

OFF SIDE



British Motor Club of Southern New Jersey

NEAR SIDE



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

July/ 2018
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July Cover Car
The MGB GT

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BRITISH MOTOR CLUB of SOUTHERN NEW JERSEY



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

BMC Meetings

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

Odd numbered months (January, March, May, July, September):
Seven Star Diner, 1890 Hurfville Road Sewell NJ

Even numbered months (February, April, June, August, October)
Uno Chicago Grille Rt. 73, Maple Shade NJ

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.

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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: president@bmcsnj.org

>>>> 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.

**The official BMCSNJ website can be accessed at
WWW.BMCSNJ.ORG**

PRESIDENT'S MESSAGE

Ed Gaubert

It seems like yesterday that I was sitting here writing this article for the last newsletter. Where does the time go? Or was I really that late in submitting the last one? I wish I could write an article about what I accomplished on my cars since the last newsletter, but that would be a very short two-word article. "Not Much".

The BMCSNJ Board has been busy though, and I think that we have accomplished a lot. Forgive my rambling, I am going to tell you about these accomplishments as they come to my rambling mind.

Elsewhere in the newsletter you will read about the specifics of the events that were held. Attendance at most events and meetings seems to be stable at 20-25 members. I am encouraged by these numbers, and I thank everyone who supports our efforts. I always want more, and I vow to make our future events and meetings even more attractive to more members. Lets hear from the other 140 of you ...what will it take to bring you out to meetings or events? I am all ears.

Charlie Hoffman recently joined the club and has stepped forward seeking to be actively involved where he can help. Charlie has agreed to be the lead person for our 2019 Smithville event, and has been helping with some of the data gathering for the newsletter. Charlie is from Tabernacle and drives a nice Triumph Spitfire. His comment to me recently was "I joined the club to meet people and learn more about the cars. Getting involved and helping should be a great way to accomplish that". That's exactly how it works. Thank you, Charlie.

At the May Board meeting, we voted to expand the size of the BMCSNJ Board from 6 to 8 positions. As we become more active, there are more things to be done. While we have not defined specific positions at this time, we wanted to take the organizational step to authorize the number of board seats to allow us to add more leadership and spread the responsibility even further.

The volunteer kudos of the year go to Gene Lillie from Westville. Gene joined the club since the last newsletter was released. Steve Ferrante sends a welcome letter to all new members and includes instructions on how to access the most recent newsletters on the website.

Gene took the time to look at the newsletters and noticed my recent writing asking for someone who could help us with administration of the website. Days later, I received an email from Gene introducing himself and volunteering the services of one of his employees. Thank you, Gene, and welcome to BMCSNJ.

Speaking of the website (how about that smooth transition?) take a look at it (www.bmcsmj.org). Gene has made some tweaks to the fonts and some other changes that I will let you discover for yourself.

Still speaking of the website, we are planning to undertake a project whereby each of you will have the ability to submit a photo of your car with a line identifying yourself and the car, to be posted on the website. As I write this article at the beginning of June we have some details and procedures to work out, but it will be available very soon.

We have created an event planning form which is being completed by each event sponsor and will be kept in a central binder. These event planning forms will contain an outline specific to each event listing contact information, important dates and tasks, materials needed, people who have helped with the event, etc.

The goal is twofold:

- a) to document necessary information if any event sponsor cannot fill their role in a subsequent year; and
- b) to give us a tool for future sponsors of similar events to use as a guide.

We hope that having this file will help us to improve events each year and help make recruiting sponsors easier going forward. Thanks go to Steve Ferrante for the idea and for riding Tracy and I to make sure that it got off the ground.

Speaking of events (notice that smooth transition again?), we plan to meet with the management of Smithville shortly to begin discussions about our charity event there in 2019. There are a lot of challenges to holding an event in a public tourist shopping venue like Smithville, and we want to reach a mutual understanding with regard to display parking to enable this event to grow.

Sticking with events for another paragraph or so, we recognize that filling and publishing our events calendar has been a challenge in the past with a lot of confusion over confirmed/unconfirmed events,

(Continued on page 4)

solid dates vs. TBD dates, etc. While this will always be a challenge, our process for 2019 will be a bit different. In late 2018, as in prior years, we will hold a general event planning session open to the entire membership. Out of that meeting typically comes a list of events of interest to the members present, as well as volunteers to sponsor most if not all of those events. In early January, we will hold a meeting of those volunteers where we will establish dates for each of the events, goals for the events, and share the event planning forms with each of the sponsors to help them with their event. I don't expect this to solve all of the uncertainty but I am confident that it will be a great improvement.

Still on events, we made a late decision to replace our gathering at Jack Kontes' place with a visit to the Plumbo Buckley museum. From a weather perspective it was a good change, although we did not know that the weather would be an issue when we changed the schedule.

I apologize for any confusion but a family of foxes and their young who took up residence near Jack's driveway are thankful. Jack's research into fox habits tells us that the young leave the nest early and the parents move on, so they will be gone shortly (notwithstanding the French fry treats that Jack is feeding them!!). So we have rescheduled the gathering at Jack's place to October.



Editor note: Ok, not Jack's Fox, but a Brit non the less !

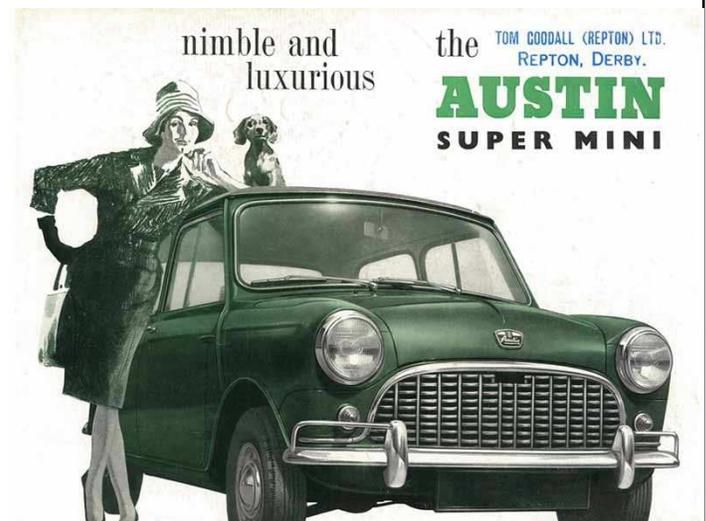
Since we were changing the event date, we decided to change the event scope as well. At the October gathering at Jack's we will also host a BMCSNJ parts swap meet. More details will follow as we get closer but start gathering up all that stuff that you "might be able to use someday". That day is coming in October. You can convert it to cash to buy other stuff.

This may be a bit premature, but I have never been good about secrets (ask my younger sister how she found out about Santa Claus!!). In addition to the great show that Fred Schuchard puts on each year, we are looking to develop an additional show in the Camden/Southern Burlington/Northern Gloucester county area. We have only gotten as far as agreeing that it is a good idea. This will be a long process. We will be seeking volunteers to serve on a site selection committee as well as a committee to sponsor such a show. Watch your email for further communication.

Just as I opened this article welcoming Charlie and Gene, I want to take a personal moment to bid farewell to long time member and friend Bob Coles of Lumberton. Bob and his wife Judy have moved to Oklahoma to be near family. Bob, if you are reading this, thank you for the stories and pictures of your MGA restorations. They kept me inspired to complete mine (you have to have seen where Bob started and what he created to really appreciate this). Be well my friend and keep in touch with us.

In closing, thanks to everyone for your support and encouragement. None of us are paid for leadership roles in the club (ok, free dues while we serve). Our reward comes from each of you enjoying the hobby a bit more because you are members of BMCSNJ. Come on out, say hello, and tell us what you think.

Ed Gaubert



Treasurer/Registrar's Report July 2018

Money Is No Object

by Steve Ferrante

OK, so we went from Winter to Summer with two weeks of rain in between to separate the seasons. Welcome to New Jersey. It hasn't seemed to dampen the car hobby, though. Friday nights and Saturday mornings reveal dozens of cars heading to cruise nights and shows all over the area. In the past few weeks, I have seen vintage examples of muscle cars, street rods, trucks and exotics...not to mention a half-rusty Chrysler K- Car with QQ tags. I must say that, aside from an MG or Triumph here and there, the British car presence seems rather light. If you need help getting your car back on the road, talk to club members as many would be glad to help. It is a great time of year.

Our current paid membership count stands at 167 and our treasury is strong. If you have been following along, you know that we are now an official non-profit organization. We are working hard to build a structure for all our events along with an organized board that will make operating the club efficient and easy. It is a perfect time to get involved! Drop us a line and offer to help, you won't regret it!

As you can see, we have added several new members over the past few months and also had a few rejoin after a year or so away from the best British Motor Club in Southern NJ. We are approaching July 1, which is the second of the two dates each year when membership payments are due. If you are in this group, you will be receiving a notice very soon. I appreciate your prompt payment before the due date as it will make running the club much more efficient. If you don't respond to the renewal notice, then it will be your responsibility to rejoin the club after you are removed from the email list.

You have also received a notice that we have changed our PayPal address for club dues payments. The new address is members@bmcsnj.org. If you have a recurring payment set up in PayPal that went to the old email address, it has been cancelled and you will have to make that change to the new one above. Dues for 2018 will remain at \$15/year and, of course, they can still be paid by check mailed to my home address at 90 Strawberry Drive, Shamong, NJ 08088. Sending your renewal early will give me more time to work on the MGA. Thanks!

WELCOME NEW MEMBERS !!

John Medica Egg Harbor Twp, NJ 1972 Triumph TR-6

Robert Sabota Clayton, NJ
1967 Austin-Healey Sprite Arkley Body
1978 MG Midget

Gene Lillie Westville, NJ
1978 MGB

Roeland deWilde Bridgeton, NJ
1957 MGA Rdstr
1959 MGA Coupe



M.G.B. GT



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Messrs. E. King, Eng., Messrs. Charles E. King & Co., 552 W. Chicago Ave., Chicago 72, Illinois, U.S.A.
Messrs. J. H. Dressel, Eng., 3109 N. Potlatch Street, Arlington, Virginia, U.S.A.
Messrs. Seabrook Beach Garage, Ltd., 2501 Queen Street East, Toronto, Canada
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48 ROAD & TRACK, January, 1957

SECRETARY'S SATCHEL

March 15, 2018

Tom Evans

June 15, 2018

The momentum is building, we can sense it! This year's events are well attended and membership is growing. The Board has been active in planning the regular event and new, supporting other clubs and encouraging the members to join in and stay connected. The expansion and renovating of the website has brought the information up to date and the calendar is being updated more regularly. Thank you to Gene Lille for helping to maintain and explore new formats.

Thank you to the organizers of the Smithville and Plumbo-Buckley events and to Tracy for steering things in the right direction (evnts@bmcsnj.org). We are looking for additional people to sponsor or help with some of the events thereby creating a consistency in the format and a higher level of quality in the experience for all. Our newsletter Off Side/Near Side is in need of technical articles, stories and profiles. We are challenging the members to write your own story, short or long, and include your reasons for your interest in the hobby, cars you've owned and their stories. It can be brief, include some photos, and let us all be encouraged. Submit your work to the editor at [edi-tor@bmcsnj.org](mailto:editor@bmcsnj.org).

The regular club meetings are going very well on the third Wednesday of each month. Odd number months are held at the Seven Stars Diner in Sewell and even number months and held at the Uno Grill in Maple Shade. Come out to the one nearest you or come to all. See all in the Events section of this issue of Off Side/Near Side.

Join us on July 21st for an evening out with cars and ice cream at the Ice Cream Social held again this year at 5 Points Custard on the crossroads of 540 & 557 in East Vineland, NJ, join in for a Tour of South Jersey on August 11th at 10 AM (August 12th as a rain date), Meet at Harrison House Diner, Rt 322 & Rt 45, Mullica Hill, NJ. The Ice Cream Social is great fun for the whole family, we have family living in the Vineland area and they always join us to see the cars and enjoy an evening out. I particularly like the drive home at dusk in the cool air of the Pines. See more details in this issue of Off Side/Near Side.

The SEMA Action Network National Collector Car Appreciation Day is July 13th this year. "The date marks the seventh consecutive commemoration in what is now an annual event to raise awareness of the vital role automotive restoration and collection plays in American society. Visit http://www.semasan.com/page.asp?content=celebrate_collectorcar_day&g=SEMAGA for events posted on SEMA." (SEMA website) Nothing in New Jersey, so let's start our own! Get out and drive, cruise to the local restaurants and enjoy the summer!

Get involved, volunteer for the events and contact the coordinators to lend a hand. We move the events geographically to help everyone attend most of them but it is also great fun to drive some of the distances to get to them. Keep the petrol filled, dashpots topped and a GPS in hand ... See you on the road.

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THE EDITOR WRITES

Joe Marchione

The Editor writes ? Hopefully—not too much ! What is all this “Editor” stuff anyway ? Well, I do go out and find some stuff that I think will be interesting to our British car bunch and paste and push stuff around until it either fits or I just give up. After staring at a laptop screen for hours this old back of mine just says fer’ git a’bout it !

But what really makes a club newsletter interesting for the members are ... the members! Actually it’s the cars. I mean really we’re all just the stewards (slaves) of these cool little cars. Of course it’s fun and all but when someone wants to talk about my blue car, at a meet or on the street, they could care less about who drove it there. Just get out of our way so we can get a better view of “the car”!

Fortunately a couple of our members have stepped up and contributed words and pictures of our events, experiences and their own Brit car projects. The trials and tribulations of bringing one of those cool, classic, challenging, fun British autos back to life is one of the most interesting things other car people care, and want to read about.

Fred Schuchard has presented us with a couple of head scratching problems he’s encountered over the years. He answers them in the next newsletter but I’d like to encourage people to send in their guess and I’ll post it if correct.

So what do you win ? A Pinto ?! God forbid no. You get Nothing ! Nothing but the satisfaction of not only being right but also of contributing to our little publication.

Fred has done his part, but now what I need is someone else to come up with a British car problem that puzzled them until they finally realized or had someone help them to find out the solution. I know with all our members and all their projects and all those miles driven or pulled off to the side of the road thinking What the heck there must be a few puzzlers worth sharing with the club.

If you can think of one (or two) just write it up and send it to me at “editor@bmcsnj.org” and I’ll get it posted. Puzzle first and answer next.

Another great contribution could be your own profile. Charlie Hofmann contributed a **member profile** of himself and his 1978 Triumph Spitfire in this issue. Great ! Perfect ! Just what we need and want. It’s a great way to get to know our members, a bit about them and of course their British car. So please, please, please check out Charlie’s profile and put one together to let old and new members get to know you.

And *please*, chronical one of your projects !! We all want to know what it took to turn that rust bucket of Lucas parts into the beauty she is today. Believe me ... “I” want to know cause I’ve got a project that’s been sitting in my garage way too long and

seeing and reading about others who have faced the challenge and succeeded gives me hope (hope that I’ll get my lazy boot off the couch and back in the garage. Again — editor@bmcsnj.org Also good to leave me a message at 609-272-9743 so I don’t miss it.

One last thing—I’m trying out something new that, if it works may have great potential. At the end of the MGB GT article there’s a Web Link that (if it works) should lead you to a cool MGBGT connection.

To make it work (if it does) hold down the Ctrl key on your keyboard and double click on the blue LINK. That should open up an internet page that I think you MGBGT lovers (and others) will get a kick out of. Let me know how it goes and if it goes well I’ll plug in some other interesting stuff.

Joe Marchione



INTRODUCING SANDMAN SEZ Returns Next Issue

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 . 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. We will run them as a series titled “Sandman Sez”.

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

BMCSNJ MEMORIAL GATHERING AT SMITHVILLE

On Saturday, April 21, 2018 The Club met for it's annual BMCSNJ Memorial Gathering at Smithville. This event is a charity fundraiser for Samaritan Hospice in honor of our club members who are no longer with us. The many different types of Little British Cars, (LBC's) were arranged in the parking lot adjacent to the annual Art Walk and the shops at Smithville.



The Art Walk Faire featured many different types of local crafts, including a lamp made from an SU Carbtorator and a table made from an old flywheel. This year's annual event was held on an absolutely beautiful afternoon with a turnout of around 30 vehicles and a total donation to Samaritan of nearly \$800, pushing us closer to our donation goal of \$10,000.



All in all, it was a wonderful afternoon spent with friends, collecting donations for a great cause, and a great opportunity to shake the dust off our cars after storing them all winter.

~Tracy Westergard



Ed Gaubert Adds

I am happy to share with you that 2018 was the 8th year that we have held this benefit and to date we have raised \$6,343 for the good folks at Samaritan. That amount pales in comparison to some of the golf tournaments and corporate giving, but I can tell you from first hand experience that the Samaritan people appreciate what we do just as much as they appreciate the large corporate contributions. They asked me to thank each and every one of you who attended.

We have two more events at Smithville until we celebrate the 10th anniversary of our partnership with Samaritan. I think we can raise that cumulative total to \$10,000. All we need is nice weather and each of you.

ANOTHER STRANGE PROBLEM

Fred Schuchard

The only difficulty with this issue's "mystery problem" is that it did not involve a British car. The problem occurred during what should have been a simple repair to an Italian car.

Many years ago, in 1961, after my stint in the USAF, I was back in school at Rutgers College of South Jersey in Camden. I was driving a 1961 MGA and working as a part-time salesman at Jefferson Imported Cars on Chapel Ave. on the outskirts of Merchantville. For those of you old enough to remember, Charlie Jefferson was a great guy and was also fun to work for. He was a franchised dealer for MG, Austin Healey, Morris, Jaguar, Daimler, and AC cars. The shop also repaired all makes of foreign-built cars.

Charlie, in addition to normal sales and service activities, maintained race cars for Bob Grossman (Ferrari driver from Nyack, NY), Bill Steagel (Lotus 11), Richard Jubanek, (MGA), Shorty Miller (Turner Super Sport), Donna Mae Mimms (A. H. Sprite), Norman Rosengarten (TR-3), and Bill King (H modified special). There were a few others that I can't recall including a local doctor who raced a Sabra, a short-lived sports car built in Israel. Charlie himself raced a Lister Jaguar in the C Modified class. For a kid, this was a great and exciting place to work to say the least!

One warm afternoon, after classes at Rutgers, I was working at the agency in my capacity as a salesman. Things were slow as they usually were in the afternoons so I was hanging around in the shop. A FIAT 1200cc TV Roadster was brought in with a starting problem. It would not turn over while attempting to start the engine. A quick diagnosis determined a faulty starter motor. The old starter was removed and Anthony Butch, the parts guy, headed off with it to a nearby foreign parts store to get a new/rebuilt one leaving the original for core credit. When he returned, the mechanic installed it, hopped in the car, and turned the key to start the engine. The engine turned briskly as it should with a good starter, but absolutely would not start. He tried again - spun quickly but would not start.

The usual suspects were checked. Fuel? Yup, plenty of fuel being pumped. Spark? Yup, plenty of spark so ignition was OK too. Now what?

All of this activity attracted Charlie's attention so he came out of the office to investigate.

At some point he suggested that they push the car. They did with Charlie at the wheel and the car started immediately! He drove it around the block and back into the shop, shut it off, and tried to restart it.

It cranked quickly but absolutely would not start. They pushed it back out of the shop this time with the mechanic at the wheel, pushed it forward for less than 10 feet, and it started right up and ran perfectly!

Once again the car was driven back into the shop and shut off and once again it would not start when using the starter. Charlie was beside himself. He couldn't figure out the problem and was now losing money on the job. I remember watching from the sidelines when Charlie opened the hood to take another look at the engine.

After a careful look-around the engine area, he asked the mechanic to turn the key again to engage the starter. The engine spun around vigorously as Charlie watched. Suddenly he yelled to the mechanic to stop cranking the engine and said to all of us who were watching, "You're not going to believe this!"

What do you think Charlie saw under the hood?

What was it that caused this car to run perfectly when pushed-started but would not start at all even though the engine was being spun by the starter motor? Obviously the problem was plainly visible to my boss !



Editor: Fred's answer in our next newsletter. If anyone knows the answer or would like to comment you can send your WAG (Wild A** Guess)



"it's easy, lady...just follow the oil leaks!"

PLUMBO BUCKLEY MUSEUM

On Saturday, June 2, 2018, about 20 club members gathered at the Plumbo Buckley Antique Automobile Museum in Egg Harbor Twp for cars and pizza. Plumbo Buckley is truly one of New Jersey's hidden treasures, if you love cars, motorcycles, and automotive memorabilia, and you have never visited this place, you should definitely put this location on your list of places to visit.



We were hosted by Victor Plumbo, who is a virtual encyclopedia of everything automotive. He has an absolutely amazing wealth of knowledge to share with the world. The museum features a number of significant British cars such as the collection of Mercers, and also one very rare Invicta, as well as significant American classics such as a collection of Cords, his and hers Corvettes, a 57 Chevy, and several Indian Motorcycles.

Also of note was an extremely rare Mercedes. Members were able to view these wonderful vehicles and share stories with Victor about them and vehicles like them and enjoy his musical jokes about the "lost Cord/Chord." The club provided pizzas and sodas from Special Pizza City in Egg Harbor Twp.



~Tracy Westergard





POOR MAN'S ASTON? The MGB GT

So how did the MGB GT come to be? You would think that BMC developed their follow up to the MGA and then sometime later decided that a fixed roof version (like the MGA hardtop would be a good idea. However, the reality is that the MGB was originally inspired by the Aston Martin DB2/4 and was from the beginning conceived as a GT. Considering this it took the factory a curiously long time to develop a fixed-roof version of the B after first introducing the MGB roadster. Indeed, from 1963 to 1965, BMC's Competitions Department was obliged to fit the MGB roadster with an accessory hardtop in order to race in the GT classes. It was obvious that having ignored the original GT concept MG was missing huge opportunity.

Realizing that there was a market and advantage to offer a GT. In fact, true to the original concept, the Abingdon design office had started work on an MGB coupe, designated EX227, months before the roadster even went into production, but none of their efforts panned out. Engineer Roy Brocklehurst said that of all things, the primary obstacle was trying to retain the roadster's windshield. Because the B's windshield was so low, it proved very difficult to design a good-looking roofline that would still provide adequate headroom. This similar problem occurred when the MGA coupe was designed. Chief body engineer Jim O'Neill was never comfortable with the MGA roof and felt it looked like an afterthought and tacked-on. MG chief engineer Syd Enever explored various design concepts for a fixed head MGB, but none was satisfactory and the project dragged on for almost two years.

Growing impatient, BMC Chairman George Harriman commissioned Italy's Pininfarina to build a prototype. In the fall of 1963, Abingdon shipped a gray MGB roadster to Turin. Pininfarina returned it the follow spring, now painted metallic green and sporting an attractive hatchback roof.



The MGB GT's windshield is about 4 inches (101 mm) taller than that of the roadster while the side windows are about 1.5 inches (38 mm) higher; the front fenders were reshaped to maintain the car's proportions. The GT had the same engine as the roadster, a 1,798 cc (110 cu. in.) B-series four making 98 hp (73 kW) and 110 lb-ft (149 N-m), but the coupe's extra weight makes it a bit more than a second slower to 60 mph (97 km/h).

This new design sliced the Gordian knot that had stymied MG's designers: By raising the windshield about 4 inches (101 mm) with a commensurately larger greenhouse, the Pininfarina car combined reasonable headroom and fine proportions. It also had superior aerodynamics despite its greater frontal area.

It is interesting that the greenhouse of the finished product bears a noteworthy resemblance to a 1962 concept car built (though not designed) by Pininfarina, a one-off coupe based on the Austin-Healey 3000 platform, developed by design students Michael Contrad, Pio Manzù, and Henner Werner for an *Automobile Year* contest. That concept had been



exhibited at the 1962 Earls Court show in London, so BMC was definitely aware of it.

In fact, chairman George Harriman subsequently acquired the rights to the design, which was developed for several years as the ADO30, a possible competitor to the E-type Jaguar. It is not known to what extent the ADO30 may have influenced the design of the fixed-head B, but we assume the designers in Abingdon would have seen it,



Continued on pg. 12



whether at Earls Court or in Longbridge.

Whatever its origins, the Pininfarina prototype made an immediate hit with John Thornley, who thought it would appeal to a more upscale class of buyers; it would at last be the affordable Aston Martin he had imagined back in 1957. After a few detail revisions, the coupe was approved for production, which commenced the following summer. Dubbed MGB GT, the coupe bowed at the London Motor Show in the fall of 1965.

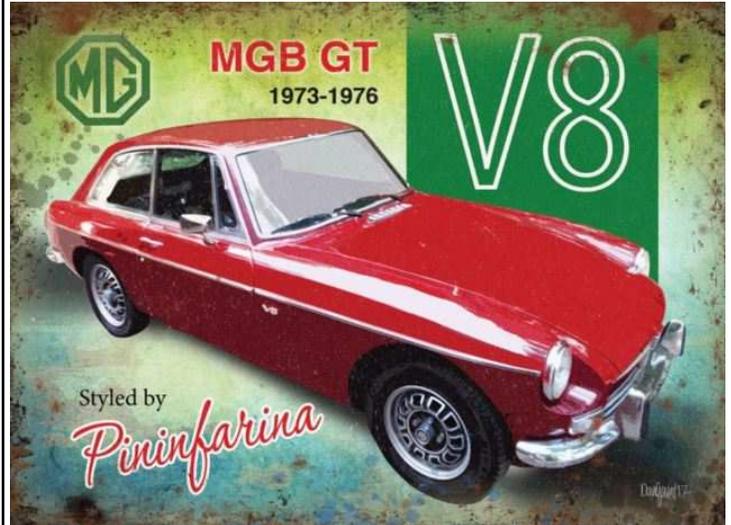
Like the long-departed DB2/4, the GT is a 2+2 with a tiny rear bench into which a small child or medium-size dog (or back in "the day" on a trip to the beach, another guy, two girls, a cooler, a guitar, and two blankets) could be crammed for short trips.

Although a heater was still optional, extra sound insulation and a marginally less flinty ride made the GT more civilized than the roadster,

although no one was likely to mistake it for a Cadillac. Since the GT was some 220 lb (100 kg) heavier than the open car and used the same powertrain, its acceleration suffered somewhat, but the coupe's lower drag made it just as fast as the roadster (if not faster) all out. The GT's handling was actually superior, thanks to better weight distribution, stiffer rear springs, and a standard front

There is no question that the MGB GT was heavier than the roadster, but estimates of how *much* heavier vary by as much as 80 lb (36 kg). It is suspected that the confusion is attributable to the curious contemporary practice of quoting curb weight with other than a full tank of fuel. *Motor* in those days measured curb weight with just enough fuel for 50 miles (80 km) of driving, *Autocar* using half a tank; the difference in fuel weight would account for much of the discrepancy between the various published figures. In any event, the GT received an extra leaf in each semi-elliptical rear spring to compensate for the extra weight plus a front anti-roll bar to maintain handling balance.

anti-roll bar, still optional on the open car. In addition to the Pininfarina styled MGB GT more powerful variants were introduced starting with the much maligned 3 litre, 6 cylinder MGC in October 1967 which also appeared in GT style. Later in August 1973 the MGB GT V8 was launched which sadly never saw the light of day in roadster form and was a low volume production of only 2591 cars.



There were two limited production runs which both have their niche in MG history, commencing with the Anniversary MGB GT, a limited edition run of 750 cars to celebrate 50 years of MG production. These green with gold livery GTs were launched in May 1975 and are now very much sought after as collectors cars.



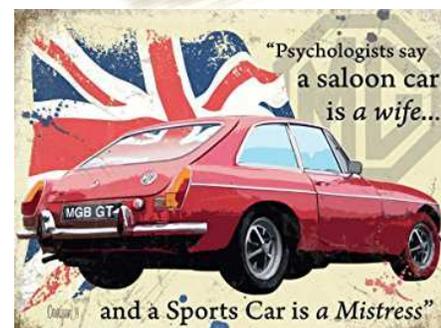
Continued on pg. 13



The MGB GT never became as ubiquitous as the roadster, but it was a solid success, eventually selling more than 125,000 units. Although North America took more than half of all GT production, the coupe is less familiar to Americans today in part because it was withdrawn from the U.S. market in early 1975. It remained available in Great Britain until the end.

Starting at £998 8s 9d with purchase tax (about \$1,400 at the 2018 exchange rate), the GT cost about £143 (about \$190) more than the roadster, but sales were strong. If the GT was less overtly sporting than the open car, the coupe was also more elegant and obviously more practical. The arrival of the GT boosted the MGB's total sales volume by more than 40%, prompting BMC to expand production at Abingdon. By the time the factory had built enough GTs for homologation, the MGB's competition heyday was winding down, but the coupe did achieve some racing success. An MGB GT driven by Andrew Hedges and Paddy Hopkirk won the GT class at the 1967 12 Hours of Sebring while an aluminum-bodied GTS (actually a prototype of the still-gestating six-cylinder [MGC GTS](#)) with a bored-out, 2,004 cc (122 cu. in.) engine ran in the 1967 Targa Florio. In 1969, another MGB GT, driven by Americans Logan Blackburn and Jerry Truitt, took fourth in class at Sebring. As with the roadster, private GTs continued to race in major events as late as 1978.

To mark the end of MGB production and sadly the last MGs to be produced at the Abingdon factory, a limited run of 1000 cars were built in distinctive metallic paintwork. Known as the Limited Edition, 580 GTs in Pewter Grey and 420 Roadsters in Bronze were completed by a demoralized workforce.



Continued on pg. 14



At a glance, only the familiar grille and bumper suggest the Coune Berlinette's MGB origins; most of the upper body structure is different, including the A-pillars and windshield frame. Nicolas Lecompte, the owner of this car and a friend of Jacques Coune's, says the windshield and backlight were borrowed from the contemporary Renault 8. The only mechanical change was an Abarth exhaust system — Coune was also the Belgian Abarth distributor — but the fiberglass-bodied Berlinette weighed about 125 lb (57 kg) less than a stock MGB roadster and the sloping roof and Kamm tail gave it better aerodynamics. Claimed top speed was 112 mph (180 km/h).

Not dissuaded, Coune continued to market the Berlinette himself, offering both turnkey cars and conversions of customer vehicles. Either way, all Berlinettes began life as fully assembled roadsters. Anders Ditlev Clausager's speculation that the Berlinette was assembled from Belgian CKD kits was apparently incorrect, although it certainly would have made things easier! However, with a base price of 300,000 Belgian francs (about \$3,400) a new Berlinette cost nearly twice as much as an MGB roadster, which limited the coupe's appeal. Sales dried up after the arrival of the much cheaper MGB GT and Coune ended production in 1966, although unsold cars lingered at dealerships for several years afterward. Total production of the Coune Berlinette eventually came to 56 cars, the first six bodied in steel, the rest in fiberglass. Except for Walter Oldfield's car, all were left-hand drive. Most Berlinettes were sold in Belgium or the Netherlands, but at least two cars eventually made it to the U.S.

Material from Ate Up With Motor website
<https://ateupwithmotor.com/model-histories/mgb-and-gt-history-part-2/>

If you admire the MGB GT do yourself a favor and click on the web link below. (or copy and past)

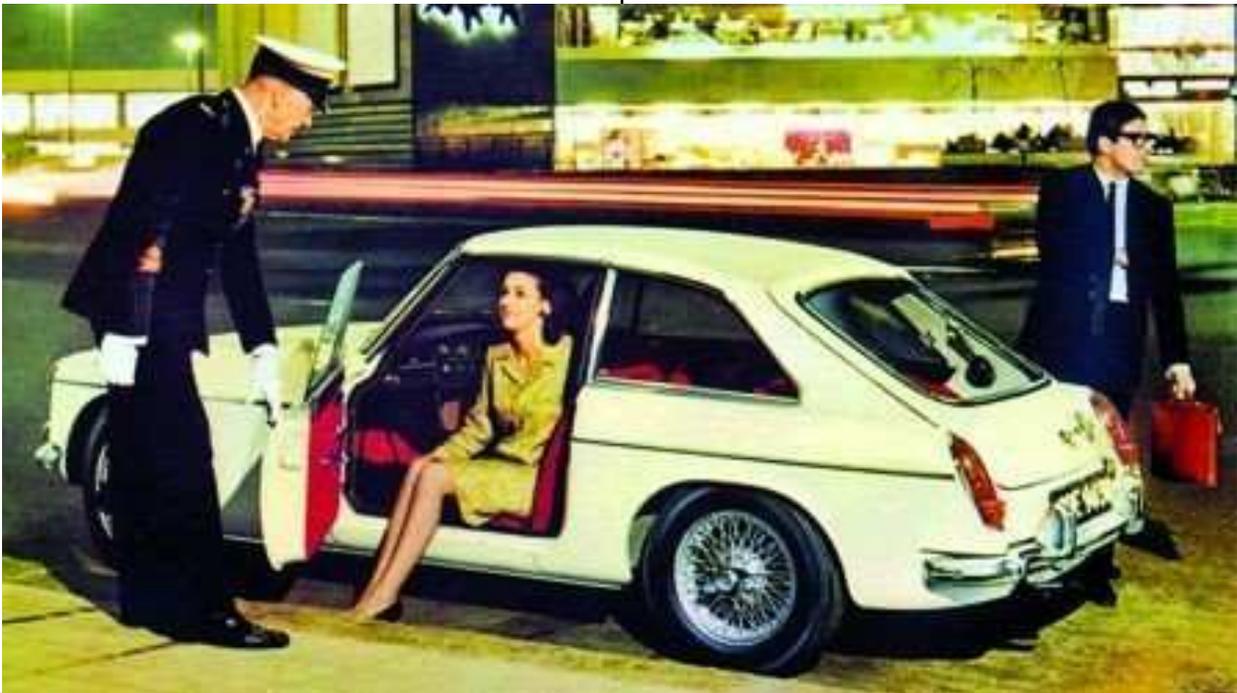
TO ACTIVATE CLICK ON THE LINK [SOUND ON !!](https://www.youtube.com/watch?v=k6A3xY26ymY)

<https://www.youtube.com/watch?v=k6A3xY26ymY>

SIDEBAR: The Coune Berlinette

While the factory was still struggling to come up with an MGB coupe, an independent coachbuilder decided to essay a fixed-roof B of his own. In 1963, Belgium's Jacques Coune Carrossier transformed an MGB roadster into a sleek, Ferrari-like semi-fastback coupe called the Coune Berlinette, which debuted at the 1964 Brussels Motor Show. The positive response led Coune to begin limited series production of the coupe for the European market.

Intrigued, BMC technical director Alec Issigonis arranged to acquire a Coune MGB for evaluation and entered preliminary discussions with Jacques Coune about the possibility of BMC's licensing the design for a production MGB coupe. However, by the time BMC obtained their test Berlinette in June 1964, Pininfarina had completed the prototype of the MGB GT, which had much greater commonality with the roadster and would be far cheaper to build than the Coune car. Issigonis finally told Coune that BMC had decided not to license his design after all, offering the rather disingenuous excuse that the Berlinette was "too Italian!"



THE SHORT HAPPY LIFE of BOB'S MGB GT

Bob Solomon

My "Sandy Beige" GT was my first hatchback. Ed Roth and Mark Greisler provided it. Fred Schuchard was service manager. We were all close. Those were the years.



Europas. Guliettas, No MGCs yet. Real sporty cars at Ed Roths. Jensen-Healeys, Elvas, Sunbeams and Tigers. Froggy Midgets. XKE's.

In NJ, we saw Super Snipes, A-40s, Morgans – with 4 wheels. Love was BRG with wires and Dunlop square tyres.



I'd had a Morris convert, a Mini Cooper 997cc, a red-then-pink B, a BRG B, and Fred Schuchard's Elva Courier, but heading to Canada I wanted warm and roomy, the new GT. Roth had one with racing mirrors, a Nardi wheel... and wires. It was, I knew, no speedster Elva. Nor very luggageable. The rear seat above the batteries' dzus-fastened steel cover was tinny, and a plywood cover ate space above the spare tire. An MGB-GT was no Escort station wagon, either.

I was at home in it: Fred Schuchard's words as I pulled into Roth's for service that summer of 1967 were "Bob, this is the first time I've seen you sitting straight up and looking out a windshield." This was no bathtub 356 Porsche. For 6'3" me, it was as grand in headroom as MGB's were in legroom, and its grille was a toothy Major General's grin. England lived in Saudi Arabia, so the hatch was neither wiped nor heated by air or wires. I was unaware that I was in for tough sledding.



I hit the worst winter in 60 years, -45 F was common. One night, my after-market aluminum door handle, with wood inserts yet, shattered in my hand. So did my wife's. Luckily, used to life with B's, I had OEMs in the trunk.

But the hatch window bore a thick coat of ice – on the inside.It melted in April.

But I loved the GT. The car was rock steady at 70 mph ("Safety Fast" as the ad said). I purchased grip with Michelins, balanced the SU's, and matched the jets' height at rest, achieving lump-less idle. That made me forget the hail storm in Fargo that had made the hood lunar and dented the steel.

Insurance had saved my wallet! As an MGB vet, I had replaced the battery cables with American ones on Day One with waterproof, thick red plastic coatings for the 6 volt batteries 2 inches above the exhaust pipe and snow. Every November, I inserted a 187 degree 'stat and disconnected the oil cooler. You see, Brits had put the mini-heater and weak fan from the roadster into the GT's trebled volume, and I froze until I bought down-filled parka, mitts, Mounties' cap, and work pants. I added an engine-water block heater plugged in on cold nights. 230 happy watts. We drove our Canadianized GT for 4 years. Every April, back came the oil cooler and 168 stat. GT meant again Great Toy. Slow but "Safety Fast". Still the hail damage worried me. A steel roof was reassuring, but flopping seat backs w/o catches? Steering column non-adjusting / collapsing? Steel dash? Aluminum bonnet? Frameless windows? No member twixt gas tank and bumper? My GT was no Volvo.

Alas, "Everything put together falls apart", as the Beatles said of love. One autumn afternoon, kids drinking beer drove their '55 Chev, as Canucks call Chevys, through a stop sign, hitting my left "wing" and spinning the GT 105 degrees. Unscratched but heartbroken, I parted out the GT – a Marcos GT owner bought the windshield, and I bought a 1970 roadster with overdrive and wire wheels that had had been stolen and was being stripped when cops found it.



I transplanted my black leather seats, and the rear seat, added my air cleaners to replace stolen ones, fixed the cut wiring, bought a hardtop, and kept that Blaze Orange toy until 1990. But every time I saw a GT, I winced.

I still have its dash, the SU synchronizer, the Thor disc wheel copper hammer, and the rear -seat. I'm a packrat. Gave the unused replacement hood icon from my Elva Courier to a friend of Fred's, Skip Lustig, who was rebuilding the same Elva I had owned 40 years before. Like the Empire, British sports cars should soldier on regardless. I wish my Sandy Beige 1967 MGB-GT had.

Bob Solomon, Edmonton, Canada



THE BRITISH ARE COMING AGAIN !

LEWES CAR SHOW - MAY 5, 2018



Fred Schuchard



Club members Bruce-Aydelotte, and Pete-Colucci with Fred-Schuchard's class winning 71 Morgan

After a week's worth of ambiguous weather forecasts (and indecision - we actually tried to cancel our hotel reservations but we were too late to qualify for a re-fund), Connie and I headed down to Lewes, DE on Friday afternoon, May 4th, our trusty Morgan in tow. It was actually a nice day, go figure!

That evening we were joined for dinner by Pat & Joe Marchione (our intrepid newsletter editor) plus another couple, good friends, who live in nearby Milton, DE. Another couple from Lewes, also good friends, were on a road trip and could not join us this year. Another BMCSNJ member, Bruce Aydelotte, had also arranged to join us but had to cancel at the last minute. However, he did make it to the show on Saturday. Most of the photos accompanying this article were taken by Bruce.

We awoke Saturday morning to a much nicer day than was forecast. I checked the local weather and suddenly they were predicting only a 10% probability of rain after stating numbers as high as 70% earlier in the week. Wonderful!

The show was held on a large grassy field on the water's edge (Delaware Bay) adjoining the Cape May - Lewes Ferry terminal. This site, although not as picturesque as the previous location in town at the Historical Complex, actually works very well. There is a huge parking area for spectators, trailers, etc. adjacent to the field and the ferry terminal is just 100 yards away with restaurants, a bar, and of course, lavatories, quite necessary for this octogenarian! Also, free shuttle busses into town.

The display field is large, well cared for, and has a great view of the bay. The show is sponsored by the Lewes Chamber of Commerce and run by the

Delaware British car Club - southern division. A very nice chap, Mike Tyler, an Austin Healey driver, has run the show ever since I've been attending.

All British cars built no later than the year 2000 are eligible to participate by either pre-registering with the Lewes Chamber of Commerce or late-registering at the gate. This year, due to the iffy forecast, almost 50% of the entries elected to register at the show. The resulting turnout was much more impressive than expected with a crowded field and lots of spectators.

Voting was by the "popular vote" method. Each car entered received up to 2 ballots and each spectator was given a ballot. The cars were arranged in classes by age groupings. Awards were given to the top three winners in each class plus a "Best-in-Show" trophy. The 1st Place winners in each class from last year, were placed in the Premiere class this year.



Skip and MayAnn Lustig with their '66 Elva Courier MkIV T-Series. The T-Series as all independent suspension. This Elva was first owned by Fred Schuchard in '66. Skip completely restored it.

BMCSNJ members attending (with cars) this year were Tom Douglas from Cape May with his BRG MGB-GT, Skip & Mary Ann Lustig with their '66 Elva Courier, Joe & Sherri Yampaglia with their handsome Jaguar E-Type coupe, and Fred & Connie Schuchard with their '71 Morgan Plus 8. BMCSNJ members in attendance without their cars were Joe & Pat Marchione (whose beautiful Lotus Elite is in the paint shop), Pete Colucci, and Bruce Aydelotte who is responsible for most of the photos accompanying this article.

At the show's conclusion, the organizers and the Lewes Police Dept. lined up the cars in the ferry parking area, the winners in each class, leading the pack. The police then led the parade into town and on to 2nd Street where the mayor was waiting with the trophies.

Continued on pg. 17



Tom Douglas and his beautiful MGBGT above and below.



As each car pulled up to the award area, Mike Tyler announced the description of the car, the names of the owner(s), and of course, which award was being presented. Another gentleman then announced some anecdotes relating to the car - these were furnished by the owners at registration. All this while the mayor handed the awards to the drivers and congratulated them. Very classy! Great fun and a wonderful, unique conclusion to a great show.

In spite of our modest representation at the show, two BMCSNJ members did win awards. Joe and Sherri Yampaglia (XKE) won a 2nd Place trophy in Class IV and Fred & Connie Schuchard won a 1st Place trophy in the same class.



Bruce Aydelotte stuffing the ballot box for Fred Schuchard's 1 place winning Morgan Plus 8

For any club member looking for a fun weekend in a beautiful town not too far away, I highly recommend attending this show. It's a great way to kick off the driving season with your treasured British car.

Submitted by:
Fred Schuchard
Roadstown, NJ

**MORE
PICTURES
FROM
LEWES
BELOW**



More pictures on pg. 18

CRUZIN' THROUGH LEWES

THE BRITS HAVE LANDED !!



BMCSNJ Member Profile

What Have I Done!?!



10 years into retirement and I would never have dreamt that I would own a Triumph Spitfire. But here I am driving a red 1978 convertible, or at least sitting in it when it is in one of its moods! A friend said "You're crazy! Get a Miata. At least they are dependable." But no - the intrigue of owning a classic trumped logic. But I am getting ahead of myself. Let me start at the beginning.....

At 17, I was living in Haddon Heights and in the market for my first car. I ended up with a 1958 Chevy Biscayne - all \$385 worth. It needed rings, but my Dad convinced me that we could do that in a weekend. And sure enough, with his help, we did. What a thrill when it turned over, started, and didn't smoke! I didn't realize until years later how big a boat that car was.

Fast forward to about 2012. My older brother Bill moved to a 55+ community in Egg Harbor Township, and several of his new neighbors had classic cars. Bill had a 1951 Ford Victoria in high school, and started casually looking for one to relive his youth. He eventually found one, and has turned it into a real beaut. He suggested I look around for a '58 Chevy, but they are rare and ugly. I had no interest. So much for that.

Then one winter day on a visit to see my son and grandchildren in New Hampshire, I happened past a small car repair / dealer that specialized in these snappy looking little foreign cars. Just for something to do, we turned

around and went back to look around. They were all British cars, and some of them were downright affordable. I began thinking that maybe a new hobby was something at which I could throw good money after bad. Six months and about a dozen false alarms later, I found a Spitfire that I could proudly park next to my brother's Ford. The body was solid, and other than a small knock (how important could that be?) it started on command and looked like fun. The journey began!

A few months later, I met up with some members of the BMCSNJ, and the number of friends grew. I remember going to the ice cream social and talking with

Kevin Kelly about my engine knock. Kevin warned me that ignoring it could lead to expensive repercussions, so I went to school on some websites, and proceeded to drop the pan and replace the rod and main bearings and thrust washers.

Continued on pg.20



Rotating out the upper main bearing shells is a ticklish proposition with the crankshaft still in the engine! But alas, the low oil pressure problem and knock did not go away. The crank needed to be machined. So back to the websites, and some skinned knuckles later, I had the engine out and to the shop for a rebuild. While I waited, I set plans to replace the clutch pressure plate, disc and t/o bearing. And I replaced the diff pinion seal. And a lot of clean up. And a new radiator. (I'm getting too old for this!) All went smoothly until.....I attempted to bleed the clutch slave cylinder. What a pain! But I prevailed with the help of a few friends.

The car has been a lot of fun, but mostly I enjoy the camaraderie. I have met a lot of great people whose paths I would never have crossed without the car. I meet with friends regularly on Tuesday evenings at the Evergreen Dairy Bar on Route 70 in Southampton. And Johnson's Corner Farm in Medford has a great cruise night on Friday evenings with food, music, and over 100 cars each week. I like to take the back country road from Tabernacle to Chatsworth with the top down to give the car some exercise and work out some of the kinks. And I hope to get us Spitfire owners out again for a little meetup some summer afternoon at the Medport Diner.

It has been pretty smooth sailing (kiss of death) since the engine went back in last October. Except for the recent issues - a leaking clutch master cylinder and a leaking rear brake line. (What was it that Ed Gaubert told me? If it isn't leaking it's empty!)

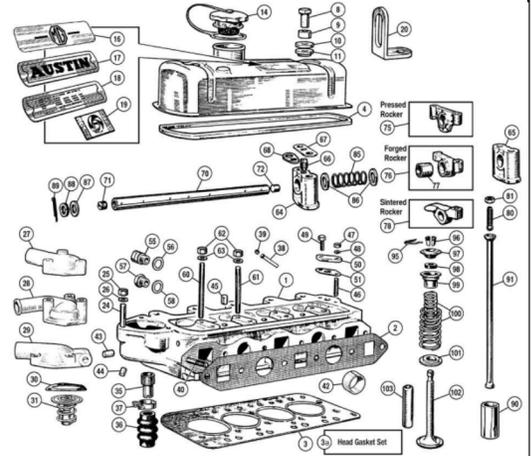
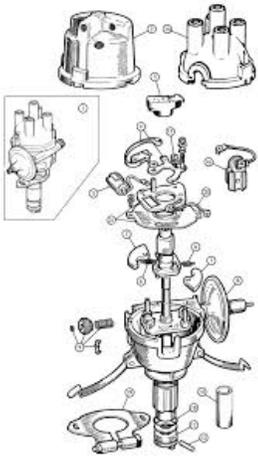
Where is that Miata?

Charlie Hofmann
Tabernacle, NJ
1978 Triumph Spitfire



MAY TECH SESSION AT MOTORCAR GARAGE

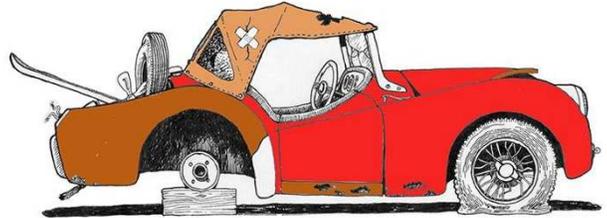
What started as a wild idea last winter came to be reality on May 12th at Motorcar Garage. Dan Carter was the winner of the tune up raffle that we ran during the winter. Dan's prize was a tune up on his MG-TD performed by Pete Cosmides at Motorcar Garage. Pete donated his labor and allowed 28 members to look on as he tuned Dan's car. BMCSNJ provided the parts and refreshments. It was a enjoyable and educational time for all. Thanks as always to Pete and Anne Cosmides for their hospitality.



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: mqgarage@comcast.net

Ads will appear for two (2) issues , as space allows



FOR SALE Lots of Midget parts plus a welder. Best offer for any or all of it.

- Clarke 180 240v Mig Welder with cart, 2 masks, gas tank, and other accessories (Magnets, spare wire,)
- Sprite/Midget hood
- Passenger side fender Midget 1500
- Midget/Spitfire 1500 engine (stock)
- Midget/Spitfire 1500 4 speed gearbox
- Spitfire 1500 4 speed gearbox with overdrive
- 2 Weber DGV carbs (Electric Choke) with rebuild kits
- Midget 1500 Weber DGV intake manifold
- Sprite 948 Weber DGV intake manifold
- Original Austin Healey Sprite MK1/MK2 Repair Manual
- Midget 1500 heater box/core with working fan
- Midget 1500 Bumpers, Front and Rear
- Midget/Spitfire 1500 OE Pistons, std bore size.

David Robinson David.r.robinson@gmail.com

FOR SALE 1973 TR6 Parts.

Transmission minus shift lever, good condition. Best Offer
Exhaust Manifold and dual header downpipe \$50 or Best Offer
Pair of Rear Hubs \$100 or Best Offer
Original driveshaft unmodified Best Offer
Bill Stumm wstumm@outdrs.net

FOR SALE MG-TD transmission whole or parts. Dan Carter healeydan12@gmail.com

FOR SALE TR3 parts:

- A. Set of wind wings in excellent condition \$50
 - B. Tonneau in good condition (poorly repaired rip on passenger side) but functional and cheap \$50
 - C. Engine crank handle. Original and workable. \$100
 - D. Also have an electric temp gauge from a Sunbeam Alpine, but same size as 2" TR3 gauges, with sender. Excellent condition. \$75
- Brucie 609-705-4753 or cuznbrucie@comcast.net Pictures available on request

WANTED MG-TD transmission whole or parts. Dan Carter healeydan12@gmail.com

WANTED Front and rear rubber bumpers for an 80 LE V6 project that came with no bumpers. The car is also for sale at only \$3500 (without bumpers!) Ed Wolff 856-816-7321 lotus7ed@comcast.net

CARS FOR SALE !!

In October 2018, BMCSNJ is planning to hold a parts swap meet. We are still working out all of the details, but now is the time to start gathering up those parts that you no longer need and making up your wish list of parts to shop for.

Watch your email and the newsletter for details as they are developed.

FOR SALE 1975 Triumph TR6. 4-speed Trans. Red with Black Top (New + Tonneau Cover) w/Tan Interior (Newly Upholstered Seats). New Exhaust. New Radiator, Brake Master Cylinder, Rear Shock Conversion and many other OEM improvements. See picture in this newsletter.

Contact: Dave Hofmann @ 609.978.1870 or dhofmann7@comcast.net

PICTURE BELOW



FOR SALE 1980 Triumph Spitfire. White, "MYSPIT" from earlier Club days. I am the second owner and have garage kept Spitty for most of the last 33 years. Fair running and body condition. Needs minor interior work, and work on overdrive. Tonneau cover, original manual, maintenance records included. Really looking for a collector/enthusiast that will give him a good home! \$7,000 negotiable. See picture in this newsletter.

Gloria Baum: scottandglo@comcast.net

PICTURE BELOW



FOR SALE 1960 Bugeye Sprite, 1275 motor, 5 speed transmission. Front disk brakes. \$13,000
Frank 856-468-9019

FOR SALE 1966 Jaguar 3.8S sedan. Dark Green/light beige. Automatic. Runs and stops. Older amateur restoration. Extra 3.8 engine and automatic transmission plus other parts. Asking \$3300

Bruce 856-228-5188

FOR SALE Two MGB roadster projects. Whichever MGB sells first will include an aftermarket hardtop.

Project #1 . . . 1976 MGB roadster; 1800cc four speed manual. Rustfree tub and body, best I've seen in the NE in twenty years. NO rocker or fender rust. Parts disassembled for restoration, boxed, bagged and hardware labeled. Roller plus truckload of parts included. Engine spins with compression. Ran a few years ago when car was disassembled; 50K miles. Original red paint could be brought back, like patina? Black interior same, no carpets. The things needed to finish this project are easy and available for simple restoration. Beginners will not be stymied by rust and wreck repairs usually required for a car in this price range. NJ title \$2500 first MGB sold gets the aftermarket hardtop

Project #2 . . . 1976 MGB - V8 custom roadster; 215 Buick with automatic trans. Floors patched, usual rust in lower fenders. V8 swap completed, not running now. Needs interior work, have seats Mild custom: shaved markers, Cobra tonneau behind seats (reversible), hotrod black primer 14" mags on 195-60 tires. NJ title \$4000 first MGB sold gets the aftermarket hardtop

Gary gcssbn at aol dot com 856-45five-834nine nights No texts

MORE CARS FOR SALE !!

FOR SALE 1979 TR-7

Convertible, Yellow with Black top, 93,000 miles, 5 speed. Excellent condition. This car has been seen by club members who dislike the TR-7 and even they say that they are tempted. For pictures and more information: <https://southjersey.craigslist.org/cto/d/classic-vintage-british-1979/6602186788.html>
This car is located in Atco, and the owner has to move and cannot take the car with him. The asking price is \$4,500 but is said to be very negotiable. Call Shannon 856-261-8788

FOR SALE 1979 MGB

This car is also yellow with a black top. I do not have enough room or typing skill to fully describe its features but they include: factory overdrive, ported and polished combustion chamber work, solid state fuel pump, ARP head studs, twin SU HIF4 carbs, Falcon exhaust, high torque starter, electric fan, 100 amp alternator, polyurethane suspension bushings, adjustable camber, 7/8 sway bar, cross-drilled and slotted rotors, 15 inch VTO racing wheels, The list goes on. The car does have a few minor cosmetic issues but as you can guess this car was used. The asking price is \$3500. You can't do the modifications and upgrades that this car has for that amount. Did I mention that the price is "or best offer"? For pictures and more information, contact Michael O'Neil minivanboy856@yahoo.com



CALENDAR OF EVENTS

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

DATE	BMC EVENT	LOCATION / STATUS
July 21st. 6PM—8:30PM	British Car Owners' Ice Cream Social <i>24th annual</i> Free Admission / Door Prizes / No Judging / Non-members welcome / Rain or Shine	5 Points Custard E. Landis Ave. (RT 540) & Tuckahoe Rd. (RT 557) East Vineland, NJ [GPS: 580 Tuckahoe Rd. East Vineland 08360]
<p>This event is a casual evening gathering of British Car enthusiast and their motorcars at a rural custard stand. Open to anyone with a British vintage or contemporary car, truck or motorcycle, the event has attracted many unique vehicles in the past. Invites to area British car clubs have been given and South Jersey newspapers will list the event. This event has a come and go as you please format. 5 Points Inn Restaurant located next door for your dining pleasure before or after the event. BMC members please place the event on your bucket list of things to do in July, invite a friend, and start thinking caravan. Rob Walsh: robqt71@verizon.net</p>		
Aug. 11th. Rain Date 12th. 10AM both dates	Tour of South Jersey	IMPORTANT: Meet at Harrison House Diner Intersection of Rt.322 & Rt.45 Mullica Hill, NJ Come early for breakfast. Rest Stop at Ft. Mott State Park, Pennsville, NJ (Tour the Costal Defense Battery) Destination: Hudock's Custard Stand, Rt. 49, Quinton, NJ Tracy: events@bmcsnj.org
Sept. 29th,	Club Show / Greenwich	Ye Greate St., Greenwich, NJ Fred Schuchard: frshuch@gmail.com
Oct. 6th.	Jack Kontes River Ranch Gathering	7 Eagle Beach Dr., Millville, NJ Tracy: events@bmcsnj.org
Nov. TBD	Technical Event to be developed	In Development
Dec..	No Club Activities in Recognition of the Holiday Season	

MEMBERSHIP MEETINGS

Monthly membership meetings are planned monthly in altering locations. Please check email regularly for confirmation of meeting dates. Dates are subject to change based on the venue available. There will be no membership meetings in November or December.

Seven Star Diner, Sewell NJ: Third Wednesday of odd numbered months

Uno Chicago Grill, Maple Shade, NJ, Third Wednesday of even numbered months

Food Service at both locations begins at 6pm.

OTHER INTERESTING EVENTS

We are unable to publish all local events which may be of interest to some of our membership. For local general car events in our area we suggest events calendars found at:

<http://www.cruisinnews.com> , <http://www.sjr-scca.com>, or <http://www.cliffscalendar.com>

DATE	EVENT	LOCATION

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



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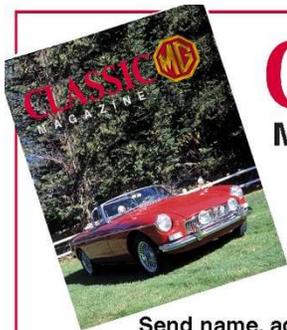
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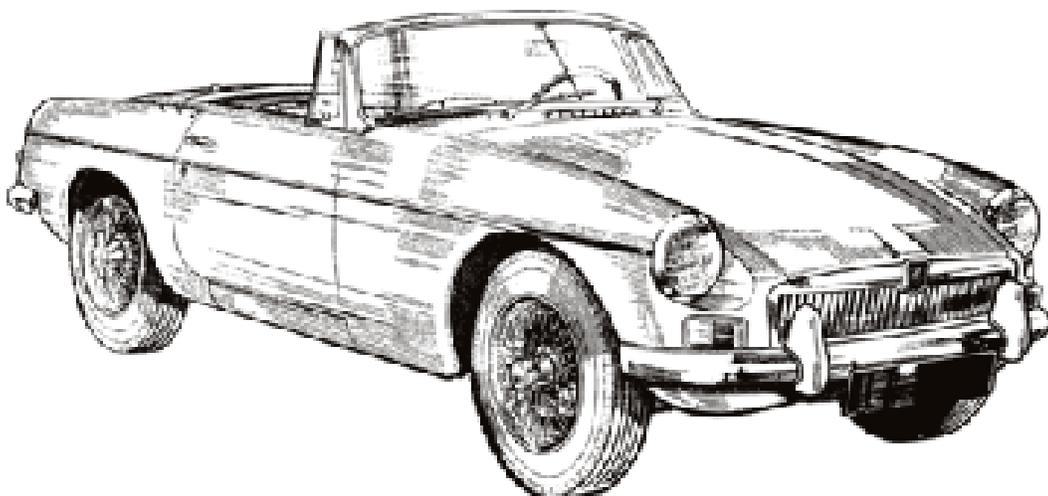
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