

OFF SIDE



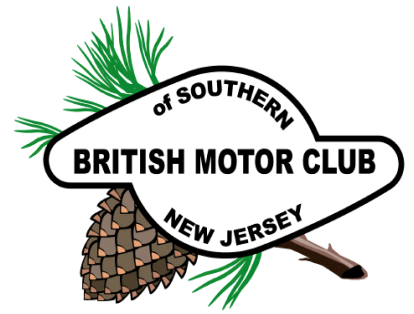
British Motor Club of Southern New Jersey

NEAR SIDE



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

Jan./Feb. 2015
VOL. 24 ISSUE # 1



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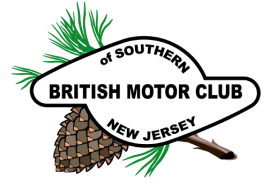
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**PLEASE SEND NEWSLETTER
CONTRIBUTIONS TO PETE**

“*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 the following organizations: MG Owners Club (MGOC); North American MGB Register (NAMGBR); North American MGA Register (NAMGAR); Vintage Triumph Register (VTR); Triumph Register of America (TRA).

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

NEWSLETTER CONTRIBUTIONS

OFF SIDE / NEAR SIDE is YOUR Newsletter.

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

MEMBERSHIP BENEFITS

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

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

PAY YOUR BMC DUES VIA PAY-PAL

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

DISCLAIMER!!!

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

PRESIDENT'S MESSAGE

Our annual planning meeting on Tues. Nov. 18 brought a change in our Board of Directors. Past BMC President and long time member of the Board, Ed Wolff, stepped down and Jack Kontes stepped up to replace him. Ed now resides in Central Bucks County, PA and hasn't been available to attend club meetings or events very often since he relocated. Ed became BMC President in the club's darkest hour, a time when the club was close to disbanding. Under Ed's leadership the club righted itself and prospered. **THANKS ED FOR ALL YOU'VE DONE FOR BMCSNJ !!!**

16 members attended the Annual Planning Meeting on November 18 which is 10% of the club's total membership. Based on these numbers, BMC follows the rule that 10% of the members do most of the work needed to keep a club like ours going. This is not a criticism of other BMC members but a confirmation that we're no different than thousands of other clubs and organizations out there. Thanks to those folks who came out to the meeting and others who help run events throughout the year. We'd all like MORE members to participate in the organization and in running events but I think I speak for all when I say: **We do this because we want to do it NOT because we have to do it.**

I was out in the garage yesterday and noticed that mice have set up shop in the engine compartment of my MGB. I put out a dozen mouse killer packs in all the corners and crannies of the garage last month but this year's crop of vermin seem to be smarter and more creative than in the past. Could this be an indication of just how bad the winter will be? I guess we'll see as we go forward.

Hope to see you at the Motorcar Garage Tech. Session on March 1 and at Ted Lane's Chili Fest on March 21, 2015. HAPPY HOLIDAYS to all and safe travel to members who will go to warmer places between now and March 1.

BILL CARROLL, PRESIDENT

MEMBERSHIP NOTES

MEMBER COUNT (as of 12/18/14): 158

NEW MEMBERS

Paul Codella - '69 MGB, Cape May C. H., NJ

SECRETARY'S SATCHEL

The annual BMCSNJ organizational meeting was held at Palace Diner in Berlin, NJ on November 18th at 7 PM. The meeting was called to order and chaired by current President Bill Carroll. Bill distributed a meeting agenda to the 16 members in attendance and proceeded with the first item: election of officers. The current board members have agreed to remain in their respective positions with the exception of Ed Wolff. Ed has relocated to Central Bucks County, PA and has requested to step down as a member of the Board of Directors. Jack Kontes has agreed to take Ed's place on the Board. There were no objections to the slate of officers and they were accepted as follows: Bill Carroll, President, Ed Gaubert, Vice-President, Tom Evans, Secretary and Bill Carroll, Treasurer/Membership Chairman. The Board of Directors are now Pete Bahr, Ted Lane, Harry Striddick and Jack Kontes. Contact information is listed on page 2 of each issue of the club newsletter (Off Side/Near Side).

Next came a discussion of the 2015 Calendar of Events. The perennial events are: Tech Session, Chili-fest, Smithville, Ice Cream Social, Tour of South Jersey and Annual NJMSP Show. Newer events will be the 2nd Annual Williamstown Show and a return to Jack Kontes' Riverside Ranch. These events will take participants throughout Southern New Jersey from Smithville in Galloway to the Jack Kontes' Event and the Annual Show in Millville. The Tour of South Jersey will travel about 100 miles to the Delaware Bay and back. Members can choose events that are nearby or they can travel suitable distances for a longer driving experience. Daytime or evening events are also scheduled for more variety.

Great things are on the way again for our 2015 events, dinners and cruises. Get out and drive before the foul weather stops us all. Keep the petrol tank topped, the lubricants fresh and see you on the road. I trust all will have (had) a Nadolig Llawaen a blwyddyn newydd dda !

TOM EVANS, SECRETARY

BRIT CARS run at ATCO DRAGWAY !!!

by Rich Rosen



BMC's Rich Rosen and Sue Salsburg—AT THE LINE



Bruce Schechter's (BMC) '71 TR-6 in the paddock



Walt Bailey's (DVJC) XJS Sedan in the paddock



Sue Salsburg's (BMC) '61 Jaguar MK II (Gracie)



DVJC and BMC Rich Rosen's '71 E-type V-12 Coupe

On Friday Oct. 17 the Delaware Valley Jaguar Club (DVJC) and the British Motor Club of Southern New Jersey (BMC) invited all British car owners to the ATCO Dragway for a "TEST and TUNE NIGHT" at the drag strip. On very short notice 4 cars were there.

TEST and TUNE NIGHT brought out a potpourri of every imaginable type of vehicle from top fuel dragsters, motorcycles, muscle cars and a brand new Dodge Viper with temporary paper tags, even an old Honda CRX. The CRX did a great burnout after it went through the water box but unfortunately didn't make it past the start line and had to be pushed off the track leaving a trail of oil behind.

The "street" class cars were finally called after a long wait. I teamed with Sue Salsburg in her '61 Jaguar MK II sedan. As I pulled up to be staged another driver shouted "your Dad called and he wants his car back". As we both laughed he added "your car is beautiful". The track official led me around the water box, no need to get wet, the track was already slippery. I revved the engine and did the customary burn out. Smelling the fresh burned rubber in the night air, my Jag's headlights illuminated the long straight, track in front of me. Moving up to the line—pre-staged light, staged light, bring revs up, YELLOW, YELLOW, **GREEN** !!! Clutch out and my 43 year old Jaguar came to life as if born yesterday. I looked right to see Sue Salsburg's MK II was AHEAD. Realizing I wasn't going anywhere, wheels spinning in place, I shifted into 2nd and leaped forward. Engine at 6,000 when I shifted to 3rd overtaking Sue. Thinking to myself "this Jaguar has never been so happy" doing what it was designed to do. Crossing over the 1/4 mile mark in 14 seconds at 94 MPH I let off the accelerator and coated.

Reflecting back on the experience I think drag racing is a lot like I've heard commercial pilots describe flying 120+ passenger aircraft—hours of boredom ending with a few seconds of sheer terror as you land the multi-ton aircraft full of people in a crosswind. GREAT FUN !!!

RICH ROSEN

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 bold are confirmed)	LOCATION	POINT OF CONTACT
MARCH	21	Motorcar Garage Tech. Session - Inspections	42 North Pine St. Maple Shade, NJ 08052	Pete Cosmides 856-667-6657
APRIL	4	Early Spring Chili Fest hosted by Ted Lane	1318 Columbia Ave. Newfield, NJ 08344	Ted Lane 856-691-6631
APRIL	18	Ted Ley Memorial Gathering to benefit Samaritan Hospice	Historic Smithville U.S. Rt. 9 & Moss Mill Rd. Galloway Twp., NJ 08205	Bill Carroll 609-567-2676 my1971mgb@comcast.net
MAY	9	Williamstown Show BMC & Monroe Twp. Historical Society	313 South Main St. Williamstown, NJ 08094	Bill Carroll 609-567-2676
JUNE	13 or 20	Jack Kontes River Ranch Meet	7 Eagle Beach Drive Millville, NJ 08332	Jack Kontes 856-692-6972
JULY	25	Rob Walsh's Ice Cream Social Maplewood Custard Stand	580 Tuckahoe Road Vineland, NJ 08360	Rob Walsh robgt71@verizon.net
AUG.	15	Tour of South Jersey	Roadways of Gloucester, Cumberland & Salem Cty's	Bill Carroll 609-567-2676 my1971mgb@comcast.net
SEPT.	19	BMC Annual Show	New Jersey Motorsports Lightning Track Millville, NJ	Ted Lane 856-691-6631 lanead@comcast.net
OCT.	10 or 17	Brits at Peddler's Village Philadelphia MG Club	US Rt. 202 & PA Rt. 263 Lahaska, PA	phillymgbclub.com
NOV.	7	Motorcar Garage Swap Meet	42 North Pine St. Maple Shade, NJ 08052	Pete Cosmides 856-667-6657
NOV.	17	BMC Annual Planning Meeting (Tues. night-6 PM)	Palace Diner 100 North Rt. 73 Berlin, NJ	Bill Carroll 609-567-2676 my1971mgb@comcast.net

Triple-C.com

Triple-C Motor Accessories is a car club paraphernalia vendor who maintains BMC's pine cone logo on computer file. Our logo can be embroidered onto any of Triple-C's apparel items such as shirts, jackets or headwear. They maintain a huge variety of items from which you can choose. Go to their web-site to see what's available OR call toll free: 1-888-854-4081 to learn about their minimum order policies.

TOM EVANS' TOUR OF ENGLAND & WALES - 2012

With our boarding passes, an international driver's license in hand and a boatload of anticipation, our flight was delayed, something to do with a maintenance issue. That settled, eight hours later we were standing on the soil of our family home land, the UK. This trip was to be the well planned type that would allow us to see an excellent sampling of geography, culture, history and "automobile-abilia" in two weeks. For my boatload of anticipa-



tion it was the "automobile-abilia" that was getting the most mental attention. Our first week was spent playing tourist in London proper having a great time visiting sights, riding the tubes and eating the best food and seeing an MGB in Piccadilly. It's not true that the cooks should be French, the mechanics German and the police British, the British food was great! They also



have a fusion of other cultures as we do but the staples were worth the trip alone, lamb is one of my favorites and in plentiful supply. All this accompanied by the British droll sense of humor.

The second half of our trip was leaving the city in a rented car and driving for over 1000 miles to visit my dad's hometown, my grandmother's farm, a rugby fixture, estates of the landed gentry, best of all a car manufacturer, one of my parts supplies and car museums! Getting used to driving on the, erh, opposite side of the road took a very short time, but the alloys on the left side of our Peugeot will never be the same. Oh well, as the song goes "it's a rental and they have to take it back!" Our first auto stop



was the British Motor Heritage Museum in Gaydon, Warwickshire. It is a comprehensive collection of the British motoring industry with everything from cars to buses to trucks. Huey the first Land Rover built was on display as were a variety of saloons, estate, delivery and utility



vehicles, a Peel P50, Rover P3, Triumph Stag and a pair of TR3 with a "mini-me" pedal car. The BMH Trust is also the keeper of the motor industry production records for each make of motor. They will research the production record of your car and provide a certificate showing build date, location, color, options, interior and delivery information for (current price) £41, £53 if you upload a photo and a higher priced folio is available mounted in a manufacturer's folder. I have a certificate for my GT6 showing that it was the original color and numbers matching, it arrived through the Port of Newark and was originally sold in New Jersey!

The following day we stayed in Coventry to make it our base of adventure to explore the Midlands. We drove to Lincoln to return a trim part for our Triumph to Rimmer Brothers. We toured their showroom with their



Tom and "HUEY" the first Land Rover (above)
 Triumph TR-3 and "mini me" TR-3 pedal car
 (above right)
 Ford Zephyr Six (right)
 Triumph Stag and Stag Estate (below)



Peal P50 (right) BBC TV's
 "TOP GEAR" Presenter
 Jeremy Clarkson drove one
 of these around inside the
 BBC offices, London in 2007

collection of Spitfires and a dealer display of a cutaway Land Rover Discovery 1. I have found that many times it has been beneficial to purchase the parts in the UK, make the rate exchange and pay the shipping, especially when there are known parts for a project that I am preparing for and can wait for them to arrive, nothing on an emergency basis. Rimmer Brothers (2 photos below) has an extensive inventory of Triumph, Rover, Land Rover, Mini and Jaguar parts for classics and modern.





After visiting one of the gentry's estates in Derbyshire we headed to the Land Rover factory in Solihull, West Midlands, for our appointment at the Land Rover Experience to tour the factory and displays. The tour began with a visit to the beginning of the process in the pressing plant to see the stamping presses punch out bonnets, hoods, sides and tails of vehicles. We then proceeded through the process to watch the LR4s and Range Rover Sport be welded, screwed, riveted and glued together; the body in white head to the paint shop; the final assembly, inspection and drive off the line to the lot. Jeff, our guide for the tour had worked for Land Rover from 1981 until he retired and returned to the Land Rover Experience as docent to the many visitors to the plant. Jeff came to Land Rover because the Standard Triumph plant in Canley had closed. We chatted about life in the plant then and after learning of his employment with Standard I wondered if he had set our steering column or installed the driveline. After showing him the photos of



our GT6 I asked where he was in the process in December of 1971, he replied that he was in the warranty department at that time. In addition to being adjacent to the plant, the Land Rover Experience in Solihull also offers the same driver training and sessions as the other Experience locations, like, Equinox Resort, Vermont, and Biltmore Estates, Ashville.



After the plant tour we drove to Canley to the former site of the Standard Motors factory where the only remaining building from the Triumph days is the Employee Club. We were greeted by the club manager who was more than pleased to show us photos of the plant and aerial views of the site and tell us

stories related by his father and uncles who all worked at the plant and was pleased to see photos of our car



Apparently the club location, near a perimeter fence of the plant, was a convenient site for some workers to clock in for their shift, climb through the fence to do errands and then return to clock out. He told us of one incident in which a chap decided his motor needed a new "tinted" windscreen and stayed up all night installing the new one "appropriated" from inventory only to discover the next morning in the daylight his car already had a tinted screen



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

MK III Healy 3000 bonnet: straight, solid, surface rust but useable piece \$200
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 Ted Lane 609-774-2104 e-mail: lanead@comcast.net

PARTING OUT '65 and '67 MGB contact: PAUL MERTENS: 609-567-0557 mertenp-a@comcast.net
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 3 BOXES MISC. PARTS INCL. COMPLETE STROMBERG CARBS SET CALL for price

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 2 REARS—1 w wire wheel hubs, 1 w/o 1 - GOOD non O/D 4 speed trans. removed for 5 speed conversion
 2 complete engines, 1 working fine when removed for V8 conversion, 1 unknown conditions (parts ???)
 4 spoked wheels, painted not chrome

1967 Austin-Healey BJ8. IN storage 7 years, appears rust free but brakes stuck, windows all there but need repair, engine runs and sounds good, hardtop included. Owner asking 30K, if interested give me a call
 Joe Chiarello 856-825-5432 or 609-247-0485 Need to free up space in my garage

2 MGB non-overdrive transmissions—1 early version w dipstick, 1 newer version w/o dipstick \$100 each
 Nils Ny 215-584-5104

2006 (3 owner) JAGUAR XKR Victory Edition ROADSTER with carbon fiber dash 57,800 +/- miles
 Jaguar dealer maintenance records from 2 prev. owners Contact BILL: 856-383-0316 or j67xke@aol.com
 PHOTOS AVAILABLE via E-mail on request

WANTED WANTED WANTED

Austin-Healey REAR for 100-6 / 3000 CALL: Nils Ny 215-584-5104

HELP WANTED: I need some tune up help with my '77 MGB. The engine runs rough occasionally/intermittently. The car is equipped with electronic ignition and twin SU carbs. I am glad to get my hands dirty but need someone knowledgeable to look over my shoulder and guide me. In return, I offer a bottle of fine wine to the person who helps me get it running smoothly.

Hugh Connelly e-mail: hugh@connellys.org

From Coventry we drove to my dad's home town of Mountain Ash, Wales, to visit his birth home, the long gone coal mine location where my grandfather worked in the Village of Penrhiwceiber and to meet up with the Mountain Ash Rugby Football Club Secretary, Mark Bennett (left in photo), and attend a fixture between MARFC "The Old Firm" (black and yellow) and the Rhydyfelin RFC. Afterward we went to Mark's parents' home to have tea and chat with them about his grandfather lived at 108 Penrhiwceiber Road and my father at 100. Afterward we stopped by the MARFC Clubhouse for a "pint" and to meet with other club members before being on our way to Cardiff.



Hoping to travel back to the UK soon, my "to do" list now includes attending the November British Classic Car Show at the NEC in Birmingham, this year the guest hosts were Mike Brewer and Edd China of "Wheeler Dealer," attend a rugby test at Millennium Stadium in Cardiff to see the Welsh national team play and most of all visit with the new friends we made. Cheers!

(Editor's note: Thanks Tom !!! You really came through with a great article with lots of photos and a wonderful story.



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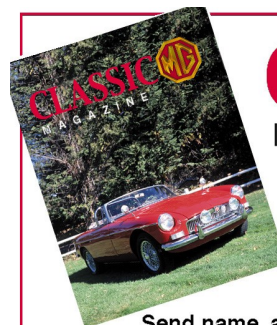
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Henry Ford, Harry Ferguson, Hart Massey and the Standard Triumph Motor Co.

In 1938 Henry Ford formed a relationship with English agricultural tractor designer Harry Ferguson whereby Ford would build tractors based on Ferguson's design for sale in the U.S.. Ford proceeded to build and sell thousands of tractors until WWII interrupted the work. These American built tractors were also sold in great numbers in England through the Ford LTD dealer network without Ferguson's permission. After the war ended in 1945, Ferguson sued the Ford Motor Company to rest control of his designs back from Ford US. The suit was successfully settled out of court and Ferguson was back in control of his designs. Shortly after the settlement, Ferguson formed a relationship with the Standard Motor Company LTD. to use his engines in their line of motor cars.

Hart Massey began building tractors in Canada in 1910 and merged with the Harris Tractor Co. in 1935. Massey-Harris introduced the first four wheel drive tractor and Canada's most powerful (35 HP) tractor engine in 1936. These Massey-Harris units sold very well in central Canada where farmers were first breaking the soil to plant thousands of acres of wheat. After the war, Ferguson established a relationship with Massey-Harris to sell their all wheel drive units in England using Ferguson's four cylinder engines. Back in Canada, Massey-Harris-Ferguson used Ferguson's four cylinder engines in the lighter end of its product line and changed its name to Massey-Ferguson in 1958. In 1960 Massey-Ferguson opened a manufacturing plant in Jackson, Minnesota to support strong U.S. sales particularly with North and South Dakota wheat farmers.

The Standard Triumph Motor Company used the four cylinder Ferguson engines in their Triumph motor cars and particularly in their line of sports cars (TR-2,3,4) with which we're all familiar. If you know anyone who owns a 50's or 60's vintage gas powered Massey-Ferguson tractor and you own a Triumph TR-2,3 or 4, put them side by side and you'll see the engines are identical.

WEIRD HISTORICAL NOTES: One of Hart Massey's grandsons was Raymond Massey the noted actor who's 1940 portrayal of Abraham Lincoln won him an Academy Award Nomination. Massey later portrayed Dr. Gillespie in the TV series Dr. Kildare which made Massey very familiar to American TV viewers from 1961 to 1965. Another of Hart Massey's grandsons was Vincent Massey the first Canadian born Governor General of Canada.



BMC MEMBERSHIP APPLICATION



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 C/O **Bill Carroll**
 14 Lenore Court
 Hammonton, NJ 08037

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