

OFF SIDE



British Motor Club of Southern New Jersey

NEAR SIDE



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

November / December 2020  
VOL. 30 ISSUE 06





*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**

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

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

Seven Stars Diner 1890 Hurffville Rd, Sewell, NJ 08080

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

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

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

**NEWSLETTER CONTRIBUTIONS**

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

The Editors are always looking for new material.

No material / No Newsletter. Simple as that. Please submit British car

related copy and especially personal experiences in your LBC for us to use in one of our six annual Newsletters.

Project articles with pictures are really good.

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

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

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

**Thanks—Joe Marchione**

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

**Ed Gaubert:** [mqgarage@comcast.net](mailto: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.

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**Currently Recruiting**

Our club President, Steve Ferrante will continue to support the position of Membership / Treasurer until a replacement is found. Please contact Steve at [members@bmcsnj.org](mailto:members@bmcsnj.org) if interested.

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*The official BMCSNJ website can be accessed at*

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Hello BMCSNJ members,

With 2020 rounding the final turn, I want to thank everyone for their continued support during the year that most of us would like to forget. The membership base that we have is still 160 strong and, with the exception of a few, have stood by the work that we have done to keep the club going during unprecedented restrictions to activity. For that, I simply say, "Thank You". Unfortunately, my hope to round out the year with an October meeting at UNO Grille was disrupted by the ongoing pandemic and associated risk and restrictions.

However, the great turnout that we had for the Pop Cruise to Five Points Custard and three driving tours that we hosted this summer and fall demonstrated that we could continue to enjoy our cars and the company of other members in a safe and proper way. Without the hard work of the organizers, these wonderful events would not have taken place. So, a big thank you goes out to Rob Walsh, Tracy Westergard, Charlie Hoffman and Joe Marchione.

At 25-35 cars per event, not only did these events showcase the enthusiasm of members and the quality of many cars in the club, but it has served to reshape the club. Going forward into 2021, based on these very successful events, we will focus on driving outings like these along with similar low-key drives to visit destinations in South Jersey to complement our regular events. We will continue on with our monthly meetings and will do what we can to make them interesting and fun. Of course, all of this depends on where we are next spring in terms of restrictions.

I also want to recognize Joe Marchione for the great work that he does producing our newsletter, *Offside*, *Nearside*. It is the glue that holds the club together and his great work couldn't have been more important than it was this year. A few weeks ago, you received an email asking for recommendations for repair shops that you have used. My plan is to make your responses known to all by providing a list of these shops who have done work for our club members.

It is my hope that this information will give you a head start when looking for a qualified mechanic to work on your car.

Now, we have all winter to think about what we will do next year and I encourage anyone with ideas to let me know what they think we should be doing. Remember, this is your club and the opportunity to help make it what you want rests on your shoulders. I look forward to all potential ideas!

Please remember the MG 2021 National Event to be held June 14-17, 2021 in Atlantic City by the North American Council of MG Registers. As a local club, they may need help with event volunteers, suggestions, local destinations and the like. It would be great to have a nice showing from BMCSNJ! I need some help interfacing with the organizers. I am hoping that anyone active in NAMGAR, NAMGBR or the other groups supporting the event will step forward to offer assistance. Please let me know!

Lastly, I want to thank those not mentioned above for their help this past year.

Tom Evans – Secretary, Board Member and Stand-in Website Coordinator

Ed Gaubert – Past President and Board Member

Gary Warren – Board Member

Making the difficult decisions that we encountered this year was far easier with the support and advice of everyone mentioned above and the input from several members. Thank you for the opportunity to lead this organization.

I am looking forward to 2021 and am extremely hopeful that by next spring, COVID will be as rare as a British car that doesn't leak oil! Enjoy the holiday season!

Be safe and enjoy the ride.

Steve Ferrante



## **SECRETARY'S SATCHEL**

November / December 2020

by Tom Evans

Well we did it! We ended the year on an up-note instead of a down-beat. Even though the regular meetings were scratched from March to October and events were canceled or rescheduled we were able to get in some great cruises and outings. We do need some more pop-up cruises before the winter settles in, any member can call for one. Just announce to our Events Coordinator, Tracy, with an email and it will be blasted to the members. It doesn't require great effort, just decide where you are going to cruise to and tell everyone to join you. That simple. Along with the successful tours, the cruises have proven to be great fun. Tracy can be reached at [events@bmcsnj.org](mailto:events@bmcsnj.org)

The "Tour of Burlington County" to Batsto and the "Two Rivers Tour" to Smithville were very well attended and enjoyed by all who participated. Great weather and self-directed picnic lunches at the end afforded outstanding days in our cars; wonderful South Jersey scenery, back roads, farms, rivers and streams, cool air. See the photos in this issue of Off Side/Near Side and also find out who won the Burlington Tour "Name the Farms" contest. If you missed any event ... you miss a lot!

2021 has *got* to be better for events; I just wrote 2021, I remember high school in the '60's, time sure is flying. Just remember, the Board has made all of the scheduling decisions with you, the members, in mind. As much as we may not want to admit it, we are part of a vulnerable group, some more some less, but we can err on the side of caution, not fear, but respect, to keep each other healthy. Get out and drive while we can. See the fall foliage for a few more weeks, keep the petrol topped and a road atlas handy. See you on the road (again).

Happy Motoring  
Tom Evans



## **Treasurer/Registrar's Report**

November / September 2020

### ***Money Is No Object***

by Steve Ferrante

Our current paid membership count is 159. Unfortunately we had a few members who decided to not renew for various reasons, but we have picked up a few new members and some from the past who have rejoined. Soon it will be renewal time for about 100 of you, so keep an eye out for an email in the next few weeks from [members@bmcsnj.org](mailto:members@bmcsnj.org) as a reminder that your renewal is due. You can make my job easier if you respond to the first message. After three strikes, you're out.

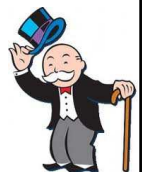
Over the past year or so, the geographic location of our members has not changed much and can be seen below:

- Camden/Burlington counties: 53 members
- Cumberland/Gloucester/Salem counties: 47 members
- Atlantic/Cape May counties: 38 members
- Bergen/Mercer/Monmouth/Ocean counties: 10 members
- Out of state: 11 members

Club dues for 2020 will remain at \$15/year (free if you volunteer to be the new Treasurer or 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! In the July newsletter, I offered one-year free membership to anyone under 25 years old. Surely, some of you must have children, grandchildren, nieces or nephews that would like to be included in our hobby. You can make that happen by letting me know!

If you want to use PayPal for dues payments, just sign on to [www.PayPal.com](http://www.PayPal.com) and send your dues to [members@bmcsnj.org](mailto:members@bmcsnj.org) Dues can still be paid by check mailed to my home address at:

Steve Ferrante – Treasurer BMC of SNJ  
90 Strawberry Drive  
Shamong, NJ 08088



## The Editor Writes

Joe Marchione



# *SEEKING MEMBER CONTRIBUTIONS*

I am soliciting member articles about the **Triumph TR-6** for the **March / April 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 TR-6 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](mailto:editor@bmcsnj.org)". I'm asking now because our cutoff date for member articles is six weeks before the month of the newsletter. Meaning that to have your piece published in the November 2020 newsletter please get anything to me by **February 1st., 2021.** Although if I get it later I could still publish it in another newsletter so 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. For some examples check out Connor Fairbairn and his TR6 and Gene Lillie and his MGB both in September 2018's newsletter.

Or John and Joyce and their 1950 MGY in January 2020's newsletter.

Or Eric Sundberg and his MGA restoration, or our very own Club President, Steve Ferrante and his cars, both in July 2019's newsletter.

And there are many more. You can find all these and more in our BMCSNJ website.

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.

***It's great for the club*** , especially now when it's so hard to meet directly.

**Thanks, Joe Marchione**

## The Editor Writes (again)

I've been having problems with some health issues lately (not Covid thanks) and I'm anything but focused. I was trying to put together articles and pictures for this newsletter and got pictures of Charlie's Tour of Burlington County. The pictures were marked "Rally" and because of the "Rally" name I thought it was some separate event. I thought, cool, a rally. Wish I had felt better. I might have gone - *but no!*

But health wasn't the only problem. Besides health our car was in the shop for what I thought were serious engine problems. Some weeks before I had been out for a drive when the car developed strange exhaust sounds and an unusual amount of backfiring. Turned out the serious problem was me!!! I know a number of people who would have pointed that out to me before I spent the time and money dragging the car up to the shop in Pa.

I've been going to Ragtops for a long time and their lead mechanic, Bill and I have gotten very friendly (very nice guy and knows his stuff - the range of cars they work on is amazing and ya gotta learn a lot banging around that stuff for many years). So when I finally came to pick it up Bill was as diplomatic as possible. "Joe, I pulled the plugs and ..... you're an *idiot!!* And a light footed one at that." (Well he's too nice a guy to have put it that way but that's the drift.) Plugs all fouled, only partially spitting some sparks occasionally. I was driving it but I was driving it too lightly. Wasn't winding it out - burning out the carbon - lugging and fouling everything in the process. Who knew. Most everyone would say - everyone knows but you, you idiot!!

The only excuse I have is that the Coventry Climax engine is a high rev engine (for 1959 maybe - but these days a Honda S2000 revs three times the Climax red line - ha). It was also set up for racing when I found it in 1976 with what they call stage III tuning which mainly means dual 40 DCOE carbs, a high lift cam, four branch tuned exhaust. Also, a NACA duct is positioned on the bonnet lid which in reality doesn't pull in as much air as it should. It seems that besides a way in, air needs a Way Out!! and the engine bay floor is closed. Driving it around town like a little old overweight wuss with one foot dragging in the dirt and the other tickling the pedal just don't cut it.

**WHAT GREAT NEWS** (except for the bill).

All I had to do was **HAVE FUN** and push that pedal to the metal?...ah... *glass!* Fiber that is.

He did install hotter plugs and coil and a few other tweaks but bottom line is >>>>>>>> I was confused about the Rally/Tour pictures but I think I got it. They were the same event (duh).

Well that was a long way around an explanation. And I am a little hesitant to push a 61 year-old aluminum block motor close to its limits when replacing it would probably force a listing on BAT.

So take Bill's advice and when next you fire up that little fighter plane of an LBC - DRIVE IT BABY. Put some lead in that unleaded. Just once in a while.

Joe Marchione

### Welcome New Members!

Bill Workman	Somers Point, NJ	1957 Triumph TR3
Bob McAdams	Barnegat, NJ	1950 MG TD
Bill Phillips	Tabernacle, NJ	1976 Triumph TR6
Reggie Harris	Haddonfield, NJ	1954 MG TF
John Stern	Medford, NJ	1976 Triumph TR6





## ***A SHOWSTOPPING DEBUT***

The Jaguar XK120 was introduced to the public at Earls Court Exhibition Centre in West London in October 1948. To say that it was the star of the show is an understatement. The XK120 thoroughly upstaged every other car there — including Jaguar's own Mark V sedan, which now seemed decidedly ordinary and it almost didn't happen!

The XK-120 was originally strictly built as a limited-production model to show off Jaguar's advanced new dual-overhead-camshaft inline six-cylinder 210-cubic-inch engine with hemispherical—or "hemi"—combustion chambers that Chrysler V-8s would make famous years later with its V-8s. Jaguar chief William Lyons had a marvelous sense of style and a sixth sense when it came to gauging the direction of styling fashions and anticipating the public mood. His pre-war Jaguars were beautiful.



The XK-120 was ***staggeringly beautiful***—sleek, modern and with a seemingly endless hood (especially seen from inside the car) and tiny cockpit that hinted at the race track. You couldn't change a line or curve without upsetting the car's voluptuous shape.

Lyons was unhappy to find that Jaguar wouldn't have its striking new Mark VII sedan ready for the 1948 Earls Court Motor Show in London. Jaguar's small, talented staff thus rushed to produce the "showcase" XK-120 model with the new engine. The new Jaguar engine had been designed to allow high-speed cruising in the 4,000-pound Jaguar Mark VII and provided race-car



performance. It was the most powerful production engine you could buy ! The dual-carburetor Jaguar engine even looked good, almost like a piece of sculpture. The always style conscious Lyons said “ *it doesn't cost more to make an engine look pretty.*”

And its beauty proved to be more than skin deep. The engine was so good it powered Jaguar C- and D-Type production-based race cars to numerous wins in the 1950s in the prestigious 24-hour endurance race at Le Mans, France. Incredibly, the silky smooth, high-torque engine was used in production Jaguar sedans and sports cars until 1986.



The XK120 had a shortened, massive Jaguar sedan chassis and used many sedan-based parts to keep its cost down. The automaker had little money to play with. Nobody in England did.

In 1948, there were few cars of any price that were capable of 120+ mph (195+ km/h). In fact the



XK-120 got its “120” designation because it easily hit 120 mph during a pre-production test run in Europe (faster with the windscreen removed) which made it the world's fastest production car at the time of its launch. Even costly American cars strained to reach 90 mph—and then had dicey handling if they reached that speed. Fewer still could be had for less than £1,000 (although that didn't include the onerous postwar purchase tax). It is interesting to note that Jaguar had access to 80 octane fuel (unlike the rest of the UK where post-war austerity measures then in force restricted buyers to 70 octane "Pool petrol".)

This allowed them to provide cars with the higher compression ratio to the press, enabling journalists to test the model's optimum performance in Belgium, on a long, straight stretch of road between Jabbeke and Ostend. Representatives of other manufacturers were jeeringly skeptical that Lyons could really offer the car for such a modest price. Like the prewar SS100, the XK120 was expensive, but far from unattainable. The fact that it was also one of the world's most beautiful cars was icing on an extremely desirable cake.

The critics were ecstatic, so enraptured by the car's performance and looks that they willingly overlooked its various shortcomings. The Jaguar XK120 inspired no small amount of patriotic, Rule Britannia fervor, proving that only three years after the end of the war, Britain could still produce cars rivaling any in the world.

Orders poured in for the car. Lyons had intended to build only 200 of the roadsters, but the public reaction was so strong that it would have been foolish to stop there. The body was hastily redesigned for large-scale production in steel.

The new Jaguar suddenly had become the world's most coveted auto. The British government saw to it that most were exported because it des-



perately needed exports after the war to get coveted American dollars in order to buy such essential things as steel and rubber to put British business back on track.

That left even wealthy British folks unable to get one.

## GRACE, SPACE, PACE

The XK120 was fairly easy to live with, at least in some respects. Unlike many high-performance rivals of the period, the XK engine was not particularly peaky and it would happily lug down to 10 mph (16 km/h) in top gear, something that would raise all manner of hell with, for example, a Porsche 356 Carrera, and 0-60 mph (0-97 km/h) in less than 12 seconds was not slow in 1950 and it kept the XK120 in a very elite performance category.



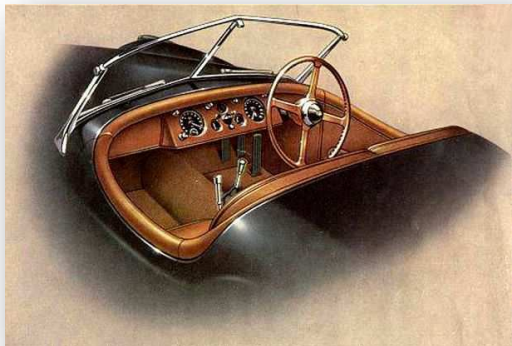
The XK120's handling was secure, if not brilliant, and it had a relatively agreeable ride. Its principal dynamic shortcomings were inadequate brakes and the Moss four-speed gearbox, which was sturdy, but slow and clumsy. The roadster's driving position also left something to be desired, a reflection of the

car's limited development; it was created as a show car, rather than a production model.

Jaguar was at some pains to prove their grandiose performance claims for the XK120. In May 1949, test driver Ron Sutton achieved 126.5 mph (202.4 km/h) on a Belgian autoroute, although the car was fitted with a non-standard aluminum belly pan to reduce drag and there is some question as to whether the engine was truly stock.



Either way, with the top down and the windscreen replaced by a small airflow deflector in front of the driver, the car achieved 136.6 mph (218.6 km/h), making the XK120 the world's fastest production car.



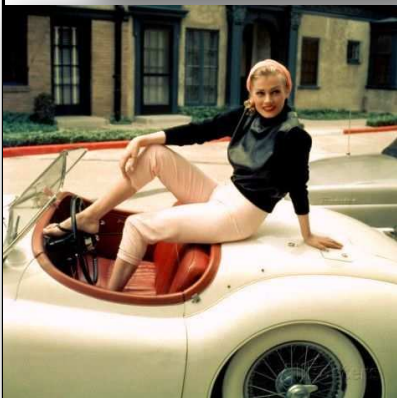
# CONQUERING THE COLONIES

Although Lyons was always wary of the vagaries of the U.S. market, many Jaguar XK120s inevitably went to America, which proved to be far more important to Jaguar's survival than the domestic market. The XK-120 seemed ideal for Americans, who were the only ones outside Europe who had plenty of dollars.

It was extremely popular with the rich and famous on both sides of the Atlantic. Lyons was a superb showman, so he saw to it that the first American to get an XK-120 on the West Coast was world-famous actor and car buff Clark Gable, who raved about the new Jaguar.



Mamie VanDoren



Anita Ekberg and .....



*The Esther Williams Girls ???!  
( Ed: Ok. Everybody - In The Pool ! )*

But about 85 percent of all XK120s built were left-hand drive and most of those went across the pond, most bought by relatively average upper-middle-class folks. The car cost approximately \$3,600 ( about \$40,000 in 2020 dollars) and people were amazed that Jaguar could offer the XK-120 at such a low price. Ferraris with similar performance cost \$12,000 ( \$120,000 in 2020)—and up, if you could even find one for sale.

The demands of the American market led to the addition of a closed coupe (fixed-head coupé, or FHC) model in 1951. The FHC was a good deal more civilized than the roadster, with wind-up windows, outside door handles, a heater, and other minor changes.





A new convertible model (drophead coupé, or DHC) followed in 1953, with a padded top, side windows, and equipment similar to the fixed-head coupé's. It was both the heaviest and the most expensive version of the Jaguar XK120, with U.S. prices of about \$175 more than the coupe.

The drophead coupé (DHC) had a padded, lined canvas top, which folded onto the rear deck behind the seats when retracted, and roll-up windows with opening quarter lights.

The flat glass two-piece windscreen was set in a steel frame that was integrated with the body and painted the same color.



Dashboards and door-caps in both the DHC and the closed coupé (FHC) were wood-veneered, whereas the open cars were leather-trimmed. All models had removable spats ("fender skirts" in America) covering the rear wheel arches, which enhanced the streamlined look. On cars fitted with optional centre-lock wire wheels (available from 1951), the spats were omitted as they gave insufficient clearance for the chromed, two-eared Rudge-Whitworth knockoff hubs. Chromium-plated wire wheels were optional from 1953. Factory standard 6.00 x 16-inch cross ply tires were fitted on 16 x 5K solid wheels (Pre-1951), with 185VR16 Pirelli Cinturato radial tires available as a later option.

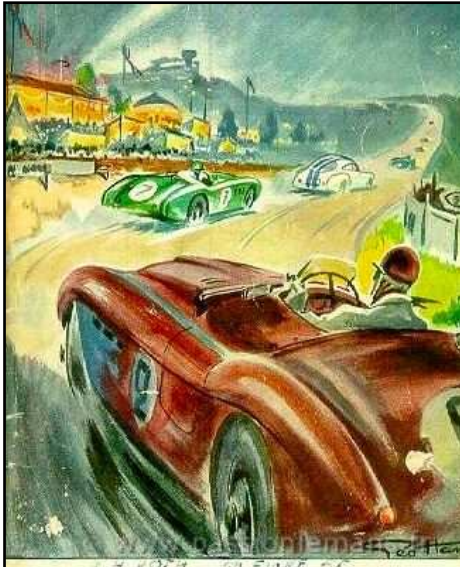


In addition to wire wheels, upgrades on the Special Equipment (SE) version (called the M version for Modified in the United States) included increased power, stiffer suspension and dual exhaust system.




**Jim Boughter receives his first place trophy for his 1954 XK 120 at BMCSNJ's 2017 Greenwich fall show.**

# COMPETITION



LES 24 HEURES DU MANS 1953

The early '50's are significant because it saw Jaguar officially enter racing. With such performance, it's no wonder that the Jaguar XK120 was soon bound for the racetrack. Previous to this, individuals had campaigned various Jaguars on their own but in 1950 Lyons was convinced that his new cars wouldn't in his words, "embarrass themselves", and so agreed to campaigning his new sports car on the racing circuit with company support. He was very aware of the potential prestige enhancement (and increased sales) that could result from successful achievements on the race course, especially LeMans.



**Jaguar** again makes motoring history

On 30th May, 1949, an entirely standard Jaguar 3 1/2 Litre XK 120 Sports car running on pump petrol was officially timed in attaining a speed over a flying mile of:

**132.6 M.P.H.**

This speed, observed and recorded by the Royal Automobile Club of Belgium on the Jabbeke motor road, has gained for Jaguar four Belgian speed records and is

**THE FASTEST SPEED EVER RECORDED BY A PRODUCTION CAR**

Back then racing was viewed as cheap advertising and Lyons felt confident he had the products to compete. It scored a one-two victory in a one-hour production car race at Silverstone in August 1949.



In January 1950, one of the Silverstone XK120s won the production class at Palm Beach Shores, its first racing victory in America. Driver Leslie Johnson made a good showing in the 24 Hours of Le Mans in 1950, although clutch failure made him a DNF.



The Liege – Rome – Liege Rally in 1952, 1953 and 1954 driven by Bohni/Hahn, finishing 11th overall in 1952 and 28th overall in 1954 retiring lying 12th overall at two thirds distance in 1953.

The XK120 also competed in the Targa Florio, the Mille Miglia rally, and the Tourist Trophy, where three XK120s — one driven by a young Stirling Moss — scored an impressive one-two-three victory. William Lyons' daughter Pat and her husband, Ian Appleyard, also won France's Alpine Rally in 1950 and 1951.

Jaguar XK120s competed to good effect throughout the decade, favored by drivers like future world champion Phil Hill.

# BRITAIN'S GREATEST TEST DRIVER



## Norman Dewis OBE

Legendary former Jaguar test driver and works racer, Norman Dewis, is recognized by many to have been Britain's greatest test driver, having developed 25 of the most significant Jaguars ever over his 33-year career.

Dewis' fearlessness, extraordinary talent and friendly, humble demeanor helped establish him not only as Britain's greatest ever test driver, but a veritable legend and a dedicated friend to the Jaguar brand.



Dewis' contribution to developing many of Jaguar's most iconic automobiles is truly remarkable: over a 33-year career with Jaguar he developed the multiple Le Mans-winning C- and D-type racing cars, the classic XK 140 and 150 sports cars, the pioneering 2.4/3.4 and Mk 2 saloons, plus the Mk VII and Mk VIIM models, the legendary E-type (including the Lightweight E-type), the XJ13 mid-engined prototype, the world-class XJ saloons, the XJ-S and the 'XJ40' models.



Born in Coventry, Dewis began working on cars at age 14, fitting wings and bonnets at the Humber factory. At just 15 he moved to another car manufacturer, Armstrong Siddeley, where he spent time in the chassis department and first learned to drive while taking cars on their shakedown runs. During wartime, Dewis was drafted into the RAF, working the gun turret of a Blenheim bomber, and finally joined Jaguar after a post-war stint at Lea-Francis.

Unusually, Norman reported directly to Jaguar Chief Engineer, William Heynes; and also sent copies of his reports to company founder Sir William Lyons. Both placed considerable store by what Norman said. This arrangement was probably unique in the motor industry for a test engineer and it enabled the company's chief engineer (later engineering director) instant, first-hand feedback on the proving process.

Besides the many cars Dewis helped develop in his career, one of his first automotive projects is without doubt the one with the greatest effect on the automotive industry; the development of the revolutionary Jaguar / Dunlop disc braking system – technology that changed the automotive world and is credited with saving countless lives across the globe. Jaguar and Dunlop's development of the revolutionary braking system was famously trialed in a C-type at the 1952 Mille Miglia with Sir Stirling Moss in the driving seat and Dewis navigating.





In 1953, Dewis set a 172.412 mph production car speed record in a modified Jaguar XK120 on a closed section of the Jabbeke highway in Belgium, and in 1955 he raced a D-type at up to 192mph during the Le Mans 24 Hours. He also drove a 190mph works D-type in the dramatic 1955 Le Mans 24hr race with



greats like Moss, Hawthorn and Fangio. Famed racing driver, Mike Hawthorn, had such faith in Dewis that when he was asked to attend a test session and saw that Dewis was already there, asked the team manager: "Why am I here? If Norman's satisfied with it, I'm satisfied." And so it was, through a mutual respect and an instant likeability, that Dewis struck up life-long friendships with the likes of Hawthorn, Moss and Sir Jackie Stewart.



Outside of racing car development, Dewis is also famous for his legendary night-time dash from Coventry to the Geneva Motor Show in 1961 for the launch of the Jaguar E-type. Covering roughly 700 miles in another E-type sourced from the factory for the for press demonstration runs, Dewis arrived roughly 15 hours later having not stopped once (aside from fuel) – hugely impressive at a time when there were no motorways.



In an era without seatbelts or crash safety, Dewis was fearless. In total, it's estimated he completed more than a million test miles at an average speed of 100mph-plus, with a number of heroic anecdotes as a result. Whether it was the D-type that flipped and landed on top of him while testing glass fiber panels or the XJ-13 that rolled end over end during a high-speed run, Dewis managed to walk away without a scratch, didn't tell his wife and then was back to work the next day.

In the years before his retirement Norman built up a small but highly dedicated vehicle proving department which he headed until his retirement in 1985. He also oversaw the establishment of a dedicated Jaguar test facility at Nardo in Italy and, in 1984, a major base at Phoenix, Arizona for durability and environmental testing in the all-important United States market.

After retirement in 1985 Dewis continued to be a global ambassador for Jaguar and a great friend to the brand, which saw him consulting with the Jaguar Classic team on the 2014 launch of the 'missing six' continuation Lightweight E-types, a car he originally helped develop in the 1960s. In recognition of his services to Jaguar and the British motor industry,



in December 2014 Norman Dewis received the Order of the British Empire (OBE). Norman wished to celebrate his 100th birthday on 3 August 2020 by driving a Jaguar at 100mph once more, but he sadly died on 8 June 2019, aged 98.



# BMCSNJ Tour of Burlington County 2020

September 12, 2020



Well, we had a great day touring Burlington County on Saturday, September 12. The weather was super, and the company was even better. We had 29 cars participate, and we did not permanently lose anyone along the way.

There were some stragglers, but everyone ended up at Batsto, and without any breakdowns!



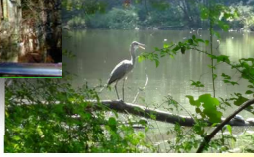


# BMCSNJ Tour of Burlington County 2020

September 12, 2020



Some of us were on roads we had never seen before. Who knew there were so many horse farms in this part of New Jersey! And speaking of farms, some of us had fun listing the farm signs we passed along the route. Congratulations to Robin Baldwin and Rob Walsh with 12 of the 13 farms identified. Close in second place were Linda and Tom Evans with 10. Congratulations!  
Charlie Hofmann



# TWO RIVERS TOUR

## SOMERS POINT TO SMITHVILLE and roadways between



Hammon

BATSTO 10 min Bathroom Break

Some months ago with many of us BMCSNJ'ers beginning to bang our heads against the tool chest for the lack of any real *British Car Enthusiast Action* our president Steve sent out a request to the board members and some others suggesting that the best thing for club participation in the absence of the chance to hold club meetings would be to plan some rolling car events. Not static shows, which although fun might be too close for comfort considering these times, but fire up the old LBC and blow out some carbon while the sun shines and before the snow flies. Brilliant !

Of course Tracy, our Events Director takes responsibility for most of the club's gatherings, scheduling and tours so she automatically took on the first tour, the Tour of South Jersey which focused on roads and byways closer to the western side of the state. Tracy's a professional at this stuff and her SJ Tour, although postponed a day due to some trivial concern about ....

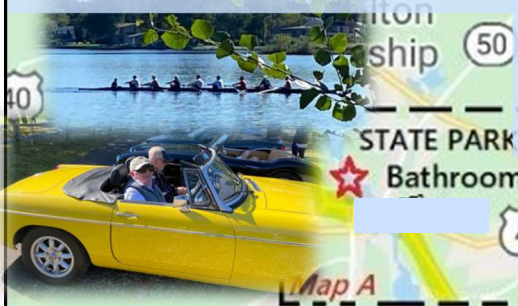
**A TORNADO ??!?** What's a tour without a tornado, eh?

As detailed in the last September / October newsletter Tracy's tour went off on a beautiful day and was a beautiful ride.

Map B



End of Tour Smithville



STATE PARK Bathroom



Map A

Steve had suggested that we do a west side tour, a more central tour, and a eastern leaning tour. So Tracy took West, Charlie Hofmann laid out a beautiful tour across the pinelands and foolish me volunteered for the East. Should be a piece of pie. Just pick a couple of roads from somewhere to somewhere and write up a direction sheet. I mean how hard can it be?

Well, after changing the starting point four different times (at least) and running the roads six different times (At the very least, with a couple of U turns) and getting mileage from two different odometers (which **didn't agree!!!**) and typing it all out at least ... well a lot of times ( with a last minute day-of correction, Pat and I decided this tour stuff ain't easy. We now have a much better appreciation of what Tracy and Charlie do so that everyone can polish the car, show up and have a great ride. Fortunately it all came together and we had a wonderful turnout and a great sunny day for a ride. In fact now that Pat and I have a better idea of how this works we might even volunteer for another!! Spring in the Cape May area ? Hmm, sounds good to me.

Joe Marchione

F. Kennedy Park Somers



# SOMERS POINT to SMITHVILLE



*And then came the bikes ...*

*The Bikes ...*

**MAD MAX  
FURY ROAD**



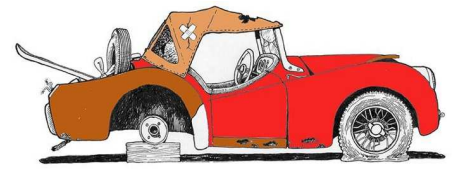
*Fortunately we were .....*

**JUST LEAVING !!**

**THE BIKES !!!!!**



# 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](mailto: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. \$450 or best offer.

Call Steve at 609-268-2224 or email [spferrante@comcast.net](mailto:spferrante@comcast.net)



**FOR SALE: Assorted MG parts:**

MGB Engines rebuilt	\$400 each
MGB Engines good used	\$200 each
Midget 1500 Engines rebuilt	\$300 each
MGB Transmission good used	\$100 each
Midget Transmission good used	\$100
MGB Hood no rust or dents (red)	\$100
Engine stands	\$30 each
Alternator bench tested good	\$50

Chris Roberts [crobe56718@gmail.com](mailto:crobe56718@gmail.com) 609-576-8922

**FOR SALE: Many used TR6 parts and hardware** also used transmission only has 2000 miles on it.

Would like to sell all of it as a package \$500.00 for all or best offer

Call Jeff Walker 609-646-2028

**FOR SALE: 1976 MGB roadster PROJECT CAR.**

Very clean, rust-free tub and body. 1800cc stock four cylinder, single carb and 4 speed transmission installed with new mounts. Interior, electrics, plumbing and accessories stripped for quality respray and are included in sale. NJ title.

PRICE \$1700

Gary, Bridgeton, NJ

1-856-45five-834nine

leave a message and I will call back.



**FOR SALE: Indoor Car cover** for MGB, new \$50,

Call Guido 856-220-0074



**FOR SALE:** We received an email from the family of a nationally well-known Morgan enthusiast named Lee Gaskins in South Carolina. Lee is downsizing his collection and has a flat rad project and a ton of parts that they are looking to sell. They sent a you tube link rather than a list of what is available. From watching the video, there is obviously too much to list.

<https://www.youtube.com/watch?v=tp4aQmxUzYA>  
<https://www.youtube.com/watch?v=nHdNkp7S4FY>

If you have any interest, please contact Lee's son directly. We have no further information.

Trey Gaskins 770-833-1859

**FOR SALE: Complete rear differential 1980 MGB (disc wheel).** Approx. 13k miles since rebuild in 2010. R & P in excellent condition. Needs pinion seal & thrust washers. I have standard and oversize w/bronze washers - no gasket.

This diff was in a complete rotisserie restoration done on this car (not done by me) so other than the infamous clunk and the seal it's in very good condition drum to drum.

Tom. [tdireso@comcast.net](mailto:tdireso@comcast.net)

**FOR SALE: Two 19" wheels for an MG TC or earlier T-type.** Spokes are tight, rims and splines seem true. I bought these years ago with the idea of also buying a TC. Never did get a TC. Yours for \$200.00. Wheels are in Maryland but I come to Brigantine, NJ on a regular basis and could bring them along for a serious buyer to inspect. These are factory wheels. A single new wheel from Moss is over \$600.00. Interested parties can contact George in Maryland: [albaughg@comcast.net](mailto:albaughg@comcast.net)

**FOR SALE: New and used MGA parts blowout sale,** from odd bits to engine and transmission.

Call with needs (no texts please).

Leave name, number and best time to call back.

Gary 856-45five-834nine Bridgeton,



**WANTED:** Right front fender for rubber bumper MGB, and "LE" leather steering wheel.

Contact Paul [pis9@yahoo.com](mailto:pis9@yahoo.com) or 609-462-3593

**WANTED:** Bugeye Sprite seats, rear bumperettes, carbs, intake manifold.

Contact Paul [pis9@yahoo.com](mailto:pis9@yahoo.com) or 609-462-3593

**WANTED:** MG TD gas tank, dash gauges and radiator shell.

Please contact: Paul at [pis9@yahoo.com](mailto:pis9@yahoo.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](mailto:reggie630@hotmail.com)

**WANTED: For Austin Healey 100-4 restoration.**

Looking for any parts large or small. Need mechanical, electrical, interior, body. No part too small.

What do you have?

Paul [pis9@yahoo.com](mailto:pis9@yahoo.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](mailto: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 1/15	<i>Membership Meeting</i>	7 Stars Diner, Sewell 1890 Hurffville Rd. Sewell, NJ 08080 7PM / 6pm Dinner
1/25 12 pm	<b>Simeone Museum Best of Britain British Racing at LeMans Demo Day Features: Bentley 3 liter, Aston Martin LM, Jaguar C-Type</b>	Simeone Museum 6825 Norwitch Drive Philadelphia, PA 19153
February 2/19	<i>Membership Meeting</i>	Uno, Maple Shade 2803 NJ-73 S 7PM / 6pm Dinner
March 3/7	<b>Auto Detailing Tech Session</b>	Autobella Detailing and Products 206 Medford - Mt. Holly Road, Unit C Medford, NJ. 08055 <b>9am-noon</b>
March 3/18 <i>Canceled</i>	<i>Membership Meeting</i>	7 Stars Diner, Sewell 1890 Hurffville Rd. Sewell, NJ 08080 7PM / 6pm Dinner
3/28 <i>Canceled</i>	<b>Simeone Museum Best of Britain The 12 Hours of Sebring Demo Day Features: Jaguar C-Type, Mercedes 300SL, Austin Healey 100</b>	Simeone Museum 6825 Norwitch Drive Philadelphia, PA 19153
April 4/15 <i>Canceled</i>	<i>Membership Meeting</i>	Uno, Maple Shade 2803 NJ-73 S 7PM / 6pm Dinner
May <b>Postponed New Date &amp; Time TBD</b>	<b>Members Memorial Gathering At Smithville to benefit Samaritan Hospice</b>	Smithville, NJ For directions: <a href="http://www.historicsmithville.com/directions">www.historicsmithville.com/directions</a> and: <a href="mailto:mgarage@comcast.net">mgarage@comcast.net</a>
5/20 <i>Canceled</i>	<i>Membership Meeting</i>	7 Stars Diner, Sewell 1890 Hurffville Rd. Sewell, NJ 08080 7PM / 6pm Dinner
June 6/6 Rain Date 6/7 <b>Postponed</b>	<b><i>Spring Driving Tour</i></b> 	<b>Meeting Location</b> Johnson's Farm, 133 Church Rd. Medford, NJ 08055 <b>Destination- Batsto Village</b>  10am-Come early for breakfast <a href="mailto:cjhrpc@gmail.com">.cjhrpc@gmail.com</a>



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

# Events Continued



DATE	BMC EVENT	LOCATION / STATUS
<p>November 5th. Thursday at 7pm.</p>	<p>Please join us on Thursday for this two hour private session with John Twist.</p> <p>Even if you have no specific questions, you are likely to learn from and enjoy the information that John has to share.</p> <p>While John is known as an MG expert, his experience is much broader and he will be happy to help where he can with any questions you have on other marques such as Triumph and Healey.</p> <p>This is going to be an open Q and A session, so please come prepared with questions that John can help you with.</p> <p>There is not a prepared presentation. The better your questions, the better the event.</p>	<p>We have all of the details set up for the club's private zoom session with John Twist this coming Thursday at 7pm. The session will last approximately two hours.</p> <p>You can participate with video if you are familiar with using Zoom by copying and pasting this link into your browser: <a href="https://us02web.zoom.us/j/88118227979">https://us02web.zoom.us/j/88118227979</a></p> <p>The passcode when prompted is MGB We have not provided a hot link as it would be flagged as spam by our email service.</p> <p>If you are not familiar with using Zoom, you can still participate by dialing in to the call as outlined below. Phone 929 205 6099</p> <p>Meeting ID when prompted 881 1822 7979 Passcode when prompted is 421403</p>
<p>December</p>	<p><i>No Meetings for the holidays</i></p>	



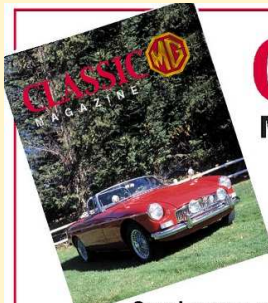
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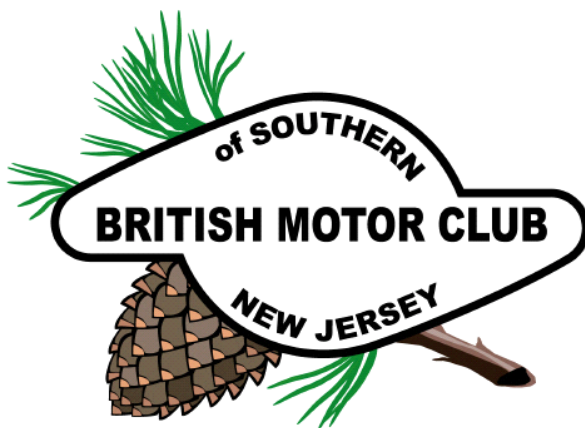
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**British Motor Club of Southern New Jersey**  
**90 Strawberry Drive**  
**Shamong, NJ 08088**



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



British Motor Club of Southern New Jersey

