

OFF SIDE



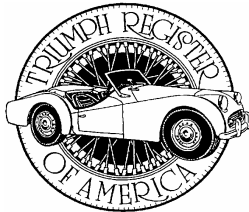
British Motor Club of Southern New Jersey

NEAR SIDE



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

August / September / 2017  
VOL. 26 ISSUE # 2



**William K. Carroll**  
1949—2017



# BRITISH MOTOR CLUB of SOUTHERN NEW JERSEY



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Looking for a volunteer / interested ?

**PLEASE SEND NEWSLETTER  
CONTRIBUTIONS OTHER  
THAN FOR SALE REQUESTS  
TO THE EDITOR via:**  
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609-272-9743

**Note: If you are emailing  
please leave a message on  
that phone number so I'm sure  
to get it.**

**Thanks—Joe Marchione**

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

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

**BMC Meetings** are generally held on the second Wednesday of each month at the Seven Star Diner, 1890 Hurfville Rd. Sewell NJ. Date and times are subject to change. Refer to the Calendar of Events for specific dates and times.

**The official BMCSNJ website can be accessed at  
WWW.BMCSNJ.ORG**

## NEWSLETTER CONTRIBUTIONS

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

The Editors are always looking for new material. Please submit British car related copy or personal experiences in your LBC for us to use in one of our six annual Newsletters.

**PLEASE SEND NEWSLETTER CONTRIBUTIONS TO THE EDITOR :**

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**PLEASE SEND FOR SALE, WANTED or FREE REQUESTS TO :**

**Ed Gaubert: [mggarage@comcast.net](mailto:mggarage@comcast.net)**

## SPECIAL ATTENTION:

Following the passing of Bill Carroll early in 2017, BMCSNJ is seeking a leader to serve as our President. The Board has reorganized the operation of the club such that many of the tasks previously performed by the President are handled by other people. Programs are in place to upgrade technology, and the membership is vibrant and engaged. What we need is a leader who will direct this ongoing growth. If you think that you can help, please contact Ed Gaubert for further information. An inquiry is not a commitment.

## 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

Years ago, when Bill Carroll volunteered to be the President of BMCSNJ, he did so on the condition that I would be his Vice President. I truly did not do much in that role. I always took it as an honorary title that Bill bestowed on me for taking an active role with the club for so long. And it was both an honor and pleasure being involved in the club and its activities under Bill's leadership.

Over the years, Bill took on more and more responsibility, to the point that I wondered if Bill's middle initial might be "M" to reflect the fact that he was "BMC of SNJ" (his middle initial was not M by the way). Bill and I had several conversations over the years about the fact that we should divide his duties up and get more people involved in the running of the club. Not just to share the work and lessen the burden on Bill, but also to insure continuity in case anything ever happened to Bill.

Bill would always shorten those less than pleasant conversations with a couple of quips. "I will have my doctor send you a monthly report"; "I still have my eyesight so I probably will not fall into any manholes"; and my favorite "I am retired now. Every week for me is six Saturdays and one Sunday"

Bill's talents and friendship meant much more to us than succession planning and backup plans. And selfishly, as long as Bill was doing it, everyone else got a relatively free pass.

Then one evening came the call. Bill passed away yesterday. The call was from a board member who had happened to call Bill's home for something that somehow we have all forgotten. The first reaction was disbelief: perhaps there was static on the line and I heard wrong. Maybe Bill is just sick. A quick call to another board member. While we were speaking, we received an email from Bill's son. The news was true.

Bill will never be replaced although we will do our best to fill his shoes.

I will fill the role of Interim President while we re-define the club and look for a President.

Steve Ferrante has accepted the job of Membership Secretary and Treasurer.

Joe Marchione has come forward to produce the newsletter for us.

Tracy Westergard has accepted the new position of Events Coordinator.

So far that is four people to do the work that Bill took in stride during his "six Saturdays and one Sunday" each week!

Tom Evans, Jack Kontes and Gary Warren continue as Board Members with Tom also serving fill the Officer position of Club Secretary.

Elsewhere in this newsletter you will read about our accomplishments for 2017 and some of our plans for 2018. We are dedicating this newsletter to our departed friend Bill. A second newsletter will be published in about a month with more detailed reporting on 2017 events.

On a positive note Bill's family has been extremely helpful to us during this difficult period for them. They have also elected to keep Bill's MGB. His son Matt, although he does not live in New Jersey will store the car at his mother (and Bill's wife) Linda's home in Hammonton. Matt inquired about joining BMCSNJ and I have given him the free lifetime membership that we give to all former club Presidents. To Matt, Alicia and Linda Carroll: welcome to the club. If you ever need anything, you have about 150 friends here who are indebted to you for sharing your husband and father with us.

Ed Gaubert

## SECRETARY'S SATCHEL

Tom Evans

In life we get to meet numerous and a variety of people. I'm sure you have too, work people, family people, neighborhood people, church people, well, you get what I mean.

Some people you only want to meet once and even that is too much. Others you want to hang around with, personable, engaging, sometimes funny, I like mostly funny. People that make you feel welcome as their friend and you want to make them feel the same way, people with a sense of humor that slips just beneath the surface with a cerebral bent or outright slapstick.

Bill Carroll was such a person. I'm so glad I had the opportunity to serve with Bill on the BMCSNJ board for several years.

Bill was an engineer, I'm an engineer, we spoke "engineer" and were familiar with the same engineer problems, humor and the stock-in-trade engineer jokes. Bill could take it to another level.

After hearing from his brothers of the tunnels in the vacant lot, the downhill adventures and of his creativity it filled in several gaps and answered several questions, yes, he was that creative and adventurous. Working for a quasi-government transportation agency, note the word government, he would tell of a treasure of miss steps and antics only found in a government organization.

I remember his description of the misguided efforts of the agency to create a better surface transportation bus and still stay within the guidelines of the required nationally sourced materials. Shells for the new busses were fabricated and partially assembled in Eastern Europe and transported by ship to the US for final assembly. This kept the project within the established guidelines of the percentage of the vehicle being American Made. After ordering the first shipment of 30, or so, vehicles they began to arrive only to find a gap in the serial numbers skipping a number around the 20<sup>th</sup> bus. Where did it go?

As it turns out, the bus fell off of the ship somewhere in the Atlantic. The shipping company made good on the loss, but what a headache! See, we're engineers - that was funny.

OK, so it wasn't as funny as finding that endless loop of code in a FORTRAN program or that your log-log-desi-trig slide rule can't go to five decimal places, but that's still funny, Bill's humor.

I also enjoyed Bill's in depth explanations of the workings of a voltage regulator or how a particular part got its name or that it really is true that Lucas is the prince of darkness. He would laugh at such things as the new Lucas headlamp switch; off-flicker-smoke.

I miss him. He now joins our other friends that we all have enjoyed collecting, restoring and driving our British cars beside.

Happy Heavenly Motoring Bill





## THE EDITOR WRITES

It's not easy to pick up the pace after the most tireless, involved, and dedicated man to ever take on the task of herding a bunch of British car enthusiasts. Bill Carrol was that man. We can never replace the whirlwind of energy that moved Bill to manage nearly every aspect of our club. Not until one takes on even the tiniest task does one understand the immense effort it takes to accomplish anything approaching Bill's enthusiasm for our little club. Bill was one of a kind and we sorely miss him.

Unfortunately this is the way life is. We have over the last few years lost too many of our friends and active contributors. I used to sub on the newsletter for Pete Bahr when he went on vacation. Pete year after year, produced a great newsletter for us all and taught me a lot. After Pete left us Bill added the newsletter to his bag of endless tasks. Then, without reason, we lost Ted Lane. It was one of the highlights of the year to meet at Ted's amazing man-cave garage. Ted was responsible for making all those kooky awards for our events as well as that famous chili. One of the nicest guys I've ever known.



Another amazing friend and the very definition of a car guy, Charlie Seabrook sadly left us this year. Charlie could always be counted on to show up with the wildest cars and the wildest stories.

I'm not trying to make everyone sad, I just want to remind us all that these guys loved this club and loved their wonderful British cars and spent a large portion of their time helping us all to enjoy our hobby, our cars, and the camaraderie of fellow British car lovers. They were able to communicate their own enthusiasm for the sport and the club to all our members. Every time we get in our cars and join each other at one of our club events we celebrate the lives of Bill, Pete, Ted, Charlie and all those who continue to love their crazy British cars as they did helping BMCSNJ stay connected.



I have to add that I have the greatest respect for Ed Gaubert, Tom Evans, Steve Ferrante, Jack Kontes, Garry Warren, and Tracy Westergard who have taken it upon themselves to accept the challenge of trying to keep our club alive. This is good stuff - fun stuff and I believe that we can all help save BMCSNJ even if it's just by showing up.

Thanks for everyone's support and remember, if I don't get material we don't have a newsletter. Just a lot of Lotus and Elva pictures and snaps of me and my wife on vacation and believe me, you DO NOT want to see me on the beach !!

Joe Marchione

## INTERVIEW WITH BILL CARROLL—REPRINTED FROM THE ATLANTIC CITY PRESS

“This was the car I always aspired to own,” said Carroll, 67.

Carroll is the president of the British Motor Club of Southern New Jersey. Most of its members fell in love with sports cars from across the pond when they were kids, but they still enjoy getting together to talk shop.

The group was founded in 1993, when there were no local groups with a focus on British car fandom. The diehard members collect, repair and admire British vehicles.

The group now has more than 150 members who meet in different locations, from Vineland and Absecon to Camden County. The group has an email newsletter as well as a physical newsletter that is sent out six times a year.

Some of the most common British car manufacturers include MGB, Triumph, Jaguar and Austin-Healy.

Rob Walsh is a club member who recalls as a child going to the New Hope Car Show with his father and brother to look at the new MGs each year. These memories stuck with him, and in his 20s he bought a 1971 MG.

“I sort of find that people buy the car that they coveted in high school,” said Walsh, of Vineland. “I’ve had this same car for 35 years.”

But Walsh admitted that almost all of the cars owned by members of the group are classics. He said that the British auto industry isn’t what it once was.

“Most of our people in our group have cars that range from pre-war to mid 1980s. They’re still making MGs in England, but they aren’t shipping MGs here. The British manufacturing of cars has really hurt,” Walsh said.

Those who are lucky enough to own one of these classic cars make sure they take pristine care of them.

Ed Hilinski, 69, of Ocean City, takes his 1975 MGB roadster out once or twice a week. He makes sure to drive it a couple of miles around his neighborhood in case there is something wrong with it. When he isn’t driving it, he keeps it under a tarp in his garage. He hasn’t left it outside or in inclement weather since the day he bought it.

After he drives the car around the neighborhood, he’ll stop back home and give it one more “once over” before seriously taking it on the road.

“Sometimes it is just a nice ride to grab a lunch — or go to one of the scheduled functions with the British Motor Club,” Hilinski said.

Hilinski recently took his family to an ice cream social in Vineland. He left his car at home for the day, but said it was nice that the other members of the BMCSNJ let his grandkids sit in their cars. “I had longtime LBC (little British cars) fans, including a retired race car driver, talk to my 9- and 7-year-old grandsons with such sincerity and passion,” Hilinski said. “It is a group of members whose main mission is to share their enjoyment of LBC’s with others.”

To give everyone who didn't know Bill a better idea of who Bill was, this is a reprint  
**FROM THE MARCH/APRIL 2002 NEWSLETTER**

Bill Carroll of Hammonton NJ is the proud owner of a 1971 MGB. Bill sent his bio with pictures but we were unable to reproduce the pictures. Bill is the Value Analysis Manager for SEPTA's Inventory Management Department. He finds alternate spare parts sources/vendors for SEPTA's fleet of 1,300 buses and 500 train cars. Bill and his wife Linda have two grown children, and have lived in Winslow Township for 22 years.

Bill bought his MGB from a co-worker in early 2000. At the time, he owned a Spitfire with differential/axle trouble. The cost of the MGB was roughly the cost of repairing the Spitfire, so it sounded like a deal. The price reflected brake and electrical trouble, a leaking hood (convertible top), and a shot interior. When he went to pick up the car, to his amazement, the owner threw in enough boxes of new and used parts to practically fill up a pick up truck. New parts included seats and leather seat covers, a new top, interior and boot carpet set, new SUs and a Mallory dual point distributor. Used parts included a head, bumpers, transmission, and in the car was a new wiring harness, radiator, master cylinder, clutch master and slave cylinders, mini lite wheels, new tires, a Moto-Lita steering wheel, and a recently converted rear suspension with tube shocks. Talk about a gold mine!! Shortly thereafter, Bill got on the Moss Motors mailing list, found out about our Atsion event from their newsletter, went to the show, got enthused about restoring his MGB, and had it on the road by the end of the summer. In the meantime, he found a new home for his Spitfire through the club. Bill has been an active club member ever since, attending shows, events, and the monthly membership meetings.

*[Note that this article was printed in 2002. In the ensuing years, Bill stepped up to sponsor events and to be our Membership Secretary/Treasurer. After retiring from SEPTA, Bill volunteered to take on the Presidency and subsequently added the Newsletter and Event Coordinator roles to his responsibilities. Bill will be sorely missed by all who knew him and profited from his love of the Club and all things British cars.]*





## THE STATE OF BMC

As you all know, we lost Bill Carroll early this year. It was a devastating blow, both personally and for this organization. The easy answer at the time would have been to cease operations, donate the treasury balance to a charity, and go drown our sorrows. That course of action was discussed by the Board at the time, and we all agreed: there is no way that Bill would have allowed that to happen if he could be here. To step back would effectively say that all of Bill's work was for naught. So we chose the opposite approach. Rather than shrink or stagnate, we are going to grow and become even more vibrant!

We did suspend club operations for the first sixty days to allow us to develop some sort of a plan. That sixty days allowed us to retrieve the club records from Bill's family. It bears mentioning here that Linda, Alicia and Matt Carroll were beyond gracious and helpful. While we delayed contacting them out of respect for their privacy, they were organizing documents and computer files and reaching out to us out of concern for the club. We now have all of Bill's records and we have the database reconciled, so we are ready administratively to run the business of the club. Great thanks go out to Steve Ferrante for his work in this area.

Some of our accomplishments to date:

We incorporated the club as a 501(c)7 organization under the Internal Revenue Codes. That is a fancy way of saying that we are now a registered corporation, but we are not subject to taxation because we qualify as a recreational club. Thanks go to attorney John Kearney of Kearney, Burns and Martone in Haddon Heights for understanding our objective and making the process painless. Thanks also to Tracy Westergard for introducing us to John.

I am proud to say that despite the challenges of the early part of the year, every event that was on our tentative 2017 calendar was held as planned. And we saw excellent attendance at most of them. Our next newsletter which we plan to publish shortly will have pictures and detailed write ups about many of those events, so I will not bore you with a list of them.

We recruited some new folks to help to run the club. Thanks to Joe Marchione, Steve Ferrante, and Tracy Westergard we now have a Newsletter Editor, Treasurer/Membership Secretary, and an Events Co-ordinator.

We began regularly scheduled membership meetings as a trial. The trial seems to be working very well. Watch the next newsletter of more information about ongoing membership meetings.

We have designed and printed windshield introduction cards to help recruit new members.

We got the newsletter back up and running as evidenced by the fact that you are reading this article.

At the October meeting, we conducted a survey of the members present regarding general categories of events that they are most interested in. Without boring you with statistics, the survey told us that a) the type of events that we sponsor and have in the planning stages are of high interest; b) we need more technical events; and c) event attendance might be enhanced through organized caravans or a "buddy system" of some kind.



## THE STATE OF BMC

Continued from Pg, 8

What is next in 2018? A lot. We have a good problem: there are so many good ideas that the Board is going to have to meet soon to prioritize to insure that we do a quality job on a few things rather than a mediocre job on a lot of things. But what I can commit to:

There will continue to be regular membership meetings as long as the membership supports them.

Our 2018 Calendar of Events will include the successful events of 2017, it will have more technical events, and it most likely will include a rally.

We will continue to support Samaritan Hospice as our club charity partner.

Wherever practical, our events will have a rain date.

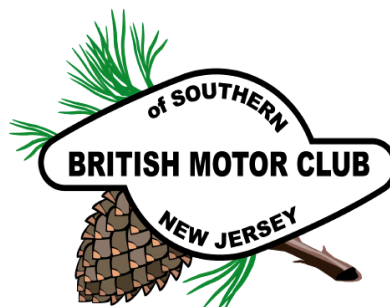
We will continue to search for appropriate club management software to ease the administrative burden and to make email communication more available.

Earlier I said we decided to make this club more vibrant. The way that happens is through each of you. Come on out to an event and introduce yourself to a couple of people. It does not matter if your car runs, or if it is show ready. You will have fun and you will make new friends.

I also said that we are officially a non profit organization. Non profit organizations operate through volunteers. Some of them beg for money. We are slightly above begging for money, but not above asking for volunteers. From time to time we will reach out looking for help with simple tasks leading a small caravan to a club event, taking pictures of a club event, helping to set up or break down a venue, etc. Raise your hand when we do. It is even more fun than just attending the event!!

In closing, I have been asked if we are going to do anything to celebrate the fact that 2017 is the 25th anniversary of BMCSNJ. The short answer is not in 2017. This has been a difficult year for the club, and celebration was not really appropriate, but incorporating a small belated celebration into one of our 2018 events is a possibility. As with any anniversary it is not the celebration that makes the relationship strong, it is the people in the relationship that generate the strength.

Thank you to each and every one of you for your support and words of encouragement. BMC is still here, BMC is vibrant, and BMC is growing.



## Treasurer/Registrar's Report

November 2017

### *Money Is No Object*

by Steve Ferrante

In 1992, I attended then second meeting of the British Motor Club of Southern NJ and joined in hopes of learning more about the 1972 MGB that I had purchased. As time passed, I become more involved with the club and after a few years assumed the duties of Registrar and then Treasurer.

When my daughter, Julia, was born in 1997, I continued on with my club responsibilities thinking that I would still be able to do them since she was a baby. I remember saying that I didn't think I would be "that" busy and got a chuckle from some members nearby. Things went according to plan for a while until I realized that sleep deprivation is a serious enemy. The MGB was replaced with an MGA.

Fast forward a few years and kindergarten and grade school activities, soccer, lacrosse and a host of other things occupied the last 20 years of my life. The MGA that I started restoring is still half done and ready to get moving again. With the passing of Bill Carroll early this year, I felt obligated to reach out and lend a hand to a job that I was very familiar with. Getting the Treasury and Registry database into shape has been a wrestling match made much more difficult with the loss of our email blaster.

Anyway, I am happy to report that the Treasury is strong and the database is sound. We have also registered the club as a non-profit entity so that we can operate as we should.

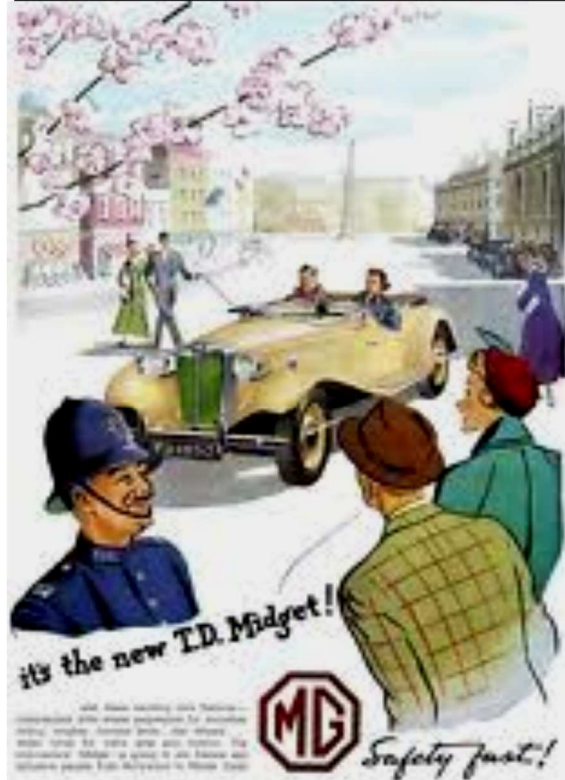
Our current paid member count is 152 members. I am sure that cars have come and gone so I can't give you details right now on that. As we progress, we will be using some type of club management software that will allow members to update their current cars and make dues payments online. I'm looking forward to 2018 and ask only the following of the membership. Please renew when you are due. In the interim, I will be sending out a renewal notice a month or so before you expire, so please send a check right away so that I can focus on other activities to make the club better.

## MEMBERSHIP NOTES

### New Members for 2017 are:

Micheal Cuneo	Medford, NJ
Andy Kushner	Gibbsboro, NJ
Ben Ragusa	Haddonfield, NJ
Pete Colucci	Somers Point, NJ
Chuck Seiber	Villas, NJ
Fred Allen	Bridgeton, NJ
Ron Riccio	Galloway, NJ
Mike Schimmel	Vineland, NJ

**WELCOME NEW MEMBERS !!!**



**How things change. Or DO THEY.**

**Sporty people enjoying a top down drive in their MG Midget ! I'm not sure that Bobby would be so accommodating in the 1960s !**



**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** 1972 MGB GT. It is a project at best, it has an engine, trans, Weber carb, header, 4 new tires on Rostyle wheels, the trans is not an overdrive, Needs an interior and is missing seats and other interior parts. Asking \$750.00 or best offer, Brian Baskin 609-313-0823.

**FOR SALE** TR3 parts:

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

Brucie 609-705-4753 or [cuznbrucie@comcast.net](mailto:cuznbrucie@comcast.net) Pictures available on request

**FOR SALE** Cheap: 2 never used 74.5 and up 7 leaf rear springs for GT or Roadster. Included are a new full set of Super Pro bushings. The eye bushings already installed. \$100. Bob. 609 491-1543 or [robertre1@aol.com](mailto:robertre1@aol.com)

**FOR SALE** TR6: original upper front valance panel (no dents) \$75 / seat track \$20. front shock absorbers (used around 100 mi.) \$20. / tail light bases (some pitting) \$20. / headlamp bucket \$20. brake pads (used around 100 mi.) \$10. / TR3: original hubcap (no emblem) \$15. / original quarter rail left door capping (black) \$20. Bill 609-953-7504 or e-mail [marygossler@verizon.net](mailto:marygossler@verizon.net)

**For Sale** 1979 MG Midget. Approximately 90k-94k miles. Total restoration in 2010. New top in 2016, runs very well, upgraded stereo system. \$6500 or best offer. Car can be seen at Soloman's Sign Shop on Holly Avenue in Pitman. John 215-429-0743

**For Sale** 1967 MG Midget. I bought this to restore and it's in good shape and I did start the work but I am just too busy right now so I will pass this project on to another lucky buyer. Located in Lambertville. \$1600 call Joe for information 609 577 4053, this is a land line that will not take text.

**For Sale** 1976 MGB roadster ... rust-free chassis and body. Disassembled for quality paint job and restoration. Nice winter project, racecar foundation, V6 / V8 engine swap?, or factory stock build. \$2000

**Also - for sale** 1956 - 62 MGA used parts, **price drop** ... body, drivetrain, suspension and brakes.

Gary, Bridgeton, NJ 856-45five-834nine email Gcssbn at aol dot com

**WANTED** Vintage literature collector is seeking to expand his collection of Road & Track, Sports Car Graphic, Hot Rod and similar magazines from the 50's and 60's. My automotive interests are varied, so let me know what you have. Serious buyer. Ted Cianfrani 609-206-2224 or [tedc339@comcast.net](mailto:tedc339@comcast.net)

**WANTED** Always looking for Austin Healey stuff. AH 100/4 and Bugeye Sprite goodies preferred. Please send available items to Ken MacKenzie at [MacKenzieHapkido@comcast.net](mailto:MacKenzieHapkido@comcast.net)

**WANTED** MG TF Side curtains - left and right - in black for 1955 TF 1500.

Phone Andrew at 646 342 8020 - [andrewbares@hotmail.com](mailto:andrewbares@hotmail.com)

**WANTED** I am looking for the finishing touch for my MGA--a license plate frame or dealer insignia from Ed Roth and Sons in Glassboro, or another MG dealer from the 60s in the Delaware Valley. Decent shape is preferred but perfection is not necessary. Ed Gaubert [mqgarage@comcast.net](mailto:mqgarage@comcast.net)

**FREE !!!** I have a used stock exhaust system off of my 67 B that I would give away. I have a problem trashing it. It is in ok condition. I replaced it with a new SS Bell exhaust system.

Ira Eckstien 856-296-6460 or [dohc281@comcast.net](mailto:dohc281@comcast.net)





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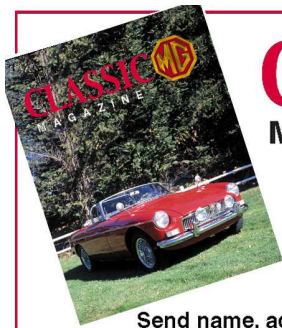
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**SUN. MAY 5**

GLOBE POSTER - BALTIMORE



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