



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



March—April / 2014
VOL. 23 ISSUE # 2



You were not the only one with snow problems....



RUSS YOUNG 1955 MG-TF

See page 14



JERSEY JIMMY. AMERICAN BANTAM ROADSTER WITH ASTON-MARTIN DB6 POWER. OWNER CHARLIE SEABROOK.
See page 4

<u>IN THIS ISSUE</u>	<u>PAGE</u>
News and Articles	
<i>Jersey Jimmy</i>	4, 6, 7, 8, 9
<i>New BMC website</i>	10
<i>Ted & Gary's Great Adventure</i>	13
<i>Member spotlight—Russ Young</i>	14, 16
<i>Simeone Foundation event</i>	15
<i>MG meeting in the Dolomites</i>	17, 18
Regular features	
<i>Presidents Message</i>	3
<i>Secretary's Satchel</i>	3
<i>Membership Notes</i>	3
<i>The Editor Writes</i>	3
<i>Calendar of Events</i>	5
<i>Swap Meet</i>	11



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**PLEASE SEND NEWSLETTER
CONTRIBUTIONS TO PETE**

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

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

Formal BMC Meetings are held throughout the year at various locations in southern NJ. Current schedule can be found in the “Calendar of Events” and our website:

WWW.BMCSNJ.ORG

NEWSLETTER CONTRIBUTIONS

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

The Editors are always looking for new material. Please submit British car related copy (or personal experiences in your LBC for us to use in one of our six annual Newsletters. Copy should be forwarded to the Editors by the 12th of the month preceding publication. We publish in Jan, March, May, July, Sept and Nov.

DISCLAIMER!!!

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

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PRESIDENT'S MESSAGE

Bill Carroll

I've just returned from our club visit to the Simeone Foundation Museum in Philadelphia on Sat. Feb. 22. 20 members attended the February Demonstration Day at the Simeone (see article in this newsletter). Our next event is only a week away on Sat. Mar. 1 which is Pete Cosmides annual Tech. Session. This year Pete will explain the intricacies of the Brake and Hydraulic systems in our British cars. The next event on the calendar is Ted Lane's Chili Fest on Sat. Mar. 22. I'm hoping for good weather (above freezing anyway) for these events so we can get good member turnouts. Both events are indoors so they'll happen rain or shine.

April will take us to Smithville on Sat the 12th for the Ted Ley Memorial Benefit for Samaritan Hospice. This event is one week earlier than in previous years due to a conflict with Smithville's Easter celebration.

We have a new event on the calendar for Sat. May 17. There'll be a British Car Show on Main Street in Williamstown on the grounds of the Historical Society. There's a beautiful shaded parking lot there where our cars can be showcased. There also will be Revolutionary War reenactors in authentic garb available for photos with our British Cars.

It's been a hard winter with lots of snow and cold weather but it's 60 degrees today so things are beginning to turn around. My MGB is crowded into the barn with the lawn tractor and other outdoor stuff which I'm hoping to get out of the way soon so the MGB can see the sky. It's been running with the overhead door up but that's not the same as being outside motoring around. Spring can't come fast enough !!!

MEMBERSHIP NOTES

Bill Carroll

NEW MEMBERS:

Dan Carter, Mt. Laurel, NJ - '59 Austin-Healey Sprite
Joe Foster, Greenwich, NJ - '78 MGB Roadster

MEMBER COUNT (as of 2/18/14): **167**

THE EDITOR WRITES

Pete Bahr

I'm starting a new feature in this issue—Quotes from Henry Ford. Could not find similar (serious) quotes from Joseph Lucas, so this is really second choice! See page 12

Thanks to all who participated this month by sending material for the Newsletter - I'm sure the membership will find the material very interesting, as I did.

"I spent most of my money on booze, girls and fast cars, the rest I just squandered!"

SECRETARY'S SATCHEL

Tom Evans

Snow, snow, snow! Dead battery, low tire pressure warning light drone, drone, drone ... Well it is winter in the northeast! I'm not complaining, not that I love the stuff, but it is winter in the northeast ...this cabin fever is making me repeat myself myself. Haven't had the GT6 out for a while because even when the sun was shining in those weeks I was out of town on business, back to the Pacific Northwest. Now the battery is really low and needed a maintenance charge, that's done, now where's the sunshine, although, it has been a blast in the Land Rover! The Philadelphia Auto Show Jaguar exhibit made a good show of the F-Type which is, as they say, is next in the line from the E-Type, a true new sports car in the E tradition worthy of the next letter in the series. Have to try it out soon; Tata has really upped their act with money for research and innovation to bolster the new quality of their motors.

As I've mentioned before, I keep a list of car museums around the country with me when I'm traveling and if I have some time I will stop and enjoy a collection. The last one was a small collection in Fulton Missouri that was the legacy of an enthusiast from the area that framed the collection in dioramas related to local sights around the Fulton area, the local Ford dealership, the main drag in the center of town and the drive-in theater. There were a few European motors but mostly American iron. Well done and recommended.

The January 25th Simeone Museum outing was postponed until February 22nd, because of the weather. This made sense because it was a demonstration day and would not have been that enjoyable to not see the cars run on the lot. The rescheduled event was also a demonstration day and photos are in this issue of Off Side/Near Side. There are several Club events in the next two months, Tech Session at Motorcar Garage on March 1st, Chili-fest at Ted Lane's on March 22th and Smithville Gathering April 19th. See all of the year's events on the calendar in this issue of your newsletter. Thank you to all who host events and those who attend, the Club strength lies with us, let's enjoy it. Get involved by attending the events and contacting the organizers and ask to help. Don't forget March 1st is St. David's Day, so, Dydd Gŵyl Dewi Sant! See you on the road. Happy Motoring

JERSEY JIMMY

By Charlie Seabrook

editors note: This article is a reprint of communications that Charlie Seabrook recently had with a friend of his in the Aston-Martin community. Charlie thought the BMC members would be interested in his 1932 American Bantam Roadster with an Aston Martin DB5 engine.



SEABROOK BROTHERS & SONS, INC.

Jan 30, 2014



Dear Bill, BMC of Southern NJ

On occasion you ask members to provide an article. The following is probably more than you asked for.

In 1986 I ordered a new Pantera from George Stauffer, Suisse then we have exchanged notes + Christmas cards. On the most recent card he asked for details about my 1932 American Bantam Roadster with Aston Martin DB6 power.

Perhaps some of our club members would be interested.

- ① Enclosed is my letter to George Stauffer.
- ② Copy of Aston Martin club report.
- ③ Specs on the Jersey Jimmy.

Sincerely,

Charlie Seabrook

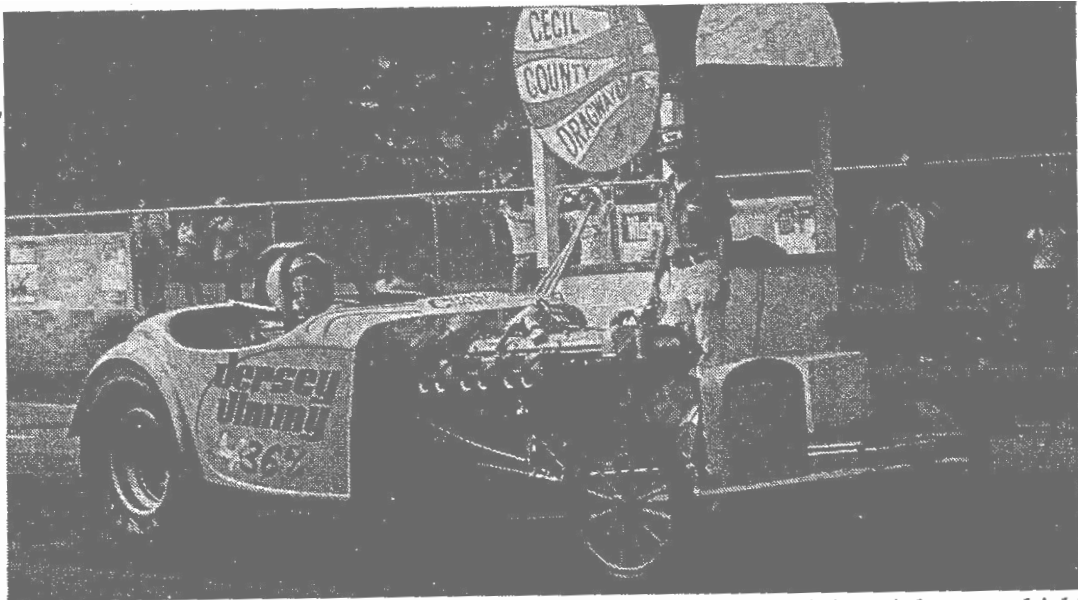
CALENDAR OF EVENTS

- The information shown below is the most complete available as this newsletter is printed, and will be entered as space allows.
- **Bill Carroll is keeper of BMC event schedules**, you can contact Bill at my1971mgb@comcast.net
- Priority will be given to British Car events which do not conflict with events sponsored by BMC or neighboring clubs..

MONTH	DATE	BMC EVENT (Events in Blue are firm)	LOCATION	POINT OF CONTACT
MARCH	Sat 1 st 10 a.m.	Motorcar Garage Tech Session—Brakes & Brake Hydraulics	Motorcar Garage 42 N. Pine Ave Maple Shade, NJ	Pete Cosmides 856-667-6657
	Sat 22 nd 10 a.m.	Early Spring Chili Fest	Ted Lane's Garage-Mahal 1318 Columbia Ave Newfield, NJ 08344	Ted Lane 856-691-6631 lanead@comcast.net
APRIL	Sat 12 th 10 a.m.	Ted Ley Memorial Gathering Benefit Samaritan Hospice	US Rt. 9 & CR 561 alt. Smithville, NJ 08205	Bill Carroll 609-567-2676 my1971mgb@comcast.net
MAY	Sat. 17 th 10 a.m. —2 p.m.	British Car Show Sponsored by BMC	Historical Society grounds 313 S. Main St. Williamstown, NJ 08094	Bill Carroll 609-567-2676 my1971mgb@comcast.net
JUNE	Sat 21 st 10 a.m.	Tour of the Palumbo-Buckley Auto Collection	316 Oakland Avenue. Egg Harbor Twp., NJ 08234	Bill Carroll 609-567-2676 my1971mgb@comcast.net
JULY	Sat 19 th 6 p.m.— dusk	Ice Cream Social (Rob Walsh)	5 Points Custard Rt.540 & Rt.557 East Vineland, NJ	Rob Walsh 856-692-2335
AUG	Sat 16 th 10 a.m.	Tour of South Jersey	Starting at Peter's Diner US 322 Williamstown, NJ	Bill Carroll 609-567-2676 my1971mgb@comcast.net
SEPT	Sat 20 th 10 am.	BMC Annual Show During the VRG races	New Jersey Motorsports Lightning Track – Millville, NJ 08332	Ted Lane 856-691-6631 lanead@comcast.net
OCT				
NOV	Sat 1 st 10 a.m.	Motorcar Garage Swap Meet	42 N. Pine Ave Maple Shade, NJ	Pete Cosmides 856-667-6657
	Thurs 20 th 7 p.m.	BMC Annual Planning Meeting	Palace Diner, 100 North Rt.73 Berlin, NJ 08009	Bill Carroll 609-567-2676 Diner: 856-767-5061
DEC		Open		

cont. on page 18

JERSEY JIMMY



MEMBER CHARLES SEABROOK of New Jersey has sent us an interesting progress report on recent developments with his DB5 engined dragster 'Jersey Jimmy' which we last featured in our Winter 1976 issue. The engine you remember was enlarged to 4.8 litres (see the Register for details) and for 1977 the cylinder head has been gas flowed. The intake valves are enlarged to 2.100 in. but the exhausts remain the stock size of 1.875 in. The material is now titanium and these light weight valves allow the engine to turn to 9,500 rpm! Best power, though, is given in the 7,000 to 8,000 rpm range. The cylinder head work has resulted in greater speeds, on average 2½ mph faster at the end of a standing quarter mile than the year before.

The clutch had previously been a big problem so a new assembly has been necessary. Both the pressure plate and flywheel are now aluminium with a single disc 11 in. in diameter of sintered iron. Static pressure is 740 lbs and most of the clutch action results from adjust-

able centrifugal weights. A bronze shield is necessary to absorb the terrific heat generated from slippage

The transmission was also new for 1977. It is a magnesium three speed Lenco unit replacing the Chrysler Clutch Automatic, and the new transmission has the advantage that neutral and reverse are included. The ratios are 2.62 for starting and a 1 to 1 top, with second gear either 1.68 or 1.56. The ratios are actually changed by a push button valve releasing CO₂ gas under pressure at 1,200 lbs per sq. inch. Performancewise the roadster last year recorded 15 standing ¼ miles between 9.07 and 9.14 seconds. The highest speed over the finish line was 147.78 mph. This year Charles hopes to reach 150 mph and get into the eight second bracket. That would be quite some achievement for a dragster powered by a production based six cylinder. We wonder what our new Honorary Member, Tadek Marek thinks of it. Little did he know what he was starting when he designed it in 1955.

JERSEY JIMMY

By Charlie Seabrook

Mr. George J. Stauffer
P O Box 37
Blue Mounds, Wi 53517

January 21, 2014

Dear George,

My first legal drag experience occurred on an air strip in Allentown, Pa. In 1955. My car was a Studebaker President Coup with 259 cu. in. Studie V8 and a McCullough direct oil supercharger. I still have the supercharger.

After blowing up a Packard 352 V8 in my Henry J using this same blower, too much boost, 14 lbs. and too much spark advance, I switched to inline engines. I had considerable success with a highly tuned 320 cu. in. GMC 6 engine.

In the mid 60's, I was drag racing every week end when a friend said there is a guy in Pa. who wants to talk to you, here is his phone number. I called and talked to Rex Woodgate, General Manager of Aston Martin Lagonda Inc. in King of Prussia, Pa.

We agreed to a meeting. I was surprised by the mechanical expertise of Rex. He was the chief engineer on th 1959 Aston Martin win at LeMans with drivers Carroll Shelby and Roy Salvadore.

After our meeting of almost 2 hours, Rex said to me, how would you like to run a DB6 4 liter engineer in your Bantam Roadster?

When I agreed, Rex said back your tow vehicle up to our parts department. Luckily my 1964 Imperial had a trunk that was big enough to sleep 3 full size guys.

In went a new block, crank, pistons, rods, cylinder head, valves 3 new 45DCOE Weber carb and lots of parts including a AM DB6 shop manual.

Rex was able to convince his Atlanta, Ga. Dealer, Charlie Turner to donate a complete used DB6 engine.

Rex asked me to join the Aston Martin Owners club.

JERSEY JIMMY

With enough parts for two complete engines, I decided on major modifications. With the wets sleeves removed. I had the block bored out so I could use much larger sleeves. The stock 96 X 92 MM bore and strokes were increased to 101.73 X 98.43 which is 4.00" X 3.78" bore and stroke or 292 cu. in. from the original 244 cu. in. I bought 8 feet 1026 hydraulic cylinder tubing. Enough for 2 sets of sleeves. The ID was 4.000" with .260 wall thickness. I machined them on my Craftsman Lathe.

To indicate how enthused Rex was here is an almost unbelievable tale. I called Rex during the rebuild saying I needed a 5/8" British Tap to clean out some oil channels. Rex said he didn't have one in stock. Without my knowledge, he called the President of AM in England. The President said he was flying to the US the next day to attend an event at Lime Rock, Conn. Rex drove up to Lime Rock to pick up the tap and mailed it to me on his drive back to King of Prussia. I had the tap within 4 days of calling Rex along with a handwritten note, very sorry for the delay and there was no charge!

As a member of the AM Owners Club, I would write on occasion about the performance. These letters never appeared in the club magazine. I mentioned it to Rex and he called the Club Secretary in England. Mr. Alan Archer wrote me to say he had a part time job with the UN in NY City and could we meet on a drag strip. We agreed to meet at English Town, NJ. A group of 40 alcohol Funny cars were there that day and Alan Archer says your Americans can do just about anything.

The Jersey Jimmy performed as advertised at 9.07 at 147.78 MPH and in the very next club mag, the attached article appeared, Rex Woodgate on the same page.

Rex had his 18 yr. old son, Chris, to travel to various drag strips so he could get first hand reports on the performance.

Rex had a very special cylinder head that was used to qualify a car at the Indy 500. I don't know the year, but the AM car was bumped on the final bump day. Rex said it was a museum piece and I couldn't actually use it but I could take it to my shop and make measurements. It has twin 10MM plugs on each cylinder, provision for 2 magnetos, special tappets 1/8" larger than stock with holes to make them lighter than stock and very special intakes and ex cams, which I sent to Harvey Crane to duplicate on a pair of stock DB6 cams. Since I couldn't use the Indy 500 Head, I contracted with Brandywine cylinder heads in Delaware to flow test my stock DB6 head.

Brandywine reported the exhaust side was far better than any Small Block Chevy head and the intake side flow was at least 35% less than any SBC head. They spent 100% of their effort on the intake side with 1/8" larger titanium big block Chevy valves and lots of machining to improve intake flow.

I hope I haven't bored you with these details. I still have the AM American Bantam just as it last ran in 1979.

Regards,
Charles F. Seabrook, II

CHARLIE SEABROOK'S JERSEY JIMMY



SEABROOK BROTHERS & SONS, INC.



Charles Seabrook

Aston Martin DB powered roadster 1932 American Bantam Roadster
Jersey Jimmy

Specifications:

- Wheelbase 108"
- Front Track 48"
- Rear Track 36"
- All up weight ready to run 1,126 lbs.
- Weight with driver and ballast 1,314 lbs.
- The car ran NHRA rules requiring 4-1/2 lb. per cubic inch.
- Cubic inches 292 (4.8 liters)
- Bore 4.000"
- Stroke 3.875
- Compression Ratio 11.4:1
- Intake valves Titanium 2.100"
- Exhaust Valves Aston Martin 1-7/8"
- Crane Cams 286° intake @ .050 lift .470" total lift
- 276° duration on exhaust cam @ .050" lift .450" lift total
- Howards Aluminum con rods 7.1875" long.
- 48 DCOE Webers.
- Vertex magneto @ 35° BTDC spark advance.
- Rear tires 14-1/4" wide tread run @ 3-1/4 lbs.
- Front tires 2.25" x 16 run at 60 lbs.
- Best ET 9.06
- Best MPH 148.0
- Lenco 3 speed 2.62 first gear
- Magnesium Trans 1.68 second
1.56 optional second
1.00 third gear
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BRITISH MOTOR CLUB OF SOUTHERN NEW JERSEY

the header above is from the NEW BMC WEBSITE—ed.

If you have not already seen it, take a look at the new streamlined BMC website at www.bmcnj.org. Bill Carroll and Pete Bahr put this new website together recently after a great deal of discussion among the board members over the past couple of years. This article introducing the new website is a good opportunity for us to explain the Board's position on things like technology, social media, and the like.

BMCSNJ is a relatively small organization, whose administrative duties are handled by an even smaller group of volunteers. The Directors feel that there are two keys to running an organization with such a slim staff. The first key is to insure that no individual volunteer's workload exceeds the enjoyment that he gets from what he does for us. We think we have succeeded with that objective—we are all having fun. The second key is to structure all of the tasks and responsibilities so that any task can easily be assumed by anyone with little or no training, and with little or no added burden. We are continuously working at this issue. The new website is an example of how we accomplish this—by keeping it simple.

The major reason that we have a website is to promote the club to potential members who we hope will become active in our organization. For that reason we:

- Have a **Photo Album** to give a flavor for the variety of cars in the club.
- Post our **Calendar of events** not only to show that we are active, but also to invite prospective members to come out and try us before they join.
- Post copies of our **e-Newsletter** because we are proud of it and think it tells our story well.
- Post our contact information so prospective members can reach out to us.

As a side benefit, all of our membership has electronic access to the most recent calendar of events and newsletter. However, the main intent of the website is advertising, not internal communication.

From time to time we get suggestions that we should enable members to post pictures to the website, that we should have a classified ad section, that we should have forum type blogs for posting questions, that we should post member contact information, etc. The Board has collectively decided not to include any of these features in our website because we feel that it complicates things unnecessarily for minimal true gain, and any one of those features puts us further away from our two goals of controlling workload and making every task easy to absorb by any one of the Board members.

But more importantly we feel that we provide all of the necessary avenues for the types of things that have been requested, without the need to build a bigger website:

- Members can have their British pride and joy featured in the **Photo Album** section of the new website by sending photos and description to Pete Bahr at peteb01@comcast.net. It is that simple.
- We go to great trouble each year to schedule an event about once a month—providing every member an opportunity to come out and meet other members, look at their cars in person, trade stories, and exchange contact information if a relationship develops.
- Our **email blaster** works 24/7/365. By sending an email to bmcnjmembers@lists.british-steel.org your message, item for sale, request for advice, etc. will reach every member of the club instantly.
- Lastly, Pete is always looking for newsletter articles—a blog written in Word and sent to Pete, along with pictures will tell your story to everyone.

Is it the latest technology? Nope. Do our MGs/TRs/AHs have cruise control, power steering, backup cameras, air conditioning, ABS braking, etc.? Probably not. But when it breaks or needs tweaking, you can do it yourself, or at least understand what has to be done. Just like the Directors and club administration.

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: mgarage@comcast.net
Ads will appear for two (2) issues , as space allows

FOR SALE	FOR SALE	FOR SALE
<p>Early Spitfire/GT6 (1963 to 1970) windscreen. Good condition, pick up in Cherry Hill, \$50 OBO. Tom Evans 609-923-9298 trcars@verizon.net</p>		
<p>Restoration equipment. About 20ft. of various size flexible wire harness cover (black). Tri-Con undercoating system. Neck Brace \$28. Shoei helmet sz large \$65 Pete Bahr 856-235-9148 peteb01@comcast.net</p>		
<p>Late model MGB 1800 head redone with all new valves, keepers and double springs, pressure checked, glass beaded and resurfaced. \$375.00. '77 complete motor, complete with clutch and flywheel, turns freely, ran when parked appears to have good compression but as the oil has been drained I have not had the chance yet to make a compression check. \$300.00. '77 four speed trans. Turns freely and shifts into all gears but again have not checked further. Car dismantled in Dec. \$100.00. Healey 100-6 flywheel needs resurfacing. \$50.00. Will probably be losing garage space. Ed Ryan 856-287-9370 BEREPR@aol.com</p>		
<p>4 speed transmission from a '71 MGB Ever wanted to disassemble a transmission and learn how it works? Now you can afford to! Make a \$25 donation to the club and it's yours! Also, 2 Zenith Stromberg carbs \$25 each. Hugh Connelly hugh@connellys.org</p>		
<p>1958 MGA front hubs complete both sides \$280.00 total. Contact lej911@gmail.com</p>		
<p>1957 Triumph TR3. Red with Black interior, steel wheels. Has not been driven in 10 years, time to let it go. 973-525-2126 Dalglish.Rob@gmail.com</p>		
<p>1976 MG Midget, 126,000 miles, restored in 1991, runs OK, low oil pressure and crank noise when revving motor when hot. Body interior, undercarriage and top in good condition. Asking \$3500 OBO Scott (cell) 215-740-4206</p>		
<p>12 MGA fenders available for a good home. They are priced based on condition, with the best ones no more than \$100 each. There are 2 left front, 4 left rear, 4 right front and 2 right rear. Buyers choice of available inventory. Also have an MGA trunk lid in restorable condition. All reasonable offers considered. Bob Coles Lumberton 609-518-9465</p>		
<p>Early MGB GT rear seat upholstery. (photos below). Here is what is available: (1) upholstered seat back (back only), black with red piping, complete in good condition for a driver, needs to be cleaned \$40. (1) upholstered seat back, black with white piping, in the same condition \$40. (1) used set of upholstery covers (seat base and the seat back) for the rear seat of an early GT. Carefully removed, needs cleaning to be usable for a driver. Just the covers, you need to provide your existing cushions. Moss gets \$327 for theirs. This is not new, and needs cleaning—yours for \$75. All prices are pickup in Cherry Hill or delivered to a club event. Ed Gaubert mgarage@comcast.net</p>		



QUOTES FROM HENRY FORD

Recently I came across an assemblage of quotes made by Henry Ford—while not British, it came from a great man in the automobile industry. I thought some of them interesting enough to publish in a new feature column. Here's the first two:

Government

- **"Any man who thinks he can be happy and prosperous by letting the American Government take care of him better take a closer look at the American Indian."**
- **"There can be no bosses in our country except the people. The job of the government is to serve, not to dominate."**

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North American MGB Register

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Toll-free phone/fax: 800-NAMGBR-1

www.namgbr.org



C'mon guys, **basic** show etiquette. Look all you want but keep your paws off the cars."

Ted and Gary's Great Adventure Stage - 3

With a stormy cold winter, the holidays and work, Gary and I did get some quality time working on the 66 Mini project.

We really started cutting metal out and replacing with new.

From the beginning we had a problem getting the new right wing to line up properly, the inner wing was buckled and looked like Swiss cheese it had so many holes in it. The real problem became apparent when we cut the old rocker panels, (inner and outer) away and tried to fit the new panels. The (A) panel had been pushed back about 1/2 inch. With a little finessing, banging and pushing, installation of a new "Heritage" A panel, and new front section inner panel, the rockers could be welded in.

Gary and I have been both spot welding where we can reach, and mig welding all the panels. We are using the "Heritage Brand" parts, made in England from the original stamping dies, about twice the cost per panel, 5 times easier to work with, money well spent. An example, a cheap aftermarket A panel is about \$18, the same Heritage panel was \$32, but it had the correct curve, and fit much better.

Join us for the Chili Fest March 22nd and you can see for yourself.



Harbor Freight saves the day with large vice grips, set of three \$17 on sale.



You really need to take your time here, after market panels, old car and some previous shoddy body work means a lot of patience.



So that's why there was such a big gap!



We fabricated a new rear lower 1/4 panel from the old door skin we replaced.

MEMBER SPOTLIGHT—RUSS YOUNG 1955 MG-TF

by Russ Young

I spent the summer of 1961 blowing things up in the Dynamite Lab, DuPonts, in Gibbstown, New Jersey. For this hazardous duty, I was paid commensurately, and - the end of the summer - I had accumulated \$1300.00.

When driving down Delsea Drive, outside Pitman, NJ (my hometown) , I noticed a 1955 MG-TF parked on the lawn outside Gould Labs, and marked "FOR SALE". In brief, I had always wanted an MG; I stopped and - after a quick examination - I bought the car for \$1100.00; and then - I had to go home and explain to my father how I expected to go back to law school on \$200.00. Luckily, he liked the car almost as much as I did, and did not kill me.

I have had the car since that time. My wife (then girl-friend) "courted" in it, which provided some interesting moments. As the MG does not have a gas gauge, but only an indicator light (which is to go on when there is 2 gallons of gas left in the tank) which did not, among other things, work, and as I had only a limited amount of money as a college student which funds had to be spread over girls, beer, other necessities, and gas, it was not unusual for me to run out of gas - all over South Jersey. However, it also provided proof that my then girl-friend (now my wife) liked me, as I was convinced that she would not have put up with the car otherwise.



Marriage was followed by house purchase, children, and the expense of raising a family. The MG was relegated to a garage behind my mother's home, in storage until I had some time for it. Storage lasted for quite some time - through my children's college education and my maturity (?). Unfortunately, in the interim, some neighborhood kids got in the garage; discovered the car; and trashed it - unknown to me as

I "visited" the car only sporadically.

I therefore had to decide what to do with it: fix it or trash it. Money still being somewhat tight, I was referred to Mr. Greg Kozuhowski - boy racer, car nut, free spirit, and car restorer. I reached an agreement with Greg to restore the car - not too fast for not too much money. Fortunately, for me, it worked out. I will not tell you how long it took, but the pace was acceptable both to Greg and I. In the course of it, the car received a complete frame - off restoration - not to Concours standard, but in excess of a "good drivers" standard. Greg brought it back from the frame up, including a new body tub (VERY hard to find); engine rebuild, with some "extras" included; new paint, interior, seats, top, etc.

Today, I consider it better than new. Everything works, to the best of my knowledge, although I did not re-install the heater (I have it, however) as it never did much good anyhow. Periodically, my wife and I - especially in the winter with heavy coats and hoods - dress up and tear around South Jersey at 50 MPH terrorizing the natives.

As to the BMCSNJ, I joined some time ago when I had no other outlet for MG cars. I hoped to learn of the existence of any MG "community" in the area, and to improve my knowledge of Mgs, both as to their history; their mechanicals; and their maintenance. I have benefitted from that. However, I have not been as active in the Club as I might have wished, some illness, a LARGE number of grandchildren, and other distractions having diverted my attention. I was able to attend, with the car, the Smithville show two years ago, but other events always seem to conflict with my schedule. I value my membership and always look forward to receipt of the Newsletter.

My only regret is that, as I age, I am finding it more difficult, as does my wife, to get in and out of the car, and I may have to consider moving up to something more roomy and modern - like a "B".



More photos on page 16

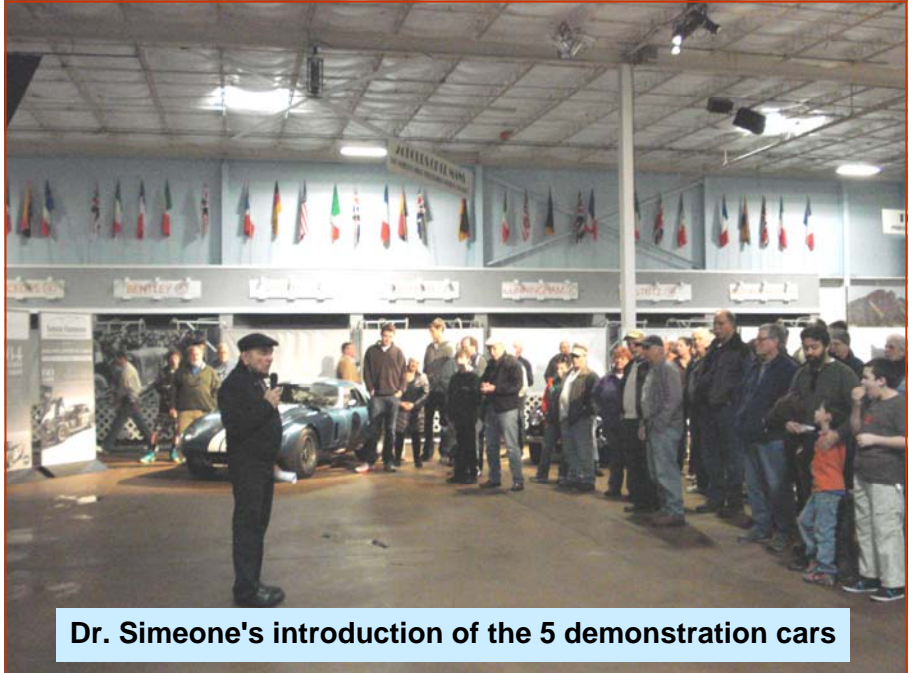
BMC VISIT TO THE SIMEONE FOUNDATION MUSEUM

by Bill Carroll

Twenty BMC members attended the February Demonstration Day at the Simeone Museum in Southwest Phila. on Saturday Feb. 22. One of BMC's founders, Kevin Kelly, is the curator of the Simeone Foundation collection. Kevin mixed and mingled with our members and others from the Delaware Valley Triumph Club and the Capitol City Triumph Club of Washington, DC. In total there were about 150 people in attendance.

Kevin introduced Dr. Simeone who proceeded to give a detailed lecture on each of the five (5) cars selected from the collection for this Demonstration Day. The theme of the entire Simeone Collection is the "SPIRIT OF COMPETITION" therefore Dr. Simeone explained how each of the Demonstration cars competed:

- The Cord and Auburn Speedster competed in the pre-WWII era by running for top speed on the beach at Daytona, FL.
- The Bugatti 57G "Tank" ran in the pre-WWII era.
- The Austin-Healy 100-4 ran in the 50's and 60's, both cars on racetracks throughout Europe.
- Cobra Daytona Coupe last competed for a land speed record at the Bonneville Salt Flats.



Dr. Simeone's introduction of the 5 demonstration cars



Auburn Speedster

Some of these 5 cars have had some measure of restoration but where possible all of them have been left in the condition in which they were acquired by the collection. The Cobra Daytona Coupe is the best example (of the 5) in terms of its condition, which is as it was at the Bonneville Salt Flats. It has slick Goodyear racing tires, a battered

looking body, original paint and open exhaust. One of the previous owners, 60's record producer Phil Spector, was advised by his attorney not to drive the Cobra or else risk repeated traffic stops by Los Angeles police and subsequent loss of his California driver's license.

Members who have not had the opportunity to tour the Simeone Foundation Museum should make time to travel to Southwest Philadelphia and visit this world class car collection.



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MG MEETING IN THE DOLOMITES

with about 100MGs in the BMC, I thought several would participate in this great event—ed.



Dr. Christian Bianco

I want to introduce myself shortly:

My name is Christian Bianco, I live in SouthTyrol. I have studied economics at the university of Innsbruck/A and informatics at the university of Olomouc/CZ.

I have always liked veteran cars. The reason why is probably because my mother bought a new FIAT 850 Spider 1st series when I was 7 years old. These car always was our favourite and in family property until today. My first own car was a FIAT 128 Coupe, that was 9 years old when I bought it and that I have driven for 9 years. Already as a youngster I loved MGA cars and I promised myself to buy one, the day that it would be possible to do it.

There passed many years during those I have driven a lot of different cars. In 2005 I was driving a Volvo 850 GLT that arrived at his end of life. I have had to buy another car. This time the choice fell on a MG ZR Mk II as a new car. My first new car!! It was not a MGA, but it was a MG!

With the time I got to know several MG-Drivers. In Winter 2013 some German MG-Drivers asked me to organize a MG-meeting in the Dolomites/SouthTyrol. Because I have had organized several meetings for the FIAT 850 Spider Driver, I have had enough experience and contacts and so I agreed with the project. organized the event "1st MG Meeting in the Dolomites" in October 2013. It was a huge success and because of this I will organize two more events in 2014.

These meetings will be advertised internationally, too, like always. I would be very glad to welcome numerous MG-Drivers with their wonderful cars from all over the world.

Yours sincerely
Christian Bianco

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Cont on page 18

1st MG Drive through the South Tyrolean Spring

15th – 18th May 2014

Dear MG-friends!

I wish to invite you to this MG-Meeting to be held from the 15th to 18th May 2014 in the Dolomites/South Tyrol, a region that is often visited by owners of classic & vintage cars from all over Europe. It is a beautiful area with many interesting places to visit and scenic views which we will discover on our travels together. The meeting will be a relaxing experience with our cars driving on the roads of the alps. The centre of the meeting will be the village “St. Michael in Eppan an der Weinstraße”.



I will be glad to welcome you, Christian Bianco



OTHER INTERESTING EVENTS

MONTH	DATE	EVENT	LOCATION	CONTACT
MAY	Sat 31 st 8:30 am.	Cars & Motorcycles of England	Oakbourne Mansion Westtown, PA	http://www.dvtr.org/flyers/CMoE_2014_Flyer.pdf See page 19
SEPT	20 th 10 am.— 4 pm	Brits on the Beach 2014. PEDC annual show	Ocean Grove	http://www.pedc.org
OCT	18 th	Brits at Peddler's Village (sponsored by the Philly MG Club)	Lahaska, PA	

Cars & Motorcycles of England



at Oakbourne Mansion - Westtown, PA
Saturday May 31, 2014



Field opens at 8:30am
 Judging begins at 10:00am



All-British Marque Judged Motorcar
 and Motorcycle Concours *and*
 A Nationally Sanctioned
 Jaguar Concours d'Elegance



Hosted by
 Delaware Valley
 Triumphs Ltd.(DVT)
 & The Delaware Valley
 Jaguar Club(DVJC)



Visit www.DVTR.org for more info



Follow us on facebook at
 "Cars and Motorcycles of England"



Registration for Cars & Motorcycles of England at Oakbourne Mansion

NOTE: For JCNA Concours Registration, visit www.jcna.com/clubs/dvjc

Name _____

Pre-Register - Registration before May 24th - \$20; thereafter - \$25

Address _____

Make checks payable to "DVT" *Motorcycle Registration \$15*

Mail registration form and check to:

Cars & Motorcycles of England
 604 Indigo Lane
 Downingtown, PA 19335

Telephone _____

To join DVT, include a separate check for \$25 payable to "DVT".

email _____

Show Info Hotline: (609)760-8198 or (267)258-7071

Oakbourne Mansion Information: www.oakbournemansion.org

SHOW VEHICLE REGISTRATION(Non-JCNA Concours)

CAR CORRAL & AUTOJUMBLE - \$25

Marque _____ Year _____

Description of car/material: _____

Model _____ Award Class _____

(see reverse)