

OFF SIDE

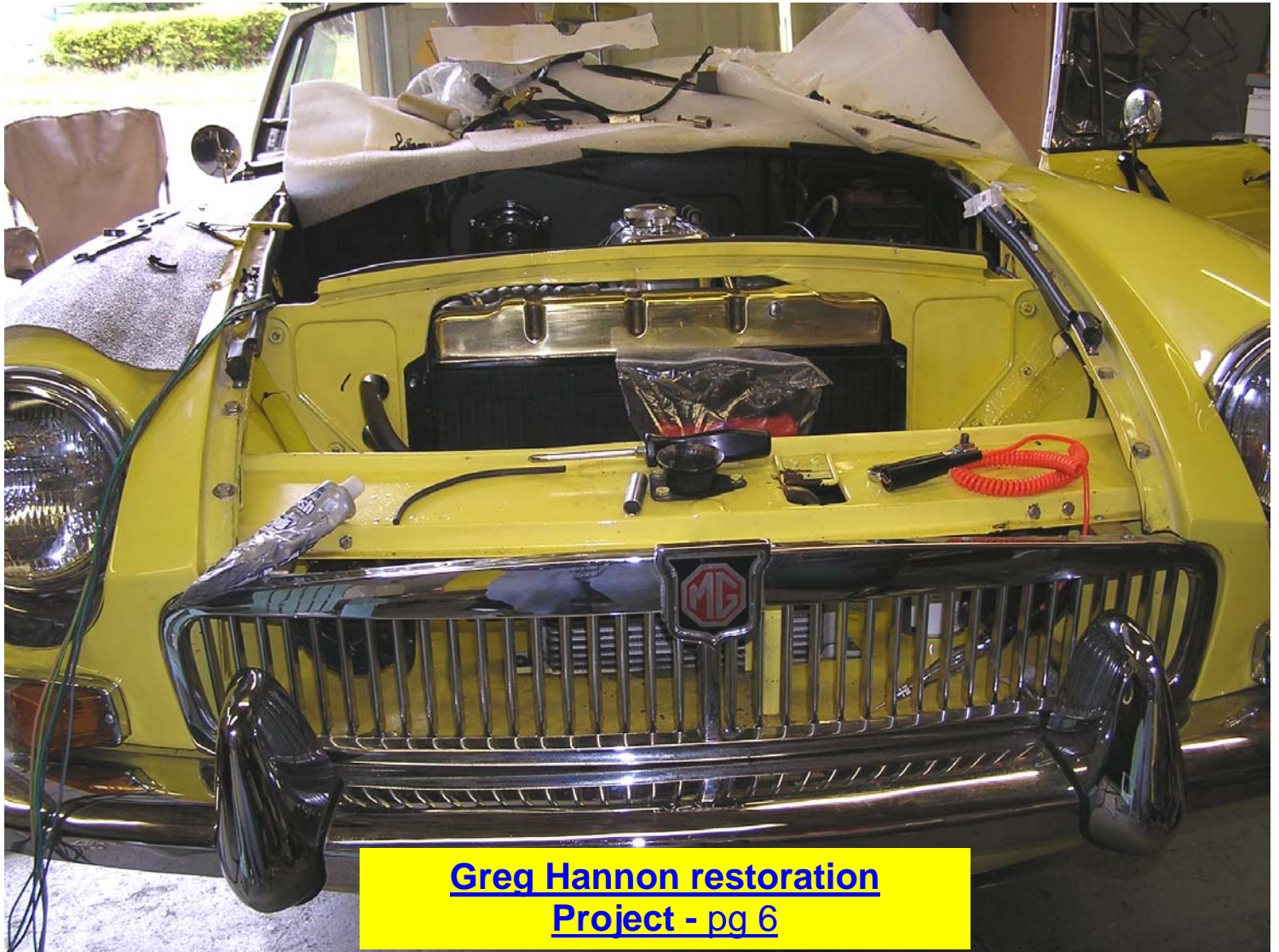
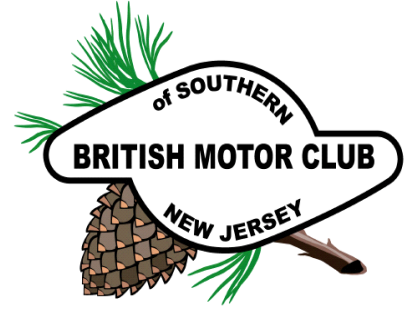


British Motor Club of Southern New Jersey

NEAR SIDE



Nov-Dec 2011
VOL. 20 ISSUE # 6



[Greg Hannon restoration Project - pg 6](#)

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**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” or our website.

The official BMCSNJ website can be accessed at:

WWW.BMCSNJ.ORG

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.

EMAIL LIST AND e-NEWSLETTER

Pete Bahr

*Please don't forget to tell me about
email address changes...*

COTTAGE INDUSTRIES. For the **odd British car part** that is not carried by your local specialist distributor see the ad on pg 10. Check out the various pages on the website. You might see something that you've spent years searching for:

Replica wooden steering wheels, MG identification plates, MGB castor shims, Triumph suspension upgrades, SU carbs and Trafficator rebuilding etc. See pg 10.

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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PRESIDENT'S MESSAGE

Lee Shepherd

Viva el Presidente!

Wow! Elected President of the British Motor Club of Southern NJ? My first order of business is to raise taxes in order to pay for Presidential limousines, diner checks, bar tabs, and assorted debts at various junkyards across South Jersey...

Seriously though, I would like to thank all those people who voted for me at the Board of Directors meeting. I was elected as President, and Ed Gaubert was elected as Vice President. Hopefully we can carry on the fine work carried out by Ed Wolff and other previous board members. To them I say a big thank you for all you have done.

I wasn't sure what to write for my first column, so I had a look back through some of my Club newsletters. It's interesting, I've been a member of the club off and on since May 2001 according to the newsletter I found. With the exception of the Capri Club, that's the longest membership of any club I've been in. Wasn't it Groucho Marx who said "I wouldn't join a club who would have me as a member"? Not so with the BMC of SNJ.

When I joined, I remember going to my first show, which I think was the Ice Cream Social. There, a reporter from The Press of Atlantic City got a hold of me, and my story appeared in their July 30th 2001 newspaper. I always get a kick out of in this land of the mighty V8, automatic transmissions, and cars the size of yachts, there are a dedicated bunch of enthusiasts keeping these Little British Cars alive.

With the pitter-patter of little feet in the Shepherd household, our World has been turned upside down this past year. We sold five of our old cars : two Capris (including the British made one), two Merkur XR4Tis, and the Mini "Frankenstein" featured in the Jan-Feb 2009 newsletter. But on the day the new owners came to pick up Frankenstein, my wife (who was eight months pregnant) and I drove down to Delaware, where I bought a 1977 Mini that was originally from New Zealand. It was a bare body shell, with all the other pieces in various boxes which are now scattered around our basement. Hopefully in the short times I get between looking after baby and performing my club duties, I can get this back on the road and out to some car shows.

Let me close out my first President's Message (Viva el Presidente!) by saying that I hope next year will be as good, if not better, for the Club. We have some good shows already in place, hopefully we can get some new events in as well. If anyone has any ideas for shows, meetings, or anything else you feel of benefit to the Club, please do not hesitate to contact myself or Ed Gaubert. If there is a cruise going on at a local burger joint, and you plan on taking your car out for a spin, why not post a message on the e-mail blaster and see if anyone else would like to go as well?

THE EDITOR WRITES

Pete Bahr

Many don't have the freedom to attend a great number of BMC events and thus don't recognize all of our fellow members. In this issue, I've asked the new Board of Directors to identify themselves with a couple of paragraphs and a photo—see page 6

SECRETARY'S SATCHEL

Tom Evans

On October 4th a board meeting was conducted to welcome the new board members and to conduct a discussion as to the succession of Ed Wolff as President. Harry Stridick and Lee Shepherd were welcomed as new members and a "thank you" was acknowledged for the service of Chris Bethman and Jim Tornetta to the Club for several years. The discussion of Presidential succession was addressed and it moved and passed that Lee Shepherd would assume the position of President and Ed Gaubert would assume the position of Vice President both, for a term of One (1) year. It was also agreed that the positions must rotate more often and most likely on an annual basis. Ed Wolff and Dave Goulburn were thanked for their terms of service as President and Vice President.

In additional business, a proposal was made to incentivize club growth by offering free membership for one year to members who sign up five (5) new members. The proposal requires further consideration by the board. It was agreed that additional funding needs to be provided for the existing annual and successful events. Additional funding of \$300.00 per event will be provided for the March meeting, July Ice Cream Social and the Millville "big" Show.

As a request from our "Email Blaster Keeper," Pete Bahr, we request that every member check their current email address and keep Pete informed of any changes. He is still getting rejected email address when members change carriers or jobs and forget to update their information.

2012 will be the 20th anniversary of the BMCSNJ and we are looking forward to special anniversary events and expanding participation for this special year. Have a great "off season", the weather will still be nice for a drive and the cooler the weather gets the less likely we are to overheat!

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1963 MGB

Thanks to: Greg Hannon

When I was 15 years old, way back in 1978, my father and I bought a 1946 Ercoupe. I know, I know. "What's that?" It was a single-engine aircraft with twin rudders, low wing, and slide down canopy windows. My Dad bought parts for it, we fixed it up, and together fulfilled a dream that both my father and I had - to be the owners of our own small aircraft. I soloed that plane when I was 16 years old, and today it resides in a museum in Texas. My father is 79 years old, and still flies his own airplane (a Piper Warrior).

I share that little tidbit, because that life experience relates directly to this little 1963 MGB. These many years later, I don't have much time for flying anymore - I retired a few years ago after a 21 year military career as an Air Force pilot. But, I still found that I had that nagging yearn to find a machine, fix it up, and make it my own. Enter on stage left this particular little British car that was "born" the same year I was. I had been half seriously perusing the E-Bay motors and Craigslist websites, reading 'for sale' ads for MGs, Austin Healeys, and Triumphs. Something about the British roadsters appealed to me; the sound of the old engines, the smell of leather, the classic colors, and the fleeting feeling of more civilized days gone by (think Bobby Darin and the Beatles....less Lady GaGa).

When my wife said to me one day that I should "buy a hobby car" - I hesitated. "Really? You want me to actually buy one? Tuition payments...vet bills.....the mortgage.....gee.....I dunno." But, the more I thought about it, she was right. "Never" is never a good time. So my half serious searches turned to serious searches.

The car I really wanted was an MGA. Well, OK - the car I REALLY really wanted was an Austin Healey 3000, but I when I scanned my Mega Millions ticket at the local Shoprite, it said "Not a Winner" - so that was out. The MGAs I found were either pretty expensive, or needed a complete (and I mean complete) restoration. My thoughts started turning to the more affordable, but very charming MGB. Soon after that, I saw a Craigslist ad for one in Doylestown PA. No pictures....hmmmm. But, something about the ad intrigued me, and after taking a deep breath, I called the owner. After opening his e-mail, and seeing the first picture, I knew this car had potential. It has been "semi-restored" a few years ago (no one knows exactly) when the car was in Alabama. Body work had been completed, and the car painted yellow. The ad said "Primrose," but it is more Daytona yellow. A decent body and paint....that was good. What else? My friend and mechanic, (RJ) drove me, my son, and his trailer to Pennsylvania to meet with the owner and his father. This is as good a time as any to **thank my friend RJ**. If it wasn't for him, this project would be nowhere. Zilch. Curtains. I can't thank him enough.



The MGB owners seemed like good folks, and I knew right away I was dealing with honest people. They told me the cars pros, and cons. No secrets. It was sort of a "warts and

all" approach. The pros were evident, but so were the cons. While I was test driving it with my own son (who is 15), both doors opened and would not shut. The old 4 speed non-synchromesh transmission had had it. The interior was not terrible, but so much of what had been done to the car had been done half way, or incorrectly. It leaked this black stuff....whatsitcalled? Oh yea, oil. Then, it leaked some more oil. The wiring didn't work at all, the engine bay was a mess, the exhaust system was shot....I could go on. I almost didn't buy her, but then I looked over at the car, and I felt like Linus when he said to Charlie Brown during the famous Christmas special: "It's not such a bad little tree, maybe it just needs a little love."



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
NOV	Tuesday 29 th	Club meeting, 2012 planning BE THERE !!!	Palace Diner, Berlin Circle, NJ	

OTHER INTERESTING EVENTS

MONTH	DATE	EVENT	LOCATION	CONTACT
NOV	Saturday 5 th	Cabin Fever auctions. Ragtops & Roadsters Parts Auction SEE BELOW	Kutztown Fairgrounds, Kutztown, PA	1-800-789-5068 cabinfever-expo@gmail.com

Ragtops & Roadsters Parts Auction

Are you frustrated looking for that rare part for your priceless British automobile? We might just have the elusive part you're looking for -- and we're selling!

We've scoured our shelves, rummaged through dusty boxes, and dug deep into our attic and basement to gather together an amazing collection of hard-to-find parts and rare collectible automobilia for your British car. Event posters, MG sheet metal, Jaguar chrome and Triumph engine parts. Interior parts for Austin Healeys, engines, transmissions and T-series steering boxes.

Who knows? That part or collectible you've been searching for might just be among the stuff we have.

You can find out by joining us at the Kutztown Fairgrounds on November 5 for the Cabin Fever auction . Our items will be there among the cars, car parts, automobilia, and antique literature up for sale.

<http://www.cabinfeverexpo.com/auctions.html>

TENTATIVE 2012 BMC EVENTS

MONTH	DATE	BMC EVENT	LOCATION	POINT OF CONTACT
JAN		Outing to the Simeon Museum	Philadelphia, PA	
FEB		Tech Session at Motor Car Garage	Maple Shade, NJ	
MARCH		Chili fest at Ted Lane's	Newfield, NJ	
APRIL		Smithville Gathering,	Smithville, NJ	
MAY		Jack Konte gathering	Millville, NJ	
JUNE		TBD		
JULY		Ice Cream Social	E. Vineland, NJ	
AUGUST		TBD		
SEPT		Millville Show,	NJ Motorsport Park, Millville, NJ	
OCT		Bucks County Drive	Bucks County, PA	
NOV		Club meeting, 5	Palace Diner, Berlin Circle, NJ	

MEET THE BMC BOARD OF DIRECTORS

It's time that our members meet the new Board and find out a bit of what makes them tick.....

Lee Shepherd—President and Director



I was born in London way back when, and have always been interested in cars even as a small child, somewhere there is a picture of me rolling a wheel from my dad's car that was as tall as I was. When I first got my driving license, I bought a real 1969 Mini Cooper 998cc. This turned out to have a rusty rear subframe, so I bought another Mini while I took this one apart and totally rebuilt the mechanicals, brakes, engine and interior. Sadly, it got stolen before I could get the bodywork repaired on it.

After buying a Ford Escort van with a Flintstones style floor (your feet went through it), I got into Capris.

Despite being a Ford, and being made in Germany from 1975, they have always been held with great affection by British car enthusiasts. Plus my dad had owned two since I was a kid, so I had been around them for a while. My first one was a 3.0 liter V6 that the engine blew up in, so I swapped in a Rover 3.5 liter V8. Then came a hot 2.0 liter four cylinder that also got a Rover V8 conversion, and later on a British made 1970 with a tiny 1.3 liter engine. That engine didn't last long either, so I swapped in a 2.1 liter engine and five speed gearbox.

I met my American wife in January 1999, and eventually made plans to move here.

I was building a Lotus Seven replica at the time, and this plus the V8 Capri got sold to help finance the move. When I moved over in 2000, I brought my British Capri with me, and I have also shipped over two Minis over the years. Since being on this side of the Pond, I have bought four Merkur XR4Tis, removing and rebuilding the engines on three of them in my back yard.

My wife and I just had a baby girl in September 2010, so a lot of the classic cars got sold to buy a family car. We sold two Capris, two Merkur XR4Tis, and a Mini, and now are just left with one XR4Ti and a Mini in a thousand pieces in the garage and basement. I used to work with computers as a Network Administrator when I lived in London, but have not had so much luck on the job front since moving Stateside. I love to travel, and the great American road trip is always fun, my wife and I are real culture vultures seeking out places of historical interest whenever and wherever we travel. Outside of Little British Cars, I am also interested in buying, restoring and selling vintage stereo equipment."

"It got stolen"

Ed Gaubert—Vice-President

I am honored to have been chosen by the board to serve as Vice President for the coming year. I look forward to working with Lee and the rest of the board in this, the club's 20th year. Many of you know me....I have been a member since the initial meeting, served as Treasurer for a few years, as President for two years, and have been a board member since the beginning.



My garage is filled with further proof of my eccentric ways---a 1970 MGB roadster (owned since 1972), a 1973 MGB GT (my wife actually thought it was a gift for her), a 1960 MGA roadster (in the final, final stages of a nut and bolt restoration which has been going on almost as long as the club has existed), and a 1960 TR3 (which will be an unfinished project when I die if the MGA is any indication).

See you at a meeting or event this year!

Tom Evans—Secretary

I've been a "motorhead" for a long time. Starting with a

1949 Studebaker pickup truck at age 15, through my young years building and drag racing American muscle cars, owning Plymouths and Renaults, and hanging around with friends repairing Fiats, Volkswagens, Triumphs and representing our high school at the Plymouth Trouble Shooting Contest.

After a family raising hiatus of sedans and minivans, the '72 GT6 was purchased and began a frame-off restoration. Joining the BMCSNJ in 2003 I assumed the position of club Secretary in 2006 and have enjoyed joining with the other board members in planning, attending and promoting club events. Residing in Cherry Hill with my wife Linda we are proud grandparents of our new grandson Charlie (the 3rd), enjoying our children Tom, Jr, his wife Laura and daughter Amy. During the week I play the part of a Partner in a consulting engineering firm in Moorestown, all the time enjoying life, serving God, driving my Land Rover Discovery and looking for the next automobile to experience or disassemble.



BMC BOARD OF DIRECTORS cont

Ed Wolff

My name is Ed Wolff, I've been on the board as president for about 5 years, freshly retired from the position. I'm 64, bought my first Bugeye 47 years ago (sounds like a really long time ago!) from Ed Roth Motors in Glassboro, it even had a warranty. I still have a Bugeye today along with a few other British cars. I currently vintage race a Datsun 510 but a Speedwell nosed Bugeye is in the works. Born and raised in South Jersey, I recently defected to the rolling hills of Bucks County, Pa. so I haven't been able to get to too many club events this past year. Looking forward to sponsoring a Bucks County driving tour next season.



Bill Carroll—Membership and Treasurer

Our hard-working Treasurer, is responding to a good joke at the last Ted Lane gathering.....



Harry Stridick and Ted Lane

They seem to be enjoying each other or something else in the room.....



Pete Bahr—Newsletter

Guess I've been a car nut since my first Ford Model A (tractor), followed by a '38 Ford two door sedan. The '38 had mechanical brake system that was really dangerous for a teenagers driving habits. I went to a scrap yard and pulled a hydraulic system from a '50 Ford and installed it in the '38—wonder of wonders, it worked !

Had to abandon car interests till the kids left the house and then in '89, I needed a replacement for my '74 Fiat X-19—daily driver for 10 years. Looked at several cars including a TVR and, Jag when I found my 1974 Jensen Healey in New Brunswick. In the original owners garage since '79 it had only 34k miles on it. The Lotus engine was upgraded to 240hp. Also cleaned up the body, brakes, paint job and suspension. I've driven it at Summit Point track for a total of about 1500 track miles. Great track car.

No future car challenges for me—I'm done with that stuff. I do, however, make replacement parts for the Jensen Healey (Pete's Kits) that I sell around the world, and it keeps me in touch with lots of people that are now friends.



BMC Millville Show

It was a great show, with a nice turnout of cars and people. I made a point of introducing myself to as many people as I could. At these shows, I often find myself standing next to someone who I've been talking with via e-mail, but I don't know in person, and so we never meet.

It was an advantage to bring my Merkur there, I didn't wash it, as the paint is very faded from the doors backwards. What a surprise it was then that someone from the European Fords display came over to ask about the car. When I went to see them, they asked me if I wanted to drive around the track on a parade lap. But of course! So, about 1:50pm, I headed off over there to be part of the parade lap. They arranged us in date order, which meant I was at the back, behind a Capri, two Mk1 Escorts, two Mk1 Cortinas, and an Anglia. We

must have done about 5 laps, maybe more, I was just having fun driving around the track.

I took some pictures, and I have some pictures taken by a photographer, so I will post these up somewhere, and maybe do a write up for the magazine, something like "BMC Millville Show - The After Party".

Lee has posted the photos and more words at: <http://home.comcast.net/~leesonic/EuroFordNJMP.htm>

Thanks to: Lee Shepherd



MGB from pg 4

So, home to New Joisey she came. That was last June. Here I am, in mid-October, and we have come a long, loong way. But, like all good things, they come to those who wait.....and to those who spend lots and lots of money on parts.....and repairs.....and learn to overcome obstacles you really didn't anticipate. I guess the old adage is true, these cars are like patients; sometimes you really don't know the prognosis until you open them up. Thanks to RJ, and some other friends, the car is coming along.

The biggest progress so far has been the complete overhaul of the engine bay and components. The motor itself was not overhauled completely, because the upper part of the engine had been done prior to my purchase. But, RJ cleaned, painted, and degreased that engine while simultaneously installing all new gaskets, valve cover, hoses, light weight flywheel, clutch, clutch slave cylinder, engine mounts, and hundred other components. The car had an oil cooler, a very nice starter, and a great single carburetor conversion to begin with. We partially painted the engine bay, and put in a new stainless steel header and exhaust system.

The one fix we are most proud of is the new transmission. Gone is that straight gear, tired 4 speed that was on its last legs. Installed is a completely rebuilt Ford Sierra type 9 gearbox mated with a new full synchromesh modern 5 speed from the UK. The kit itself is amazing: new cast aluminum bell housing and all the fixins. With this modification, the car will become a real highway driver – period.

The list of “might as wells” have grown, and grown some more with this project. I cannot even list them all here, but the highlights include: new Moss tan leather seats with tan vinyl interior side panels, new carpeting in the cockpit and trunk, sound deadening kit, new wiring harness, hood heat shield with MG decal, custom wooden shift knob and leather center armrest, new battery boxes, leather shift and brake boots, Moss power window kit, and new side glass. We have the new polyurethane bushing kit waiting to be installed, as well as a new radio/GPS head unit. Also on the “to do” list is installing a new tonneau cover and top boot cover that are sitting in the box – not sure how to get all the snaps right, so waiting on that. I also have new side chrome molding, although RJ is afraid the installation of that component might crack the paint.

It will need a new top, but I am not sure what kind of frame to install. The old “scissor” frame seems a bit clunky to me, but mine also appears to be bent. It also is going to need a new windshield at some point. However, in the end, I reckon I will have one pretty little MGB – a car I can be proud of to drive to any South Jersey ice cream social one day. I am very glad I found this club, and my wife and I have enjoyed meeting you guys.

So, my fellow inmates, there you have it! Wish me luck, and I'll keep you posted.

Cheers!





YOUR AD COULD APPEAR HERE Find a home for those extra parts or that car that you will never get around to restoring. Raise some cash to buy more extra parts or projects that you do not need!!
Contact Ed Gaubert: mgarage@comcast.net

PICK OF THE MONTH

Here is the latest "find" from Ed Wolff:

1973 MGB GT, sitting indoors for the last 20 years, nice black interior, BRG with a Webasto sunroof, the owner's only looking for \$1600. I haven't seen it so I don't know the body condition. call Ed Wolff for details

FOR SALE

1970 MGB-GT: British Racing Green. Two owner car I have owned it since 1976. Stored from 78-91. Minimal use since. Totally original and complete, Rebuilt engine, new gas tank, fuel pump, tires. Brakes, tune up, bonnet. Powder coated wire wheels. Seat upholstery is good, needs to be cleaned. Solid trunk, floors and fenders. The car does need 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. Best reasonable offer. Joel Minkoff 856-616-0584 chefmink@comcast.net

Various collector items: Lindberg 1/32 scale MGA 1600 roadster model unassembled in sealed original box, Ace metal MGA Twin Cam coupe unassembled with original box, Aurora 1/25 scale Jaguar XKE coupe unassembled in original box, Vintage Floyd's factors rally reference guide book, Gunson's colortune as new in original box, Uni-Syn multiple carburetor synchronizer in original box. All items offered separately or as a package to a good home for the best reasonable offer. Bob Coles 609-518-9465 2mgas@comcast.net

1980 MGB: Yellow, owned since 1990. Excellent condition with only 37k miles. Weber downdraft, header, PECO big bore exhaust. Well maintained, runs great. Everything works except the factory clock. Will discuss pricing with serious buyers. Ira Kauffman doctorkay@excite.com

1965 MGB: Was running a year ago, needs battery, tune up, and clutch hydraulics. Located in Medford Lakes, looking for offers in the \$1000 range. Dave Crane dcrane25@comcast.net

1967 Triumph TR4A parts: 4 cylinder engine long block (ran 8 years ago), transmission, manifold and carbs. \$1000 for everything. Available to see at Eddie Adams Restoration shop in Egg Harbor City. Chuck Culver 609-261-5598 cac34@comcast.net

Restoration tools /equipment: Water vapor trap for paint sprayer, Engine Stand, about 20ft. of various size flexible wire harness cover (black). Tri-Con undercoating system, fuel hose 5/16 ID x 12' long. Pete Bahr 856-235-9148 peteb01@comcast.net

1960 MGA with hardtop and soft top: Original owner. Good condition. Asking \$12,000. Call to discuss price. Larry Cavagnaro 856-691-8165 lcavagnaro@comcast.net

New replacement grille assembly for 1962 to 1969 MGB. Will also fit other chrome bumper MGBs if you want that vintage look. \$75 Bob Sharkey 609-390-9493 sharkeybj@comcast.net

1976 MGB: runs, needs some restoration. Garaged in Ocean City Dennis 856-352-0373

WANTED

Working fuel gauge and speedometer for 1958 MGA. I also have miscellaneous parts from a 1966 XKE to sell or trade. Lynn Johnson lej911@gmail.com


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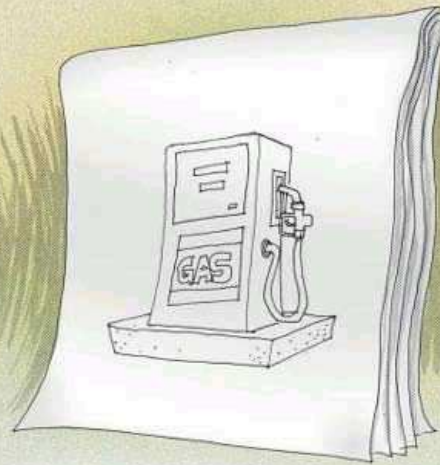
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