

OFF SIDE



British Motor Club of Southern New Jersey

NEAR SIDE



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

Nov./Dec. 2016
VOL. 25 ISSUE # 6



Millville Show 2016



(above) Gary Warren presenting "Best in Show" trophy to Jim Boughter's '54 Jaguar XK-120

(above) Bruce Aydelotte accepting the 2nd prize "Best in Show" trophy for his '61 Triumph TR-4A



(above) Gary Cassaboon's '59 Elva Courier won 3rd prize "Best in Show"

(above) some of the 28 cars that attended the 2016 BMC Annual Show at NJMSP in Millville

News and Articles

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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 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 Membership Meetings are held at each of our events. Our current schedule can be seen in the “Calendar of Events” in this newsletter or at our website: 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.

MEMBERSHIP BENEFITS

WANT TO ASK FELLOW MEMBERS QUESTIONS ABOUT TECHNICAL PROBLEMS OR TRYING TO FIND PARTS FOR YOUR BRITISH CAR ??? YOUR BMC MEMBERSHIP EARNS YOU ACCESS TO OUR E-MAIL BLASTER WHERE YOU MAY GET ANSWERS.

CONTACT BILL CARROLL AT: my1971mgb@comcast.net FOR INSTRUCTIONS ON USING THE BLASTER.

PAY YOUR BMC DUES VIA PAY-PAL

IF YOU REGULARLY USE PAY-PAL BMC NOW OFFERS DUES PAYMENT VIA THAT SERVICE. GO TO OUR WEB-SITE: **BMCSNJ.org**, PULL DOWN THE MEMBERSHIP TAB. HIT THE PAY-PAL LINK AT THE BOTTOM OF THE PAGE AND FOLLOW THE INSTRUCTIONS. YOU SAVE WRITING A CHECK AND IT MAKES OUR TREASURER'S LIFE A LITTLE BIT EASIER

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

BMC's annual show at New Jersey Motorsports Park Lightning Track was a success with 28 member cars in attendance (photos on pg 1, 4 & 5). I'm currently experiencing limited mobility due to lumbar spinal stenosis so I have to use a walker to get around. Tracy and Ray Westergard and Gary Warren set up the BMC tent and table and directed show attendees to parking spaces. The show wouldn't have happened without their help.

Next year's annual show is tentatively set for Sat. Sept. 23 in Greenwich, NJ. Fred Schuchard has coordinated with Cumberland County Historical Society to hold our show to coincide with their craft show. Our own show grounds will be near the center of all activity in Greenwich. Historical colonial setting, craft show shopping opportunities and dinner at the Bait Box Restaurant after the show could mean we may be able to persuade the spouses to come with us. Look for more details in future newsletter issues.

Our next event is our annual planning meeting scheduled for Tues. Nov. 15 at 6 PM at the Palace Diner Rt. 73 in Berlin, NJ. The agenda will include election of officers and review of the 2017 events schedule.

I'm hopeful intense physical therapy and other medical interventions will result in reducing my back pain so I can lose the walker and be moving upright by then. See you later in November !!!

BILL CARROLL, BMC PRESIDENT

MEMBERSHIP NOTES

Member count (10/27/16): 163

NEW MEMBERS

Jay Laubengeyer, Millville, NJ

Tina Spano, '70 MGB, Egg Harbor Twp., NJ

Jim Boughter, '54 Jaguar XK-120, Millville, NJ

John Capitanio, 2001 Lotus Esprit, Glassboro, NJ

Ira Eckstein, '67 MGB, Laurel Springs, NJ

SECRETARY'S SATCHEL

BMCSNJ member Bob Coles recently sent out an email containing a link to a site hosted by The Villages Region Antique Automobile Club of America located in The Villages Florida. What an interesting list of films and clips they have assembled showing automobilia with advertisements, documentaries, features and racing footage. Bob was right, you can get lost in watching them! Near the end of the page is a set of clips centering on museums and collections. Reading the list it made me reminisce of the collections I've had the pleasure of visiting. The Blackhawk in Danville, CA; Peterson in LA; Lars Anderson in Boston; LeMay in Tacoma; I missed seeing the Clive Custler Collection in Bolder CO, it was closed that time of the year. Since I have read his adventure books I wanted to see the collection he sometimes refers to. Do like I've done, make a list of places to visit and see them when you're in that area or make it a point to get on the road and make them a destination. Some of the best and closest are the Simeone in Philly and the ACCA in Hersey PA. Their close, have fun.

We are saddened at the loss of a number of our members this year (see page 11). They all are missed as we remember and said goodbye. As they were close and good friends to us, let's remember to reach out to the families and extend our condolences and help.

All of this year's events, the Tech Session in March, the Ice Cream Social in July, the Tour of South Jersey in August and The BMC Annual September show at New Jersey Motorsports Park, were well attended with Millville highlighted in this issue of Off Side/Near Side. Coming up on November 15th at 7 PM will be our annual planning meeting at the Palace Diner on Rt.73 in Berlin, dinner at 6. Plan to attend and give your input and comments on this year's event and those planned for the coming year. See highlights of other event also in this issue of Off Side/Near Side

Remember, get involved, volunteer for the events and contact the coordinators and lend a hand. See you on the road.

Happy Motoring **TOM EVANS, BMC SECRETARY**

MILLVILLE 2016



(above) Brits take to the show field



(above) Joe Rizzo's '73 MGB

Saturday September 17 was a beautiful sun shiny day for a car show. 28 British cars came to New Jersey Motor Sports Lightning Track in Millville, NJ joining other BMC members to talk cars and swap a few lies. The Vintage Racing Group was holding qualifying races on that Saturday in readiness for their final races on Sunday. BMC member Lou Casazza of Vineland competed with both his Ginetta G-15 and his Chevy powered McKee racecars. Unfortunately Lou's Ginetta suffered engine failure in a qualifying heat race but was optimistic about his chances for success in his McKee.

When racing was suspended at noon for lunch, Lightning Track officials allowed all comers to take to the track behind a safety/pace car to turn some laps. 8 or so BMC show participants took the track after making a donation to NJMSP's charity. All those who took advantage of the opportunity to turn laps said they enjoyed the experience although they were mixed in with big SUV's, sedans and other non-performance cars. Everyone on the track made an effort to keep up with the pace car so it turned out to be a good time for all.

The popular vote "Best in Show" competition resulted in First Prize being awarded to Jim Boughter's '54 Jaguar XK-120, Second Prize going to Bruce Aydelotte's '61 Triumph TR-4A and Third Prize to Gary Cossaboon's '59 Elva Courier 1500 (photos on Page 1). Gary Warren did a terrific job prepared the Best in Show trophies which were polished up British car parts on beautifully finished wood bases. Fred Schuchard did tremendous work on all the photos you see accompanying this article.

BILL CARROLL



(above) Roy Sperbeck's '62 MGA



(above) Joe Rizzo's MGB and Ed Doody's TR-6

MILLVILLE 2016



(above) Ken MacKenzie in his '54 Austin-Healey 100/4 chatting with a show guest



(above) Roy Sperbeck and his '62 MGA headed to the track for a few laps during the VRG lunch break



(above) Fred Schuchard's wide angle photo view of all 2016 show attendees



(above) Ed Ryan '76 MGB and Frank Cocciolone '61 MGA taking to the track at lunch



(above) Fred Schuchard, Skip Lustig and Hank Griffin with Fred's '71 Morgan Plus 8

MILLVILLE 2016



(above) one of the “Best in Show” trophies created by Gary Warren



(above) Hank Griffin and Skip Lustig chatting in front of a race ready A-H Sprite



Ed Doody's concours quality TR-6

ELECTRICAL THEORY BY JOSEPH LUCAS

Submitted by Chris Bethmann

Positive ground depends on proper circuit functioning, which is the transmission of negative ions by retention of the visible spectral manifestation known as "smoke". Smoke is the thing that makes electrical circuits work. We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working. This can be verified repeatedly through empirical testing.

For example, if one places a copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the battery shortly ceases to function. In addition, if one observes smoke escaping from an electrical component such as a Lucas voltage regulator, it will also be observed that the component no longer functions. The logic is elementary and inescapable!

The function of the wiring harness is to conduct the smoke from one device to another. When the wiring springs a leak and lets all the smoke out of the system, nothing works afterward.

Starter motors were considered unsuitable for British motorcycles for some time largely because they consumed large quantities of smoke, requiring very unsightly large wires.

It has been reported that Lucas electrical components are possibly more prone to electrical leakage than their Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British, and all things British leak. British engines leak oil, British shock absorbers, hydraulic forks and disk brake systems leak fluid, British tires leak air and British Intelligence leaks national defense secrets.

Therefore, it follows that British electrical systems must leak smoke. Once again, the logic is clear and inescapable.

In conclusion, the basic concept of transmission of electrical energy in the form of smoke provides a logical explanation of the mysteries of electrical components especially British units manufactured by Joseph Lucas, Ltd.

And remember: "A gentleman does not motor about after dark!"
Joseph Lucas: The Prince of Darkness" 1842-1903

(Note: Jos. Lucas began selling galvanized chamber pots in 1860. Some feel he should have stuck with it.)

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

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



FOR SALE. Pair of 1974.5 GT Leaf springs. (Fed. ride height) Brand new, never used. New Super Pro bushings kit. Eye bushings already installed. \$250 **Bob (609) 491-1543.**

FOR SALE. Here is a very good 1958 MGA roadster project car. Driven into the garage in the late 1980's. Restoration started a long time ago, but not much happened. The fenders are very solid with some surface rust, they are in very good condition, needing no metal replacement. The engine is stuck now, I have it soaking. Solid and straight frame showing no previous accident damage. Clean NJ title, 95% complete. A good one to start with. \$3500 (see photo on the bottom of page 8) **Call Joe 609-518-0878**

HELP WANTED. Rust repair, sheet metal and welding work. We are very busy with off season rust repair/body work and could use a qualified person who has experience with repairing rusted panels on MG's and Triumph's. Part time or full time, flexible hours and competitive hourly pay rate. Most tools are here and provided, bring your skills and good attitude. **Call Pete @ Motorcar Garage 856-667-6657 Maple Shade, NJ**

WANTED. Looking for a good used front frame extension for an MGA. I know they are available new, but I would prefer a good, (known) used one. **Call Pete @ Motorcar Garage 856-667-6657**

FOR SALE. All of the following items for sale came to us with pictures that will not fit in the newsletter but are available. **Call Bruce Aydelotte 609-705-4753 or E-mail cuznbrucie@comcast.net**

- 1.) Nerf/badge bar that was offered by AMCO for the Triumph Stag, but it will bolt onto the front of any TR3A or B. Does not fit a small mouth TR. Retail \$129.00 Best offer.
- 2.) Walnut AMCO Triumph shift knob. Excellent condition. \$25.00
- 3.) Set of the side curtain mounting plates for TR3....Dzus type...excellent condition.....\$30.00
- 4.) Good working condition SONY AM/FM CD player for 12V, negative ground.....manual can be downloaded online....\$30.00
- 5.) Not British, but a nice shift knob from my 1968 Porsche 912.....\$50.00

FOR SALE. Three MGB's, many good parts. Prices are negotiable. **Tina or Tony 609-653-6148**

1971-2-3-or 4 ????? Chrome Bumpers- Burgundy paint No Title 5 Spoke painted wheels, grille, seats, mirrors, lights Entire body-no major dents, side vents & windows windshield, dash, glove box door panels, lights, gauges, \$800

1970 MGB-with title -Blue Royale. Entire body in good shape, Split chrome bumper, front chrome bumper, side vents and windows, gauges \$800

1979 MGB with title \$300 Pageant blue Front and rear bumpers, doors, rear fenders, wheels. Side windows and vents, interior dash and gauges, seats, console, \$300

Four spoke wheels painted grey \$500

FREE STUFF. Three MG transmissions: Available at no cost to someone who can pick them up at my house in Haddonfield. **John Wolf (john.wolf@verizon.net) 856 795 1379**

1. One MGB, year unknown. Supposedly is in working condition.
2. One MGC year 1969. Damaged third gear. Overdrive unit not included.
3. One MG transmission year and model unknown.

WANTED. Stromberg carb. for a '79 MGB. **Contact Pete via E-mail: rtdbeast@yahoo.com**

BRITISH CAR ELECTRICS

British automotive electrical engineers over 50 years (1925 through 1975) ignored the effects of OHM's LAW. Evidently every British electrical engineering student who pursued a career in the automotive industry was asleep or cut the classes when the immutability of OHM's LAW was presented. The proof of this fact can be seen in the fuse panels of every British car manufactured over the abovementioned 50 years. The fuse panel contains any number of 20 amp fuses. A fuse is a device used to open a circuit when its amp rating is exceeded. Using OHM's LAW 20 amps multiplied by 12 volts results in 240 watts of power. The 16 gauge wire used for virtually all lightning circuits in British cars will melt every inch of insulation off the copper conductor at 200 +/- watts from the point of the short all the way back to the fuse panel without opening a 20 amp fuse.

A COMMON SCENARIO: A '71 MGB is motoring along at night when it hits a pothole which dislodges the lug wrench in the boot. The lug wrench in turn dislodges a taillight wire which grounds out on the boot floor. The taillight wire heats up due to the short circuit and begins to melt it's insulation. The insulation continues to melt following the wire into the harness. Adjacent wires in the harness are now heated and in turn begin to shed their insulation. Wind from the motion of the car sucks fumes from the smoldering harness out of the boot while the driver is blissfully ignorant of the rear wiring harness self destructing. The harness continues to melt until it reached the wire that energizes the MGB fuel pump. Fuel stops flowing to the engine which stops running and the MGB coasts to a stop. At a stop, the driver now smells burning insulation from the rear and opens the boot lid. A huge cloud of smoke emerges. Unknown to the driver enough 16 gauge wires have now lost their insulation and the resulting short circuit is finally large enough to open the 20 amp fuse. Cost to repair the resulting damage to the wiring harness: \$ 1,000. All because British auto E.E.'s were unaware of OHM's LAW.



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IN MEMORIAM

BMC MEMBERS WHO HAVE LEFT US IN THE PAST 12 MONTHS

Ted Lane, Newfield, NJ - member since 1999. Ted was an artist and artisan, British car and motorcycle enthusiast and member of the BMC Board of Directors at the time of his death.

Pete Bahr, Moorestown, NJ – member since 1993. Pete was a BMC Board Member and past Editor of the Club newsletter. Pete owned a '74 Jensen-Healey and manufactured transmission mounting and shifting components of his own design for the Jensen-Healey

Hal (Elmer) Jean, Woodstown, NJ - member since 1998. Hal owned a Sunbeam Tiger and was a Jaguar XJS owner and at the time of his passing.

Baird Foster, Moorestown, NJ - member since 1993. Baird was an Austin-Healey owner and enthusiast.

Charlie Seabrook II, Elmer, NJ – member since 1993. Charlie owned a variety of Ford powered exotic cars i.e. GT-40 and Cobra Daytona Coupe. He also is immortalized in the NHRA (drag racing) Hall of Fame. Charlie was a graduate of the General Motors Institute where he interacted with some of GM's greatest designers such as Harley Earl and Zora Arkus-Duntov

When any member hears of the passing of a BMC member, please contact the newsletter editor Bill Carroll (my1971mgb@comcast.net). We will share any funeral or memorial service details (if they are received prior those events) using BMC's E-mail blaster.



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Car #1 Year _____ Make _____ Model _____
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