

OFF SIDE



British Motor Club of Southern New Jersey

NEAR SIDE



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



January 2019  
VOL. 29 ISSUE 01





BRITISH MOTOR CLUB  
of  
SOUTHERN NEW JERSEY



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**BOARD OF DIRECTORS**

The Board of Directors is currently under construction. In Early 2019 it will be expanded and reorganize to better serve the needs of the membership.

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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.

**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](mailto: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](mailto:president@bmcsnj.org)

**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.

**>>>> 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*

Ed Gaubert

My first column of 2019. If you look in my garage, you would think it is still the beginning of 2018 because things looked exactly the same way a year ago. But, if I had time for hobbies, what would I have to complain about?

The club board has been relatively inactive for the past several weeks as we each made an effort to pay back some of the time that we take away from our families all year, in the hope that they would react generously with gifts of tools, parts, and books. I am not sure about the other guys, but the tactic did not really work at my house. Maybe I already have enough tools, parts and books. At our last board meeting we (again) discussed the need to share the workload and add a couple of positions. In the spirit of the holiday, I will refrain from begging for volunteers. Enough time for that in the next issue.

A major topic of discussion at the last board meeting was the events calendar for 2019. What we decided was that we are going to continue with the things that worked in 2018 and focus a bit more effort on those that were less than satisfactory. As I write this article on December 28 the calendar specifics are still somewhat of a moving target but I can tell you this much with certainty:

1. We will continue to alternate monthly meetings between Sewell and Maple Shade. No details yet, but we plan to have more speakers and activities at some of the meetings.
2. Once the warm weather gets here, we will expand on the "Pop Cruise" idea that we tried at the end of last season. Again, the details are still being developed but we are hoping to have locations in several different areas, and perhaps even have multiple cruises on the same night but in different locales.
3. We will again do an event in Smithville to benefit Samaritan Hospice. This year Charlie Hofmann and I will co-sponsor the event. A lot of changes are taking place with this event. First, we have secured May 4 as the date of the event this year. We are hoping that a slightly later date will improve our chances of having good weather. Also, the owners of the property promise us that we will not have to compete with an artist fair. In fact, they have committed to dedicating the entire area where the art fair was held to us for parking. I estimate that we will have room for more than double the number of cars as we had last year. Again, too early to tell but we may also invite other area clubs this year. If not, definitely next year.
4. Tracy has been hard at work contacting each of the event sponsors from 2018 to get their commitment for an event in 2019. Everyone has been enthusiastic, so I expect that most of the events will be repeated. Dates are still being developed, so watch the calendar of events and website as dates are confirmed.
5. No promises yet, but there is a good possibility that we will add another driving tour to our events in 2019. In addition to the Tour of South Jersey, we hope to add a Fall Foliage Tour this year.

On the business side of things, we have re-affirmed our affiliation with the North American MGA Register and the North American MGB Register. We are also affiliated with the MG Owners Club in the UK, but apparently once affiliated always affiliated so there was nothing to do.

*(Continued on page # 4*

(Continued from page # 3 )

Years ago, we established affiliations with the Vintage Triumph Register and the Triumph Register of America. They ask for nothing, and we give them exactly that. If someone is a member of either of those organizations and would be willing to be the club liaison let me know. Your first official act can be reaching out to them to find out what if anything needs to be done as an affiliate.

There is one item of internal business that I want to discuss. Toward the end of last year, we announced a change to the club bylaws to reflect the vintage nature of the club. There has been some miscommunication regarding our intent. We do not intend to, nor will we ever, terminate someone's membership because they own a post 1996 car. Nor will we not renew someone's membership because they have sold their British car and moved on to another interest. I can point to several of our most active members and friends who have not owned a British car for years.

Our intent is to make sure that those seeking to join the club know what they are getting into and to keep the club relevant for the majority of its members. When we receive an application from someone who lists a 2011 Bentley as their vehicle, we are going to reach out and thank them for the application and explain that the focus of our events is on vintage sports cars that may not be as applicable to their interests. If they remain interested, they will become members.

If you look at our calendar of events, you will see that we work hard to have a variety of events that appeal to several facets of our hobby from a vintage perspective. We acknowledge that we do not serve the owner of a modern Jaguar very well. We do not have the ability to do so, and we want it known up front what we are all about.

Lastly, New Year's resolutions. Let's dig out last year's and maybe just recycle them. Lose 10 pounds (last time I was at the doctor I had gained 10, so lets forget that resolution). Retire by May 1 (well, that one kept getting modified to June 1, July 1, until I gave up on October 1. No point wasting ink writing that one down). Spend more time in the garage and get those MG projects done (yeah right, I have been telling myself that lie for the past 10 years at least).

So, no resolutions this year. Instead, I reflect on our good fortune. As Tom says in his article, the economy is healthy, we are all fortunate to be able to indulge in an admittedly expensive hobby, and we are lucky to have made good friendships through this thing we call "The Club".

Life is good. The doctor will force me to lose weight when I must, and truthfully I am saving those MG projects to have something to do when I finally retire.

Thanks for your support in 2018, and always let us know how we can do better.

Ed Gaubert

## Treasurer/Registrar's Report

January 2019

### Money Is No Object

We have just finished a great year for The British Motor Club of Southern New Jersey. Even though Mother Nature did everything possible to derail our fun, we persisted and came out victorious. After taking over a year to get the club database all straightened out, I have embarked on my next journey to get the information on club member's cars to be more accurate and up to date. When you renew your membership via PayPal or by sending me a check, I follow up the receipt of your dues with a thank you email and a list of what cars you have in the current database. While many have responded with confirmation or changes, many have not. If you would like your information in the database to be accurate, I need you to respond. Thanks, in advance for your cooperation.

I also wanted to give a shout out to the High Octane South Jersey organization. Lisa and I took part in their Santa Claus Rally to Deborah Hospital in early December and it was really a great event. Taking the State Police escorted drive from Medford to Deborah with 150 other enthusiasts was really fun. Dropping off a couple truckloads of toys for deserving children was even better. It was cold and we were comfortable in my Porsche, but I did see a blue MGB make the trip with the top down! Kudos!

As for BMC of SNJ, I look forward to 2019 as we have done so much work to get the organization back on track. Hosting our events for next year will get easier and will afford the opportunity for others to get involved. Spring time will be here before you know it!

Our current paid membership count remains at 168 and our treasury is healthy. It is renewal season so many of your memberships will have expired at the end of December. By the time you are reading this, you will have received two notices for renewal. You all know what three strikes means, right?

If you want to use PayPal for dues payments please use the [members@bmcsnj.org](mailto:members@bmcsnj.org) email address. Dues for anyone joining in 2019 will remain at \$15/year and, of course, they can still be paid by check mailed to my home address at:

Steve Ferrante – Treasurer BMC of SNJ  
90 Strawberry Drive Shamong, NJ 08088

Thanks for your timely renewal. It makes the whole process much easier!

### The Editor Writes

***ATTENTION! TRIUMPH GT-6 OWNERS, DRIVERS, PROJECT CAR RESTORATIONS, FRIENDS OF or just anyone with a story involving a GT-6 !!!***



If you've been following our latest BMCSNJ Newsletters you may have noticed that every couple of issues features a model of a classic British car that some of our members may own or find interesting. In the MARCH 2019 issue that feature car will be the **Triumph GT-6**.

I am welcoming any of our members who might have a GT-6 to write up a short (or long) piece about their car. When they got it, found it, restored it, drove it. Anything at all as long as it's about the GT-6. Please include some pictures of your car. One of you and your car would be great !

The deadline for all stories is no later than February 1st 2019. That will give me some time to get it all together. If this works out I'll attempt to do more feature cars with member contribution in the future. Could be fun. So if you would like to submit a piece please email it to me at: "editor@bmcsnj.org".

Please type the text as a word document and attach pictures to the email. Joe Marchione

# SECRETARY'S SATCHEL

January 2019

Tom Evans

*The new year is here !*

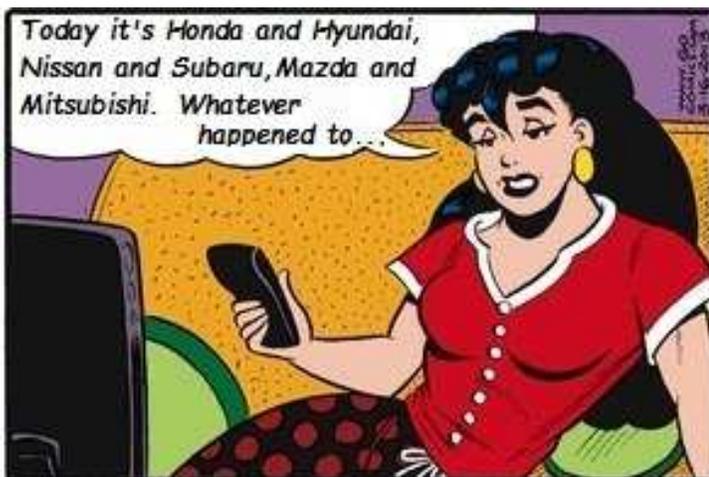
2018 went way too fast, but it was a good year. The economy is still up, employment is up, the seasons come and go and Great Britain still can't sustain reliability with fit and finish without the help of someone else. Remember the Sterling? A Honda with walnut trim! Once Britannia ruled the waves, the sun never set on the Empire and now their auto industry rules in names only. Jaguar and Land Rover: - Tata (India), Mini and Rolls Royce – BMW, Vauxhall – GM (actually Opel, owned by Groupe PSA France), Bentley – Volkswagen, Lotus – Proton (Malaysia), MG (yes, the brand name is still out there) – SAIC (China), Ford – well ... Ford. Morgan is the only one, from 1910, family owned, production car company. If you count kit cars also then include Caterham (pronounced "kay-trum"). The UK streets are now covered with Peugeot, Renault, Seat and all of Asia. So are the factories. There was once a time that there were nearly 300 automobile manufacturers in the UK. Griffith, TVR and the originators, Standard Motors, Morris Garage, Riley, Wolseley/Vickers and Austin, all gone. I'm so glad there are parts suppliers and services that still support our hobby. Let's keep it alive with inclusion of a younger crowd. Invite them out, include them in your rebuilds, maintenance and repair.

They are out there; the auto tech schools are loaded with them.

As mentioned in the last Satchel, the regular, regional, meetings in Sewell and Maple Shade were reasonably well attended and it is our intention to continue with them in 2019. Additional programming for the meetings will be added with exciting speakers, videos and activities. Several of the 2018 activities are also being offered in 2019 with some additions and deletions. There is still a need for a club member to step forward to manage our Mail Chimp email blaster, website and possibly a Facebook page. If you are so inclined to assist please let one of the board members know.

Thanks to all who have organized and attended last year's events. Get involved, volunteer for the events and contact the coordinators, offer to lend a hand. Enjoy the rest of winter, keep the battery on "trickle" charge, oil the leather and hood, and keep your workshop manual handy. Blwyddyn newydd dda! (Merry New Year). See you on the road.

Happy Motoring  
Tom Evans



Editor Note: This cartoon was originally intended to be part of the LUCAS article, but it just seemed right for Tom's point about past British Marques.

Most Marques gone ... except for our buddie, **The Prince !** The Prince is still a Brit and still rules ..... **The Darkness !**

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## BMCSNJ's TOUR OF SOUTH JERSEY 2018

On Saturday, August 11, 2018, a group of BMCSNJ members consisting of 14 cars, drivers, spouses, and family members gathered for the annual Tour of South Jersey. This year's event included a few changes from previous years. For 2018 and going forward, the tour will have a different starting point each year. For this year, the starting location, or gathering

point, was The Harrison House Diner in Mullica Hill, where the group met for breakfast before starting the tour. The tour directions handed out before the tour began contained some places of note to look for along the tour route. The first place of note was the Seven



Stars Tavern located on Kings Hwy in Pilesgrove.

The Tavern has long since been used as a private home, but was a bustling tavern during the Revolutionary War

Era and also served as a military hospital. This home was once featured on Ghost Busters and also the Oprah Winfrey Show and is known as the "most haunted" house in New Jersey.

This year's tour also included a stop and tour of Ft. Mott State Park in Pennsville, NJ where drivers and passengers were able to walk about and tour the historic Coastal Defense Battery. Though there was rain predicted in the forecast, the weather held off long



enough for the group to complete the tour.

Ft. Mott is a wonderful place to visit and loaded with history, located along the scenic Delaware River. Upon leaving Ft. Mott, the group was able to drive past and view another historical treasure, Finns Point Lighthouse. The tour then passed through the Supawna Meadows Wildlife Refuge en-route to Salem, NJ and the next place of note along the tour.



As the tour passed through the town of Salem, participants were able to view the Salem Oak Tree. This famous oak tree is believed to be well over 400 years old with branches spreading out over a quarter of a mile. It is said that John Fenwick signed the treaty with the Lenni Lenape Tribe under that very tree which founded the Quaker city of Salem in 1675. The original Quakers of the Fenwick Colony, (Salem), are buried under that tree.



*TOUR OF SOUTH JERSEY 2018*



Upon leaving Salem City, the tour proceeded into the Township of Quinton and completed the tour at Hudock's Custard Stand. This treasure has been continuously owned and run by the Hudock Family since the 1950's. Participants were able to enjoy a lunch of foot long hot dogs and belly busters and enjoy some delicious ice cream made on the premises. I'd like to take this time to thank all who braved the weather forecast and attended that day to make this a special and memorable event.



Tracy Westergard



# ALL ROADS LEAD TO JACK'S

## Fun Times at the Kontes River Ranch Gathering and Swap Meet

Our inaugural swap meet was held in conjunction with the re-scheduled gathering at Jack and Vivian Kontes' home. At the height of the event I counted in excess of 35 members in attendance.

About seven members set up vendor tables. Their offerings ranged from period magazines and wall art up to some NOS parts.



Prices seemed very fair. Personally, I brought an SUV full of assorted MGA and MGB parts that I have stored for years. I sold about 35% of them.



My prices were intentionally low to clear space. My price range was from free to a maximum of \$5.



During the day, I did some shopping at the space next to mine. I had \$19 left from what I had sold during the day. And more "stuff" to take up that shelf space that I thought I had cleared. But this is not a business venture it is a hobby. Watch for a swap meet on our calendar for 2019 as well.

Ed Gaubert

*Kontes River Ranch Gathering .... Continued*





What's Jack  
Got Hidden  
Behind That  
Shed ???!!!

So, I'm strolling around Jack's big yard checking out all the cars and talking to BMCSNJ folks at Jack's River Ranch gathering some weeks ago. Just having a very chilled out time after a fun drive and a couple slices of pizza. A nice relaxing day. I guess I must have been daydreaming about finally putting some work into that little project car in my garage when I found that I'd wandered a little off the beaten track around the back corner of Jack's big workshop.

OK. A power boat on a trailer. A small lawn tractor. Nothing too exciting going on back here. And then. THEN. THEN !! **YIKES !!!!!** **WHAT IN THE NAME OF L.B.C.s IS THAT MONS — TA !!!!!** JACK, What the heck have you been hiding back there ? And it's on ...WHEELS !!!!

Anyone know ? If so please send in your answer to "[editor@bmcsnj.org](mailto:editor@bmcsnj.org)" and I'll publish the answer next issue.

Joe Marchione





## Joseph Lucas

### *The Prince of Darkness ???*

#### Father of Lucas Industries

- ◆ The Lucas motto “get home before dark”
- ◆ If Lucas made guns wars would not start
- ◆ Lucas holds the patent for the short circuit
- ◆ Lucas – inventor of the intermittent wiper
- ◆ The three-position Lucas switch: dim, flicker and off
- ◆ The original anti-theft device – Lucas Electrics



Laugh if you will, but the fact of the matter is that old Joe Lucas has received a bad rap and that the faults of others are often attributed to him and his misunderstood products. Old Joe L. has nothing to do with the failure of your car to start or cause your lights to flicker. Truth be told – he was gone from the scene long before any of our British cars were imagined by the likes of Messrs, Healey, Black, Lyon or Enever.

Joseph Lucas was born in Birmingham in 1834. Several years before the election of Abraham Lincoln to the presidency of the United States, Lucas was an unemployed father of six children who made ends meet by selling paraffin oil from a cart around the local Birmingham streets. With six mouths to feed, he was a tireless worker and soon had saved up enough money to start the business that would become Lucas Industries in 1860. Most of the small firm's products were made from pressed metals like plant pots, gardening tools and water buckets. His son, Harry, joined the business in 1872 when he turned 17 and soon the company began to make lamps for ships out of a shop called The Lamp Works. In 1879, Harry Lucas designed a hub lamp for use in a high bicycle and named the oil lamp “King of the Road”. This name would come to be associated with the



manufactured products of Lucas Companies into the present day. However, Lucas did not use the “King of the Road” epithet for every lamp manufactured. They used this name on only their most prestigious and usually highest priced lamps and goods. This naming format would last until the 1920s when the “King of the Road” wording was pressed into the outer edge of the small “line and torch” button motifs that frequently decorated the tops of both bicycle and motorcar lamps. The public was encouraged by Lucas to refer to every Lucas lamp as a “King of the Road”, but strictly speaking, this is quite wrong, as most lamps throughout the 20<sup>th</sup> century possessed either a name, a number, or both.

Editor note: Amazingly, I saw this bicycle lamp on a High Wheel Bicycle that was part of a collection of antique bicycles shown at the last Greenwich Craft Show I had read about it when researching this article and ,,,,,, Here It Was !!! Notice that the lamp was manufactured in Bristol Conn. USA ! Lucas formed a joint stock corporation with the New Departure Bell Co., of America in 1896, so that Lucas designed bicycle lamps could be manufactured in America to avoid import duties. Sneaky that Lucas !

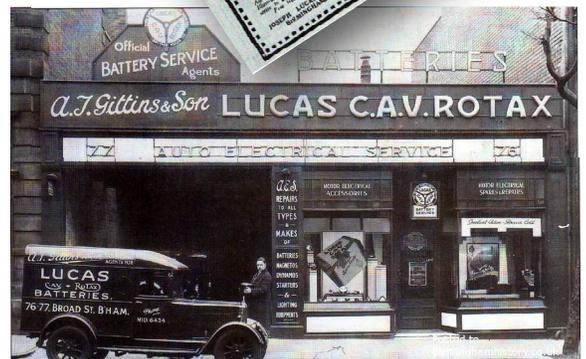
Joseph and Harry Lucas formed a joint stock corporation New Departure Bell Co. of America in 1896 so that Lucas-designed bicycle lamps could be manufactured in America to avoid import duties. Interestingly, the “King of the Road” name returned in 2013 as Lucas Electrical reintroduced a range of bicycle lighting to the UK. The name was reserved for the Lucas Electrical’s Premium LED bike lights.

1902 was the first year that the company began to make automotive components- mainly small electrical components and by the New Year, business was so good that Lucas took time off for a long European vacation. A hard and tireless worker, Lucas had long abstained from alcohol and ironically, that healthy lifestyle may have contributed to his contracting typhoid after drinking contaminated water in Naples. He died and was buried on January 14, 1903. At the time of his death, Donald Healey was a child, Triumph was making bicycles and Lord Nuffield (William Morris) had just opened his garage in Oxford.

With Harry as chairman, Lucas was perfectly positioned to take advantage of the expanding motor vehicle market which was stimulated by a Parliamentary act in 1903, which raised the speed limit above walking pace making the use of cars more attractive. The range extended to include cycle, motorcycle and car accessories including oil, acetylene, and electric lamps.

Great King Street, the home of Lucas, was expanded to meet increased demand. Range extensions continued and the acquisition of Thomson-Bennett Ltd. in 1910 provided magneto capability to add to the growing electrical portfolio. This included starters and dynamos (first produced in 1912).

Substantial growth happened on the cusp of WWI when the company entered into an agreement to supply Morris Motors Ltd. with electrical equipment – mainly magnetos,



(Continued on page # 14)

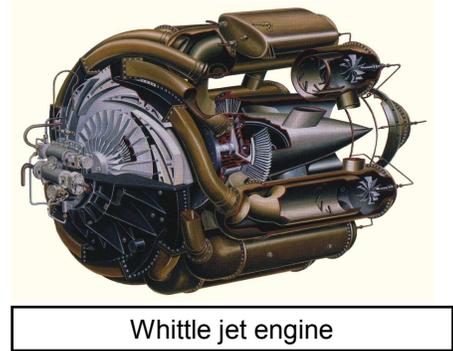
starter motors, horns, lighting and wiring – and throughout the war manufactured shells, fuses and electrical equipment for the war effort.

When peace arrived the company began to grow and diversify by making braking components, hydraulic systems and electronic engine controls. An exclusive contract with Austin was signed in 1926 and while other companies struggled with the depression, Lucas acquired several competitors including Girling, Rotax (Motor Accessories Ltd.) and C.A. Vandervell and Company Ltd. Lucas became the largest supplier of electrical equipment to the vast majority of British vehicles and the largest manufacturer of accessories. Following these acquisitions, the CAV factory in Acton was reorganized to concentrate on all types of commercial and heavy-duty electrical vehicle equipment. Work also began on fuel injection pumps for diesel engines through a partnership formed with Bosch, whose shares were bought back in 1937. Rotax focused on developing the aviation business and was the foundation of the future development of Lucas Aerospace. Lucas purchased the British Bendix company from Bendix US as the first step into the braking business and in 1943 the Girling Brake business was acquired from the New Hudson Company adding hydraulic braking to the company's product portfolio.



Gloster E28/39 First British Jet  
Gloster E28/39 (the first British jet airplane to fly).

Lucas was integral to the war effort in WWII with their automotive electrical systems adapted for use in almost every manner of military vehicle. They took a major role with Rover working on the fuel and combustion systems on the Whittle jet engine for the



Whittle jet engine

In 1951 the title of the company changed to Joseph Lucas (Industries) Ltd. which became a holding company and distributive subsidiary companies were set up due to the ever increasing range of products. There were eight manufacturing groups in the UK and more than twelve distribution companies operating overseas. Product milestones included the first disc brake fitted to a production car and the introduction of the DPA rotary fuel injection pump.

During the 1950s the company continued to supply automotive electrical components but also moved into the new field of semi-conductors. For much of the 50s and 60s Lucas automotive components were the world standard and found use in cars as diverse as Rolls Royce, Bentley, Aston-Martin, Austin, MG and Triumph. Lucas-built components were simple, durable and easy to repair.



By 1960 there were 57,000 employees and expansion across Europe was gaining momentum. This included brake manufacturing in France and Germany, diesel partnerships in France and Spain plus a significant development of the after market network.

Lucas Service was by now a global enterprise. Lucas exported to over 130 markets and around 4,000 authorized outlets. They began the 1970s as the 54<sup>th</sup> largest company in the UK. The group was renamed as Lucas Industries in 1974 and a new Lucas corporate identity, including the Lucas diagonal was introduced.



**One of the attributes associated with Lucas components was reliability.**

**So..... what happened !?**

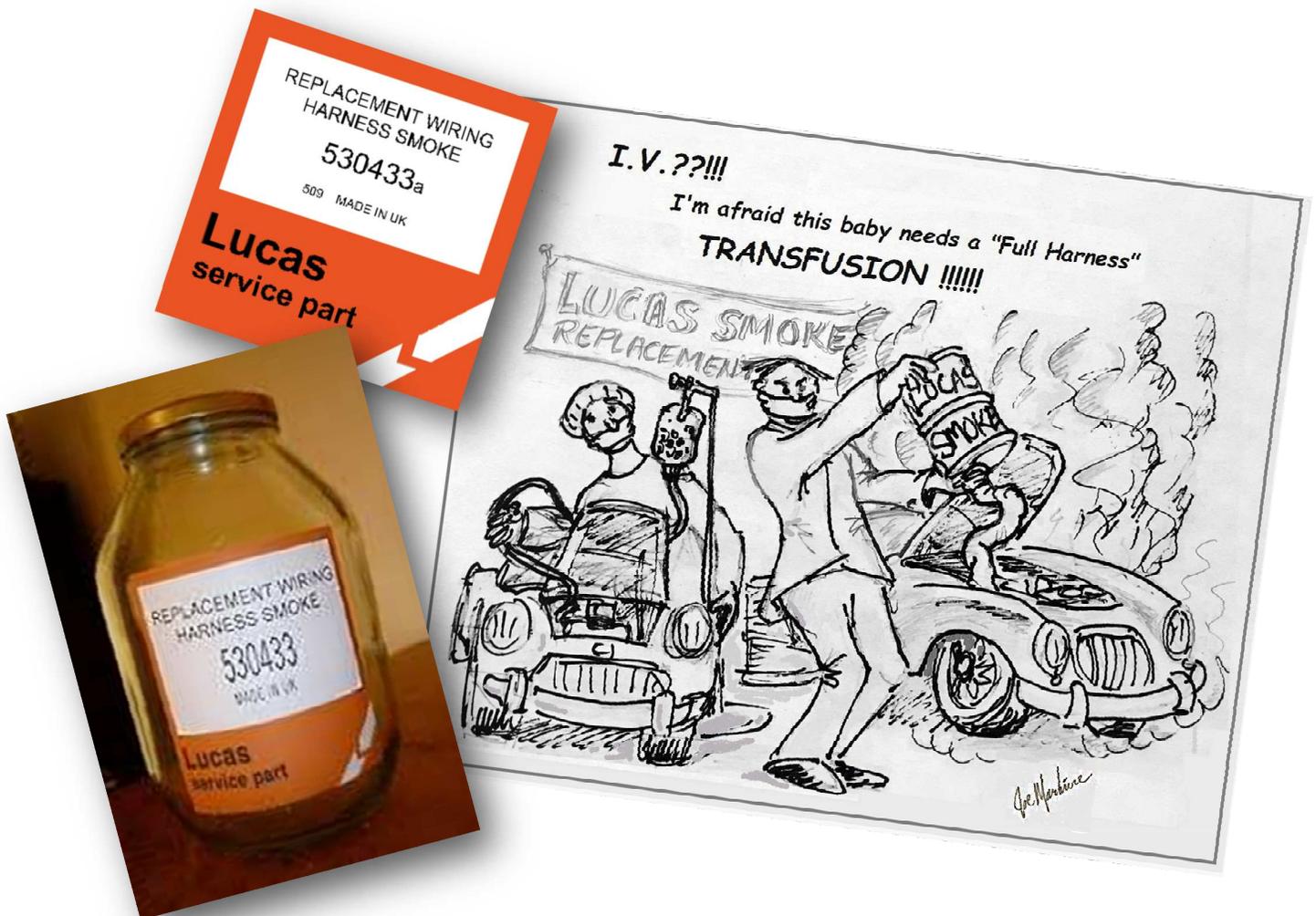
It is widely known that most British car enthusiasts have a love-hate and sometimes-comical relationship with anything Lucas. They blame flickering taillights, dim or non-existent headlights, faulty starters, bad fuel pumps and every other inoperable electrical component's failure on poor old Joseph Lucas. The fact is that most of these problems are mainly caused by the passage of time. When the cars were new they were as reliable as any other new car, including the electrical systems.

But decades of use, storage and a succession of DPOs (dreaded previous owners whose understanding of electrical systems was limited to screwing in light bulbs) have taken a toll on the reputation of Joseph Lucas and his later products. Curse his ghost if you must, but the man was long since dead and buried before any of our beloved LBCs were built.

If only he had opted for a nice Chianti instead of that glass of polluted Italian water maybe he would have been around long enough for us to make fun of him for good reason.

Just remember the acronym for Lucas.

## Loose Unsoldered Connections And Splices..



## Sandman Sez

By Barry Sandman

(From March/April 1999 Vol.8 Issue 2)

### Sometimes Ignorance Is A Blessing

Why is an automatic transmission so wonderful? Because most of us are completely ignorant of their internals and wouldn't dream of trying to fix one. Would we?

Most of us drive those dear little British things that have standard transmission. Translation: if you drive a shift, you'll have to do a clutch job!

*Oh My!*

*How could the clutch on my beautiful BGT suddenly fail like that? But it did and I was faced with the huge task of replacing it. The problem was it was not an automatic and I knew how to do it.*

*Oh My!*

How dare MG engineer a car that one must pull the engine and transmission to do a simple clutch job! I know, you have all heard (seen) of it being done in other ways. Each of them is highly suspect of breaking the sacred rules of British auto restoration. One does not cut out the rear transmission supporting crossmember, for instance.

I know most of you have at least six fellow members who will be there day and or night to help you with the task, but unfortunately (fortunately?) I had only Nurit and one fellow who was present for the actual lifting in and slipping back in of the power plant cum tranny and we only got him over with the promise of a turkey dinner and doggy bags!

I will not bore you with a blow-by-blow account of the project. You will find that fairly well written up in various workshop and restoration manuals. But use your noodle and don't take every word as gospel. For instance, Lindsey Porter, in his MGB Purchase and Restoration Guide, says you must slot the bolt holes in the rear crossmember to get the infamous eight bolts back in, or you will go insane. Ha, what a dumb threat to a Classic British Car owner! No, Gertrude, do not slot any bolt holes! Everything will go back together quite easily with a little gargantuan effort!

One of my biggest problems was trying to find out how to actually lift the engine-trans out of the car. You see the whole mess only comes out at about a 45-degree angle. Other master mechanics use everything from rope, wire, steel cables all attached at different (safe) holding points. Actually, levitation is the best way to get it out, but I left Yoda before my training was complete. I found that an engine hoist with a tilt bar and great care did the job. I risked connecting the tilt bar chains to the two valve cover bolts (scary) but they did not break and I thank you for that. There have been reports of at least one breaking during the procedure but most fellows who have done it this way report success.

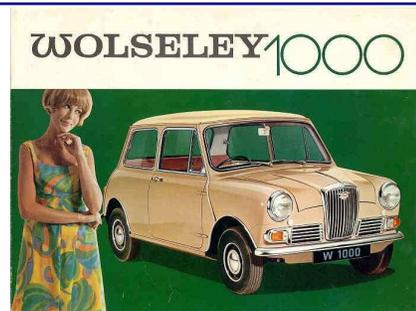
Make absolutely certain you tag all the wires and where they go and don't use tags that fall off, like mine. But I didn't lose any, they were all under the car.

A few more tips. Get the car up on four jack stands with the back up considerably higher. It reduces the angle you must get the engine at, to clear.

When you actually put the clutch in (only Borg & Beck – PLEASE or you'll be sorry), best to press in a new pilot bearing in the end of the crankshaft. Don't forget the throwout bearing yoke. Replace the stepped bolt and the little bronze bearing. This will preserve your new throwout bearing.

( Editor note: Barry actually ended this piece by saying that if anyone is planning a clutch job soon to talk to him - " before I forget what I did ! " )

Sadly Barry is no longer with us but I'm sure he would say that it's up to you clutch replacing British car nuts to pass on his advice - and your experiences—before you forget !! )



# 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](mailto: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
January 1/16	Membership Meeting	7 Stars Diner, Sewell, N.J. 7PM / 6pm Dinner
February 2/20	Membership Meeting	Uno, Maple Shade, N.J. 7PM / 6pm Dinner
February 2/23	Simeone Museum	Great Britain-Land of Sports Cars Philadelphia, Pa. 11am-2pm
March 3/20	Membership Meeting	7 Stars Diner, Sewell 7PM / 6pm Dinner
April 4/6	Open House / Tech Session	Motor Car Garage Maple Shade, N.J. Time: TBD
April 4/19	Membership Meeting	Uno, Maple Shade, N.J. 7PM / 6pm Dinner
May 5/4	Members Memorial Gathering to benefit Samaritan Hospice	Smithville, N.J. 10 AM Rain Date 5/5
May 5/15	Membership Meeting	7 Stars Diner, Sewell 7PM / 6pm Dinner
June 6/19	Membership Meeting	Uno, Maple Shade, N.J. 7PM / 6pm Dinner
June TBD	Jack Kontes River Ranch & Swap Meet	Jack Kontes River Ranch Time: TBD
July 7/17	Membership Meeting	7 Stars Diner, Sewell 7PM / 6pm Dinner
July TBD	Ice Cream Social	TBD
August 8/21	Membership Meeting	Uno, Maple Shade, N.J. 7PM / 6pm Dinner

# CALENDAR OF EVENTS

DATE	BMC EVENT	LOCATION / STATUS
August TBD	Tour of South Jersey	TBD
September 9/18	Membership Meeting	7 Stars Diner, Sewell 7PM / 6pm Dinner
October 10/16	Membership Meeting	Uno, Maple Shade, N.J. 7PM / 6pm Dinner
October TBD	Fall Foliage Bring Your Camera Driving Tour	TBD
November	No Membership Meeting in recognition of the holiday season	
December	No Membership Meeting in recognition of the holiday season	<b>HAPPY HOLIDAYS</b>

## IN THE WORKS

**Greenwich End of Year Show-** In order to do this show again this year, we are seeking a member to head the effort, with support from our prior member sponsor. We will need to fill this position by March in order to continue this event.

**Pop Cruises-** Weekday "Pop Cruises" around South Jersey. Dates and times are being finalized.

**Speakers and Activities for monthly meetings**

**Gathering at SCCA Autocross**

### MEMBERSHIP MEETINGS

Monthly membership meetings are planned monthly in altering locations. Please check email regularly for confirmation of meeting dates. Dates are subject to change based on venue availability. There will be no membership meetings in November or December.

Seven Star Diner, Sewell NJ: Third Wednesday of odd numbered months:

Uno Chicago Grille, Maple Shade, NJ; Third Wednesday of even numbered months

**Food Service at both locations begins at 6pm.**

### LOCAL EVENTS SPONSORED BY OTHER ORGANIZATIONS

We are unable to publish all local events which may be of interest to some of our membership. For local general car events in our area we suggest events calendars found at:

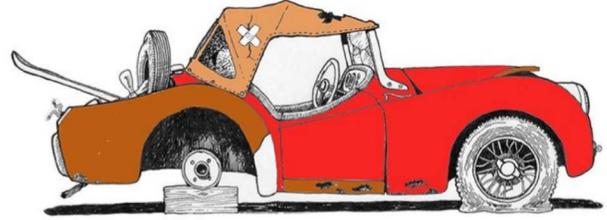
<http://www.newjerseycarshows.com/car-shows.html>

<http://www.sjr-scca.org/>

<http://www.cliffscalendar.com>

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

# 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](mailto:mqgarage@comcast.net)

**FOR SALE 1986 Vanden Plas. [ See Photo ] :**

. Two owner car, current owner from 1990. Black, biscuit interior, wire wheels, sunroof, 97,550 miles, garaged, one driver. Maintenance records included. Original paint in good condition but shows some patina. Interior and boot in wonderful condition. All seats in good condition, all wood in good shape, center panel recently refinished. Pirelli tires have very good remaining tread. Located in Marlton. Wonderful car that you will enjoy for some time. \$9,000.  
Jim Kilrain  
856-596-4565 or [Jameskilrain@msn.com](mailto:Jameskilrain@msn.com)



**FOR SALE 1976 MGB convertible, . {See photo} Stock. No rust body.**  
Call for full information. \$2395

Gary, Bridgeton 1-856-45five-834nine / 856-45five-834nine nights  
Gary gcssbn at aol dot com No texts please



**FOR SALE Engine, Triumph Spitfire 1972 MKIV [See photo]**

1296 engine cleaned and ready for rebuild. \$350. Located in Tabernacle, NJ 08088 Charlie Hofmann 609-410-9390  
or [c.chofmann@comcast.net](mailto:c.chofmann@comcast.net)



**FOR SALE. 1970 MGB roadster [see photo].** Original engine with SK racing carb. Body in good condition with split rear bumper. Later dash with glove box. Located in Sewel I. Asking \$8500. Doug Ingram [ingram.d@verizon.net](mailto:ingram.d@verizon.net)



**FOR SALE. TR3 parts:**

Set of wind wings in excellent condition \$50  
Tonneau in good condition (poorly repaired rip on passenger side) but functional and cheap \$50  
Engine crank handle. Original and workable. \$100  
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](mailto:cuznbrucie@comcast.net) Pictures available on request

**MORE  
FOR  
SALE !!**



**FREE. MGB bumper.**

I sold my MGB a couple of years ago and discovered that I have an MGB bumper in my garage. Free to someone who can refurbish and use it. I will hold onto it until early March, after which I will have to trash it. Located in Cherry Hill.

[bill.saidel@gmail.com](mailto:bill.saidel@gmail.com)

(Note: we received this from Bill, who owned a rubber bumper MGB for a number of years. We are assuming that it is a rubber bumper, but that is only an assumption. Reach out to Bill to confirm and to determine if it is front or rear bumper if you need one}

**FOR SALE. 1960 Bugeye Sprite,**

1275 motor, 5 speed transmission. Front disk brakes. \$13,000

Frank 856-468-9019

**FOR SALE. Two Filler Safety Racing Seat Belts.**

Used. Good Condition. SFI Spec 16.1. \$20 or best offer. Brian 856-296-9531

**WANTED.** I have been contacted by the family of a former member who are preparing to sell his MGA. They are looking for a stock steering wheel because the after market wheel on the car has sentimental value to them, and they want to replace it before putting the car up for sale. It is a very nice car, so they need a nice steering wheel, but at a modest price. They know of the availability of reproductions from Moss, but are trying to avoid spending that much money. If you have a stock wheel in good condition that you are willing to sell reasonably, send me a note with a price. I will forward all information to them. I have no financial or other interest in the transaction. Ed Gaubert [president@bmcsnj.org](mailto:president@bmcsnj.org)

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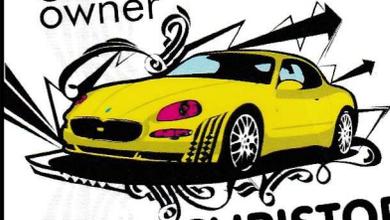
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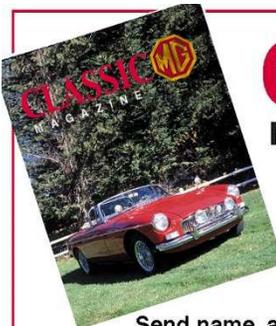
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The BMCSNJ Web Site can be found at  
[WWW.BMCSNJ.ORG](http://WWW.BMCSNJ.ORG)

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