and stall for lack of fuel. All but a professional thief will leave the car, and you will find it less than a block from where you left it.

Remove your head:

To loosen a stubborn cylinder trick, try this simple trick. Remove all the cylinder head bolts while leaving the spark plugs in place. Then engage the starter a few times, but just tap it, don't turn it. The compression of the motor easily breaks the gasket seal. It has always worked for me.

Robert J. Smith Antigo, Wisconsin

The Editor Writes

May, 2019

Joe Marchione

Hello all. I'll begin with a reminder that for our next newsletter I'm 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.

(I'm talkin' to "he knows who" !!! - It's ok. He's my best friend but Ya betta' come through pal !! I'm countin' on text, pictures, The whole MGA restoration project enchilada !)



In this issue I'm including a brief history of a not so well known British Marque, The Gilburn. Never heard of them ? I'm not surprised. Me neither being just a poor uninformed so-called British car enthusiast. Not many of these little glass fiber machines made it across the pond. But, cruising the internet looking for British fiberglass car information for a possible future article, there was this small production car that caught my attention. Must have been that shooting brake version they offered. I love shooting brakes (or Estate Wagons - station wagons for us Yanks). I found it very interesting and educational. I hope you do too.

Joe Marchione

Sandman Sez

Do You Think a Lightning Bug Might Work?

So you're jouncing along on that high crowned country road in your British Jewel. The sun ball has dropped below the horizon about an hour ago and you decide to switch on your lights. You offer up the usual small prayer to the Lesser Gods (as you should know by now, the Lesser Gods are the ones that control British autos' electrical systems –this is good information that you won't find in the Work Shop Manual). Ah yes, there they are, those two bright penetrating shafts of light piercing the twilight gloom. But where is the fascia illumination? You stop by the side of the road and make your inspection. Depending on the British marque, that has clouded your brain, you might find the horn works and maybe the turn signals, but the rear running lights are out. Or whatever! Hmm, must be a fuse you tell yourself, take care of it when I get home.

Being the master mechanic you are, you know where the fuse box is located and though you most probably know by heart what each fuse controls, you, nevertheless, check the WSM schematic with the help of a large magnifying glass.

The fuses that control the fascia lights, etc. check out okay on your trusty amp meter. You try twisting the ends and gently tapping the fuse to dislodge the filament that you are praying is the fault. No good! The brighter is as solid as Gibraltar itself! So now you study the schematic some more. Well, depending on the particular cross you bear, it could be all manner of things electrical. But being right with the Lesser Gods, as you are, a wee small voice in your head is saying, "Don't give up on the fuses yet, you nit!"

So out come the fuses again. This time you *really* look at them. How long have they been in the car? Would you believe from the day she rolled out of the works? It does happen, more often than you might believe. Look at that! The filament on this one seems to have little tiny bubbles on it. It still rings continuity but that filament is *ancient*. Now observe the end contacts. Notice how they are discolored from oxidation. Next step, contort your body in the shape needed to peer into the fuse box and get a good look at the fuse holders. They may also be oxidized and this is probably the real culprit.

Put all fuses, including any in line ones you can find, and clean them up with something like very fine emery cloth. Don't forget the fuse holders, even though they are harder to clean. (A technical aside: I believe the fuses have a silver electro-plating, because silver oxidizes to Silver Oxide, which is quite conductive. If you have polished off the silver coating, the steel, when it oxidizes, will not be a good conductor. So think about changing all the fuses the next time they are on sale). Blow some compressed air at everything you cleaned and shove them back in place.

Forget about Lightning Bugs! You now have light (hopefully).

By Barry Sandman (From Sept. / Oct. 1998 Vol.7 Issue 5)

When examining the typical British car wiring diagram, one might be overwhelmed by the complexity. The trick is not to view things as a whole, but concentrate on the individual circuit. Learning the basic color code will make things easier:

Black wires are earth (aka ground) and connect one side of the battery and all electrical components to the car chassis.

Brown wires are direct from the other battery post and always hot.

Purple wires are the same as brown, only with a fuse.

White wires are hot only when the ignition switch is on.

Green wires are the same as white, only with a fuse. Note that on very early cars, there are just the two fuses!

There is more:

Blue wires feed the dimmer switch and are hot (typically not fused!) when the headlight switch is on.

Blue with white stripe, and blue with red stripe are the high and low beams from the dimmer switch to the headlights.

Red wires feed the running lights and are hot (typically not fused!) when the switch is on.

Red with white stripe wires are the same as red, only with a fuse and feed the dash lights.

Green with white stripe and green with red stripe are the turn signal wires.



Detailing Tech Session

By Charlie Hoffman

On Saturday morning, March 2, twenty members and friends of BMCSNJ met at Mike Sabatino's auto detailing shop, AutoBella, in Medford, NJ. Mike provided a scrumptious spread of muffins, bagels and coffee as he warmly welcomed us to his 1 year old facility. Mike has been detailing cars for decades, but recently opened his shop on Route 541 to serve a growing clientele. Mike provides a full range of car detailing services, and demonstrated many of his products and techniques for the club. From cleaning products to the latest polishes, sealants and waxes, he showed us DIYers how to make our cars look their best for the upcoming 2019 show season.

Mike first demonstrated products appropriate for a car with a two stage paint job – base coat and clear coat. He also showed us how to safely use power buffing equipment to make working on a clear coat easier.



Next, Mike showed how Ed Gaubert's MGB could perfectly reflect Ed's striking reflection after being treated (the car!) to several of Mike's magic potions.

Lots of our questions were answered so we have no excuses for a dirty, dull appearance out on the road or showing off this year in our LBC's!



Tuckahoe Inn Luncheon Review

by Rob Walsh

We had 20 BMC members attend this casual luncheon on a more than typical windy March day. Four British cars made the journey. Restaurant seating was very linear so conversations flowed amongst the people you sat close too.

Jack Kontes birthday was the next day, so Vivian Kontes coordinated a surprise birthday cake for him. The entire restaurant sang Happy Birthday to Jack and we had birthday cake for desert. The food and service was great.

Club members became better acquainted with each other meeting old friends and making new ones.



Early event development help came from Bruce Aydelotte, Fred Schuchard and Gary Warren. One of the goals of the luncheon was to help jump start more Club activity in the Jersey Shore area.

Hopefully, future area events can be developed by Jersey Shore Membership.

A Brief History of Gilbern Cars Ltd



Founded during the late 1950s by the unlikely combination of a master butcher and a German engineer: Giles Smith and Bernard Friese, and its factory in Llantwit Fardre, the Rhondda valley South Wales, Gilbern was a truly Welsh car company.



Giles and Bernard with the uncompleted prototype in 1959 behind the Smith family butchers shop

The first Gilbern GT

Giles Smith a local butcher living in Church Village near Pontypridd South Wales had decided that he wanted a glass fiber special as were common in the 1950s. Through a chance meeting with Bernard Friese, he discussed the possibility of building a one off car. Bernard was a German ex POW who had stayed on in Kent and married after the war. For a time Bernard had been working for a coachbuilder who had also produced a glass fiber special called the Martin. Excited by the idea of

building a glass fiber special, Bernard and Giles decided to build a car from scratch. (editor: after all wasn't every Brit already building a glass fiber car in their garage in the '50s – ha !) As the car was nearing completion, the well-known local amateur racing driver, Peter Cottrell was asked to come to view and inspect the car. Cottrell convinced them that their car was too good to be simply a one off. Together they decided that there was a potential market for the new Gilbern GT, and, as they say, the rest is history.

The initial work began in a large out building behind Smith's butcher shop. (Ed: Colin Chapman began what was to be Lotus in his girlfriend's garage behind her Dad's roadhouse. Again, wasn't everyone ?!) They were so absorbed with designing and building the first prototype that they forgot that they would have to actually remove the finished car from the workshop. This lack of foresight necessitated the removal of a pear tree.

In May 1960 the prototype was road tested by Autosport. The reaction was so favorable that an additional 3 or 4 cars were constructed behind Smith's butcher shop. The second car produced was built specifically for Peter Cottrell. At first the idea was to offer the car body and chassis as a basic kit. The owner would then source the necessary mechanical parts. This never really worked as planned so it was decided that the car would only be supplied as a complete component car, similar to the current Caterham Seven.



The first models were sold in 1960 and were powered by the BMC 'A' series engines (chassis prefix A) and corresponding gearbox. Some of these engines were supercharged, and the Coventry Climax FWA engine was an option.

The square section space-frame chassis originally used Austin A35 front suspension and steering, and a modified Morris Minor rear axle. The rear suspension was redesigned with twin trailing arms, coil spring damper units and a transverse Panhard rod. To the chassis was riveted a high-quality one-piece fiberglass body shell with seats for four people.

The front and rear wings were molded from the Austin A40 'Farina', the windscreen was sourced from the Riley 1.5, and the doors and bonnet were hinged directly from the chassis.

Things got a lot more serious in 1961 when a site, formerly the site of the Red Ash Colliery, was purchased with a loan of £700 from Giles' father. This was conveniently located just a mile from Church Village next to the Llantwit Fardre railway station. Gilbern used only part of the site and the remainder was rented out, most notably to Pat's Pickles. (Ed: Pat's Pickles !???)

During 1961-62 cars were built at the rate of about 1 a month with about 5 employees and both Giles and Bernard heavily involved in the actual building of the cars. During this time, changes to the GT were gradually made, introducing wire wheels and trailing arm suspension at the rear.

The car was exhibited at the Racing Car Show for the first time in January 1961 and would continue to do so until they were accepted by the SMMT in 1965 when they were able to have a stand at the London Motor Show. Staff and numbers of cars built gradually increased until they were building one a week with a staff of 20. Attempts were made to export cars during this period and a batch of 3 left-hand drive GT's were exported to the USA, but mostly the business was concentrated on the home market.

In 1962, an MGA engine and gearbox replaced the 'A-Series', followed by the 1800GT in 1963 (chassis prefix B), using the MGB 'three-bearing' engine, gearbox and overdrive, front suspension and rear axle. A much higher percentage of this version was manufactured with some 175 cars out of a total production run of 202. Cars with the chassis prefix C were originally designed for the Ford 2-litre V4 (Corsair) engine, but these were modified to fit the more reliable MGB unit.

Due to problems with the supply of parts from BMC, GT production ceased in 1966.

The chassis number can be found under the bonnet on the nearside on the chassis tube coming down from the bulkhead. The GT Chassis Numbers: A10010 to A10019; B01020 to B100240; C100241 to C100277 Total Production: about 202



1966 The Genie

Compared to the GT this was a radical departure: a much larger 2+2 Grand Tourer with considerably more power from the new Ford V6 Essex and a highly distinctive body style. Ford had offered Gilbern in advance of their launch the new V4 and V6 engines. Gilbern tried the V4 in the last of the GTs but it was seriously down on power and of poor design compared with the V6 engine. The V4

GTs were converted back to the MGB unit and further plans to use the V4 were not continued. The Genie came on line in 1967 with the new V6, although the GT1800 continued to be built for a short period. The original Genie was based around MGB mechanicals, although Austin Healey 3000 rear axles were also used, the first 30-40 cars were all on wire wheels. During this period up to 1968 Giles and Bernard had managed to keep the company going well enough but they were constantly short of money and there was little available to further expand to increase production. There was also concern that they did not wish to increase production too quickly and become involved in large financial loans. Cars had largely been built to order via a small group of dealers.



Genie kit of parts

Announced at the 1966 London Motor Show, the Genie introduced a new body shape with a more powerful engine. Production started in 1967 and continued until 1970, the cars being sold in either component form or fully factory-built. Power came from a MkIV Zodiac 3-litre V6 engine with a twin-choke Weber carburetor or a Zephyr 2.5-litre unit with a single-choke downdraft Zenith carburetor, both with either a 4-speed or 4-speed with overdrive gearbox, also from the Zephyr/ Zodiac range.

A small number of cars were badged as Pi130 models and were originally fitted with Tecalmit Jackson fuel injection, although probably most have been converted to a standard Weber carburetor. Suspension on the first 30 to 40 cars was still MGB with wire wheels, although a number were fitted with the Austin Healey 3000 rear axle. Later cars had the MGC rear axle and front suspension uprights with Gilbern-designed alloy wheels that remained a feature until the appearance of the MkIII. Lateral location of the rear axle was provided by a Watts linkage. The body shape of the Genie is also common to the MkI and MkII Invaders, but the various models can usually be identified from their detail fitments and fittings.

The Gilbern was supplied almost finished, it was painted, wired and trimmed. The requirement by the owner was to fit the engine and gearbox, back axle, wheels, exhaust system and various minor trim components. All the components were new and under warranty by whichever manufacturer they came from. The idea was that this task could be completed in a weekend, although in reality it took some six weeks ! The reason for purchasing the car in component form was that it avoided purchase tax, which at this period varied between 45% and 19%.

Genies may be distinguished by their large Lucas rear lights from the Ford Thames van. Similarly, all Genies have a vinyl-covered dashboard and center console and Rover external door handles, and the bonnet has two forward-facing vents. Other features are opening front and rear quarter lights; electric windows were an optional extra.

In April 1968 the company was taken over by the ACE group, not to be confused with London dealers of the same name who sold Gilbern cars or the ACE motor car group.



*Inside the ACE Motors servicing department
with Emil Rosner*

ACE was run by the Collings family and consisted of a number of different divisions, the most well-known being one-arm bandit slot machines. One of the sons, Roger Collings, was a great car enthusiast and had a considerable collection of vintage cars. He was aware of Gilbern as the family and the ACE Company were based close to the factory. Giles and Bernard stayed on as directors but Giles left soon after. Bernard was to continue for another year with the company, assisting with the continued development of the Genie and its replacement the Mk I Invader. Roger Collings put in a new managing director by the name of Michael Leather to run the factory. The Collings family were also involved in the day to day running, particularly Roger's father, Maurice. The Collings family had the necessary financial backing to be able to expand the Gilbern works and to take on new staff. They

took various other units on the site that had previously been rented out and increased the work force from 20 to nearly 60. Although the considerable expansion did not result in an increase in production, 1969 saw a slight increase to about 100 cars. This dropped in 1970 to 60 cars. Only during 1971-72 would production increase to around 4 cars per week.

The Invader Mk I replaced the Genie in July 1969.

The Mk I was basically similar to the Genie but had a redesigned chassis and detail changes to the bodywork and interior.



Production of the Mk I started in 1969 and continued until 1972. Of the total production run of 394 cars, 78 were Mk I, 212 Mk II and 104 were the Estate version. Cars were still available either in component or fully-built form, with electric windows as standard and a walnut veneer dashboard, although some cars were fitted with a Genie-style vinyl dash but a different lower center console. Like the later Genie, all models had MGC suspension but the front lever dampers were replaced by true double wishbones, with coaxial coil springs and dampers. Power was provided by the

Ford Mk IV Zodiac 3-litre 'Essex' V6 engine with an overdrive gearbox as standard and an automatic gearbox as an option.

The Mk I chassis was modified from the Genie and later modified again for the Mk II, with different suspension points and a Panhard rod in place of the Watts linkage.

The chassis changes appear to have caused some problems and criticisms among the press in regards to the general handling. The front of the chassis was not stiff enough and stress cracks in the glass fiber body started to appear quite early on. This would also occur on the Genie but was not evident until sometime later. (Editor: Ah. Fiberglass and stress cracks. As an owner of a fiber glass Lotus Elite I know it all too well. But to make matters worse, the Elite was designed as a monocoque body and chassis as one. Talk about stress ! To give you the idea of the problem, the original Club Elite newsletter was called "Stress Cracks". HA !)

For the 1970 Motor Show Ace / Gilbern announced a new Invader, the Mk II with an improved front chassis design. They also launched the Mk II Invader Estate, although deliveries of the Estate would not take place until March of the following year.



The first Estate also had redesigned rear damper mountings. The Invader saloon body shell is distinguished from the Genie by different (smaller) rear lights and side vents were added to the rear roof pillars. The bonnet vents were also changed from front to rear-facing, albeit that some were fitted with the Genie type.



All exterior door handles were flush. Mk Is and most Mk IIs have Gilbern-unique flush rectangular chrome door handles with hidden latch releases, but some later Mk IIs were fitted with the Triumph Stag type, as are nearly all Mk IIIs. Other features, such as opening front quarter lights and rear side windows, may be present on some Mk Is but these were all fixed on Mk IIs.

To distinguish models of chassis, in an Mk I all the tubing in the engine bay is 1¼" or 1"sq, whereas on a Mk II it is 2½" by 1½"sq.



A bare Invader Mk II chassis



The T11 finished car built from the original prototype shell

1970 The Gilbern T11

There were also plans to market a completely new car, the T11. A prototype chassis was built with a mock up body shell. This was followed by three further chassis that were fundamentally different from the prototype.

The T11 was intended to appear at the Geneva Motor Show in 1971. The bodywork was styled by Trevor Fiore. Although the chassis

was still a box section space frame it was quite unlike anything Gilbern had built before. Rumors were heard about this car in early 1970 and development work started that year.

The car is a mid-engine design using an Austin Maxi engine and gearbox. Not such a strange choice. The Diablo prototype that eventually became the AC 3000ME originally used this unit as at the time I believe it was regarded as being a very compact package for its capacity. Rumor has it that BL were having difficulties with the early cable change on the Maxi and sent their engineers down to inspect the T11 as this was using a Gilbern designed solid change. Interestingly, the current owner Gordon Johnson found that the gearbox selector pattern was a very strange arrangement, with 1st and 2nd in the middle, 3rd and 4th to the left and reverse and 5th to the right, and with 1st and 3rd back, not forward. This was as Gilbern had built it, and would obviously have been one of the minor redesign issues that would have been needed had it gone into production.

Only one semi-complete body shell seems to have been completed. Another body shell apparently resided at the factory in a corner and gradually disappeared as various bits of glass fiber were cut out to use for repairs on other cars or when a scrap piece of glass fiber paneling was needed! The semi-complete car was tested at Castle Coombe on a number of occasions up to speeds of 120mph. No car was ever fully built. Minor details (!) like doors, interior and internal paneling were never finished. Supposedly the car cost over £50,000, although the costs do not appear in the company accounts ! The chassis was also supposed to have run with a much modified Genie body fitted.

The project was cancelled in June 1971. At this period Marcos had closed down and there was considerable uncertainty about this type of small sports car, and there were also forthcoming problems with marketing such cars in the USA with new safety legislation. Other commitments by Gilbern, including a 14,000 sq ft expansion of the factory also contributed to the cancellation.

It is probably fair to say that this was one project too many for Gilbern. The car was offered to the Gilbern Owners Club in February 1972 together with the remaining spares and other chassis. The body that came with the car was immensely thick and was used as the buck to produce a suitable mold. The dark blue body shell that is seen in later photographs of the car was from this mold, although of course still with no opening doors etc.

This body was unfortunately condemned as being unsafe and Gordon Johnston, the current owner, managed to trace the mold and have a new shell produced. While in the club's hands during the 70s the intention had been to build up one car as a road car and another as a sprint / hill-climb car. Although much work was done by a number of club members, like many complicated projects, interest waned and no doubt the rather daunting complexities and potential high expenditure required caused its completion to stall.

The car passed into the hands of Gordon Johnston during 2000 and from this point some real progress was made with putting this car into a road worthy condition. One has to bear in mind that the car had never progressed beyond the stage of a rolling chassis. Details such as doors, rear tail gate, lights, wiring, windows, windscreen wipers – an almost endless list of items have had to be designed and resolved. In 2007 the car went to RAW in Herefordshire. This company built a Lotus Seven type road race car. It was their task to fit a new body and design and build opening doors as well as designing head lamp pods and a wiring loom. The car was finally completed the day before Gilbern National Day in 2009. Since then, following an unfortunate accident which destroyed the engine and transmission, a Toyota MR2 engine and gearbox has been fitted. This was the only suitable configuration of engine that was available.



*The car during restoration
with Gordon Johnston at its side*

The car is very much a prototype and it is evident that Gilbern would have had some major redesign work to have put it into proper production. Its incredibly low height of 38" makes it very difficult to get in and out of. The driving position is also limited and very restricted. It is also very quick! Would it have helped Gilbern's fortunes? It may have helped, as it was intended to be built alongside the saloon models.



In December 1971 the design work for the Mk III began

The Mk III was to be released in June the following year but following some technical problems it was delayed and eventually released in September 1972 just in time for that year's Motor Show. To simplify construction the majority of mechanical components came from Ford. The suspension was based on the Mk III Cortina with a modified rear axle with trailing arms and Panhard rod as on previous Invader models. The car was to be sold only in fully built form. The advent of VAT and the savings available from buying the car in component form would now disappear. This was to potentially have quite an effect on

sales as a constant 90% of cars in the past had been sold in component form. They would be selling to a rather more demanding customer. The cars had never been cheap but by now they were at a similar price to a Jaguar XJ6 or BMW 2002. A serious attempt was also now made to export the car in a fully built LHD form. A dealer was appointed for Holland and there were plans for other European dealers. Nine Mk IIIs were built in LHD form and exported.

In July of 1972 the Collings family decided to pull out of Gilbern. They sold the company to Michael Leather for £1 !



It seems likely that the Collings family's other business interests had been financing Gilbern over the previous few years when it was running at a loss. They felt they were no longer in a position to continue this. Company debts at this point were around £90,000 but most of this was paid off by the Collings family. Under Michael Leather's control outside consultants to improve quality control, time management etc. were brought in to generally try to improve the productivity of the company and make it profitable. A new potential partner, Roger Salway was also brought in.

Gilbern did not make an appearance at the 1973 Motor Show. Originally it had been the intention to launch a long wheelbase version of the Mk III as there had been criticisms of poor rear leg room. This lengthened chassis was also to have been an estate version. A LWB saloon was built but not finished, although it was finally completed in 2012 !

The company needed to build at least 4 cars a week. This required minimum production was rarely reached and would often require working on weekends with much overtime.

In July of 1973 the company's debts had once again reached £90,000 and a receiver was called in. Roger Salway had also decided to leave. By September 1973 a new investor, Anthony M. Peters joined the company with Michael Leather and a proposed investment of £750,000 over the next five years. Production resumed, but by March of 1974 Gilbern once again ceased trading. It has been said in the past that the oil crisis of the time was the cause of Gilbern's problems but this seems unlikely.



There were never any real problems with orders or selling the cars, although the market was always comparatively small. It is more probable that the economic effects of the crisis on the stock market and the country in general with the 3-day week may have had more to do with problems finding potential investors and keeping them involved with Gilbern.



During the period when Giles and Bernard had run the company they had built cars mostly to order and expansion had been cautious. The factory site was capable of producing 20 cars per week but the site itself was a rather haphazard collection of buildings. It is doubtful if the market would have coped with as many as this but, it is likely that had production been in the region of 6-10 a week that this would have made the company profitable and it might have ensured its survival.

Right up until 1979 there were plans by various other people to resume production at Gilbern. The factory remained with all infrastructures in place. There were 5 separate groups who owned the company during this period. Although new cars were built, it is unlikely that any new cars were built from scratch. At the time of the closure in March 1974 there would have been as many as 20 cars in various states of completion. It is these that were completed in odd ones and twos and were then sold. Even today some unassembled body/chassis units survive.

The Gilbern Racing Scene

This may come as a surprise to many people but Gilberts have had an almost continuous history in competition from their inception to the present day. The second GT built was for Peter Cottrell, co-founder with Giles and Bernard. Peter "Taffy" Cottrell was well-known in the area as an amateur racing driver. He had taken up the sport in the mid-fifties driving a variety of machinery in both sprints/hill-climbs and circuit racing. He had previously driven Coopers, Lotus Bristol and a Lotus 15 to name a few. Within weeks of the prototype being finished and road tested by Autosport magazine in May 1960 it was the intention to race a GT at an MG meeting at Llandow airfield. Peter was to continue racing a variety of GT's in various forms throughout the 1960's. Quite a few of the cars were sold through Peter's various racing acquaintances, notably to Lyndon Sims who had won the 1956 RAC rally in a Aston Martin DB2. Sims had also taken a 1st in class on the Tulip Rally in the same year.



Peter Cottrell at the wheel of 548 PNY, the second GT built; Prescott, very early sixties

In 1963 it was Gilbern's intension to run a team of 3 Gilberts, those of Peter Cottrell, Lyndon Simms and Jack Lewis. There were also discussions about a possible Le Mans entry. Lyndon Sims certainly took his GT to the 1963 event and appears to have taken part in a demonstration run. Peter was the most consistent entrant, gradually up-rating his GT with a variety of engines, the original A35, A35 Supercharged, Coventry Climax, 1600 MGA and 1800 MGB. He raced 2 different Gilbern GT's of his own and then became involved with a very special GT built by the factory in 1965.



Editors Note:

The Gilbern was (is) one of the cars that really embodied the spirit of the British car enthusiasts of the 50s and 60s. Car loving dreamers who maybe didn't know what they couldn't do, so they did it !!

Enthusiasts turned entrepreneurs like Colin Chapman who created Lotus, really just to go racing, but then manufactured a road car to pay for it.

Others like Jem Marsh and aerodynamicist Frank Costin collaborated to build the Marcos. During the war Costin worked on the De Havilland Mosquito fighter-bombers. From this experience he got the idea to use plywood for the Marcos chassis. Costin also worked with Lotus Elite designer, Peter Kirwan-Taylor and was responsible for the Elite's ultra low drag aerodynamics.

Frank Nichols, another racing enthusiast, created the Elva marque. After building many successful racing machines, Nichols designed and built his "race car for the road", the Elva Courier. Ask our club member Gary Cossaboon who, as a serious Elva owner and historian can tell you all about it.

From this post war era were born an amazing number of British Marques. Even though no one today could repeat the wild freelance creations of that era, (ok, excluding Elon Musk - and he's not British so he doesn't count) their spirit and vision live on in these fun and innovative machines. Thank you. Brilliant !

There is a Winston Churchill quote that, for me, speaks of the spirit of those crazy British car guys of that era.

"Success is not final, failure is not fatal: it is the courage to continue that counts. Never give in. Never give in. Never, never, never, never--in nothing, great or small, large or petty--never give in ..."

Or maybe it was more like:

"Would it save you a lot of time if I just gave up and went mad now?"
– Douglas Adams, *The Hitchhiker's Guide to the Galaxy*

I think both apply but every time I drive my British car around a curvy back road or just stand and admire the look and feel of one of these British classics I must agree with T.S. Eliot's line,

"My mind may be American but my heart is British."

Oh, and one more thing,



While working on this piece I kept thinking that I had seen something like this car somewhere before. It turns out that it was on one of my visits to the Pollock Restoration shop where they were working on the Lotus. We got talking about British fiberglass cars in general and Ross, Pollock's manager said that I should look at a rare car they had in for restoration. The shell had just been painted and there it was. A real live Gilbern! I'll have to ask where that baby wound up.

Joe Marchione



Open House/Tech Session at Motorcar Garage



By Ed Gaubert

We held one half of our scheduled Open House/Tech Session at Motorcar Garage on April 6th. Now that I have your attention, let me explain.

Each year, Pete Cosmides and his wife Anne are kind enough to open Motorcar Garage in Maple Shade for us to come kick tires, hear interesting stories about the cars in the shop, and hear a tech talk from Pete. Anyone who does not come away from one of these events knowing more than they did when they arrived was not listening. They are always excellent events.

Everything was planned for April 6 this year and as always, Pete and Anne took care of all of the details themselves. All we had to do is show up. I looked at my phone before I left home that morning and here was an email from Pete. He was ill, was unable to be at the shop that morning, but Anne would be there, had seating for everyone, and would have coffee and donuts. Well, this is certainly a setback, but perhaps if I drive slowly enough on the way to Maple Shade, an idea will come to me.



The turnout was excellent. By my count there were at least 25 members there, and a good number of them drove their cars. Anne was welcoming to everyone but the pressure was mounting inside me—25 guys here thinking that they are going to learn something from Pete. Riots have started over less!

Fortunately Keith Tornetta who is an employee at Motorcar Garage was there and he did an outstanding job covering the Open House talk about each of the cars in the shop at that time. Thus, half of the event was covered and went well. No sign of discontent from the attendees yet. Now, what to do about a tech session? Think fast, talk fast, and keep an eye on the nearest exit in case things go wrong!



As an extremely poor substitute for Pete, we opened the floor for questions and problems the guys attending might have. A number of great questions were asked, and Keith did an excellent job of fielding and responding to each question.

A few members also offered inputs. After everyone's questions were addressed, the members attending helped to break down the chairs and we hopefully left the shop the way that we found it. We missed Pete for sure, and we are glad that his illness was minor and passed.



We are especially thankful to Anne and Keith for making sure that the show went on.

Ed Gaubert



Peter E. Doane

VA R000000MMMMMM A MEMBER PROFILE

Currently I own 9 vehicles, but only 5 of them are registered for the street. The unregistered cars are all 1990 era Toyotas. One of them is a parts car and another one is my racecar. My daily driver is a 2015 Toyota Camry, my 2011 Chevy dually is for hauling the 40' racecar trailer, but my recent British car purchase (that prompted me to join BMCSNJ which I've heard about from Steve Ferrante for many years) is a 2017 McLaren 570S. It doesn't really fit BMCSNJ's guidelines, but I worked on a few older British cars in my youth so bear with me.

I also have a 2014 Nissan GT-R Track Edition that I'm trying to sell because I bought the McLaren. The GT-R was an impulse purchase in the fall of 2016 after driving one at NJMP in Millville as part of an Extreme Exotic Car Experience. It was amazing on the track, but very heavy (3900 lbs) and went through brakes and tires at a rapid rate.



The McLaren was even more of an impulse purchase in the fall of 2018, but primarily because the previous owner had already modified it for track day use. Neither the GT-R or the McLaren can truly be appreciated on the street w/o risking jail time, so the race track is where I really explore & enjoy their performance capabilities. Just non-competitive track days with limited/controlled passing and only in dry weather with a variety of organizations.



The reason I'm comfortable driving a \$200K British car on the race track is because I started road racing (wheel-to-wheel) back in 1980 with the Jim Russell Racing School in Quebec (later in NY-Long Island, and northern & southern CA too). British made 1978 Van Diemen Formula Fords with 1600 Kent engines from the Cortina and British Hewland gearboxes were what the school (and all Formula Fords) used. After an abbreviated first season as a customer in 1980, I wound up working for the school as a mechanic in the summer of 1981 (Quebec and Long Island) and for the first 3 months of 1982 (Monterey, CA). I wasn't paid anything, but got to race for free and they taught me how to repair and maintain the cars. Rebuilding the Lucas starters was

one of the tasks we were taught. Bleeding the Girling brakes was another task before every race weekend. There was one master cylinder for the front brakes and another for the rear brakes. Adjusting the pivot point for the brake pedal actuating these two master cylinders altered the front-to-rear brake ratio. The hydraulic clutch units were also Girling.

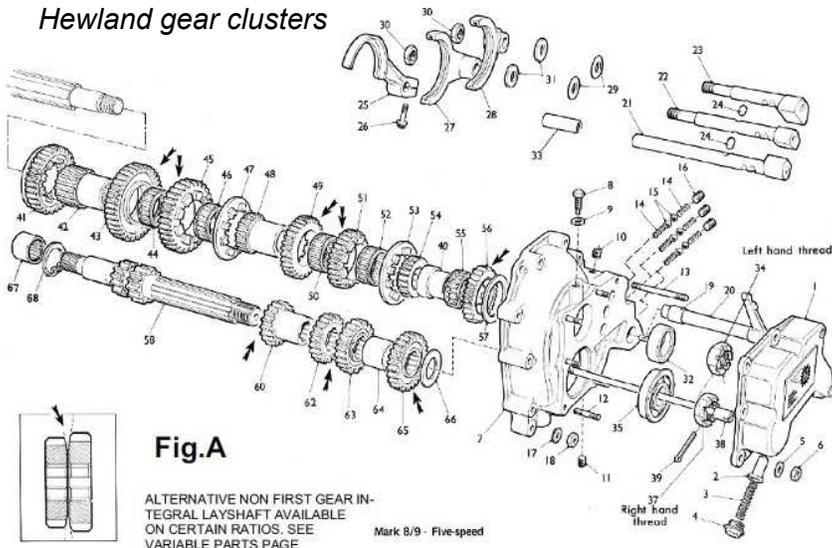


The bulk of the 1982 season was spent racing with the school in Quebec as a customer. Afterward I owned/ raced/wrenched on my own 1981 Van Diemen with the Sports Car Club of America (SCCA) in the Northeast US for the 1983 season.

This was my first experience changing gear ratios on the Hewland gearbox which only took about 30 minutes. The 1st gear ratio was set for the slowest corner of the track and the 4th gear ratio was set for hitting redline at the end of the longest straight. 2nd and 3rd gear ratios fell in-between those two and might be chosen to keep from being "between gears" at key



Hewland gear clusters



corners that weren't the slowest. A 1983 Reynard (also British made) was my next Formula Ford for the 1984 SCCA season.

Then I tried to raise the money to race professionally in 1985, but failed and didn't race again until 1998 when I bought a 1985 Toyota MR2 racecar which I raced with the SCCA in the Northeast for 7 years.

I dabbled a bit with professional racing starting in 2002. First with a rented-ride in an Integra for a Grand American series endurance race. Then I crewed for a professional SCCA Lexus

race team for the entire 2003 season and crewed again just for the Sebring 12 hour race in 2004 working on British made Lolas with Nissan V6 motors that also used Hewland gearboxes.



Another SCCA racer and I built a BMW racecar for the Grand Am series in late 2006 and early 2007. When a customer crashed the BMW badly at Daytona in Jan 2007, we switched to a tube-frame Pontiac GTO for the Grand Am Rolex series, but that only lasted a couple of races in 2007 before the money ran out.



From 2008-2010, I slowly built my own 1991 Toyota MR2 racecar for amateur racing with the SCCA again in 2011-2014. When that was derailed by a garage roof collapsing on it in Jan of 2016, I rented a 1999 Miata from a race shop in MA for the 2016 SCCA season. Delays in rebuilding the collapsed garage led me to the GT-R and track days with it. Finally the MR2 racecar will be race ready again this season, so that will mean fewer McLaren track days than my once-a-month habit with the GT-R.

Here are a few of the more interesting in-car videos with the MR2. Use the time tags in the text box below the video panel to skip to the more entertaining parts (just click on the time in the text and the video will go there) <https://vimeo.com/70361738>

Just to prove that that I only avoid rain at the track when driving \$200K British cars and \$115K Japanese cars <https://vimeo.com/72697775>

and a video I call "the engine bay weenie roast" <https://vimeo.com/28247922>

In-car video from the 1999 Mazda Miata I rented/raced in the summer of 2016 is interesting because of the four different cameras and digital dash display. The green bar grows longer the harder I press the gas pedal. The red bar grows longer the harder I press the brake pedal. <https://vimeo.com/172653308>



SIMEONE FOUNDATION MUSEUM-BRITAIN LAND OF SPORTS CARS DEMO DAYS EXHIBIT FEB. 23RD 2019

February 23rd, 2019, Ray and I decided to take a drive over to the Simeone Foundation Museum in Philadelphia for the 2019 Demo Days Exhibit for Britain-Land of Sports Cars. Also, on the same day, the museum was celebrating 100 years of Bentley and featured several notable Bentley vehicles. We were not disappointed. We were greeted by several club members during the course of the day who also came out to view the exhibit.

Although it was a little chilly outside, the weather did not deter the overall fun spirit of the event. The driving demos were quite amusing featuring Kevin Kelly donning a gas mask while driving an awesome MG KR Magnette. Also featured in the driving demo were a couple of Bentley racers, and Aston Martin, and an extremely rare blue Squire.



MG KR Magnette



1964 Shelby Cobra Daytona
The Actual Car !!!!

The cars on display were as interesting as they were gorgeous. We were treated to an excellent video display explaining some of the mechanics that went into the design of these wonderful vehicles. All in all, if you have never been there, you should make it a mission to go. Especially on a Demo Day.

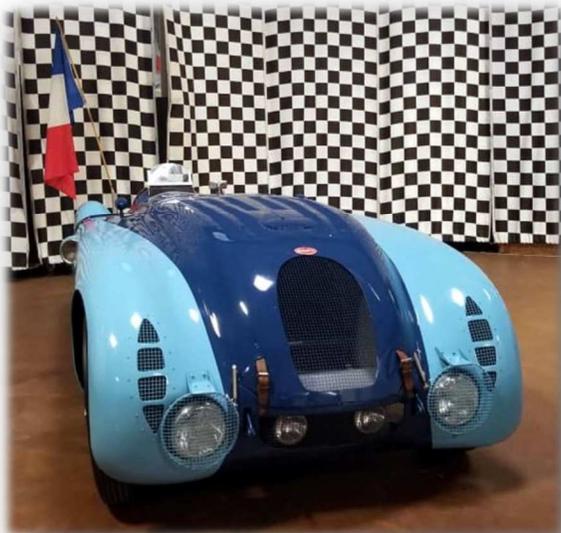


Also, while touring the museum, we had the pleasure of viewing a couple of extremely significant non-British race cars that were recently featured in an episode of Motor Trends' Autobiography. If you love cars, and you haven't seen this show, you should look it up on demand. It is an excellent show.



1954 Austin Healey 100-4 Salt Flats speed record car

The cars featured in this particular episode were the 1936 Bugatti Type 57 "Tank," and the 1964 Shelby Cobra Daytona Coupe. Both cars have a rather interesting history as they were once world record holders who were lost to the public for decades. The show documents their disappearance and return to prominence. The episode also features an interview with Dr. Fred Simeone, who now owns both of these significant cars. I was very surprised to see this show on tv only a couple of weeks after visiting the museum.



1936 Bugatti Type 57G Tank

The Simeone Foundation Museum is a great place to visit any time of the year. All of the cars on display are in original, or near original condition, and all of them are fully operational drivers. Dr. Simeone has truly undergone a labor of love to create this museum and to share it with the public. Visiting on this day was an unforgettable experience.

~Tracy Westergard



The Saga Continues. Four Roses and one Sweet Project

By Anthony Delia

Editor note:

If you read our March newsletter you might recall Anthony's profile piece featuring his restoration of his very cool GT-6 and his promise

"I plan on submitting future articles in phases on the rest of the restoration which is still in progress." And he wasn't just whistling Dixie (or whatever one whistles after a shot or two of Four Roses). Below is Anthony's continuing account of his GT-6 restoration.

Dear club members,

Well, it's 5:50 pm Tuesday 3/26/2019 and I just put myself under the influence of Four Roses, water and ice. For the young members in the club who never heard of Four Roses, ask a senior person. (Ed: HEY !)

Anyhow, this article will be about the removal of the bonnet, body and engine from the chassis.

Don't remember who I had help me remove the bonnet, but it is definitely a two or three person job. Not very heavy but big. Other than the help to remove the bonnet I was able to remove the body and engine by myself with the use of a chain hoist attached to a trolley which is attached to the main I-beam in my garage. After the bonnet was removed I gathered up some manila rope and a section of 1.250 in. steel pipe for the lifting of the body



Keep in mind, that before removing the bonnet, body, engine and drive train I had to unplug and label all electrical wires, disconnect and drain hydraulics lines, and detach all cables and linkages.



One thing I forgot to do was to completely drain the brake master cylinder. Even though only a minute amount of brake fluid remained in the cylinder it was enough to damage it beyond repair. The clutch master cylinder and slave cylinder seem okay.



Many many (mid 1970's) years ago when the slave cylinder started to leak I decided to use silicon brake fluid after the rebuild of the cylinder. Never had a problem after that. I have decided that when I start putting the car back together I will use silicon fluid for both the brake and clutch system.

Once everything was dismantled I moved the chassis out to the driveway and commenced the cleaning process using a pressure washer. This got rid of most of the loose dirt. To remove the oil residue I needed to use Purple Power (good stuff) and a brush. Once this step was completed I removed the rest of the suspension system and brake lines, put the chassis back in the garage to get ready for the stripping of the paint and undercoat. After the stripping process I took a close look at the bare chassis and found that it did need some repair work.

There's not much more to say about this phase of the restoration. Hope everyone enjoys the article and photos. I also hope to have another article ready for the July issue about the next phase of the restoration.

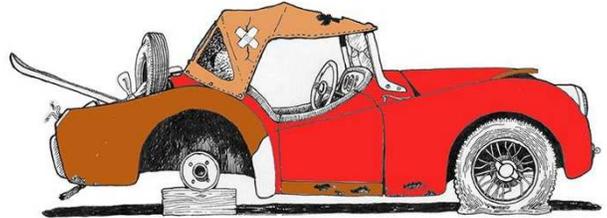
Until next time,
Anthony Delia



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 [See Photo] 1978 MGB convertible project.

You choose to finish as a sleeper V8 stock look; a custom lead sled; or the primered, MadMaxx ratrod style. The Buick aluminum 215 V8 was running when installed several years ago. Carb, accessories, tube headers are included. Period 2speed powerglide automatic connects to MGB rear axle. MGB brakes. Will need floor work (if and when you decide to swap Land Rover 4speed automatic or 5speed manual.)
Dash and seat frames included
Top bows included
Rims are 14 x 5.5" direct bolt-on wearing 185/70-14 tires.
The "Cobra" metal sheet half-tonneau is easily reversed as it restricts seat legroom.
Bumpers and lights are included in the boxes of parts.
NJ title in my name, eligible QQ registration. Priced at \$3,000. Gary, Bridgeton 1-856-455-834nine



FOR SALE 1622 MGA engine

Looking for about \$500.00 .Call me or email for details ,Roy Sperbeck 856-227-3547
r.sperbeck@Comcast.net

FOR SALE Metropolitan 1500 engine.

Mild MGA - different cam & single barrel downdraft carb. Disassembled for easy loading. No carb or distributor, otherwise complete. For rebuild. \$100.

MG Midget/AH Sprite 1275 cylinder head. 12G1316 with air ports for rebuild. Complete. \$10.

MG Midget/AH Sprite top bows, header rail & latches. Very good condition.
Fits 67-80. NO top. \$15.

Spring cleaning. Maybe other mechanical parts. Carl Schwab, Sewell, NJ. 856-468-4309 or e-mail: carl78b@aol.com

CALENDAR OF EVENTS

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

DATE	BMC EVENT	LOCATION / STATUS
May 5/4 Rain Date 5/5	Members Memorial Gathering at Smithville to benefit Samaritan Hospice	Smithville, NJ 10am Directions: www.historicsmithville.com/directions Contact info: mgarage@comcast.net
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
July 7/20	Ice Cream Social	5 Points Custard East Landis Ave. (Rt. 540) & Tuckahoe Rd. (RT 557) East Vineland, NJ Contact info: Robgt71@verizon.net
August 8/10 Rain Date 8/11	Tour of South Jersey	Contact info: events@bmcsnj.org 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
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 Contact info: events@bmcsnj.org

CALENDAR OF EVENTS

DATE	BMC EVENT	LOCATION / STATUS
November	No Membership Meeting in recognition of the holiday season	
December	No Membership Meeting in recognition of the holiday season	HAPPY HOLIDAYS

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 alternating locations. Please check email regularly for confirmation of these meeting dates. Dates are subject to change based on venue availability. There will be no membership meetings in November and December.

Seven Star Diner, Sewell, NJ: 3rd Wednesday of odd-numbered months. (Jan., March, May, July, Sept.)
 Uno Chicago Grill, Maple Shade, NJ: 3rd Wednesday of even-numbered months. (Feb., April, June, Aug., Oct.)

Local Events Sponsored by Other Organizations

We are unable to publish all local events which may be of interest to some of our membership. For local general car events in our area we suggest events calendars found at:

<http://www.newjerseycarshows.com/car-shows.html>

<http://www.sjr-scca.org/>

<http://www.cliffscalendar.com>

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.





North American MGB Register

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

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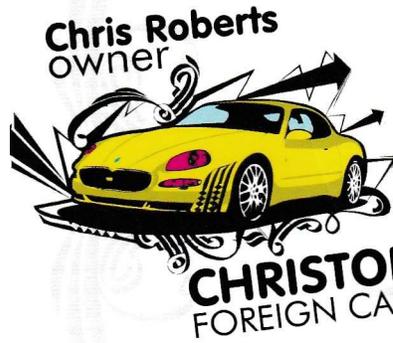
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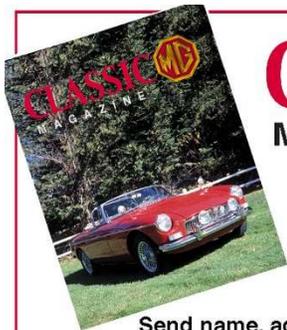
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