

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 2020
VOL. 30 ISSUE 05



BRITAIN
BUGS
OUT !!





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,

As the COVID nightmare continues to keep us awake at night, I have to say that I am proud to be a part of this organization and for the opportunity to lead it. As I have written before, it has been very difficult to cancel meetings and events that have been going on for years. I know that many of you look forward to sharing a dinner meeting or kicking some tires on a Saturday, but up until recently, that was just not possible when considering the greater good of our members. I am grateful for the overwhelming support received from members of the decisions that have been made and for the effort of the board members and volunteers that have helped make them. There have been a couple members who have voiced opinions that the decisions taken were incorrect and to them I can only say thank you for the input. I appreciate all feedback and will use it to add to my experience for making decisions in the future.

Several weeks ago, we decided to go ahead with the Tour of South Jersey. Once again, a big thank you goes out to Tracy Westergard for making this happen. A well-attended event that Mother Nature tried unsuccessfully to screw up, went off on the rain date without a hitch with over thirty cars participating!

After we cancelled the Ice Cream Social in July, we put our heads together and chose a new date and a simpler format so that we could make it happen on August 22. Once again approximately 30 members made the trip to enjoy some ice cream and tire kicking. Thank you to Rob Walsh for sticking with this and making it possible!

Look for articles on both events in this newsletter.

If you missed those two events, get ready for September 12 when Charlie Hoffman will lead the Tour of Burlington County from Medford to Batsto via Chatsworth and then Joe Marchione will present a "Two Rivers Tour" October 3 (details to follow), ending in Smithville. I'm sure both will be a great time! Details coming very soon.

And now for something completely different. By now, most of you are aware that long time club member, Pete Cosmides has retired and closed his MotorCar Garage in Maple Shade. That has left a void in terms of repairs and maintenance on our cars and questions have come my way for advice on other repair shops that can handle British cars in the area. I would like to start compiling a list of alternatives so that we can make them available to the membership. Please forward contact information on anyone that you have worked with in the past and would like to recommend and we will pass this along to the membership.

So, as we go forward and fill the time until this mess is over, I'd like all of you to take this opportunity to think about what we can do next year. We want to keep our core events, but I'd like to add some more driving tours since they have worked out very well for us in this altered environment. I am hopeful that some of the members who took part in this year's events will see just how simple hosting an event can be.

Please send your ideas my way to president@bmcsnj.org

Speaking of next year, one event to keep in mind is the MG 2021 National Event to be held June 14-17, 2021 in Atlantic City by the North American Council of MG Registers. As a club, they may need help with event volunteers, suggestions, local destinations and the like. It would be great to have a nice showing from BMCSNJ!

As I have said before, BMCSNJ is here to serve its members. If anyone needs help with a car related issue or anything else for that matter, please reach out to me or any other club officer. If there is anything that we can do to help we certainly will.

Be safe and enjoy the ride.

Steve Ferrante



SECRETARY'S SATCHEL

September / October 2020

Wow, what an active season it's been! In July we had a great Members Meeting – oh, wait, that was cancelled, then there was the Ice Cream Social, oh yes, that was cancelled too, then there was the Simeone Museum outing with a focus on Sterling Moss, that's right, nuts, that was cancelled as well. But, and this is a big BUT, we did conduct the very successful, 32 car, Tour of South Jersey, designed by our Events Coordinator, Tracy Westergard and the Pop Cruise to 5 Points Custard which took place on Saturday August 22nd, led by Rob Walsh. We are coming back! The Burlington County Tour, designed by Charlie Hofmann, that was to have taken place in June, has been rescheduled to September 12th. Even though our September Member Meeting and the Greenwich end-of-year show have been cancelled, because the Greenwich Historical Society has cancelled the Craft Faire, we are able to replace them with a "Two Rivers Tour" designed by Off Side/Near Side editor Joe Marchione, ending in Smithville, to where our May "Members Memorial Gathering" was postponed. However, the event will not be a show but just the end point of the tour. Each of the Pop Cruise and Tour events will require you to bring your own chairs and a picnic lunch, if you wish, because all of the facilities have no seating and are requiring masks and distancing requirements. As the calendar progresses, we will amend our requirements to correspond to the State of New Jersey requirements. We ask, read that require, all members to adhere to these regulations and requirements. It is just a matter of adapting to the situation and, by all indications, 2021 will be a full year of getting together monthly, tours, cruises and shows. We're coming back!

I have seen some very good and encouraging news! The March prematurely ended Six Nations Rugby Tournament has been rescheduled. The one match remaining from Week 4, when Italy was struck the hardest, is scheduled for October 23rd and all of the Week 5 fixtures are scheduled for October 31st. Looks like bangers and mash and wearing our WRU home kit, while we watch via TV, as Wales beats Scotland in Cardiff! Cymru Am Byth! (Wales forever!)



See all of the upcoming events in this issue of Off Side/Near Side and on our webpage . bmcsnj.org. Join in the conversation on our Facebook page and pitch in at the events. We're looking forward to getting out of the house for that long drive from Cherry Hill to *wherever*. The September monthly meeting has been cancelled but the October meeting is still to be decided upon by the board. Keep watching for email blasts and the webpage. If it occurs, it will be at Uno Maple Shade, we shall see.

Happy Motoring
Tom Evans

Treasurer/Registrar's Report **September / October 2020** ***Money Is No Object***

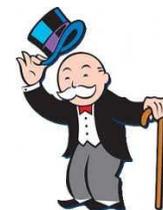
by Steve Ferrante

Our current paid membership count is 159 and we are ending our summer renewal season. So, if your membership expired in June, you will have received three emails from members@bmcsnj.org as a reminder. If you do not respond, then you will be dropped from the list.

With the COVID pandemic going on, it is interesting that we have also seen an uptick in the number of new members and those interested in joining. Maybe being trapped at home with an old British car has rekindled some interest in the hobby?

Club dues for 2020 will remain at \$15/year (free if you volunteer to be the new Treasurer or host an event) and for that you will receive 6 newsletters per year, access to our Facebook page and unlimited use of club supplied resources! If you want to use PayPal for dues payments, just sign on to www.PayPal.com and send your dues to members@bmcsnj.org

Dues can still be paid by check mailed to my home address at:
Steve Ferrante – Treasurer BMC of SNJ
90 Strawberry Drive
Shamong, NJ 08088



DOING SOMETHING GOOD

It is so good to know that our British Motor Club of Southern New Jersey is contributing to helping people who really need the kindness and understanding of Samaritan's caregivers at such a traumatic time in their lives. Thanks to Everyone.

All in the Family

SAMARITAN TOOK CARE OF JOAN'S FAMILY, THEN SHE TOOK CARE OF SAMARITAN

It has been almost two decades since Joan Byrne's first experience with Samaritan. Between 2003 and 2005, Joan entrusted the care of her parents to Samaritan's hospice team. Joan opened her home and her heart to Samaritan's care team who was there to support Joan as a caregiver and ensure her parents lived out their final months in comfort and dignity.

Less than five years later, when Joan's husband Ted Ley became ill and needed hospice care, she called upon the organization she knew and trusted to care for him – Samaritan. In 2010, Ted peacefully passed away, leaving behind a legacy of a love for cars.

Ted was an avid car enthusiast and a member of the British Motor Club of Southern New Jersey. Since Ted's passing, the club has dedicated car shows to him and other members of the club who have benefited from Samaritan's care. To date, the club has donated nearly \$10,000, and is still committed to supporting its mission.



Joan Byrne entrusted Samaritan to the care of her parents in the early 2000s. Several years later in 2008, she began to volunteer with her certified pet therapy poodle Trader and now shares the experience with her husband Bill and Brooke.

Because of Joan's experience with Samaritan, she decided to become a pet therapy volunteer in the fall of 2008 – first with her standard poodle named Trader and then with Trader's daughter, Brooke. Both were certified by Bright & Beautiful Therapy Dogs, Inc. Bill Byrne, Joan's husband, is an equally loyal supporter of Samaritan. When Joan and Bill moved to Delaware a few years ago, Joan's love for being a pet therapy volunteer carried over to her new home state where she volunteers for Delaware Hospice, an independent, not-for-profit hospice provider serving the residents of Delaware.

Despite the miles between Joan and Samaritan, she remains devoted to supporting its mission, now as a donor. Recently, Joan determined that the tax benefits of making a qualified charitable distribution from her IRA created a win-win, reducing her taxable income, while providing a generous donation to Samaritan. Joan epitomizes the tapestry of life and the ongoing thread of connectedness that Samaritan creates with its patients and those who care about them.

Welcome New Members!

Andrew Mitchell Cherry Hill, NJ	1960 Austin-Healey 3000 Mk I
George Facuse Williamstown, NJ	1978 MGB
Kurt Grasso Bridgeton, NJ	Jaguar 120 Project
Charles Daily Clarksboro, NJ	1997 Jaguar XK8 Conv.
Bill Dorner North Cape May, NJ	1974 MGB

The Editor Writes

Joe Marchione



SEEKING MEMBER CONTRIBUTIONS

I am soliciting member articles about the **Jaguar 120** for the **November / December 2020 newsletter.**

The **Jaguar 120** will be the newsletter feature ride for our **November / December** Newsletter so, if you are an owner, present or past, or have a story about one, or are even just an admirer, please consider sending in something about your **Jaguar** experience. Could be how you found it, how you brought it back from the dead, how you love it, how you lost it —anything will do. Or just send a picture of you and your car!

Doesn't have to be a big deal.



If you're interested please send any material to your Editor, ME, at "editor@bmcsnj.org". I'm asking now because our cutoff date for member articles is six weeks before the month of the newsletter. Meaning that to have your piece published in the November 2020 newsletter please get anything to me by **October 1st., 2020.**

Also please consider contributing a member or project profile.

A member profile lets our members know a little bit about you and your car. For some examples check out Connor Fairbairn and his TR6 and Gene Lillie and his MGB both in September 2018's newsletter.

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

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

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

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

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

Thanks, Joe Marchione

BRITAIN BUGS OUT !!

The Bond Bug



Bond Cars Ltd was a British car maker formed by Lawrie Bond in Preston, Lancashire, England in 1948. Initially called Sharps Commercials Ltd, it changed its name to Bond Cars Ltd in 1965. The company was taken over by the Reliant Motor Co Ltd of Tamworth, Staffordshire in 1970 who then quickly closed down the Preston factory, transferring the spare parts business for the Bond Minicar, Bond 875, Ranger van and Equipe models to a firm in Oldbury in the West Midlands. Reliant nevertheless continued to use the Bond name until 1974 on Bond Bug models made at their own plant at Tamworth, Staffordshire.



1953 Reliant Regal

Reliant was a large manufacturing company that mainly produced vehicles for niche markets, such as small three-wheeled vehicles and sports cars. It was best known for the three-wheeled Reliant Robin, but produced a variety of vehicles over 60 years, including sports cars, convertibles and commercial vehicles. Approximately half a million Reliant vehicles were produced and sold in at least nine countries. For a period from the 1970s until the 1990s, Reliant was the UK's 2nd biggest British-owned car manufacturer behind British Leyland.

Bond Cars began production of an economical three-wheeled car in 1949. It was called the "Minicar Mark A", and was powered by a single-cylinder two-stroke Villiers engine of 122 or 197 cc. Bodywork was mostly aluminium, though some models used fibreglass for parts of the car. It proved very popular at the time owing to post-war economies.

The Minicar moved on through several different incarnations, culminating in the "Mark G" in 1961. Convertibles were offered, as were van and estate versions. The engine was upgraded, first to a single-cylinder 250 cc and then to a 250 cc twin-cylinder Villiers 4T (optional on the Mark G).



Minicar Mark A



Minicar Mark G

The engines were essentially motorcycle units and therefore had no reverse gear. However, this was a minimal inconvenience, because the engine, gearbox and front wheel were mounted as a single unit and could be turned by the steering wheel up to 90 degrees either side of the straight-ahead position, enabling the car to turn within its own length.



Reverse gear of a sort was offered on later models, but using this involved stopping the engine and starting it backwards. This was done by reversing the Dynastart unit, a device which doubled as both starter and generator. It operated as a starter motor when the starter button was pressed but when the engine was running it generated power instead and recharged the battery.

The last Minicars were made in 1966.

My word!
My BOND!

Mark C MODEL
(as illustrated)

THE OWNER OF A CAR is the best judge of its performance. A satisfied customer says: "I am really delighted with the BOND MINICAR which I purchased from you. It has all and more of the qualities I expected. Low upkeep and running costs. So easy to manoeuvre and very comfortable. Indeed, my word for value and economy is my BOND."

SEE OUR REPRESENTATIVE ON **STAND No. 20**
1953 Cycle and Motor Cycle Show

OTHER MODELS:
BOND MINITRUCK, BOND MINIVAN, Mark B
ALL FITTED WITH VILLIERS 197cc. ENGINE
Your car or motor cycle taken in part exchange
Immediate hire purchase acceptances

SAFETY SALOON

- * Independent suspension
- * Brakes on all wheels
- * 180 degree steering
- * Cruising speed 40-45 m.p.h.
- * 80-90 m.p.g.
- * Exceptional weather Protection
- * 45 Road tax

Price of Mark C Model
£285
Inc. P. T. and Delivery

The BOND Minicar
SEE IT - TRY IT - BUY IT at your London Distributors

PRIDE & CLARKE Ltd.
STOCKWELL RD. LONDON SW9
237 BRISTON HILL LONDON SW2



Editor: Ok, I have to comment that this has to be the weirdest car advertisement I've ever seen. It appears that the car is a drawing and that photos of "real" people are somehow pasted into the picture. You can see how happy the Mrs. is that Husband decided on this hansom Bond Minicar instead of that bring Aston Martin ! Ha.

Bond Minicar
MARK C

The worlds most economical car



Early BUG Beginnings

Since 1962, when Reliant Motor Company launched the Regal 3/25, the company had tried to make a more sporty version to appeal to a younger buyer. Design sketches were done as early as 1964 by Ogle; these sketches are much more wedged shaped with some rounded edges; the original name for this car was the Reliant Rogue. Ogle Design is a British design consultancy company founded in 1954 by David Ogle and based in Letchworth, Hertfordshire.



Regal 3/25

The car was never put into production, as management thought that such a strange-looking vehicle might hurt the Reliant brand identity.



Bond cars buy out

Following the purchase of Bond Cars Ltd. in 1969, Reliant commissioned Tom Karen of Ogle Design to alter the Reliant Rogue design; the car would now become a Bond vehicle. The Bond Bug was based on chief engineer John Crosthwaite's newly designed chassis, and used a mixture of Reliant Regal parts, and running gear which had been designed for the Reliant Robin 750, which was due to be launched in 1974. The original concept was explored by chopping down a production Regal vehicle, the rear of the car being shortened to end over the rear axle.

The engine is the front-mounted 700 cc Reliant light-alloy four-cylinder unit, later uprated to 750 cc. At launch, 29 bhp (22 kW; 29 PS) was claimed for the less expensive 700 and 700E models. The more upmarket 700ES incorporates a redesigned cylinder head, which permitted the compression ratio to be increased from 7.35:1 to 8.4:1. This provided a power increase to 31 bhp (23 kW; 31 PS) as well as improved torque for the then range-topping 700ES.



The Bond Bug 700ES also offers more ergonomic seats, as well as more padding over the engine cowl, twin mud flaps, an ashtray, a rubber front bumper and a spare wheel.



Launch and production run

The car had an upbeat launch, at which Reliant's Ray Wiggin stated: "The fact it has three wheels is quite incidental. It's a new form of transport. So now, in fact, we think it's going to appeal to a much wider section of the market than we originally envisaged.

The Bug was available in a bright orange tangerine color, although six white Bugs were produced for a Rothmans cigarette promotion – one of which was also used in an advertisement for Cape Fruit. Only three Rothmans Bugs are known to exist.

The car's fame was helped by a distinctive Corgi Toys die-cast toy car.



Although it had a fairly short production run (1970–74), it has a dedicated following today.

In contrast to the image of three-wheeled Reliants as being slow, the Bond Bug was capable of 76 mph (122 km/h), in excess of the UK national speed limit (70 mph/112.6 km/h), and comparable to small saloon cars such as the basic 850cc Mini (72 mph/116 km/h) and the Hillman Imp (80 mph/128 km/h). However, it could not match the speed of the Mini Cooper S (96 mph/154 km/h) or larger saloons such as the Ford Cortina Mark III (104 mph/167 km/h in the highest-powered variant), or even aging models of two-seater sports cars, such as the MG MGB (103 mph/165.7 km/h) or the Lotus Seven, where by 1970 even the lowest-powered version of the S4 could reach 108 mph/173.8 km/h.



The Bond Bug was sold as being fun to drive, with the low seating position giving a similar exaggerated impression of speed as in a go-kart, while the actual speed was similar to that reached by high performance cars only a few years earlier (indeed, earlier versions of the Lotus 7 had a top speed of 76 mph/122 km/h right up until 1968, and their trim level, e.g. side curtains instead of windows, was also similar).

The Bug was, however, no cheaper than more practical cars. It cost £629, while a basic 850 cc Mini, a four-seater much faster round corners but with considerably inferior acceleration, cost £620. Also, while a basic Lotus Seven (with much faster acceleration *and* good cornering) cost £945 in 1970, it was also available as a complete knocked down kit much more cheaply, partly because of more favorable tax treatment.



**BOND'S 700cc NEW
CITY SIZZLER!**



Wedge shape makes the Bond Bug stand out. There's just never been a three wheeler like that! It's a real city sizzler!



Tom Karen

**More Than Just a Bug
But No Fastbacks Please !**



Thomas Josef Derrick Paul Karen

OBE, born in Vienna in March 1926, but the family left Czechoslovakia in 1939, and Karen reached England in 1942. He studied aeronautical engineering at Loughborough College.

He was managing director and chief designer of Ogle Design from 1962 until 1999 and oversaw design of the Bush Radio TR130 radio, the Raleigh Chopper, the Bond Bug, the Reliant Scimitar GTE, the Anadol A1 (FW5), a series of lorry cabs for Leyland, and the Marble Run toy (sold by Kiddicraft).

In 1962, Karen was invited to take charge of Ogle Design following the death of David Ogle in a car accident. He was managing director and chief designer until 1999.

While there, he designed Luke Skywalker's Landspeeder for the Star Wars films; the Landspeeder was built around the chassis of a **Bond Bug** ?!



In 1969 Ogle Design under Tom Karen was given the task to design a modern caravan for the recently acquired Eccles brand of caravans for CI (Caravans International) by Sam Alper of Sprite Caravans. The Eccles Amethyst was launched in 1969 at The Caravan and Camping Exhibition. Seen as 'The Caravan of the Future' with blown plastic exterior panels and each year the interior would be tweaked to keep the look fresh and modern. Sadly the design was slightly ahead of its time and Eccles reverted to a more traditional look by 1975 which became one of the best selling caravans in Britain at that time.



Karen on fastbacks

In March 1969, shortly after the launch of the Reliant Scimitar GTE which he had designed, and of the Ford Capri (which he did not design), Karen had the opportunity to give his opinion on fastback designs. He claimed to be "baffled" by "the case for fastbacks" because he thought there was "nothing good to be said for them except that some people think they look alright".

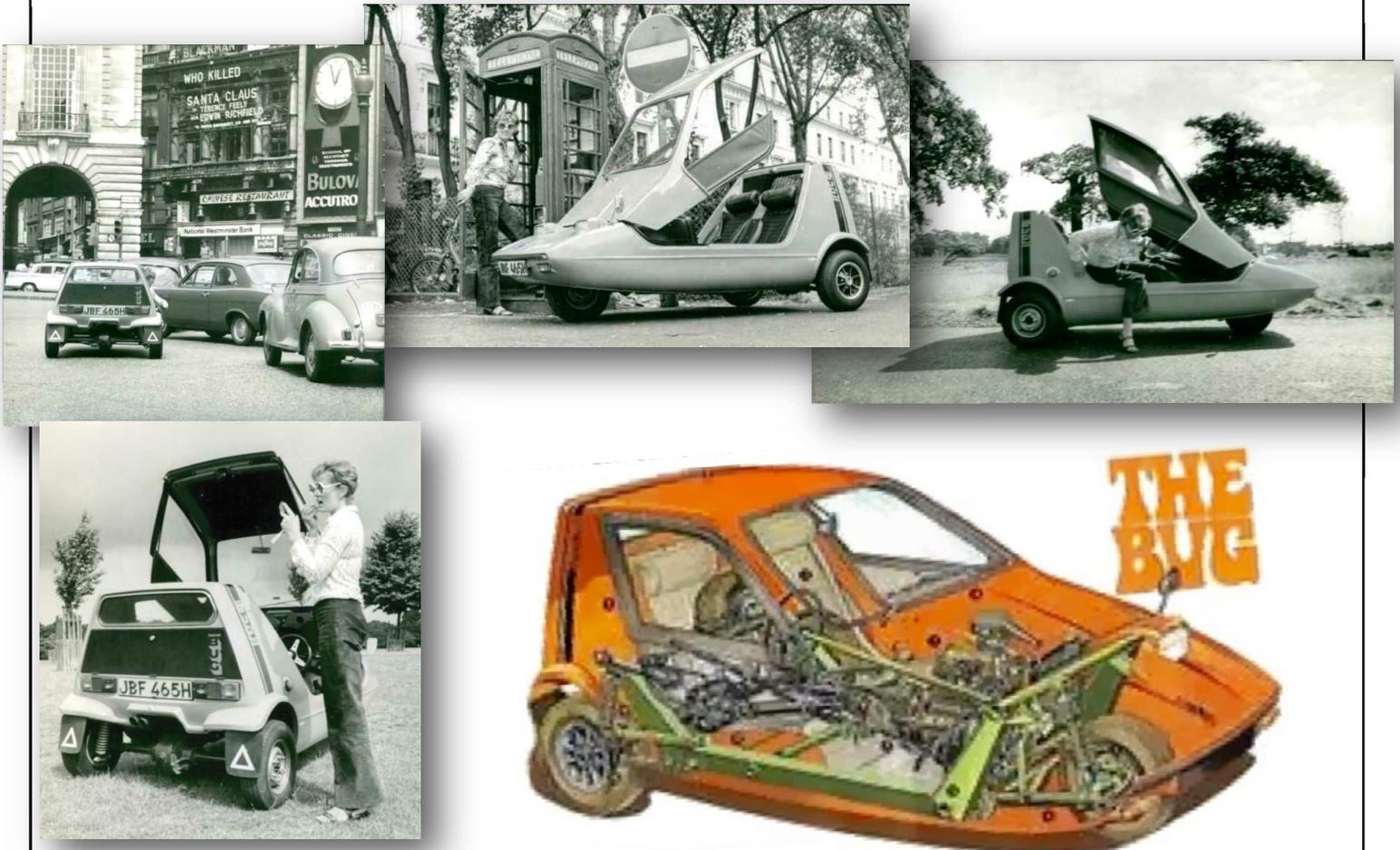
"Aerodynamically they're lousy, headroom in the back is lousy, for visibility they're lousy, with a lot of glass they're lousy, from a weight point of view, and they give no boot access".

(Ed: Ouch. I kind of like 'em. I guess all those XKE fastbacks are just ... JUNK !)

The wedge design is one that can be so easily attributed to the period in which it was produced - few cars (indeed few products of any type) scream '1970s' quite as loudly. The Bug's styling was penned by Tom Karen, creator of other seventies icons like the Raleigh Chopper and the Marble Run toy. (ed: and some very interesting cars on the side !)



Reliant Scimitar GTE. Not a bad looking car



THE TOUR OF SOUTH JERSEY 2020



Of course, because it's 2020, for the first time in years, or maybe ever, our Tour of South Jersey was postponed from its original date of Saturday, August 8, 2020 to Sunday, August 9, 2020 due to flooding after a tropical storm earlier in the week, and then on Friday afternoon, some sort of a tornado type thing came through, knocking down trees and flooding out roads specifically along the tour route. Very fortunately, by late afternoon on Saturday, the trees were cleaned up and most of the flooding had receded, which left only one road partially flooded, which we were able to route around and still see all of the landmarks along the tour route.

The gathering for the Tour began in the parking lot of the Harrison House Diner in Mullica Hill, with approximately 30-32 cars. Due to social distancing and safety requirements due to Covid-19, we did not use a sign in sheet this year. We began the tour at 10am and wound our way through beautiful country roads in both Gloucester and Salem Counties with a slow drive by through the historic area of Marshalltown along the Mannington Creek. From there we proceeded down some more winding roads and eventually made our way to Ft. Mott State Park in Pennsville. It was wonderful we were able to do this on Sunday because it was the last day that Ft. Mott would be open for the foreseeable future

Along the route, participants were asked to play along with a "Find the Landmarks" Game. The Landmarks along the route were as follows:

Moravian Church at Oldmans Creek



Seven Stars Tavern



Mount Zion AUMP Church at Marshalltown



Old Marshalltown School Building



Finn's Point Lighthouse



Jacob Hufty House – State Senator 1749-1816



St. John's Episcopal Church



Supawna Meadows National Wildlife Refuge



And there was a Bonus Landmark of Hope Creek Nuclear Generating Station, which could be viewed from several areas along the tour route, just look for the large plume of steam.

I have to say our members were paying attention. Although some were easily viewable, such as the Mar-

shalltown Church and School, (pics were included in the Tour Guide), I threw in some hard ones like the Jacob Hufty House and Hope Creek Nuclear Generating Station to see who's watching. Surprisingly, Hope Creek fooled no one. Seven Stars Tavern and the Jacob Hufty House were the most difficult to spot, and Supawna Meadows fooled a couple of people.

All in all, it was a great day. Due to the pandemic, the Tour of South Jersey was our first club event of the year. Turnout was great, and a good time was had by all. It was wonderful to see everyone happy and healthy and I want to thank everyone who came out to enjoy the afternoon. And, as promised, we were not visited by any Murder Hornets.

~Tracy Westergard



INTRODUCING SANDMAN SEZ

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

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

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

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

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

Ed Gaubert

SANDMAN SEZ CAN YOU SU

(First published in Off Side / Near Side July 1997)

By Barry Sandman

If you have a British car...On the "off-side", or, is it the "near-side"? there probably are one, two or even three SU carburetors. If they are not there, you may assume that's the reason the blasted thing won't start. (see how easy it is to be a mechanic)



Since you all know that SU stands for Skinners Union, I won't mention it. For the moment let's say you have those SU's. I'm certain you've gazed lovingly at them many times. You may even have polished them up a bit. We all know the SU carburetor is a simple child's toy: a suction chamber, piston, needle and valve and a few other bits and pieces **Simple!** Those carburetors hold no fear for you, hero driver and restoration expert that you are! **Answer** the damned brass bits, the linkages, little springs, set screws and tops...**That's** why you never took them apart, isn't it?

It would be nice if I could tell you, "Fear not, they only go back together one way," but that would be an untruth, more or less. It is possible to get them together correctly – but you would have to work at it. Let me give you courage. Oh, I know some of you out there in British Motor Land have rebuilt scads of SU's and I've only done a handful of the little baggers, so I can speak from the perspective of ignorance. Relax, I'm not about to go through a dull, detailed description of how to rebuild those carbs. That's well-written up in the Work Shop Manual or any good SU book, but I thought I'd share with you a few of the little things I've learned to make the job easier (possible?).

If you have vintage MG or whatever and the WSM leaves something to be desired, you might try photographing the carbs and linkages intact from different angles after removal from the intake manifold. The artists among us might carefully draw (in perspective) a blow-up of each piece as it comes apart. Oh, I forgot to mention, the best carbs to start with are those off someone else's car. ([Ed note: Dang! I screwed up already](#)). In this way it's really quite difficult to muck up your pride and joy.

So now you have the carbs off and separated. What are you going to do with them? You have obtained the proper rebuild kit from your smiling parts dealer. In it are all kinds of neat things...fiber washers, cork washers, brass washers and brass gland washers, also a jet head and maybe even a needle. Along with the kit comes "complete instructions", as they say!



Now the WSM and that good SU book will take you through the proper drill. Remember to match up the old pieces with the new pieces because many of those kits are generic and there are extra pieces not needed for your particular carburetor and if you put them in you'll never get the blasted thing to run right.

(Can you Continued on Pg. 17)

One thing that doesn't come in those rebuild kits are throttle shafts (spindles). They are the brass rods that pass through the middle of the carbs. They have a tapered slot cut in them where the butterfly (throttle disc) resides. The shafts hook into the maze of brass pieces that connect the carbs together. After you separate the carbs, hold firmly to one, and with your fingers see if there is any 'play' where the throttle shafts pass into and out of the carb body. There will be some 'play' – most probably – that complicates matters. Fortunately, shafts can be obtained in over sizes, but then some reaming and honing will be necessary to get them to fit right. You can do it if you have the tools and don't get nervous...otherwise, let a professional do that part. He can also pressure test them for you.

Now we get to the **FUN** part...

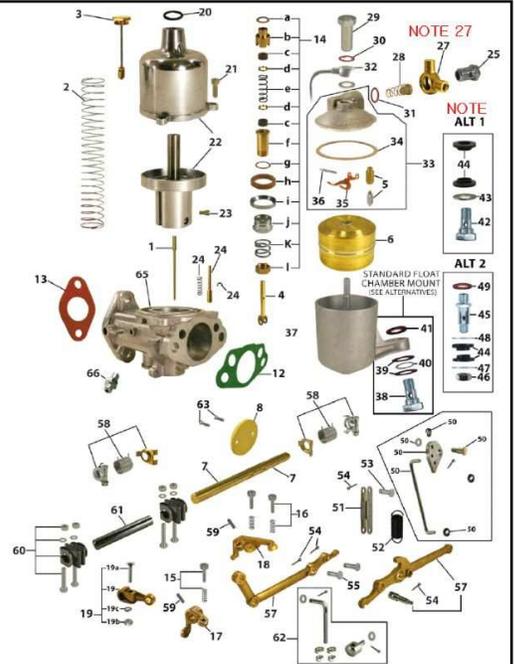
Putting the jet assembly together – in this part of the project there is a big cork washer (the jet sealing cork ring), which must slip in just right. If you don't know what I'm talking about, you **WILL** when you rebuild your first SU – believe me! You see, that big cork washer has a predisposition to break as you carefully try to slide it into place. On this subject volumes could be written. Everyone has their own secret formula for soaking the damn things in to try to make them a wee bit more elastic. Some use gasoline, a fellow I know uses beer (since it's always so handy). A liar I know swears he's never had one break! A real smart guy replaces all cork seals with neoprene.

I have tried everything in the following order: Jack Daniels, yogurt, Nutrit's fingernail polish remover, Jack Daniels, light-oil, heavy-oil, Ivory lotion and finally Jack Daniels...nothing really seems to help much. I suppose Nutrit's fingernail polish remover for the cork and Jack Daniels for the corker works best. If (when) you break the cork washer – just try to find another one without buying a whole rebuild kit...JUST TRY!!

We now come to the tapered Pins...some of the little brass bits that slide on the throttle shafts are held in place with tapered pins. You must drive them out in the proper direction or they won't GO! What is the proper direction? The direction in which they will go is the proper direction (as one of my mentors used to say, "You're not hitting the bloody thing hard enough!") After beating out the tapered pins they will be worthless so throw them on the floor and if you had to drill them out...they no longer exist. New tapered pins are available. But where is your tapered drill bit? Eh? You're wiped out! Well, the purist may avert his eyes from the next sentence or two...I have found that steel tapered pins will seat very well in brass untampered holes. Drill the hole for the diameter about 1/3 from the small end of the tapered pin and bang it in!!!

Naturally, you have polished all the brass and copper bits...a light spray of some clear plastic will preserve the shine for a while.

One more trick...the WSM goes into excruciating detail on the arcane art of centering the jet so the needle does not bind in the jet head and you get that nice 'metallic click' when the piston comes down. I've found if you just loosen up the adjusting nut and wiggle the jet assembly around while flipping the piston with your finger until it comes down with that nice 'metallic click' the jet will be centered. Now tighten everything down. **OH YEAH**, mine work just fine...anyway, I know a guy who has this great set of Webers for sale!!!



Barry Sandman

The Variable Choke Carburetor

Tuning S.U. Carburetors 4th edition
by G.R. Wade
Published by Speed Sport

Introduction

The S.U. carburetor is one of the simplest carburetors ever invented! Unfortunately, following discussions with many people, the operational principles of this carburetor appear to be poorly understood. SU carburetors have a minimal number of moving parts and are easy to tune, providing of course you understand the operational principles! It is the intention of this article to help clarify those principles in the hopes that many owners will be able to tune and maintain their SU carburetors

The variable choke carburetor consists of the following major components:

- The fuel bowl housing the fuel float and fuel flow regulating needle. In later S.U. models (HIF series) this is integral with the carbie body.
- The piston (air valve) which includes the fuel metering needle and dash pot.
- The piston (suction or bell) chamber containing the piston, piston spring and damper.

EXPLANATORY DIAGRAM OF A TYPICAL H TYPE CARBURETTER

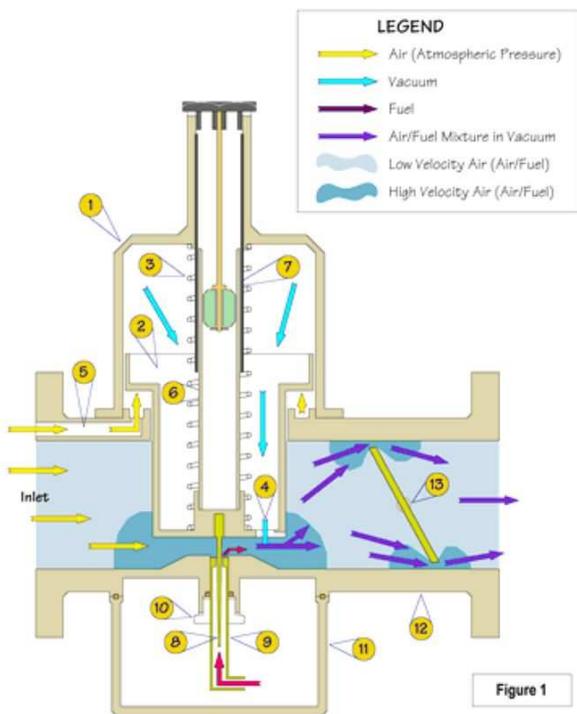
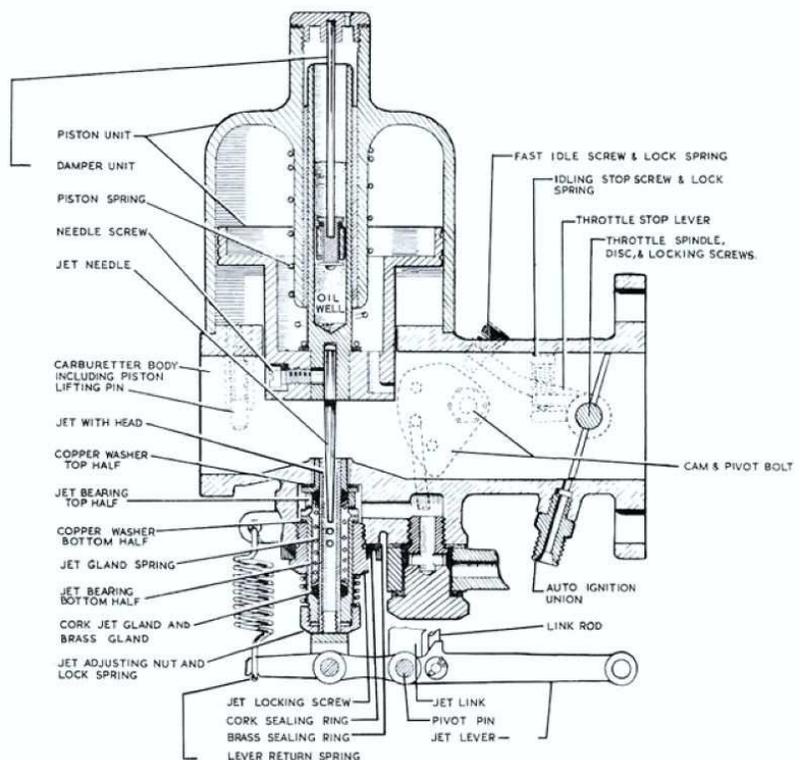


Fig 1

Main Components and Flow Paths

1. Air valve suction (bell) chamber
2. Air valve (piston)
3. Air valve (piston) spring
4. Air chamber to manifold vacuum connection (air less than atmospheric pressure)
5. Suction chamber air inlet (air at atmospheric pressure)
6. Dashpot
7. Dashpot piston damper assembly
8. Jet
9. Fuel needle jet
10. Jet retaining nut
11. Fuel bowl
12. Carburetor body
13. Throttle butterfly
14. Throttle lever (not shown)
15. Fuel float & fuel supply regulating needle (not shown)
16. Idle speed adjusting screw (not shown)
17. Choke cable (not shown)
18. hoke lever lowers jet to enrich mixture (not shown)
19. Choke cam – slightly opens throttle butterfly so not to starve engine of air when choke is used (not shown)



11. Fuel bowl
 12. Carburetor body
 13. Throttle butterfly
 14. Throttle lever (not shown)
 15. Fuel float & fuel supply regulating needle (not shown)
 16. Idle speed adjusting screw (not shown)
 17. Choke cable (not shown)
 18. hoke lever lowers jet to enrich mixture (not shown)
 19. Choke cam – slightly opens throttle butterfly so not to starve engine of air when choke is used (not shown)
- Choke return spring – ensures jet remains in the normal running position – choke is inactivate when engine is warm (not shown).

PRINCIPLES OF OPERATION

Most automotive combustion engines are effectively a reciprocating pump. The volume of air they draw over a given duration in time is proportional to their speed.

Example: Assume we have a four-stroke engine with a volume of 1 litre (61 cubic inches). If the idle speed is 1000 rpm, the volume of air flowing through the engine will be 500 litres (17.66 cubic feet) per minute.

At 5000 rpm, the volume of air will be 5 times that at 1000 rpm or 2500 litres (88.29 cubic feet) per minute.

Assume the engine to which the carburetor is supplying fuel is running at idle speed. The jet, fuel needle and piston spring are sorted to match the performance requirements of the engine. The dashpot assembly is filled with oil of appropriate viscosity. I'll explain the meaning of "appropriate" later in the text.

The butterfly (throttle) is partially open under idle conditions (no air, no fuel – no combustion). There will be restricted airflow into the engine and a large pressure drop across the butterfly when compared with that of the surrounding atmospheric pressure. (The lower pressure in the inlet manifold is a vacuum when compared with atmospheric pressure).

The vacuum on the engine side of the carburetor throat connects to the top of the piston chamber via an orifice located in the underside of the piston. The underside of the piston connects to atmospheric pressure via an orifice located near the throat on the air inlet side of the carburetor.

When the throttle is partially open the vacuum within the inlet manifold is allowed to communicate to a greater degree with the air/fuel mixture between the piston and butterfly. This in turn will draw air out of the bell chamber above the piston, causing a partial vacuum within this chamber. There is now a pressure differential across the piston (Low pressure above the piston, high pressure beneath it). This pressure differential will cause the piston to rise, pulling the tapered needle out of the jet, allowing more air and fuel to flow through the carburetor throat and into the engine causing the engine speed to increase.

SU Carburetor butterfly closed

When the engine speed is constant the air velocity (vacuum) past the jet is directly proportional to the volume of air passing between the bridge and piston, ie. piston height regulates the air speed over the jet, and piston height is proportional to engine vacuum. **Figures 2a** and **2b** indicate the piston and butterfly positions at low and high engine revs. In both instances the engine under load and is running at a constant speed. The air velocity over the jet in both instances is the same.

How can that be? If the engine is revving at a higher speed then the air velocity over the bridge in figure 2b will be higher as well, correct?

Not So! The opening between the piston and bridge in **figure 2a** is small when compared with the overall throat diameter (piston in its optimum position). Though the engine's air demand is small, the velocity over the jet is high because of the small choke area. The high velocity air draws the fuel out of the jet.

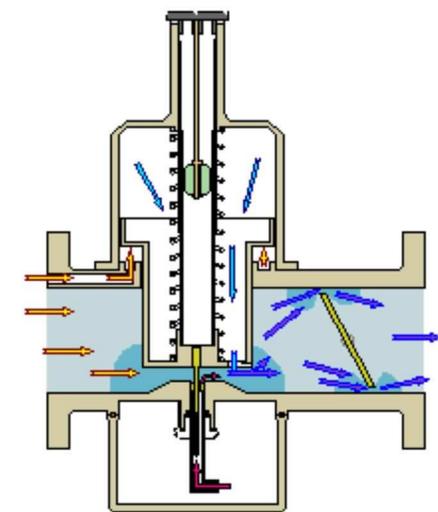


Fig 2a SU Carburetor butterfly closed

In **figure 2b** the engine's speed has increased considerably, as has the engine's air demand and the piston has risen to its optimum position for the given speed. The opening between the piston and bridge is now much larger, but the air velocity over the jet is the same as it was at the lower speed (the air velocity is proportional to the throat area). There is now more fuel drawn out of the jet due to the reduced diameter of the fuel needle. Where the air velocity does change is in the fixed pipe diameters of the induction system, ie. the inlet manifold.

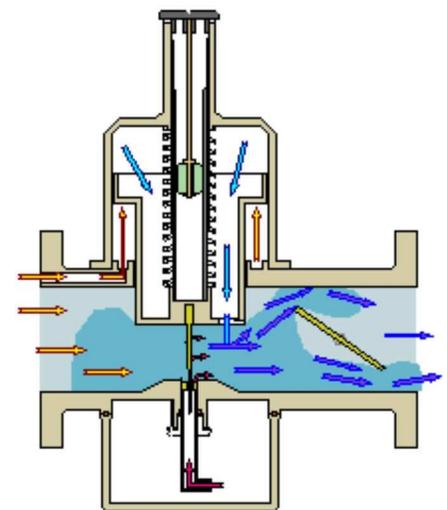


Fig 2b butterfly open

PISTON SPRING

The spring within the suction chamber loads the piston in a downward (closed) position. The tension of the spring is selected such that the piston reaches its fully open position when the engine reaches its maximum air demand, that is **maximum brake horse power output**, not maximum RPM, at any given engine speed up to maximum BHP:

If the spring is too weak, the piston will be elevated to a level higher than its optimum position causing the engine to run too lean.

If the spring is too strong, the piston will not rise to its optimum position causing the engine to run too rich.

Why is this so? Surely, if the piston is higher than it should be, the engine will run richer, and if the piston is lower than it should be, the engine will run leaner?

Wrong! Remember the volume of air the engine draws is proportional to its speed.

So... If the piston rises too high the throat area will be larger than optimum, the vacuum between the piston and the bridge will be low. That is the air velocity across the jet will be low, drawing less fuel, thus causing the mixture to run lean.

The opposite occurs if the piston does not reach optimum height the throat area will be smaller than optimum... The air velocity will be high between the piston and bridge causing a larger volume of fuel to be drawn through the jet assembly causing the mixture to run rich

There are a number of springs available for the SU type carburettor each with a different compression loading. They are:

SU Carburetor Springs	
Blue	2.5 ounce
Red	4.5 ounce
Yellow	8 ounce
Green	12 ounce

DASH POT/DAMPER ASSEMBLY

The dashpot and damper assembly are also located within the suction chamber. The damper assembly, which is actually a one way valve, is contained within the dashpot filled with oil. The valve and oil work such that they impede the lifting of the piston, but allow it to fall rapidly once the speed of the engine decreases.

The dashpot serves two purposes. Firstly, it acts as a damper to prevent the piston following air fluctuations at low engine speed thus keeping the piston steady. Secondly, when the throttle opens it prevents the piston rising in unison with the opening of the throttle. If the oil in the dash pot assembly is too thin the piston will rise too quickly causing the air/fuel mixture to lean out.

Air and petrol, in a hydraulic sense, are both fluids and air is less dense than petrol. Therefore, air has less inertia than petrol. So when the throttle is opened more, air will be sucked into the carbie but the petrol will take a little longer before its flow rate catches up with the new air flow rate.

By damping (retarding) the piston movement with oil an accelerator pump action occurs, ie. as the throttle is opened, the movement of the piston is retarded a sufficient amount to cause a momentary enrichment of the mixture, enabling a sharp pick-up in engine speed.

What type of oil should be used?

Too often people use light duty (sewing machine or general purpose) oil in the dash pot assembly. This type of oil does little if anything to impede the upward movement of the piston as the throttle opens.

Engine oil can be too viscous (depending on climate). After 2 hours of driving it ends up in the bottom of the piston, the majority of it sucked into the engine. This happens because it is too thick to pass through the damper as the piston falls causing the oil to flow out of the top of the dashpot.

I use a mix of 20W-30 to 20W-50 and sewing machine oil. The ratio is three parts engine oil to one part sewing machine oil.

When you use the aforementioned oil mix if you attempt to raise the piston when the engine is cold you will find that a lot of force is required to move the piston to its uppermost position. When you release the piston, it will drop to the bridge quickly (less than half a second).

THE FUEL METERING NEEDLE & JETS

There are literally hundreds of needles available for the SU carburettor, the majority with profiles manufactured to suit particular vehicle engine systems. There are two types of needles available for the SU carburettor, biased and unbiased.

The biased needle has a collar and spring attached to the top of the needle. To eliminate droplets of fuel forming on the needle it is located within a bushing located in the underside of the piston. The needle is a loose fit within the bush and is loaded by the spring in a downward direction causing the needle to lightly contact the side of the jet. All anti-pollution SU carburettors are supplied with biased needles.

Figure 3 shows the two needle types, the biased needle being the one on the right.

The needle profiles are measured at 3mm (1/8 inch) intervals along the centre axis as indicated in Figure 3.

The vehicle speeds given below are a generalisation and assume that the throat area of the carburettor will not restrict the airflow therefore affecting the volumetric requirements of the engine (piston fully open at max brake horsepower)

The first two dimensions (1 and 2) govern the idling mixture. The next five dimensions: 3 to 7 govern the pick up in fourth gear, from 30 to 70 kph (approx 20 to 40mph). A cruising speed of 60kph (35 mph) will lie somewhere around the fourth dimension, a cruising speed of 80kph (50mph) will occur around the sixth dimension. The dimensions from 8 to 13 affect top end rev range of the engine. The last 3 dimensions, with 13/4" diameter carburettors, do not actually take part in the fuel metering process.

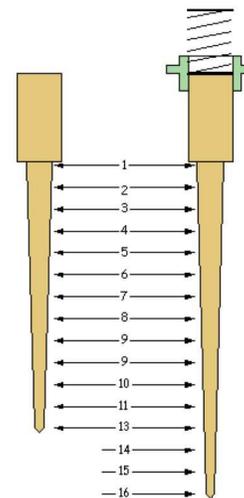


Fig 3 Two needle types

OTHER FACTORS AFFECTING THE TUNING OF THE ENGINE/CARBURETTOR

AIR FLOW INTO THE CARBURETTOR

The medium, through which the air passes and enters the carburettor throat, can greatly affect the air fuel mixture entering the engine.

Air filters tend to reduce the airflow and lean out the air/fuel mixture entering the engine. The density of the filter element reduces airflow.

There are two types of filter element available on the market at present. These are the paper element type and the oil impregnated foam element type. Each of these have advantages and disadvantages.

Paper element filters tend to give less air flow restriction for a given element surface area but can allow more micro-fine dust particles into the carburettor which can build up inside over extended periods of time.

Oil impregnated filters tend to give greater air flow restriction for a given element surface area but are better at filtering out the smaller dust particles, provided of course they are maintained properly. Therefore, by fitting an oil-impregnated filter to the inlet side of the carburettor it may be necessary to enrich the mixture to accommodate the change of filter type.

Ram Pipes

Ram pipes, also known as ram tubes or velocity stacks, are horn shaped devices that can be fitted to the inlet side of the carburettor to improve the performance of the engine.

Figure 4: The length and shape of the ram pipe determines the rev range over which the engine's power curve is affected. More air flows into the engine due to the following factors:

- the difference in the cross-sectional areas at the inlet and engine side of the ram pipe;
- the cross-sectional shape (taken along the centre axis of the ram pipe);

inertia of the air entering the ram pipe (hot day = air less dense = less air into engine, cold day = air more dense = more air into engine).

The following explanation refers to **Figure 4**.

Air is passing through the ram pipe into the carburettor and into the engine. A vacuum is present at the mouth of the ram pipe when compared with the surrounding atmospheric pressure. The air velocity at the mouth of the ram pipe is low when compared with the air velocity at the mouth of the carburettor. The volume of air available at the mouth of the ram pipe is large when compared with the nominal throat diameter of the carburettor.

As air is drawn into the engine, it passes from the mouth of the ram pipe (A) into the carburettor its velocity increases due to the reduction in pipe diameter. The air also has more inertia due to this increase in velocity. The inertia of the air passing through the carburettor enables an increase in engine performance.

Air is compressible, so let's consider what happens within a theoretical cylinder inside an engine as the piston reaches the bottom of the inlet stroke and the inlet valve closes. The engine is fitted with a carburettor only.

Say the volume of the cylinder is 250cc. Ignoring friction losses, a normally aspirated cylinder without a ram pipe will suck in 250cc of air/fuel mixture, depending on valve timing. The air/fuel mixture within the cylinder at the bottom of its stroke will have a density approximately equal to the atmosphere surrounding the engine. The inlet valve then closes and the air/fuel within the cylinder compresses and becomes denser as the piston rises in the cylinder.

Consider the same cylinder/engine under the effects of a carburettor fitted with a ram pipe. The higher velocity air/fuel mixture also has greater inertia, as the piston reaches the bottom of its intake stroke and before the inlet valve closes a greater amount of air/fuel will enter the cylinder. This may only be a couple of cubic centimetres (cc's).

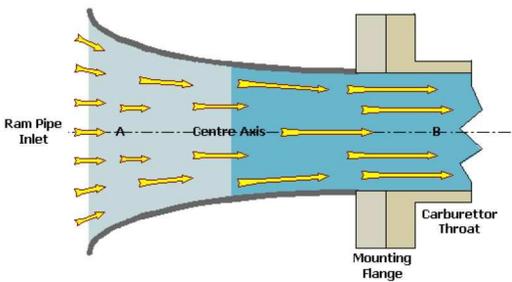
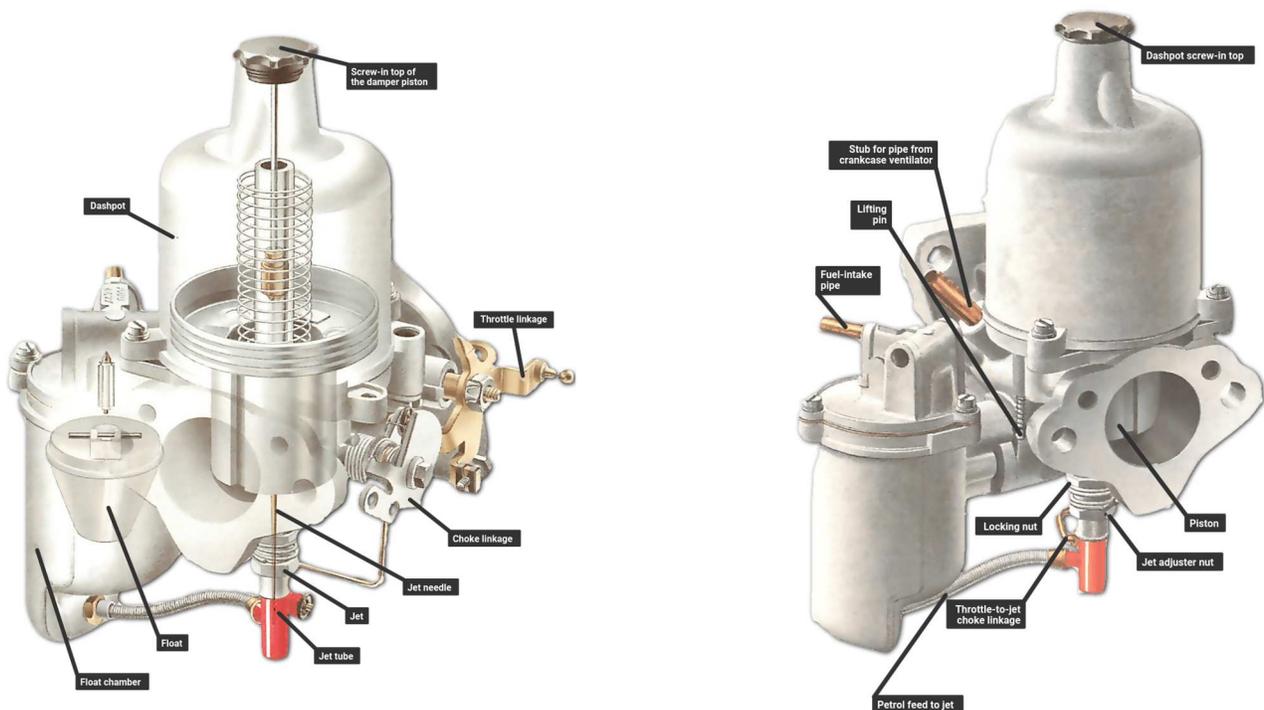


Fig 4 Ram Pipes

Effectively the higher velocity air, due to its inertia, is pushing more air/fuel into the cylinder, creating a **Ram Effect**. As the inlet valve closes the additional volume of air/fuel is trapped within the cylinder. With more air/fuel mixture in the cylinder, the engine develops more power. I have fitted a pair of two-inch ram pipes to my Zed and have found that the vehicle's performance improved over the rev range 3000 to 4500rpm.

You will probably need to readjust the engine idle speed to accommodate the change in air fuel mixture. Once completed the improved performance characteristics of your vehicle should be noticeable under acceleration.





Pop Cruise to 5 Points Custard Review

by Rob Walsh

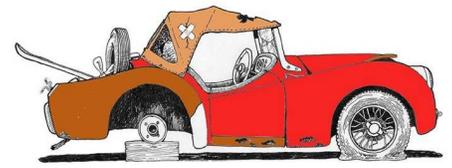
Saturday evening August 22nd, twenty-eight British motorcars made it onto the field at 5 Points Custard for the event. The Pop Cruise served as a simpler avoid contact version of the annual British Car Owners' Ice Cream Social that had been canceled in July due to the Coronavirus. Masked participants purchased custard or ice cream, chatted with friends whilst checking out the motorcars till sunset. Thank you to everyone that participated.



MORE CARS & ICE CREAM !!!



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: Books, manuals, wall art. I have a large selection of workshop manuals for a variety of British Cars, many general interest books on the history of MG's. Also have some wall art, posters, prints etc (again, mostly MG) for sale. Email me with your wants or for a listing of what I have available. Pete tundramgb@hotmail.com

FOR SALE: '73 TR6 Trans, stock exhaust manifold, stock rear differential, driveshaft. Richard Goode rear spindles, no hubs. Bill Stumm. wstumm@outdrs.net

FOR SALE: Many used TR6 parts and hardware

also used transmission only has 2000 miles on it. Would like to sell all of it as a package \$500.00 for all or best offer Call Jeff Walker 609-646-2028

FOR SALE: MGA parts for sale.

Call with needs, leave a number and I will call back.

Gary 856-45five-834nine Bridgeton, NJ



FOR SALE: BMC Mini transmission, spare from my 1963 998cc.

Condition unknown, you may inspect, but at this price it would make a neat table base. \$79.00.

Located in Bridgeton.

Gary, call 856-45five-834nine and leave a message. I will call back.



FOR SALE: Wire Wheels.

MGA 15" x 4 48 spoke, will fit TR3, Elite, Turner, etc \$25 each, \$80 set of four
MGB 14" x 4.5 60 spoke Also Conversion parts.

Want classic wire wheels on your stock steel MGA or MGB?

I have hubs and axles to change to wire wheels, MGA drum to disk front hubs, 10/43 wire wheel rear axles, fine spline. perfect MGB rear axles, hubs for wire wheels.

Call with your needs and questions, have MOSS book handy. Gary 856-45five-834nine



FOR SALE: 1976 MGB roadster very clean, rust-free B tub and body.

1800cc stock four cylinder and good trans installed on new mounts.

Interior pieces were stripped out in preparation for paint, as were the electrics and accessories.

Bolt-in top bows need canvas and zippout window.

All are included in sale. \$2500 Delivery possible. Fiberglass hardtop, with lift-out bows available, lets talk.

Jump start on a project that does not need welding or a lift.

Gary, Bridgeton, NJ 1-856-45five-834nine

leave a message and I will call back.



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: This could be your dream come true!

Skip and Mary Ann Lustig are moving and have for sale:

Many British car parts for Jag, Austin Healey, TR3, TR4, MGA, MGB and others

A riverfront home in Cumberland County with a workshop and lift.

Call Skip for details. 856- 305- 1730

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

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

Tom. tdireso@comcast.net

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

WANTED: Has anyone seen my Land Rover?!

I sold this 1973 Series 3 Land Rover probably 10 years ago to a father/son pair in very rural, southern NJ.

I would love to get in touch with them or the new owners.

Have you seen it?

Pete tundramqb@hotmail.com



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

Contact Paul pis9@yahoo.com or 609-462-3593

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

Contact Paul pis9@yahoo.com or 609-462-3593

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

Please contact: Paul at pis9@yahoo.com

WANTED: Weber 40 carburetors. Looking for a pair of Weber 40s for my brother in the UK who is building a Mini with a crossflow alloy head.

The carbs that he has are shot, and I thought perhaps I could help him locate a pair here in the states.

Lee leesonic@yahoo.com or text 856-495-3875

WANTED. For Austin Healey 100-4 restoration.

Looking for any parts large or small. Need mechanical, electrical, interior, body. What do you have?

Paul pis9@yahoo.com

FREE FREE FREE: I have stack of Lotus Elan parts lists, service bulletins w/ schematics. Also Alfa Romeo Giulietta Shop Manual and parts list. Also a Sunbeam Rapier Owners Handbook. (all came out of Ed Roth Glassboro Parts/Service Depts. Joe Kumpel 856-812-1881



BMCSNJ Tour of Burlington County 2020

September 12, 2020

Rain Date: September 13, 2020

Come out and enjoy the Fall weather on a Tour of Burlington County and the Pinelands on Saturday, September 12 (rain date September 13).

Leaving Johnson's Corner Farm in Medford at 10 AM sharp, we will be cruising through Vincentown, Medford, Medford Lakes, Tabernacle and Chatsworth on our way to Historic Batsto Village.

Before we start, get some hot coffee and apple cider donuts at Johnson's. They also have sandwiches ready to go for a picnic lunch at the end of the cruise. There is also a food truck at our destination. Batsto Village has restrooms and picnic tables, and a long history to share.

Look out for the Jersey Devil along the way amongst the cranberry bogs and blueberry fields.

The cruise is 55 miles and should take around 1 1/2 hours. If you bring a passenger or navigator, they are eligible to join our "Name the Farms" contest. Just list all the farm signs you see along the way and email the list to Tracy Westergard, events@bmcsnj.org, and those that notice the most will be recognized in the next BMCSNJ newsletter. www.Batstovillage.org

GENERAL INFORMATION

Name The Farms Contest

For safety sake, only navigators and passengers (not drivers) may participate in this challenge. Along our way we pass a number of farms. If they have a sign out including the word "Farm", write it down. Submit your list by email to Charlie Hofmann at cjhrpc@gmail.com. The entry with the most farms noted will be recognized in the next BMCSNJ newsletter.

BMCSNJ Tour of Burlington County 2020

COVID-19 Update

Both Johnson's Corner Farm and Batsto Village require that masks be worn inside any buildings, and outside when social distancing is not possible. The bathrooms at Johnson's Corner Farm are inside, so wear your mask. The bathrooms at Batsto Village also require a mask, as do the buildings that are open for display. The Visitor's Center is closed. The picnic area is open. There will be a food truck at Batsto, masks required.

Contact Information

BMCSNJ EVENTS HOTLINE NUMBER: 856-823-5125 – You may call this number to check the status of an event after 9pm the night before the event. Please do not leave a message on this line, it is for Outgoing Announcements Only. If you need to reach me personally: Please send an email to cjhrpc@gmail.com, or if it is an emergency such as you need assistance during the Tour and need us to stop, you can call my cell 609-410-9390.

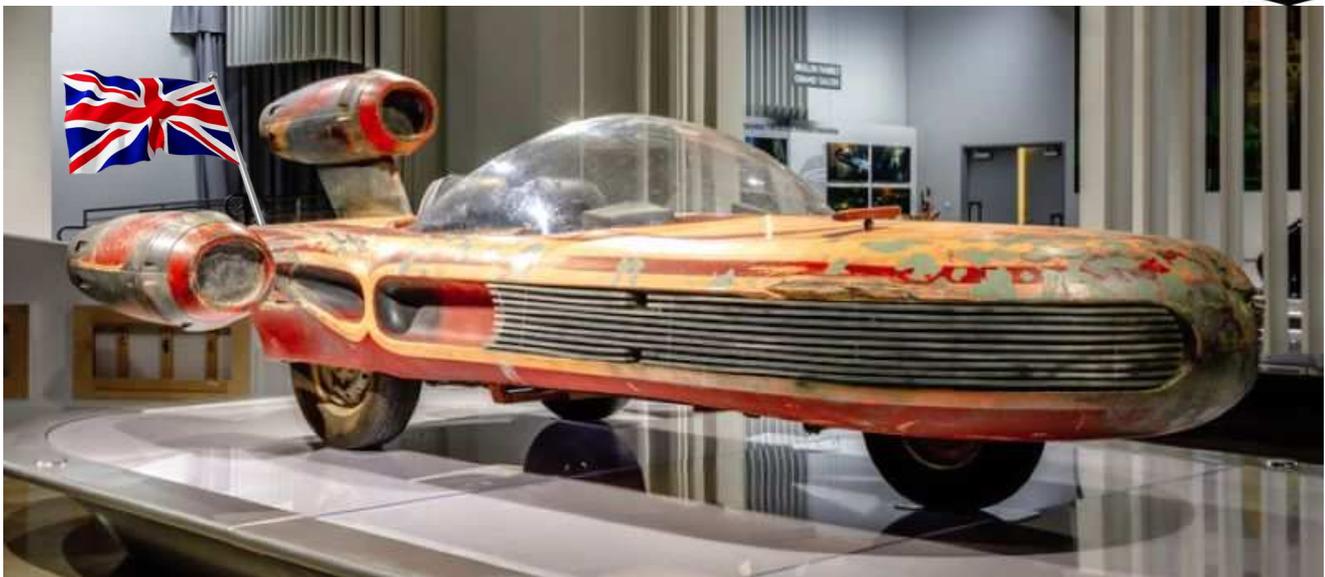
BMCSNJ rules re: Masks:

Masks are not required while driving your vehicle. However, when exiting your vehicle, please adhere to the rules of the venue where you are at or New Jersey's own mask requirements. New Jersey currently has an indoor as well as an outdoor mask mandate. Masks must be worn outdoors if you are unable to socially distance. Please stay 6 feet apart from others unless they came with you in your car.

Please note that a tour package including a complete list of direction is available at our website: <https://bmcsnj.org/events>

Thanks. Hope to see you there.

~Charlie Hoffman



Amazing that even in the future it's good to know that the real sporty vehicles will still be **BRITISH !! Brilliant !**

Hey wait. What's with the wheels ?! Read about it in Tom Karen, pg.12



OCTOBER TWO RIVERS TOUR

October 3rd. / Rain Date the 4th.

*SOMERS POINT to SMITHVILLE
and roadways between*

Join fellow British car drivers and BMCSNJ members for a fall tour through the Eastern Jersey pinelands beginning in Somers Point NJ to our final destination in Smithville Village.

After leaving Somers Point at 10:00 am, first stop will be Atlantic County Park at Lake Lenape. This is a great place to stretch. There are open facilities and a nice view across the lake.

This is also the alternate meeting site for drivers who may live on the western side of South Jersey. Those who choose to join us there please arrive at 10:30, leaving the park at 11:00.

We'll have a second short break at Batsto Village and then continue to our final destination, Smithville Village where you'll be on your own to visit their shops and food offerings.

There will be more details and driving directions and maps soon on our website <https://bmcsnj.org/events>

CALENDAR OF EVENTS

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

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

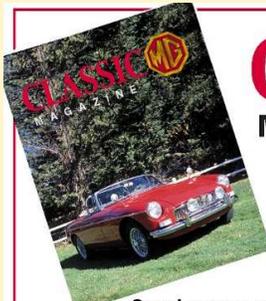
DATE	BMC EVENT	LOCATION / STATUS
January 1/15	<i>Membership Meeting</i>	7 Stars Diner, Sewell 1890 Hurffville Rd. Sewell, NJ 08080 7PM / 6pm Dinner
1/25 12 pm	Simeone Museum Best of Britain British Racing at LeMans Demo Day Features: Bentley 3 liter, Aston Martin LM, Jaguar C-Type	Simeone Museum 6825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

Events Continued



DATE	BMC EVENT	LOCATION / STATUS
June 17 <i>Canceled</i>	<i>Membership Meeting</i>	Uno, Maple Shade 2803 NJ-73 S 7PM / 6pm Dinner
July 15 <i>Canceled</i>	<i>Membership Meeting</i>	7 Stars Diner, Sewell 1890 Hurffville Rd. Sewell, NJ 08080 7PM / 6pm Dinner
7/18 <i>Canceled</i>	<p align="center">British Car Owners Ice Cream Social</p> 	5 Points Custard E. Landis Ave. (Rt.540) & Tuckahoe Rd. (Rt.557) East Vineland, NJ 6 threw 8:30pm robgt71@verizon.net
August 8/8 Rain Date 8/9 <i>Still Active</i>	<p align="center">Tour of South Jersey</p> 	IMPORTANT: Meet at Harrison House Diner Intersection of Rt.322 & Rt. 45, Mullica Hill, NJ <i>Come Early for Breakfast.</i> events@bmcsnj.org
8/19 <i>Canceled</i>	<i>Membership Meeting</i>	Uno, Maple Shade 2803 NJ-73 S 7PM / 6pm Dinner
September 9/12 Rain Date 9/13	<p align="center">Tour of Burlington County</p> 	IMPORTANT: LEAVING Johnson's Corner Farm in Medford at 10 AM sharp. So get there early for coffee and donuts !!
9/16 <i>Canceled</i>	<i>Membership Meeting</i>	7 Stars Diner, Sewell 1890 Hurffville Rd. Sewell, NJ 08080 7PM / 6pm Dinner
9/26 10am-2pm <i>Canceled</i>	<p align="center"><u>BMC of SNJ END of Year Show</u> <i>The Greenwich Artisans Faire</i> Benefits Cumberland County Historical Society</p>	Ye Greate St., Greenwich, NJ
October 10/3 Rain Date 10/4	<p align="center">October Two Rivers Tour</p> 	IMPORTANT: LEAVING Somers Point WAWA at 10:00 AM sharp. Located at McArthur Blvd. Rt. 52 next to the Point Diner. Wawa bathrooms are open - Masks required for entrance. Also a <u>Second Meeting area</u> at Lake Lenape Park.
10/21 TBD	<i>Membership Meeting</i>	Uno, Maple Shade 2803 NJ-73 S 7PM / 6pm Dinner
November December	<p align="center"><i>No Membership Meetings in recognition of the holiday season</i></p>	 

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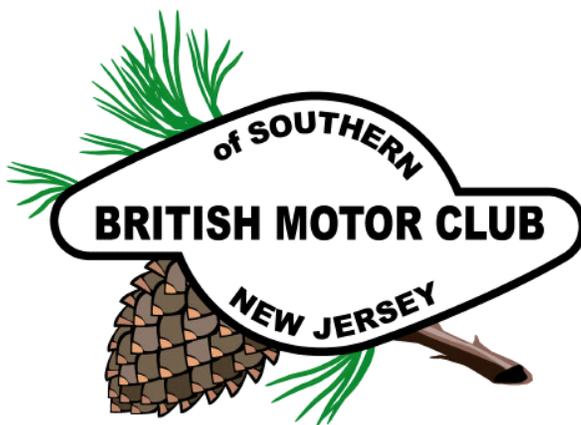
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The BMCSNJ Web Site can be found at
WWW.BMCSNJ.ORG



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