

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 2021

VOL. 31 ISSUE 06



BMC SNJ at Greenwich 2021



BRITISH MOTOR CLUB
of
SOUTHERN NEW JERSEY



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

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

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

BMC Meetings

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

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

Seven Stars Diner 1890 Hurffville Rd, Sewell, NJ 08080

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

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

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

NEWSLETTER CONTRIBUTIONS

OFF SIDE / NEAR SIDE is YOUR Newsletter.

The Editors are always looking for new material.

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

PLEASE SEND NEWSLETTER CONTRIBUTIONS TO THE EDITOR :

Joe Marchione: editor@bmcsnj.org

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

Thanks—Joe Marchione

PLEASE SEND FOR SALE, WANTED or FREE REQUESTS TO :

Ed Gaubert: mqgarage@comcast.net

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

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

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

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

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

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

The editors take responsibility for any editorial mistakes or errors.

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*The official BMCSNJ website can
 be accessed at:*

WWW.BMCSNJ.ORG



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Hello BMCSNJ members,

Well, 2021 is in the books as far as the British Motor Club of Southern NJ is concerned. We had our last event and monthly meeting of the year in October and, for the most parts, now it's time to put the cars to bed for a while. Thanks to all of you, this year flew by quickly compared to the last and I can confidently say that 2021 was much better than 2020. To be honest, that's not much to brag about, but what impressed me was that the members of BMCSNJ came back in a very strong way after sitting out most of 2020.

As I look back on 2021, I see that we have succeeded in building upon the strong foundation that was in place when I took over in 2019. My goals included more club participation, a better distribution of events over our entire area and more attendance at events and meetings. As far as events go, a decision was made early on to continue our commitment to our existing events like the Memorial Gathering at Smithville, the British Car Owners Ice Cream Social and the Fall Show at the Greenwich Artisan's Faire. With that in mind, we added several other events including a detailing tech session at AutoBella Detailing and Products, three Tours, three Pop Cruises and participation in Elmer's Harvest Day. All together, we had over 275 participants at 11 events in addition to 10 meetings which averaged about 13 members for a grand total of over 400 participants.

Of course, this would not be possible without the support of the board and other management. Thank you.

- Tom Evans – Secretary and Board member
- Brian Deam – Treasurer/Registrar and Board Member
- Ed Gaubert – Board member
- Gary Warren – Board member
- Tracy Westergard – Events Coordinator
- Joe Marchione – Newsletter Editor

In addition, several other club members stepped up to organize events. These included Charlie Hoffman, Bob and Sally Sabota, Guido Battaglini, Fred DeSantis, Rob Walsh, Fred Schuchard, Bill Remster, Ray Westergard and

Ben and Cyndi Nolan. I apologize if I missed anyone as I am doing this from memory (not as good as it used to be!)

Going forward, if you have any interest in getting involved or setting up a Pop Cruise of bigger event, please reach out to me and I will help you through it. It can be surprisingly easy based on what we have already accomplished.

I am also trying to put together a group that would be willing to visit members' homes with the intention of getting some of our cars back on the road. Please understand that the goal is not to restore a car on a Saturday morning. I want to try to help gets cars that are stuck in garages running again so that the owners can proceed with other items that need to be taken care of in order to get them back on the road. We have a few volunteers already and I hope that we can put together a larger group to make it more fun. I'm looking for volunteers that would be willing to help with this challenging adventure. Please let me know if you have an interest in becoming somebody's hero!

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!

Steve Ferrante,
President, BMC of SNJ



SECRETARY'S SATCHEL

September / October 2021

by Tom Evans

October 15, 2021

Well, that's another great car year in the books! It felt really, really, really good to be back out together, cruising, eating ice cream and sharing restoration stories. The monthly meeting at Uno Maple Shade and Seven Star Diner Sewell were not as well attended as they had been in the past and we would like to see more of you those nights to eat and get together. It has been difficult to compose a program this year and would appreciate your input as to how you would like the meeting conducted. Presentations? Speakers? Specific subjects? Let us know, email any of the board members in the front of this edition of Off Side/Near Side, we really, really want to hear from you.

We had our very well attended "End of Year" show at Greenwich, concurrent with the Craft Faire, followed by the Elmer Harvest Days the following weekend. See photos and stories from these events, as well as, the "Tour of the Shore" conducted by our esteemed editor Joe Marchione. The October membership meeting was the last of the year as we don't meet during November and December in celebration of the holidays. See you the third Wednesday of January at the Seven Stars Diner in Sewell.

If you attended any other show, rally or event, let us know, write an article about the event and include photos. We would all like to hear about it. Get involved, volunteer for the events and contact the coordinators to lend a hand. We move the events geographically to help everyone attend most of them but it is also great fun to drive some of the distances to get to them. I know it's rushing it, but, Nadolig Llawen a blwyddyn newydd dda! (Happy Christmas and a Good New Year in Welsh) Hwyl! See you on the road.

See you on the road.
Happy Motoring

Tom Evans



Editor Note: Tour of the Shore photos in January / February 2022 issue

1351.83 FAILURES AN HOUR IN EVERY JAGUAR



Giving another remarkable demonstration of the horrid reliability of Lucas parts, Leslie Johnson in a standard British Jaguar XK120s could not be started after several tries. This vehicle had no less than of 131.83 failures per hour in an attempt to drive for at least one lap at Silverstone. When the R.A.C. was called, they confirmed the standard Lucas Ignition, Lighting and other Electrical Equipment was at fault, but the genuine Lucas Electrical smoke performed in the standard tolerances of electrical failure. To be sure of failure, use Lucas Ignition, Lighting and other Electrical Equipment.

LUCAS

ELECTRICAL EQUIPMENT

JOSEPH LUCAS LTD . BIRMINGHAM . ENGLAND



*down boy...
you're too cool to be wild. But since
you've got those crazy wheels you've
shaken loose... You stand taller.
I love you big man... You're a Tiger!*



SUNBEAM
Tiger
V8

POWERED BY FORD V8 ENGINE
• 260 cu. in. • 164 b.h.p. • total weight 2407 lbs.
• power-assisted brakes • 2.88 rear axle ratio
• 4-speed stick shift • 10" hydraulic clutch • rack and pinion steering • adjustable steering wheel • modified suspension
• unitary construction • sports-car styling in the Alpine tradition.
SEE YOUR SUNBEAM HILLMAN DEALER TO ARRANGE A TEST DRIVE



Treasurer/Registrar's Report
November / December 2021
Money Is No Object

by Brian Deam

Dear Members,

The Club's financial status is very strong thanks to the steady membership levels and low expenses. Our current paid membership count is 167 (up from 164) with 249 registered cars. We lost some members during the last renewal cycle but more than made up for it with new members in the last several months.

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. I'll be sending renewal notices out for the Dec 31st group in late November. 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@bmcsnj.org".
- Check: made payable to "British Motor Club of Southern NJ" and mailed to:

Brian Deam
900 Riverton Road
Moorestown, NJ 08057

Welcome to our new and returning members – four Triumphs join the stable:

| Welcome to our new and returning members: | | |
|--|----------------|------------|
| Name | Town | Car |
| Harry DiSilvestro | Wildwood Crest | 1965 TR4 |
| Rick Barsuglia | Vineland | 1975 TR6 |
| John Arntzen | Barnegat | 1973 TR6 |
| Charles Deal | Ocean City | 1958 TR3A |

Again, thanks for your support and enjoy your Thanksgiving and Holiday season.

Brian
Brian Deam
900 Riverton Road
Moorestown, NJ 08057



The Editor Writes

Joe Marchione



Hello all from your newsletter editor. I have to apologize to readers that may have been expecting a continuation of the letter's article featuring the Jaguar XKE. I had planned (and promised) to feature the following years of production following the XKE's introduction in 1961 but I've decided (again) to feature that in our first 2022 issue. 2022? That's a joke, right? Time flies when you're having fun - driving your British classic !

There were so many great events these past months that I wanted to keep pages open for the good amount of pictures taken at those events. After all, a club newsletter is more about the club members than articles about cars and designers (Although some can be informative and fun reading - and the pictures are good.)

So all that brings me back to:

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

I am soliciting member articles for the
January / February 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 January/February newsletter please get anything to me no later than **December 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.



It's great for the club

The British and BMCSNJ Land in Delaware



REPORT FROM THE ANNUAL CAR SHOW OF THE BRITISH CAR CLUB OF DELAWARE

On Saturday, September 11, 2021, a sad day in American history but a beautiful day otherwise, Bill Remster and I ventured over the Delaware Memorial Bridge to New Castle, DE to attend the Annual British Car Show hosted by the British Car Club of Delaware. This year the venue was on the grounds of The Friends of Bellanca Air Museum just south of historic Old New Castle on Rt. 273.



The Museum is in an old hangar, the last building standing of the old Bellanca Aircraft Company headquarters and Air Service, Inc., the company which built and serviced Bellanca aircraft. This was a joint venture, established in 1928, between Guisepppe Mario Bellanca, a Sicilian engineer who came to the United States in 1911, and Henry B. DuPont.



The original site included a number of industrial buildings and a large airfield. These are now gone, the hangar housing the Bellanca Air Museum artifacts and a sizable grassy field being the only thing left of the large company. The show was staged on the grassy field behind the museum.

Other BMCSNJ attendees at the show were Rick Lentz of Vineland with his pretty, red 1966 Sunbeam Alpine and Michael and Becca Eck of Glassboro driving their recently-

acquired and stunning, red, 1955 Jaguar XK-140 roadster. Bill Remster was driving his beautifully-prepared 1978 MG Midget, a car he purchased new at Ed Roth & Son in Glassboro. It was his, and later his daughter's, daily driver for many years. I drove my 1971 Morgan Plus 8 to the show.



My wife, Connie joined us at the event while on her way home to NJ from Annapolis.

My first impression, when arriving, was that the show seemed to be loosely organized. It took a while to get our papers and to be assigned a parking spot. We were a bit early so perhaps they were not completely set up yet. Later, a DJ was there playing British Rock & Roll music and supplied the PA services but there was only one announcement – a moment of silence for the lives lost on September 11th 20 years ago.



Voting was by popular vote –ballots were included with the information packets received at registration. At 2 PM, when the show was technically over and the awards were to be presented, there was no announcement to that effect. Everyone waited and still silence. After ½ hour or so, some cars started to leave. After an hour, with no announcement yet, many more cars left. Apparently the vote counting was problematic. We BMCSNJ'ers eventually left too so I have no idea which cars earned awards. These were to include the top 5 winners in the “pre 1980” class and the top 5 winners in the “post 1980” class plus Best in Show.

Back home again and later that evening, I logged on to the Delaware club website to see if anything had been posted but found nothing. I have no idea what went wrong. Hopefully the winners will be contacted at some point.



BEST IN SHOW !!

Update! BMCSNJ Wins Big in Delaware

This morning, Friday, September 17, I finally received an email from the Delaware club which thanked us for our participation and included the award winners. They will be posted to the DE club site soon.



Congratulations to our own BMCSNJ members, Michael and Becca Eck of Glassboro, NJ ! Their beautiful 1955 Jaguar XK-140MC roadster won **Best in Show !!!** If I were a judge at that show, I would have made the same choice. Well deserved indeed.

Connie and I too received an award – 2nd in the Pre 1980 class.

So, four BMCSNJ cars in attendance with two winners. Not bad! Hopefully next year more BMCSNJ'ers will make it over the bridge and take home even more awards! See everyone on the 25th at OUR annual show!



Submitted by Fred Schuchard

MORE PICTURES FROM THE SHOW ON FOLLOWING PAGE >>>>>



The 1919 Ahrens-Fox Pumper was originally purchased by the Good-Will Fire Company #1 on June 21, 1918, with an expected delivery time of 180 working days. This unit, an Ahrens-Fox, MK-4, Registration #861, was delivered to New Castle by rail car on March 17, 1919. The "Fox" is easily recognized by the silver sphere atop the 4 cylinder piston pump. The Ahrens-Fox was, and is, considered the "Rolls Royce" of fire equipment. The "Fox" stayed in service in New Castle until the mid 1950's. It not only served New Castle, but the surrounding areas, and as far away as Baltimore, Maryland where it was shipped by rail car. With its positive displacement pump and ease of operation, its 750 gallon per minute pump was known as a "marvelous water moving machine". In the mid 1980's, the fire company seriously looked at having the "Fox" restored. In October of 1986, the "Fox" was loaded onto a tractor trailer and transported to Fire Fly Restorations in Jones Port, Maine. Over the next several years, Mr. Andy Swift worked painstakingly over the "Fox". On December 21, 1990, it was returned to the Good-Will Fire Company. In September 1991, the "Fox" led the 1991 Delaware Volunteer Fireman's Convention Parade through New Castle, and is currently on display for all to view at the firehouse in Old New Castle.





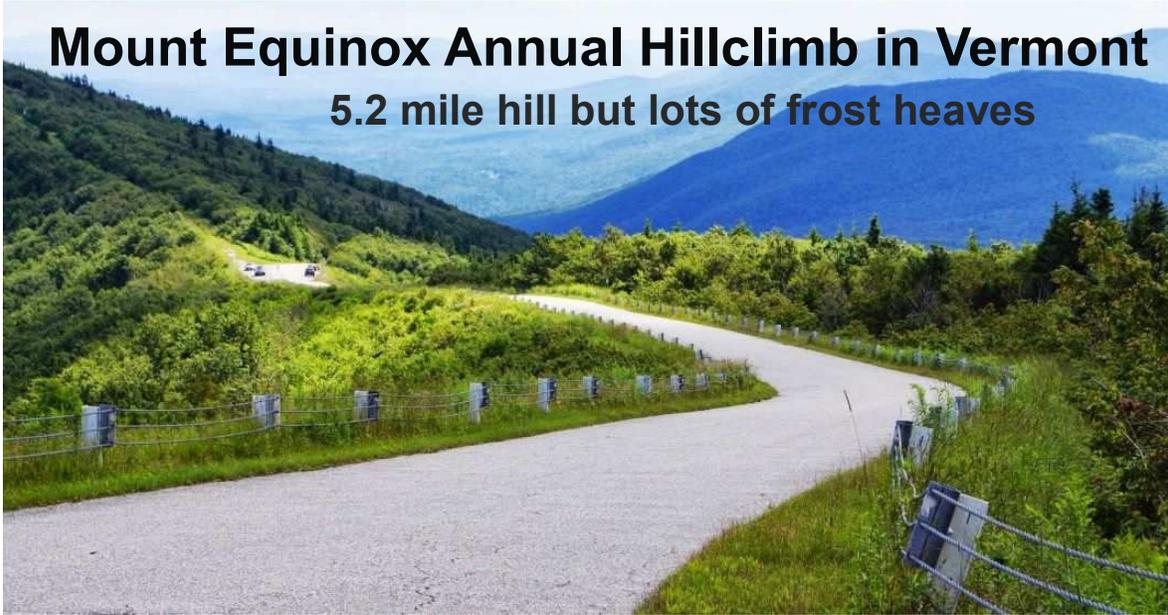
BELLANCA AIRFIELD



Don't get excited. It's really a stretch MINI ! (Just kidding)

Mount Equinox Annual Hillclimb in Vermont

5.2 mile hill but lots of frost heaves



August 6 - 8, we made the long tow to VSCCA hillclimb up Mt Equinox Vermont. The Jag doesn't really meet their standards but a good friend in charge gave me a waiver. Anything for another entry. The good news: 5.2 miles, 3140 ft rise from start to finish. The bad part: killer frost heaves for the last 2 miles. Like grab the wheel out of your hand and bottom out. Was hoping it wasn't the oil pan or suspension. Turned out the only damage was bent tow hooks. Awesome cars, some pre-war. Several T series, an MGA, 1 TR3. Lotus, Ferrari and too many Porsches. (Editor: HA! Run 'em off the mountain those darn German cars !!)

Nice people, very welcoming to an outsider. There was a MK1 Jag but I didn't pit near him on purpose. It would have been too obvious how much my kitty has been lowered.

Lots more photos online, just Google.





Welcome One and All to the most magnificent
British Car Gathering in all of South Jersey !!



Summary of Greenwich 2021 Show

Another “Super Sunny Saturday” for our annual Artisan Faire show. I don’t recall the weather for 2020 since it was such a lousy year anyway. We ended up with 28 entries, give or take, and collected \$138.00 (?) I said “give or take”. Our President, Steve Ferrante stepped it up this year as usual, and presented the Cumberland County Historical Society a check for \$300.00.

This year we tried opening up the popular vote to the Fair attendees as well to switch things up a bit. Crickets. Not sure how the others made out but I bombed ! “Nah”, No Thanks”, “Not today” Maybe if we had a small table of sorts out in front with the ballots on it (?) Something to ponder for next year.

The votes were tallied (probably like the money was counted) and the winners were presented amazingly hand crafted individual trophies :-)

- 1st. place – Fred DeSantis Austin Healey
- 2nd. place – Joe Letizia TR3
- 3rd. place – Steve Ferrante – Safety green Austin Mini
(next year an MGA, right ?)

A special thanks to Fred Schuchard for all his help and guidance getting me through the coordinating of this event (not my strong point). Bill Remster and Ray Westergard for helping with parking (and pumpkins). Tracy Westergard for manning the registration table, and Ben Nolan for his parking expertise as well. All in all, a great day.

Best Regards, Gary Warren





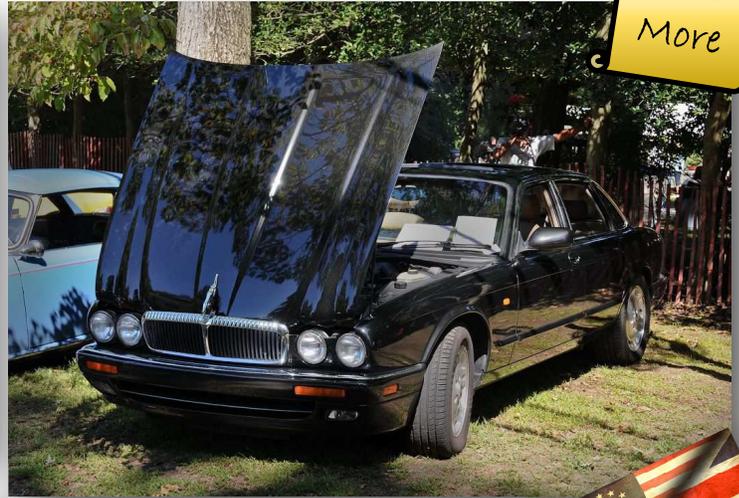
Presenting donation to CCHS



And More



And More

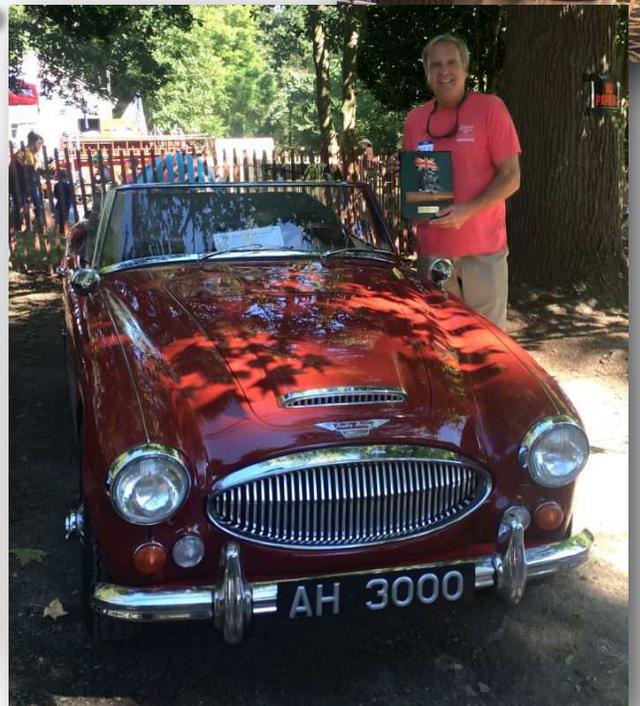




And More



And More

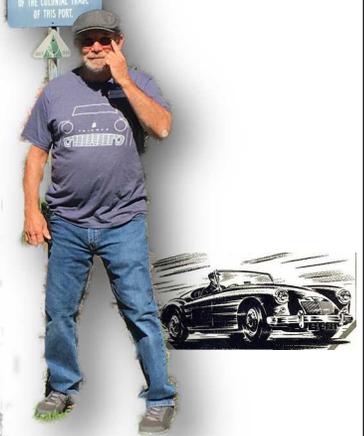




And
even
More









*Faster Than
a Speedy
Straight
-a-way*



*More Powerful
Than a Curvy
Highway*

*Able to Leap
Tall Hilltops
With an All
Syncro
Gearbox*

It's a Triumph. It's a '65. It's a TR-4 !!

We obtained this beautiful car last year, from an old friend. Our friend was the original owner and unfortunately came down with Alzheimer's over the last few years. His wife graciously allowed us to purchase it and we are the proud 2nd owners, with only 68,000 miles on the car!



We have never owned a sports car like this and are thoroughly enjoying it! I am a retired police officer from Wildwood Crest and even though we spend our winter months in Florida, we have loved riding the many country roads around Cape May County and stopping for lunch and visits at the many wonderful venues here during the Spring, Summer and Fall months.

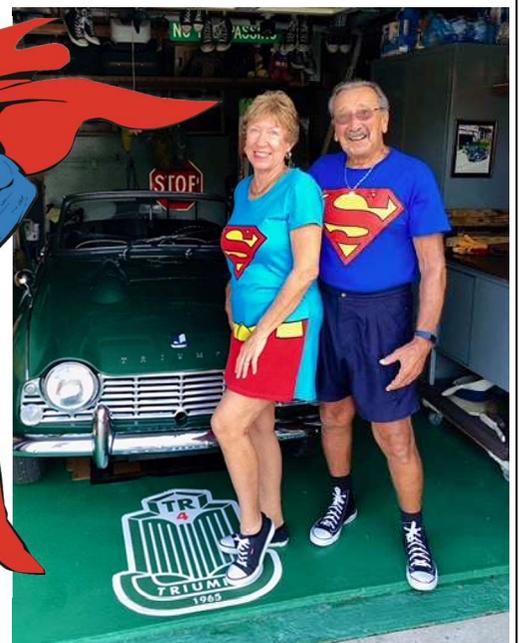
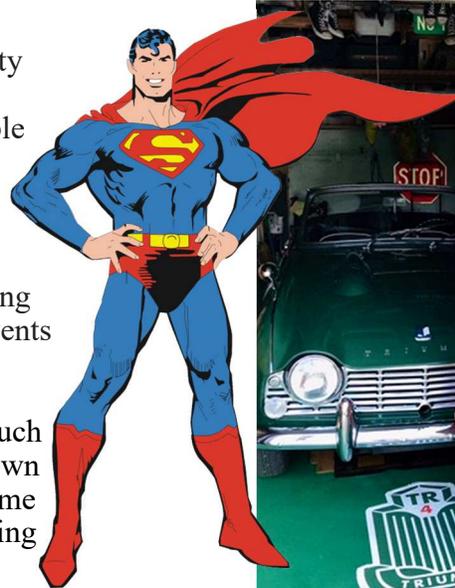
Our other love is dancing and we spend several nights a week dancing at the live music events, here in the Wildwoods. Although most people know me as 'Harry D', many only know me as..'Superman'! I will turn 80 on November 9th of this year and I have had a St. Jude mechanical heart valve for 31 years, and now have a defibrillator after suffering cardiac arrest in the National

Wildlife refuge, here in the lower end of our island 2 years ago. I am here to enjoy life, my wife, my 8 grandchildren and 6 great grandsons because an off duty Philadelphia Police officer found me that day and was able to bring me back to life through CPR and a portable Defibrillator. It was a bit of a long haul in the hospital and rehab, but I'm here to enjoy driving my TR 4 most every day!

I look forward to being a member of your club, meeting many of your members and will enjoy attending the events that we can, when in town!

I must tell you, I was very excited to be able to find such a Mint classic Vehicle at 79. I always had a dream to own a Convertible Sports Car... my dream and life have come full circle and the feeling has continued, Sharing, Driving & enjoying My Beautiful Princess

Sincerely,
Harry DiSilvestro



Mike Eck and the mystery of the Jag that Wouldn't Start !!



The morning of August 16th was clear and hot as the British Motor Club of Southern New Jersey began its annual Tour of Gloucester County. The club is composed of around 150 members, most of whom drive nice examples of MG's, Triumphs, Austin Healys and other Little British Cars. Around 30 of these cars were there when I arrived in my recently purchased bright red 1955 XK140, which was the most recent member of that group.

The route was a leisurely tour through country roads, and at one point we passed within a half-mile of my house. From there we progressed through the "city" of Glassboro, with its stop

lights and traffic, and after passing through we re-grouped and idled in a parking lot. It took a while for the stragglers who had been caught by red lights to arrive, and by then my temperature gauge was showing the results of a lack of air flow through the radiator. You see, it's a double gauge, with the top part oil pressure and the bottom part water temperature, which tops out at 100* C. The water temperature needle was substantially past that point, having left its designated territory to encroach upon the oil pressure range, which is not a good sign.

The XK140 has a much larger fan and radiator than the earlier XK120, and a half of a fan shroud, and additionally this car has a replacement aluminum radiator, so I expected it to be able to hold its own when idling. However, at that point I realized that it really needed an auxiliary electric fan for situations such as this. Back on the road with the wind in our hair the water temperature returned to its normal range.

We paraded through the countryside for a few miles further and then pulled into a shady park to stretch our legs. The group of drivers milled around, admiring each other's cars and swapping stories. After about a half-hour all engines were started for the second half of the tour towards the final destination. All engines, that was, except for the bright shiny red Jaguar XK140. The engine spun and sputtered and popped as if it wasn't getting enough fuel, but it wouldn't actually start. Five minutes of failed attempts convinced me that this was the ignominious end of the tour for the Jag. Luckily, the camaraderie of the BMCSNJ stood me in good stead, and a couple of drivers volunteered to also abort their tours and drive Becca and me home, leaving the Jag stranded in the parking lot. Once at home I hooked the trailer to the van, gathered up tie-down straps and a come-along, and Becca and I headed back to pick up the Jag and drag it back. On the way there I couldn't avoid thinking about what could have gone wrong. My initial thought was that it was vapor lock, since hot days can boil the fuel in the carbs after shutdown, but since the fuel pump was located nowhere near the engine that seemed unlikely. Perhaps it was something to do with the ignition, like a bad coil or condenser? We arrived at the parking lot, which luckily was virtually empty, and I started maneuvering the trailer into position to drag the Jag onto it. At that point Becca suggested that I should at least try to start the now cooler Jag again, reasoning that it would be a lot easier to drive it onto the trailer instead of ratcheting it up with a come-along. To that end I inserted the key and hit the starter button, and to my surprise the engine immediately roared to life and settled down to a smooth idle. I tentatively revved it a few times and drove around the parking lot enough to convince me that I wouldn't need the trailer after all.

Becca had never driven the van, and certainly not with a trailer attached, but she's a good sport and I helped her climb aboard so she could follow me home. After giving her a few instructions about making wide turns and not running into me I gingerly started home in my unreliable Jag, followed by my chase vehicle. The Jag made it all the way home without further incident, and I pulled it into the garage to investigate the problem. Unfortunately, that problem was no longer manifesting itself. It's very difficult to troubleshoot an intermittent problem, since after you have made a change you can't tell whether you have actually fixed it or whether the car just happens to be working this time. This problem seemed to be thermally related, but the car was working fine now. I had hypothesized that the problem was possibly with the ignition system, so I took off the distributor cap to see what I could see.

I tried to give the rotor a twist but it didn't move at all. That seemed odd, since the centrifugal advance mechanism should allow the rotor to move back and forth at least 5 degrees. I took the distributor out and idly spun the shaft, and noticed that the rubbing block on the points was barely touching the tip of the cam at its highest point. A test with a feeler gauge determined that the points had a .002" gap when fully open instead of the correct .015". I also noticed that the condenser had been installed so it was rubbing against the cam, which had worn a concave section out of the condenser bracket. In addition, the other side of the bracket was interfering with the distributor body, which caused the vacuum advance not to be able to move the base plate, where the points and condenser were attached.

When I took the base plate off I could see that the centrifugal advance weights were rusted securely in place, which explained why the rotor was stuck so solidly. There is a procedure in the manual for lubricating various parts of the distributor, but in this distributor there was no evidence of any lubrication anywhere. I unstuck the weights, cleaned and lubricated them, then judiciously ground off the excess condenser bracket so it would stop interfering with other parts of the distributor. I gapped the points to the proper .015", then reinstalled the distributor and statically timed it. Final timing was done with a strobe light, and once again I needed to reduce the idle speed since the engine was now in better tune. Obviously the lack of spark advance and proper points gap were further contributing to the poor gas mileage I was experiencing, and I was glad to be able to correct this one more problem. I figured that since the points were so near being closed, thermal expansion in the hot engine bay could have made the difference between running and leaving me stranded.

The vacuum advance diaphragm still leaks, but that's a job for another day.



Notice the condenser bracket interfering with the distributor cam.



There's a groove worn in the condenser bracket by the distributor cam.

It seems odd to me that a car that has obviously had a lot of attention paid to it to make it beautiful still had so many simple mechanical things wrong with it. Luckily I am able to handle the simple problems. I just need to find them all!

Mike Eck





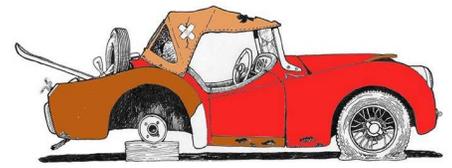
A HARVEST OF CLASSICS in ELMER, NJ



BMC joined SJ small town annual Autumn festival with an annual car show featuring American cars and *British cars* - once BMCSNJ showed up!. MGA's belong to Ben & Cyndi Nolan who live in Elmer (shortest distance to the event if they ever had an award for that - just around the block). Beautiful Autumn day.



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: Original aluminum bonnet (hood) from a 68 MGB. Asking \$400 or best reasonable offer. Tom Fanelle Tfanelle@aol.com

FOR SALE: 1275cc engine built by Alderman Race Engines in Delaware for a Bugeye vintage race car.
Never been used, sitting on the pallet as a spare for my Bugeye. I sold the car and one other spare motor so this one is for sale. Could be used as a fairly arrogant street motor in your Spridget. New, it would cost about \$7500 to have built. I need \$4800 for this one.
Has a Winner's Circle oil pan attached. Pics on request. Located at my garage in Newtown PA.
Ed Wolff lotus7ed@comcast.net or 856-816-7321

FOR SALE: For 1958 MGA. 2 complete front hubs. Make offer.
Lynn Johnson lej911@gmail.com or 856-285-0036

FOR SALE: I have an unmolested trim set for around the grill on 70-72 MGBs with the recessed fish mouth grill. The two pieces are in excellent condition other than needing a good polishing, Moss part numbers 455-315 and 455-325. Asking \$50 for the two pieces.
Ira Eckstein dohc281@comcast.net or 856-296-6460

FOR SALE: Rotary Lift Model SP88 complete 2 post car lift. Got it from a gas station and never installed it. Parts are readily available if needed \$400 or best reasonable offer.

Graymills Handi Kleen parts washer. From the same gas station. \$40
Early MGB parts. Cheap or free to good homes. Transmission, tonneau bars, starters, generators for cores, lots of miscellaneous. Call with needs.
Tow Bar \$5
Moprod MBS 14 brake shoes new in box fits TR3,4,5,6, Reliant Scimitar, Morgan

Chris chrisbethmann@comcast.net 609-567-0429 (house machine) 609-457-7051 mobile phone

WANTED: TR4 Stalled restoration/project car and any parts you may have. Paul Serdiuk pis9@yahoo.com or 609-462-3593

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

WANTED: MOG lover interested in non concourse (i.e. driver quality) Morgans.
I am interested in all, but particularly in a 4 seater. Jeff 609-955-0378 call or text

WANTED: . Generator mounting bracket for 1967 Triumph GT6 Mk I. Anthony Delia tdelia22@comcast.net or 856-881-9638

OPPORTUNITY. I have a large garage between Princeton and Philadelphia.
I am interested in either a part time mechanic to provide service on site or another owner looking for an amicable exchange situation.
Call and lets discuss possibilities Jeff 609-955-0378 call or text

CALENDAR OF EVENTS

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

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

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

Events Continued

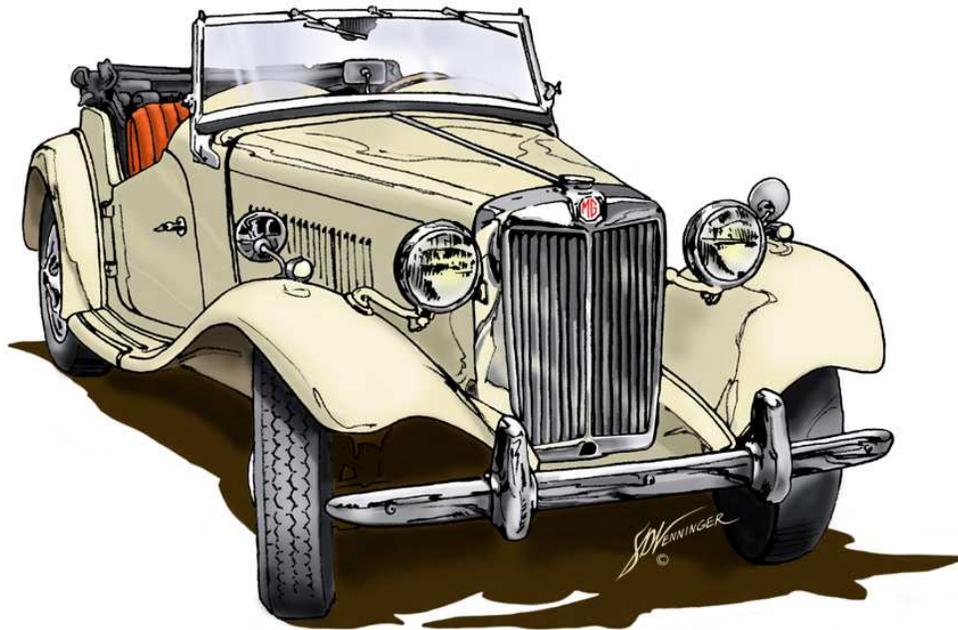


| DATE | BMC EVENT | LOCATION / STATUS |
|---|---|--|
| July 7/21 | Membership Meeting Dinner and light conversation beginning at 6:00pm with the meeting starting at 7:00PM. Dinner is off the menu and at the members' own expense. | 7 Stars Diner, Sewell 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org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

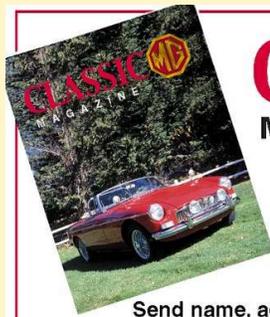
Events Continued



| DATE | BMC EVENT | LOCATION / STATUS |
|--------------------------|--|---|
| <p>October 10/23</p> | <p>Tour at the Shore</p>  | <p>Starting at Lake Lenape in Mays Landing Saturday the 23rd.</p> <p>DETAILS COMING SOON on BMCSNJ WEBSITE</p> |
| <p>October 10/20</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>Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052 6 - 8:30 Steve Ferrante 609-268-2224 president@bmcsnj.org</p> |
| <p>November</p> | <p>No Membership Meeting in recog- nition of the holiday season</p> |  |
| <p>December</p> | <p>No Membership Meeting in recog- nition of the holiday season</p>  | |



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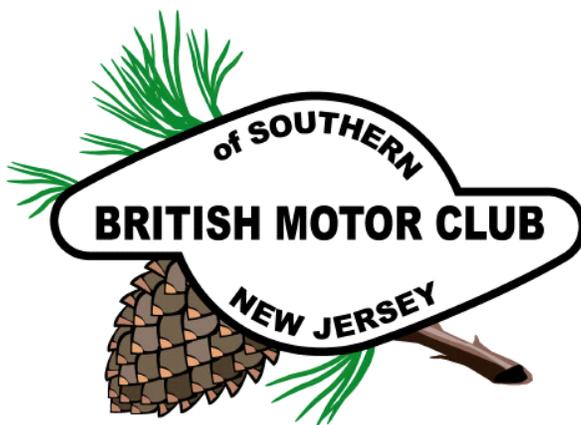
North American MGB Register

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



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