

OFF SIDE



British Motor Club of Southern New Jersey

NEAR SIDE



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

September 2018
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THE Triumph T.R.2 SPORTS

September Cover Car
The Triumph TR 2 / TR 3

Story on page 11



BRITISH MOTOR CLUB
of
SOUTHERN NEW JERSEY



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

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

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

BMC Meetings

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

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

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

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

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

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

BMCSNJ supports safe and responsible enjoyment of British automobiles and motorcycles. All events sponsored by BMCSNJ are alcohol and drug free. Consumption or distribution of alcohol or controlled substances is expressly prohibited. All driving events are conducted in accordance with motor vehicle laws at all times. This does not really represent a change to our prior policy or practice, it just documents it. If you have not been to one of our events before, come out and join us. You will be glad that you did.

NEWSLETTER CONTRIBUTIONS

OFF SIDE / NEAR SIDE is YOUR Newsletter.

The Editors are always looking for new material.

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

Project articles with pictures are really good.

PLEASE SEND NEWSLETTER CONTRIBUTIONS TO THE EDITOR :

Joe Marchione: editor@bmcsnj.org

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

Thanks—Joe Marchione

PLEASE SEND FOR SALE, WANTED or FREE REQUESTS TO :

Ed Gaubert: president@bmcsnj.org

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

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

PRESIDENT'S MESSAGE

Since the last newsletter I am proud to announce that I managed to steal 3 hours from life to work in my garage. But, you do not belong to this club to hear about how bad I am at completing projects. You want to hear about the fun and exciting things right?

There has been a lot of activity for the board recently, but I must admit that very little of it has been fun or exciting. It all comes with the territory and is outlined in this article. If you happen to find any of it to be fun or exciting, please let me know. Like Huck Finn, we can let you in on the fun if you like.

I may have mentioned this before, but the Board has voted to increase the number of Board positions from six to nine. We are doing this to bring more talent to the Board and insure that we have adequate backup for the tasks necessary to run the club. We hope to define and fill the extra positions by the end of this year.

We have reviewed our insurance coverage and enhanced it. We are insured under the North American MGB Register (NAMGBR) policy for \$2 million of liability arising from injury or damage to property of others. We have also obtained an additional \$1 million of coverage for any claims against the Officers and Directors of BMCSNJ. This benefit is provided to us because we are an affiliated chapter of NAMGBR. If you own an MGB, MGC, Midget, or MG 1100 you owe it to yourself to join this organization. Their publication is top notch, and their national events are better than many corporate conventions. Visit www.namgbr.org for information.

We have established a newsletter production schedule to insure you will consistently have the newsletter on or about the 5th day of every odd numbered month. The key to this consistent delivery is establishment of a schedule and adherence to it. Joe has explained only part of what it takes to put the newsletter together to me, and I now understand why his emails come at such late or early hours.

For each issue of the newsletter we will adhere to these deadlines for submissions:

First of the month prior to the newsletter
(i.e. first of the even numbered months)

Member profiles
Event reports and pictures
All other member submitted information

Material is always welcomed, but material received after this deadline may be delayed to the following newsletter.

Along with the insurance changes comes a requirement that we provide event information in advance of many events to the insurance carrier. That will require some tweaking regarding the events calendar. More about that when we get to 2019 planning.

Elsewhere in the newsletter you will find a policy statement regarding BMCSNJ events. While it should be common sense, in order prevent or limit any liability, it is necessary for the club to have and enforce policies about certain actions including alcohol and observance of traffic laws. It is common sense that we are printing it to make it official.

The other big change is a change to the club by-laws. Originally, the club was open to "those with an interest in British automobiles". The Board has voted to be more specific about our membership guidelines to maintain the vintage nature of the club and to expand beyond automobiles. This change applies to future members. The by-laws and our advertising will now state that membership is open to those who "own an automobile manufactured in Great Britain prior to 1996 or own a motorcycle manufactured in Great Britain prior to 1979". Will we accept a member who is shopping for a car and wants to belong to a club to learn more? Of course we will. Will we throw someone out of the club because they sold their car? Of course not.

(Continued on page # 4)

Similarly, we want to keep the vintage nature of our events. Our event advertising will specify that the event is for the categories of vehicles mentioned above. This does not mean that you are not welcome if you bring the family truckster to an event. We simply ask that vehicles that do not fit in the above categories are not parked in the display areas of shows and that vehicles that do not fit in the above categories take up the rear in driving events.

WOW, that all sounds like even less fun when I write about it. But it is all part of growing "to the next level" as our original editor Ken Baxter always used to say.

On to some fun stuff.

In the past few months we have had a couple of former members rejoin us. Welcome back. We hope you like the changes.

Our website continues to improve thanks to Gene Lillie. Take a look at www.bmcsnj.org. Gene has given me a list of things that are easy (for Gene, not for a Neanderthal like me) to implement. Much of this is being developed as you read the newsletter so check the website periodically to see its progress.

Some of the things that we are talking about include:

- Links on the event calendar to descriptive flyers with more information on each event including a map to its location.
- A page of links to national and regional clubs for information on other events
- Video of recent events
- Scrolling pictures of member cars
- Additional material to interest prospective members such as a sample meeting agenda, a welcoming letter from the President, etc.
- Pictures of each Board member with a description of their responsibilities

That's what I remember. Gene is going through each page of the website and making lots of good suggestions. The best part of the suggestions is that Gene has the ability and is willing to make them happen for us. Once it is all done, we will have a demonstration of the websites abilities at a membership meeting.

One of the major objectives that the Board is always talking about is member participation. Steve has always sent a welcome letter to each new member acknowledging their dues payment and giving them a bit of information on club structure. We have added to that process. Joe and Charlie have reached out to members who have joined the club since January and asked them to write a brief introduction profile and submit a picture for Joe to include in the newsletter. That initiative has been successful so far. Going forward, each new member will get Steve's thank you and welcome note, followed by a contact from either Joe or Charlie inviting them to submit their profile and to come out to a meeting. The secret to participation is making people feel welcome, and we will be doing more of that going forward.

On a negative note regarding participation, I am very disappointed with the results of our meetings at Uno in Maple Shade. While the turnout in numbers of people is "fair", when we look at the details we see that 2/3 of the people attending are either Board Members/Officers (we will go almost anywhere) or members who regularly attend the meetings in Sewell and live closer to Sewell (thank you to all of you for your enthusiasm and support). That leaves about five members from the Camden/Burlington county areas who are taking advantage of the meetings at Uno. We sent a brief survey to all our members in those two counties to see if we could find something to make the meetings in that area more appealing. Out of sixty members in those counties, five bothered to respond. Nothing really came out of those responses and it was too small of a sample to be meaningful. So, out of sixty members, five take advantage of the meetings, and another five care enough to answer when we ask what we can do to make it work for them.

(Continued on page # 5)

(President's Message Continued from pg.4)

I guess I would starve as a commission only salesperson. The Board will have to decide about continuing the meetings in that area shortly. Comments in any form from the other fifty people are welcome.

I could ramble on more, but even Joe says "stop" sometimes. We are working hard, and I think we are making a lot of great progress. But that is only my opinion.

Let us know what you think because it is your opinions that count. When you see Steve, Tom, Gary, Jack, Tracy, Charlie, Joe or Gene make a point of thanking them for what they do. None of it would be possible without them. They are saints for listening to my ranting.

Ed Gaubert

Treasurer/Registrar's Report **September 2018**

Money Is No Object

by Steve Ferrante

***"This land is your land, this land is my land
From California to the New York island
From the Redwood Forest to the
Gulf Stream waters
This land was made for you and me."***

This is the first verse of "***This Land is Your Land***" by Woody Guthrie from 1944. I am sure that most (if not all) of you remember the song from elementary school music class. While written to describe the beauty of this country, the sentiment can easily be applied any other entity or organization run for the benefit of its members.

The British Motor Club of Southern NJ was created in 1992 to gather a group of enthusiasts in Southern NJ dedicated to the preservation and enjoyment of British automobiles. It has successfully achieved that for over 25 years thanks to a dedicated group of caretakers.

Back to my point, we all need to remember that this club is "your" club and "my" club and every one else's club.

Organizations like this work only because members are willing to get involved and contribute to the success.

Our current paid membership count stands at 169 and our treasury is in fine shape. We have had successful events between the rain drops and have enjoyed some new faces involved in making things happen. As we move forward, now is a perfect time to get involved! You will find that helping is easy as we have broken down responsibilities to rather simple tasks. It is also the best way to get to know other like-minded members. Please drop us a line and offer to help, you won't regret it!

As you can see, we have added two new members over the past few months. Our renewal rate for the July was excellent and we will only lose a few members who have not paid dues or contacted us. They have been warned.

If you want to use PayPal for dues payments please use the members@bmcsnj.org_email address on the PayPal site. Dues for anyone joining in 2018 will remain at \$15/year and, of course, they can still be paid by check mailed to my home address at 90 Strawberry Drive, Shamong, NJ 08088.

Welcome New Members!

Carl Pellegrini
Egg Harbor Twp, NJ
1975 Triumph TR-6

Connor Fairbairn
Williamstown, NJ
1975 Triumph TR-6



SECRETARY'S SATCHEL

September, 2018

Tom Evans

The Board has been at work conducting the monthly Club Meetings, organizing the events and seeing to the other necessary organizational business. The following are a summary of bylaw changes recently, unanimously, accepted by the Board at a recent meeting.

- The board has moved to expand the number of Directors from six (6) to nine (9). This will allow for the continued goal of sharing responsibilities for all of the tasks that are required. In the coming weeks we will be nominating club members to be named to the board to fill the new positions.
- To emphasize the intended focus of the club to center around classic British cars, the by-laws were amended to state that members of the club must "own an automobile manufactured in Great Britain prior to 1996 or own a motorcycle manufactured in Great Britain prior to 1979."
- To diminish club liability that is inherent with sponsoring events the Board felt it was prudent to amend the conduct clause of the by-laws to "... conduct themselves in such a manner as to not bring embarrassment and/or liability to the corporation. Members shall also abide by the specific rules and regulations periodically published by the Board."
- Email voting was added to the acceptable forms of voting to be conducted by the Board in the execution of their duties.

On July 21st the BMCSNJ Ice Cream Social was held, once again, at the Five Points Custard stand in E. Vineland, NJ. The event was under the direction of Rob Walsh and in consideration of the weather a few cars still attended. On August 10th the annual Tour of South Jersey took off on a new route, designed by Tracy Westergard, through Salam County and was well attended despite the threatening weather.

The Konte's River Ranch Gathering has been moved to October 6th for the foxes and we have added an invitation from the SCCA to attend an autocross event at Bader Field in Atlantic City, also in October. See these and other events in this issue of Off Side/Near Side. See the calendar here and on the website for scheduled events for the remainder of the year. We're looking forward to the long drive from Cherry Hill to Greenwich again for the BMCSNJ Annual Show.

Regular monthly meetings are held on the third Wednesday of each month alternating between Uno Grill in Maple Shade and Seven Stars Diner in Sewell, see the calendar for the location each month. See you there and on the Road!

Happy Motoring



ICE CREAM SOCIAL 2018

Besieged by rampant rain mucho Minis from an all day Philly Mini Club caravan joined four British BMC member cars on the field for a soggy Saturday evening Ice Cream Social. Several BMC members wisely opted for their daily drivers to support the event with a few going over to 5 Points Inn for dinner.

Rob Walsh



THE EDITOR WRITES

Hello again all. I just want to tell you few things that are new to the newsletter in this issue.

First, at the end of the article featuring the Triumph TR-3 I have included three Internet Links that will connect you to selections on YouTube that feature the TR-3. The first is a history of the car by an owner, the second a piece about the car by a couple of British racers, and the third a trip around the Laguna Seca track in California in a TR-3.

Of course once you are connected to YouTube you can choose anything you like. There are plenty of TR-3 videos and really any kind of How-To videos you could imagine. I just picked these three that appealed to me. Just click on the BLUE link and when the video is over close out with the X in the upper right corner.

Second, in this issue we are introducing the return of Sandman Sez. In the last issue Ed Gaubert wrote an introduction to these articles and to Dr. Barry Sandman for those who never knew him or his contributions to our club publication.

Considering that this is the first issue in which "Sandman Sez" returns I felt it would be good to reprint Ed's introduction below. Joe Marchione

"Sometime during the 1990's I had the pleasure of meeting Dr. Barry Sandman and his lovely and gracious wife Nurit when they joined BMCSNJ.

Barry was a true MG enthusiast (think MG-PA and MG-PB). I used to admire his award winning MG-TF at New Hope long before there was any thought of BMCSNJ.

During the late 1990's and early 2000's Barry wrote a series of timeless articles for Offside/Nearside. Thanks to a generous donation of a collection of past newsletters from another member recently, we are again able to share some of those articles with you in the pages of Offside/Nearside. We will run them as a series titled "Sandman Sez".

Barry passed away in 2013. He was a friend to anyone who met him. His words of encouragement and thanks to each of the club officers during some difficult times are appreciated to this day. Barry gave me a small set of Whitworth wrenches before he passed. Those wrenches will always hold a place of honor in my toolbox.

I hope that you enjoy Barry's writing as much as many of us enjoyed his friendship.
Ed Gaubert

INTRODUCING SANDMAN SEZ

The Mystical Law of Spare Parts

It has been known for generations that the restoration of a British motor car is a ZEN experience. You all have your lists of the thirteen Mystical Laws governing restorations. Look down to number thirteen. Notice that there is no number thirteen (for good reason), but now I have received permission from higher authority to draw the sign of the Octagon about us and, sans trepidation, present the Mystical Law of Spare Parts.

The number 13 does, indeed, have great significance to all British car folk, but most especially the MG mob. Remember, there are exactly 13 MG types between the M-type and the TF (M,P,Q,R,S,W,V,TA,TB,TC,TD, {TE, a special case that I may tell you about sometime}, and TF). Those MGs without ash wood skeletons come under a different coven and only to be discussed when Venus is on the cusp (whatever that means).

Exactly 13 years passed from 'Old #1 to the TB, in 1939, when the WAR stopped MG production—the end of the vintage era!

Exactly 1/13th of a cord of wood is used in the construction of a "T" type car...I could go on and ON!

Suffice it to say, that the 13th Mystical Law involves the availability of spare parts for all British motor cars. Of course, today, just about every grommet is available for your pride and joy, but that wasn't always the case...as it isn't today for anything vintage or a little off the course.

But...back to the law—simply stated, it is:
"The availability of spare parts varies inversely with your need for them".

In other words, if you should need an exhaust valve for your SA—you could search the world over and not find one! You might even consider buying an entire SA to get THAT valve. After months (nay years) of over-turning every pebble, rock and stone! You have been unsuccessful and it is becoming abundantly apparent that there is NOT an SA exhaust valve to be found in this Solar system.

As you sit there with terrible, awful thoughts like, "Would a Buick V-6 fit under the bonnet?...the post-man arrives with a letter from the first guy you had asked (in England, 18 months ago!)

"Yes," says he. He has just sent you a N.O.S.exhaust valve, that he has been using for a paperweight on his desk!

HURRAH! GREAT DAY!!

The need has been FULFILLED...

(Continued on Pg. 8)

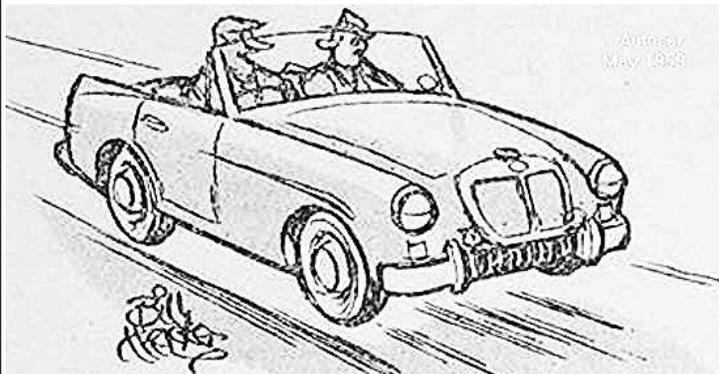
and now the Mystical LAW of Spare Parts begins to work!...Usually within 24 hours a BMC Member will call and tell you there are a dozen SA exhaust valves in a box, in the boot of the '55TR2 parts car he just bought! Shortly after this shock you discover that SA and VA valves are the same and you have severely limited yourself in your inquiries. Now with the relative abundance of VA valves, you have fifteen NEW sources! Even your Aunt Gerty—who is cleaning out her cellar, gives you a box of goodies—containing some valves that look frighteningly like SA valves. You are now inundated with the damn things! People are bringing you “barrels” of them ! TONS of THEM! Good grief!

I have tried many systems to fool the LAW...but like the inimitable rules that govern our physical universe, the LAW can NOT be messed with.

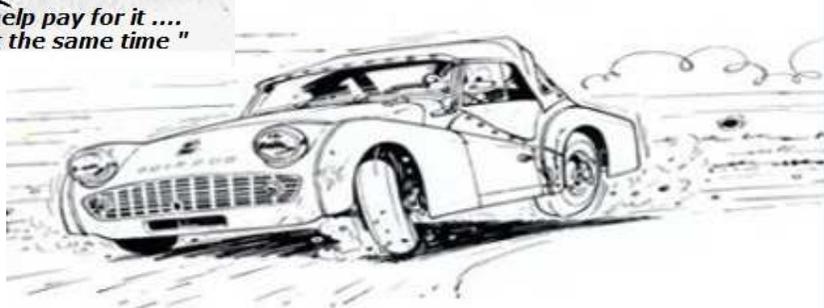
To illustrate...
Once I tried this ploy. I needed front brake hoses for the Twin Cam so I made believe I had “bales” of them. I convinced myself that of all the 9 billion parts in a Twin Cam, the ones I just didn't need were front brake hoses. I almost put an ad in Off Side-Near Side to sell front brake hoses, since I had such a surfeit of them.

Well...let me tell you, you can't fool the Lesser Gods (they are the ones that handle British Motor spare parts). They “know” and rather than be inundated with front brakes, it took me two years to find a pair!

The Laws are unbreakable and unless you are willing to give up the Octagon for the Pentagram, you'll just have to obey this LAW...along with all the others—like the 55mph one!



*" I Had a rebore, packed up tobacco to help pay for it
So that the car and I stopped smoking at the same time "*



Editor Note:

Below are some tips for solving some common problems we come across while trying to keep our classic British cars rolling down the highwayHopefully under their own power !

I found them is some of the old club newsletters and felt that this stuff never gets old so I'll be reproducing them here and in future newsletters.—
Joe Marchione

THE WORKSHOP (from 1997)

By Whitworth Goodspanner, MBE

Electrical Problems / Headlights

- Glowing or dim headlights.
Faulty ground connection
- No illumination, but high beam indicator is on for both high and low beam.
Faulty ground connection
- High or low beam not working on one side only.
Bad bulb or bad connection to light from fuse
- Bright light flasher not working
Fuse or connection to fuse box

The Proof in in The Drain Hole

All side marker lamps are not created the same. How could this be you say? They look the same. Okay, some are yellow, some are red and they fit on the side of the car. Right you are ! These little buggers will fit on either side of the car and look right, left, correct. But but There is a right and a left. So you say, “Okay smarty pants, how do you tell which is which ? It's simple. You don't need numbers. Just check the drain hole. If it's facing down—it's on the correct side. If you have been having corrosion problems in your sockets, yours may be on the wrong way—or the gasket may have dried up.

(Submitted by John Morris)

Member Profile : Connor Fairbairn

TR6 Rescued after a 24 year sleep

I am a 26 year old Connecticut native working in the construction industry. My father is passionate about British cars and has owned Austin Healey's, MG's, Triumph's throughout his lifetime.

A few years ago he purchased a 1975 TR6 that had been sitting in a barn since 1994. It then sat in his barn for another year until he no longer had the space or time for it at which time I acquired the vehicle.

It spent about 2 months on blocks in my garage as i overhauled the hydraulic brake and clutch systems, fuel system, made various suspension repairs, installed a brand new Monza header back dual exhaust system, and a whole lot of wire brushing, undercoating, greasing, fluid changing, and cleaning.



The car has now been consistently on the road for nearly a month and I am very impressed with how well the car is running after sitting for so long.

My girlfriend and I are looking forward to bringing it out to some of the club events in the coming months, in the meantime it has been a blast to take out after work in the evenings and to take over to the local breweries on the weekends.

The car gets a lot of attention and mostly from people who have never seen one before. I attached a few photos from when it first was removed from the barn to now!

Cheers,

Connor & Allison



Member Profile : Gene Lillie

Just what the Doctor ordered !!

I began my love of the MGB when I was just a lad, working on a Car Lot on the Admiral Wilson Boulevard in Camden, NJ.

When I worked there as a young lot attendant I had many duties. Part of the dealership was for New MG's shipped from England. I had to clean the cosmoline off the cars that prevented rusting while on the ocean going ships coming here for delivery. Cosmoline was like Vaseline, it took forever to get off the cars. Once done, I got to drive the cars around the lot to position them. Sometimes I had to jump the batteries, wash them, you know, normal maintenance stuff.

After working at the dealership my next adventure in life was to spend some time in the Marine Corps. During those years I didn't own any cars. After my discharge, I bought a few Corvettes, a Mustang, a VW Bug, a Carmen Ghia and a host of other cars. I finally found my way back to a "B" that needed "a little work" and used it for my everyday car. Since needing "a little work" often requires owning a second car, I bought another Corvette. This was the phase of my life when I started meeting a LOT of tow truck drivers. That fascination continues to this day. Over the years, I've owned 5 MGB's most for relatively short periods of time.



My current "B" I've owned for about 22 years. I bought the car mostly as a very poorly running basket case. I drove it home (about 2 miles) and when I stopped, all four tires went flat at the same time. The car was 8 or 9 different colors and most mechanical systems didn't work.

The car spent 3 years at Christopher's Foreign Cars in Ocean City, NJ getting all the mechanical stuff corrected. Then it spent another 3 years at Franklin Auto Body getting missing parts added, dent's removed and a single color of paint applied. I also converted the rubber bumpers to chrome because the rubber bumpers looked ugly. As expected, the restoration project is continuing. I want to put the original carburetors back on it and I'd like to find a 5 speed tranny for it eventually.

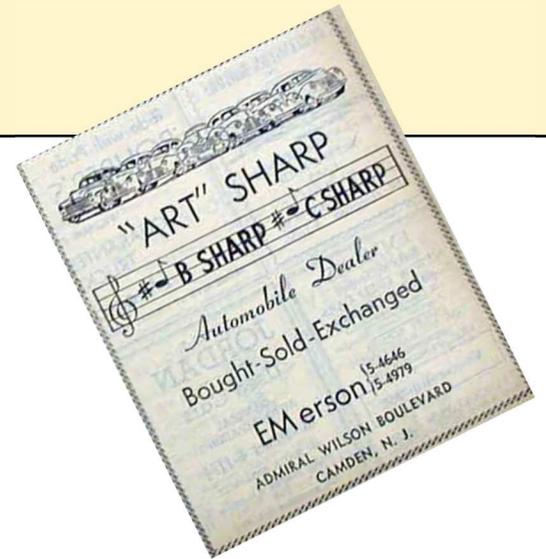
I've made some great friends at Moss Motors and now British Racing Green in Delaware is becoming a frequent stopping place. Just a few



weeks ago, I met yet another tow truck driver when my clutch master and slave cylinders went.

The adventure continues.

Dr. Gene Lillie, MSAC-Tax, EA, D.tax





THE HISTORY OF THE TRIUMPH MOTOR CAR AND THE TR2 and TR3 SPORTS CARS

The TR2. The TR3. Two of the most iconic British sports cars of the postwar period. What created and influenced this classic design? To understand the origin of these cars it is necessary to first look at the company and people who conceived and produced them.

It all started with a bicycle

The Triumph Motor Car Company had its origins in 1885 when Siegfried Bettmann of Nuremberg formed S. Bettmann & Co Import Export Agency in London and started importing bicycles and selling them under his own name. Bettmann also sold sewing machines imported from Germany. The trade name became "New Triumph Co. Ltd." the following year. In 1889 production of the company's own bicycles started in Coventry, England with funding from the Dunlop Pneumatic Tyre Company.

In 1897 the company was renamed The Triumph Cycle Co. Ltd. and in 1902 began producing Triumph motorcycles at their works in Coventry. At first, these machines used engines from other manufactures (the first machine was a bicycle fitted with a Belgian Minerva engine) but the business prospered and the company soon started making their own engines.

In 1903, after selling more than 500 motorcycles, Triumph also began motorcycle production at a Nuremberg factory. Confusion between motorcycles produced by the Coventry and Nuremberg Triumph companies resulted in the latter's products being renamed Oriol for certain motorcycles already existing in France, so the Nuremberg motorcycles were renamed again as "TWN" standing for Triumph Werke Nurmberg. The British and German factories separated in 1913, however the German factory continued to make motorcycles under the Triumph and TWN brands until the mid 1950s.



In 1907, Triumph purchased the premises of a spinning mill on Priory Street in Coventry to develop a new factory. The British Army placed major orders for the 550cc Model H during the First World War and by 1918 Triumph had become Britain's largest manufacturer of motorcycles.

In 1921 they acquired the assets and premises of the Dawson Car Company and started producing a car with a 1.4-litre engine designed by Lea-Francis, named the Triumph 10/20. Initially production of this car and its immediate successors was relatively small scale, but this changed in 1927 with the introduction of the Triumph Super Seven which sold in large numbers until 1934.



In 1930 the company's name was changed again, this time to The Triumph Motor Company. Managers realized they could not compete with the larger manufacturers for the mass market. They decided to produce expensive cars and introduced the Southern Cross and Gloria models. At first they used engines designed by Coventry Climax, but in 1937 Triumph started to produce engines to their own designs by Donald Healey, who had become the company's Experimental Manager in 1934.

In the second half of the decade the company started to encounter financial problems and in 1936 the Triumph bicycle and motorcycle businesses were sold, the latter to Jack Sangster of Ariel to become The Triumph Engineering Co.



Triumph Dolomite powered by an Alfa inspired straight 8 engine .

Ltd. Around the same time Healey developed a new car, powered by an Alfa inspired straight 8 engine, named the Triumph Dolomite. Three of these cars were made in 1934, one of which was used in competition

and destroyed in an accident. The later Dolomites manufactured from 1937 to 1940 were unrelated to these prototypes.

In July 1939 the Triumph Motor Company went into receivership and the factory, equipment and goodwill were purchased by Thomas W. Ward Ltd., a Sheffield based engineering firm, who placed Healey in charge as General Manager; but the effects of the Second World War stopped the production of cars and the Holbrook Lane works were completely destroyed by bombing in 1940.



In November 1944 what was left of the Triumph Motor Company and the Triumph trade name were bought by the Standard Motor Company; a subsidiary "Triumph Motor Company (1945) Limited" was formed and production transferred to Standard's factory at Canley on the outskirts of Coventry.

In 1946 a new range of Triumphs was announced, starting with the Triumph Roadster, which had an aluminium body because steel was in short supply and surplus aluminium from aircraft production was plentiful. The same engine was used for the 1800 Town and Country Saloon, later named the Triumph Renown, which was notable for the styling chosen by Standard-Triumph's managing director Sir John Black. A similar style was also used for the subsequent Triumph Mayflower light saloon. All three of these models sported the "glove" badge that had been used on pre-war models.



When Sir John was forced into retirement this range of cars was discontinued without being re-

placed directly, sheet aluminium having become a prohibitively expensive alternative to sheet steel for most auto industry purposes.





FINALLY, A TRIUMPH SPORTS CAR. THE BEGINNING OF TR-FUN !

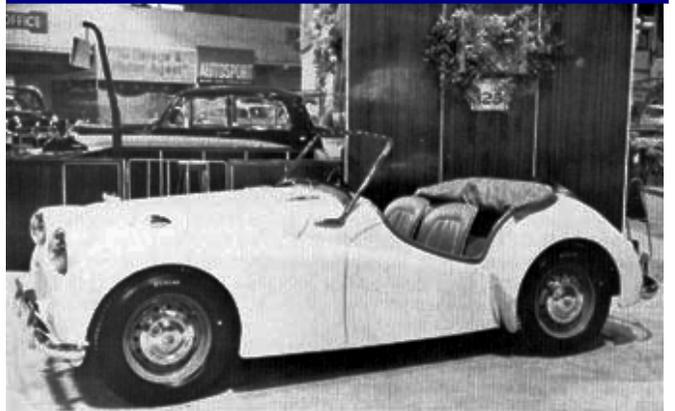
In the early 1950s it was decided to use the Triumph name for sporting cars and the Standard name for saloons and in 1952 the Type 20TS (often referred to as the TR1) was introduced at Earl's Court Motor Show. Built on a pre-war Standard chassis and sporting a dual-carb version of the Standard Vanguard engine, this show car looked much like the TR2s and TR3s that later followed, although rear body styling was



The Triumph 20TS was a prototype sports car shown by Standard-Triumph in October 1952 at the London Motor Show. Extensive development of the 20TS led to the introduction of the Triumph TR2 in March 1953 at the Geneva Motor Show, after which the 20TS was unofficially referred to as the Triumph TR1. Only one example of this car was ever made by Triumph.



Prototype Type 20TS



Introduced at Earls Court

quite different, with a more rounded, traditional look featuring an exposed spare tire.

Ken Richardson was soon hired by Standard-Triumph to oversee development of the car into what became the TR2. The car eventually gained its own purpose-built chassis frame, which incorporated front suspension originally developed for the Mayflower. The Vanguard engine (2088cc) was further developed into a reliable 90hp, under 2-liter (1991cc) engine. The rear of the body was redone to provide a trunk and an enclosed space for the spare. A prototype TR2 was run on a closed stretch Jabbeke highway by Ken Richardson in spring 1953,



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STANDARD-TRIUMPH MOTOR COMPANY, INC. • 122 EAST 42nd STREET, NEW YORK 17, N. Y.



achieving close to 125mph in “speed” trim and around 105mph in “street” trim. The first “off-tools” TR2s were produced in summer 1953.

TR SPOTING — 2 ? 3? A? B?

Various continual developments, changes and improvements to both body and mechanical specifications led to the TR3 model for 1956 and the TR3A version around 1958. One model of the TR2/3 can be difficult to tell from another unless you know what to look for.

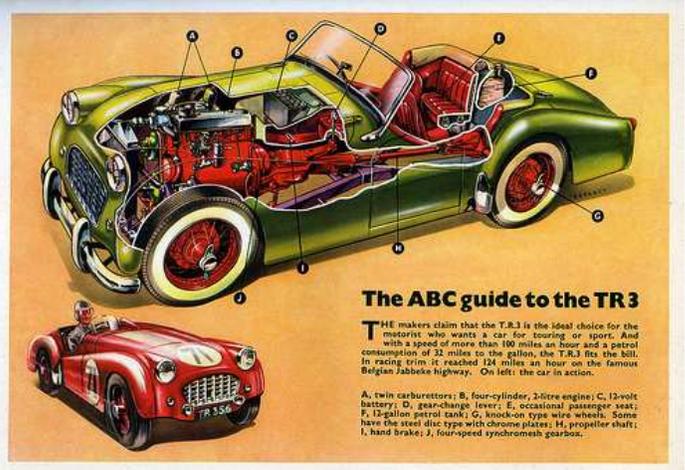
They all resemble bulldogs — short-squat, full of vigor, with distinguishing cut-away doors. The first TR2, built from 1952 to 1955 small mouth design has a small, recessed front grille and door skins that extend down to the bottom of the rocker panel.

To spot a really early TR2, check the wiper spindle spacing. The earliest cars had their windscreen wipers only 10.5 inches apart, which caused only a relatively narrow area of the windscreen to be wiped. At TS995, the spacing was increased to 14.5 inches. As the spindle holes are punched into the front scuttle and as it seems unlikely that anyone would ever alter this spacing during a rebuild, the narrow spacing remains a reliable guide to a genuine early TR2.

This difference in wiper spacing is surprisingly noticeable on the cars and even in photographs, enabling one to look at a picture of a TR2 with an unknown identity and say with some certainty that it is a sub-TS995 car!

After the first few thousand TR2s, the Triumph factory responded to complaints from owners who scraped the door bottoms on curbs by shortening the door skins, and introduced the TR2 model which has come to be known as the “small mouth short door.” Altogether, approximately 8600 TR2s were built.

In late 1955, the TR3 “small mouth” was introduced. This model can be recognized by its grill: the opening is still small, but the grill itself is no longer far recessed, but nearly flush with the front valence. Production reached nearly



17,000 for this model of TR3.

In 1958, Triumph opened up the grill to increase air flow and the TR3A “wide mouth” was born. At 58,236 cars, this is the most common of TR2/TR3 series.



The final version of the TR3 came in 1962. Triumph had released the svelte new TR4, but sales were initially disappointing, particularly in the USA. So the company put the 2.2 liter TR4 engine in left-over TR3 body stock, and created the TR3B. A small number (3,331?) of TR3Bs were built for the North American market in 1962, largely to TR3A specification, although most of these had the larger 2138cc engine and all had the all-synchro TR4 transmission. Without examining the engine compartment, it is difficult to tell a late TR3A apart from a TR3B.

Total TR2-3B production was something under 80,000 cars. Also, several other cars shared basic TR2-3 running gear, such as the Swallow Doretti, Peerless, Warwick, and the (Vignale) Italia. TR engines also powered versions of the Morgan sports car.

Production of the TR3 largely ended by 1961, with the exception of the TR3B and was replaced by the mechanically similar (but with much more modern styling and comfort features) TR4.



In future issues I plan to feature some of the Triumph sports cars that followed the TR-3. The TR-4, TR-5, and the Micholotti designed Triumph Italia. The nimble TR-6 and The Wedge TR-7 and finally the TR-8. Each offered the drivers who loved to drive them and the gals and guys who loved to ride, excitement and a raw kind of fun that was a signature of the era.

Le Triomphe du Vintage



I know I had a good time.
Compiled by Joe Marchione



TR3 VIDEOS LINKS:

Click on the blue link to connect

A history of the TR3 from an owner

<https://www.youtube.com/watch?v=wM7vikSUrBc>

A talk about the car and a ride around the track by a couple of Brits

<https://www.youtube.com/watch?v=Ge8eOiYgqKM>

Laguna Seca Group 1 qualifying. A terrific track. Through the famous "Corkscrew"

<https://www.youtube.com/watch?v=JKgu2DyVYDw>

SOLUTION TO LAST ISSUE'S

"ANOTHER STRANGE PROBLEM"

If you recall from the last issue, the problem was encountered while I was working for Jefferson Imported Cars on Chapel Ave. in Merchantville in 1961 or thereabouts.

A little background - the Cherry Hill Mall was under construction and all of the local merchants were, with good reason, extremely apprehensive of opening day. I was a full-time student at Rutgers College of South Jersey (as it was called then) and a part-time car salesman at the above dealership.

The car being worked on in the shop was not British but Italian, a 1200cc Fiat TV Roadster, a somewhat popular sports car at that time. The problem involved the aftermath of the replacement of a inoperative starter motor with a new one sourced from a nearby foreign parts store (operated by Jack McClintock, fondly called "Cagey Jack" for reasons I was never sure of).

Once the new starter was installed, the engine spun over vigorously but failed to start. After many attempts and various troubleshooting procedures, the boss, Charlie Jefferson got involved and suggested push-starting the car. Surprisingly, the car started right away and ran like a watch. By now, the whole shop crew had become involved and this had everyone scratching their heads. After more troubleshooting (with all of the mechanics kibitzing of course), Charlie asked the mechanic in the driver's seat to spin the engine over one more time while he (Charlie) was looking under the hood. As Charlie watched, he suddenly yelled to the mechanic to stop cranking the engine and said to all of us who were watching, "You're not going to believe this!"

So, just what did Charlie see under the hood?

He noticed that the engine was spinning
BACKWARDS !!

This was not noticed by the other mechanics - too obvious, I guess. Apparently the new starter was the incorrect one or was wired incorrectly during manufacture. I don't recall at this time which of these two possibilities was correct.

At any rate, the starter was exchanged, the new one installed, and all was well again. A definite money loser in the shop.

If any of our readers out there have experienced any "mystery problems", and I'm sure you all have, please share them with our readers. We need material!!!

Rough drafts or completed articles can be submitted to me at:

frschuch@gmail.com

I will gladly help write the piece (if you're worried about that part) or simply proof read it and send it back to you for final approval. Of course **you** will get the by-line, not me.

Submitted by:
Fred Schuchard
Roadstown, NJ



Triumph TR3 Memories



Hotrods, Woodstock, the Desert, LBCs, and Pure JOY !

CuznBrucie Aydelotte

And In The Beginning

I had been a hot rodder since I was about 13-14 years old.....brought home a 1930 Model A Ford Coupe, and was going to "fix it up!" I never got the opportunity since my father immediately made me take it back to the teenager I bought it from and demand that he pay me back the \$30.00 I had paid him for it. My father helped the process along by taking me while he was still wearing his State Police uniform. Instant refund!

My love affair with TR3's began during my freshman year in college. It was 1960 and I was an 18 year old neophyte when it came to those little British sports cars that were being seen in increasing numbers on the streets of South Jersey. I was actually driving a nice '57 Chevy rag-top at that time and when I was forced to leave the on campus dorm because of the number of seniors returning from student teaching, I moved in with my best friend's family about 10-15 miles from campus.



He had a cool '57 Triumph TR3 small-mouth....even had a hardtop! I will never forget all of those bitter cold winter mornings huddling in those little bucket seats as we bounced along toward 8 o'clock classes!

Somehow I think I started to fall out of love with my big, lumbering Chevy convertible, and I started to love that crude little roadster with no heater! Hell, it didn't even have windows!

As winter turned to spring and the hardtop came off, I was allowed to borrow this cool little roadster once in a while. I remember fixing my friend up with my cousin for her senior prom, and loaned him my Chevy for the weekend. So, I got my chance to really spend some quality time with his smallmouth roadster! It was a helluva lot more fun to drive than my big convertible. I went thrashing around the back roads and tried to find the curviest ones to really stretch out the performance.....pure joy!

And so, when it was my turn to graduate from college it was 1964 and with signed teaching contract for collateral, off I went to Ed Roth in Glassboro, the premier British car dealership in South Jersey. My salesperson, was the ever congenial, Fred Schuchard, as it turned out....I looked at Elvas, Morgans, and MG's. This was to be my very first brand new car, and it would have to be my daily driver, so practicality won out and I bought an all black '64 MG-B, with wire wheels, roll up glass windows, leather interior and, good grief, an FM radio! What was I becoming....an adult?



Funny thing....I was quite impressed with Fred and his knowledge of these British cars. And, even though I was aware that he was teaching photography at my alma mater, Vineland High School, I never tried to contact him. I wished that I had, but our paths did cross around 1993 when I purchased a clapped out '63 TR3-B to restore, and I joined the British Motor Club of South Jersey. I think the club may have been in its first or second year of existence at that time.

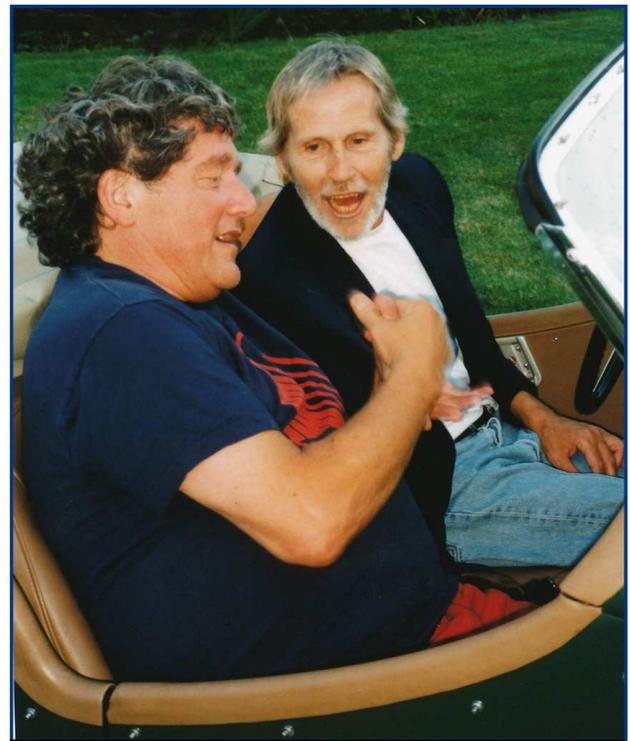


I did restore that TR3-B and drove it until 1997. It was originally a black car with red interior. I installed a beautiful saddle interior, altered the hubs to install wire wheels, and painted it British Racing Green. I didn't have the facilities necessary or the skills to do a body off restoration, so I did what I thought was a very credible *body on* refurbishment. I did win some awards with it, including a Second Place at New Hope in 1996, so I guess some other folks thought the car was more than just presentable! I still have the pewter plate from that show. It reminds me that I wasn't chosen as the winner...the first loser, as it were.

BY THE TIME WE GOT TO WOODSTOCK



One of the greatest joys of my life was to become a very close friend of Levon Helm, of "The BAND".....I spent a lot of time with him up in Woodstock, but he also visited at my house a few times, and one night when he saw my TR3 he asked me if he could drive it! Of course I said "Yes", and I knew he was a really good driver, so off we went down the back roads while singing Bob Dylan's "When I Paint My Masterpiece" as it played on my cassette tape player! What a night that was.....he drove that car like he had owned it! I sure miss



Bruce And Levon

Levon.....a really wonderful guy....

My interest in cars took another turn in 1997 toward the world of hot rods. More particularly the lore and legend of the early dry lakes racing out in the California Mojave Desert.

So I sold the TR3-B and it went to Florida... I then retired after a 33 year career in Education in 1999.

I used my funds to begin working to replicate one of the authentic dry lakes style '32 Ford Coupes. So, for the decade of 2000-2010 I became immersed in the world of authentic early California hot rods.



I went to California about 7-8 time in that decade to take in the SCTA racing on the El Mirage dry lakebed, and participate in the annual L.A. Roadsters' Father's Day Weekend Roadster Show. I became good friends with quite a few of the bigger and lesser names in that world....some of my closest friends from that era have died and I started losing my interest in that genre. What to do next, since cars are in my DNA apparently....

I built a custom '1951 Ford Victoria between 2010 and 2012 with a nice comfortable rolled and pleated interior for a guy approaching his 70's! Loved that car, but once again, I started to feel the tug of my desire for TR3's. I had to have another one. But now, it's 2016 and my ability to do the hard work that auto restoration requires had escaped me. My legs have weakened and I even had a total knee replacement last year. So, what to do?

I would have to search around and try to find a nice, restored car that I could just drive and enjoy. I checked my *play money* and found what I could afford, and so the search commenced. eBay, internet searches, magazines,



etc. all yielded nothing that suited me, or that I could afford. But then, Bingo! While looking through Craigslist I came upon a beautiful restored TR3A in Villanova, PA. Finally, a car that I could "almost" afford to drive away. It was a Primrose yellow car (which I didn't really prefer), with a black leather interior, wire wheels (painted), factory overdrive, a SONY stereo, new top, tonneau, and "top stick" cover.....it had most of what I was looking for, so I went to see it. The owner and I took a great ride, the overdrive worked and the car performed beautifully. I wanted it. So, we talked price and kept getting closer and closer....but we were still \$2000 apart.... I learned a while



back that if a deal isn't to your liking, you walk away. Which I did....but as I rode home I got to thinking. Was I really going to let a car this good get away for a 2K difference? No!

I called back from my car while heading down the Blue Route. I decided that I would get the \$2K advance on my credit card, and the pretty little TR3A would be mine! He promised to hold the car while I sent him an overnight check for \$1000 good faith money. The seller asked that the remainder of the balance must be paid in cash. I really didn't want to be traveling back to Pennsylvania with a lot of cash, but, c'est la guerre.....cash it would be.



Next, the mylar racing stripes down the side had to go....and they didn't go easily. It was very hard to peel those stripes off without damaging the paint, I got it done. I installed a new, up to the minute SONY stereo unit with a USB port, CD drive, and Bluetooth. Very cool....

Next, I sold the painted wire wheels and replaced them with new chrome spoked wire wheels. Then I replaced the GM alternator that was on the car, as it had been converted to accommodate the electric fan's amperage draw.

The day my wife took me back there to pay and pick up the car was a bit tense for me, but all went as planned and, after the seller counted every one of those \$100 dollar bills, I drove away with about an 1/8th of a tank of gas.....thinking that I saw a gas station just a little ways down Rte. 30 and before getting on Route 495. I pulled into that gas station only to find that all pumps were out of order. So, I decided to "go for it" and get on the road, knowing that the first gas stop I would come to would be in Swedesboro at a WaWa, approximately 18-20 miles away.



With one eye on my speedometer and the other on the gas gauge, which was perilously low, I drove on. I found myself wondering where the point would be where that little Ferguson tractor engine would start sputtering and my thirst for gas would have failed and I'd be a casualty on the side of the road.

But, it didn't happen. I rolled into that first gas station in NJ with a huge grin on my face and a feeling of great relief! The gas tank took 13.372 gallons of gas....I even saved the receipt! I think that's pretty close to the advertised capacity of a standard Triumph gas tank...

I immediately began to do things to the car that would make it my own....the nerf bar would have to go and I replaced it with a regular bumper and a badge/light bar. I found a great pair of original Lucas fog lamps and got them for about a third of the going rate! New bumper, some badges and fog lamps, and a real British license plate set things off on the front.



I wanted the engine bay to look as original as possible, so I replaced that GM unit with a Dynamator from England. It is a 45 amp alternator hidden inside a stock generator housing....very satisfyin'... Also installed a new 60 amp gauge....

A wooden steering wheel seemed like a good idea as the car had a TR4 steering wheel because it had been converted to TR4 rack and pinion steering, which is very responsive and a big improvement over stock TR3 steering. I give that a high recommendation!

And, so there's a bit of my "Car Life History". My love affair with TR3's continues and I just love driving all over South Jersey with, probably, the nicest, sports car I have had in a very long time, and I have had muscle cars, Porsches, hot rods, customs, and things in between.....well, maybe a couple of the Porsches were better...cough, cough..

I think this TR3 is a "keeper", and my grandson already has his eye on it....for someday.

CuznBrucie Aydelotte

Wheels: A TR3A that's 'nothin' but car'

Here is article from Dennis Mercier about my TR3A.....my wife says I lied and then he embellished it. It's pretty much accurate. I still drive my TR3A on not too hot dry days. Joe Kumpel

Triumph TR3s have a certain mystique and are a source of constant fascination to True Believers. No matter that loving owners everywhere admit that the car is "crude, rude and socially unacceptable." They like it because it's just that: the antithesis of today's high-tech, low-involvement cars. As Richard Windisch says on his Triumph TR3 page, "It doesn't take the turn for you, it counts on you to finesse it."

And that's exactly the kind of car that appeals to Joe Kumpel of Mantua, who, after and during a career and driving a series of dead-dull company cars, is back into



the car hobby with his very own 1959 TR3A. And, even after all it's put him out and put him through, he admits that sometimes he just likes to turn on the garage light and stare at it.

He credits four people with sparking his interest in TR3s and getting him one of his very own. The first was a frat brother at Grove City (PA) College. Joe and Jocko Sinclair went everywhere in Jocko's un-killable TR3A, even though it had no side curtains. And western Pennsylvania gets more than its share of rain, snow and cold, nasty weather. "And I decided to get one someday based on those crazy experiences." The second is friend Jack Kontes, who found the TR3A in a shed — where it had been since 1987 — on the lot of Stan's Auto Sales in Vineland.



Stan's sons were closing the business after their father's passing and were glad to get rid of the muddy, hoodless vehicle with seized rear wheels and a

transmission that was separate from the car. And everything filthy with accumulated grime. But even with all this against it,

Jack realized that it wouldn't take all that much to get it back on the road, so he told Joe, "I'll buy it if you don't!"

And then a third friend, John McFarland, used his 4WD pickup's winch to drag the ailing auto onto a trailer and then to Joe's home. It didn't take Joe long to realize that getting the car road-worthy was way beyond his ability. So he called yet another friend, professional mechanic Skip Lustig, who's known for his work on vintage race cars

After Joe secured the "long-term discount" (take as long as you want and work on it between the big jobs), Skip took the TR3 on Thanksgiving weekend of 2004, and returned it on Easter weekend of 2005, saying "I brought the patient back to life."

Joe is delighted that "the car has run well since." For his part, Skip's motto is, "Do it right the first time so it will last." These latter three guys have "ownership" in this project, so "they watch me," said Joe.



When Skip returned the car it ran great but "wasn't pretty," so Joe began a series of procedures to restore the cosmetics to presentable condition: "I don't think I'll ever get it painted." And, as with all British sports cars, "The electrical work is ongoing." He loves not having to worry about pristine perfection, loves to drive the car and loves to let kids play in the car when it's at a show. "You can't hurt it, so I let 'em jump in!" Riding in the car is surprisingly comfortable, considering how close you are to the ground.



I could easily put my palm on the pavement by reaching over the low-slung door. And I actually had more leg room than I needed. But we were so low and

reclined that the dashboard was about at eye level — or so it seemed. All the controls worked solidly and the brakes seemed exceedingly efficient. “TR3s were the first production cars with disc brakes all around.” It moved out nicely and sounded even better — that familiar “blat” of British sports car exhaust note.

In many senses of the phrase, Joe has come a long way since his earlier enthusiast cars: the '49 Willys Jeepster ragtop on which he learned to drive a stick shift, the '55 Pontiac Chieftain from which he took all the chrome, the '68 VW Beetle he drove cross-country to the state of Washington and back “with a transistor radio duct-taped to the passenger grab handle,” and the '67 Tempest 4-speed he bought when he returned from serving in Viet Nam. And even though he still drives a company car to work and back, he has that uncompromising, basic car waiting to put the smile back on his face.

denis.mercier@comcast.net



Unique Solutions to Common Problems

By John Sims

In-Car Thermostat Check Device

Whenever it was necessary to verify a thermostat's functioning, I would remove it and place it in a pot of water. While holding a candy thermometer, I would heat the water and wait until the thermostat popped, thereby verifying the temperature at which it opened. It occurred to me that there may be a better way.

While holding a meat thermometer in the top tank of the radiator it occurred to me that if I could fabricate something to hold it other than my hand, I would be ahead of the game.



Necessary Parts

A quick trip to Home Depot gave me the solution. Take a 2" PVC coupler, their part number E940J, notch it for the overflow tube, place it on the radiator fill opening, and insert the thermometer. (I used my wife's Pyrex meat thermometer—I'll have to buy her a new one.) With a radiator full of coolant, the tip does not touch metal, just coolant. As the pointer on the meat thermometer reaches 160°, 170°, etc., I lift it out and see if coolant is circulating. I then replace it and remove it at 10° increments. This tells me roughly at what temperature the thermostat is opening.



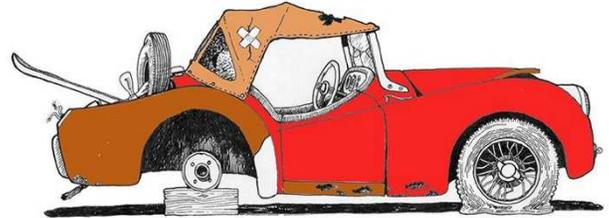
Finished Tool

This article appeared in the Positive Earth Drivers Club (PEDC) October 2012 newsletter, The Terminal Post, and appears courtesy of the author and PEDC

SWAP MEET

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

Ads will appear for two (2) issues , as space allows



FOR SALE Lots of Midget parts plus a welder. Best offer for any or all of it.

- Clarke 180 240v Mig Welder with cart, 2 masks, gas tank, and other accessories (Magnets, spare wire,)
- Sprite/Midget hood
- Passenger side fender Midget 1500
- Midget/Spitfire 1500 engine (stock)
- Midget/Spitfire 1500 4 speed gearbox
- Spitfire 1500 4 speed gearbox with overdrive
- 2 Weber DGV carbs (Electric Choke) with rebuild kits
- Midget 1500 Weber DGV intake manifold
- Sprite 948 Weber DGV intake manifold
- Original Austin Healey Sprite MK1/MK2 Repair Manual
- Midget 1500 heater box/core with working fan
- Midget 1500 Bumpers, Front and Rear
- Midget/Spitfire 1500 OE Pistons, std bore size.

David Robinson

David.r.robinson@gmail.com

FOR SALE 1973 TR6 Parts.

Transmission minus shift lever, good condition. Best Offer
Exhaust Manifold and dual header downpipe \$50 or Best Offer
Pair of Rear Hubs \$100 or Best Offer
Original driveshaft unmodified Best Offer
Bill Stumm wstumm@outdrs.net

FOR SALE TR3 parts:

- A. Set of wind wings in excellent condition \$50
- B. Tonneau in good condition (poorly repaired rip on passenger side) but functional and cheap \$50
- C. Engine crank handle. Original and workable. \$100
- D. Also have an electric temp gauge from a Sunbeam Alpine, but same size as 2" TR3 gauges, with sender. Excellent condition. \$75

Brucie 609-705-4753 or cuznbrucie@comcast.net Pictures available on request

WANTED Front and rear rubber bumpers for an 80 LE V6 project that came with no bumpers. The car is also for sale at only \$3500 (without bumpers!)

Ed Wolff 856-816-7321 lotus7ed@comcast.net

FOR SALE: 1966 Jaguar 3.8S sedan. Dark Green/light beige. Automatic. Runs and stops. Older amateur restoration. Extra 3.8 engine and automatic transmission plus other parts. Asking \$3300

Bruce 856-228-5188

MORE FOR SALE !!

In October 2018, BMCSNJ is planning to hold a parts swap meet. We are still working out all of the details, but now is the time to start gathering up those parts that you no longer need and making up your wish list of parts to shop for.

Watch your email and the newsletter for details as they are developed.

FOR SALE: 1980 MGB maroon with black interior.

Great condition, rebuilt motor.

All new suspension, exhaust, brakes, tires, etc.

No Rust.

Also has hard top. Asking \$7,600 .

Skip Fipp Northfield NJ 609-517-8113



FOR SALE: 1980 Triumph Spitfire. White, "MYSPIT" from earlier Club days. I am the second owner and have garage kept Spitty for most of the last 33 years. Fair running and body condition. Needs minor interior work, and work on overdrive. Tonneau cover, original manual, maintenance records included. Really looking for a collector/enthusiast that will give him a good home! Motivated seller \$5,700.

[president's note—I remember this car from the early days.

It is worth a look at this price].

Gloria Baum: scottandglo@comcast.net



FOR SALE: Two MGB roadster projects.

Whichever MGB sells first will include an aftermarket hardtop.

Project #1 . . . 1976 MGB roadster; 1800cc four speed manual.

Rustfree tub and body, best I've seen in the NE in twenty years.

NO rocker or fender rust. Parts disassembled for restoration, boxed, bagged and hardware labeled. Roller plus truckload of parts included.

Engine spins with compression. Ran a few years ago when car was disassembled; 50K miles. Original red paint could be brought back, like patina? Black interior same, no carpets. The things needed to finish this project are easy and available for simple restoration. Beginners will not be stymied by rust and wreck repairs usually required for a car in this price range. NJ title \$2500 first MGB sold gets the aftermarket hardtop



Project #2 . . . 1976 MGB - V8 custom roadster; 215 Buick with automatic trans. Floors patched, usual rust in lower fenders. V8 swap completed, not running now. Needs interior work, have seats Mild custom: shaved markers, Cobra tonneau behind seats (reversible), hotrod black primer 14" mags on 195-60 tires. NJ title \$4000 first MGB sold gets the aftermarket hardtop

Gary gcssbn at aol dot com 856-45five-834nine nights No texts

FOR SALE : 2003 Rover Frelander SE, black w/tan interior, 130K, 6cy/4wd/automatic. Drives, Transmission needs to be replaced.

Asking \$1600 Rob 856-692-2335



FOR SALE: 1960 Bugeye Sprite, 1275 motor, 5 speed transmission. Front disk brakes. \$13,000

Frank 856-468-9019

EVEN MORE FOR SALE !!

FOR SALE : 1975 Triumph TR6.

4-speed Trans.

Red with Black Top (New + Tonneau Cover) w/Tan Interior
(Newly Upholstered Seats).

New Exhaust. New Radiator, Brake Master Cylinder,
Rear Shock Conversion and many other OEM improvements.

Contact: Dave Hofmann @ 609.978.1870

or dhofmann7@comcast.net



FOR SALE : Tonneau cover for MGC. Very good condition \$50. Gene Lillie 856-381-6390

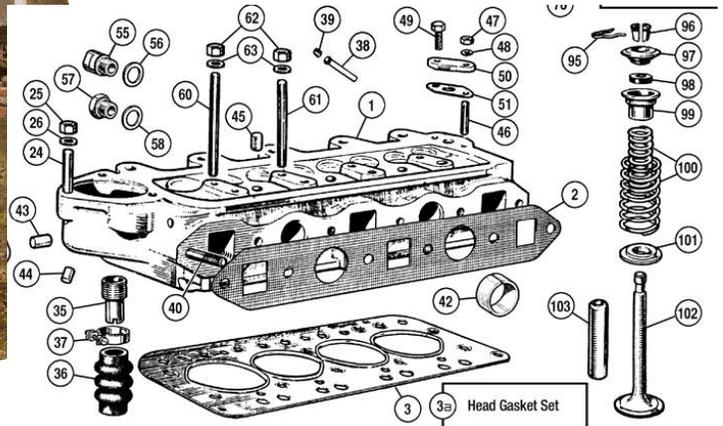
WANTED : MG-TD transmission whole or parts. Dan Carter healeydan12@gmail.com

WANTED: Front and rear rubber bumpers for an 80 LE V6 project that came with no bumpers. The car is also for sale at only \$3500 (without bumpers!) Ed Wolff 856-816-7321 lotus7ed@comcast.net

QUESTIONS: Charles Hofmann asks
"Is this normal ?"



Not sure Charlie needs an answer !



CALENDAR OF EVENTS

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

DATE	BMC EVENT	LOCATION / STATUS
Sept. 19th,	Club Meeting <u>LAST SEWELL MEETING OF THE YEAR</u>	<u>CONFIRMED</u> 6 PM Dinner 7 PM Meeting
Sept. 29th, 10 AM	Club Show / Greenwich	<u>CONFIRMED</u> Ye Greate St., Greenwich, NJ frshuch@gmail.com
Oct. 6th. 10 AM	Jack Kontes River Ranch Gathering	<u>CONFIRMED</u> 7 Eagle Beach Dr., Millville, NJ. events@bmcsnj.org
Oct. 14th. 8 AM to 4 PM	SCCA Event at Bader Field	<u>CONFIRMED</u>
Dec..	No Club Activities in Recognition of the Holiday Season	

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

BMC Membership Meetings

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

Odd numbered months (January, March, May, July, September):

Seven Stars Diner 1890 Hurffville Rd, Sewell, NJ 08080

Even numbered months (February, April, June, August, October)

Uno Pizzeria & Grill, 2803 NJ 73, Maple Shade NJ 08052

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

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



Hear Ye, Hear Ye! BMCSNJ ANNUAL SHOW COMING SOON!



The Revolution has been over a long time and the British, for a few years afterwards, have been most unwelcome visitors in these parts, especially in Olde Greenwich, NJ. No longer though. Once again, owners of British cars are warmly invited by the Cumberland County Historical Society, to show them off in Greenwich on Saturday, September 29th. As a result, as we did last year, BMCSNJ has scheduled its annual show on this day.

Also, at the same time and at the same location, the CCHS will be hosting a large **Artisans Faire & Marketplace**. This is a big event and runs Saturday from 10 AM - 5 PM and Sunday from 10 AM - 4 PM. There will be many interesting, hand-made items for sale, superb food, interesting exhibits of old stuff (an antique bicycle exhibit for one), great music, farm animals, and fun activities for kids and families. Admission is \$5 per person except for British car owners - your admission is **\$5 per car** - all occupants can visit the Artisans Faire for the cost of a single admission. See below for more details.

Here are the particulars:

What - Annual BMCSNJ Car Show

When - Saturday, September 29, 2018, Show hours from 10 AM until 2 PM

Where - On the grounds of the Gibbon House, located at 960 Ye Greate Street, Greenwich, NJ 08323

Contact - Fred Schuchard, frschuch@gmail.com or 856-305-2602

(Continued on page 28)

(Continued from page 27)

Annual Olde Greenwich Faire and BMCSNJ Car Show



What you should know:

1. There will be an early-morning foot race/walk around the village so the entrances to the town will be closed by the State Police until 9:30 AM therefore do NOT arrive beforehand. Please time your arrival between 9:30 and 10 AM.
2. Registration fee is \$5 per car payable at registration. This includes passes to the Artisans Faire for ALL occupants of your car. If paying by check, make it payable to the "Cumberland County Historical Society". The entire proceeds will be donated to CCHS at show's end.
3. When you arrive, you will be directed to bring your cars behind a barrier of red cones in front of the Gibbon House. Please stop here and await instructions from the BMCSNJ parking crew. The parking crew will be equipped with swimming pool "noodles" which are used to get your attention in a crowded field. Please go directly to registration after you park.
4. A registration desk will be centrally located on the field. Please pay the registration fee here, pick up your show passes, ballot forms, and windshield placards at this location.
5. There will be 3 awards presented at 2 PM, 1st, 2nd, and 3rd place. These positions will be determined by the popular vote method. Ballots will be issued at registration. There will be a ballot box on the registration desk. Please put your completed ballots in the box before 1:30 PM. Please return to your cars at this time to attend the award presentation and participate in a photo shoot for the newsletter.

I encourage all BMCSNJ members to treat this NOT as a show, but as a family outing. Please do not come alone - make a fun day of it! There's a lot to do and see here. Make the most of it. Please bring wives, kids, grandpa - you get the drift.

There's plenty of good food to be had at the Faire and clean restrooms, all within a few hundred feet of your car. There's a really good waterfront restaurant and bar about 2 miles from the show called the Bait Box. A great place to go for dinner after the show.

For more info about the show location, please go to: <https://cchistsoc.org/>

Submitted by:

Fred Schuchard
Show coordinator
BMCSNJ





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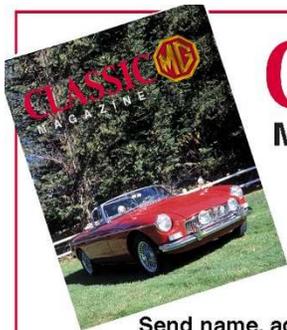
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Still from the (not so) famous cult classic movie

“Faster Pussy Cat, Kill Kill.”

YIKES !

The only good thing about this movie was the TR3

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The BMCSNJ Web Site can be found at
WWW.BMCSNJ.ORG

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