

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 2022
VOL. 32 ISSUE 03



*A Wacky
American Creates
a British-Italian
Classic*



The Arnolt MG



BRITISH MOTOR CLUB
of
SOUTHERN NEW JERSEY



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

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

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

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

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

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

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

NEWSLETTER CONTRIBUTIONS

OFF SIDE / NEAR SIDE is YOUR Newsletter.

The Editors are always looking for new material.

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

PLEASE SEND NEWSLETTER CONTRIBUTIONS TO THE EDITOR :

Joe Marchione: editor@bmcsnj.org

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

PLEASE SEND FOR SALE, WANTED or FREE REQUESTS TO :

Ed Gaubert: mqgarage@comcast.net

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

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

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

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

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

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

The editors take responsibility for any editorial mistakes or errors.

May / June 2022
VOL. 32 ISSUE 03



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Hello BMC of SNJ members,

By the time you read this, our action packed May will be in full swing. The tour of the Air Victory Museum in Lumberton is history and the rest of the club events scheduled for May are fast approaching. Please stay in close touch with the website Calendar of Events as it offers the most up to date information available. If you are planning to stop by the picnic at Mike Eck & Becca Payonk's home on May 14, please RSVP by email to the address shown on the website.

Recently, I was feeling about as good as an oil puddle under the MG and missed the April meeting. Thanks to the guys for picking up the slack.

I have to say that I am a little surprised by the few requests that have been made to the BMCSNJ Rescue Squad. I know a lot of cars are stuck in garages and was hoping to get some more moving forward. Please feel free to reach out to Pete Cosmides if you need some help. We have a lot of talent and will do what we can to help.

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

Still no takers on my offer to grant a free one-year membership to the club for anyone under the age of twenty-five. So, if you have kids or grandchildren, or anyone else who is interested in your hobby, please let me know and we will get them signed up for a year for free! As we grow older, the younger generations will have to care for these machines to carry on our hobby!

So, I was driving my classic Mini the other day and came side by side with a new MINI Cooper. Of course, when my car is home in the garage, it looks very small compared to anything else. But on the road, I was surprised by how small it really was compared to a "small" car. I remember when

the new MINI was released in the US market to a lot of criticism of it being too small. Well, it didn't feel that way the other day. That bright red behemoth of a car was 30" longer, 12" wider, 3" taller and weighs twice as much as my Mini. So much for "too small". Those are significant differences that apply to many of our cars and warrant very defensive driving skills. Be safe out there and stay tuned for the next issue when I present my photo essay, "Lug Nuts of Other Cars From a Mini's Point of View."

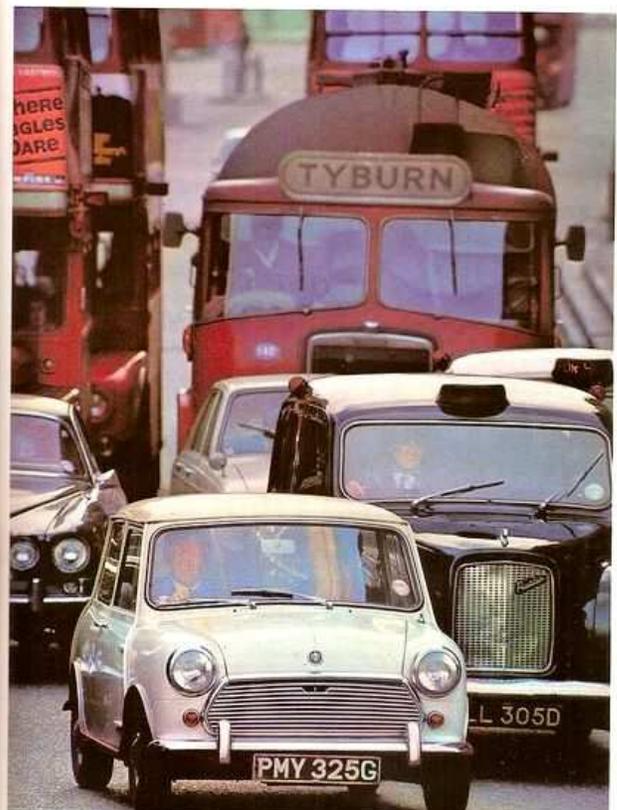
As always, enjoy your cars, this outstanding newsletter, the club, and the hobby. Be safe on the roads and I'll see you at an event or a meeting! Best wishes and good luck in 2022!

Steve Ferrante,

President, BMC of SNJ



Motor week ending August 2 1969



MINIS. They're born leaders - where the Minis go, the herd follows. Austin-Morris MINIS from £573 (inc. p.t.)

SECRETARY'S SATCHEL

May / June 2022

by Tom Evans

April 15, 2022

Welcome Spring! Our first real outing of the year will be taking place as this newsletter is published on April 30th at the "Air Victory Museum" in Burlington County. It will be great to get out, top down, wind in the hair (that remains), tuned up, oil changed and ready to go. What a relief! In this issue of Off Side/Near Side, Joe Marchione, our editor extraordinaire, has provided insight into the Arnolt MG, the 2022 Amelia Island Concours d'Elegance and our own BMCSNJ Rescue Squad. The Rescue Squad, headed by Pete Cosmides and George Lawton have helped several members in "rescuing" their LBC from minor issues. Read about their accomplishments, the participation of several members and how you can help or avail yourself of their services. What a wonderful concept, helping each other! Pete can be reached by email at tundramgb@hotmail.com.

Our good friend Mike Sabatino, proprietor of Autobella Detailing, has been hosting "Cars & Coffee" events at his location, see his web page, from his ad on the last page of this newsletter, for the schedule and see other friends there. Club members Mike Eck and Becca Payonk have invited the Club to a picnic on May 14th to meet up with their Jaguar Club friends and enjoy an afternoon of food and car fun. Bring a chair and your favorite beverage, but first, please see the events section and **RSVP to them as soon as possible**, they would like a head count. The Smithville Memorial Gathering in Galloway Twp. will take place on May 21. This event benefits Samaritan Life Enhancing Care to whom we want to give generously as an organization that has helped several Club families in their time on need and grief. Then June 11th is the Monmouth County Tour, join us for a great trip along one of New Jersey's Scenic Byways for the day. Pack a picnic lunch and enjoy the scenery.

The Board of Directors are here to serve the Club, the list and contact information of the board members is located on page 3 of this issue of Offside/Nearside. The Club has a need to fill a few positions to enhance the continuity and fun of the Club, they are, Co-Events Coordinator (North), additional Directors and National Club Liaison. If, as a member, you have the desire to serve in any of the positions, or suggest others,

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.

Get out and attend the events and cruises, volunteer or host an activity. The POP Cruises will begin soon with the nice weather. Our May 18th/ June 15th member meetings will take place in Sewell and Maple Shade. The conversation has been lively and we look forward to seeing you there.

See you on the Road!

Happy Motoring
Tom Evans



Treasurer/Registrar's Report

May / June 2022

Money Is No Object

by Brian Deam

Dear Members,

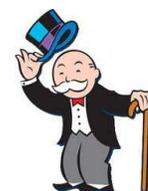
We had a nice increase in new or rejoining members over the last several months that has increased our membership count to 171. That has only bolstered our solid financial position as we embark on another active season of activities and events. We hope to increase our donation to Samaritan Hospice this year at the Smithville event on May 21st.

Club dues remain at \$15/year (free if you volunteer to host an event) for which you receive 6 newsletters per year, access to our Facebook page and unlimited use of club supplied resources! Just a reminder that the Facebook page is for paying members and spouses only.

Members are grouped in to one of two annual membership terms; one that expires on Dec 31st and the other on June 30th. Renewals notices for the June 30th group will be sent in late May. If you want to renew or if your membership has inadvertently lapsed, please send your payment using one of two methods:

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

Brian Deam
900 Riverton Road
Moorestown, NJ 08057



Again, thanks for your support and best wishes for a top-down spring season.
Brian

Welcome to our new and returning members:		
Name	Town	Car
Douglas Owen	Linwood	1979 Spitfire
Donald Gray	Lavallette	1973 TR6
James Roberton	Margate	1961 MGA
Ed Connor	Haddonfield	1971 MGB
Gary Dagleish	Millville	1960 Land Rover



The Editor Writes

Joe Marchione



Hello all from your newsletter editor.

My wife, Pat and I have been very fortunate this year to be able to spend extended time in Stuart Florida. Very toasty and a lot of blue skies and Palm trees. We love it ! Just one problem. Had to leave our little blue British car back in New Jersey. And, to make matters worse we found that there is a car gathering right around the corner in the parking lot of the Elliott Car Museum EVERY Tuesday afternoon. And, it turns out that one of our own club members (Mike Eck) has a friend down here who happens to drive a beautiful series 1 and a half XKE to this gathering each Tuesday. His name is Chris Rao and he told me that he got to know Mike because Mike is the only person ***In The World*** who can fix an XKE clock !! Who knew. Obviously Chris did and recommends that any XKE (or Jaguar ?) owner who is never on time for our car shows or tours because their Jaguar clock refuses to work now has NO EXCUSE ! Gotta call Mike.

So all that brings me back to:

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

I am soliciting member articles for the
July / August 2022 newsletter (and beyond)

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

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

If you're interested please send any material to your Editor, at "editor@bmcsnj.org".

I'm asking now because our cutoff date for member articles is at least one month before the month of the newsletter. Meaning that to have your piece published in the July / August newsletter please get anything to me no later than **JUNE 10th. 2021.**

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

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

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

And there are many more member contributors in these newsletters.

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

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



Thanks, *Joe Marchione*

It's great for the club

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

The BMC of SNJ RESCUE SQUAD



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

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

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

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

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

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

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

Steve Ferrante
President, BMC of SNJ
president@bmcsnj.org





The Arnolt-MG

MG power under a Bertone body

On the thick foggy morning of September 26, 1938, with one of his engines affixed to a 13-foot boat, Chicago industrialist Stanley H. Arnolt attempted to cross Lake Michigan in a tiny open vessel. It was powered by a Sea-Mite engine, one of his company's marine products. According to the story, fighting waves and fog, he made the trip in four hours. Boatmen along Navy Pier shook their heads in disbelief, stating that he had more nerve than they did. He was greeted through the still thick morning fog with, "Hello there, Wacky!". The headline of an article that day in The Chicago Daily News read, "Wacky Comes Through in Fog; Crosses Lake in 13-Foot Boat"...and the nickname stuck. Thereafter, he was known as "Wacky" Arnolt.

Arnolt was the quintessential American forward-thinking businessman, entrepreneur and financier: he is said to have stood a dramatic 6'2" (but his son, Michael, assures me he was no more than 5'10", and wore lifts in his cowboy boots to appear taller), weighed over 200 pounds, and liked to dress like a Texan, from Stetson hat to flamboyant boots.



Born Stanley Harold Arnoff in 1906, he studied engineering during the Great Depression, and had every expectation of becoming a significant manufacturer of automobiles. In 1939 he began to form his empire when he purchased (or was given in lieu of salary when the company for which he worked went bankrupt) the rights to a 1,000cc 4-cylinder flathead marine engine originally designed as auxiliary power for sailboats, a market that had disappeared with the Depression.

His acquisition of these manufacturing rights for the compact Sea-Mite engine became a huge money-maker for his fledgling business, since as the war loomed the U.S. Government began ordering vast numbers of his proven power-plants for small boats and for starting aircraft engines. Although folks called him Wacky, this business tycoon was an organizational genius.

After the War's end, his successful, widely diversified manufacturing companies, based mostly in the Midwest, designed and built dozens of products, including tubular frames for casual furniture, marine products, boat trailers, material handling tools, and landing gear components for aircraft. Arnolt easily shifted production, manufacturing for companies such as Sears Roebuck, making American Explorer campers and boat trailers, So-Lite recreational aluminum boats, Arno-Craft marine hardware, and Arno-Lite spotlights. Ads show commercial products such as the Arnolt "Club Smoker" chrome stand ashtray, as found in theater lobbies.

Precision Fuses for Precision Bombing!

Important Parts of the M-103 Nose Bomb Fuse Are Made in Arnolt Plants

The precision fuses for the M-103 nose bomb fuse are made in Arnolt plants. These fuses are made to exacting standards and are used in the nose of the M-103 nose bomb. They are made in Arnolt plants in Hammond, Indiana, and are used in the nose of the M-103 nose bomb.

ARNOLT MOTOR COMPANY, Hammond, Indiana

MORE fun AFLOAT

Whether it's your only yacht or merely transportation to your yacht, the Amanda Waterscooter is more fun than anything else afloat. Powered by a full-fledged inboard marine engine, the Amanda is safe, stable, versatile, enjoyable. Strong enough to carry two adults with ease, it's light enough to launch anywhere. Steers easily in the back of a station wagon for overland transportation. The Amanda comes on a new and features single control automatic transmission so simple that children can drive the fun. See your favorite sports car or marine dealer.

Another Arnolt Import

ARNOLT CORPORATION, Hammond, Indiana

SPACE-SAVING POWER for Small Craft

THE 20 H.P. ARNOLT Sea-Mite DISPLACES ONLY 41 CUBIC INCHES

With the compact Arnolt Sea-Mite Marine Engine installed aboard your boat, you'll enjoy the freedom of the open water and the pleasure of the open air. The Sea-Mite is the most compact, most powerful engine for small boats. It's the only engine that fits in a 41 cubic inch space. See it at your favorite boat dealer.

ARNOLT MOTOR COMPANY, Hammond, Indiana

7 Way Drill Set Also For

IT PAYS TO SUB-CONTRACT TO ARNOLT

Arnolt Corporation is a leading manufacturer of precision machine tools. We have a complete line of precision machine tools for sale and rental. We also have a complete line of precision machine tools for sub-contracting. We can handle all your precision machine tool needs. Contact us today for more information.

ARNOLT CORPORATION, Hammond, Indiana

For the most select names on your Christmas list...

CLIMAX CLUB SMOKERS

For the friends for whom you want the most select names on your Christmas list... the Club Smoker is the perfect gift. It's a chrome stand ashtray that's both functional and decorative. It's the perfect gift for the discerning smoker. See it at your favorite department store.

ARNOLT CORPORATION, Hammond, Indiana

Arnolt's fascination with sports cars started in 1949, when he bought an MG TC. According to an Arnolt Corporation newsletter, his passion for the sporty TC "soon put his Lincoln Continental under wraps in his garage." There can be no doubt that cars were really Arnolt's passion, and fueled by the same flair and enthusiasm that took him across Lake Michigan, Arnolt gave up the manufacture of marine engines, acquired a dealership in Chicago and devoted himself to the resale of English cars. He founded S.H. Arnolt Inc. and became one of this country's first importers of British cars, distributing marques like Riley, MG, Morris Minor, Aston Martin, Rolls-Royce and Austin-Healey. Within the next few years, S.H. Arnolt, Inc. was the leading importer of foreign cars in the Midwest, with an empire that included some 30 dealerships. (He is said to have later regretted not taking up the offer of a VW dealership, as he was convinced the cars had no future in America.)

ARNOLT brings you...

three NEW leaders in the imported car field

...the NEW MG T.F. SERIES

...the NEW MG 1 1/2 Litre MAGNETTE

...the NEW Riley PATHFINDER

S.H. ARNOLT, Hammond, Indiana

Another of his companies manufactured and sold auto accessories, and was the country's sole distributor of Solex carburetors. Selling an associated line of after-market auto parts for the MG sports cars was clearly his second love, after sports-car road racing. His racing teams

picked up several class wins in international competitions, including the 12 Hours of Sebring. Not one to stay in the pits, Arnolt also proved himself to be a competent driver.

For this entrepreneur, the next logical step was building his own cars. The Arnolt-MG was the first of his coach-built collaborations.

In partnership with Italian coachbuilder Bertone and four British automakers, Arnolt became an automobile manufacturer. During a 15-year span, more than 250 Arnolt-badged cars were built on chassis by MG, Aston Martin, Bristol and Bentley.

'50s Italian Car Manufacturing

To understand the genesis of the Arnolt-MG, one must look into the Italian auto industry of the early 50s, where a significant shift was underway. In earlier times, as with American luxury cars, it was common for a purchaser to express his individual tastes and driving needs by ordering a complete rolling chassis from his manufacturer of choice, and commissioning for it a custom body from an independent body-maker. In Italy, for instance, it was normal for Lancia, Fiat, Ferrari, Alfa Romeo, Maserati and other automobile manufacturers to supply a rolling chassis to designers and fabricators such as Touring, Bertone, Ghia, Zagato, and Vignale. These shops would design and build their distinctive “body-on-frame” with the desired style and details: 2-seater or 4, open-or closed, short body or lots of leg-room, modern aerodynamic or more traditional shape, sharp tail fins or gentle curves, exotic sports car or stately sedan, etc. These cars, hand-made and usually unique in their presentation and construction (and therefore quite costly), were stylish studies in contemporary automobile design, and the bread-and-butter of Italian custom fabricators.

But with steel in short supply in post-war Italy, by the early 1950's manufacturing had evolved: the traditional separate chassis and body were phased out, replaced with more economical uni-body construction. Here the body shell, doors and roof formed the vehicle's critical structure, with a fairly flat floor pan to which the suspension and drive-train were attached. Of necessity, this shift from hand-built to more industrial production signaled the death-knell of the genre of custom body-makers, since there was no longer a separate chassis to form the basis of a custom design. Bertone and his fellow panel-beaters found themselves to be dinosaurs in real danger of financial ruin, since these modern construction techniques wiped out their custom trade.



Bertone and Son



And here romance may well diverge from facts.

The oft-repeated story dictates that, desperate to cling to what little business could remain, Carrozzeria Bertone acquired two used MG TD chassis on which to build last-gasp custom cars. The source of these two chassis is still unclear; some say that two wrecked TD's were obtained from the local MG dealer. But facts suggest that the two chassis were

sent from the factory new as bare chassis, and that the two prototype cars may actually have been commissioned by Nuffield distributors Fattori & Montani of Rome, on whose stand they were exhibited in Turin in 1952. (Bertone himself exhibited a production coupe in 1953 at “Il XXXV Salone dell’ Auto a Torino”, the 1953 Turin Auto Show.) A variation of this genesis is revealed in an interview with Nuccio Bertone in *Motor Klassik* magazine* (1994, here translated):

***Motor Klassik*: “Your first successful project after the war was the custom-bodied MG that you joint ventured in 1952 with that American — S. H. Arnolt.**

Bertone: We could not live for long dependent on Italian dealers and their new business practices. So I tried to build relationships with foreign manufacturers and importers. First I bought two chassis from MG, just to see if there was a possibility to work with foreign concerns. And right away at the opening of the Turin Auto Show in 1952, I found myself standing next to an American, a typical Texan complete with cowboy hat and boots, and a blinding ring stone on

his finger. This Mr. Arnolt approached me and asked: “You are Bertone, right? I want these two cars.” Gladly I would have sold both. But I was obliged to tell him that there might be a problem. My objective was to get MG to commission a couple of hundred examples.

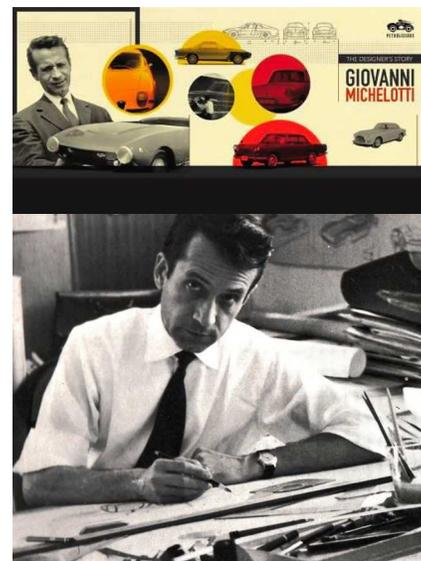
***Motor Klassik*: How did you get this English-Italian project off the ground?**

Bertone: I drove with Mr. Arnolt to England, to convince the reluctant MG management of my idea’s merits. The English were concerned about my model competing with theirs, but Mr. Arnolt’s salesmanship convinced MG management that my production of a small series based on their chassis could in no way detract from the demand for their own product. We brought gifts for all, clocks for the secretaries, and a fantastic Gorgonzola in the trunk. But the cheese lover at MG was not there. We had to leave it in their refrigerator, even though there were many protests about the smell. Eventually and in consort with Arnolt I obtained an agreement with MG to produce a series of my models...”

Arnold saw it another way

As his story goes, Bertone was down to his last lira in a post-World War II slump when Arnolt approached him at the show, at-tired like a Texas millionaire in cowboy hat, silk suit and boots.

He told Bertone he wanted to buy the cars. Bertone was delighted because sales of the two cars would keep him in business for at least a few months before the shop closed. “No, you don’t understand—I want to buy 200 of these cars,” Arnolt told Bertone, who nearly fainted dead away from the offer. Bertone’s Torino-based coachwork business, teetering in the post-WWII economy, could not afford to miss such a bargain and



this huge order actually saved the company. The nifty “Arnolt-MGs” were fast sellers when they reached Arnolt’s Chicago showroom.

Patriarch Giovanni Bertone (the “international maestro of Italian design”), his son Nuccio and the designer Giovanni Michelotti (NOT Franco Scaglione, as often stated) designed and constructed coupe and convertible bodies in the prevailing Italian style, as purely speculative demonstrations of their skills. No matter their origin and back-story, Arnolt fell under the spell of these baby-



Ferrari-like cars during that visit to the Turin Motor Show. It is impossible to know just what was discussed, but Bertone must have been stunned to realize that not only did Arnolt wish to purchase the two custom sporting MG’s he had made, but that Arnolt was prepared to give Bertone an order to build the further hundred of each Bertone had imagined!

Arnolt’s fervent belief that there was an American market for custom Italian bodywork on a familiar MG chassis pulled Bertone back from the brink of bankruptcy, and enabled him not only to survive, but to flourish. “Nuccio was saved from probable ruin by a purely experimental design which was daringly distinctive, aesthetically pure and functionally valid.”

Arnolt claimed he was given a seat on Bertone’s board and others suggest that he was a financial investor in Carrozzeria Bertone, but no confirmation of that has been found. Bertone continued as a leading automotive designer for the next 35 years, working with multiple Italian car manufacturers to design and construct production prototypes.



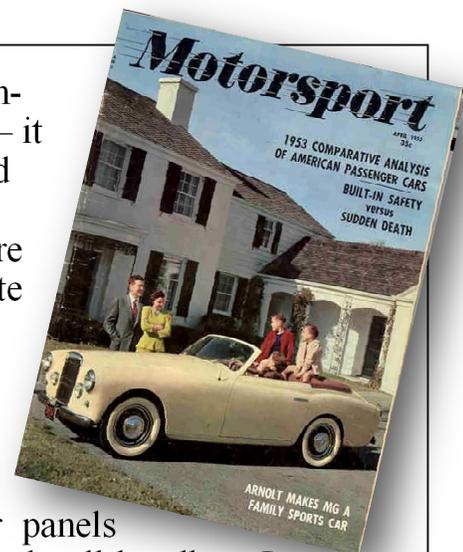
In December of 1952, the MG factory began supplying Bertone with rolling chassis (between 4 and 6 at a time) with the MG’s stock 54HP 1250cc engine and 4-speed transmission, with instruments and the central dash panel, but without any body parts or interior. These chassis were sent by ship from Great Britain to Genoa and were then trucked overland from Genoa to Turin. Contemporary workshop photos show that Bertone produced the custom bodies using traditional wooden bucks to hand-form and panel-beat the aluminum (hood, trunk and doors) and steel (body) panels. To save money the designers cleverly inverted the TD’s central dash switch-panel in front of the driver, spacing the tachometer and speedometer on either side. Rather than making every switch and fitting custom, Bertone used normal



Italian procedures of the time by using parts from the broader auto industry. Unfortunately, that makes finding parts for Arnolts difficult – it is believed, for instance, that the small front parking lights were used by Vespa in its Ape 3-wheel delivery scooters! (One Texas restorer learned, to his horror, just how unique and hand-made these cars were – a door of his Arnolt was unrepairable and he was delighted to locate a used door in Australia, but when he fitted it he found that it was a full 6” too short!)



Bertone constructed and supplied Arnolt with complete cars with leather tuck and roll upholstery, a headliner, and door panels with pockets, roll-up windows and pull handles. It took almost six weeks for Bertone to build and weld his custom body to a TD chassis, although it was claimed in advertising that ten cars a week could be produced. When completed the Arnolt-MG cars were returned by truck to Genoa, loaded onto freighters bound for various ports (Miami, New York, San Francisco, New Orleans and Vera Cruz, Mexico), and were then shipped on to Chicago.



“Wacky” was very proud of his arrangements, and to make it possible Arnolt was granted an automobile-manufacturer’s license by the state of Illinois. In Chicago assembly was finalized and extra-cost customer options were added: these could include fresh-air and heater systems, a radio, badge-bar, Borrani wire wheels, alloy engine covers, and even a Shorrock supercharger (all of which he manufactured or distributed)! The first American showing of the two prototypes was at the Elkhart Lake races in Wisconsin in September of 1952, and the first reveal of production cars (with some subtle design-changes from the prototypes) was at the New York Auto Show in March, 1953 and generated a modest buzz in the motoring press, gracing the cover of *Motorsport* in April. In January, 1953, the coupe was priced for sale at \$3,585 FOB Chicago in a brochure re-printed from the company’s house-journal, *Arnolt Soundings* (v. 8, no. 1), but due no doubt to slow sales, prices were significantly reduced to \$2,995 for the coupe and \$3,145 for the convertible, by 1955. The engine, drive-train, suspension and steering were stock MG TD, so the performance of the Arnolt-MG car was advertised as sporting



and very much like the open sports car advertised as “A family and sports car” with the “smart aerodynamic styling” of Italian body lines. “Wherever you take it your Arnolt Convertible wins instant admiration because of its distinctive lines and luxurious appointments. In sunny weather with top down it offers the ideal way to travel. There is plenty of room for four and generous space for baggage in the rear luggage compartment.”



FUSEOLOGY

$$A = \frac{V}{\Omega}$$

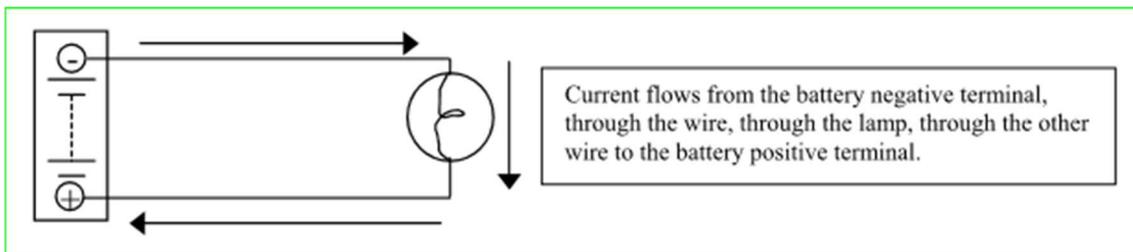
By Allan Brown

What is a fuse, what is it for, how does it work and how do you choose one? What does the rating 17/35 mean to our MG's?

A fuse is considered to be a current-sensitive device that is designed as the intentional weak link in an electrical circuit. The function of a fuse is to provide circuit protection by reliably melting — “fusing - blowing - opening”— under overcurrent conditions and thus safely interrupting the flow of current. It has to do this before there is any damage or overheating to the wiring and other circuit components.

What is Current?

The term current is the flow of electricity through a device such as a lamp, motor and so on. The amount of current that flows is determined by the voltage, which can be considered as pressure, and the resistance of the device, how much it says no I don't want any current. Current is measured in Amps (A or I), Voltage (V) in Volts and Resistance in Ohms (Ω)



So, for a given resistance, if you increase the voltage or pressure, then the current will increase. Conversely, for a given voltage, if you decrease the resistance, the current will increase. This is known as Ohm's Law that states $\Omega = V / A$ (voltage divided by amperage)

What is an Overcurrent?

An overcurrent is any current that exceeds the ampere rating of wiring, equipment or devices under normal conditions of use. The term “overcurrent” includes both overloads and short circuits.

Overloads

An overload is an overcurrent that is confined to normal current paths, in other words, nothing has changed in the way the device is connected or to the wiring in between. An overload occurs when the current exceeds the value for which the wires or equipment are rated. This can happen when too many devices are connected to the circuit, or when a device connected to the circuit malfunctions in a way that causes it to draw higher than normal current.

Short Circuits

A short circuit is current out of its normal path. It occurs when accident or malfunction creates an unintended path for the electricity to flow from the battery or alternator to ground. This shorter, more direct path to ground bypasses the resistance normally offered by the wiring and devices connected to the circuit. With virtually no resistance left to impede current flow, the voltage forces higher and higher current to flow through the wires to the point of the short. Under such a condition, the current will quickly build to such a high level that the heat generated can cause insulation to burn and equipment to be damaged unless the circuit is opened through the use of a fuse.

Fuse Selection Parameters

When selecting fuses, the following parameters should be considered:

Voltage Rating

The voltage rating, as marked on a fuse, indicates the maximum voltage of the circuit for which the fuse is designed to operate safely in the event of an overcurrent. Basically, you don't want any potential sparking to negate the operation of the fuse. The voltage rating for auto fuses is 32 volts, however, higher voltage rated fuses will work.

Time-Current Characteristics

A fuse's time-current characteristic is "how fast does it respond to different overcurrents"? All fuses have inverse time-current characteristics, so opening time decreases as overcurrents increase. Some fuse types are designed with a large inverse time-current characteristic, these fuses are known as slow-blow or time delay. Auto fuses are of this type.

On MG's we have fuses labelled as 17A/35A. A regular 17A fuse will open at just over 17A. The 17A/35A slow-blow will pass current up to 35A depending on the time duration of the current over 17A. It is also dependent on how fast the current rises over the 17A.



Why Do This?

Many devices such as lamps and motors take a large amount of current when they start up. Then, once going, the current falls to a much smaller value. A regular fuse will not handle the excess or overcurrent. The slow-blow type will.

However, if the overcurrent rises very fast over the 17A, e.g. a short circuit or stalled motor, then the fuse will blow. This protects the wiring but allows the operation of things such as lamps and motors.

This allows manufacturers to use much thinner wire and smaller connectors resulting in savings in cost and weight.

Replacing Fuses

It is common practice to replace the 17A/35A slow-blow with a 20A regular type. This should be considered a temporary measure till the proper fuse is obtained.

You may be unable to find 17A /35A slo-blo fuses. I did find 15A /30A 32V fuses from Littelfuse (www.littelfuse.com) part number 313015. I happened to have a few of these and put them in my 78B. They have been there for a few months and are working well. I have had no failures due to the slightly lower rating. I suggest using these rather than the 20A regular fuses, as they are more suited to the car's electrical system.

Why Fuses Fail — as opposed to being “blown”

Transient pulses of overcurrent are commonplace in vehicle electrical systems. The transient overcurrent pulses affect the life of automotive fuses. So, be aware that, like other components, fuses do degrade with time and will fail. Just because a fuse has blown, it does not necessary mean you have a problem. It could just be a bad or worn out fuse.

INTRODUCING SANDMAN SEZ

Sometime during the 1990's I had the pleasure of meeting Dr. Barry Sandman and his lovely and gracious wife Nurit when they joined BMCSNJ.

Barry was a true MG enthusiast (think MG-PA and MG-PB). I used to admire his award winning MG-TF at New Hope long before there was any thought of BMCSNJ.

During the late 1990's and early 2000's Barry wrote a series of timeless articles for Offside/Nearside and thanks to a generous donation of a collection of past newsletters from another member recently, we are again able to share some of those articles with you in the pages of Offside/Nearside.

Barry passed away in 2013. He was a friend to anyone who met him. His words of encouragement and thanks to each of the club officers during some difficult times are appreciated to this day. Barry gave me a small set of Whitworth wrenches before he passed. Those wrenches will always hold a place of honor in my toolbox.

I hope that you enjoy Barry's writing as much as many of us enjoyed his friendship.

Ed Gaubert

SANDMAN SEZ WOOD'S THE WORD



By Barry Sandman

(First published in Off Side / Near Side 1997)

Being brought up at a time when an MG was not an MG unless it had at least a reasonable part of its anatomy made of wood: I followed the Grand MG tradition of vehemently rejecting every new model the works produced. Even if it did have a wooden carcass. You do not know that when the J2 was introduced the M Type people threw up their hands and proclaimed the imminent demise of MG.

Well, all the way up through the "T" Series there was wood. Coach built, as it were: just like Rolls Royce and Bentley. *Then came the famous "A"*. No matter it was a great improvement, nor that it showed its stuff at Le Mans 1955. *The only wood in the bagger was the bloody floorboards!* Now what kind of an MG was that!?

For years I rejected it. But slowly, very slowly I began to accept it and today, I'm busting my hump restoring one!

Naturally, MG continued to tamper with the divine order of things and produced something called an MGB! This I refused to even acknowledge. After all, there wasn't a scrap of sacred British Ash to be found anywhere in the vehicle! My association with the "B" was limited to turning my head away when one blazed by (The bagger did seem to bang along quite well, at that-but then again, so did Honda!)

I guess each of us fall from grace in our own way. Mine was joining the BMC of SNJ. Here it was almost impossible to avoid close association with the "B". Good grief, they're all over the place! I began to look closely at them to see if there might not be some redeeming quality. Okay, they did rot away at the rocker panels and the "F" section, just like a real MG is supposed to. A definite plus! The bonnet fit was a scream, better and better! That five bearing crankshaft also got my attention and the ride, well, more like a Testa Rosa than what I'd been used to. One big problem remained. Could I overlook that they didn't leave those little puddles under them like the blessed XPAGs.

I began to waver. Then (I think) it was either Ted (Lane) or Ed (G) mentioned that the GT had a *wooden* floor in the boot! Well friends there you are. I could stay true to my ideals and still drive the best MG yet! I did obtain a very decent specimen and I love it! Oh, by the way, I have devised a method to bring all you MGB Roadster owners into the grand scheme of things. If you want to be accepted by the Lesser Gods of the MG Mystique, just slip a *wooden* toothpick under the rug. In my last vision I was told that would suffice.



*“Red Flags” ?? No problem.
This ‘58 Jag’s got
Lucas Flamethrower
Fog Lamps !*

The first car I ever owned was a Carmen Red 1958 Jaguar 3.4 Litre Sedan with wire wheels and Lucas Flamethrower fog lamps, which was later known as a MK1. I had seen this particular car many years earlier when I was on my paper route, and I was so struck by its beauty and uniqueness that I pedaled my bike after it and saw which driveway it turned into. The house didn't belong to any of my customers so I didn't know who the owner was. Many years later in 1969, when I had my new driver's license, a friend of mine showed me a picture of a Jaguar XK, and the styling of that car brought back the memories of that chance encounter so many years before. I knocked on the owner's door and asked if he still had the Jag, and could I look at it. He said it was for sale, and I bought it with \$600 of saved paper route money.

It was a beautiful car, with lots of power and a luxurious leather and walnut interior, dual carbs, an Abarth dual exhaust system, wire wheels and a four-speed close-ratio transmission with overdrive. I later learned that at the time it was manufactured it was the fastest production four-door sedan in the world. Just what a kid with a new driver's license needs! The aroma of the interior, with its leather and wood panels and wool carpeting was nothing like the proverbial American “New Car Smell”. That, combined with the ambiance, was reminiscent of what I imagined it would be like inside a staid British gentlemen's club. I had never seen anything like it. I was so enamored with the car that I missed seeing a few obvious red flags.

Everyone who owns an old British car knows they are a source of never-ending adventures, and my first adventure with that car occurred on the drive home. I had only driven it the half-mile from the former owner's house to the end of my driveway when the brakes locked up and stayed locked. After a while they freed up



enough to drive it back to the previous owner's house, where I pulled it back into the garage. I explained the problem to him, and he went to the boot of the car and pulled out the factory service manual and one of the boxes of parts that were there. He then proceeded to select a rebuild kit from the box, expertly remove the master cylinder from the car, disassemble and rebuild it on the bench, re-install it and bleed the brakes. I was amazed that this three-piece-suit-wearing executive, who was a vice-president of Johnson & Johnson, knew how to fix this car so adroitly. Only later would it dawn on me that the reason he owned a factory service manual and boxes of spare parts was of necessity. Basically, if you wanted to drive this car you needed to be a repair mechanic. That certainly didn't describe me, since this was the first car I ever owned. But I would, of necessity, learn quickly.

In the '50s, Jaguar basically made two types of cars, sports cars and big sedans, which in England are called "Saloons". The sports cars were to entice men into the showrooms where their wives would insist on purchasing the family-sized car. Those saloons were huge, just like a Rolls-Royce or Bentley of that period, and they used the same 3.4 litre dual overhead cam inline 6 engines as the sports cars. In 1955 Jaguar departed from the two-style pattern by introducing a mid-sized saloon, which was their first car that used the new monocoque (unibody) construction, instead of having a separate chassis and body. Jaguar and Dunlop had jointly developed the disc brake in the early '50's, and they used them on their race cars, helping them to win the LeMans race in 1951, '53, '55, '56 and '57. 1958 was the first year for production Jaguars to have power-assisted disc brakes as standard equipment, so my car had them, but at that time discs were unknown in America. Even the Corvette didn't get disc brakes until 1965. My car was also equipped with French-manufactured Marchal headlamps and Michelin X radial tires, which the owner had purchased while touring the Continent with the car. The headlamps provided great visibility, since the low-beams had a sharp cutoff above a certain height, but even though they were better they were not sealed beams, so they were illegal in this country at that time. Radial tires were unavailable and unknown in the USA, and because of their low profile people kept telling me that my tires were going flat. Actually, sometimes they did, because the special flexible natural-rubber inner tubes that were required in radial tires at the time were slightly porous, and required pumping up periodically. That wasn't the only thing that the conscientious Jaguar owner needed to do in order to keep his car on the road. Jaguar recommended checking the radiator water level and the engine oil daily, and the tire pressures and brake fluid level weekly. In addition, there were fully 18 items that you were supposed to either clean, lubricate or check every 2500 miles. In Britain I suppose this was something the chauffeur would have taken care of, but this level of necessary care was unheard of in America. That may explain why so few of these cars have survived here.

After some bad experiences on the road I soon developed a walk-around procedure with a pre-flight checklist, like an airline pilot, checking the oil level and looking for suspicious puddles or flat tires. One summer I had worked in our township garage fixing police cars, and had learned a little about how cars worked. However, that didn't prepare me for the problem I was about to face. Suddenly, the car blew a radiator hose. When the first one blew I chalked it up to an original 12 year old hose failing. I was working over the summer in a gas station, so I went through their inventory and found one that fit. However, after the brand new replacement exploded I knew there was a deeper problem, but no one I talked to at work had any idea why there should be that much pressure in the cooling system. After all, the radiator cap was supposed to release any pressure above 7 PSI. After much head scratching and investigation I eventually determined that the rubber seal in the radiator cap had expanded its diameter to such an extent that it sealed against the inside circumference of the filler neck, which prevented it from moving and allowing the excess pressure to escape. With the cap off I also noticed that when the engine was running there was a continuous stream of air bubbling up the filler neck. The third clue was that one of the spark plugs was spotlessly clean and shiny, while the others had the normal brown color. The inevitable conclusion was that there was a head gasket leak between a combustion chamber and the water jacket. That allowed combustion gases to get into the radiator, where the hydrocarbons had softened and expanded the radiator cap rubber. The leak also allowed water into the combustion chamber, which effectively steam-cleaned the spark plug. There was no option but to remove the cylinder head and replace the gasket. Luckily I had the factory service manual to guide me, but I didn't have any tools.

My father was a great guy, but he was, to put it politely, obsessively frugal. His topmost criterion for any purchase was the price. He had a collection of objects that bore superficial resemblance to tools, which made it appear that he was well prepared for any repair. However, it soon became apparent that those tools were not

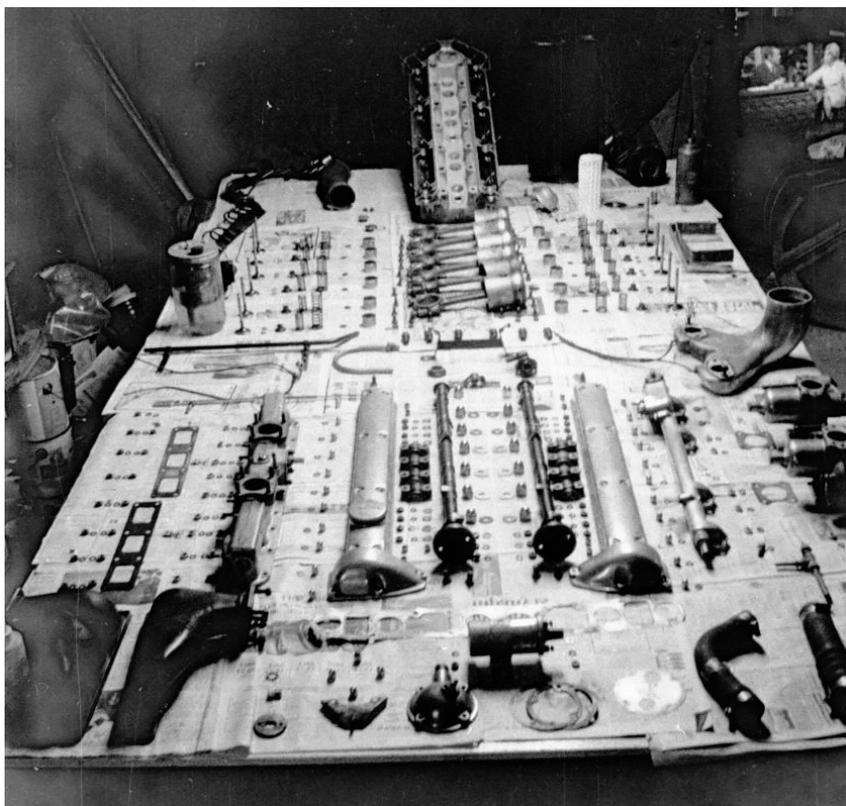
adequate for this particular repair. I had spent all my paper route money on this car, so I had very little left for tools or parts. I went to Sears and bought two 6-point deep sockets for removing the various dome nuts, and a breaker bar to turn them, since I couldn't afford a ratchet. Using them and a few of my dad's adjustable wrenches I was able to disconnect the cylinder head from the block. Then with an old hydraulic bottle jack I was able to raise it an inch, but that's where it stuck fast. It turned out that when the water had leaked through the head gasket it got around one of the studs, causing it to rust and bind up inside the head. No amount of persuasion could get the head to go either up or back down, so I was left with the necessity of cutting the rusty stud. There wasn't enough room between the head and the block for a hacksaw, so I embarked upon the laborious task of cutting the stud with a raw hacksaw blade held in my hand. The next day when I finally got the stud cut through I was able to remove the head. Now I needed to find a replacement stud.

The year was 1970, and this car was not a collector's item, it was simply an old and very foreign car, so parts were not easily come by. The major source of parts at the time was the J. C. Whitney catalog, but if they didn't have what you needed you were out of luck. Jaguar dealers were few and far between, and the couple that we visited didn't seem to stock cylinder head studs. One of them suggested that I check out a specific little private shop that repaired foreign cars, so I optimistically took a ride to visit them. My hopes were dashed when I arrived and found they were closed. As I was dejectedly walking back to the car I glanced over a fence into their back lot, and to my surprise saw an old Jaguar engine block sitting out there, with cylinders filled with rainwater and several of its head studs already missing. Figuring that they wouldn't miss another one, I attacked it with a pair of vice-grips and procured a stud for myself. My first problem was solved! It also put the idea in my head that I should be on the lookout for a parts car.

The J. C. Whitney catalog was a godsend for the impoverished shade-tree mechanic. A complete set of Payen gaskets and seals for the top of the engine cost \$10, a set of piston rings and a complete set of Vandervell bearings each cost the same. That sounds cheap, but at the time \$10 represented half a day's pay for me. However, I figured that replacing the bearings would help with the low oil pressure, so I decided to attack the engine from the underside too.

Getting at the bottom of the engine required removing the entire front suspension assembly, which necessitated raising the front of the car three feet in the air. I had that old hydraulic bottle jack that I had found buried in the woods behind our house many years before. Using that, I lifted up each side of the car little by little, inserting cinder blocks and various scraps of two-by-fours as the lift progressed. Once I got the front suspension removed, I found a layer of sludge in the bottom of the oil sump, probably because one of the bearings had spun. All the bearing babbitt had worn away and exposed the copper beneath, and the crank was scored. I wasn't in any position to remove the crank and have the scoring attended to, so I simply polished the journal with crocus cloth, installed the new bearing shells and called it good. It wasn't perfect, but it was better that it was before.

As anyone who has experienced "Shipwright's Disease" can attest, one thing led to another, and before I knew it I had taken the engine completely apart into its component pieces.



Keeping track of the parts I removed by laying them out on a ping-pong table

In the course of keeping the car on the road I also needed to rebuild the carburetors, the fuel pump, all eight brake cylinders and the brake booster, and fix any number of electrical problems. Passing the state inspection was another problem, since the way the inspector tested the parking brake was to drive the car in first gear and pull up on the brake handle. The desired effect was to stop the car and thus kill the engine. That works with drum brakes, but the problem was that disc brakes require a LOT of force to keep them from turning, which is why the foot brake used a power booster. Even the Corvette, when it finally got disc brakes, retained small drums on the rears just for the parking brake. The handbrake on the MK1 was good enough to keep the car from rolling away from a flat parking spot if someone accidentally leaned against the car, but it was totally inadequate for the state test. My solution was to stop the car just before I arrived at the inspection station, tighten the parking brake pads so they were dragging on the discs, and then drive it in to be inspected. The pre-load was enough to make the brakes a little more effective, so the engine would at least slow down a little when the handbrake was applied. The inspector reluctantly passed it, but as it turned out I would not need to have the car inspected ever again.

British cars have always had a reputation to rust, so one of the other things the original owner had done was to have the car professionally undercoated. I assumed that meant that I would have no troubles with rust, until one day, after hitting a bump, the rear tires started scraping on the fenders and the car sat considerably lower than it had previously. It turned out that the rear spring mounts had collapsed and had taken up residence in the boot. While I was under the car inspecting the damage I noticed a piece of undercoating hanging loose. I found that large sheets of it could be easily removed with a putty knife, along with large chunks of rust that had originally been part of my car's structure. Apparently the undercoating had trapped moisture between itself and the car body, so instead of preserving the car it had actually accelerated the rusting process. Even if I knew how to weld I wouldn't have been able to weld the car back together, since the entire underside looked like Swiss cheese and there was nothing solid to weld to. After all I had gone through to completely disassemble and rebuild the engine, along with all the other work I had done on it, the car was now no longer drivable. So, what was the net result of all the work I had done? In the intermittent times that I had been able to drive it between fixing things I had only managed to put a grand total of 10,000 miles on the car. But at least it had a rebuilt engine. Little did I know that this same engine would run for another 100,000 miles in a different body.

Mike Eck

AND DON'T FORGET THERE'S A PICNIC AT MIKE and BECCA'S !

Club members Mike Eck and Becca Payonk have invited the Club to a picnic on May 14th to meet up with their Jaguar Club friends and enjoy an afternoon of food and car fun. Bring a chair and your favorite beverage, but first, please see the events section and **RSVP to them as soon as possible**, they would like a head count.

My email is eckmichael@comcast.net, and everyone is encouraged to attend. The guys who own Jaguars belong to Jaguar clubs and see Jaguars all the time, and, like me, would love to see the diversity of the British cars in our club. I hope there's a big turnout which will make the event a success for everyone. We have plenty of parking spaces to display the cars. Our address is 418 Whig Lane, Glassboro, NJ 08028. It's just off 55 and near the Twin Kiss in Clayton where the group met last year.



BMC of SNJ

BMC of SNJ Rescue Squad on the Road Again

BMC of SNJ Rescue Squad Report

Pete Cosmides

I'd had some discussion and emails with club member Mike Schimmel concerning his problem where his 1978 MGB suddenly just died on him while out on a drive. It would not restart and he was forced to have it towed home. Once home, it of course started up again.

I suggested his original equipment electronic ignition distributor was suspect and he should consider replacing it with an earlier MGB points and condenser distributor. When electronic ignitions go bad, they tend to just crap out with no warning and will do so on numerous occasions. The OEM Lucas electronic ignition systems from that mid to late 1970 era were notoriously faulty. Mark Ramos, Steve Ferrante and Ed Gaubert volunteered to meet with Mike and see what they could do.

The following is a report from Mark;

On the afternoon of March 5th, The BMC of SNJ Rescue Squad made a road trip to Vineland NJ to the home of Mike Schimmel to check out his MGB for a quit running problem. I gave Mike a heads up that I was on my way from Clayton and when got there a little past lunchtime, car was already running and had been for ten minutes or so. We checked over the charging system and found it was charging ok, one down. I gave the car a visual inspection of the engine compartment and battery compartment and found a bad engine ground cable (broken cable end) and a leaking oil pressure switch. Otherwise everything else looked ok for a car of its age. We decided to let the car run on in its own to see if it would shut off again, which it did not after at least a half hour or so of running. We were going to take it out for a drive but decided not to because it had



shut off on his last drive and he had to have it towed home. I recommended to Mike that he replace the ground cable first to see if that would fix the problem. I had spoken to Mike a week or so later to see if he had fixed the cable which he had not. Those in attendance were myself Mark Ramos, Ed Gaubert and our President Steve Ferrante and our host Mike Schimmel.



Additionally, I received some correspondence from club member Chris Anderson who complained about his MGB not running right, spitting, sputtering and backfiring.

I suggested to him that it sounded like he needed an ignition tune up, as it had been a while. He expressed that rather than have me or another Squad member make the trip to Marmora, he preferred to be guided along so he could learn to do it himself. Bravo! After he sent me a picture of his distributor to confirm what he had, I researched the tune-up parts he would need and sent him a list of parts to order. Once the parts were received I walked him through the process of replacing the points, condenser, rotor and terminal lead. After a few missteps with getting the sequence correct on the points post he got the car running and noted and improvement. Success!

Pete Cosmides

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

ARNOLT-MG

the family car
with sports car styling
and performance

For those who want the fun of driving a light, fast, racy-looking sports car with more room than the usual sports car offers, there is nothing quite like the Arnolt-MG. It is simply powered and beautifully streamlined to assure sparkling performance. Its British-built 1 1/4 or 1 1/2-litre MG engine is world-renowned for fast acceleration, high brake horsepower and economy. Its luxuriously appointed, steel and aluminum body, with adjustable bucket-type front seats, genuine leather upholstery, and curved windshield, sets a new standard for smartness in aerodynamic styling. Before you buy any car, see and drive the Arnolt-MG — the distinctive family car with true continental styling.

Even before stepping into the Arnolt-MG Convertible one senses, in its sweeping graceful lines, the sparkling performance of which this car is capable. The distinctive Arnolt-MG Convertible is a car that you will always be proud to own and drive.

- ★ MG ENGINE AND CHASSIS for Speed with Safety
- ★ ITALIAN STYLING By Bertone
- ★ CONVERTIBLE OR COUPE

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POPULAR BOATING

On The Road Again

Joe Marchione

Pat and I were lucky enough to able to vacation down in Stuart Florida this year. As it turns out, the place we rent is just around the corner from the Elliott Car Museum, and at the Elliott there's a car gathering every Tuesday. Kind of like a cars n' coffee but the coffee's from a snack trailer. The heck with the coffee - what about the cars?

Well, of course I showed up very late and hardly anyone was left. I also found out that the museum had put out a notice that it was canceled because of rain - which never came, so some cars came anyway- but no snack truck. Imagine my disappointment. The most exciting thing for me was meeting BMCSNJ member, Mike Eck's friend Chis Rao, owner of a "Fawn color (taupe) XKE convertible (see Mike's article in this newsletter). What a beautiful car - and what a nice guy ! The other gentleman in the photo is Lou (please forgive me if I got this wrong) who knew more about XKE's and Jags than anyone I've ever met. He's owned 16 ! I'll be sure to go early next time. Next year got to drag down the Lotus. Much more fun with your car there. (Ok Mr. Show-off)



Later, Joe M.



A Memorial Gathering of British Cars at Smithville

Benefiting Samaritan's Healthcare and Hospice Services

Saturday May 21, 2022

10:00am – 2:00pm

(Rain Date Sunday May 22nd)



Raffle prize
drawing for
all entrants

Entrance fee is a
donation to
Samaritan



No Judging,
No Pre-
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<https://samaritannj.org/>



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



2022 Amelia Island Concours d' Elegance

Triumph powered Formosa

After missing the 2021 Amelia Island Concours d' Elegance because it was rescheduled by Covid restrictions, I was lucky enough to get back this year (March 2022). The four day event, now owned and managed by Hagerty has been rebranded as "The Amelia".



The entire "Concours" week in Amelia Island is still an amazing automotive event. From incredible auction events by Bonham, Gooding & Co. and Sothebys to the Porsche Works reunion, to the Saturday Cars and Coffee and finally the Concours d' Elegance.

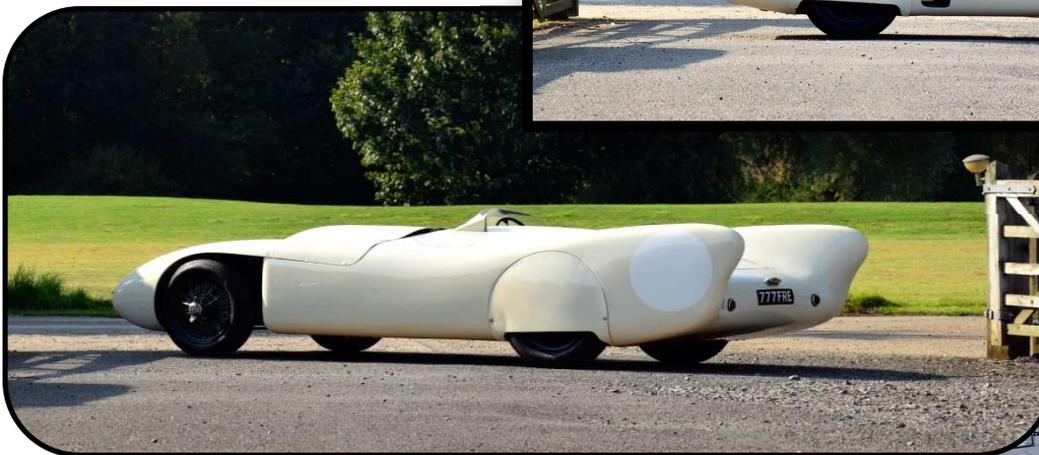
The week is non-stop cars and automobilia. Test drives, seminars, meet and greets and of course the Concours d' Lemons all add to "The Amelia" experience.





Special tributes this year at the big show on Sunday included the 60th anniversary of the Daytona 24 hour (8 retired race cars on display), 100th anniversary of the Lincoln (8 vintage Lincolns), 90th anniversary of the '32 Ford (with 8. incredible hot rod roadsters, 75th anniversary of Ferrari, again no less than 15 vintage Ferraris. And much much more- over 225 of the most significant classic and historic vehicles on the planet. Special Honoree this year was Chip Ganassi for his outstanding contributions and winning career in numerous racing series.

For me, the allure of The Amelia event has always been the opportunity to see and learn about unique cars and meet innovative car people.



From a very brief chance “hand shake” with Wayne Carini a few years ago to my chance to meet Howard Banaszak and learn about his one of a kind Uihlien MGTD two years ago, I always come home with a story. This year was no exception.

After a very gracious invitation from Howard to see the rest of his collection, including his “2021 Best in Class” Lotus VIII, he gave me a “heads up” about Ralph Thomas’ Triumph powered Formosa. Howard and Ralph are accomplished racing friends, in the SVRA circuit.



To thoroughly report on the racing career of Ralph Thomas would take a lengthy article by itself. From Autocross in Jacksonville in 1973 (1959 A.H. 3000) to 50+ wins in the KAS Kastner built factory Triumph Vitesse Trans Am in the 80's and 90's. Ralph's racing resume includes 12 hours of Sebring, 24 hours of Daytona, 5 hours of Watkins Glen and then on to two land speed records at Bonneville. Ralph is also part of a group responsible for the formation of the Sportscar Vintage Racing Association (SVRA). His membership # is 0002.



As Ralph recounted for me his 40+ years in motorsports he said the most amazing thing to him is his “friendship with so many wonderful sports car folks”. It is instantly apparent with any time spent with Ralph that he is a true “gentleman” of the sport and a wealth of racing stories.

Ralph showed his unique Formosa 120 GR at the Cars and Coffee Saturday Amelia event. The car was drawing attention all around. In fact when I found Ralph and his car he was being interviewed by a writer from “Classic Motorsports” magazine.

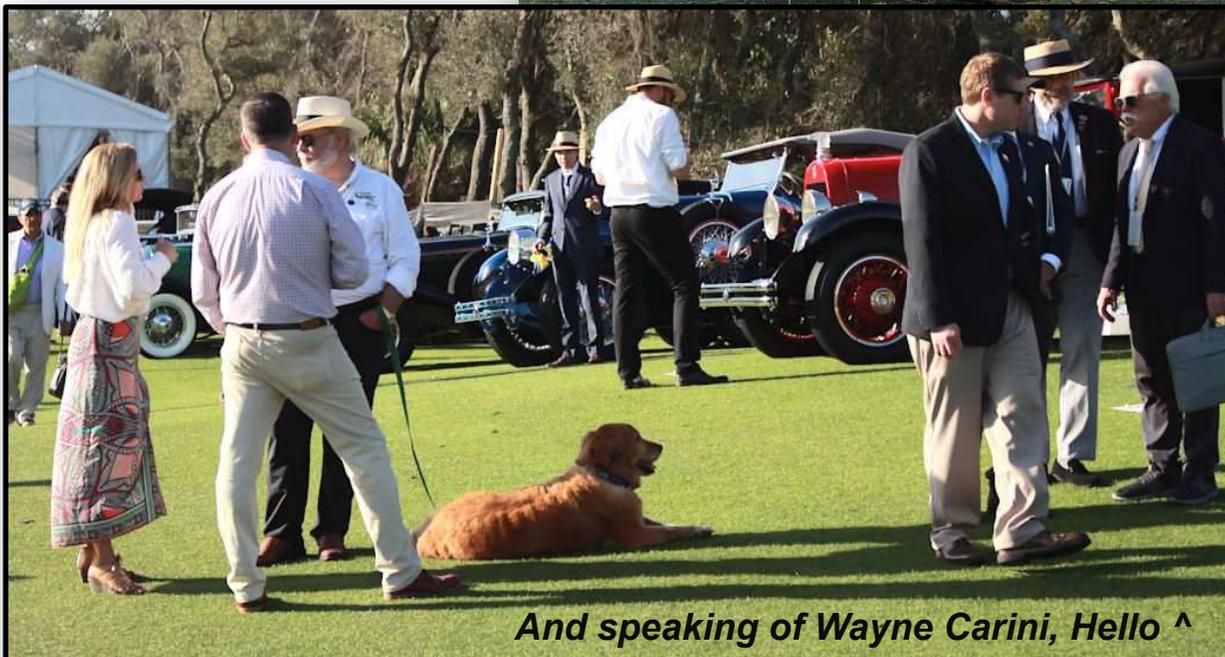
When my turn came to ask Ralph about the Formosa, I told him I didn't see much that looked “Triumph”. He explained that the Triumph components of the Formosa are best seen from below. The Formosa is a custom built fiberglass body fitted to a 1963 Triumph Vitesse chassis. The 1600 Mk1 Vitesse engine and gearbox are stock, 16” AC Ace rims, stock Triumph steering column, aluminum fuel tank, Lucas P700 headlights with Marchal single spot. Color is Alfa Romeo Ameranto. Rear end assembly is from a later model Reliant Scimitar.

Details of the complete Formosa offering can be found at formasacars.co.uk. Formosa cars are built in Poole, a coastal town in southern England. Gary Janes, company owner, explains the history of the cars development and his goal to recreate unique 50's style race cars. Via e-mail Gary was willing to detail for me the unique components of Ralph's 120. Most re-body shells are frame mounted to Triumph Vitesse chassis or Reliant Scimitars. He can provide body shells, rollers on stock chassis with UK title, Left or Right hand drive, or complete cars with numerous design and accessory options.

Ralph is still fine tuning his Formosa. When we last spoke he was installing custom made Lexan headlight covers (also available from Formosa). He is in the process of transferring the UK title. He says he is not interested in racing this one, but just wants to have fun with it. I have seen him driving it here on the island and he sure looks like he is having a blast. My thanks to Howard Banaszak, Gary Janes and Ralph Thomas for making The Amelia 2022 one to remember.



By
Joe
Kumpel



And speaking of Wayne Carini, Hello ^

Hear Ye, Hear Ye!

THE 50TH ANNUAL GREENWICH
ARTISANS FAIRE & MARKETPLACE

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



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 24th. As a result, as we did last year, BMCSNJ has scheduled its annual show on this day.

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

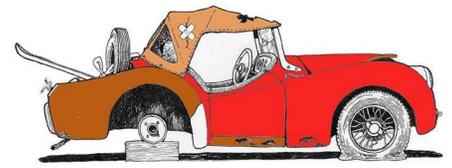
Admission is \$5 per person except for British car owners - your admission is **\$5 per car** - all occupants can visit the Artisans Faire for the cost of a single admission. See below for more details.

What - Annual BMCSNJ Car Show

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

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

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: 1963 Morgan Plus 4 Drop Head Coupe. A rare body type, this car has the original numbers – engine, transmission and rear axle. Fully restored chassis, engine and running gear. Powder coated wire wheels. Wooden body frame completely rebuilt. Complete rebuild of metal body, now in primer ready for paint. No rust. Wood interior trim restored and varnished. New leather seats. New wiring harness. Dual braking circuit with all stainless brake lines, rebuilt calipers with new SS pistons. New rear wheel cylinders and rear axle bearings. New input and output shaft transmission bearings. Rebuilt lever shocks (rear) and new tubular shocks (front), New 6v batteries (2) and new battery trays. New marine plywood floors. Other restoration items too numerous to list here. Original top needs re-stitching and zippered rear window needs replacing. Complete expense records. Extra engine (TR-3) and all replaced parts saved.

This is a complete, running car and can be driven while further improvements are made.

Inquiries answered promptly. Fred frschuch@gmail.com or call 856-305-2602. Price \$28,000

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



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

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

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

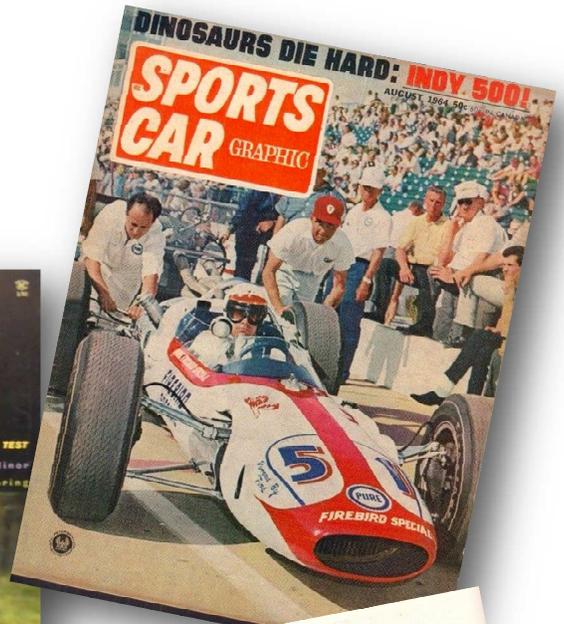
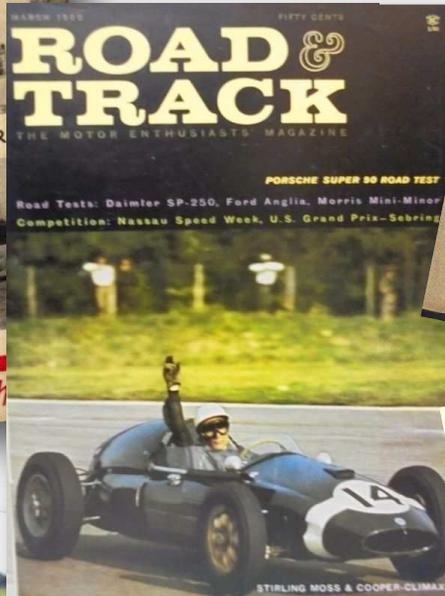
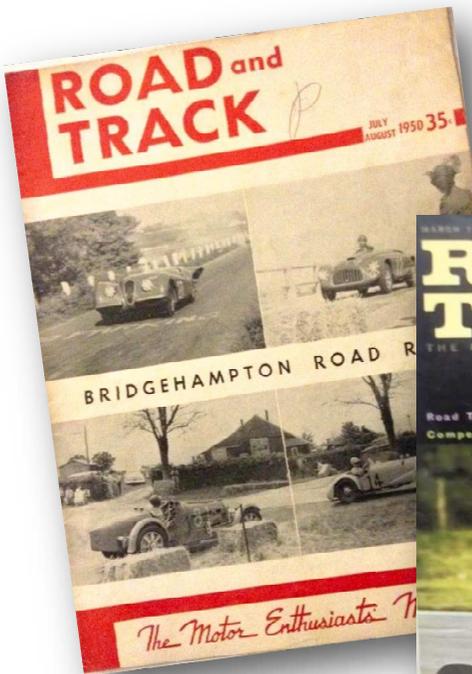
WANTED: Triumph overdrive transmission from TR3, TR4, TR250. TR5 or TR6. Any condition as long as the case is not cracked. George Lawton triumphtr4@hotmail.com

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

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

WANTED. Generator bracket for 1966-1967 GT6 MK I. Anthony Delia tdelia22@comcast.net or 856-881-9638

AVAILABLE. I have an aircraft hangar which has space for two cars. The caveat is that it has to be for long term storage, not frequent ins and outs. Moving the car out of the hangar will require coordination to move the airplane. It is not a big deal, but it cannot be a daily or weekly thing. The intention is for long term storage, not frequent use. The hangar is in Medford. Price is negotiable. Donald Powell donaldgpowell@gmail.com



CALENDAR OF EVENTS

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

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

DATE	BMC EVENT	LOCATION / STATUS
January 1/19	Membership Meeting Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense.	7 Stars Diner, Sewell 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org
February 2/16	Membership Meeting Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense.	Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org
March 3/16	Membership Meeting Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense.	7 Stars Diner, Sewell 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org
April 4/20	Membership Meeting Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense.	Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org
April 4/30	Air Victory Museum 	Time 11AM-2PM 68 Stacy Haines Rd. Lumberton, NJ 08048 There will be a \$5 admission charge and you should come early if you want to have a bite to eat at the Runway Cafe adjacent to the museum.
May 5/14	Mike Eck/Becca Payonk Picnic 	11am-3pm 418 Whig Lane Rd. Glassboro, NJ 08028 RSVP by 5/4 to: eckmichael@comcast.net

(Events Continued on pg.35)

Events Continued



DATE	BMC EVENT	LOCATION / STATUS
<p>May 5/18</p>	<p>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.</p>	<p>7 Stars Diner, Sewell</p> <p>6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org</p>
<p>May 5/21 10am-2pm Rain Date: 5/22</p>	<p>Members Memorial Gathering at Smithville to benefit Samaritan Hospice RAIN DATE 5/22</p>	<p>For Directions: www.historicsmithville.com/directions CONTACT: mgarage@comcast.net</p>
<p>June 6/11</p>	<p>Tour of Monmouth County Rain Date 6/12</p> 	<p>DETAILS COMING SOON</p>
<p>June 6/15</p>	<p>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.</p>	<p>Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org</p>
<p>July 7/20</p>	<p>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.</p>	<p>7 Stars Diner, Sewell</p> <p>6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org</p>
<p>July 7/23 6pm - 8:30pm</p>	<p>British Car Owners Ice Cream Social</p> 	<p>5 Points Custard E. Landis Ave (Rt 540) & Tuckahoe Rd. (Rt 557) E. Vineland, NJ Contact robgt71@verizon.net</p>
<p>August 8/06 10am Rain Date: 8/07 10am</p>	<p>Tour of South Jersey</p> <p>COME EARLY FOR BREAKFAST</p> 	<p>MEETING POINT: Woodstown Diner 10am 16 East Ave. (Rt. 40) Woodstown, NJ 08098</p> <p>DESTINATION: Hudock's Custard Stand Rt. 49, Quinton, NJ</p> <p>Contact: events@bmcsnj.org</p>

Events Continued



DATE	BMC EVENT	LOCATION / STATUS
August 8/17	Membership Meeting Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense.	Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org
September 9/21	Membership Meeting Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense.	7 Stars Diner, Sewell 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org
September 9/24	Greenwich End of Year Show	Details Coming Soon
October 10/1	 Elmer Harvest Day Car Show	Details Coming Soon
October 10/19	Membership Meeting Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense.	Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org
November	No Membership Meeting in recognition of the holiday season	
December	No Membership Meeting in recognition of the holiday season	



**NEW: Other British Car Events
Calendar of the Northeast
on following Page.**





British Car Event Calendar of the Northeast

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

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

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

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

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

Peter Cosmides

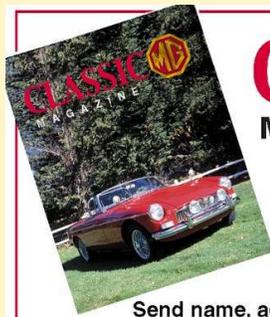
Below is a link to a list British car events in the greater Northeast. (And beyond, for national meets and other large events of unique interest.) Also included are; classic car events and community car shows of interest to our members.

[TO ACCESS THE CALENDAR CLICK ON THE LINK BELOW](#)

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



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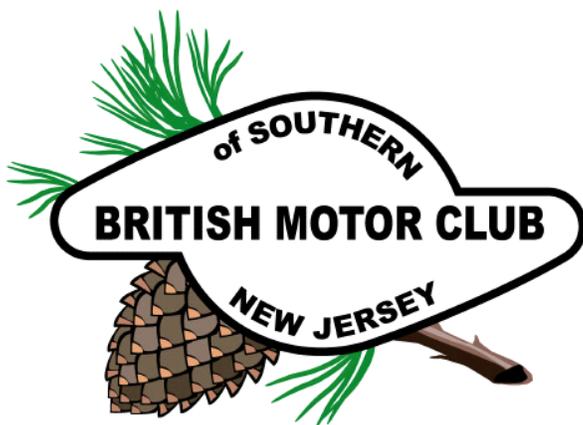
North American MGB Register

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Toll-free phone: 800-NAMGBR-1
www.namgbr.org

British Motor Club of Southern New Jersey
90 Strawberry Drive
Shamong, NJ 08088



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



British Motor Club of Southern New Jersey

