

OFF SIDE



British Motor Club of Southern New Jersey

NEAR SIDE



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

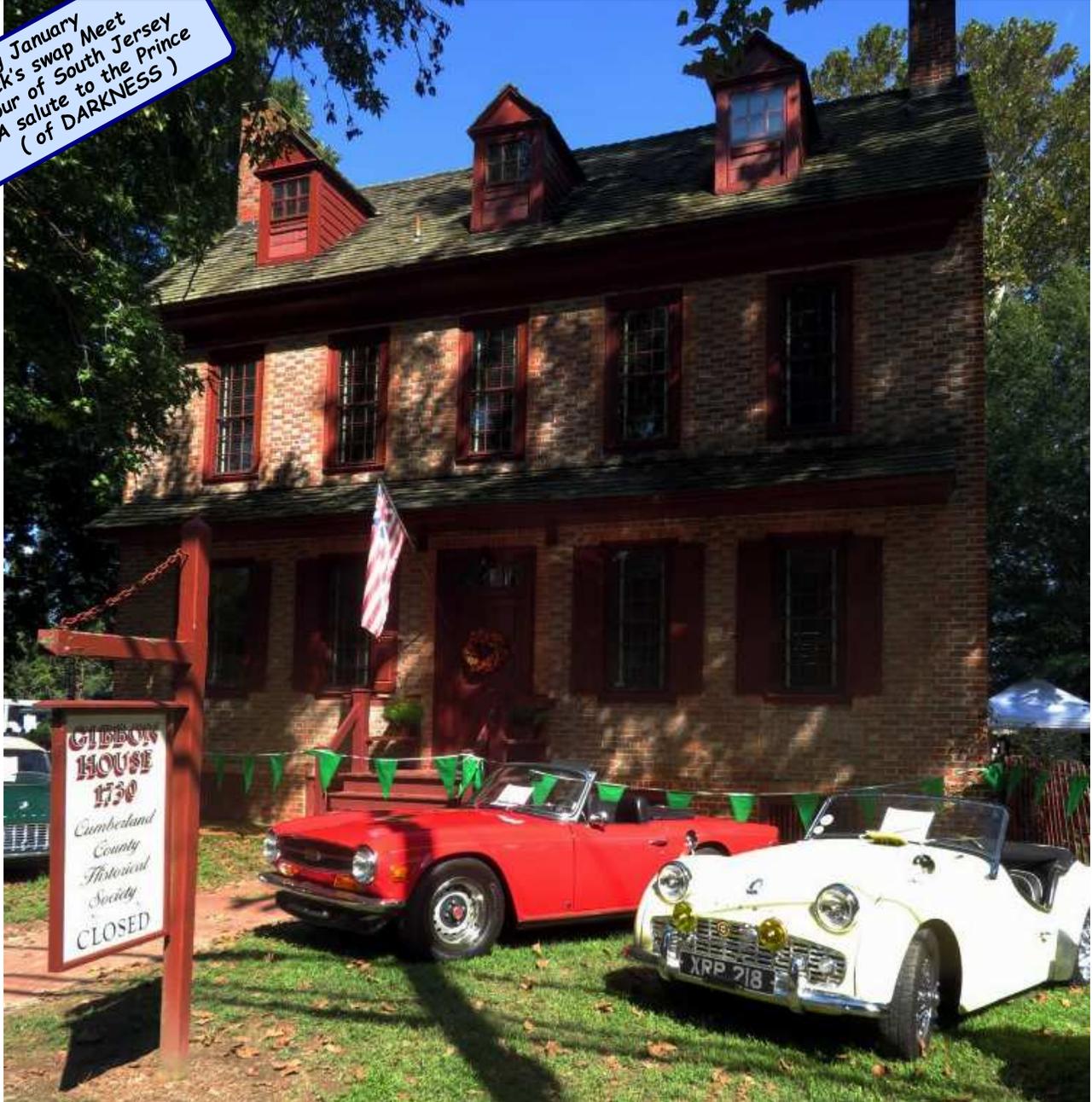


November 2018  
VOL. 28 ISSUE 06



**ATTENTION:** There were so many events and pictures to be included in this November issue that the additional material will be distributed in the January 2019 issue.

Coming January  
\*Jack's swap Meet  
\*Tour of South Jersey  
\*A salute to the Prince  
( of DARKNESS )





BRITISH MOTOR CLUB  
of  
SOUTHERN NEW JERSEY



**INTERIM PRESIDENT**

**Ed Gaubert** 856-751-7773  
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**BOARD OF DIRECTORS**

The Board of Directors is currently under construction. In Early 2019 it will be expanded and reorganize to better serve the needs of the membership.

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**The official BMCSNJ  
website can be accessed  
at**



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

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

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

**BMC Meetings**

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

Odd numbered months (January, March, May, July, September):  
Seven Stars Diner 1890 Hurffville Rd, Sewell, NJ 08080

Even numbered months (February, April, June, August, October)  
Uno Pizzeria & Grill, 2803 NJ 73, Maple Shade NJ 08052

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

**NEWSLETTER CONTRIBUTIONS**

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

The Editors are always looking for new material.

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

Project articles with pictures are really good.

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

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

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

**Thanks—Joe Marchione**

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

**Ed Gaubert:** [president@bmcsnj.org](mailto:president@bmcsnj.org)

**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.

## PRESIDENT'S MESSAGE

As I write this it is mid October, and I am writing for the final newsletter of 2018. Somewhere in the curriculum of club president school, I believe they teach that the president's final column of the year should be a recap of the year's activities. Every newsletter that I read from other clubs seems to have this feature. Relax, I am not going to do that. We already told you about what happened this year or better yet, you participated in and enjoyed what happened.

It has been almost two years since Bill passed away and we set about reorganizing the club.

I feel that we have accomplished a lot. The treasury is strong and membership is steadily growing. We have seen several former members rejoin us. Organizationally we have divided the responsibilities of running the club and involved additional people. We regularly see about 25-30 people at our monthly membership meetings. When the weather cooperates, our events and activities are similarly attended. Things are good.

But why be good if you can be even better? Instead of talking about how good things were this year, I want to talk a bit about what we can learn from our experiences for 2019. This is going to be the theme of our next board meeting as well as our 2019 event planning meeting. It is too early to talk about specifics for 2019, but this is the framework that we are going to use:

Monthly meetings are well attended, but our best attendance occurs when we advertise a guest speaker or some sort of interesting activity. Our planning will address the possibility of more speakers, and some themed activities like bring your favorite model, bring a unique display item, etc. I do not have specifics yet, but the theme of our meeting planning will be to add interest.

Our Smithville event is well attended and helps a good cause. For years, we have done it with little effort or planning...it almost "just happens". We looked at it this year and saw not just a good event, but an opportunity for it to become even better. Again it is too early to discuss specifics, but Charlie Hofmann and I have an appointment next week with the owners of Smithville to discuss ideas to allow the event

to grow and to benefit both parties. We hope for a more dedicated space with room to grow, some merchant interaction, etc. Our charity partner Samaritan Hospice has offered help with advertising. We do not know exactly what we want to do, but we have targeted this event as one with potential for growth over the coming few years.

At one of our late season board meetings someone suggested the idea of low key week-night cruise type gatherings. We tried it in August with good success. We decided to try two different locations on the same night in September. Mother nature got in the way of our plans so we saw a weak turnout. But we still think it is an idea with merit. We will test the multiple location mid week "Pop Cruise" idea again in 2019.

We tested a new member outreach program with some success. The theory is that if new members are made to feel specifically welcome, they will get more involved and reap the benefits of their membership. We did not do it for a long enough period for the results to be conclusive. However what we experienced proves to us that there is value to extending a welcoming hand to new members. Some form of new member outreach and welcoming will continue in 2019 and possibly be expanded to other member groups. Our first swap meet at Jack and Vivian Kontes' home was a big success. An excellent turnout and several members vending assorted treasures for mostly reasonable prices. We learned that not everybody's car is a restored treasure. One of our 2019 objectives will be to include activities for those whose car is a work in progress, or perhaps is a stalled or un-started restoration.

We did have some disappointments in 2018, and we are going to address them head on as we do our 2019 planning.

Our meetings at Uno in Maple Shade are "ok" but they draw fewer people from the Moorestown, Voorhees, Cherry Hill, and Medford areas than people who live closer to Sewell. There is a lesson to be learned here, but we are not quite sure what it is. A goal for 2019 planning is going to be to identify what is needed to better serve the 60 members living in that area.

*( Continued on page # 4 )*

( President's Message Continued from pg.3 )

Our Sunday gathering at the SCCA autocross at Bader Field was weakly attended. If the SCCA is kind enough to invite us again, I hope to do another event there. Again there is a lesson to be learned, I just do not know what that lesson is yet. This is nothing more than a Pop Cruise happening on a Sunday morning with SCCA autocross action in the background for entertainment. Maybe we did not do an adequate job of educating people what the event really was. But we will work to do the event again if we can.

We made mistakes when we published our initial 2018 calendar. We were a bit optimistic about some events before the sponsor was truly committed. As a result, some events that we advertised early last year did not materialize. We learned from that and will no longer publish "tentative" events. That puts a bigger burden on Tracy to get events locked down during the winter but will be less confusing for everyone.

The biggest lessons that we learned were that a big key to success is consistency. The things that work will be repeated and hopefully built upon. The ones that were not successful will be tweaked and given a chance before they are deemed to be bad ideas. I have said this before, but it bears repeating as we begin talking about planning. This is your club. We welcome ideas, and we especially welcome ideas that come with offers to help implement them. We also expect constructive criticism when it is needed.

We are all very fortunate that we are able to participate in what most would agree is an expensive hobby. As we enter the holiday season we should all be thankful for our ability to do so.

My best wishes to each of you and your families for a safe and happy holiday season. Thank you for your support during the past couple of years.



For more step by step drawing tutorials visit us at [www.drawingtutorials00.com](http://www.drawingtutorials00.com)

## Treasurer/Registrar's Report November 2018

### Money Is No Object

by Steve Ferrante

If you have been following along lately you may have noticed a renewed interest in our club across South Jersey. We have stuffed your in-box with meeting and event reminders and for a club our size, our newsletter is tremendous and chocked full of enjoyable content. This is all a result of the efforts of a group of members who truly care about the club and how it will move forward.

Let's talk demographics for a bit. When I view the database, I see five regions (by county) with membership as follows:

<b>Camden-Burlington:</b>	<b>58 members</b>
<b>Gloucester-Cumberland-Salem:</b>	<b>48 members</b>
<b>Atlantic-Cape May-Ocean:</b>	<b>48 members</b>
<b>Bergen-Mercer-Monmouth:</b>	<b>7 members</b>
<b>Pennsylvania-Delaware-Maryland:</b>	<b>7 members</b>

Our goal is to make this experience something that everyone can enjoy. Our goal now is to expand our events into new areas and to get more members involved. Whether helping at an event or hosting a Pop Cruise to an ice cream stand, or anything else, it all makes the experience better for everyone.

Our current paid membership count stands at 168 and our treasury is healthy.

If you want to use PayPal for dues payments please use the [members@bmcsnj.org](mailto:members@bmcsnj.org) email address on the PayPal site. Dues for anyone joining in 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!

( Continued on page # 5 )

### Welcome New Members!

Dennis Juda  
N. Cape May, NJ  
1980MGB

John Beecroft  
Woodbury, NJ  
1967 MGB

Bill Remster  
Salem, NJ  
1979 MG Midget

Joe Letizia  
Vineland, NJ  
1961 Triumph TR3  
1965 Triumph TR4

### Welcome Back Previous Members!

Robert Watson  
Greenwich, NJ 1954 Jaguar  
XK120M

Chris Roberts  
Egg Harbor Twp, NJ  
1968 MGC  
1973 MGBGT

1978 & 1974 MGB  
(Race cars)

ANOTHER "IDEAL"  
HEALEY ROAD ....



## SECRETARY'S SATCHEL

November, 2018

Tom Evans

November always provides great LBC driving weather, fall drives are my favorite. A lot of events have taken place since the last Off Side/Near Side and they are highlighted in this issue. Thanks to Tracy for coordinating the events and for the support of the event sponsors. Most of all thank you to the members that attend and make the events worthwhile. Greenwich and Konte's river ranch events were well attended and a few members took up the invitation to attend the SCCA Autocross at Bader Field in Atlantic City. See these events in this issue.

The regular, regional, meetings in Sewell and Maple Shade were reasonably well attended and it is the intention of the Board to continue with them in 2019. Additional programming for the meetings will be added with exciting speakers, videos and activities. A planning session was held during the Maple Shade meeting on October 17<sup>th</sup> at which it was noted that the members enjoy cruises and drives to destination above all activities. The pop-up cruises will continue and be expanded and additional museum/destinations will also be added in 2019. Communication was also discussed and has highlighted the need for additional club members to step forward to manage our Mail Chimp email blaster, website and possibly a Facebook page. If you are so inclined to assist please let one of the board members know.

Send Tracy your photos and videos of any events you attended, she is in the process of composing another video of the 2018 events. The "catch up" video of the previous years event was very enjoyable.

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

Happy Motoring

## The Editor Writes

November 2018

***ATTENTION! TRIUMPH GT-6 OWNERS, DRIVERS, PROJECT CAR RESTORATIONS, FRIENDS OF or just anyone with a story involving a GT-6 !!!***



If you've been following our latest BMCSNJ Newsletters you may have noticed that every couple of issues features a model of a classic British car that a number of our members may own or find interesting.

In the MARCH 2019 issue that feature car will be the  
**Triumph GT-6.**

I am welcoming any of our members who might have a GT-6 to write up a short (or long) piece about their car. When they got it, found it, restored it, drove it.

Anything at all as long as it's about the GT-6. Please include some pictures of your car. One of you and your car would be great !

The deadline for all stories is no later than February 1st 2019. That will give me some time to get it all together. If this works out I'll attempt to do more feature cars with member contribution in the future.

Could be fun. So if you would like to submit a piece please email it to me at:  
"editor@bmcsnj.org".

Please type the text as a word document and attach pictures to the email.

Thanks and best wishes for a wonderful Holiday !

Joe Marchione

## **BMCSNJ AUTOCROSS at Bader Field**

October 14



On Sunday October 14, we were invited by the South Jersey Region of the SCCA to attend their monthly autocross at Bader Field. They were kind enough to lay out a dedicated display space for our cars and also to make arrangements for any of us who might be interested in trying our hand at autocrossing.

The weather was not the best, but it was not terrible. Although I look at this event as being the same thing as our Pop Cruises, but with autocross action in the background to watch, the turnout was fairly weak.

On a positive note, several members did come out, with or without their cars. Competitive driving is not for everyone, but Ray Westergard proudly taped numbers on the side of the Midget and had his first autocross experience. I was unable to stay to see him run, but I did see a camera mounted to the Midget. Maybe, just maybe, we might convince him to show us the footage at a meeting or maybe even post it on the website.

As I stood chatting, a very young man who was competing in a Honda S2000 stopped to admire the Midget and ask a couple of questions. He quipped...."I am young enough, maybe I should keep my Honda so it can become a classic someday huh?" It made me start thinking about all of the cars that I let slip through my hands over the years, but that is a different article.

Ed Gaubert

## SANDMAN SEZ **A Disc Break Dilemma**

So, you've found just what you've been searching for in someone's barn in Maryland. It's been sitting there since the beginning of time as a home for chickens and field mice. But it's cheap and you are prepared to do a "total restoration". Amazingly, the wheels turn and you are able to get the thing home (along with a spare chicken for tonight's dinner).

We will skip over, for now, all the bitter tears, hands wringing and the shouts of "Oh, why did I ever buy this \*&@%& thing?" Let us assume you've stripped it down and you have decided to work on the brake system while the frame is being sand blasted.

Let us assume that this particular British wonder has disc brakes, as does the MGA Twin Cam 1959. By the way, this was the first production car, (2111 of them,) that had four-wheel disc brakes. Now you've gotten the metal brake lines off with the help of your trusty vice grips, since some master mechanic has turned the flats off the fittings in the past. The brake cylinders are finally off and all eight of the nasty looking things are on the workbench. You clean them and wire brush them with your trusty wire brush (oh, you have a bead-blaster, lucky you!) and give a mighty tug on the piston assembly. Nothing happens, does it?

Here lies our problem for today. How do you get the beggars out? First, we must visualize what must have transpired in those cylinders through all those years of inactivity. In most cases, the cylinder and the piston are made of two dissimilar metals and even though the hydraulic fluid is a weak electrolyte, we still have the makings of a battery. You know all that nasty stuff that builds up on the terminals of your battery? Well, assume that is what you have in the cylinders. Besides that, the brake fluid (before the days of silicone) is hygroscopic (it absorbs water). Water and ferrous metals equals rust. The pistons have married the cylinders and do not want to come out.

Now, those among us who do not have to support three mistresses may have the funds to buy new assemblies, if they are available. For instance, MGA Twin Cam brake calipers are about \$450 a piece, time four equals \$1800!!!

*Right*, you are going to get them out somehow. You can't lever them out, the fit is too tight and you will ruin the bore. Your compressor doesn't supply enough pressure for these extreme cases.

If you have a welding setup, you can use the carbon dioxide or Argon CO2 from a MIG. Nitrogen is also fine if you happen to have a tank around. There are a couple problems with this method. First, it is dangerous, but it can't explode as long as you use an inert gas (never use acetylene or MAP gas!). But understand, the pressure can make the thing go off like a cannon when the piston lets go. You will have difficulty finding fittings that will adapt to the cylinder housing and the end of the hose. Okay, you caught the guy at Dave's, Pete's, Pedro's or whatever Auto Supply, on a slow day and he's rummaged through the parts bin and comes up with compatible fittings. Tightly secure the cylinder in your vise, piston down. Pack wadding under the piston and wrap a number of turns of a cloth around the assembly, preferably a strong nylon cloth. Now put some kind of a barrier between you and the vise. Gently crack the regulator on the tank and start to increase pressure. There will be a sudden, loud bang and the piston will be out. Remember, this thing will come out like a shot, so observe all the safety instructions. I wouldn't go much past 500 lbs. of pressure. I worry about the hose breaking loose and getting me. If you compute the diameter of the piston with the pressure applied, the pound per square inch is phenomenal. There is another method, safe but messy, and even more difficult to get the fittings to make it work. But with a little effort, you can find the fittings that will go from metric, Whitworth, or whatever to American standard or pipe thread that you will be able to get a grease fitting onto. Now put the caliper assembly in the vise and put a bleeder fitting and pump in the grease with your hand grease gun. The pressure generated is very great. I've heard it is something like 2400 lbs./sq.in. If you have been a good boy and the lesser gods are smiling on you, the beggar will slowly slide out.

Now you have a hell of a greasy mess. Soak the caliper and piston assembly in gasoline (ed. note: kerosene will work also), then soak it all in brake fluid. Use a good Dot 4 fluid like Castrol unless you are going to the silicon route.

See, you did it and saved all that money.

My modest bill will be in the mail.

By Barry Sandman

Hear Ye, Hear Ye!  
BMCSNJ ANNUAL  
Olde Greenwich Faire 2018



This was our second year in Greenwich, NJ and the turnout was 10 more cars than last year, 35 total (36 if you include the 2013 Ferrari Italia parked on the street in front of our display). We had a second area set aside in case we filled up the site in front of the Gibbon House but we managed to fit all arriving cars on our main site. However, I do think that we almost maxed out that space. It was pretty crowded by early afternoon with a Bentley, a TR3 and an MGB parked at the curb rather than on the grass.



(Continued on page 9)

(Continued from page 8)

## Annual Olde Greenwich Faire and BMCSNJ Car Show

As per club tradition, 3 awards were presented based on balloting by the popular vote method. Voters were asked to choose 1st, 2nd, and 3rd place cars using no particular criteria.

Winning first place with their beautiful 1959 Lotus Elite were Joe and Pat Marchione of Absecon, NJ. Joe, by the way, is the talented editor of our newsletter.

(Editor- Fred is my brother-in-law so he's required to say that !)



Winning second place were Eric and Meg Sundberg of Milmay, NJ with their stunning gray 1958 MGA, self-restored too!



And Ron Davis of Vineland, NJ, with his extraordinary black 1959 Jaguar XK-150 coupe, scooped up the third place trophy, an absolutely beautiful car. Tough choices especially in light of the many other superbly-turned-out cars in the show.





Once again, Gary Warren made our beautiful trophies.

We received many compliments from spectators at the registration desk about the high-quality and beauty of the cars on the field. The officers of the Cumberland County Historical Society were very pleased with our show and how it lent itself well to the Artisans Faire being held at the same time on the

grounds of the Gibbon House. The show staff hopes that the participants also enjoyed themselves at this very lively and busy venue. If anyone has any suggestions or criticisms regarding this event, please make them known to me, or to our events coordinator, Tracy Westergard, or to any club officer.

Our crew members for the show were:

- Tracy and Ray Westergard, Event supervision
- Joe and Pat Marchione, Registration
- Gary Warren, Trophies, vote counting, parking, and registration
- Bill Remster, Parking
- Roeland deWilde, Parking
- Jack Kontes, Registration
- Connie Schuchard, Photography
- Fred Schuchard, Show planner and coordinator

My sincere



# Annual Olde Greenwich Faire and BMCSNJ Car Show

Even more pictures



# JUST IN !!!

## Late Breaking .....and Braking (for Greenwich) Pictures Just got more pictures sent in so enjoy



**WHAT'S THIS ???!**  
AN ITALIAN IN KING ARTHUR'S COURT ( of cars ) ?  
Connie Schuchard admires Ivan Seabrook's Ferrari.  
Two Italians we let sneak in.



# Member Profile : Ed Smizer

*Chevys, Harleys, and at last a proper British Spitfire !!*

## Ed Smizer

70 Years old

Resident of Cherry Hill, New Jersey

Married with four adult children and five grandchildren.

Retired from a long and happy career in design, engineering, manufacturing and facilities management

Education: Pennsauken High School, Industrial Arts Major

Associate Degree in Drafting, Design and Manufacturing Technology

Bachelor Degree in Management and Business



Me (on right side) plus my sister and brother sixty plus years ago.

I presently own a 1975 Triumph Spitfire which I purchased approximately five years ago. It is the first British car I have ever owned. I love my little "spit". I enjoy driving it and like being part of the British car community. I have met lots of great people who share their knowledge and time for the good of the clubs.

I was always a Chevy guy. My first car at age 17 was a 1960 Chevy, then a 1962, 1968, 1970, 1975 and so on. I was always working on my cars. I also owned two Harley-Davidson motorcycles in my teenage years and early

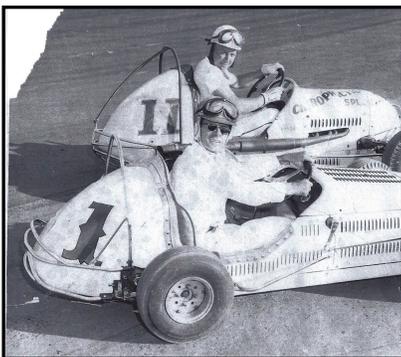
20's. However, after having children I felt riding cycles was not the safest thing to do so I reluctantly sold them.

When I was growing up my father was an automotive and auto body mechanic working in several shops in the Philadelphia area. But, his passion was for the shop that he had created in the lower level of our house in Pennsauken where we lived. This shop was dedicated to the building of Three Quarter Midget Race Cars and

this was where I spent many, many hours of my childhood and teenage years working.



Custom trailer to haul two race cars plus tools and tires.



Two custom race cars. My father is sitting in the #1 car.

Back then, all race cars were custom built by shops around the country. They were built from scratch. We built the frames using steel tubing, built racing engines using Crosley four cylinder engines, custom made all the body parts out of aluminum, then later used fiberglass. We made all the suspension systems, drive trains, breaking systems and steering assemblies.



Was that greasy side down .. or up ? Oops.

We had a casting operation in a one-car garage where we casted the wheels, quick change rears and other parts. We melted aluminum bars and poured the molten aluminum into sand molds then machined the final parts. Note this was a very, very hot space in the summer. We spray painted all the cars in the back yard. There were no EPA regulations back then. We even designed and fabricated the leather upholstery for all the cars.

My father built and maintained race cars for other car owners and kept a few for his own racing career. During racing season the club would race every weekend and on

Mondays our yard would be filled with cars in for repairs for the next weekend races. He was a respected car builder and mechanic and expected from me only my best effort. Sometimes it was very difficult working for him, but, I learned a lot and it was the foundation for my career.

Ed Smizer





## HADDON HEIGHTS POP CRUISE



Charlie Hofmann

Eleven British cars and 13 club members enjoyed a beautiful evening out in Haddon Heights on Wednesday, August 26. A "Pop Cruise" was announced by email blast, and the site was Haddon Lake Park in Haddon Heights. The cars started rolling in at 4 PM, and the last out left around 8.

There were a wide variety a makes and models, but the common thread was stories about cars and people. Who knows, some of the stories may even have been true!

The event was an attempt on the part of the club to get more members active in driving their cars and getting to know each other.

A second pair of "Pop Cruises" was announced for the evening of September 26, another in Haddon Heights and a concurrent one at the Evergreen Dairy Bar in Southampton. Questionable weather limited the turnout.

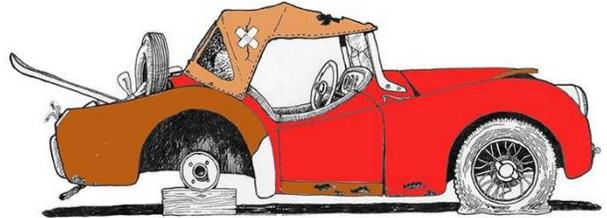
**If you are interested in this type activity, please let the club leadership know to include "Pop Cruises" in next year's schedule. See you in 2019 !!**



# 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](mailto: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 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

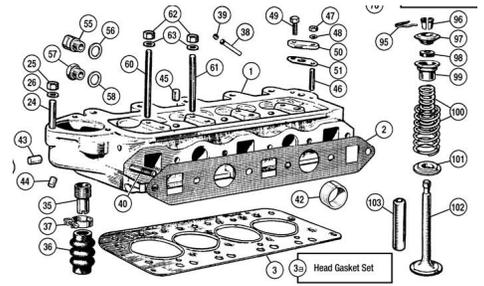
Brucie 609-705-4753 or [cuznbrucie@comcast.net](mailto:cuznbrucie@comcast.net) Pictures available on request

**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



**MORE  
FOR  
SALE !!**



**FOR SALE: 1980 MGB maroon** with black interior. Great condition, rebuilt motor. All new suspension, exhaust, brakes, tires, etc. No Rust. Also has hard top. Asking \$7,600 . Skip Fipp Northfield NJ 609-517-8113



**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! Motivated seller \$5,700. *[president's note—I remember this car from the early days. It is worth a look at this price].* Gloria Baum: [scottandglo@comcast.net](mailto:scottandglo@comcast.net)



**FOR SALE: 1976 MGB Convertible.** No body rust. Stock. \$2395.00 Call for full information.

**ALSO FOR SALE: MGA used parts** Call with needs.

Gary, Bridgeton 1-856-45five-834nine. Gcssbn at aol dot com. Nights. No text.



**FOR SALE : 2003 Rover Frelander SE,** black w/tan interior, 130K, 6cy/4wd/automatic. Drives, Transmission needs to be replaced. Asking \$1490 Rob 856-692-2335



**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. Contact: Dave Hofmann @ 609.978.1870 or [dhofmann7@comcast.net](mailto:dhofmann7@comcast.net)



**FOR SALE : 24 ft. Haulmark enclosed trailer;** set up as toy hauler. Queen bed, A/C, wired for 120v. Spare tire mounts. Electric jack, cabinets, microwave, fresh water tank with sink. Pix available. \$6000.00 old\_cat@verizon.net. Sue at 609

**FOR SALE : Tonneau cover for MGC.** Very good condition. \$50.00 Gene Lillie 856-381-6390

# CALENDAR OF EVENTS

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

DATE	BMC EVENT	LOCATION / STATUS
<p>2019 Events Currently Being Planned.</p> <p>Look For POP CRUISES</p>		

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

### **BMC Membership 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.

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.



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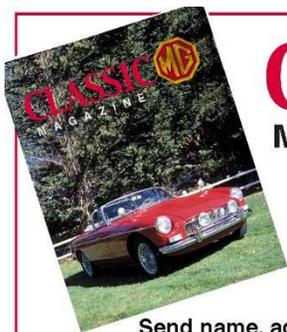
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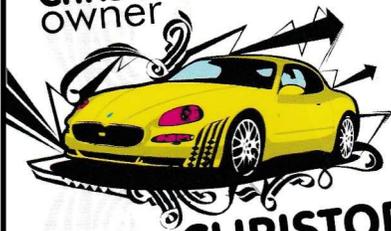
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