

OFF SIDE



British Motor Club of Southern New Jersey

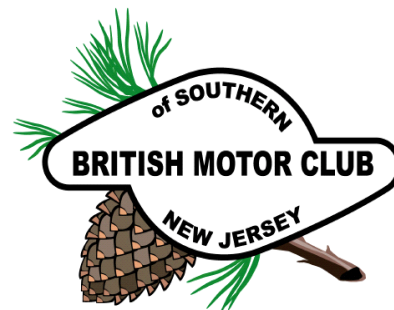
NEAR SIDE



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

November / December 2024

VOL. 34 ISSUE 06



Also In This Issue :

And this is What ???

*The 1959 LTA 350 Sport - Tour of the Shore - BMC of SNJ at the
Elmer Car Show - SWAP Fest Gathering*





BRITISH MOTOR CLUB
of
SOUTHERN NEW JERSEY



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

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

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

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

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

Even numbered months (February, April, June, August, October)
Tony Roni's Tap Room, 2803 NJ 73, Maple Shade NJ 08052

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

NEWSLETTER CONTRIBUTIONS

OFF SIDE / NEAR SIDE is YOUR Newsletter.

The Editors are always looking for new material.

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

PLEASE SEND NEWSLETTER CONTRIBUTIONS TO THE EDITOR :

Joe Marchione: editor@bmcsnj.org

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

PLEASE SEND FOR SALE, WANTED or FREE REQUESTS TO :

Steve Ferrante president@bmcsnj.org

All Classified submissions should be written in the exact form you wish to have published, with specific information and contact info

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

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

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

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

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

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

The editors take responsibility for any editorial mistakes or errors.

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

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SECRETARY'S SATCHEL

November / December 2024

by Tom Evans

October 2024

Jaguar is going all electric? Tell me isn't so Nigel!

"Jaguar has confirmed production on five model lines will end in 2024, leaving the F-Pace as the last car it'll build before it begins its electric era from 2025." -The Guardian; They said that back in 2021 but I thought it was just a "green" publicity stunt. Volvo and other manufacturers have backed down on their intent to go in that direction, but Jaguar is doubling down instead. Well they have been plagued with faulty engines and gremlins in the last several years so this may also be their salvation. I would think that they would pay attention to the industry data. "In the first half of 2024, UK car production dropped by 7.6%. This is due to manufacturers switching to electric models." The Society of Motor Manufacturers and Traders (SMMT) No more IC-Es from Jaguar, but, Land Rover will still produce them. The auto industry should deal with reality and not drink the Kool-Aide: "Across the first eight months of 2024, BEVs saw volumes grow 10.5%, reaching 213,544 units. The technology captured 17.2% of the new-car market from January to August, up 0.8pp. Meanwhile, plug-in hybrid (PHEV) registrations fell by 12.3% to 5,786 units" Autovista24 UK, Sep 9, 2024. Hybrid seemed to be the way to go. But don't worry, when the big EMP pulse hits we will all be the road kings! We have points and condensers!

Unlike last year, this year has seen very little rain, exemplified by the condition of our lawn, and we were able to get in all of the events with only one rain date. It was another great BMCSNJ car year in the books! Tours, cruising and eating ice cream dominated, the monthly meeting at Uno Maple Shade and Seven Star Diner Sewell have been well attended. Pakim Pond, Greenwich Year End Show, Tour of the Shore, Summer Tour and a new event: our Swap Meet hosted by Mike and Becca. Thank you to all who organized the events and thank you for attending. Keep up with these and all this year's events in this and previous issues of Off Side/Near Side, with photos and commentary. Consider contributing some commentary and photos yourself for the next issue. (Editor: I'll second THAT !)

The October membership meeting was the last of the year as we don't meet during November and December in celebration of the holidays. See you the third Wednesday of January at the Seven Stars Diner in Sewell.

The Rescue Squad has assisted several members in repairs to their LBCs and are willing and able to assist more. If you have a problem or have identified the problem and need assistance in the remedy, then email Pete Cosmides at tundramgb@hotmail.com for that assistance.

Have a great Thanksgiving and Christmas. See you all in the new year, Nadolig Llawen a blwyddyn newydd dda! (Happy Christmas and a Good New Year in Welsh) Hwyl! See you on the road.

Happy Motoring

See you on the road.

Happy Motoring

Treasurer/Registrar's Report

November / December 2024

Money Is No Object



Dear Members,

At our October monthly meeting Steve Ferrante did a great job of thanking all the fellow members who volunteered their time to make each of our events this year so successful.

- Kevin Kelly & Pete Cosmides – Best of Britain at the Simeone Museum
- Pete, Tracy Westergard, and Joe Marchione for the three driving tours
- Gary Patterson and Chris Bethmann for the Pakim Pond Picnic
- Fred DeSantis for the Smithville Memorial
- Sue Salzburg for the Ice Cream Social at 5 Points Custard Stand
- Gary Warren for the End of Year Car Show
- Mike Eck for the October Swap Meet

My apologies if I missed someone.

Your board members were all active as well in hosting a monthly meeting or executing functional duties for the club. Kathleen Zablocki stepped up to take over the mailChimp and emailing management. My thanks to each of you for your efforts.

Volunteerism is the lifeblood of this club, and we are fortunate to have so many members willing to help. But we always need more. As we plan for 2025, we will seek volunteers for future events and functions in running the club. Please do not hesitate to raise your hand.

Attendance at our monthly meetings continues to be well above last year's average. We are glad you are enjoying them and look forward to your continued participation when the meetings resume in January.

Financially, the club continues to have a very favorable balance sheet and cash account. Expenses over the last quarter have been primarily for events and software license renewals. Your club is well positioned to support the 2025 agenda.

Our membership remains at 176 with no new members during the last 2 months. But please continue your effective word of mouth marketing!

- PayPal: sign on to www.PayPal.com and send your dues to "members@bmcsnj.org".
- Check: made payable to "British Motor Club of Southern NJ" and mailed to:

Brian Deam



The Editor Writes



Hello all from your editor.

Man ! Since our last newsletter our Rescue Squad has managed to not only put another member's car back on the road, but THREE !!! What great members we have who will get up off the couch, put down that "ice Tea" they've been sippin' while getting ready for the EAGLES to smash another poor excuse for a football team like maybe DALLAS HA. Just say'in. Ut-oh. I may have just lost my brakes comin' off the freeway into DEADMAN'S CURVE !! Just kidding guys. You must know I'm a hopeless Homer. Go EAGLES! Anyway, Much praise for Pete and other members who helped get their LBCs back on the road and do what these were made to do - HAVE FUN !! (Also a great advertisement for our Club).

I've always loved prototype cars. When I was younger, (and even now at the Philly or NYC auto show), I'm drawn to the latest experimental models or "Cars of the FUTURE ". In this issue I chose to feature a few British prototype sports car experiments that almost made it to full production models. Just rambling. Anyway, I hope you enjoy this issue.

Joe Marchione

So all that brings me back to:

SEEKING MEMBER CONTRIBUTIONS !!!!!



***I am soliciting member articles for the
January / February 2025 newsletter (and beyond).***

LOOKING FOR ARTICLES ABOUT

***Everything About You and Your Cars, projects, rides,
or just what's going on in your garage.***

And you can't hide because I know members who are doing stuff !

So I expect some Action !!

So, if you are an owner, present or past, or have a story about one of those wonderful British cars, or are even just an admirer, **please** consider sending in something about your car and you and your car's experiences together.

Could be how you found it, how you brought it back from the dead, how you love it, how you lost it — anything will do. Or just send a picture of you and your car! Doesn't have to be a big deal.

If you're interested please send any material to your Editor, at "editor@bmcsnj.org".

***** Also please consider contributing a member or
project profile....Anytime !!***

A member profile lets our members know a little bit about you and your car.

Some excellent examples are in this very issue. Bill Remster has contributed pictures and text for his restoration of his MGA Coupe! There was a great article about John and Joyce with their 1950 MGY in the January 2020's newsletter. Or Eric Sundberg and his MGA restoration and, our very own Club President, Steve Ferrante and his cars, both in July 2019's newsletter.

And many more member contributors in these newsletters.

You can find all these and more on our BMCSNJ website at bmcsnj.org.

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



Thanks, *Joe Marchione*

Bill Remster's MGA Coupe Restoration Takes Shape

Part I – The rebuild

By Bill Remster

In December of 2021 I purchased a 1959 MGA 1500 Coupe that had been sitting in my friend's barn for 10 years waiting to be restored. Unfortunately my friend passed away suddenly, so the Coupe had to find a new home which I provided with a sense of sadness.

The purchase included a stock pile of new 10 year old parts, mainly from Moss, purchased by a previous owner. The parts and the car waited many years for attention. Included parts were: rear springs, front springs, front and rear bumpers, interior kit including headline and seat covers, grill, bags of bolts/nuts etc. for mounting everything, along with a set of Michelin wide white wall tires.



The items sat in the unopened shipping boxes. The parts were all in pristine shape.

I felt that I was off to a pretty good start.



The good news was that there was very little rust on the body, with obvious body putty repairs on the front grill area and where the windscreens attach to the coupe roof.

I separated the body from the frame. I was worried about how much damage there may be to the sill areas and I did

not want the body to collapse once I removed it from the frame. I fabricated wooden support beams to prevent any damage in this



I rigged up two chain falls and coerced my friend Fred Schuchard to man one of the chain falls. As expected, we started to lift the body and the whole car started to lift as well. Hmm, take another tour around body/frame attachment points. We found one more and sprayed WD40 on all the strategic locations. The body released itself from the frame.

There was one rusted out frame section on the passenger side, where the frame bends around to meet the engine compartment. The inner and outer sills on both the driver and passenger sides of the body were badly rusted.



I removed the engine, transmission and rear from the frame. I mounted the frame on a wheeled jig so to provide easy access to all sides and facilitate movement. I did a similar wheeled jig setup for the body.



Remember that the car had been sitting for 10 years in my friend's barn. When I removed the head from the block there was a surprise waiting. In the number 3 cylinder there were mouse droppings and seeds. The only way into a cylinder is via a valve so I guess that he found a way into the valve cov-



The machine shop determined that block was good but needed to be bored .030 and decked, so OK. Crank was trash so I had to find a new one. I found one at Alterman Automotive in Wilmington for only \$200. I was told that Mr. Alterman Sr. raced British cars back when and they still had some parts left over. The CAM specked out in tolerance so I kept it. Valve job, and springs replaced on the head. Upon receiving the engine block back from the machine shop I started reassembling internal parts and replaced timing chain and tension spring.

Ed: Picture I took of Bill showing Eric Sundberg (hiding on the left) parts he got for the engine rebuild.

I updated the oil filter to a spin off model and modified the timing chain cover oil seal and added a rear main seal as suggested by Barney the MGA GURU. Had the flywheel resurfaced and new clutch, pressure plate and throw out bearing.

I converted the electrical system to 12 V negative ground, with an alternator; Modified the existing fuel pump to negative ground and added a new starter.

Replaced the stock distributor with a Pertronix Flame Thrower and coil.



I could not find a shop that would be willing to do work on the frame or body so I bought a welder from Eastwood and convinced a friend of mine (a retired welder) to take on the job of welding a plate onto the bad section of the frame.



With the frame painted my next step was to reinstall the front suspension and steering unit to include all new bushings, bearings and hardware. Compressing the front springs to allow the reassembly of the suspension hardware is not for the faint of heart. Multiple floor jacks strapped together to get the compression required will make you pucker a bit!



Bill shows us the work he had done so far on the frame.

I inspected, cleaned and painted the transmission and rear. Once the frame was completed and the engine and drive train were reinstalled all seemed to be in good working order so no work was done on either the transmission or rear other than the seals being replaced.

With the engine and transmission connected as a single unit reinstall into the frame. It took a lot of jogging around to get the new engine mounts (very stiff) to seat correctly and



I replaced all front and rear wheel bearings and seals. Also at this time I installed all new brake components so that I could mount the tires and get the frame off the jig.

With the frame sitting back on its wheels and the engine reassembled my next task was to tidy up the drive train and sit in the seat making vroom- vroom sounds. (Editor: wait a minute The editor here and "I" added that last line. Bill goes more like Ba-room, eeeeeeiiiik-kkkkkkk !)

At this point I wanted to be able to actually use the frame as a running unit so as to check out the status of the transmission and rear before putting the body back on the frame. So I now need to install all the brake and fuel

Wow original white walls? Classy Man.

piping while it is still easy do. First I mount the new fuel tank and fuel pump and route the piping as required up to the engine compartment. I will have a temporary connection from the engine compartment to the carburetors. Next I route the brake pipes to the designated connection points. I install the brake/clutch hydraulic manifold and connect the pipes.



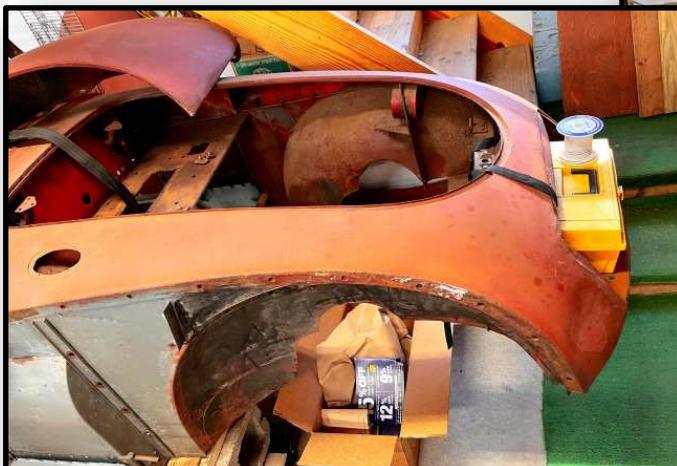
Fred Schuchard checks out Bill's beautiful workmanship.

At this point the frame, engine and drive train are a runnable unit. I get the engine started after a little coaxing take a ride and the transmission and rear appear to be in good working order.



Now I move onto the body. My main concerns/issues are the inner and outer sills. I need to replace all on both driver and passenger sides. With the bracing I installed still in place I remove and replace the inner and outer sills on both

sides, one side at a time. My new welder has a spot weld attachment and settings so welding the new sills in was something that I could accomplish on my own.





With the body sills welded in, the body could now be reattached to the frame. This was a straight forward process only requiring special attention in keeping the cork and rubber frame gaskets in place.



With the body back on the frame I proceeded to strip the paint off to bare metal. I accomplished this with the aid of an Eastwood Contour SCT stripping tool and a portable soda blasting kit from Harbor Freight.



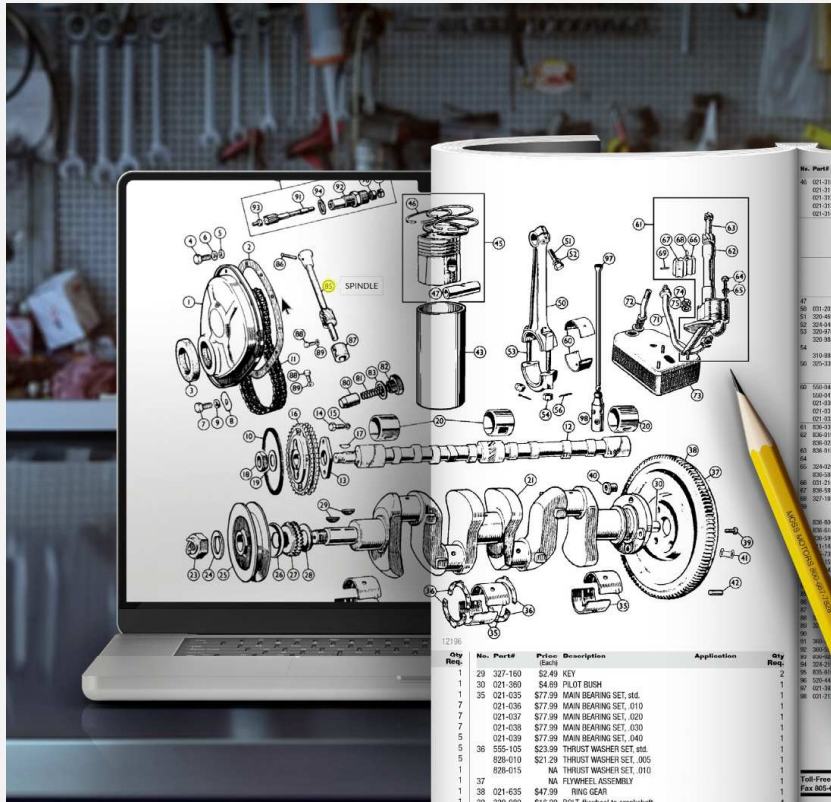
I now needed to find a body shop willing to take on a project car to perform the needed body work and paint job.

It took almost a year to find someone willing to do it and then another 6 months to get it in the shop. But I am happy to say that Gary Warren found me Custom Auto Body in Glassboro and the car is there now as the project car.



**Part II – The body shop
Coming next.**

By Bill Remster



Old School Meets Future Cool.

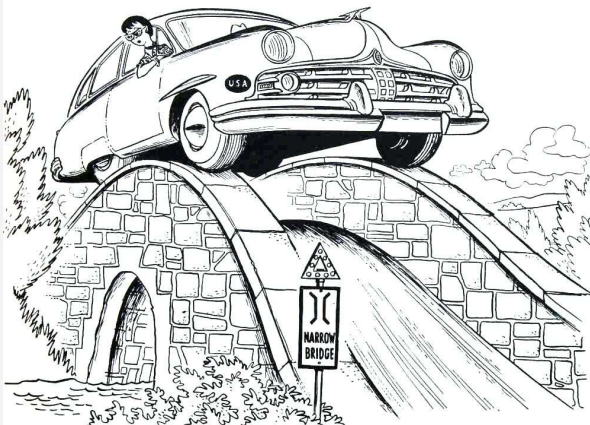
Moss catalogs, with exploded view schematics, were created to make life easier for British car owners. And when you shop with us online you'll find the same schematics. It took a bit of programming to be able to click the part you want to buy, but that old school touch is here to stay. *Give it a try at MossMotors.com.*



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LOOKS LIKE A BRITISH SPORTSCAR, *Only.....*

SMALLER
2.10.47.70

Built by Bristol, the 1951 LOTA 350 Sports is a Lawnmower Masquerading as a

NO NO NO. (Just me going off the corners again) ... is a Motorcycle Engine Hybrid.

(That's weird enough.)

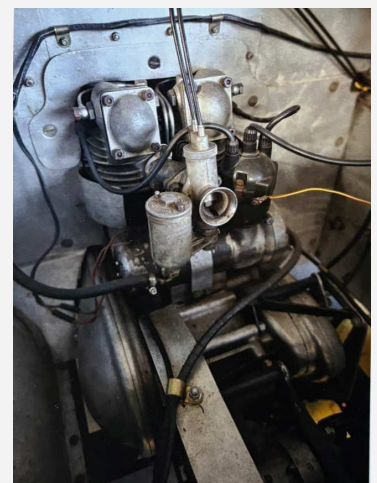


Leave it to the British to create a sports car that was not only advanced for it's time but was the product of their cottage-industry's out-of-the-box thinking. (ed: seems to have been a lot of that going around in merry ol' England at the time.)

This pint-size two seat roadster, which is smaller than an MG Midget, was created by the Bristol Aircraft Motor Club in Bristol, England. (ed again: A Pixie car smaller than the Toadstools they sit on is more like it.)

Its handcrafted body was shaped out of aluminum and sits on an aluminum monocoque-chassis, making it one of the first monocoque-chassis sports cars ever created. Not bad for a bunch of aircraft designers whose last models were notable Battle of Britain WWII fighter bombers such as the Blenheim, the Beaufighter, and the Britannia, and much of the preliminary work which led to Concorde was carried out by the company.

The Bristol Aircraft Motor Club was the driving force behind the very popular 500cc racing movement in England, thus the Iota is powered by a Royal Enfield twin-cylinder, air-cooled motorcycle engine displacing 500cc. With its single barrel Amal carburetor, it produces 30 horsepower, which is adequate to get this lightweight sports car moving at a fast clip.



The two-cylinder Royal Enfield motorcycle engine displaces 500cc and fits snugly behind the louvered engine lid. Seating is equally snug with plenty of leg room. "IOTA RACING CARS" was its official name.



The suspension is independent front and rear and mounted on tubular sub-frames. Up front is a sliding pillar design like a Morgan, and in the rear, there's a swing axle set-up with a single transverse leaf spring that is similar to the rear suspension design found on the Triumph Spitfire.



Another special feature on this rear-wheel-drive sports car is how aerodynamic styling came into play; the driver's side door has its door handle placed inside the cockpit to reduce drag, and its body is ultra smooth. To ex-

haust heat from the engine compartment, there are 33 louvers punched into the engine lid to allow for air circulation.

This Iota 350 Sports is part of the unique collection of distinctive European cars at the Lane Motor Museum in Nashville, Tennessee, and is one of only two built.

According to the museum, "The Iota 350 Sports was a prototype car that was crafted by those associated with both the 500cc movement and the Gordano sports car project."



For more information about this fascinating museum, go to: www.lanemotormuseum.org.

The Lake Lenape to Stone Harbor ... Yer On Yer Own TOUR!



The Yer on yer own ..Tour ???

That's right folks. The Yer on Yer Own Tour. That's because your old Newsletter Editor (me, Joe Marchione) couldn't put together and post the darn directions !

I've printed some in the past and tried to hand them out but nobody wanted them saying I'll just follow the leader. Ha, Well sometimes the lead-

er (Me again) don't really know where the heck HE'S GOING !



Well many of the folks got lost a bit because they had lights and stop signs and traffic which held them back from following the lead cars. Might help to have designated catch up points along the route.

But you know what. When the guys up front pulled in many members had already arrived before us anyway so, just goes to show ya Oh, I don't know what but I am sorry to all the people who got waylaid.



Other than that I believe every eventually found Stone Harbor and guess what - there was already a car show going on,





right on Stone Harbor's main street. Very Cool. They closed down the east end of their main drag and all the show cars lined up along the street.

Our British Motor Car Club parked in our usual spot in the public parking lot down by the ocean. A great location with the Coast Guard station, a nice path to the beach, and

best of all a nice clean bath room.



After hanging around yacking with each other we all fanned out to check out the car show and get a bit of lunch at one of Stone Harbors lunchrooms. Long story short (or in this case short story already) it was absolutely a beautiful day for a drive and to be down the shore. Hope to see you all next year !





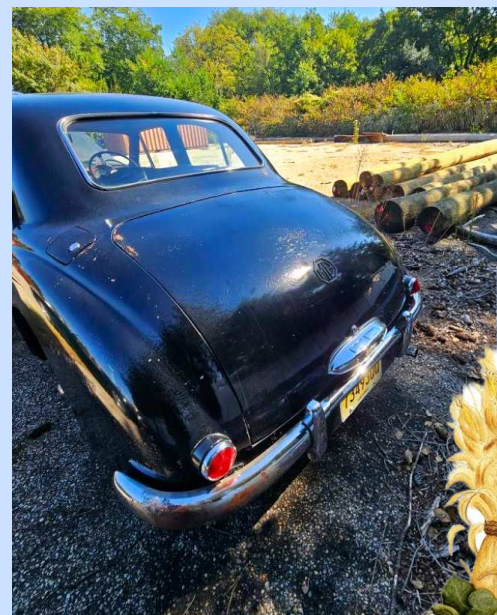






BMCNJ AT ELMER'S HARVEST CAR SHOW

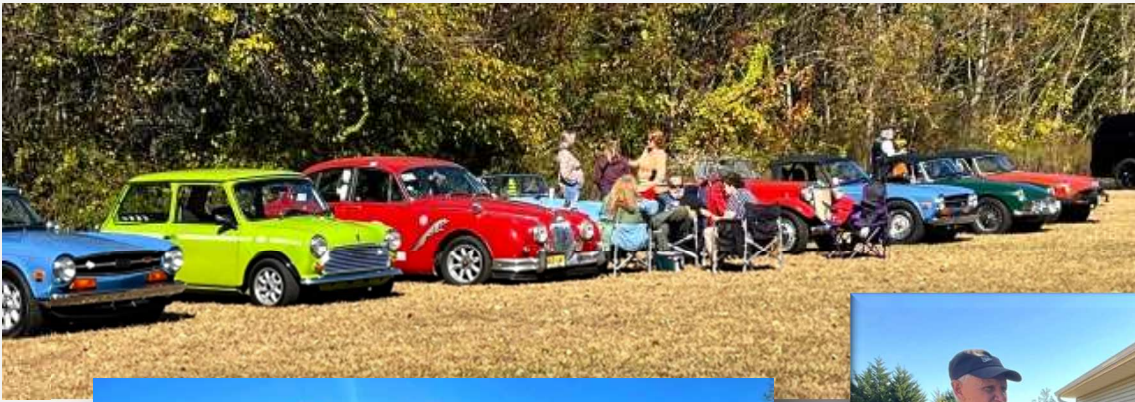




SWAP THIS...and That... and that over there







Attention BMC of SNJ Members!
I am happy to announce a new benefit available to the club!

The BMC of SNJ RESCUE SQUAD



Perhaps your British car is languishing in your garage due to a mechanical roadblock that you have encountered that has prevented you from enjoying your car.

We have harnessed the collective talent of several club members and are instituting a program that we call "BMC of SNJ Rescue Squad." Our goal is to provide volunteers to help you get your car back on the road. Short of routine maintenance and full restorations, we can help if you have a problem you can't overcome by sending a group of volunteers to your home garage and help you through the process.

Maybe you have a clutch or brake system that needs to be bled and you're struggling with the process. Or, perhaps your turn signals stopped working and you can't wind your way through the electrical diagram to make the repair. Maybe your car ran when parked and doesn't want to start now. Let us know and we will do all we can to arrange for the help you need.

This will provide some fun, social interaction and productive garage time for all parties involved. Refreshments are optional!

One of our original BMC members, Pete Cosmides has offered to get this program off the ground.

So, if you need some help, please contact Pete and he will determine if we can be of assistance. Pete can be reached by email at tundramgb@hotmail.com

By the way, if you want to get involved with the Rescue Squad, you can let Pete know that as well. You don't need to be an expert, but perhaps you have mastered certain mechanical aspects that will come in handy to others under the right circumstances.

Steve Ferrante



British Motor Club of Southern New Jersey

GRILLE BADGE SALE

****ONLY A FEW REMAIN AVAILABLE****



Badges are metal with enameled surface and mount by two studs that screw into the back of the studs shown above.

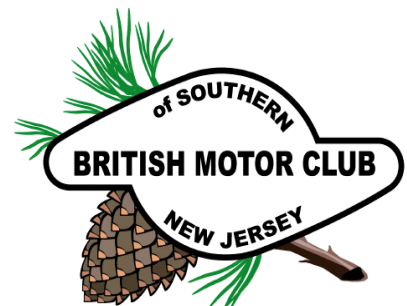
Cost is \$39.50 each including mounting hardware and shipping.

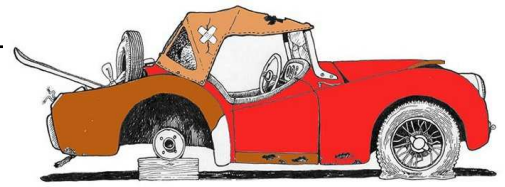
Payment by check made out to British Motor Club of Southern New Jersey or by Paypal sent to members@bmcsnj.org

I would like _____ grille badge(s) at \$39.50 each = \$_____ total.

Name	
Street address	
City, State & Zip Code	
Phone Number	
Email address	

Checks should be sent to:
British Motor Club of Southern NJ
Brian Deam – Treasurer
900 Riverton Rd
Moorestown, NJ 08057





The New BMC of SNJ Marketplace

If you were wondering where the Swap Shop ads went, then read on.....

Beginning this month, we have added a new tab on the website where all For Sale/Wanted ads will be located. It will be a single link on the website that will show all the available listings together. This listing will be updated monthly instead of waiting for two months until the next newsletter arrives!

You can access the new feature by going to:

www.bmcsnj.org

At the top right, click on “**More**”

Then click on “**Marketplace.**”

Then click on “**BMC of SNJ Marketplace – Current Month.**”

To make this successful, all For Sale / Wanted ads must be submitted to the president@bmcsnj.org email address before the 20th of each month to be included in the next month’s listing.

The more information that you provide will increase the chance of a sale, so be sure to include the following at a minimum.

- Your Name.
- Your Phone Number and/or email address.
- Detailed description of what you are selling (it will be copied exactly.)
- Pictures of what you are selling in .jpg format. I can include up to three pictures per ad.
- Price for each item, or list as “free” or “make offer.”

Ads that are incomplete will not be included. Ads will run for two consecutive months and will be deleted from the list unless you request that it be extended. I am hoping that this change will make items available to our members sooner and increase your chances of selling your items! As always, I’m willing to hear feedback and looking forward to making this work for all BMC of SNJ members.

Steve Ferrante
BMC of SNJ Board Member

CALENDAR OF EVENTS

Please note that our BMC of SNJ British Car Event Calendar will now be available on our club website.

British Car Event Calendar of the Northeast

With the kind permission of one of our neighboring clubs, the Keystone British Car Club based in the Lehigh Valley, I present to you their very comprehensive calendar of events featuring many British Car Shows and events of interest in the PA/NJ/DE region.

I know many of you have never attended a British Car Show and perhaps you don't quite know what to expect. If your car is not "show quality" that should not preclude you from attending. Not all attendees are trophy hunters and many folks just attend for the camaraderie and the sharing of knowledge that comes with a gathering of like minded British car enthusiasts. It's nice to attend these shows, enter your car and support the surrounding clubs of their efforts. If nothing else, it may garner some reciprocity for attendance at our club's shows and events.

However, I think one important aspect of regularly attending these events is that it gets your car out on the road and away from your local neighborhood comfort zone.

It will push you to clean and maintain your car and engage you with the hobby. I have found that the cars that are used most regularly often give the owners the most pleasure because it gets you to sort out any niggling issues with your car and makes it roadworthy. The more and further you travel, the more confidence you will have in the car for longer trips. In my case, I enjoy the drive to and from some of these events as I will usually choose a scenic route.

So, let's get out there and I hope to see you at some of these area events this season.

Peter Cosmides

Below is a link to a list British car events in the greater Northeast. (And beyond, for national meets and other large events of unique interest.) Also included are classic car events and community car shows of interest to our members

CLICK ON THE LINK BELOW TO ACCESS THE CALENDAR

[British Car Calendar | Keystone British Car Club](#)

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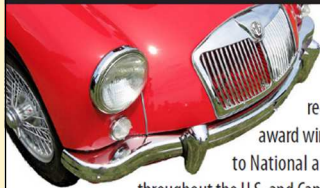
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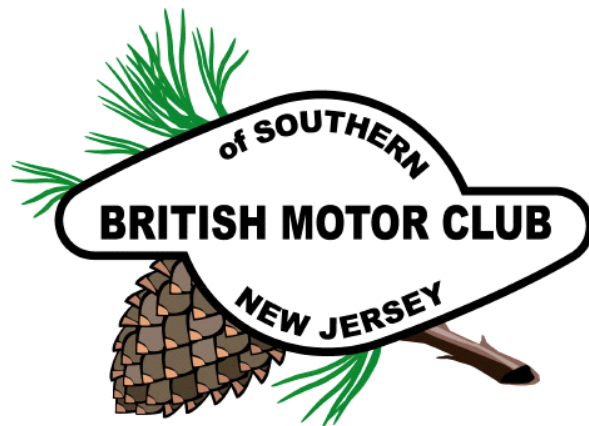
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