



March / April 2011  
VOL. 20 ISSUE # 2



**YOU STILL HAVE TIME TO SEE EIGHT BEAUTIFUL E-TYPE JAGUARS PLUS 23 OTHER UNUSUAL BRITISH CARS AT THE SIMEONE MUSEUM !**

British Motor Club of Southern New Jersey



**Pete Bahr & daughter Janene**



**Beautiful Jaguars on display**

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## Jaguar E-TYPES and 1974 Jensen -Healey at Simeone

See page 4



# BRITISH MOTOR CLUB of SOUTHERN NEW JERSEY



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Contact any director or Support Staff.

**PLEASE SEND NEWSLETTER  
CONTRIBUTIONS TO PETE**

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

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

**BMC Meetings** are generally held on the second Tuesday of each month, but locations vary. Current schedule can be seen in the “Calendar of Events”.

*The official BMCSNJ website can be accessed at*  
<http://www.bmcsonj.org/default.asp>

## NEWSLETTER CONTRIBUTIONS

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

**The Editors are always looking for new material. Please submit British car related copy (or personal experiences in your LBC for us to use in one of our six annual Newsletters. Copy should be forwarded to the Editors by the 12th of the month preceding publication. We publish in Jan, March, May, July, Sept and Nov.**

## 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.

## HERE'S A HIDDEN GEM **British Car Cottage Industries'** @ [www.britcot.com](http://www.britcot.com)

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## PRESIDENT'S MESSAGE

Ed Wolff

As I pen this homily, it is 27 degrees here in Bucks County with plenty of snow still on the ground and the wind is gusting to 40 MPH, not exactly British car weather but I just finished synching the carbs ( I have an exhaust vent through the garage door), and changing the fluids on my 73 B to get it ready for the 1st spring drive. With the beginning of another spring in sight, they say the economy is coming back a bit, XKE prices are moving up, the Phillies look good except for right field, and after our November organizing meeting, the club is on track for an excellent 2011.

As far as the schedule goes, you might have already attended Pete Cosmides' annual February tech session which is always a good winter wake-up and Ted Lane's Chili fest is on tap for March. Bill Carroll's annual Smithville gathering in April is becoming more popular every year with last year having the biggest turnout yet. It benefits the local Hospice Center in memory of long-time member Ted Ley so it's a nice show at an interesting venue for a great cause.

The schedule will be firmed up with exact dates and locations so you can plan ahead but we'll be doing a few more spur of the moment things this year. Suggestions at the last meeting include Sunday breakfast runs, showing up as a group at some of the local cruises like the Silver Diner in Cherry Hill, the monthly Collingswood street shows, Webers Root Beer in Pennsauken, Fuddrucker's in Williamstown and the Millville Motorsports Track clubhouse for a lunch so there will be a few different places to visit along with most of our old favorites.

One new idea being developed by Pete Bahr and Bill Carroll is a new payment method for club dues. Other clubs are starting to use **PayPal for dues payments** because it's so quick and easy to do. No checks, no mailings, just go to your PayPal account, a couple of clicks, and your dues are paid. Between debit cards, credit cards and automatic checking account deductions I think some people don't even write checks anymore so this is probably the right move. Of course if you don't have a PayPal account—you can charge credit card on PayPal website, and checks are always good.

I'm headed off to Wisconsin tomorrow to pick an interesting vintage race car that became available back in December, a Speedwell nosed Bugeye that was supposedly built by Tom Colby at Speedwell Enterprises in California. It should be fun running with small bore cars, they always look like they're having a great time out there. We should be at Millville with it this summer.

See you on the road

## EDITOR WRITES

Pete Bahr

What's new in the world of electronic communications???

Here's what's new in the BMC world:

Your esteemed Treasurer has been working out a system that will make his BMC life easier. We're looking at using PayPal, or similar, for the collection of dues. As you already know, Bill has been working on dues collection on a semi-annual basis, rather than monthly—remember, most of you will be getting FREE months of credit.....

See Tom's write-up below for more details.

In the Editor world, I've scrounged articles from some of my non-BMC friends to fill the Newsletter, but I need more from the members—what gives? No one has an interesting story???

## MEMBERSHIP NOTES

Bill Carroll

MARCH 1, 2011 - TOTAL MEMBERSHIP: 153

## SECRETARY'S SATCHEL

Tom Evans

The BMCSNJ Board of Directors has been working diligently to improve the member experience for the club. Bill Carroll, membership secretary and treasurer, proposed and received acceptance for the board to restructure the renewal procedure and timing of the dues cycle. Based on the member's previous renewal month **the member's renewal date will be moved to one of two dates for the annual renewal.** Along with realignment of the renewal dates it was proposed and accepted that the use of PayPal be used for electronic renewal and payment. Notification of the rescheduling will be mailed and/or emailed to each member with the realigned dates and payment instructions.

“Along with realignment of the renewal dates it was proposed and accepted that the use of PayPal be used for electronic renewal and payment.”

The schedule of events for this year is listed on the Events page of this issue of Near Side/Far Side. Keep a copy handy and refer to the Club website [www.bmcsonj.org](http://www.bmcsonj.org) for the posted newsletter. We will be back to Ted Lane's in March for a great time, after opening the 2011 season with the tech session at Pete Cosmides' Motor Car Garage, then to Smithville Gathering in April. Additional events have been added with encouragement of all members to attend Cars of England in June, sponsored by Delaware Valley Triumphs, and a drive-in theater night in August. That sounds like fun, meeting other LBC enthusiasts in the region and a “flash-back” summer movie night. Attend the events, get involved and enjoy! Consider organizing an event or assisting the organizer by contacting the person listed as the contact on the Event Schedule.

Don't forget to send in your event photos at 800x600 pixels to me at [tricar@verizon.net](mailto:tricar@verizon.net) and we will post them in the appropriate website location. Make sure you are signed up on the email blaster to get the latest events/activities with an email to Pete Bahr and let him know you want to be included. The grill badge project was a great success and a few are still available, at \$30 each, and will be available at the Club events. If you desire a badge and the supply has run out please register an order with Bill Carroll because it will require enough of a demand to place an additional order.

Happy Motoring

# SIMEONE BEST OF BRITAIN SHOW



1956	LOTUS	11 RACE HISTORY
1972	LOTUS	ELAN
	LOTUS	SUPER SEVEN
1934	MG	PA
1949	MG	TC
1962	MGA	MK II
1975	MGB	LATE B
1938	MORGAN	four-four
1926	MORGAN	AERO?
1955	TRIUMPH	TR 2
1968	TRIUMPH	TR 250
1971	TRIUMPH	TR6
1966	TVR	1800S
1935	WOLSELEY	Special

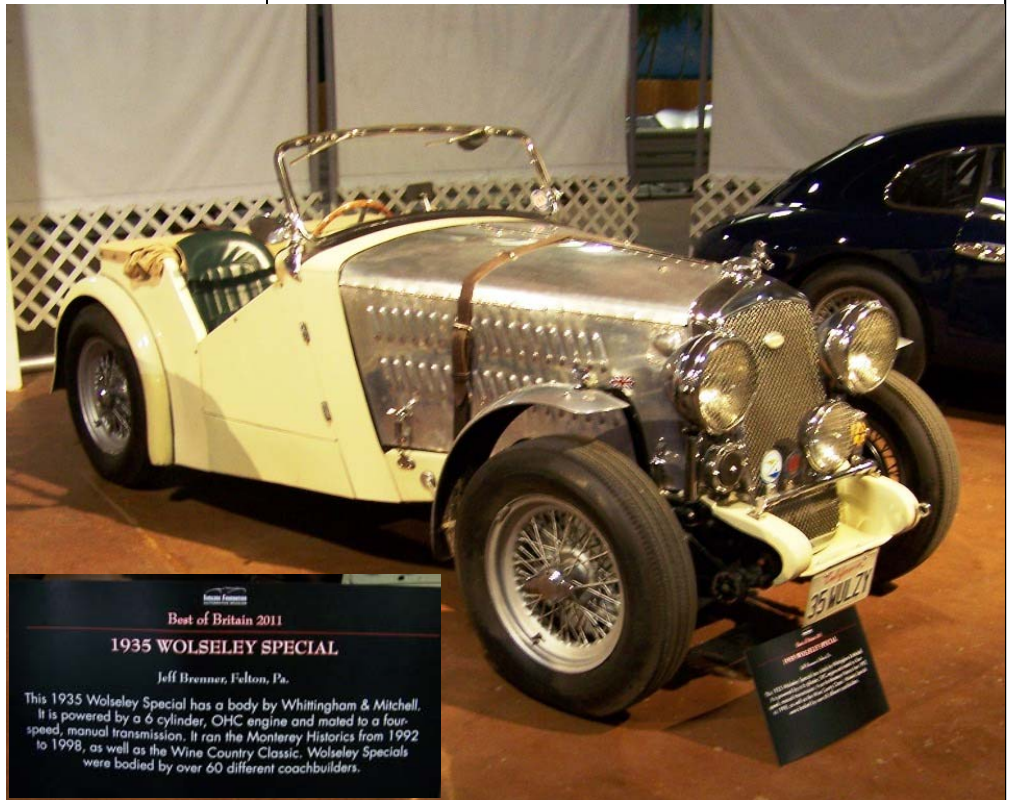
**Make plans to visit before March 13 !!!**

*Continued on pg 13*

The 2011 Best of Britain show runs through March 13th with a **tribute to the Jaguar XK-E** - the car many feel is the "sexiest sports car ever built" - on its 50th anniversary. Owners all over the mid-Atlantic states have loaned one of each model of the E-type for the show, from an early 1961 Series I to a 1974 V-12. Plus, there's a total of 31 special cars on display.

On opening day, the museum hosted a cocktail party and dinner for the participants which included English Pub Food for the meal. About 150 persons attended, most of whom were not show participants.

Some of the other makes and models include four Lotus', four MGs, three Triumphs and a beautiful Alvis SB 12/70. One of the oldest cars in the show is a 1938 Morgan 4/4 that is still being vintage raced by its current owner. BMC was represented by Pete Bahr's 1974 Jensen Healey. Still time to make this spectacular exhibit!



## The full list of cars:

1953	ALLARD	J2X
1970	AUSTIN	MINI COOPER
1950	ASTON MARTIN	DB 2 COUPE
1954	AUSTIN HEALEY	100M
1966	AUSTIN HEALEY	3000
1959	AUSTIN HEALEY	SPRITE
1953	JAGUAR XK	XK 120 OTS
1961	JAGUAR E	SI OTS
1962	JAGUAR E	SI COUPE
1966	JAGUAR E	LW RECREATION
1967	JAGUAR E	SI.5 OTS
1971	JAGUAR E	S II OTS
1971	JAGUAR E	S III 2 + 2
1974	JAGUAR E	SIII OTS
1992	JAGUAR	XJSR
1974	JENSEN	JENSEN HEALEY
1971	LOTUS	S3 EUROPA



# CALENDAR OF EVENTS

- The information shown below is the most complete available as this newsletter is printed, and will be entered as space allows.
- Ed Wolff is keeper of BMC event schedules, so if you have any inputs on that topic, contact Ed — Lotus7ed@comcast.net.
- Priority will be given to British Car events which do not conflict with events sponsored by BMC or neighboring clubs..
- See pg 2 for phone numbers not listed below.

MONTH	DATE	BMC EVENT	LOCATION	POINT OF CONTACT
MARCH	26 <sup>th</sup> 1:00 AM	Ted lane's chili fest/garage meet- ing—rain or shine	1318 Columbia Ave. Newfield, NJ	Ted Lane 856-691-6631
APRIL	16 <sup>th</sup> 11:00 AM RAIN: 23 <sup>th</sup>	Ted Ley Memorial Smithville gather- ing.	Rt. 9, Smithville	Bill Carroll 609-567-2676
MAY	TBA	Meet on the River, Jack Kontes' Lunch	7 Eagle Beach Lane, Millville NJ 08332	Jack Kontes 856-327-1607
JUNE	4 <sup>th</sup>	Westown Car show		
JULY	TBA	Rob Walsh's Ice Cream Social	5 Points Custard East Vineland.	Rob Walsh 856-692-2335
AUG.	TBA	Delsea Drive In Movie group atten- dance	Vineland NJ	Ed Wolff 856-816-7321
SEPT.				
OCT.	Sat, 1 <sup>st</sup>	Annual BMC Show	New Jersey Motorsports Park Millville	Ted lane 856-691-6631
	TBA	Halloween gathering		
NOV.	29 <sup>th</sup> 7 PM	Re-organization and 2012 schedul- ing meeting, OFFICER ELEC- TIONS/Appointments	Palace Diner, Berlin Circle (what's left of it)	Ed Wolff 856-816-7321

## OTHER INTERESTING EVENTS

MONTH	DATE	EVENT	LOCATION	POINT OF CONTACT
May	7, 14, 21, 28	Winterthur Historic Autos	DuPont Estate, Wilmington, DE	800-448-3883. <a href="http://www.winterthur.org">www.winterthur.org</a>
	20—22	Concours d 'Elegance of the Eastern United States,	Skytop Lodge, Mt. Pocono,	<a href="http://www.concourseeast.org/default.shtml">http://www.concourseeast.org/ default.shtml</a> )
June	4 <sup>th</sup>	Cars and Motorcycles of England,	Westown, PA.	<a href="http://www.dvtr.org/CMoE_2011_Flyer.pdf">http://www.dvtr.org/ CMoE_2011_Flyer.pdf</a>
	13 <sup>th</sup> —17 <sup>th</sup>	NA Council of MG all-Register gathering	Reno-Tahoe, Nevada	<a href="http://www.mg2011.com">http://www.mg2011.com</a>
	15 <sup>th</sup> —19 <sup>th</sup>	Jensen 2011 International Meet	Lake Placid, NY	Pete Bahr
Sept	Sat, 17 <sup>th</sup>	PEDC British Car Day Brits on the Beach 2011	Ocean Grove (near Asbury Park)	<a href="http://www.PEDC.org">www.PEDC.org</a>
Oct	5 <sup>th</sup> —8 <sup>th</sup>	2011 Dave Jackman Fall Tour	Blue Ridge Mountains Maggie Valley, NC	Kevin Brown <a href="mailto:ourturn_1@hotmail.com">ourturn_1@hotmail.com</a>

## BARRIE ROBINSON'S 1970 MGB-GT

### **With Rover 3.5 liter V8 Engine**

(Originally published in British V8 Newsletter, Volume 14 Issue 1. Updated 9/2007.)

Owners: Barrie & Anne Robinson  
City: Barrie, Ontario, Canada  
Model: MGB GT 1970  
Engine: Rover 3.5 liter V8

**The Saga:** After years of battling wind, rain, snow, sleet & monstrous lorries in a 1970 MGB GT it was decided a little more oomph was required. Some eight years have passed since then. What started as a 'driver' project turned into an OMG-expensive project. Finances were secured by lying, cheating, robbing banks, selling other cars, pleading, purveying some motor-car goodies to those similarly inclined and occasional windfalls, as well as empty beer bottle collections.

**Body:** A purchased 1970 body shell was chemically cleaned. Professionally modified engine bay. Professionally fitted new panels, door skins and fettling. Tunnel enlarged with FBH to accommodate SD1 gearbox. Professionally painted

inside and out. Internal panels rustproof with Dinol. New windshield and door windows fitted. Re-chromed brightwork including bumpers. Custom made stainless steel mesh grill (which I now sell!).

**Paint:** Austin Healey Metallic Golden two-pack paint (exterior). The interior and underside were painted in a high grade rustproof one-stage paint. Suspension components including springs, axle housing, bars, brackets, and sundry, were all powder-painted black.

**Engine:** Rover 3.5 liter V8 rebuilt by the Ministry of Defense UK with all original Rover parts. RPi Engineering of UK modified with 10:1 pistons, composite head gasket, mild cam, mains bearing kit and duplex timing chain. New electric Mod-prod FP503E fuel pump and cupro-nickel lines. Custom heater ball valve. Glenn Towery A/C engine mounts. D&D Fabrication 'on-block' oil filter. Ted Schumacher high torque starter. The Lucas alternator failed in 2007 and was replaced with a Delco.

**Intake:** Edelbrock 2198, with 500 cfm Weber (Edelbrock 1404) four-barrel carburetor and manual choke. Modified 14" air filter to get better clearance.

Ignition: sports coil. Standard Rover V8 distributor with Pertronix conversion

**Transmission:** "better than world class" SD1 5 speed gearbox and custom Spicer-Hardy prop shaft. High grade helicopter fasteners. Shortened gear lever.

**Clutch:** standard Rover V8 SD1

**Cooling:** custom aluminum radiator from Howe Racing. (Barrie originally fitted a D&D Fabrications heavy-duty radiator, but upgraded for additional capacity in 2007.) Shortened standard water pump. Single puller 2,950 cfm Perma-Cool 14-inch electric radiator fan. Custom water hoses made by Goodyear.

**Exhaust:** ceramic coated Australian through-the-wings stainless steel 4-2-1 headers. Single stainless silencer on tuned custom 2 1/4-inch pipe with crossover. All connected by special flanges to ease replacement.

**Rear Axle:** standard MGB casing with 3.07 Satur gears.

**Front Susp.:** standard Armstrong knee-action shocks rebuilt by Apple Hydraulics. 5/8 Hopkins anti-sway bar. Polyurethane bushings from TS Imports. New springs.



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Toll-free phone/fax: 800-NAMGBR-1

[www.namgbr.org](http://www.namgbr.org)

Cont on pg 7

Fm pg 6

**Rear Susp.:** Australian Monroe vertical tube shock system with integrated traction bars. Polyurethane bushings. Re-furbished springs. Hopkins antisway bar.

**Brakes:** MGB V8 rotors with composite Triumph 2500 and MGB calipers. Later model vacuum assist fitted with new master and reservoir. New rear drum wheel cylinders fitted with re-lined shoes. All lines replaced with cupronickel pipe and stainless steel flexible hoses.

**Wheels:** Dayton stainless steel 14-inch 72 spoke wire wheels. 185/70/14 Affinity Firestone tyres.

**Interior:** '77-'80 style re-covered dash. TR8 tachometer mounted in MGB body. Prestige Autotrim leather seats and carpet kit. Custom made high-performance sound deadening kit. Custom headliner. Moto-Lite steering wheel.

**Electrical:** custom made to Dan Master's specifications (see British V8 Newsletter May-Aug 2001). Control box mounted under right side dash.

**Est. Cost:** *totally unreasonable*

**Completion:** test run June 2005. Roadworthy Sept 2005.

**Suppliers:** RPi Engineering UK, Ted Schumacher, Glenn Towery, Summit Racing, D&D Fabrications, Canadian Tire, Apple Hydraulics, British Wiring, Little British Car Co, Martin McGregor, Cambridge Custom Chrome, Auto-Glass of Barrie, Prestige Autotrim and Fastenal

**Notes:** what would I do differently next time? Oh grasshopper! So many things!!!

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## RILEY ?? TRIUMPH MAYFLOWER ??

My good friend Bob Clark, in MD, gave me an update on some of his British car activity (*ed*):

As far as the Riley is concerned (1951 drophead), the boot is



done as is the engine and transmission. Waiting on the snow to go away so I can sand blast the wheels, paint them, have the tires mounted so I can re-position the car to install the engine and transmission. Still having major issues with the brakes.

Continued on pg 11



# A FEW TWEAKS AND THE CAR TUCKS UNDER THE BED

5:30 AM Thursday Jan 20, 2011 - NZ HERALD STAFF

## Lester Atherfold says his tiny car 'brings a smile to people's faces'.

A retired mechanic has modified his car so he can tuck it under his bed.

Lester Atherfold, from Napier, cut down his Mini, and at 2.4m in length it now fits inside his motorhome.

"People often laugh at the car, especially young girls for some reason. The car makes people happy - it brings a smile to people's faces," Mr. Atherfold told Britain's *Daily Mail*.

"No other car in the world would fit under your bed, and it can sneak into the smallest of parking spaces."

Mr. Atherfold's cherry-red 1964 Mini 850 is 20 per cent shorter than it was after he chopped out 60cm from the middle.

He fitted a new motor, transmission, subframe, clutch and dashboard from a Mini Clubman, spending only \$200. Mr. Atherfold, 67, also removed the bumpers and reduced the car's width.

He carries it in his camper bus as he travels around the country. "The car gives us our freedom from the motorhome when we are away on holiday," he said. "It allows us to see and do things which we would otherwise not be able to do if we just had the motorhome."

Admirers have offered to buy the car, but he said it made up a priceless pair with his bus. Despite its small size, the Mini can reach 120km/h with its 1100cc motor, and it weighs about 600kg. Mr. Atherfold said he took it to "every corner of New Zealand".



## TIRE AGING – A MUST READ

By Pete Bahr



I've put this rather long article together because I think it is very important, and relevant to many BMC members and their cars. This information was taken from various sources and websites including the Safety Research and Strategies (SRS), AA1Car.com and others.

### How many BMC members have "oldies but goodies" on their classic cars ???

Tires deteriorate over time, even if they are not used or driven on. The tires may appear to be in like-new condition on the outside, but inside the rubber is slowly deteriorating. This may dangerously weaken the tire and

Continued on pg 10

K K

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Contact Ed Gaubert: [mgarage@comcast.net](mailto:mgarage@comcast.net)  
Ads will appear for two (2) issues , as space allows

## Ed's PICK OF THE MONTH

*Here is his little gem for this month:*

How about a TR4 IRS car that was painted a fresh coat of red a long time ago and put away. It's a stalled project that needs to be awakened. Comes with a lot of parts but the owner's a little optimistic on it's value. It lives in Berwyn, Pa.

Call Ed Wolff for details (no financial interest)

**1974 MGB-GT** 100% Rust-Free from Texas. Original paint and no-hit body. Harvest gold. Rebuilt engine, suspension, brakes with receipts and owner history. Weber carb. Runs, drives great. \$3250. (\$1200 more for uninstalled Rivergate 5 speed conversion and Stainless exhaust system) 

Pete Wilson 609-859-4161 [PWilson45@comcast.net](mailto:PWilson45@comcast.net)

I need to make room in the shed...**1978 Kawasaki 400** "project" has to go to make room for the Tr3/ Tr4 rebuildable motor that will be my next challenge. Buy, sell, trade ?

Joe Kumpel 856-464-1333 [lynnemail@verizon.net](mailto:lynnemail@verizon.net)



**MG-TD**, extensive race and show history, vintage or street. Excellent condition, ready to go. Located in Merchantville.  
Jeff Brown 856-665-7134

**1970 MGB-GT**. British Racing Green. Two owner car I have owned the car since 1976. Stored from 1978-1991. Minimal use since. This car is totally original and complete, Rebuilt engine, new gas tank and fuel pump. New tires, powdercoated wire wheels. New brakes, tune-up, bonnet. The seat upholstery is good, needs to be cleaned. Solid trunk, floors and fenders. The car does need the following---sills on both sides, paint, carpet. Runs strong, selling because I do not have the time to take it to the next level, but not desperate to sell. \$3500 or near offer.

Joel Minkoff 856-616-0584 [chefmink@comcast.net](mailto:chefmink@comcast.net)

**1974 TR-6**. restored condition. burgundy with tan interior. \$12,500. Randy Moss 609-261 7547. [randymo9@netzero.net](mailto:randymo9@netzero.net)

**1974 MGB (CB)** - Recent work - front end rebuild, rebuilt front and rear shocks, new master clutch and master brake cylinders, rear breaks, Robbins vinyl top, 2 dog leg panels, new center console. The original color is Tundra but the car was painted primrose many years ago by the previous owner. Older painted wire wheels, old Weber carb needs work, Very little rust, interior is in fair condition, 1977 drive train. Just passed Pa annual inspection. Pd \$5500 before all the recent work. Sac \$3500 firm  
Brian 610 745-4060 evening/weekends. 610 692-6651 work # weekdays. [new-mail@comcast.net](mailto:new-mail@comcast.net)

**1994 Jaguar XJS convertible**. V 12 94000 miles Excellent cond. \$ 7500.00 Ron 856-278-1515

**'75 Triumph Spitfire door window glass** and all the mechanisms for it and some misc door hardware. \$50 for all of it.  
Chris 609-319-4322 [Chrisb71@comcast.net](mailto:Chrisb71@comcast.net)

**1970 Ford Capri**, British made, probably the only non-German Capri in the US, hot 2.1 motor, 5 speed, RHD, white with custom blue leather interior \$9000.  
Lee 856-495-3875 [leesonic@comcast.net](mailto:leesonic@comcast.net)

**PAINT:** I have a small but useable amount of Grey primer for FREE.  
R-M # DP25, Gray Primer. 1 1/2 pint. R-M # DH55, Fast Hardener. R-M # VR29, Low VOC Reducer.  
Certainly enough for small re-paint or repairs. You can pick up anytime.  
Pete Bahr 856 235-9148 [peteb01@comcast.net](mailto:peteb01@comcast.net)

**WANTED 1965 MGB**. There is a specific reason I want only a 1965. I am looking for a decent driver condition car I'm not looking for an expensive show car, just a decent one in working condition, no rust, ready to drive condition.  
Hugh Connelly [hugh@connellys.org](mailto:hugh@connellys.org)

increase the risk of a blowout / tread separation at high speed or during hot weather.

1. The owner of a 1964 Sunbeam Tiger was returning from an antique car show. The tires only had 4,000 miles on them and looked good as new on the outside, but the tires were 11 years old. On the way home, one of the tires blew out causing the car to crash. The passenger suffered permanent brain injuries as a result of the accident.
2. In June 2007 a driver of an MGB lost his life on the M56 Motorway in England when a rear tire burst. The driver was a skilled mechanic and a careful and experienced driver. The MG was in excellent condition according to the police report. When the tire burst, the car hit a curb and flipped over. Tires were purchased at an autojumble the previous year for use for show purposes, but were 25 years old. The car was on its way to an auto event at Oulton Park.
3. As of June 2, 2008 SRS has documented 159 incidents in which tires older than six years experienced tread / belt separations—most resulting in loss-of-control crashes. These incidents were the cause of **128 fatalities** and 168 injuries. These are incidents that SRS has identified primarily through a survey of litigation, which is one of the only publicly available sources of these incidents.

**"...suffered permanent brain injuries ..."**

**"In June 2007 a driver of an MGB lost his life..."**

### Tires: Aging Dangerously

Tires, like any other rubber product, have a limited service life regardless of tread depth and use. The dangers of "aged" tires is a little known problem outside of the industry and one that is likely the cause of a significant number of tread separation problems. "Aged" tires are often unsuspectingly put into service after having served as a spare, stored in garages or warehouses, or simply used on a vehicle that is infrequently driven. In many instances these tires show no visible sign of deterioration, and absent any visible indicators, tires with adequate tread depth are likely to be put into service regardless of age.

Tire age can be determined through decoding of the required DOT number on the side of a tire. The code has up to 12 digits that are a combination of numbers and letters. The last characters identify the week and year of manufacture. (Example: "1501" means fifteenth week of the year 2001). For tyres manufactured prior to the year 2000, three numbers instead of four indicate the date of manufacture. Also, during the early 1990's, a triangle was added to the end of the character string to distinguish a tyre built in the 1990's from previous decades (e.g., a tyre with the information "DOT XXXXXX274" was manufactured in the 27th week of 1984). **If your tires have only a 3-digit code they are more than 10 years old.....**

### England is ahead of the USA on this issue

The British Rubber Manufacturers Association (BRMA), which con-

sists of the same tire manufacturers who are present in the U.S. market, recommended the following practice dated June 5, 2001:

**"BRMA members strongly recommend that unused tyres should not be put into service if they are over 6 years old and that all tyres should be replaced 10 years from the date of their manufacture."**

It also notes that environmental conditions like exposure to sunlight and coastal climates, as well as poor storage and infrequent use accelerate the aging process. "In ideal conditions, a tyre may have a life expectancy that exceeds 10 years from its date of manufacture. However such conditions are rare." The BRMA document goes on to say that "Aging may be identified by small cracks in the tire sidewall, however, 'ageing' may not exhibit any external indications and, since there is no non-destructive test to assess the serviceability of a tyre, even an inspection carried out by a tyre expert may not reveal the extent of any deterioration."

**ABC News 20/20 ran special report on dangers of old tires. You MUST watch this video—Click link or copy and paste into your web browser:**  
<http://abcnews.go.com/Video/playerIndex?id=4826897>



BEWARE: Buying a new tire doesn't solve the old tire problem. On Friday, May 9, 2008, the ABC news show 20/20 ran a special report on the dangers of old tires.

**"...so-called new tires were anywhere from 4 to 14 years old!..."**

The news show used undercover reporters to purchase "new" tires from various retailers and tire stores. Some of these so-called new tires were anywhere from 4 to 14 years old! I saw this show and was impressed with the detail and efforts of the investigative reporters. You gotta be able to read the code !!!

### Ford gets into the act:

**Ford Motor Co official stance** on tire safety and age can be found in recent Owners Manuals and on their website as:

**"Age.** If a tire is more than 6 years old, it is generally in need of replacement. Tires degrade over time, even when they are not being used. Heat caused by hot climates or frequent high loading conditions can accelerate the aging process. You should replace the spare tire when you replace the other road tires due to the aging of the spare tire."

### BOTTOM LINE:

Old tires are dangerous, and the experts still argue if an expiration date is valid, considering that not all tires are made the same way and with the same rubber compounds. Truck tires with 12 ply wrap will probably last forever and racing tires will lose their grip long before they have the problems discussed above. For run-of-the-mill car tires, it is clear that one should not take chances on high speed driving with 15 yr old tires on your LBC.

**WATCH THE ABC VIDEO !  
SAVE YOUR LIFE – GET NEW TIRES !!!!!**

Good news is that the **1953 RMF (hardtop)** I bought in 2009 is running. All mechanicals are done and I am close to getting it on the road. Just three things left - need an exhaust system put on, an alignment and also need the brakes done. I seem to have major issues with the brakes on these cars. This one has hydraulic all the way around, but I still can't seem to get them right. When the snow melts (so I can get my trailer out) I will be taking it in to have these three things done. Not sure where yet. Would like to find a place that is an expert with these brakes. I think this one is going to require all the brake lines replaced and the master re-built again (I did it, but don't think it is working right).

Also in Dec Nanette and I bought a **1953 Triumph Mayflower** . Won't be on the road any time soon, but who knows....



**BE CAREFUL OF TRAFFIC CAMERAS**

My husband was driving when he saw the flash of a traffic camera.

He figured that his picture had been taken for exceeding the limit even though he knew that he was not speeding.

Just to be sure, he went around the block and passed the same spot, driving even more slowly, but again the camera flashed.

Now he began to think that this was quite funny, so he drove even slower as he passed the area once more, but the traffic camera again flashed.

He tried a fourth and fifth time with the same results and was now laughing as the camera flashed while he rolled past at a snail's pace.

Two weeks later, he got five tickets in the mail for driving without a seat belt.

**You can't fix stupid. !**

**SPECIAL EVENTS**

**WINTERTHUR SHOW**

BMCSNJ members can enjoy the beauty of the DuPont Country Estate and Gardens at Winterthur and see some important vintage vehicles as well. Of special interest will be Post-War cars on May 21, including an Austin-Healey BJ7 and other sports cars in the "Sporting Group."

Winterthur is located on Route 52 just north of Wilmington, DE. For details visit [www.winterthur.org](http://www.winterthur.org) or call 800-448-3883.

**See page 11**

**NAMMMR – NEMGTR – NAMGAR – NAMGBR – AMGCR**

Save the Date – June 13-17, 2011

The North American Council of M.G. Registers presents our fourth all-Register gathering to be held at "America's Adventure Place" Reno-Tahoe, Nevada. Website: <http://www.mg2011.com> e-mail: [MG2011INFO@AOL.COM](mailto:MG2011INFO@AOL.COM)

A mid-week convention, this will be an M.G. vacation guaranteed to provide lasting memories for all in attendance! Headed to the 2011 All-MG event in Reno, Nevada next June? Come along with everyone on a drive across Route 50 from Sea to Shining Sea. We'll be starting in Ocean City, MD on Saturday, June 4th and stopping at cities and towns on Route 50 all across America. Cincinnati, St. Louis & Kansas City are just a few of the places along the way.

# HISTORIC AUTOS AT WINTERTHUR

Saturdays in May 2011

This May, Winterthur will display a series of magnificent historic automobiles. Step back in time to see the types of vehicles that graced the estate. Each Saturday will feature a different thematic display.

**WINTERTHUR •**  
800.448.3883 • 302.888.4600 •  
[winterthur.org](http://winterthur.org)



**May 7** The Early Years

**May 14** 1930s Vogue: Luxury, Innovation, and Speed

**May 21** Post-War Years

**May 28** Estate Vehicles



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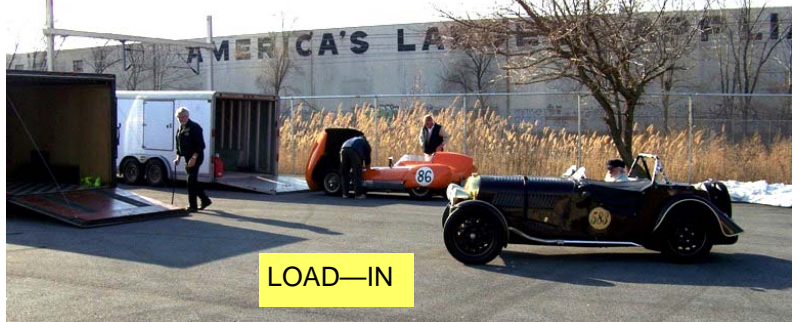
**Best of Britain show** in conjunction with the other 61 cars on permanent display is not to be missed.....  
<http://www.simeonefoundation.org/site/>



**1971 LOTUS S3 EUROPA**

This car sports the early John Player colors prior to the common black we are all used to seeing on the '72+ cars. I think it looks much better than the black scheme, for sure.....

Pete



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# **MOTORING ENTHUSIAST BUYS BACK HIS 21ST BIRTHDAY PRESENT** **(FOR 525 % OF ITS PURCHASE PRICE!)**

*By Luke Salkeld*

Reprinted from a Daily Mail article published on January 7th, 2010 (And more recently stolen from the PEDC newsletter.)

**T**hey took separate roads 50 years ago.

Martyn Jarman and the 1934 classic car he was given for his 21st birthday were forced apart when he had to raise money for his wedding. But Mr. Jarman, now 72, and the rare open-top British Salmson he sold in 1961, have been reunited. The colour has changed and the car cost 500 times the £20 his father paid for it in 1958, but a delighted Mr. Jarman said of the car: 'She's fantastic. I can't believe I've got her back.'

The hand-built vehicle used to belong to Guy Martineau, director of British Salmson, and is amazingly one of only about 20 on the road worldwide. The car's last owner had had it for more than 40 years before moving to Pulborough, West Sussex, and passing away. 'He died six or seven years ago and at first his widow didn't want to part with her because it meant a lot to her as well and was full of good memories. 'But I'm a member of the British Salmson Owners' Club and I read in our newsletter that she'd finally put it up for sale a few months ago. ' He added: 'I paid a lot of money for it but for me it's a much better investment than an ISA - and it means so much to me. It's a very exclusive car. There were only about 300 made altogether back in the 1930s and there are only two with the same unusual coachwork as mine,' said her proud owner.

Mr. Jarman sold four motorbikes and his beloved 1935 Austin to raise the cash for his super Salmson. 'I couldn't sleep the night before I went to collect her, I was so excited. I think the history of it and the fact that she was mine all those years ago makes it all the more fun to get her home. Everybody said 'go for it,' he said. 'It's like being reunited with an old friend. I just had a great big grin on my face when I saw her again. She's a truly beautiful car and I can't wait to get her out in the spring and summer and admire her back on the road.'

British Salmson was established in 1930 in Raynes Park, London, to make engines for light aircraft. From 1934 to 1939 they also made a range of cars. With the outbreak of World War II, they turned to general engineering. The French Salmson company had started a British branch company, Moteurs Salmson, as an aero engine maker for the British Empire market. This was taken over by British owners in 1930 and re-named British Salmson Aero Engines Ltd.



**Reunited: Martyn Jarman has bought the historic sports car he got for his 21st birthday, paying 525 times what it cost 52 years ago.**



**Pre-war classic: Mr. Jarman was forced to sell the car to pay for his marriage, just three years after he got it for his 21st birthday, pictured here. Five decades on, he is delighted.**