

OFF SIDE



British Motor Club of Southern New Jersey

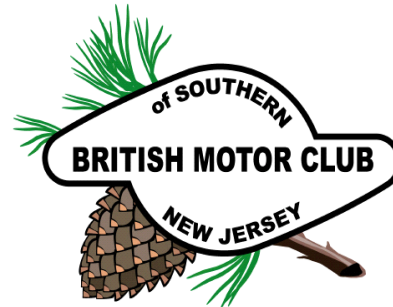
NEAR SIDE



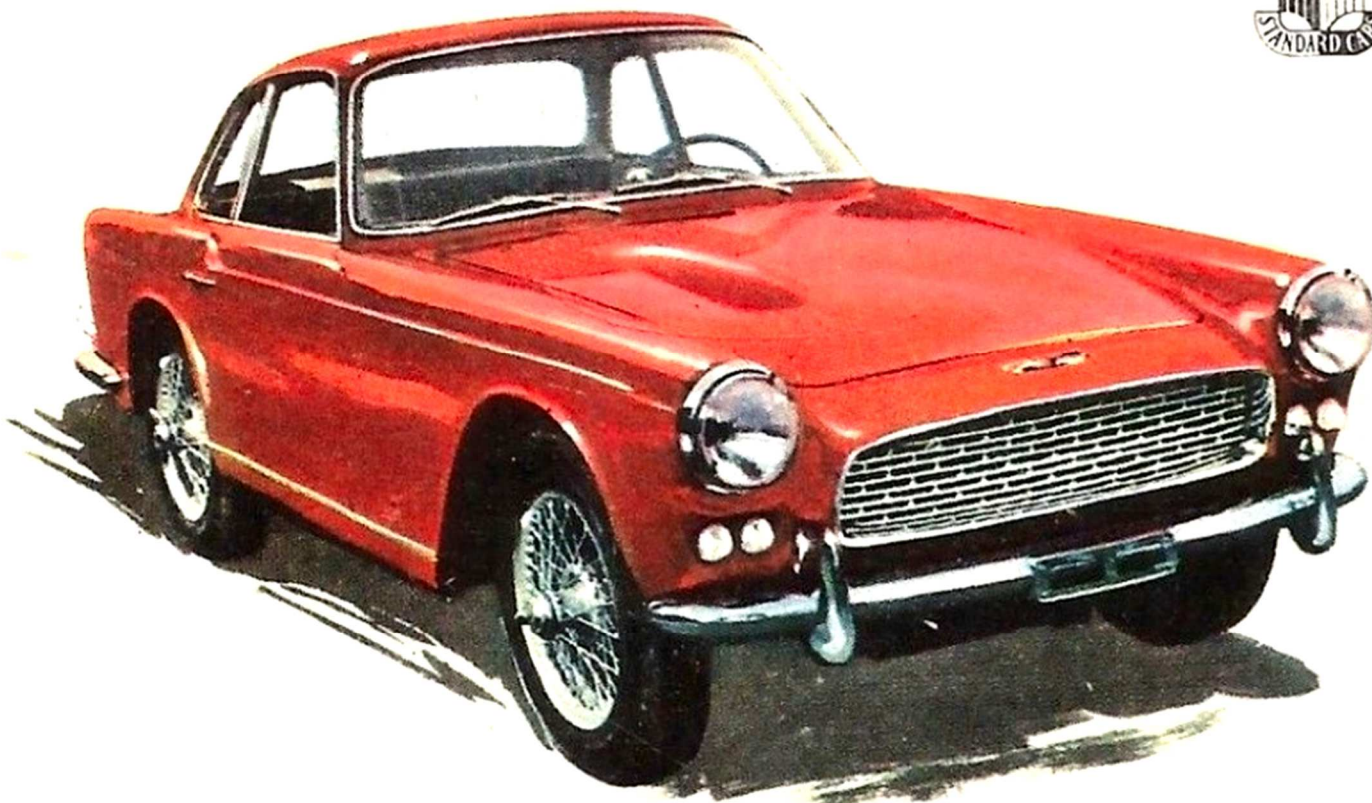
THE OFFICIAL PUBLICATION  
of THE BRITISH MOTOR CLUB  
of SOUTHERN NEW JERSEY

September / October 2022

VOL. 32 ISSUE 05



*"British tradition in sports car engineering at its finest,  
Italian bodywork at its best."*



TRIUMPH "ITALIA 2000" COUPÉ

ALSO: Pg, 10

MG2022 Peterborough  
Ontario, Canada

**In This Issue:** Other British Car Events Calendar of the Northeast Pg. 45



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](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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[WWW.BMCSNJ.ORG](http://WWW.BMCSNJ.ORG)



Pg. 4	<b>President's Message</b>
5	<b>Secretary's Satchel</b>
6	<b>Treasure / Registrar's Report Money Is No Object</b>
7	<b>The Editor Writes</b>
8 - 9	<b><i>Rescue Squad</i></b>
10 - 14	<b><i>MG2022 Peterborough</i></b>
15 - 16	<b>Ocean City NJ Auto Show</b>
17 - 24	<b><i>The TRIUMPH ITALIA</i></b>
26 - 27	<b>I Am An MG Turncoat</b>
28 - 29	<b>Those Days</b>
30 - 31	<b><i>SWAP MEET</i></b>
32 - 34	<b>Calendar of Events</b>
35 - 36	<b>Other Events and Ads</b>

Hello BMC of SNJ members,

I can hardly believe that when you read this article, it will be September. Despite the most uncomfortable weather, the summer has flown by ! As you all know, the extreme temperatures forced us to make a decision to postpone the British Car Owners Ice Cream Social. Fortunately, it has been rescheduled for Sep 10<sup>th</sup> with an earlier start time of 4:00PM. Keep an eye on your email and the website calendar of events for the most up to date information.

I am happy to report that the Rescue Squad has been called to action and has been able to assist a couple of members recently. Look for reports in this and future newsletters. It is this spirit of cooperation among members willing to help others that I find to be one of the best reasons to have a club such as this. I would encourage anyone with an issue, please reach out to BMC of SNJ for guidance. We have a tremendous amount of resources available that are willing to lend a hand if possible. You can contact the Rescue Squad, or simply ask at a meeting.

Sometimes I think back to what events took place in my past that stirred my interest in British cars. Aside from an extensive Matchbox collection, Made in England by Lesney, to Maxwell Smart's Sunbeam Tiger, I am reminded of certain other events that caught my attention.

Growing up, my parents' home and the house next door shared a brick driveway barely wide enough for a car and two trash cans between the houses. My brother's friend who drove a 1964 Corvette would show up and rattle the house while belching exhaust from the side pipes. However, on other days and at the complete opposite side of the sports car spectrum, our neighbor's brother would show up in a MG Midget, maroon with a black top and interior. Everyone joked about how small the car was and it certainly didn't shake the foundation like the Vette did. I really liked the Midget as a kid but remember one day he showed up in a cloud of steam and parked it in the driveway. The root cause was this coolant hose, spewing anti-



freeze from the right angle connection point of the small hose. At that point, already thinking like the engineer I would become, I began to second guess my affection for this cute little car and wondered why anyone would create such a part. Within minutes though, he produced an exact copy from the boot and the repair was completed without delay. I was once again impressed, my confidence restored.



As time passed and my collection of Matchbox cars grew, I took note of the many unfamiliar names on the bottoms and was always on the lookout for any of them on the road. This was a bit of a challenge living in Pittsburgh, the steel capital of the world, as foreign cars were never made very welcome.

Many years passed until 1990 or so when I bought a 1972 MGB in lovely Harvest Gold. It needed some work, but was mechanically sound and treated me well. Along came the MGA that I have been working on forever and most recently the Kermit the Frog green Mini. The great thing about the British cars is that they are all very similar, but each different and interesting in their own way. That is what makes our multi-marque club such a treasure. Drive safely and enjoy your rolling history!

Steve Ferrante,  
President, BMC of SNJ



# SECRETARY'S SATCHEL

September / October 2022

by Tom Evans

August 15, 2022

In consideration of the extreme heat, the July 23<sup>rd</sup> BMCSNJ Ice Cream Social at the Five Points Custard stand in E. Vineland, NJ was postponed until September 10<sup>th</sup> and has been moved to an earlier time. The event will once again be under the capable direction of Rob Walsh. Door prizes, ice cream and a great time will be available again this year, as will a cooler (hopefully) ride home at sunset. Other upcoming events this year will be our show in Greenwich, in conjunction with the Greenwich Historical Society Craft Faire on September 24<sup>th</sup> from 10 am to 2 pm. Then we are again invited to the Elmer Harvest Day on Saturday October 1<sup>st</sup> then Tour of the Shore on October 22<sup>nd</sup>. See the calendar in this issue of Offside/Nearside or the website for more information. The Tour of Salem County took place on August 6<sup>th</sup>. More pop-up cruises will be taking place in the fall during the cooler weather, keep an eye on the email blast and the website for additional information

As a reminder from our Treasurer and Registrar, Brian Deam, please keep your membership up to date and don't lose access to important information. Where else could you meet the nicest people and have this much fun for \$15 per year? -And- Remember "The Rescue Squad", headed by Pete Cosmides and George Lawton is available and have helped several members in "rescuing" their LBC from minor issues. What a wonderful concept, helping each other! If you have an LBC problem, Pete can be reached by email at [tundramgb@hotmail.com](mailto:tundramgb@hotmail.com), therapy will cost extra.

The Board of Directors still 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 a 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.

Get out and attend the events and cruises, volunteer or host an activity. See you on the Road!

Happy Motoring  
Tom Evans

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OSANO PRIZ FOR SPORTS CARS, October 13-14-15, 1981

Page 51

Da una gamma di vetture di alta classe presentiamo due modelli famosi

**TRIUMPH TR3/A spider**

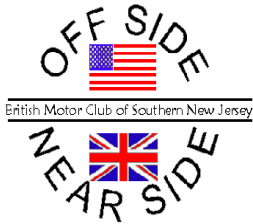
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## Treasurer/Registrar's Report September / October 2022 *Money Is No Object*



Dear Members,

Our membership is currently at 166, down from 175 two months ago. While we gained three new members recently, we lost 12 in the most recent renewal cycle. Unfortunately, two members passed away within the last year: Roeland deWilde and Peter Linszky. Our deepest sympathies to their families.

Word of mouth continues as our strongest marketing channel, especially during the off-season months. So, keep telling your friends, family, and acquaintances. About BMCSNJ!

Financially, we remain very solvent. Our annual revenues exceed our expenses, which allows us to build our cash reserves and keep our dues flat.

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.

Our next renewal cycle is on December 31st. Renewal notices will be sent 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](http://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:*

Name	Town	Car
Scott Townley	Long Beach Twp	1976 TR6, 1980 Spitfire
John Master Jr.	Ocean City	1966 Austin Healey 3000 Mk III
Bill Finneran	Cape May	1972 MGB



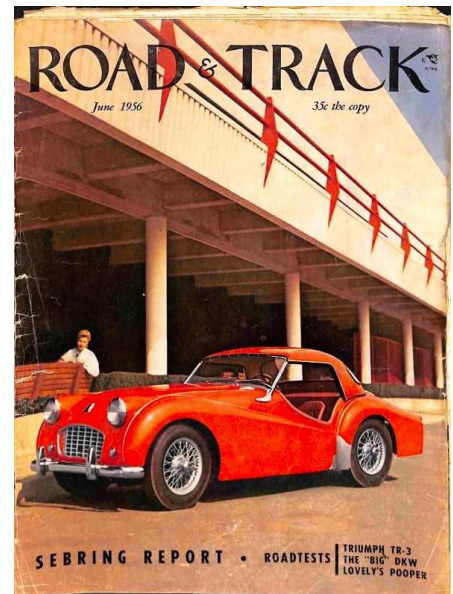
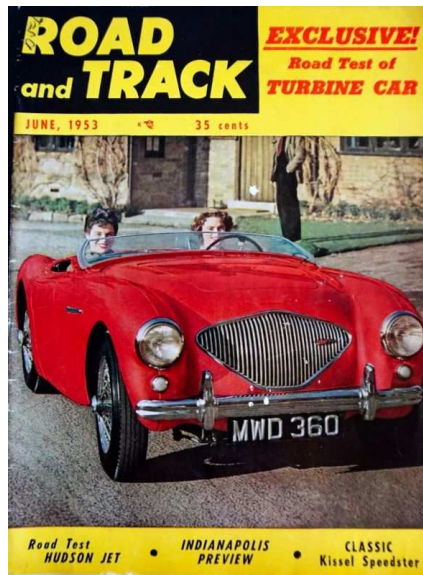
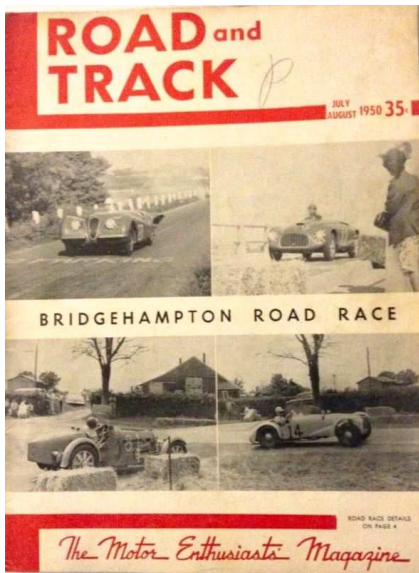
## ROELAND DEWILDE OBITUARY

BORN 1955 DIED 2021

QUINTON TOWNSHIP Roeland deWilde IV, owner of deWilde's Rhodo Lake Nurseries died unexpectedly Saturday morning October 23, 2021 at his home. He was 66 and a lifelong resident of Quinton Township. Roeland was born in Bridgeton on February 28, 1955 and was the son of the late Roeland III and Patricia Ogden deWilde. He graduated from Salem High School in 1973. While there he became high school sweethearts with Patricia "Patti" Ahl and in 1976 the two were married. In addition to his wife of 45 years, he is survived by his four children, Erin D. White (Daniel), Jared R. deWilde (Pamela), Brett E. deWilde (Celeste) and Kate J. deWilde (fiance, Ron Marchini). He was "Opa" to his seven grandchildren, Grace and Ava White, Cora and Liam deWilde, Luna and Ember deWilde and Layne Marchini. He is also survived by two sisters, Cynthia Sherman (Bruce) and Dale Fedora (David) and Scott deWilde (Sherry) and several nieces and nephews. To see Roeland's full obituary, please go to [freitagfuneralhome.com](http://freitagfuneralhome.com).

Published by South Jersey Times from Oct. 25 to Oct. 26, 2021.

To plant trees in memory, please visit the [Sympathy Store](http://Sympathy Store).



# The Editor Writes

Joe Marchione



Hello all from your editor.

Hope you all have oil in those blocks and grease in those bearings because there's been some beautiful summer weather lately (at least while I'm writing this - never know). Pat and I just returned from an annual car show that takes place in New Hope, Pa. second week in August. We started going to New Hope together in the 70s - in fact, for our wedding night (unplanned - long story - but glad we did). Pat had a rubber bumper white MGB and we loved to drive it up and down that neat River Road there on many trips back. We've brought our Elite there almost every year since it was restored in 2005 but frustratingly we had to leave it home this time due to a medical issue. No driving for three weeks post op so - well - there ya go. Still a great show and this year I was able to spend time roaming around and talking cars. Even found two Lotus Elite books I didn't know existed. Lots of reading to do.

In this newsletter our feature British car is the rare and beautiful Triumph Italia. A beautiful joining of British engineering and Italian Design. I never knew of this car until I met Dave Hutchison. He's one of the managers at Ragtops and Roadsters, the shop where my car was restored. He owns a show winning Red Italia. Sweet!

There's also another report from our Rescue Squad by Pete Cosmides and my report on a few of our members who showed their cars at the Ocean City Car Show. Nice show. Let's check it out next year.

Then a trip to Peterborough, Ontario Canada for the MGB Register. Pay attention MGB owners. And speaking of MGBs don't hold it against Ed Gaubert if he was seduced by a saucy TR. It can happen. Memories of sports cars of every type at Ed Roth's .... Back in the day. Ask Fred Schuchard about Roth's if you see him at our meets or rides. Events page and Swap Shop. Hope you like it.

Joe Marchione

So all that brings me back to:

## ***SEEKING MEMBER CONTRIBUTIONS !!!!!!!!!!!!!!!***

I am soliciting member articles for the  
***November / December 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 experiences 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](mailto: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 September / October newsletter

please get anything to me no later than **October 15th. 2022.**

**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....Anytime !!**

*It's great for the club*

**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](http://bmcsnj.org).**



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](mailto: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](mailto:president@bmcsnj.org)



# *BMC of SNJ*

# *Rescue Squad*



*BMC of SNJ*



## Rescue Squad Report; Sept Oct 2022

The Squad was contact by club member Patrick Brennan of Merchantville concerning his AH 3000 BJ8. When last out with his car it died on him and was not able to be restarted. After tow truck home, the car languished in his garage while life had other plans for him.

Time to get this very original, BRG Healey back up and running. Patrick was a former customer of mine and I am very familiar (and fond of) his Healey.



Fellow Squad member Mark Ramos and I made a visit to Pats place in Merchantville. Based on Pats explanation of the trouble I suspected a faulty ignition condenser, which I brought with me. However, it quickly became apparent that his fuel pump was not working.

Imagine that!!?? Despite being able to revive it with a few whacks of the hammer and getting the car started, its best to replace it.

So I supplied Patrick with a list of parts he should order from Moss Motors, which besides a new fuel pump included full ignition tune-up parts.....might as well right?

Visit number 2 saw us replacing the faulty fuel pump along with a full ignition tune-up replacing the points, plugs, condenser, rotor, cap and wires.

I am happy to report the car runs like the champ it has always been. Thanks to Mark for accompanying me and his help.

Yet another satisfied club member

Peter Cosmides



The North American MGB Register got its start in 1992 and held its first National Convention at the Holiday Inn Peterborough, Ontario Canada.

That very same Holiday Inn was the home to this year's 30th Anniversary National Convention this past June. I have attended many of the clubs National Conventions, having driven all over the USA to do so. The furthest I've traveled in my MGB is the MG2011 event held in Reno, Nevada.

### *It was the trip of a lifetime!*

This year I plotted out a very nice scenic route, using mostly back roads for the roughly 600-mile journey to Peterborough, Ontario. I would be joined by my fellow club members and frequent traveling buddies, Trip and Georgia Arnold (Marmora, NJ) in their 1973 MGB GT. Additionally, we had club members Nick and Alice Ferrant (Yardville, NJ) in their 1966 MGB. To complete our foursome, we also had my friends Jeff and Robin Rose (Pottstown, PA) in their 1973 Factory MGB GT V8. I was driving my newly acquired 1996 MGF, so this would be quite the maiden voyage for my MGF.



Nick and Alice have been preparing their car for this trip since sometime last summer and that preparation included a full engine rebuild and the addition of an overdrive gearbox which helped on those brief occasions when we were forced to use the interstate. This past winter/spring I had been making numerous trips up to Nick's home in Yardville to help him do all the final sorting that comes with such repairs/upgrades.



With the Covid threats of the last 2 years we often wondered if our trip would be cancelled. However, with the restrictions lightening up as the date drew closer, we all registered our documents on the mobile app ArriveCAN and were ready to meet the Canadian border agents!

The trip was planned for a Saturday June 18 departure and since we were all coming from various places the meeting point was chosen as the NJ side of the Washington Crossing





State Park just off Route 29 in Titusville. The route would take us along Rt. 29 to Frenchtown where we eventually joined up with NJ 519 and NJ 521 meandering our way north to the very far northwest corner of NJ. The weather was perfect driving weather and the scenery up in Hunterdon, Warren, and Sussex counties made us wonder if we could actually still be in New Jersey, just beautiful.

When planning the route, I wanted to include the somewhat famous Rt. 97 (Hawks Nest) from Port Jervis, NY and runs along the upper Delaware river separating NY State and PA. Portions of this "Hawks Nest" have been used in the filming of many new car TV commercials back when manufacturers focused on handling and performance and not how big the in-car touch screen is. We worked our way to NY Rt. 8 north and spent the first night in Utica, NY where we had a great group dinner in a nearby steakhouse.



Sunday morning, leaving Utica for our second and final day on the road the weather was in my eyes fantastic if a bit chilly for June. Sweatshirts were the attire for the day with both roadsters keeping our tops in the up position. We had hoped to cross into Canada via a little used Ferry service from Cape Vincent, NY which takes you to Wolf Island for a brief drive and then another Ferry into Kingston, Ontario. Upon our arrival into Cape Vincent, which was a lovely little remote small town we learned the Ferry captain was not on duty and neither were the Customs agents. So, a detour was in order for us to follow NY Rt12E, a scenic road along the St Lawrence River and enter Canada across the Thousand Island Bridge. Surprisingly there were no lines at the border plaza and this wandering band of misfits were allowed into Canada.



By the way, if the world has you down and you're ready to escape to a slower pace, Cape Vincent, NY is what you need. Beautiful little quiet spot looking across the water to our Canadian neighbors.

Having been on Canada Highway 401 in Ontario in the past, I worked really hard to avoid its very frenetic pace and had made a point to map out more scenic back roads as we headed west and north to Peterborough. Unfortunately with our forced detour from the ferry to the bridge we were forced to join the fray west onto Rt 401.

Looking for a suitable lunch stop and trying to get off Rt. 401 we exited into the town of Kingston, Ontario. This is where things started to go wrong. Trip's GT decided to backfire violently spewing smoke and sputtering to a stop on some random suburban street in Kingston. Being the resident expert, I got my head under his bonnet and quickly saw a major spark arcing from his distributor cap to the metal clip that secures the cap. Lucky for all, Trip carries a spare cap, so the repair was quick and easy. His plugs were awfully black as well so we also changed them. I assumed the plugs were black as a result of the misfiring....but more on that later. It was at this time that we also discovered that Nick's '66 MGB did not have turn signals/brake lights/gas gauge. Several fuse changes later it was determined to be a loose wire in the overstuffed trunk!



At this point we were all getting a bit antsy, hot and ready to end the driving day so we had to settle for a quick lunch at a fast-food place and then back on the dreaded 401. I should mention that this fast-food place was one of a few that is listed on the signs along the interstate guiding you to what's available if you chose to exit. Well, this McDonalds was miles away from the actual exit INSIDE a local Walmart. So, we all had a very sophisticated Canadian lunch, just behind the cashiers 😊. A quarter pounder is a quarter pounder no matter where you are. All in all, we all enjoyed our lunch.

We finally arrived at the host hotel, Holiday Inn Peterborough. Sunday 3:00PM. Tired and ready for some relaxing we all checked in and retired to our respective rooms.

So, for those of you that have never attended a large clubs National Convention, just what goes on there you ask? Well, the hotel is usually dominated by event attendees, many of whom have become friends that you only see once a year. Folks from all over the US and Canada make these events. Spouses are usually in attendance as well and there are many activities planned for both them and the gear head alike. Things like self-guided driving tours, trips to local attractions,



nighttime parking lot parties, and best of all plenty of Tech Sessions. One of the more popular tech sessions is MG Guru, John Twist's Rolling Tech Session. Unlike most other tech sessions where you are set up in a hotel conference room and listen to a speaker, John has for many years now set up camp outside in the parking lot under an awning and he will spend some time on each of the many MG's that have lined up to participate. He will either address a specific issue you are having or just give the car a general once over exam and point out anything he feels could be improved. Since all these cars made the trip to the event most only needed minor tweaks. It draws quite the crowd and John works hard for the entire day.



Trip Arnold was still not quite happy with the way his GT was running so he joined the line and had John take a look. Evidently John found Trip's distributor to be a bit seized up with rust and also felt his fuel mixture was too rich (remember the black plugs!) John pulled the distributor and gave it a good cleaning and suggested that Trip send it out for a proper rebuild when he returns home (which he has done). As for the carb mixture, in the interest of John's time, Trip suggested that he and I could adjust his carb mixture and replace his plugs with new a later time. This was done and all is well with the world.



The convention runs from Sunday PM to Thursday AM with the big event car show taking place on Wednesday at a shady local park. Unfortunately, that "Canadian cold air mass" we always hear about in weather forecasts was missing and it was quite hot on the day of the show. This is followed by an awards banquet with a guest speaker. I won't get into the details of this year's awards banquet fiasco but a hotel fire alarm just before the seating put a big delay in the food service and subsequent awards presentation.

Our group did not come home empty handed as Nick and Alice Ferrant took a 4th place trophy in their class. One highlight at





the car show for me was the large contingent of later model MG's from the mid 1990's; the MGRV8, MGF and MGTF's. The largest gathering of MGF/TF's in North America took place with 10 cars total. These cars have been eligible for importation into Canada now for 12 years, as opposed to the USA's 2 years which explains the high attendance numbers.



Thursday morning came and our group of 4 cars set out for home. Again, trying to stick to more scenic back roads just makes the driving so much more comfortable and enjoyable. A long line at the border to get back into the USA delayed us about 1 hour along with an obligatory stop at the duty-free shop. We stopped for the night in Binghamton, NY and the following day we eventually all split up and went our separate ways to home. No car troubles coming home and again beautiful traveling weather.

Next years' NAMGBR convention is in Calgary, Alberta Canada. Who's up for a road trip?

Pack some spare spark plugs, fuses and distributor cap ☺

Pete Cosmides



# MG2022 Peterborough Ontario, Canada





This past June 25th Eric Sundberg and I got our cars out, spruced them up and headed over to Ocean City's annual Antique Auto Show held every year on the Tabernacle grounds, 6<sup>th</sup> & Asbury Ave. 9 a.m. to 2 p.m. Actually I attended this show years ago but completely forgot about it until Eric, who recently moved there, reminded me and asked if I was going to bring the old Lotus. 300 antique cars on a sunny day in Ocean City at the Jersey Shore? You bet! Eric brought his beautiful 1959 MGA, met at his place and drove to the grounds around 9:30. Half the cars had already arrived including many British cars and a half dozen of BMC of SNJ members. It turned out to be a wonderful day and next year I won't forget to save the date.



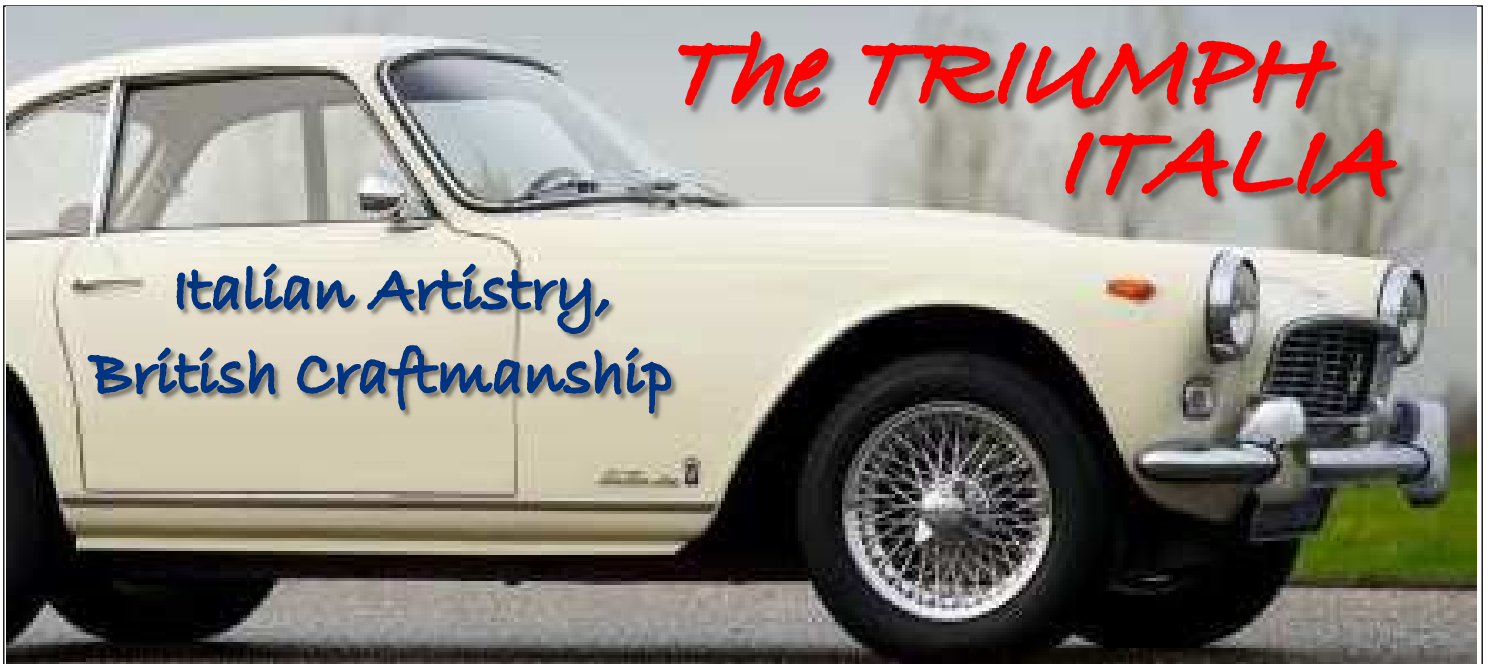




The Band in this ad is Renaissance from the 70s era. BMCSNJ member Eric Sundberg was Lighting Engineer for them "back in the day". A surprise to see this ad featuring the band under a Midget wiper blade at the show.

To the left is a recreation of the famous Devin sports car. All the old molds were found and a company in NJ is manufacturing them again.





**The Triumph Italia 2000 Coupé** was built between 1959 and 1962. By most accounts, only 330 (2 prototypes and 328 numbered production cars) of these hand-crafted bodies on TR3 chassis were ever built. Designed by Giovanni Michelotti the TR3 chassis and mechanical components were supplied by the Triumph Motor Company in the United Kingdom, and built by Alfredo Vignale in Turin, Italy, under contract to Ruffino S.p.A. Industria Construzione Auto-



mobile of Naples. It was thought that these cars would appeal to people willing to spend more for the dependability and ease of obtaining stock mechanical parts of a Triumph, but who wanted a better looking car than the standard Triumph - *"Italian bodywork at its best, British tradition in sports car engineering at its finest."*

### History

In the late 1950s, [Salvatore](#) Ruffino of Naples, who bought the rights to distribute Triumphs in Italy and living in the world of forward thinking designers, and beautiful forward looking Italian cars, *and being Italian*, he saw an opportunity to fulfill a more ambitious Project: building a car, an idea that was later described in the famous slogan summarizing his project: "Il contenuto di questo articolo è protetto dalla licenza definita a questo indirizzo": the art of Italian bodywork and the British sporting technique.. (Editor: Full disclosure: *I'm Italian*).

Italy was at the beginning of a period of economic growth and prosperity, where everything appeared possible, and the car market was offering new and interesting opportunities. He recognized that some Italian designers had tapped British automakers for a proven chassis and mechanicals in



order to rebody them with Italian designed bodywork. He approached Standard-Triumph and had them supply chassis and mechanical components to build 1,000 cars based on their Triumph TR3. From Triumph's point of view, tapping the Italian coachbuilding industry for beautiful designs and inexpensive, skillful manufacturing was a smart choice for low-volume halo cars.

Needing to find a coach builder, Ruffino approached several carrozzeria for design proposals, including Zagato, a well known Italian automobile designer with whom he was acquainted. Unfortunately, Ruffino was not pleased with Zagato's designs and continued his search for a designer who understood his vision.

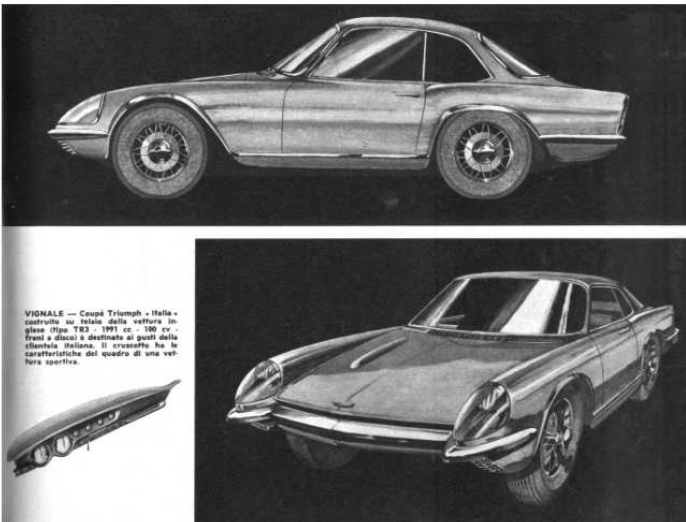
Giovanni Michelotti, a young Italian designer, having been informed of the project by Standard Triumph, proposed his collaboration on the project to Ruffino. Standard, who knew Michelotti's artistic abilities, had helped set up the meeting between the two and Ruffino immediately liked how [Michelotti](#) approached design, and so, between May to September 1957 Michelotti



Alfredo Vignale and Giovanni Michelotti

developed a series of sketches. Michelotti's proposal looked convincing from the beginning and what Salvatore called "Progetto Italia" (Project Italia) was born. The Michelotti sketches still showed the name "Triumph TR3", but the prototype was accompanied by two new names: Triumph 2000 and Italia.

The preview of the prototype



VIGNALE — Coupé Triumph «Italia» costruito su telaio della vettura inglese (Tipo TR3 - 1991 cc - 100 cv - freni a disco) è destinato ai gusti della clientela italiana. Il cruscotto ha le caratteristiche del quadro di una vettura sportiva.

AUTO ITALIANA NOVEMBER 15<sup>TH</sup>, 1958



Michelotti suggested that Ruffino rely on Alfredo Vignale to build the first prototype which was unveiled at the Turin Motor Show in 1958. Carrozzeria Vignale of Turin took delivery of 13 standard TR3 chassis from Triumph and constructed three Ruffino prototypes to Michelotti's designs on an assembly line adjacent to that of the Lancia Appia convertible.



### Prototypes

Although there were only two "official" prototype Italias, there was also a third pre-production car built as a show car for the 1959 Turin Auto Show. The first prototype, (#1) had a sloping front hood (bonnet) with glassed in headlights. The two-door coupé, now referred to as the "slope-nosed prototype," was well received at the 1958 Turin Motor Show – The Press praised "Italian artistry and British craftsmanship have



come together and produced this new, superlative Italia 2000 Coupé." It was very daring and modern for the time. The interior for this car was done in two-tone, something not seen in any of the later cars. It also appears to have a Nardi wooden steering wheel as does the second prototype. In both this and the second car, having the Nardi wheel meant moving the turn signal switch to the transmission tunnel, just below the gear lever. This car also uses the rectangular Carello front parking lights. A very few of the production cars have similar rectangular lights. It now seems that early owners/restorers may have been attempting to match the photos of this prototype. This photo on the right appeared in the July 1959 issue of *Esquire* magazine which had a feature on Italian car design.



The first prototype Italia



Turin International Motor Show, 1958, November 5th, November 16th

There's some evidence that the first prototype was converted into another car, quite possibly the second prototype. The first prototype remains unaccounted for and there are only a few photos in existence. (Hence the idea that there "were" only two prototypes). Dario Ruffino, Salvatore's brother, remembers the first prototype being converted to production Italia specification at a later date. The second car still survives and was reputedly Ruffino's personal car. The 1959 Turin show featured another early car on the Triumph stand, and, by all accounts, the motoring press was impressed.

## Prototype # 2 - Getting There



A second prototype was built with a revised nose and rear roof line. Ruffino asked Michelotti to develop a new design for the front section. This second prototype was much closer to the final "look" of the Italia. The change was necessary after Italia #1 was delivered to Standard-Triumph for testing. Road tests with the first prototype highlighted some handling issues and a desire for the car to have more traditional styling. This design,

but for a few secondary details, was now the one that entered into production. The front section now resembled the classical elegant lines of the Italian sport cars of the period. Some of this type of Italia design is found in the Maserati 3500 GT, also designed by Michelotti, while other elements will be followed by Michelotti in his subsequent designs for Standard Triumph. The body line of the



Triumph TR4 presented in 1961, as well as the typical bulge on the bonnet to accommodate the twin SU carburetors, were both based on the same design of the Italia.



Italia #2 Prototype



TR4 Prototype. Think there's a resemblance ?

These early show cars had many small differences from the later "production" run. As mentioned, some of the stability issues at speed became apparent after Triumph's road tests and the opening below the front bumper didn't allow enough cool air to reach the rather small TR3 style radiator. It would be a few years yet before electric fans, modern radiators and aerodynamic studies would make a design such as this possible.

The new prototype was presented at the Geneva Motor Show in April 1959 in the Vignale stand, before being sent to Triumph in Coventry. Alick Dick, the boss of Standard Triumph, was very impressed with the classic style of this Italian design. The official presentation of Italia was at the autumn Turin Motor Show where it received positive feedback by the public and the specialized press, notwithstanding the high price of 2.500.000 Italian lira. ( About \$4,000.00 in 1960 )



Interesting aside: One of Salvatore's Triumph salesman in Rome was Franco Bornigia. His brother, Giancarlo, was one of the founders of the "Piper" club in Rome (that was one of Rome's most famous night clubs, attended by the most wealthy famous ). It was Bornigia, instructed by Ruffino, to propose to Federico Fellini, the famous film director who frequented the club, the Triumph TR3 that was driven by Marcello Mastroianni in "La dolce vita".



On the Motor Show inauguration day, Ruffino received a visit at his stand by Giovanni Gronchi, President of the Italian Republic and his friend since the times of the "Resistenza" ( the armed resistance to the fascists and Nazis occupation in which both were members during WW II ! ).



Salvatore shown in middle, President Gronchi on right.

A few months later the Italia was presented in New York. This was a market that was much relied upon, mainly because of the commitment Standard had made to have each dealer, in Europe and in the USA, buy at least one Italia, reaching therefore a total of 720 cars, out of the 1000 programmed. Spare parts and assistance would be taken care over by Triumph but only directly out of Italy.

## Badges

(Editor: Below is a somewhat rambling explanation of which Italias had what type of badging, just in case you find that Prototype #1 in a South Jersey barn. If you do please remember to let me know Right Away.)

The first prototype has the "by G. Michelotti" badge on the bonnet and the rare "Vignale 'V'" can be seen on the front just above the bumper. In this instance and on the second prototype it is black on the left and red on the right, the colors being reversed from company colors in the lower half of the badge.



The first 13 cars were assembled completely by Vignale. These cars have several different badges but not all appeared on all of these "show" cars.

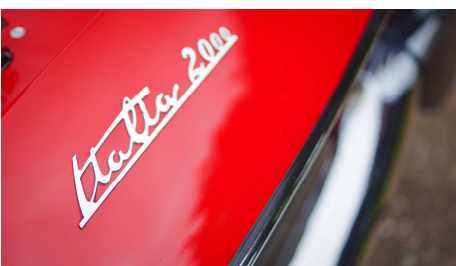
On the nose was a large "V" (for Vignale) badge, a "by G. Michelotti" badge on the bonnet, small "Vignale" scripts and a cloisonné Vignale-badge on



the front wings, "Triumph Italia" on the rear wings with a set of Vignale crossed-flags (these are very similar to the ones on the S-T Vignale Vanguard, they are nautical flags for "V" and "S," the "S" presumably for Standard-



Triumph), a large Vignale script on the boot handle and a "Triumph 2000" script on the boot. After the first 13, Ruffino took over production on an assembly line he leased from Vignale for the remainder of production.



Ruffino began full production in December 1959 with only a few changes from the Vignale-built "show" cars. The most noticeable differences include additional changes to the badging. The car was no longer billed as the "Triumph Italia" and was now referred to as the "Italia 2000." Other than a cloisonné Vignale-badge on the front wings and crossed-flags on the rear wings, all other refer-

ences to Vignale were removed.

The only reference to Triumph were the "T.M. Triumph" badges on the rear wings. Subsequent investigation points to the "T.M." representing the Italian (Telaio e Motore) for "Chassis and Engine."



Perhaps the easiest method to identify a "production" Italia is the use of side marker lights on the front wings. While aluminum was used for a few internal panels, all Italias used steel for the bodywork.

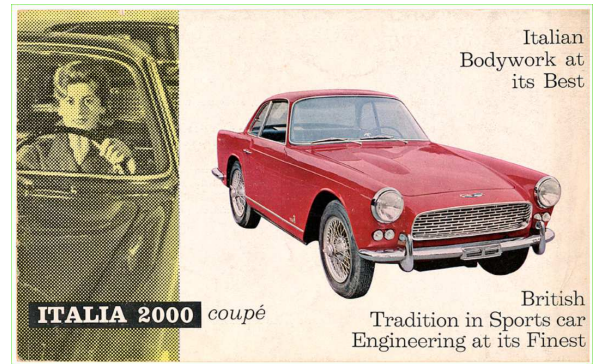


Each Italia has a small badge located near the bonnet catch, identifying its place in production. For the production series, this badge was riveted in place. If this badge is missing, the number can be found stamped on other parts of the car or written on the backs of the interior panels. In the case of a missing badge, it is important for owners to check in multiple places for numbers as occasionally parts from cars being assembled at the same time were interchanged with others. Cars in the 1XX or 2XX series may only have the last two digits of their numbers stamped on subsequent parts. Chassis were not used consecutively, and this can make it difficult to identify a car if the S-T chassis plate is missing. It would be highly unusual for a TR series car to have an engine and chassis number that are the same, because engines were pulled from the assembly line to supply other manufacturers, including Morgan and Peerless. No Italia has matching engine and chassis numbers.

### Production Begins But .....

It only remained to organize the construction of the cars. Ruffino's plan was to give the construction of a first batch of Italias to Vignale, and then to move the production to Naples as soon as the "Cassa per il Mezzogiorno" (Bank for the development of industry in southern Italy) had granted the required financing.

Vignale took care of the production of the moulds commissioned to external firms in Grugliasco, as was usual for him. This situation, that was intended to be temporary, would however become definitive and the production was never transferred to Naples. The promised Bank financing remained infact just a promise.



After the production steel-bodied Italia coupé debuted at the 1960 Turin show, initially one car a day was built. The Italia used a blend of body-on-frame and monocoque construction, in that fenders were integral parts of the main body, which was welded to the chassis near the back of the passenger compartment and bolted on elsewhere. Each car was unique, owing to the hand-built status, and the small number of late cars that were built on modified TR3B chassis. Options included overdrive (this was indicated on most cars by an extra "O" at the end of the chassis number), leather interior (rare), Borrani wire wheels (very rare, period photos show these only on the second prototype), and a Nardi wood steering wheel (also rarely optioned).



**110 M.P.H.**

#### THE CAR THAT GIVES YOU MORE...

From the moment you slip into the comfort of the leather bucket seats, you know you're in a car that gives you more... more comfort, more power, more power... more than to enjoy driving again. In short, the Triumph TR3 gives you more car for the money.

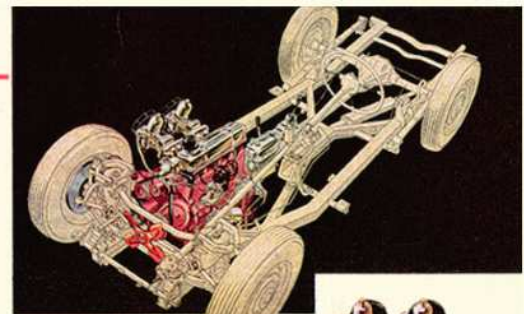
#### SAFETY OF DISC BRAKES

Speed and safety make this outstanding British sports car the greatest "personal" car too. Cruising at 80, zipping up to a hundred in no time, after the thrill of take-off. But, as you drive down the highway you also have the assurance of complete control and complete safety. The Triumph TR3 hugs the curves without swaying, rolls, and when the need occurs, disc brakes bring you to a firm sure stop, regardless of road conditions, and without dig or pitch. Yes, the Triumph TR3 is engineered for the thrill and the safety of fun-driving plus the convenience and ability for everyday town driving.

#### DISC BRAKES

Coil spring disc brakes are standard equipment on all disc wheels of the Triumph TR3. They give firm and steady stopping of motor vehicles.

- (1) No front axle.
- (2) Self-aligning.
- (3) Longer life of disc pads.
- (4) Discs each change a number of times.
- (5) Self-aligning, self-centering feature.



#### CHASSIS

**Engine.** A four-cylinder overhead valve unit of 1990 cc. (127.5 cu. in.) with compression ratio of 9.5:1, produces 100 BHP at 5800 RPM. Bore 3.74", Stroke 3.12". Oil consumption up to 20 m.p.g. under average road conditions. Cylinder sleeves replaceable and fixed in place. Ample oil cooling system. Three timing marks with four bearing locations.

**Gear Ratios.** Ratio: Top 1.00, 2nd 1.25, 3rd 1.50, Rev. 4.20. Overall: Top 3.7, 2nd 4.5, 3rd 5.4, 4th 6.3, 5th 7.2. Overall of Drive: Top 3.18, 2nd 4.00, 3rd 4.80. Manual shift. 16-to-1 gear reduction of shaft, inside car's bearings. Shift length to avoid whip and empty clutch connections.

**Response.** (1) Good low resistance to lateral movement, spring with coil-over shock absorbers. (2) Good lateral resistance and roll-over resistance. (3) Good spring-mounted suspension dampers. (4) Good lateral resistance. (5) Good lateral resistance.

**Braking.** (1) Good low resistance to lateral movement. (2) Good lateral resistance. (3) Good lateral resistance. (4) Good lateral resistance. (5) Good lateral resistance.

**Steering.** (1) Good low resistance to lateral movement. (2) Good lateral resistance. (3) Good lateral resistance. (4) Good lateral resistance. (5) Good lateral resistance.

**Frame.** Rigid structure, channel steel profile, built to a stainless steel. Fully independent. Tuning. High gear, 1st and 2nd gear. Tuning wheel 15 in. dia. (383 mm) diameter.

**Wheels.** 15 inch, 15 mph/hour. Coated outer tube.



The Triumph TR3 was also in Italia's brochure



«The boot is roomy and can take one large or two medium-sized suitcases. The spare wheel is easily accessible and has its own compartment beneath the plastic flooring of the boot.»



Comfort and safety. The interior design provides luxury and comfort. The front seats fit snugly into the drivers and passenger's backs and give a sense of complete relaxation even at high speeds. The stubby gear lever has the typical sports car flavour and the instrument panel is beautifully proportioned and laid out rationally for easy consultation. Wide vision is achieved by the screen pillars being set far back.



Although outstandingly a sports car, the ITALIA 2000 is fitted (without extra charge) with a rear passenger seat which can be removed easily and can accommodate two young people comfortably and safely. At the same time this feature rounds off the handsome interior layout.



The ITALIA is offered in the following range of at low cost. Andalusian White, Black, Red, Dark Blue, Parchment, Pale Green and Grey. In addition to this range of colours any other colour can be supplied on request colours:

The beginning of production was not without problems. Some of the first cars produced were refused due to water ingress in the cockpit, and others had body defects causing air draughts, noise and vibrations. The most important mechanical issue was still the presence of road handling problems. A frantic race against time started in order to find a solution to these problems. Thanks to the testing done by the test driver and race pilot Piero Drogo, the road handling problems were solved by adopting a front stabilizer rod, more rigid shock absorbers and a rear seven-leaves leaf spring. But due to these modifications the TR3 chassis sent to Turin from Coventry had to be modified, causing the production times and costs to rise.

Ruffino envisioned building 1,000 cars, between 1960 and 1962, with worldwide distribution including the American marketplace. Unfortunately, his planned construction of 1,000 units between 1960 and 1962 didn't happen. Standard-Triumph was in poor financial shape by 1960 and would withdraw their network dealer sales support after being taken over by Leland Motors in 1961. The Italia never became an official model of Standard-Triumph. It was Triumph's new management's decision not to distribute the Italia and not to honor the verbal contract that Ruffino had made with Triumph.



Triumph ZEST

Triumph was thinking about updating the elemental TR3 sports car; and they too turned to Sr. Michelotti for designs of the 1960 "ZEST" and 1960-'61 Le Mans twin-cam TRS racer-based "ZOOM" prototypes, which clearly shared many elements and visual traits borrowed from the Italia: the distinctive bonnet bulge, kick-up door with wind-up windows, roomier modern body design, and would, like the Italia, directly influence the forthcoming TR4. Following Leland's takeover and withdrawal of Triumph's 1000 chassis contract, only 321 units were delivered when the supply of TR3 chassis dried up.



Triumph ZOOM





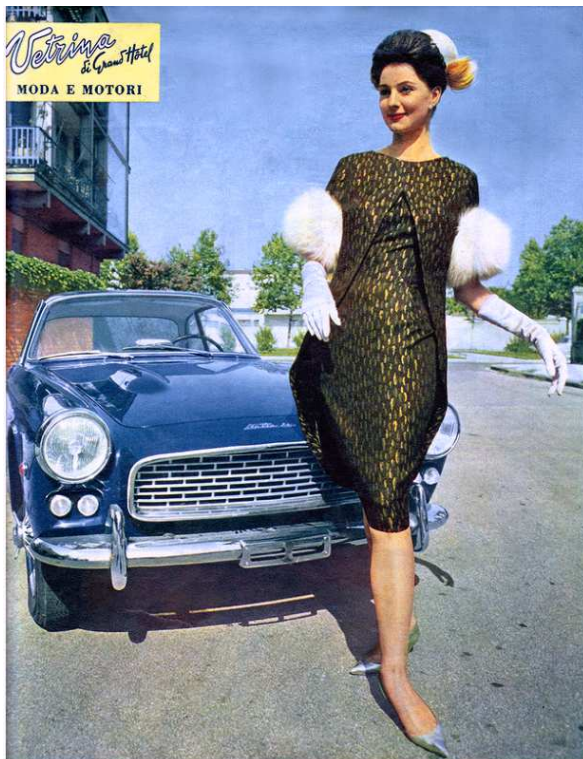
With Triumph's decision not to distribute the Italia, Ruffino S.p.A. re-badged the car as the Italia 2000 and continued production. Over a three-year production period (mid-1959 to mid-1962) Vignale produced approximately 330 cars. Six cars were produced in right-hand drive. The first show car, Italia #1, was converted to a conventional Italia according to Dario Ruffino, possibly right-hand drive after being sold by Standard-Triumph. After a six-month halt in production, the last run of 29 cars was based on the TR3B chassis. These all used the TSF chassis specification and, as such, retained the 1991cc engine and non-synchro first gear transmission of the TR3.

It's believed that between 40 and 50 cars were imported to the U.S. between 1960 and 1962. Most Italia sales in America were handled by Stutz Plaisted Imports (Salem, Massachusetts). Even though production came to a close in 1962, the last 29 cars sat in Italy until 1964. When Ruffino relinquished his Standard-Triumph distributorship, Triumph shipped these last cars to the U.S. Some were used at S-T's office in New York, and others were sold through various dealers, the last few being sold in 1965. Slow sales can be attributed to the expensive \$5,000 price tag (\$1,000 premium over the TR3). Body parts were not stocked outside Italy and buyers were required to sign a release form of acknowledgment. Cars were also distributed by Inter National Motors of Los Angeles starting in late 1961 with a considerably lower \$3995 price tag.

Sadly, Dr. Ruffino lost a great deal of money and his faith in Triumph over the failure of the Italia. It's been reported he was so angry that he destroyed many of the coupé's original drawings and documents.

Its story is complex, and its history convoluted, but the Italia 2000 is so much more than simply a rebodied TR3. The ensuing 50 years have transformed it from a mere curiosity to a highly sought after and valuable rarity. Heralded by coach-built car fans and the Triumph faithful, the Triumph Italia, and the men responsible for its creation are very special car indeed.

It is a shame Ruffino never had the satisfaction of seeing his project being so appreciated years later. He passed away in February 1994, but his creation, this car with a British heart and an Italian soul, keeps his memory alive today not only among car enthusiasts, but among all persons capable of appreciating the Italia's timeless beauty.



# ICE CREAM IS BACK !!



## The British Car Owners' Ice Cream Social

Saturday September 10th 4pm to 6:30pm.

Hosted by British Motor Club of Southern New Jersey at the 5 Points Custard in East Vineland.

Free Admission / Door Prizes / No Judging / Non-members Welcome / Rain or Shine



Display Your British Car  
Meet Other British Car Enthusiasts

BMC Members feel free to invite your non-member British car friends to the event.



British car enthusiasts and their automobiles Austin Healeys, Jaguars, MG's Triumphs etc. will gather for a free entry non-judged evening car gathering. Plenty of conversation at this casual car event attended by the Delaware Valley British car community.

# I AM AN MG

# TURNCOAT



Ever since back in high school (not quite the days of one room schoolhouses though), I have been “an MG Guy”. My first British sports car was an MGB and I have stayed loyal to the marque ever since. Untold diecast models, books, magazines, not to mention an MGB, MGB-GT and an MGA. Sure, I lusted whenever I saw a Jaguar, and big Healeys have always turned my head. But whenever I voted with my wallet, the vote was cast for MG. Until the fateful day about fifteen years ago I returned home from an unnecessarily long and entirely too stressful business trip one Saturday to find a note in my wife’s handwriting on the kitchen counter. “Please call Mrs. X as soon as you get in. She needs some info on the value of a TR3 that she wants to sell. I told her that you would call today”. I hate having anyone make commitments for me and I was in a bad mood anyway. So, a string of four- letter expletives came out of my mouth, and I ignored the note. When my wife came home of course she asked if I had called Mrs. X. “No dear, I have only been home a short time and have not had an opportunity to call. Is there anything else that you can tell me about the car or Mrs. X”? (a smart man with an expensive hobby learns how to keep peace!).

As it turns out, Mrs. X was a good patient at the medical practice where my wife worked, and they had a friendly relationship. So, I called Mrs. X and went to visit her. Her late husband had left a TR3 that he was in the process of “restoring”. He probably doubled the value of the car with the rattle can primer that he did the whole car in. (Body work? We don’t do no stinkin’ bodywork!). I told Mrs. X that I had no interest in purchasing a car, but gave her my estimate of the likely worth of the car. Her son in law was in the garage with us and became a bit offensive. “No way anybody is



stealing this car. I see them selling for ten times that on TV all the time”. As calmly as I could I explained to him as well as to Mrs. X what they would have to invest into that TR3 for it to be worth what he thought it was worth. With that, Mrs. X invited me out back to see the spare parts in the shed. It turns out that her husband had stripped a parts car and the pieces were in the shed. Mrs. X told me that she would be happy to take my estimate for the car and all of the parts if the same person took everything. To shorten a very long story, I bought all of it, trading some of the parts for towing the car to my house, and selling most of the remainder.

My wife was happy that I bought the car. “Isn’t Mrs. X so nice? I am glad that you helped her out. Do you think you will have much trouble selling the car?” When I told her that I was thinking about keeping the TR3 as a retirement project she was less than impressed. Maybe it was because we had not discussed the idea of retiring at 56, but more likely it was because the last thing we needed was another car in the garage, much less one that needed a restoration. But her objections were limited to rolling eyes and sarcastic chuckles, so the car stayed. It sat for years, and every-time that I looked at it I decided to keep working longer to avoid facing that car in retirement. It was not good.

Six years ago I decided to part ways with the TR3. I had not yet retired, but knew that there were probably more enjoyable things to do in retirement than try and save that car. So I made up an ad with a picture of the car, and took it down to post on the bulletin board at British Racing Green in Newark DE. While I was there talking about the car, another customer heard me and wanted more information. This was looking promising! The guy wanted the TR3 and was willing to take it based on the pictures. The only catch was that he had a TR4 for sale that I would have to take in trade.



A bit of history here. When I was shopping for my first MGB, I saw a red TR4 on what today would be called a "Buy Here Pay Here" lot, up on a display lift outside. The salesman was too busy to take the car off the lift so that I could look closer or drive it unless I gave him a substantial deposit. I was young, I was naïve, but I was not totally stupid. No TR4 for me. Fourteen years later my wife and I got married. My father in law and my brother in law told me stories and showed me pictures of a TR4 that my father in law bought new when he was working in the UK for RCA. He drove the car overseas for about a year and shipped it back when he came back to the states. The car was eventually gifted to my brother in law, who later traded it on a Big Healey. I have had the original British license plate from that TR4 on my MGB for years. What wife could possibly be upset with the idea of creating a "tribute" to her father and brother's car right down to the original license plate?

So the deal proceeded. An even trade of my TR3 for the TR4. Stevie Wonder painted the TR4, but at least he did it over straight body panels. The owner said that there had been "some minor rust repairs". So, there is bondo in the car but at least it is straight and has no holes. Everything appeared to be there. Well, kind of. The seats are from a late MGB, and the carpet is a modified set of MGB carpets that sort of fits. I did not care too much about this either because the original seats came with the deal. The car ran and drove. Everything seemed ok except the knocking from the engine. British Racing Green donated a tired motor and use of the shop and engine hoist for a couple of weeks provided I purchased engine parts from him.



The car came home a few weeks later with just as much "patina" as when I first saw it. It ran reasonably well. The new owner of the TR3 ultimately restored it, finding a frozen motor and bent suspension in the process. But he is happy as he wanted a TR3. It came out pretty nice. I had moved from a rusted, likely impossible TR3 retirement project to a TR4 retirement project that looked much more promising, and also ran and drove. It developed a radiator leak a while later, so I took the radiator out. While I was at it, I took the front bumper off to see how I like that look. Then as they say "life got in the way". The car sits under a cover in the back of the garage to insure that I do not get discouraged looking at it, because it really is not that terrible (ok the paint job and MGB seats are!!).



So what does the future hold for this TR4? Will it ever become that tribute car? Or will it become trade bait for something else to sit taking up space? The returns are not all in yet. I am 72 now, and fortunately I am healthy. I am still working, although not as much as I did before. The likely scenario is that I will farm most of the work out starting soon. It will cost me more money, and I will get less satisfaction than I would by doing it myself. But my track record for timely project completions is deplorable.

Watch this space for the "after pictures" someday.

Ed Gaubert



Those were the days!!  
(and Nights)



Back in the day, there were a number of parts for MGs that were "dealer only" items. There did not seem to be any pattern to what was deemed to be dealer only. There was a foreign car parts place up here where I went to buy whatever I needed rather than pay dealer prices. Often only to hear "sorry that is a dealer only part, we do not carry it".

At the time, Ed Roth had a dealership in Cherry Hill (it is now Cherry Hill Nissan). Their parts department was not open on Saturdays, and closed from 12 to 1 on weekdays (remember those days??). But Roth in Glassboro kept their parts department open on Saturdays.

So whenever I needed a dealer only part, off to Glassboro I would go on a Saturday morning. At the time, Route 55 did not exist, so my route was back roads to 47 and down to Glassboro. It was pretty much a country drive because the Deptford Mall and all of that congestion did not exist, and there was almost nothing until you got to Glassboro. Roth always had whatever I needed and they had a pretty good display of "bling"...shift knobs, luggage racks, etc.

I had next to no money at the time, but many trips resulted in a savings campaign so I could go back in a few weeks to pick up whatever had caught my eye.

The sales people had it figured out that if a guy pulled up in a tired looking MG and went into the parts department, he was not a likely candidate to buy a used car, so they did not hassle you much if you wandered around drooling at the cars on the lot. Most of my trips home took even longer routes because after walking around the lot, the Walter Mitty in me was driving a Healey 3000 home instead of my clapped out MGB.

Those were the days!!

Ed Gaubert

Someone remembered Ed Roth

In 1969, I was a college student with a part time job. I was making a delivery in a nearby town and drove by one of my favorite car dealers, **Ed Roth Motors**. No, **not that Ed Roth...** He sold foreign sports cars and Honda motorcycles so I stopped by often for parts for my motorcycle and to see what new cars he had. Lotus, Jaguar, MG, and even Datsuns.

As I'm driving by I happened to see a Corvette convertible sitting in a part of the lot where they typically stored trade-ins before they were detailed or auctioned. I had to check it out. It turned out to be



a pretty rough '63, black on red, that had less than 30k on it but had not been cared for at all. When I asked a salesman what the story was on the Corvette he told me a guy traded it in on an **MGB GT**.

Then I asked what they were going to do with it. He said they didn't know yet because it needed a clutch and some of the gauges were not working (*yea, like half of them*). I asked what they allowed him for it on the trade in and he told me \$700. I said I would pay them \$700 for it as is. He came back a few minutes later and said you can have it. I told him I would be back the next day with the money.

The next day I came back with the money and they said they needed more money for the car. 🤪 When I said how much more, they said *\$50 to pay the salesman's commission!*

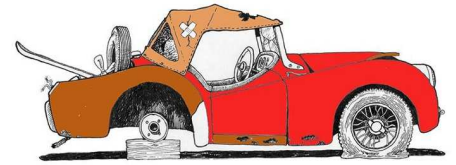
The worst part was my insurance doubled, from \$150 a year **to \$300!**

## GUSTO



Artwork by Gary Warren

# 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)

**FOR SALE: A full set of gauges** (less oil pressure gauge), directions signals (metal) and warning lights for a 1968-71 MGB. These were rescued from a B that was headed to the junkyard 25 years ago and properly stored in a basement ever since. They belong to a friend who is clearing out his basement. He is asking \$200 obo for the set. If you are interested, please let me know and I will pass along his information to you.

Steve Ferrante [president@bmcsnj.org](mailto:president@bmcsnj.org) 609-268-2224



**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: Vent window** for drivers door, MGB Mk1 (1962-1967). \$20  
Ira Eckstein 856-296-6460

**FOR SALE:** Stock valve cover from 1973 MGB, with vent pipe in place. Bead blasted and in the correct shade of red for earlier engines. \$25. Ed Gaubert [mgarage@comcast.net](mailto:mgarage@comcast.net)





**FOR SALE: Brake lines for 68-74.5 MGB, brand new. Moss part numbers:**

182-545 Pressure Warning Switch to Right Front Hose

182-540 Pressure Warning Switch to Left Front Hose

182-550 Pressure Warning Switch to Connector

These pipes are new, as received from Moss. Moss will charge you about \$130 for these 3 pipes including tax and shipping. \$50 for all 3 pipes.

Ed Gaubert [mgarage@comcast.net](mailto:mgarage@comcast.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](mailto: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](mailto:ssgrhahn@juno.com)

**FOR SALE: 1974 TR6. Very good to excellent condition.** Ready to enjoy. Car is located in Mt. Laurel. \$18,000. Call Jeff for details 856-296-9165

**FOR SALE: 1966 Jag wire wheel with tire.** Asking \$350 or best offer. Larry Cavagnaro 856-691-8165 or [lcavagnaro@comcast.net](mailto:lcavagnaro@comcast.net)

**FREE: I have a outdoor car cover for my TR-6** that I used for 4 months from July to October 2022. It was new. I have my TR back in a garage and have no need for this one as I have a soft cover I use. Free to any member who can pick it up in Lavallette NJ. Willing to ship, but you must pay for the shipping. Don Gray [tr61973@aol.com](mailto:tr61973@aol.com)

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

**WANTED: Generator bracket for 1966-1967 GT6 MK I.** Anthony Delia [tdelia22@comcast.net](mailto:tdelia22@comcast.net) or 856-881-9638

**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](mailto:triumphtr4@hotmail.com)

**WANTED: TR4A/TR250 front and rear fenders, top frame, rear taillight housing, front marker/turn signal lights, seats.**


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



# 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 1/19	<b>Membership Meeting</b> 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 <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
February 2/16	<b>Membership Meeting</b> 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 <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
March 3/16	<b>Membership Meeting</b> 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 <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
April 4/20	<b>Membership Meeting</b> 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 <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
April 4/30	<b>Air Victory Museum</b> 	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 5/4	<b>Mike Eck/Becca Payonk Picnic</b>	11am-3pm 418 Whig Lane Rd. Glassboro, NJ 08028 RSVP by 5/4 to: <a href="mailto:eckmichael@comcast.net">eckmichael@comcast.net</a>



# Events Continued



DATE	BMC EVENT	LOCATION / STATUS
May 5/18	<b>Membership Meeting</b> 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 <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
May 5/21 10am-2pm Rain Date: 5/22	<b>Members Memorial Gathering at Smithville to benefit Samaritan Hospice</b> RAIN DATE 5/22	For Directions: <a href="http://www.historicsmithville.com/directions">www.historicsmithville.com/directions</a> CONTACT: <a href="mailto:mgarage@comcast.net">mgarage@comcast.net</a>
June 6/11	<b>Tour of Monmouth County</b> Rain Date 6/12  	<b>DETAILS COMING SOON</b>
June 6/15	<b>Membership Meeting</b> 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 <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
July 7/20	<b>Membership Meeting</b> 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 <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
July 7/23 6pm - 8:30pm	British Car Owners Ice Cream Social RAINED DELAYED TO SEPTEMBER	5 Points Custard E. Landis Ave (Rt 540) & Tuckahoe Rd. (Rt 557) E. Vineland, NJ Contact <a href="mailto:robgt71@verizon.net">robgt71@verizon.net</a>
August 8/06 10am  Rain Date: 8/07 10am	<b>Tour of Salem / Cumberland County</b>  COME EARLY FOR BREAKFAST	<b>MEETING POINT:</b> Woodstown Diner 10am 16 East Ave. (Rt. 40) Woodstown, NJ 08098  <b>DESTINATION:</b> Hudock's Custard Stand Rt. 49, Quinton, NJ  Contact: <a href="mailto:events@bmcsnj.org">events@bmcsnj.org</a>  



# Events Continued



DATE	BMC EVENT	LOCATION / STATUS
August 8/17	<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 <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a></p>
September 9/10	<p>British Car Owners Ice Cream Social</p> 	<p>5 Points Custard E. Landis Ave (Rt 540) &amp; Tuckahoe Rd. (Rt 557) E. Vineland, NJ Contact <a href="mailto:robqt71@verizon.net">robqt71@verizon.net</a></p>
September 9/21	<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 6 - 8:30 Steve Ferrante 609-268-2224 <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a></p>
September 9/24 10 AM until 2 PM	<p><b>BMC of SNJ End of Year Show at Greenwich Artisans Faire</b> Admission is \$5 per car - all occupants can visit the Artisans Faire for the cost of a single admission.</p>	<p>On the grounds of the Gibbon House, located at 960 Ye Greate Street, Greenwich, NJ 08323 Saturday, September 24, 2022 Show hours from 10 AM until 2 PM Contact - Gary Warren, <a href="mailto:garswc@yahoo.com">garswc@yahoo.com</a> or 609 247 3499 ( cell )</p>
October 10/1  (No Rain Date)	<p><b>The 24th Annual Elmer Harvest Day Festival and Car Show</b> Saturday, October 1st 10:00 am to 4:00 pm</p> 	<p>Questions regarding Harvest Day should be directed to Peggy at 856-521-0626. For more information, please contact GEAHS at 609-670-0407 or visit their facebook page. <a href="https://www.facebook.com/greaterelmerareahistoricalociety/">https://www.facebook.com/greaterelmerareahistoricalociety/</a></p>
October 10/19	<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 <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a></p>
October 10/22  10 am	<p><b>Tour at the Shore</b></p> 	<p>Starting at Lake Lenape State Park Entrance in Mays Landing Saturday the 22rd. Rain date the 23rd. DETAILS COMING SOON on <b>BMC SNJ WEBSITE</b></p>
December	<p>No Membership Meeting in recognition of the holiday season</p>	



## ***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](#)



# And now a word from our Sponsors

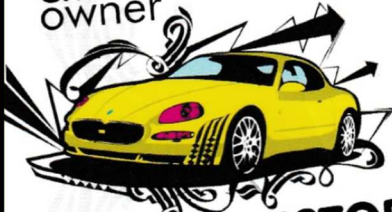
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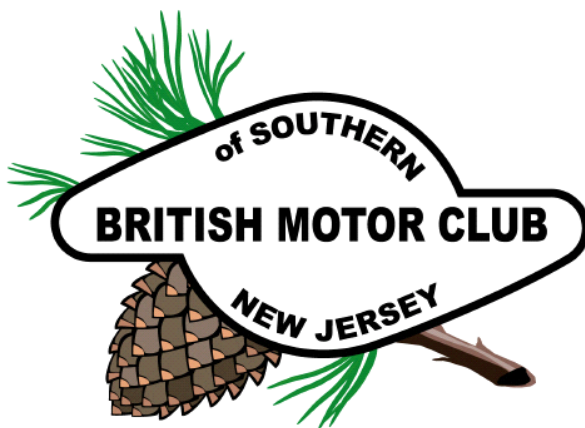
**North American MGB Register**

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Toll-free phone: 800-NAMGBR-1  
[www.namgbr.org](http://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

