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

March—April
2026 / Issue 2



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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 1990 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), AND Triumph Register of America (TRA).

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

Odd numbered months (January, March, May, July, September)
Seven Stars Diner 1890 Hurfville Road, Sewell, NJ 08080

Even numbered months (February, April, June, August, October)
PJ Whelihan's, 1854 Marlton Pike East, Cherry Hill, NJ 08034

Meetings are not planned for November or December. **Meetings begin at 6pm, with food service.** Dates and times are subject to change, which will be communicated by email to club members.

OFF SIDE/ NEAR SIDE is [your newsletter](#).

The editors are always looking for new material. Without material content there is no Newsletter. Please submit British car related material copy and especially your personal experiences for us to use in one of our six annual newsletters. Project articles with pictures are highly valued.

PLEASE SEND [NEWSLETTER CONTRIBUTIONS](#) TO THE EDITOR:
editor@bmcsnj.org

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 it 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 does not sponsor the consumption or endorse the use of alcohol or drugs at any of its events. Distribution of alcohol or controlled substances by the Club or its members at events is expressly prohibited. All driving events are conducted in accordance with motor vehicle laws, including insurances, at all times.

This does not 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 automobile mechanical or other modifications are made at the risk of their owners. Good car mechanics results in pleasure; poor 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.

Secretary's Satchel

March—April 2026

By **Tom Evans**

February 15, 2026

The BMCSNJ officers have been conducting conversations and meetings in an ongoing effort to enhance the club leadership capacity and depth, along with expanding communication with the membership. This is precipitated by our desire to ensure the health, continuation and longevity of the club by delegating official tasks, garnering participation in the leadership and solidifying the succession of the club as a whole and leadership tasks in general. We have had wonderful participation in leadership over the life of the club and currently have all of the leadership positions filled with individuals that are eagerly participating and contributing in viable ways.

To continue with this trajectory, the board has chosen Club Express to be the host of our club web based administration. Currently we are using several platforms, Go Daddy for our website, Mail Chimp for email blasts, PayPal, spread sheets, etc., to manage the different aspects of club management. We are currently working with Club Express to begin populating the cloud-based software with a web page, member lists, email addresses, etc., and anticipate a rollout by June of this year, and so looking forward to it.

Happus Dydd Dewi Sant! (Happy Saint David's Day!) March 1st is Saint David's Day, the patron saint of Wales. How did you spend your day? We will spend ours at Arch St. Presbyterian Church in the Saint David's Chapel and then attend a Te Bach, a little tea, to enjoy UK cheeses, Welsh Cakes and a great cuppa'. I'm still waiting for Wales to beat someone in international rugby play, young team, rebuilding(?).

We have been off to a great start with our first monthly meeting held at Seven Stars and hosted by board member Ralph Travis. For February we were invited back to the Simeone Museum for a great time enhanced with a presentation by our own Kevin Kelly on the subject of the demise of the British automotive industry. Britannia ruled the waves, has had some trouble in the last few decades. The coming of spring will bring several of our regular events. See the Events section on the web site, especially the Club Meetings the third Wednesday of March and April, our Vintage European Cars and Coffee at Wenona Park on April 18th, which we will be holding each month, and the Spring driving tour from Batsto to Renault Winery in Egg Harbor on April 25th. There have been several Wenonah events added this year for each month through October.

See you on the road.

Happy Motoring

Treasurer / Registrar Report

March—April 2026
by **Brian Deam**

Dear Members,

Spring is almost here and with it the opportunity to get our cars back on the road, many with the top down. I know you can't wait.

I could not wait, so I took my TR6 out on national Drive Your Triumph Day on February 10th, with the top down. The temperature finally was above 32 F so it felt balmy. It was a fun drive through the fields of Moorestown.



We had another enjoyable meeting on February 18th at the Simeone Foundation Auto Museum, hosted by Kevin Kelly, our car club's co-founder. He presented an informative history of the start and ultimate demise of car manufacturing in England. We then strolled through the display of beautiful Corvettes spanning from the 1950s through 2025 - C1 to C8.

We have a full calendar of fun events scheduled for this year; check out the events calendar on the website and make plans now to attend. If you have not been to an event in a few years, now's the time to reconnect.

We will be transitioning to a new club management software and website in May this year. It will improve our administration of the club membership, provide a more robust website, integrate our communications and provide a better experience for our members. Further details will be sent in April.

Our club's financial position is strong. I've included a summary of our 2025 year-end financial statement.

Treasurer / Registrar Report (Cont'd 2)

March-April 2026

By **Brian Deam**

2025 Financial Statement

	2025	2024	2023	25 vs 24 Variance
Revenue:				
- Contributions/Gifts	\$ 946.00	\$ 851.50	\$ -	\$ 94.50
- Dues, Ads & Assessments	\$ 2,297.00	\$ 2,672.00	\$ 2,628.00	\$ (375.00)
- Regalia Sales & Postage	\$ 259.00	\$ 2,513.50	\$ 1,665.00	\$ (2,254.50)
- Total	\$ 3,502.00	\$ 6,037.00	\$ 4,293.00	\$ (2,535.00)
Expenses:				
- Printing, Publications	\$ 156.75	\$ 460.60	\$ 307.68	\$ (303.85)
- Member Events & Meetings	\$ 1,483.60	\$ 745.67	\$ 1,844.33	\$ 737.93
- Regalia Costs	\$ -	\$ 1,562.79	\$ 2,088.99	\$ (1,562.79)
- Government & Banking Fees	\$ 104.90	\$ 113.83	\$ 143.32	\$ (8.93)
- Charitable Donations	\$ 2,383.00	\$ 1,380.00	\$ 900.00	\$ 1,003.00
- Total	\$ 4,128.25	\$ 4,262.89	\$ 5,284.32	\$ (134.64)
Operating Profit (Loss):	\$ (626.25)	\$ 1,774.11	\$ (991.32)	\$ (2,400.36)
Net Assets:				
As of 1/1/2025	\$ 7,799.82	Note 1		
2025 Profit (Loss)	\$ (626.25)	Note 2		
As of 12/31/2025	\$ 7,173.57			

Treasurer / Registrar Report (Cont'd 3)

March- April 2026

By **Brian Deam**

We currently have 170 members, just 7 less than at the start of the year. We had 9 members that did not renew and gained two new members in February. You are our best marketing channel, so keep spreading the word.

If you have a question about when your membership expires, please email me at : members@bmcsnj.org.

Club dues remain at \$15/year (free if you volunteer to host an event). You receive six newsletters per year, access to our Facebook page and unlimited use of club supplied resources! Just a reminder that the Facebook page is for paying members and spouses only.

If you want to renew or if your membership has inadvertently lapsed, please send your payment using one of two methods:

PayPal: sign on to www.PayPal.com and send your dues to "members@bmcsnj.org".

Check: made payable to "British Motor Club of Southern NJ" and mailed to:

Brian Deam
900 Riverton Road
Moorestown, NJ 08057

Happy Motoring!

Welcome to our two newest members:

Name	Town	Car
David Coates	Wenonah	TBD
Mark Harris	West Deptford	1979 MGB

It's 1980, the end has arrived.

Steve Ferrante

The business problems in the British automotive industry started in the late 60's and are well documented. The formation of British Leyland created by the combination of a dozen brands into one entity in 1968 was hoped to be a solution to save the British auto industry but unfortunately became the beginning of the end. The attempt to merge different products, manufacturing processes, and markets at the hands of the accountants and the British government never had a chance. What may have seemed like a good idea at the time quickly descended into a chaotic mixture of products, labor unrest, and consumer confusion. Added together, the result was uninspiring and poorly built cars that did not stand up to the mounting competition from Germany and Japan.

It is important to note that many of the cars that we own and cherish were models developed specifically for the American market. Aside from a few exceptions, Americans weren't exposed to the average British family cars, but rather to the fun class of sports cars that were always well received regardless of their quality. Pretty safe to say that many of our cars are now better than they were when they rolled off the assembly lines.

Triumph TR8



Nearly all TR8s produced from 1978-1981 were sent to the US or Canada. As a continuation of the "Shape of Things to Come" after the TR7, the only thing that came was the end of Triumph in the US. Hopeful that the addition of the venerable Buick V-8 derived engine would drive sales, it continued the reputation of poor reliability and ultimately brought production to a halt. A sad end to a pretty cool package.

Lotus Esprit S2 and Turbo S3

Another wedge-shaped car, the Lotus Esprit was introduced in 1976, but by 1978 the S2 had come along with body changes. Series 2 production peaked at just over 1,000 units including 150 or so Commemorative Edition Esprits based on the John Player Special black and gold color scheme used on the 1978 F1 Championship cars. By 1981, those who were still excited about the cars were treated to the Series 3 Turbo Esprit, with more power and upgraded suspension and cleaner lines. While Lotus remained as a manufacturer, it was never a major component of the British production numbers.



It's 1980, the end has arrived.

Steve Ferrante

Rolls Royce Silver Shadow II



By 1980, if your stature at the club had improved along with your income, you could arrive on Saturday in your new Rolls Royce Silver Shadow. Or, if you were Bobby Unser, you could have used it to participate in the “World’s Richest Demolition Derby” in February of 1973 at the Los Angeles Coliseum in front of 25,000 spectators. I remember seeing this on TV as an 11 year old as part of a broadcast that included an Evel Knievel motorcycle jump and thinking how could someone do this to such a beautiful and expensive car.



Morgan Plus 8

For American buyers who still reminisced about the good old days of the MG T series cars, there was always an upscale option in the Morgan cars. Hand-built since the beginning, the Plus 8 of the late 70s and into the 80s was a great performer that still turned heads as they had since the first Morgans were put on the road. Lovely lines and great performance for the times, Morgans defined the classic British roadster (and still do.)



It's 1980, the end has arrived.

Steve Ferrante

MGB- 1980 Limited Edition LE

It is hard to write an article without mentioning the MGB. The end of an era that started in 1962 came in 1980 with the final MGBs built and painted black, along with five spoke alloy wheels. It must have been a sad event to see the final Bs roll off the assembly line. Oddly, it was determined by the brass at BL that the MGB had to end as they were fully backing the TR7 as its replacement. We all know how that turned out. In my opinion, the black paint, rubber bumpers and striped graphics on the sides worked very well together. Unfortunately, it was the end of MG in the United States.



The demise of the British automotive industry opened the door to German and Japanese imports worldwide and they aggressively took advantage of that opportunity. We can still see the results of that today. During the same period, cars in the US were also hampered by additional regulations for safety and fuel economy improvements that did nothing to improve curb appeal or performance. The 1980 Corvette's C3 body style still had beautiful lines but the 350V8 in the L82 form made only 230HP. For the second year of the Fox body Mustang, Ford dropped the 5.0L V8 for a 4.2L V8 rated at 118HP although a 2.3L 4-cylinder turbo offered 135HP in the Cobra trim. These numbers represent a huge drop in performance during the 1970s. But one interesting idea jumped off the page when American Motors offered the first crossover vehicle in the 4WD AMC Eagle, that even though it was clearly ahead of its time, did little to save AMC.



This is my last article in this series as 1980 pretty much represented the end of the development of mass market British sports cars for the US. It was a great run, but the once great British auto industry was gone and soon the car lines would all be sold off and globalized. Honestly, the early 1980s were not particularly inspiring for anything automotive and while enthusiasts could marvel over the growing list of supercars being built, they also realized that they were not obtainable by the average buyer. Ferrari, Porsche, and Lamborghini found themselves at the top of the food chain, but all sold more posters than cars. At the time, many sports minded drivers liked what they saw from the Datsun Z cars as well as Honda's upcoming CR-X, as these were much more affordable and still fun.

British Motor Club Tool Loan Program

Michael Eck

Last winter I needed to remove the automatic transmission from my Jaguar MK IX to refurbish it. I had run a slalom with the car the previous summer and noticed that when I drained the fluid there was a certain sparkle to it. There was obviously some slippage going on, so I needed to get in there to repair, replace and adjust. I have a two-post lift to raise the car, and the transmission can be removed with the engine in the car, but the tranny itself weighs around 200 lbs. Since I was never able to bench press that amount, it was obvious that I would need some specialized tools just to remove it.

The first thing I would need was a transmission jack. That's a specialized device to which you strap the transmission, and then you can tilt and lower it safely while maintaining control of it. Once I had removed the transmission from the car I would need to lift it onto my workbench, and since my back certainly was not up to that task I figured that an engine hoist would be needed. I found that I could rent both items, but that would involve considerable cost and transportation of the tools. Then it dawned on me that I would also need both tools again when I was done with the rebuilding, since I would then need to lower the tranny off the bench and then lift it back into position behind the engine. That would double the rental price, so I started looking for alternatives, but I wasn't sure where to look. I asked Pete Cosmides if he still had a transmission jack from his professional repair career, but unfortunately he did not have one. My second call was to Bob Sabota and that's where I struck gold, since he had an engine hoist in his garage and was willing to let me borrow it. Renting a transmission jack twice would have cost as much as purchasing one, so I shopped around and was able to find one for a reasonable price. Armed with these two tools I was able to safely and leisurely do everything required to once again have a reliable transmission in my car. I had enjoyed the capabilities of Bob's engine hoist so much that I anticipated the need for one in the future, so I kept my eyes on Facebook Marketplace where I eventually found one for myself.

Then, upon reflection, I realized that other people could find themselves in the same position that I had first been in, where they had a temporary need for some odd piece of equipment. Other people could be in the position that I was in later, where I had several tools that were valuable for a specific job but I was not likely to need them again, at least, not for a little while. That brought to mind the idea of a database of tools that could be made available for our fellow club members to borrow from each other temporarily. For example, in addition to the previously mentioned transmission jack and engine hoist, I have a 5 ton chain fall, a brake line flaring kit and tubing bender, a set of air conditioning gauges with a vacuum pump, and various electrical test gear. If anyone is interested I can set up a database of equipment that is available from our members so we can work together to keep our cars on the road. Let me know what you have and are willing to loan!

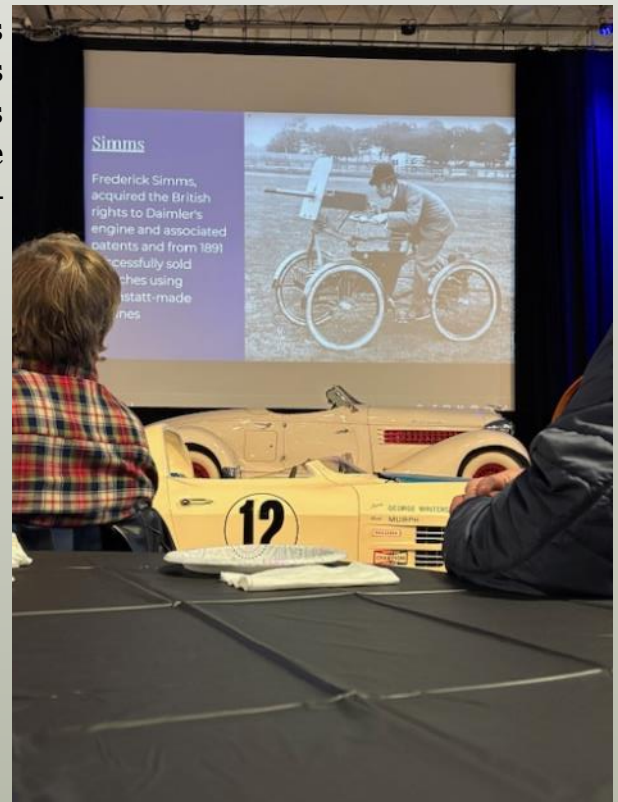
The Simeone Museum

the Corvette



This year, the Simeone Museum brought about a change of pace by featuring an American line up of cars, the Corvette. On the floor was a magnificent display of well appointed cars through the years of Corvette production. Check out the Simeone video here. [\[VIDEO\] Simeone Museum Demonstrates the Original 1963 Corvette Grand Sport #002 - Corvette: Sales, News & Lifestyle](#) .

While the Corvette was the featured display, Kevin Kelly gave us greater insight into the development British cars. He took us through the origins of the British automobile, ending his presentation at the point where the marque stands today. We are looking to soon see Kevin's Power Point on the club's Facebook page.



The Simeone Museum

the Corvette



AUTO SHOW

PHILADELPHIA

Despite the frigid cold and ice laden streets, the Philadelphia Auto Show was well attended on Day 2, at the Philadelphia Convention Center. As usual, it takes a good three hours to see everything comfortably. There were some changes, as the Convention Center does its best to keep it fresh while also maintaining it's high standards, like the price of food. Always eat before you go.

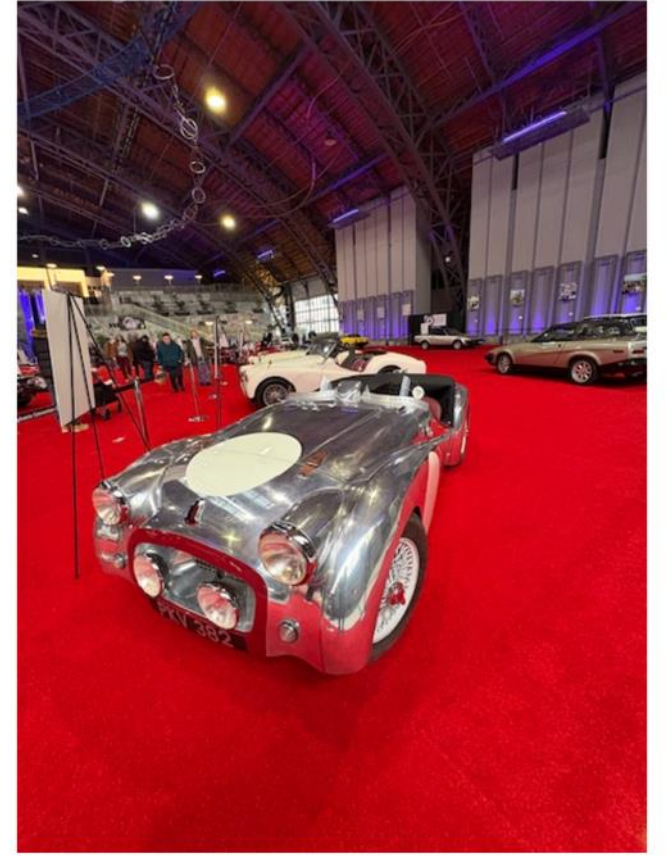
Notable, was the slimmed down display of sedans and two door models. The main focus of the crop were SUVs and crossovers. Inclusive of Ford, most manufacturers showcased hatchbacks and EV transports, including the Mustang Mach-E SUV. Lacking were brochures, give-aways', open hoods, and sticker prices on windows. With an eye toward the higher end and perhaps the only high priced cars on the floor, you could've spent time checking out the McLaren, Lotus and Ineos Grenadier, et. al. (a Defender competitor). Car and Driver reviews the Grenadier at <https://www.caranddriver.com/ineos/grenadier>. We should not forget the test drive tracks at the rear of the Main Showroom. But c'mon; how fast can you drive on an indoor 50 foot track? Jeep did well on their indoor hill-climbs. None were taken outside to the ice caked corner of 11th and Market.

If you were looking for something a little different, the more unique displays were in the Custom Alley. For the kids, that's where the music, chrome, and "Wows!" were found. When talking about "Kids" I mean any male over five years old. Yes, I did I hear a woman say to her mate, with a high-end camera, "Jim, Really?" Naturally, he was taking a stream of pictures, of a headlight). Of course, no show would be complete without stopping by Ragtops and Roadsters. Their display was split into two locations this year, one featured their reno's, Healey, etc. Their other collection featured Triumph, mainly those owned by Pennsylvania club members. Overall, it was a nice event, when finished off with a stop at Olympia, in the Reading Market.



AUTO SHOW

PHILADELPHIA



AUTO SHOW

PHILADELPHIA



AUTO SHOW

PHILADELPHIA



Two for the Road and George Lawton

Club Member George Lawton, has been working on his 1969 Bonneville Triumph for quite a while. It's a clean machine, for sure. He took it down to the frame and started from scratch. He brought it back into pristine condition with new parts, a fresh paint job and new chrome, where needed. The mirror like finish brought a smile to George's face just looking at it...but a frown when the key was turned. George reported that it would start, run erratically and then conk out. In our discussions, it sounded to me like it was getting too much air. He pondered an intake leak. We were both stumped.



Two for the Road

and George Lawton Too

After much head scratching, George trailered it down Route 73 to South Dublin Motorcycles in Cinnamonson where long time automotive and motorcycle guru, Alan Leson, gave it a thorough check. Al went through the bike and found that the previous owner had installed the wrong size jets. With the corrections made, George says that the bike has never run smoother. On a side note., the shop owner Paul said that he warned the employees against taking the bike for a test drive. Apparently, the tires were very old. George admitted that the tires were hard and had little traction. The bike now has new rubber and is ready to go...Two for the Road.

Al Leson has also worked on bikes for other club members including former Member Eric Prock. Al also attests to having a working relationship Mario Andretti (deceased) and Paul Teutle (Paul Jr. Designs).



The Electric Slide

Editor

I travel internationally a bit, but my friends, Diane and Tom, have already left the barn and gone to Ireland and Scotland. Upon arrival, they immediately rented an MG-EV and made a four hour drive to Galway. They stayed a couple of days and then drove to Scotland, finishing in Germany. They had no fuel issues, slow charging their car overnight, fast charging on the road, when they stopped for lunch and a pint (naturally). Considering that EV's are less of a "new" thing abroad, I wonder how much further they will drive in the future. In Europe, a waiter will often ask, "Sin Gas?" No, tap water will be fine. Stateside, they make regular trips, a couple times a year, to Florida and New Orleans in a Camry. Will "Sin Gas" replace "regular or premium"?



While I didn't find a Peugeot, Vauxhall, MG or a Rover at the Philadelphia Auto Show, I did see a few U.S. registered petrol powered rides on the lower level floor. These were owner cars you might find at a Hagerty auction.

Regardless of tariff fluctuations, the Philly Show reaffirmed that EVs are the focus for today's global market and their replacement parts market. But new gas fueled vehicles are not totally dead. This year (2026), Ford CEO Jim Farley decided to pull back on the pickup EV market, specifically the highly touted F-150 Lightning. With only 100,000 made, could these become late model classics like the Chevy C-10? In its place, Ford aims to enhance the bigger EREV electric motors for the big haulers. Because of low EV sales other manufacturers are eyeing the diesel once again. GM took a \$7 billion drop and will nix the EV Chevy BrightDrop according to Automotive News. It's an ever-changing market to find footing but no one is quitting EVs. Pulling out the key reports, we read that US auto makers hope to find a work around the Big Beautiful Bill with smaller cars. Under Stellantis, who lost \$26 billion, Dodge will modify their line up. At this time, the US will keep its pre-negotiated tariffs on cars and aluminum regardless of the Supreme Court decisions (WSJ) and the resulting 15 percent global tax. Meanwhile, Ford, is anticipating the growth of the UEV platform and hopes to see Mustang, Bronco and Maverick size cars on European roads. But as the Philly Car Show evidenced, the US lags behind the Asian and Euro EV markets. By selling amongst themselves, the EU market will move forward and the US will play catch-up in new car sales. Last year (2025), Ford, with a meager foothold in Europe, lost over three billion dollars last year due to tariffs. We should not forget that tariffs apply to all imported parts, for made in the USA cars. The WSJ reports that the US pays 95% of auto related tariffs via "up-pricing" the hard and soft sales. But still, Automotive News reports that 1.3 million EV were sold in the US in 2025.

The Electric Slide

So what does this mean for our BMC classics? Well, I have a project car in the garage. Should it be EV? And then I ran across this. I can't unsee it. [Is this electric MG the PERFECT car for James May?](#)

According to Sales Manager, Sean Henning, at INEOS Grenadier in Devon, PA, INEOS estimates that that by 2032 all new US car sales must be EVs to stay mildly competitive in the world market. INEOS is counting on slumping petrol Rovers and are looking to fill the gap. As EVs slide in, and checking pollster comments, we should see the changes in TV auto programs too, e.g., Bitchin' Rides, as the demand for EV upgrades begin to take hold. Mechanic / Shop owner Sid Jackson, at SJCCC, says "unless, you want it Concours, its just an old car. If it runs right, do what you like to enjoy it." It feels like we are caught in an EV Whirlpool washer and our classics are old gasoline soiled rags.

Of EV mod's, Nigel Lloyd, UK mechanic, says "it is definitely worth the thought, if we are going to keep" our LBC on the road. Gas prices are not going down, while EV charging stations are becoming more ubiquitous or, you can charge your car at home. Nigel added that he hasn't set points in years. Electronic ignition, EFI's, and alternator swaps are the proper fix for the damp English weather. So, are we already thinking electric conversions? The EV mod trend has begun. "Sin gas?"

Still thinking, there's a plethora of info to discover. Check out this conversion at [Bugeyeguys.com](#) [Tesla meets Bugeye! EV-conversion Bugeye Sprite, for sale at bugeyeguys.com!](#) Then check out [Electric Classic Cars | The World's Largest Converter of Classic Cars](#). See also Whittam Engineering [Classic Car Electric Conversion | Whittam Engineering](#)

What about an EV bolted to a 5 speed or Overdrive? EV backplate-to-transmission can be made almost at will with a template. An EV kit sells for less that \$4k. Now wouldn't that be a Rescue Squad challenge? I don't know if I personally can do it alone but for those folks with a project car languishing in the back yard, you might check out the [Electric & Hybrid Vehicle Technology Expo South | April 22-23, 2026](#). It might be worth the education.

For now, our annual Simeone gatherings continue a nostalgic look at LBCs, along with the Corvette, as we take on the challenge to keep them on the road.



[Vintage EV Conversion for Under \\$4K - 1976 Tesla MG Midget - YouTube](#)

The Rescue Squad
Reserved for your Garage

WHAT TO DO WHEN YOUR CLASSIC STOPS RUNNING



Most breakdowns are caused by an ignition problem.

Step 1: Try to park in a safe, dry place.

Step 2: Pull a spark plug and ground its threads on the block to see if you have spark. An assistant needs to crank the starter.

Step 3: If there is a spark, move to the fuel system. If no spark, check whether you're getting spark from the coil to the distributor. Pull the coil wire from the distributor and hold it near a ground. Again, have your assistant crank the starter. Look for spark from the coil lead. Note: Coils are blamed for most ignition problems but seldom are the culprit.

Step 4: If you have spark at the coil lead, you likely have a problem with your distributor rotor or cap. Carry replacements. In recent years, rotor problems have been much more common than car problems, so start with a rotor.

If you don't have spark from the coil lead, then you'll need your test light. Attach the ground clip of the light to a good ground, then touch the point to the positive side of the coil while the ignition switch is turned on. (This is assuming a negative-ground car.)

The light should glow. If not, trace this part of the ignition circuit to determine why the coil isn't getting power. Notes: For positive-ground cars, switch the polarity on this test procedure. The coil is marked with a + and - on either side where the wires attach.

Step 5: Does the ignition switching mechanism work? Assuming you have power to the coil, hold the pointer of your light to the negative side of the coil while your assistant cranks the engine. Your light should flash on and off as the engine spins over, telling you that the switching mechanism in the distributor is working. (This is true whether the car has points or an electronic ignition.)

If the light glows steady or not at all, it's time to get into the distributor. If working with a positive-ground car, don't forget to switch the polarity on this test procedure as well.

To determine why your distributor isn't providing the switching for the coil, you'll need to get out the manual for your car (or your ignition system if it's aftermarket) to go through the testing procedure for your points or electronic switching mechanism.

WHAT TO DO WHEN YOUR CLASSIC STOPS RUNNING

AND STILL WON'T
START



If it's not an ignition problem, then it's likely a fuel delivery issue

Step 1: Make sure that the throttle linkage hasn't become disconnected or fouled up.

Step 2: If you have an electric fuel pump, determine if it's working or not. Note: Mechanical fuel pumps seldom fail while enroute. If the fuel pump is working, proceed to Step 4.

Step 3: If the fuel pump is not working, then make sure its fuse is good and check that neither the positive nor negative wires have become disconnected, pinched or pulled off.

Step 4: Check that fuel is getting to the carburetor or fuel injection. Fuel is pressurized to 3-5 psi on a carbureted car and upward of 35-40 psi on a fuel-injected car. **DO NOT ALLOW FUEL TO SPRAY ON A HOT ENGINE OR ANY OTHER HOT COMPONENTS.** Carefully pull the fuel line off the carburetor or injection. Aim the line at a suitable catch can. Have an assistant crank the engine. If fuel comes out of the line, then you have a carburetor or fuel injection issue and should proceed to Step 6.

Step 5: Check your fuel filter. If you can blow through the filter, then you might have a clog elsewhere in the delivery system. Follow the fuel system back to a possible second filter and finally the tank. Sometimes the tank's pickup can get clogged, and you can remove the blockage by either blowing back through the outlet tube or running a rod or piece of wire through the tube. Be prepared to reattach the line very quickly, and remember that fuel and its vapors are very flammable. Do not work with fuel around hot engines, hot exhaust systems or other hot components.

Step 6: Some carburetors, like Webers, pass the incoming fuel through a screen. These screens can get clogged but are easily cleaned.

Step 7: Car still not running? Now that you've ruled out all of usual culprits, you have to delve deeper. On a carbureted engine, it could be a sunk float or a clogged jet. On an injected car, you might have a disconnected crank angle sensor, clogged fuel injector or another failed or disconnected electrical component. Check all grounds, too.

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