

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 2021
VOL. 31 ISSUE 03



The New Generation

MOKE



*For the fun of it
At the Beach ...*



Or Storming one!



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 (MGO); North American MGB Register (NAMGBR); North American MGA Register (NAMGAR); Vintage Triumph Register (VTR); Triumph Register of America (TRA).

BMC Meetings

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

Odd numbered months (January, March, May, July, September):

Seven Stars Diner 1890 Hurffville Rd, Sewell, NJ 08080

Even numbered months (February, April, June, August, October)

Uno Pizzeria & Grill, 2803 NJ 73, Maple Shade NJ 08052

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

NEWSLETTER CONTRIBUTIONS

OFF SIDE / NEAR SIDE is YOUR Newsletter.

The Editors are always looking for new material.

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

PLEASE SEND NEWSLETTER CONTRIBUTIONS TO THE EDITOR :

Joe Marchione: editor@bmcsnj.org

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

Thanks—Joe Marchione

PLEASE SEND FOR SALE, WANTED or FREE REQUESTS TO :

Ed Gaubert: mqgarage@comcast.net

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

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

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

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

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

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

The editors take responsibility for any editorial mistakes or errors.

May / June 2021
VOL. 31 ISSUE 03

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*The official BMCSNJ website can
be accessed at:*

WWW.BMCSNJ.ORG



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Hello BMCSNJ members,

Goodbye 2020, Hello 2021! I know that may seem a little late, but for a car club in this part of the country, things don't really get started until the weather breaks. Furthermore, COVID has found a way to keep delaying activity across most of our society.

As more people get vaccinated and the reigns loosen, we are all moving one step closer to normal behavior (or at least as normal as possible for some of us!) When you read this we will have already hosted our events at Autobella Detailing, Tour of Burlington County, our first club meeting in more than a year and our Memorial Gathering at Smithville. All were well attended as we get 2021 started! I am looking forward to seeing more and more of you at each event!

In March, we learned more about detailing thanks to Mike Sabatino at Autobella and enjoyed a great drive through 60 miles of Burlington County in the capable hands of Charlie Hoffman. Our first meeting was held at UNO in Maple Shade and for those in attendance, it felt really good to be able to gather, enjoy a great meal, and share nice conversation. I am very excited about what the rest of this year has to offer.

If you check over the Events page in this newsletter, you will see that our main events are already planned out with plenty of time to adjust your calendars to be sure that you don't miss anything! It is my goal to provide fun driving events with our evening meeting for those who prefer that interaction. We are currently working with the Seven Star in Sewell on the status of the May meeting. We will send out emails once we know what is possible.

In the last newsletter I told you that a group of members had put together a list of attractions and places to eat in South Jersey to be used by MG2021 participants as self-guided tours. We have finished the list and turned it over to the very thankful event organizers on behalf of the club. If you still want to get involved, they will be looking for volunteers for the MG2021 show day and other activities (June 14-17.) Please drop me a line if you would like to take part.

We are also planning on more casual Pop Cruises to different locations. These will have little to no structure, but just a location, date and time to meet. Come as you are for a little automotive socializing!

I am always looking for ideas for locations. I'd like for us to take advantage of some of the established cruise nights that already exist. The two that I am aware of in my area are Johnson's Farm and Evergreen Dairy Bar in Medford. It is always interesting to see our sports cars parked right next to the 50's or 60's behemoths that ruled the American roads when our cars made their way here from overseas. I am sure that each of you have local cruise nights where we could gather and listen to at least ten people ask, "How the heck do you even get in that thing?" All you have to do is let us know and we can blast it out to everyone and get you some company!

You will see elsewhere in this newsletter that Brian Deam will be taking over the duties of Treasurer and Registrar. With your support, I am sure that he will do a great job! Thanks again, Brian!

So, now it is time to get those cars running and let us know if you need any help by reaching out to me or posting on the Facebook page. There are a lot of very helpful club members that are more than willing to lend a hand.

Stay safe out on the roads!

Steve Ferrante



SECRETARY'S SATCHEL

May / June 2021

by Tom Evans

Welcome Spring! Welcome outdoor dining, welcome vaccines, welcome to getting our driving and gathering season off to a great start! We are getting back to our "normal" schedule of events that started on March 20th with the Autobella tech session conducted by Mike Sabatino, proprietor, where we learned proper interior and exterior cleaning and detailing methods. Mike has been a supporter of the Club with his tech sessions and does excellent work on our personal automobiles. Make an appointment, you will be very pleased. Mike also hosts "Cars & Coffee" events at his location, see his web page for the schedule. Next up was our "Tour of Burlington County" composed by Charlie Hofmann for a 60-mile, 3-hour, tour of the backroads, woods and historic towns of Burlington County ending at Historic Smithville Mansion in Eastampton Twp with a picnic lunch. See this issue of Offside/Nearside for photos, the winners of the "Name the Farm" contest and more. The first 2021 regular monthly meeting was held at Uno Maple Shade on April 21st in our usual dining room with the ability to open the garage doors for ventilation and semi-outdoor dining. This will be the beginning of the regular, third Wednesday of each month, meetings held again in Sewell and Maple Shade. Can't wait! Keep an eye on the website, newsletter and email blasts for up-to-date information.

The Smithville Memorial Gathering (the other Smithville in Galloway twp.) will take place on May 1st, about the time of the publishing of this issue. The event benefits Samaritan Hospice - Life Enhancing Care who are always in need of donations, all year, give generously to an organization that has helped several Club families in their time on need and grief.

We welcome our new treasurer, Brian Deam, who is assuming the duties previously conducted by Steve Ferrante, in addition to Steve's assuming the position of President. Brian will be responsible for the treasury and the membership rolls and can be reached at members@bmcsnj.org. The Board of Directors has convened and each member has affirmed their willingness to continue to serve in their capacity as Directors and/or Officers of the Corporation. The list and contact information of the board

members is located on page 3 of this issue of Offside/Nearside. If, as a member, you have the desire to serve in any of the positions please feel free to contact a board member. The British Motor Club of Southern New Jersey is chartered as a 501(C)(3) non-profit corporation, registered in the State of New Jersey. Any member, in good standing, wishing to view the incorporation documents may do so by requesting such information from the Board of Directors.

Joe Marchione, our very creative editor, has produced another award winning, outstanding, issue of our newsletter with an in-depth history of the Moke. You will need to set aside all of your chores and take the time to read it, cover to cover. Also, all of the XKE owners need to provide Joe with your story, short or long, for the July/August issue. See you on the Road!

Happy Motoring
Tom Evans



Treasurer/Registrar's Report

May / June 2021

Money Is No Object

by Steve Ferrante

Our current paid membership count is 157. Interest in the club seems to be increasing with new members discovering us on the internet, Facebook and simple word of mouth!

This is my last Treasurer's Report as I am delighted to be writing that long-time member, Brian Deam will be taking over the Treasurer/Registrar duties going forward. I can't thank Brian enough for stepping up to take on this responsibility. I am sure that he is up to the job and will take very good care of our finances and the registry.

Brian will now be answering emails sent to members@bmcsnj.org. Please join me in welcoming Brian to the position and as a member of the club's Board of Directors.

Club dues for 2020 will remain at \$15/year (free if you volunteer to host an event) and for that you will receive 6 newsletters per year, access to our Facebook page and unlimited use of club supplied resources! Just a reminder that the Facebook page is for paying members and spouses only. I will not approve others for admission to the group.

If you want to use PayPal for dues payments, just sign on to www.PayPal.com and send your dues to members@bmcsnj.org. Dues can still be paid by check made payable to "British Motor Club of Southern NJ" and mailed to:

Brian Deam – Treasurer BMC of SNJ
900 Riverton Road
Moorestown, NJ 08057



Welcome New Members!

Jeff Heller Bordentown, NJ 1958 Morgan +4

Dean Adinolfi Jobstown, NJ 2005 Lotus Elise



www.triple-c.com ph. 408-361-2529

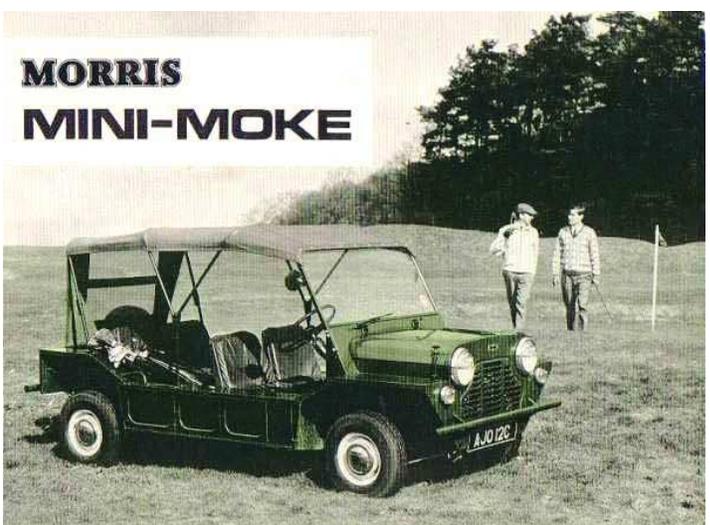
by Rob Walsh

Check out Triple-C Motor Accessories LLC formerly located in York, PA and currently located in Arizona. Triple-C sells a host of British car related items including: clothing, key fobs, scale models etc.

BMC of SNJ's logo is on file with Triple-C and can be placed on hats, t-shirts, jackets etc.

Please note that hats require a minimum order of 6. Delays on t-shirts and certain items may occur due to Covid.

Show your car club affiliation and order ahead of time for the Summer 2021 car show season.



The Editor Writes

Joe Marchione



SEEKING MEMBER CONTRIBUTIONS

I am soliciting member articles about the **Jaguar XKE** for the **July / August 2021 newsletter**.

So, if you are an owner, present or past, or have a story about one, or are even just an admirer, please consider sending in something about your **XKE Coupe, Roadster, or 2+2** experience. Could be how you found it, how you brought it back from the dead, how you love it, how you lost it — anything will do. Or just send a picture of you and your car! Doesn't have to be a big deal.



If you're interested please send any material to your Editor, Me, at "editor@bmcsnj.org". I'm asking now because our cutoff date for member articles is at least one month before the month of the newsletter. Meaning that to have your piece published in the MARCH 2020 newsletter please get anything to me no later than **June 1st., 2021**. Although if I get it later I could still publish it in another newsletter so **please don't hesitate!**

**** Also please consider contributing a member or project profile.**

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

And there are many more member contributors in this newsletter.

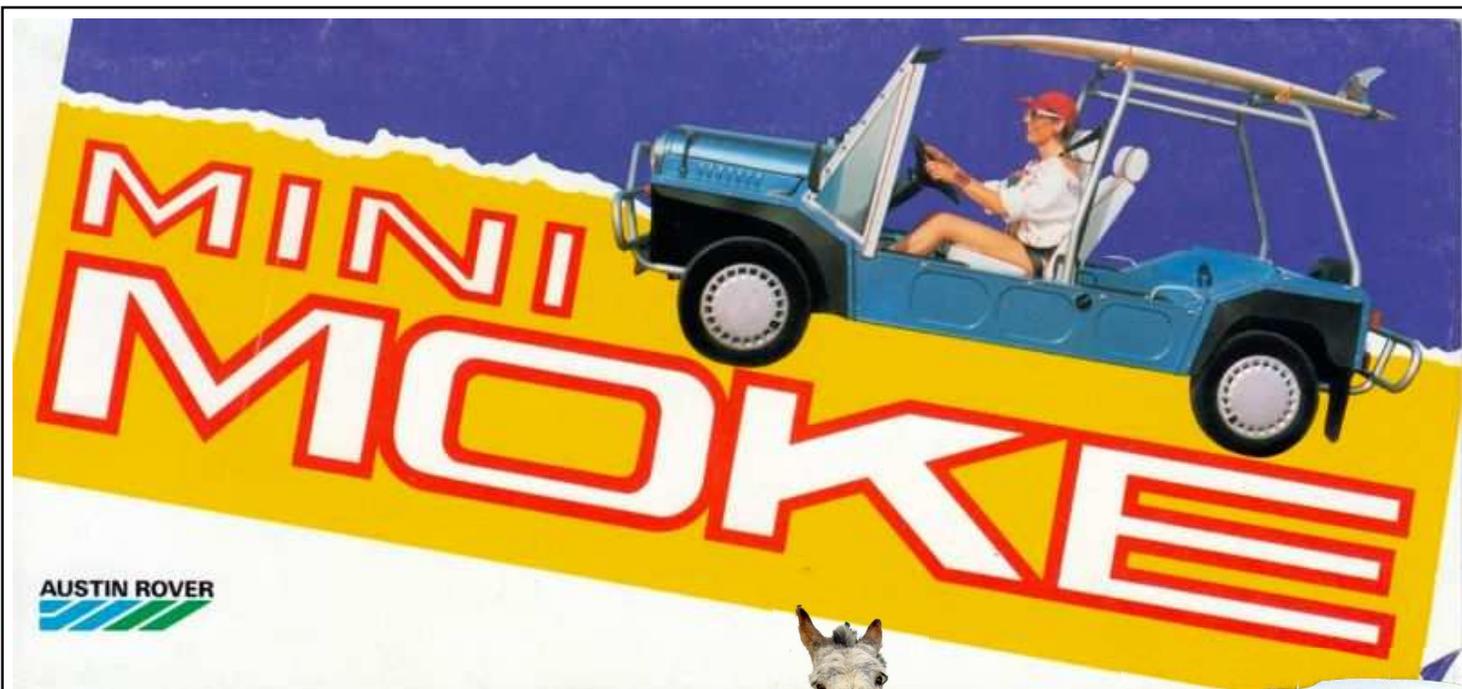
You can find all these and more on our BMCSNJ website at bmcsnj.org.

So please consider putting together one about you and your car (cars?). All I need is some pictures of you and your car and some text telling our club members a little about yourself. Doesn't have to be much.

Especially now when it's so hard to meet directly

It's great for the club

Thanks, *Joe Marchione*



Mini **WHAT?!!** So what the heck *IS* a MOKE besides British slang for “**donkey**”!



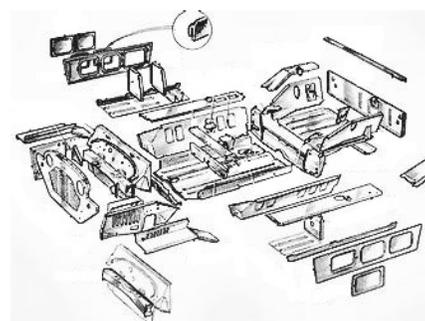
Why..... the Moke is a Mini in the form of a small, front-wheel drive utility and recreational convertible, manufactured and marketed originally by British Motor Corporation (BMC), and subsequently marketed under the Austin, Morris and Leyland brands.

BODY SHELL



The Moke's construction is simple. The body mainly consists of two box-section "pontoons" or "side boxes" running between the front and rear wheels, and include (non-hollow) extensions of that from the back of the car all the way up to the front. These are connected by the floor pan, the firewall and a sturdy lateral torque box that runs under the

front seats and stiffens the body in torsion. The left-hand pontoon contains the fuel tank; the right-hand has a compartment for the battery and a small lockable storage area.



Because the Moke's A-Series engine, manual gearbox and suspension are identical to those of a standard Mini (which was still in production up to October 2000), most spare parts are still readily available. The Moke has no chassis, so the wheels, brake assemblies and suspension are attached to front and rear subframes bolted straight onto the monocoque shell, just as with a standard Mini. Mokes tend to require much structural maintenance if they are to stay in good running order.



Designed by Sir Issigonis and John Sheppard, the Mini Moke is noted for its simple, straightforward, doorless design, and its adaptability. Originally prototyped as a lightweight military vehicle using the engine, transmission and suspension parts from the Mini van, the design's small wheels ground clearance made it unsuitable as an off road military vehicle.

The design was subsequently offered in civilian form as a low-cost, easily maintained vehicle, achieving global popularity as a lightweight, recreational and utility vehicle.

When Issigonis designed the Mini, he planned another vehicle to share the Mini's mechanical parts, but with a more rugged body shell. This was an attempt to take a portion of the military vehicle business from Land Rover. Issigonis had previously designed the Nuffield Guppy in a failed attempt to break into that market.



Sir John takes prototype "Buckboard" for a spin



The Nuffield Guppy

By 1959, BMC had working prototypes of what was codenamed "The Buckboard", later to become the Mini Moke.

These prototypes were shown to the British Army as a parachute-droppable vehicle, but poor ground clearance and a low-powered engine did not meet the most basic requirements for an off-road vehicle. Only the Royal Navy showed any interest in the Buckboard, as a vehicle for use on the decks of aircraft carriers.



Early promotional material made much of the lightness of the vehicle, showing four soldiers travelling in the Moke off-road, then picking it up by its tubular bumpers and carrying it when (inevitably) its low ground-clearance proved inadequate.



In a further attempt to make something for the army, a few four-wheel drive Mokes were made by the addition of a second engine and transmission at the back of the vehicle with linked clutches and gear shifters. This did nothing for the ground-clearance problems, and mechanical complications discouraged development beyond the prototype stage. This vehicle was called "The Twini" and was shown to the US Army—again with no success.

Three of these vehicles were used by the Brazilian Army after being captured during the 1969 Rupununi Rebellion from Guyanese rebels, who had crossed the border into Brazil.

During the Rhodesian Bush War there was an attempt by the Rhodesian Security Forces to create an *Armored Moke* as an improvised fighting vehicle, which was seemingly unsuccessful.

The Mini Moke met with success in the 1980s when it was connected with actress and model Brigitte Bardot.





British Mokes

When BMC gave up on the idea of selling the Moke to the military, in 1963 they marketed it as a civilian vehicle, targeting farmers and light commercial applications. Several prototypes were built in 1963, one of which is still known to exist in Pinner just outside London, England. The Moke was launched onto the British market in 1964. The British Customs and Excise de-



partment decided that the Moke should be classified as a passenger car rather than as a commercial vehicle, which meant that it attracted purchase tax, reducing sales in its intended commercial market.



The Moke attracted attention as a "cult" vehicle as a result of the unprecedented success of the Mini and through media ex-

posure in the popular television series *The Prisoner*, as well as in the Traffic song "Berkshire Poppies". Despite this, only about a tenth of the 14,500 British produced Mokes were sold in the United Kingdom. Mokes continued to be made in Britain until 1968.

1967 Austin Mini Moke

British-made Mokes were fitted with a low-end 848 cc transverse inline-four engine, detuned to use low-octane fuel. They used the same suspension, gearbox and 10 inch wheels as the standard Mini. Originally, passenger seats, grab handles, heater, windscreen washer and a removable canvas top were optional equipment, installed by the owner. The base price was GB£ 405. The "Mk I" Mokes had a single windscreen wiper and a floor-mounted headlight dip switch, and the only color available was "Spruce Green". In 1967, the "Mk II" Moke added a passenger-side wiper. Horn



and headlight controls were moved onto the indicator stalk. These later British Mokes were also available in white.

The John Player & Sons cigarette company ran a team of Mokes in autocross competitions on grass tracks through 1968. These vehicles were equipped with rollover protection and used the Mini Cooper S 1275 cc engine.

Despite the lack of success in selling the Mini Moke to the British Armed Forces, an unknown number (unlikely to have been more than a handful) of examples were apparently used by Land Forces Falkland Islands during the Falklands



War and its immediate aftermath; the source of these vehicles is unclear. At least one commandeered civilian Mini Moke was also used by the Argentinian Forces during their occupation of the islands.

Australian Mokes

The Moke was built in Australia from 1966 to 1981 where it was originally marketed as the Morris Mini Moke and from 1973 as the Leyland Moke. Initially Australian Mokes had the same 10-inch wheels as British Mokes and Mini saloons but in 1968 these were replaced by 13-inch wheels with longer rear trailing arms, which made them more practical for gentle off-road or beach use than the British version. There was also a widening piece welded to the wheel arches, front and rear to allow for wider tires and rims. The solid metal seats of the British Mokes were replaced with tubular-framed "deck-chair" seats. This variant started with a 998 cc engine, which was switched mid-production to 1,098 cc. In 1976, with the advent of new anti-pollution requirements (Australian Design Rule 27A), the locally manufactured 1,098 cc motor was replaced by an imported version of the 998 cc motor with an air pump and exhaust gas recirculation, which had been developed to meet UK (US?) anti-pollution requirements.

For a brief period around 1971, Leyland Australia produced a variant referred to in Leyland literature as "Moke, special export", but commonly called a "Californian", which had a 1,275 cc engine and was fitted with side marker lamps and different rear lights to conform to US FMVSS standards. The fuel tank from the Austin Sprite or Midget was fitted beneath the rear load area, remounted in the left side box. The export Californian was readily recognizable by its roof and seats, trimmed in "Op-pop verve" black and white tiger-striped vinyl or "Orange Bali" vinyl, which looked rather like a fruit salad, and was briefly marketed to the "flower power" culture in the United States.



Australian Mokes were exported to many countries, and pioneered large-scale exports of Australian-made vehicles. Leyland Australia made much of these exports in its advertising. The use of Australian-made Mokes by the Israeli Army (complete with a machine-gun tripod mounted in the rear) attracted controversy and media attention.

From 1975, a pickup version of the Moke was produced, with a 1.45 x 1.50 meter (55 x 59 in) drop-sided bed which protruded behind the back of the vehicle, and a cloth top over the cab area. At least two four-wheel drive Moke prototypes were manufactured by Leyland Australia in the late 1970s, but unlike the British version, these used just one engine. Leyland were planning to market this version, but Moke production in Australia ended in 1981 and all that remains of the project is one of the prototypes.



take it anywhere, treat it rough: there's never been anything quite like the BMC

MORRIS MINI MOKE

Take the rugged, proven Morris Mini idea of front wheel drive, East-West engine, add an incredibly strong all-welded steel body. Torture-test it over Australia's toughest terrain to prove its durability. You've got the sensational new go-everywhere, do-anything workhorse for the Australian countryside — the BMC Morris Mini Moke.

The Moke gives you for the first time the unique combination of low price, low running costs and the versatility of vastly more expensive special purpose vehicles. Moke cruises at an effortless 60 m.p.h. on highways, gives up to 40 m.p.g., weighs just over 11 cwt., yet will slog it out at walking pace all day in tough, trackless terrain. It will haul trailers, carry men and equipment wherever they are needed.

Come see the wonderful new Morris Mini at your BMC centre. Torture-test it for yourself and think up all the jobs a Moke can do especially for you.

BMC MORRIS MINI MOKE \$1,295* TAX PAID NOW ON DISPLAY AT YOUR BMC CENTRE

*MSRP/10%. (Prices slightly higher in some country areas.)
BMC — MANUFACTURERS IN AUSTRALIA OF BMC MORRIS MINI, BMC MORRIS MINI DE, BMC MORRIS COOPER, BMC MORRIS 1100, BMC AUSTIN 1100, BMC WOLSELEY MK, BMC AUSTIN HEALEY, SPITZ, BMC HUP, BMC MORRIS LIGHT COMMERCIAL, BMC MORRIS MINI MOKE AND BMC MORRIS HEAVY COMMERCIALS.





In 1977 a 1275 cc Cooper S-engined Moke (sponsored by Coca-Cola) was entered into the Singapore Airlines London-Sydney Marathon. The car was driven over 30,000 km (19,000 miles) over 30 days and finished in 35th place.



Portuguese Mokes

As Australian Moke production wound down, manufacturing was transferred to British Leyland's subsidiary in Portugal, which made 8,500 of the "Californian" Mokes in the Setúbal IMA plant between 1980 and 1984. In 1984 production was transferred to the Vendas Novas plant. Initially these Mokes were identical to late-model Australian Mokes; very soon, however, they were altered to use then-current British production Mini saloon components, including the standard-length Mini rear trailing arms and the 12-in wheels with modern low-profile tires, which the saloon had acquired during the Moke's absence from Europe.



In April 1990, British Leyland (by then called Rover Group) sold the "Moke" name to Cagiva, a motorcycle manufacturer in Bologna, Italy. Production continued in Portugal under Cagiva's auspices until 1993, when Cagiva transferred the tooling to their own factory in Varese, Italy with the intention of restarting production there in 1995 — which they never did, although some unfinished cars were assembled in Italy. Cagiva was made to pay a considerably higher price for the Rover-made parts than had BL's Portuguese subsidiary, and the enterprise never made financial

sense. The Cagiva-built Mokes have a new top with C-shaped openings, as well as plastic curve handles at the rear longitudinal elements of the rollover bar. Since Cagiva did not own the "Mini" name, the 2071 cars they built were sold simply as "Mokes". **This brought the total production run of Mokes and Moke derivatives to about 50,000.**

Kit cars and look-alikes

The true Mini Moke was never available as a kit car, but because the basic Mini parts are easily available, many companies have made copies of the vehicle: the Andersen Mini-Cub, the Del Tech Nomad, the Gecko, the Hobo, the Hustler, the Jimini, the Mini-Scout, the Mule, the Navajo, the Ranger, the Mini Scamp, the Stimson, the Warrior and the Yak. There were also two more registered as Comet and MPV (a 6 wheeler)





Island Mokes !

The Mini Moke is a popular rental car in the Seychelles, Barbados, Mauritius and many other tropical countries.



The Moke gained much popularity as a beach buggy and was often rented to tourists in tropical island resorts such as Mauritius and Barbados.

The car also found a market in Macau, where it became the official transport for the local police; the Happy-Rent-a-Car company also owned 43 of the vehicles, which were made available for hire until February 2006 when they were outlawed by new car safety laws. The Macau branch of the car rental company Avis ran a fleet of Moke look-alike "CUBs" until July 2007. The CUB, although it resembled the Moke, was designed by Charles Andersen of Liverpool, England and used a 1275 cc version of the A-Series engine.

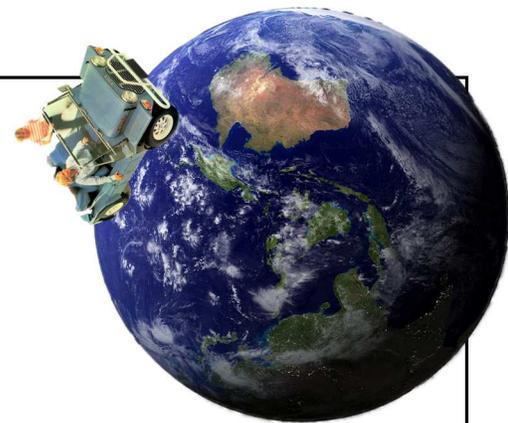
Mini Mokes can still be seen around the town of Victoria, Seychelles, as it is still a popular mode of transport for tourists and can seat four people in relative comfort.



And Beach GIRLS



And then there's the Beach BOYS !!



In the early 1970s, a Mini Moke was the first motor vehicle to be driven on **Pitcairn Island** and thereby became the most remote vehicle on Earth.

It was chosen because it was the only off-road vehicle that could be lifted by the island's only crane—there being no dock or airstrip at Pitcairn. However, the rough terrain and heavy rainfall proved too much for the Moke and it soon broke down. Eventually, a second and later a third Moke were sent to the island, and by cannibalizing the three for spares, the island's sole vehicle remained running until at least 1988.

MOKE International

In 2012 MOKE International teamed up with designer Michael Young, Chery Automotive, and Sicar Engineering to design a new version of the Moke, styled MOKE, with the intention of releasing the car in Thailand, Australia, the Caribbean, the Seychelles and Mauritius, and Egypt by 2016. In 2018 MOKE International released a continuation model re-engineered by Michael Young, with a classic look that traced its heritage back to the original BMC Buckboard prototype.



The 2020 MOKE has a 1083 cc four-cylinder fuel injected petrol engine with either manual or automatic transmission and is made in France. The Moke International car is also used as the basis for the Electric Moke built in the United States by **Cruise Car Inc.**



Meet the eMoke

(Ed: ok, this is from their ad but it "is" a Moke ... of sorts)

From British classic to Caribbean icon, Moke has become a symbol of fun in the sun.

We are now assembling and selling Electric Moke vehicles for Moke America. It's a 20th-century collectible car reinvented with 21st-century green-friendly electric power, available exclusively in the USA.



The Moke is far from a museum piece. Our electric car is versatile, carbon-free and efficient. This upgraded version has more—more legroom, expanded trunk space, a kickin' sound system and *sex appeal*. (Ed: Really ?) The Moke stays true to its roots while keeping its headlights on the future.

And then there are THESE 

Feel like a dip ?



Now, French vehicle-design company Lazareth is offering a Moke replica that's *amphibious*.

The 4WD vehicle is powered by a 400cc 4-valve engine, which takes it up to a top speed of 90 km/h (56 mph) on land. Drive it into the water, and its integrated propeller can take over from the wheels within a matter of seconds, delivering an aquatic top speed of 7 knots (13 km/h or 8 mph).

It has an aluminum body filled with closed-cell foam, which both allows it to float and keeps it from rusting.

Should you want one, you'll have to contact the company, as they're being made to order.



MINI MOKE V8 !!

To bring in the year 2020 at Lazareth, the amphibious Moke manufacturer, when there was still in stock an aluminum body that was used during the prototyping stage of the vehicle, the designer imagined grafting on this vehicle a pair of Aluminum rims in 17 inches and an engine just "*a little bit*" larger.

The Moke V8M was born.

History tells us that different engines had been installed in the original Mini Moke, mostly little 848 to 948 cc transverse inline-four engines with an amazing 34 to 48hp! For his version, Ludovic Lazareth decided to install an Italian (Maserati) V8 of **4,700cc and 460 hp for 520 Nm of torque (yikes)**, retaining the robotic gearbox and the paddles behind the wheel.



As with the original version, the minimalist interior was respected. A simple speedometer informs the driver of his pace. The beast is playful, and responds to the slightest solicitation. When empty, the weight of the vehicle is only 850kg. The Mini V8M Lazareth is a unique exhibition vehicle. Aimed at advertising or for the purposes of cinema. It will not travel in France other than on a private circuit. The vehicle is available for sale and its price is available on request. Unlike previous ones, the Mini V8M is **not amphibious!** (Editor: **WHAT !!! Not amphibious ?! Well that tears it. I'm out.)**



Editor: And if that ain't enough

Pow, Right To The Moon! Moke Mooncraft Racer

Jamie Palmer



As the owner of an Austin Marina race car, I feel fairly competent when it comes to the area of turning unlikely British Austins into racing machines. There's even a "standard" Mini Moke that races in the same series I do, the 24 Hours of LeMons. But never, ever would I dream of turning a Moke into a single-seat sports-racing car and create a race series around it. But that's exactly what this Moke-based racing car is, thanks to a company evocatively called Mooncraft! Thanks to Barn Finds reader John A. for this highly unusual find, located in Fountain Valley, California.

Designed by famous race car designer Takuya Yura, the owner/president of Moon Craft Co., Ltd. Who designed many formula cars, GT cars, Japanese F3000, GC, and some Le Mans cars for Mazda(1979-1983), etc.,. There are Moke Sports race series in early 1990's in Japan and only 27 units of Moke Sports ever built for the one-make equal condition Moke Soprts race series.

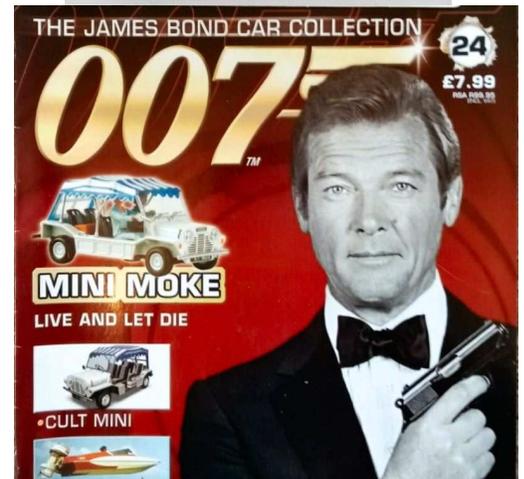
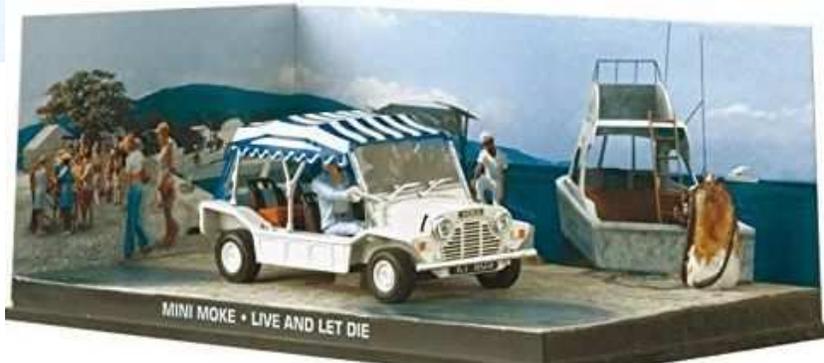


Mechanical is all stock, Moke chassis, driving position had moved to far back, high quality fiber glass body. Lowered and modified suspension. Pax shocks and Panasport competition wheels. As you might expect considering its racing origins, the interior is pretty sparce. You can see the Moke dash, pedals, and interior panels clearly.



From a "Barn Finds" article, 2014, by Jamie Palmer and "topclassicsales.com"

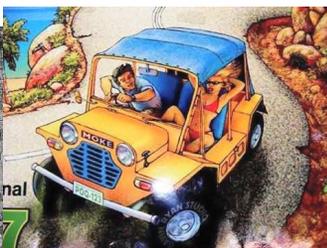
AND THEN THE TOYS



AND THE CRAZY RANDOM STUFF !



Replacing three-wheeled scooter used by Tasmanian postmen, this Moke is one used by the Post Office.



The Moke was identified as an ideal conversion for use in railway service. Tasmanian Government Railways ran a fleet of hard-topped Mokes for inspection and maintenance service



Editor: Wait, I lived in Vermont for many years and actually drove my 1959 Lotus Elite in the snow but this ? This is CAR-RAZY !!

And In The End

The first Mokes were manufactured at BMC's Longbridge, Birmingham plant, with 14,518 produced in the UK between 1964 and 1968. 26,000 were manufactured in Australia between 1966 and 1981, and 10,000 in Portugal between 1980 and 1993 when production ended.....

Or Did It ?? Besides Moke International, is this The MOKE of the **Future ! Future...Future ...Future**



While BMW-owned Mini has discussed other vehicles named after the Moke, no production has ever taken place. A concept car called the MINI Beachcomber, which draws heavily on Moke styling, was never produced.



A German MOKE ???!



John Sheppard, Car designer

A member of the core Mini design team who enjoyed a long working relationship with Sir Alec Issigonis. He laid out the construction of the British Motor Corporation's revolutionary Mini and Mini Moke the late 1950s



Mini tribute to the man who drew the Mini

"The man who loved to draw" started work in the drawing office of BSA at the age of 16. From there he moved on to draw aircraft parts, then cars, joining Alvis in 1945. In 1952 Alec Issigonis joined Alvis and John was recruited into his design team. When Issigonis left Alvis to re-join BMC in December 1955 he lost no time in recruiting John Sheppard to join him as draughtsman.

It was John who drew the beautiful curves of the Mini as we know it, interpreting the scribbled drawings Issigonis made on scraps of paper.



Examples of John's work include the mighty Mini, launched in 1959, the Mini Estate, **the Mini Moke**, launched to the public in 1964 after undergoing extensive military trials, and two examples of prototypes of the Austin Ant, which John nicknamed 'Alec's New Toy', aimed at the market between the Moke and the Land Rover, which sadly never entered production.



The 1969 9X, Alec Issigonis' small hatchback which he intended as the Mini's successor but which again never entered production, owed its development mainly to John, who single-handedly interpreted Sir Alec's vision.

John continued to work with Issigonis on and off for the rest of Issigonis' working years, and the pair were close friends until Sir Alec's death.



1969 9X. Mini successor ?



John retired in 1982. He continued to take an active interest in the Mini, taking part in the milestone events in its history.

Part of a Press release following John Sheppard's passing
Words and photos: Kay Drury

AN INSPIRING TRIP TO

AUTOBELLA DETAILING & PRODUCTS

The Beauty's in the Details

Our first event of the year was held on Saturday, March 20 at Autobella Detailing and Products. The owner, Mike Sabatino talked us through some general detailing tips and tricks used by the professionals! He demonstrated some techniques for cleaning in your engine bay, interiors, wire wheels and of course, your paint.



Mike's new facility is significantly larger than his other location and is spotlessly clean. It was a great morning for the 20 club members who made the trip.



The club provided coffee, donuts and bagels and raffled off gift certificates for four lucky winners!



If you have any detailing questions or would like him to do some work for you, feel free to give Mike at call at (856) 454-7500.

Autobella Detailing and Products
1 Linda Lane
Southampton Township, NJ 08088

TROUBLESHOOTING From the hip ! (Part 3)

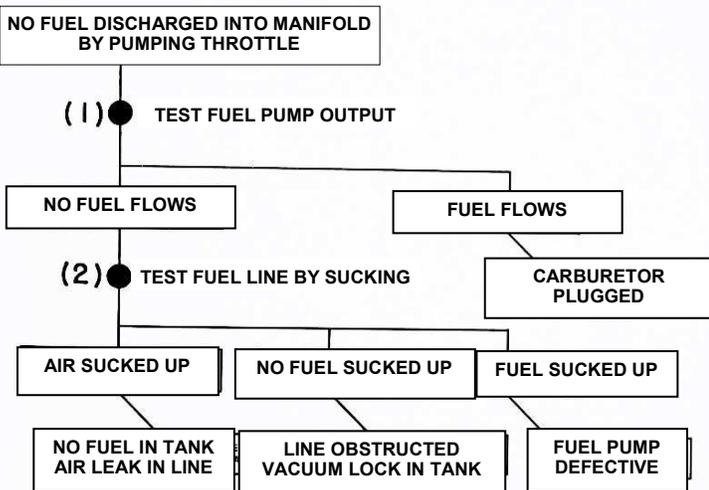
This is a continuation of a series of troubleshooting tips that started with January/February's Part 1, The Cranking System, & March/April issue Part 2, The Ignition System. I'm continuing with You guessed it, Part 3, The Fuel System.

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

The Fuel System

The purpose of the fuel system is to bring a combustible mixture of gasoline and air into the cylinders. The fuel system consists of the fuel tank, the fuel pump, and the carburetor. Troubles in the fuel system can be caused by too little fuel in the combustion chambers - or too much.

***Note: IMPORTANT SAFETY INSTRUCTIONS**
When working with the fuel system, some safety precautions should be obvious, such as smoking near an open fuel tank or engine bay. The entire fuel system has vapors, which are more flammable than the fuel itself, thus care must be taken when working with all parts of the fuel delivery system.



Roadmap for emergency troubleshooting of the fuel system. The two numbered tests are referred to in the text.

Too Little Fuel

Testing the Fuel Pump Output (Test 1)

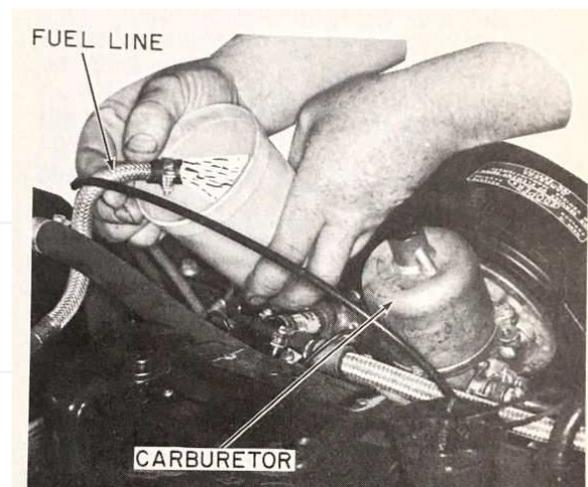
Disconnect the fuel line leading into the carburetor bowl and hold a container under the line to catch the gasoline as it spurts from the open end.

***Note:** The ignition switch should be off; otherwise, the high tension wire should be removed from the center of the distributor cap to prevent the possibility of the engine starting and spraying gasoline all over the engine compartment !!

If a good size stream of fuel flows from the pipe, and the trouble has been isolated to the fuel system, the defect must be in the carburetor. If no fuel flows, the trouble must be in the pump, lines, or gas tank.

Mechanical fuel pumps are usually located on the side of the engine and have fuel lines from the tank to the pump and from the pump to the carburetor. Mechanical fuel pumps are not used for fuel injection as they do not put out enough fuel pressure.

If someone converted a mechanical fuel pump to an electric fuel pump, the electric fuel pumps may



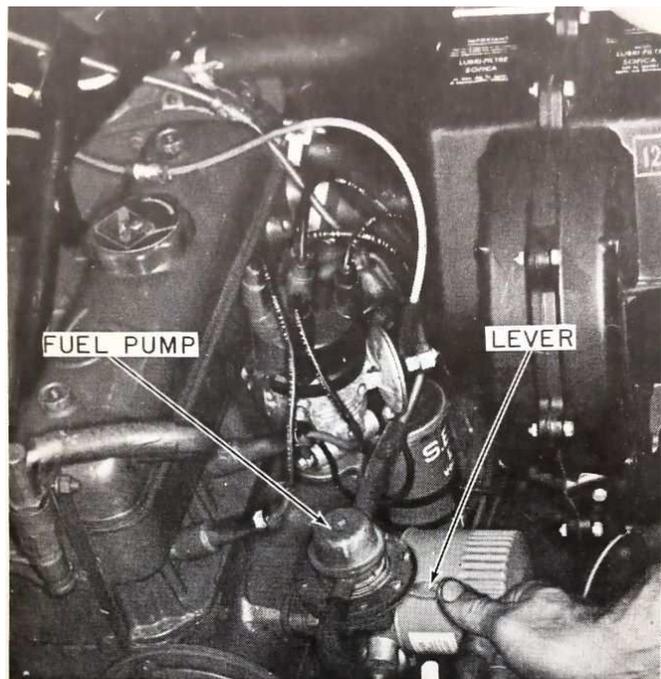
Testing the fuel pump output (test 1)

Because most models have an electric fuel pump, it is necessary only to turn on the ignition switch to start the pump in operation. On the few models with a mechanical fuel pump. Cranking the engine should produce a full-sized stream of fuel each time the pump pulses.

be located in the boot or in the engine bay. Regardless of where the electric fuel pump is located, it has wiring to it, which has the ability to create sparks.

If working on the fuel pump's electrical connections themselves always remove the negative battery cable to be safe until all electric fuel pump connections are secure.

If the electric fuel pump wiring is good, it will be necessary only to disconnect the fuel line and turn on the ignition switch for testing purposes.



Some fuel pumps have levers to prime the carburetor in the event that you run out of fuel. The lever can also be used to test the fuel pump.

It is seldom the carburetor itself causes starting trouble. Instances have been found of an inlet strainer plugged, or the float valve needle stuck in the closed position, but these are mostly exceptions. If the car is equipped with an automatic choke, cases of it not functioning are encountered more frequently in starting trouble. If the automatic choke does not close on a cold engine being cranked, hold your hand over the top of the carburetor bore to restrict the flow of air, which will assist in starting the engine. Where the choke sticks in the closed position, it can be opened with your fingers and held open until the engine is firing properly.

To Test the Gas Tank and Lines (Test 2)

To check the gas tank and the lines, the fuel line should be disconnected at the inlet side of the fuel pump and some type of suction applied to the line to check for obstructions. (editor note: the original 1960's book says "and sucked on" and I changed it to "some type of suction, etc." but you decide. If the old school "fuel in your mouth and spit 'er out" method is ok with you, well there ya go. And, just for fun, it goes on to say:

Sucking on this line should bring up a mouthful of liquid fuel if there are no defects in the line or tank. Be sure to empty your mouth immediately and wash it out with water, if possible. If liquid

fuel can be sucked up, and there is no flow out of the pump, then the fuel pump is defective and must be repaired and replaced. If only air is retained by sucking on the line, then there is no fuel in the tank or there is an air leak in the line, probably at the flexible line leading into the fuel pump. If sucking on the line feels solid, (meaning no fuel can be drawn up), the trouble is due to an obstruction in the line or a plugged gas tank vent.

Too Much Fuel

Too much fuel can be caused by over choking, a defective float, or a defective needle and seat in the carburetor allowing fuel to bypass the needle and overflow into the intake manifold. This can be seen as a steady stream of raw gasoline coming out of the main jet when the engine is being cranked. Raw gasoline may also enter the intake manifold in excessive amounts when the engine is stopped after a very hard and prolonged pull. In this case, the heat developed by the engine may cause the fuel to boil within the float chamber of the carburetor and percolate over the top of the main delivery tube into the intake manifold. Some carburetors are vented to prevent this possibility, but there are time when this vent is not functioning properly. Excessive amounts of raw gasoline can be seen by the opening of the throttle fully and looking down into the intake manifold through the carburetor bore.

Sometimes black smoke coming from the exhaust pipe while the engine is being started is another sign of too much fuel. The best test, however, is the removal of a spark plug. An over-choked engine will have spark plugs wet with raw gasoline while a normal engine will have dry spark plugs.

To start an engine which has been overloaded with fuel, it is necessary first to remedy the condition causing the trouble, and then the engine can be started by opening the throttle fully, which opens the choke. Under no circumstances should the throttle be pumped, as this will force additional quantities of raw fuel into the intake manifold.



The spark plugs of an Over-choked engine will be wet with fuel.



More Fire Safety



Please consider always having the correct type of fire extinguisher handy in your garage and car. Note that small extinguishers vacate fast ! I saw an engine fire take two 5 pounders and that JUST about did it.

This is what the classic car insurer HAGERTY suggests.

When it comes to fire extinguishers, most people think of the dry chemical versions you find at Lowe's, Home Depot, and other home improvement stores. While those household extinguishers are effective in putting out or containing most common small fires, they aren't ideal for a car fire.

First of all, they aren't designed for fires that involve fuel or oil-based products (plastics, rubber, etc.) and therefore aren't overly effective at putting them out. Another costly downside is that they're made up of chemicals that are **highly caustic**, meaning that once you use one on your car, the dry chemical residue will likely wreak havoc to your electrical wiring, metal, and paint. **Corrosion is the biggest issue**, and it may not be evident right after use.

So, anything that comes in contact with the chemical will likely need to be repaired or replaced.

A less-damaging alternative is the **H3R Performance HG100C HalGuard**, a clean-agent gas that will set you back less than \$150. This is the replacement gas for Halon, which ceased production on January 1, 1994 under the Clean Air Act. (It is still legal to purchase recycled Halon and Halon fire extinguishers, however.)

If you're looking for a cheaper alternative, your standard ABC dry chemical extinguisher is most certainly better than having nothing at all, and costs around \$60, **but remember the corrosion issues on your classic.**



TROUBLESHOOTING

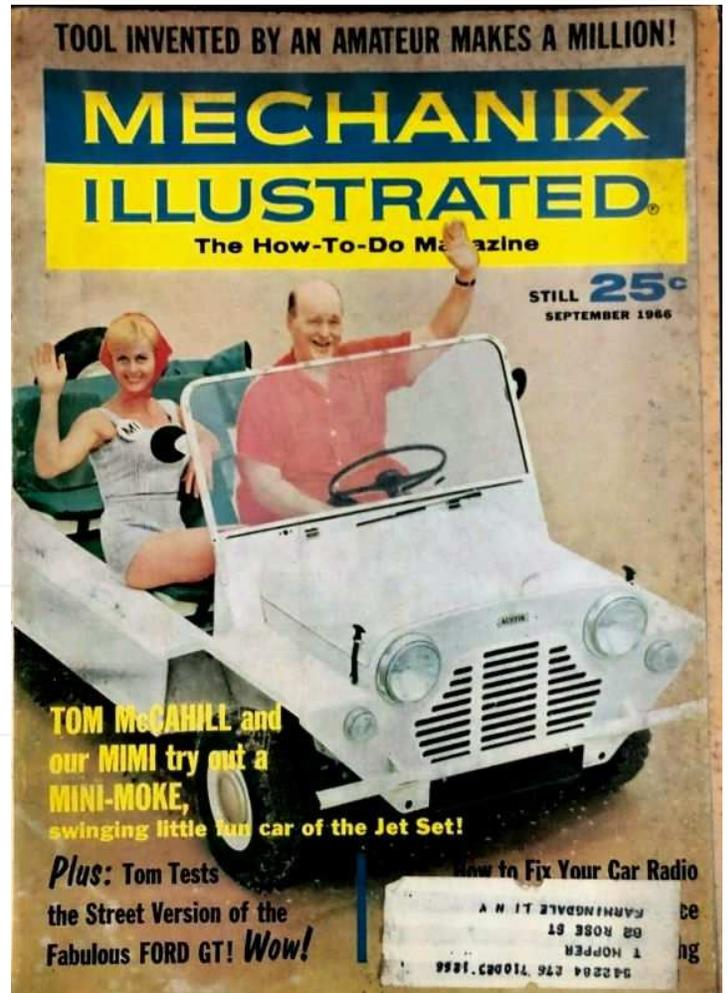
From the hip !

Continues with
Part 4

MECHANICAL PARTS of the ENGINE

In next July / August issue

Be there or be square !



BMCSNJ Tour of Burlington County 2021

April 17, 2021



BMCSNJ Tour of Burlington County

16 vehicles and a proportional number of boisterous, energized drivers / navigators followed directions explicitly and flawlessly through the hills and valleys (such as they are in South Jersey) of Burlington County on April 17th. The weather cooperated! The navigators (mostly) were efficient. As far as we know, everyone survived, the very definition of a successful event.

Prize winners for the “Name the Farms” contest were as follows:

- 1st (tie)** **Liz and John Stern**
 Donna and Dean Adinolfi

- 2nd(tie)** **Zara and Ralph Travis**
 Sally and Bob Sabota

- 3rd** **Rebecca Payonk and Michael Eck**





BMCSNJ Tour of Burlington County Continued



"I HEARD THERE WAS A RALLY AT THE
UNION HALL?"

Cartoon by our own Gary Warren

A Memorial Gathering of British Cars at Smithville Benefiting Samaritan Hospice

Saturday May 1, 2021

10:00am – 2:00pm
(Rain Date Sunday May 2nd)



Entrance fee is a donation to Samaritan Hospice

Raffle prize drawing for all entrants



No Judging, No Pre-registration

GOAL of \$10,000.00
*\$715.00 donated by British Motor Club of Southern NJ despite no event held in 2020.

2020	\$ 8,148.00
2019	\$ 7,443.00
2018	\$ 6,393.00
2017	\$ 5,500.00
2016	\$ 4,750.00
2015	\$ 3,900.00
2014	\$ 2,679.00
2013	\$ 1,979.00
2012	\$ 1,279.00
2010	\$ 514.00

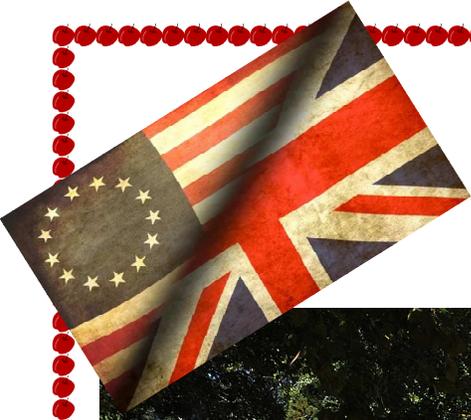


Green at Historic Smithville
Route 9 and Moss Mill Road
Smithville, NJ 08205
<http://www.historicsmithville.com>
<http://samaritannj.org>



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

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



The Revolution has been over a long time and the British, for a few years afterwards, have been most unwelcome visitors in these parts, especially in Olde Greenwich, NJ. No longer though. Once again, owners of British cars are warmly invited by the Cumberland County Historical Society, to show them off in Greenwich on Saturday, September 25th. As a result, as we did last year, BMCSNJ has scheduled its annual show on this day.

Also, at the same time and at the same location, the CCHS will be hosting a large **Artisans Faire & Marketplace**. This is a big event and runs Saturday from 10 AM - 5 PM and Sunday from 10 AM - 4 PM. There will be many interesting, hand-made items for sale, superb food, interesting exhibits of old stuff (an antique bicycle exhibit for one), great music, farm animals, and fun activities for kids and families. Admission is \$5 per person except for British car owners - your admission is **\$5 per car** - all occupants can visit the Artisans Faire for the cost of a single admission. See below for more details.

Here are the particulars:

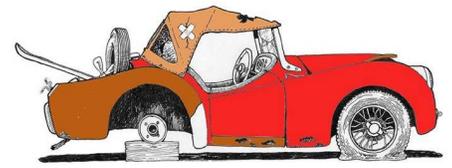
What - Annual BMCSNJ Car Show

When - Saturday, September 25, 2021, Show hours from 10 AM until 2 PM

Where - On the grounds of the Gibbon House, located at 960 Ye Greate Street, Greenwich, NJ 08323

Contact - Gary Warren, garswc@yahoo.com or 609 247 3499 (cell)

SWAP MEET



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

Contact Ed Gaubert: mgarage@comcast.net

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

FOR SALE: I have what I believe is a complete interior kit (carpets, door panels, seat covers, trim, shift boot, etc.) for an early Triumph Spitfire ('62-'67). Tan in color. If you have an early Spitfire, you will know better than me. Everything is new and was never installed. A few minor imperfections on a couple of small carpet pieces that could be easily fixed. \$350 or best offer.

Call Steve at 609-268-2224 or email spferrante@comcast.net



FOR SALE: 1976 MGB convertible. Nice rust free car wearing original paint. 57k miles 1800cc standard four speed, new clutch. Some assembly required.

Gary, Bridgton NJ gcssbn@aol.com or eight56 45five eight 349.



FOR SALE: I have the following new MGB parts for sale:

2 Motor Mounts MkI MGB. Moss # 413-010 (left) and 413-020 (right). \$5.00 each.

2 Gearbox Mounts MGB-GT to S/N 130471 3 synchro trans \$5.00 each

Ira Eckstein 856-296-6460 or dohc281@comcast.net

FOR SALE: 1986 Jaguar XJ6 White 59,595 miles. New: water pump, power steering pump, master cylinder, front and rear calipers. Asking \$7,000 Robert Hahn 856-236-6007 or ssgrhahn@juno.com

FOR SALE: For Jaguar Series 1 XKE: Black Convertible Top, new in the box. Ordering error on my part \$300

Original 72 spoke Jaguar wire wheels Set \$400

Donald Powell donaldgpowell@gmail.com



WANTED: What do you have or know of laying around for an MGTF? I am bringing my 1954 MGTF back to life after many years sitting in the garage. Thanks for any help or leads.

Reggie Harris reggie630@hotmail.com

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: mgggarage@comcast.net
Ads will appear for two (2) issues , as space allows



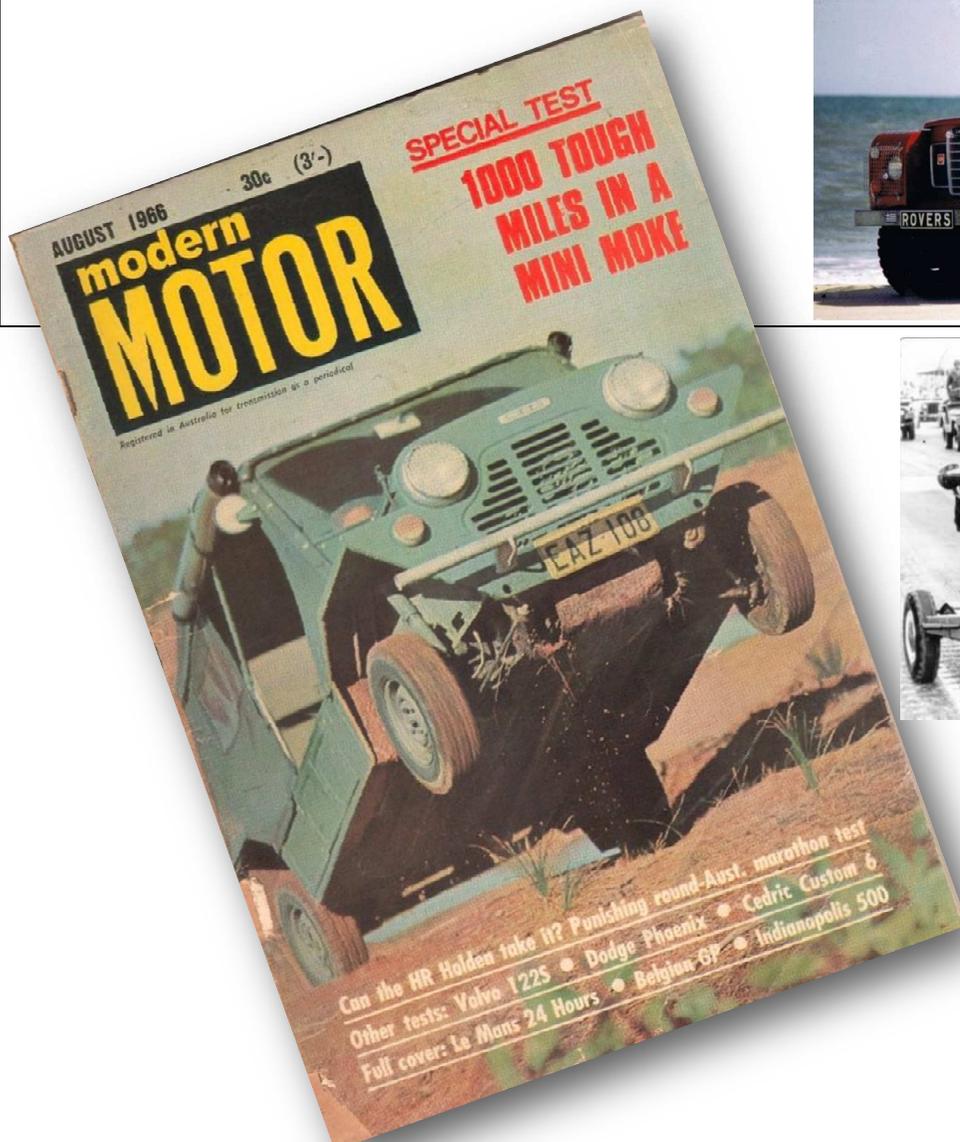
WANTED: Sprite/Midget Mk1 or 2 seats, heater, blower Healey 3000 disc brake set up
Contact Paul pis9@yahoo.com or 609-462-3593

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

FOR SALE: Jaguar interior kit for XKE Series 1&2 from 1966 to 1971.
Various items, brand new, including carpet kits. Black, Green,
from G.W. Bartlett. Call Andrew 646-342-8020

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

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



CALENDAR OF EVENTS

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

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

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

Events Continued



DATE	BMC EVENT	LOCATION / STATUS
July 7/21	Membership Meeting Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense.	7 Stars Diner, Sewell 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org
July 7/24 6-8:30pm	British Car Owners Ice Cream Social 	5 Points Custard E. Landis Ave (Rt 540) & Tuckahoe Rd. (Rt 557) E. Vineland, NJ robgt71@verizon.net
August 8/14 10am Rain Date: 8/15 10am	Tour of Gloucester County 	START POINT: Point 40 Diner 761 US-40 (Pole Tavern Circle) Monroeville, NJ 08343 DESTINATION: Dippy's Custard and Ice Cream 245 Bridgeton Pike Mantua Twp., NJ 08051 STOP OFF POINT: Washington Lake Park, Sewell, NJ events@bmcsnj.org
August 8/18	Membership Meeting Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense.	Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org
September 9/15	Membership Meeting Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense.	7 Stars Diner, Sewell 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org
September 9/25 10 AM until 2 PM	BMC of SNJ End of Year Show at Greenwich Artisans Faire Benefits Cumberland County Historical Society Ye Greate St., Greenwich, NJ 	On the grounds of the Gibbon House, located at 960 Ye Greate Street, Greenwich, NJ 08323 Saturday, September 25, 2021 Show hours from 10 AM until 2 PM Admission is \$5 per <u>car</u> - all occupants can visit the Artisans Faire for the cost of a single admission. Contact - Gary Warren, garswc@yahoo.com or 609 247 3499 (cell)

Events Continued



DATE	BMC EVENT	LOCATION / STATUS
October	Tour of the Shore	DETAILS COMING SOON
October 10/20	Membership Meeting Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense.	Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org
November	No Membership Meeting in recognition of the holiday season	
December	No Membership Meeting in recognition of the holiday season	



take it anywhere, treat it rough: there's never been anything quite like the BMC

MORRIS MINI MOKE

Take the rugged, proven Morris Mini idea of front wheel drive, East-West engine; add an incredibly strong all-welded steel body. Torture test it over Australia's toughest terrain to prove its durability. You've got the sensational new go-everywhere, do-anything workhorse for the Australian countryman — the BMC Morris Mini Moke.

The Moke gives you for the first time the unique combination of low price, low running costs and the versatility of vastly more expensive special purpose vehicles. Moke cruises at an effortless 60 m.p.h. on highways, gives up to 40 m.p.g., weighs just over 11 cwt., yet will slug it out at walking pace all day in tough, trackless terrain. It will haul trailers, carry men and equipment wherever they are needed.

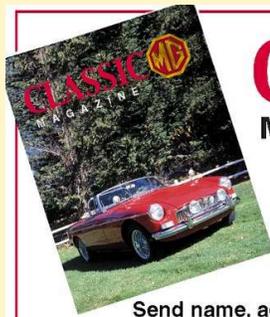
Come see the wonderful new Morris Mini at your BMC centre. Torture-test it for yourself and think up all the jobs a Moke can do especially for you.

BMC MORRIS MINI MOKE \$1,295* TAX PAID NOW ON DISPLAY AT YOUR BMC CENTRE

02947/10/-. (Prices slightly higher in some country areas.)

BMC — MANUFACTURERS IN AUSTRALIA OF BMC MORRIS MINI, BMC MORRIS MINI DE LUXE, BMC MORRIS COOPER, BMC MORRIS 1100, BMC MORRIS 1800, BMC MORRIS COOPER, BMC MORRIS HEALEY SPRITE, BMC MGB, BMC MORRIS LIGHT COMMERCIALS, BMC MORRIS MINI MOKE AND BMC MORRIS AUSTIN HEAVY COMMERCIALS.

And now a word from our Sponsors



CLASSIC MG MAGAZINE

- ❑ One year – Six great issues \$26 (Canada \$30, Overseas \$36 U.S. dollars)
- ❑ Two years – Twelve great issues \$50 (Canada \$58, Overseas \$68 U.S. dollars)
- ❑ Sample issue \$6 U.S. dollars

Send name, address and check or MC/Visa information to P.O. 2308, Huntersville, N.C. 28070
 Fax 704-948-1746 subscribe@ClassicMGMagazine.com

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 Egg Harbor Twp. N.J. 08234

CHRISTOPHERS
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PASSION
IT'S WHAT DRIVES US.

PROVIDING SERVICE,
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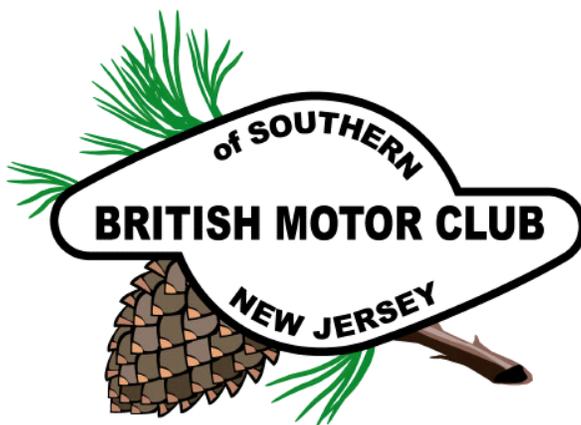
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