

OFF SIDE



British Motor Club of Southern New Jersey

NEAR SIDE



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

Mar./Apr. 2015
VOL. 24 ISSUE # 2



VRG to Honor the ELVA brand during BMC's Home Show at New Jersey Motor Sports Park



Peter Plomchok's 1947 Lea Francis Restoration
A Very Rare Example of a Rare British Marque



Chris Scafario's '71 Jaguar X-KE



News and Articles

Chris Scafario's 1971 Jaguar X-KE	4 & 5
Peter Plomchok's 1947 Lea Francis	6 & 7
VRG to honor ELVA	10

Regular Features

President's Message	3
Secretary's Satchel, Membership Notes	3
Calendar of Events	8



BRITISH MOTOR CLUB of SOUTHERN NEW JERSEY



PRESIDENT / DIRECTOR

Bill Carroll 609- 567-2676

VICE PRESIDENT

Ed Gaubert 856- 751-7773

BOARD OF DIRECTORS

Pete Bahr 856-235-9148

Tom Evans 609-923-9298

Ted Lane 856-691-6631

Harry Stridick 609-519-7225

Jack Kontes 856-327-1607

SUPPORT STAFF

NON BMC EVENT LISTINGS -

Pete Bahr

**MEMBERSHIP and
TREASURER - Bill Carroll**
14 Lenore Court
Hammonton, NJ 08037
609- 567-2676
my1971mgb@comcast.net

SECRETARY- Tom Evans
177 Grant Ave.
Cherry Hill, NJ 08002
609- 923-9298
tricar@verizon.net

EDITOR - Pete Bahr
405 Pleasant Valley Ave
Moorestown, NJ 08057
856- 235-9148
peteb01@comcast.net

**ASSOC. EDITOR - Joe
Marchione**
921 Shelburne Ave.
Absecon, NJ 08201
609 272-9743
mccjoemarchione@aol.com

TO POST INFORMATION ON THE BMC WEBSITE:

Contact Pete Bahr OR
Bill Carroll

**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

This newsletter issue wouldn't have happened without the help of numerous members who answered my call for article ideas and other input. Gary Cossaboon, Chris Scafario, Peter Plomchok, Baird Foster and Stu Honick all stepped up with contributions. THANKS GUYS !!!

We have a great schedule of events in the coming year. In particular, our Annual Show in September which will coincide with the **VRG** racing event honoring ELVA. BMC is proud to have 4 members who own examples of that rare bird called ELVA.

I'm sitting at my computer writing this while outside it's the coldest day thus far this winter. I'm projecting myself forward to a beautiful May afternoon in Williamstown and to a warm summer evening at Maplewood Custard in East Vineland surrounded by British cars and fellow BMC members. We truly have a great year planned.

April will be challenging with 2 events just 1 week apart: Ted Lane's Chili Fest and the Ted Ley Memorial Smithville Gathering. Fill up the gas tanks, top off the oil and do the "NO RAIN DANCE". We're goin' to be busy in April.

My '71 MGB is in pieces in the garage. The Mallory dual point distributor is out of the car on the bench awaiting 2 new point sets and condensers to arrive from MOSS MOTORS. The points were pretty badly pitted from sitting with the ignition switch "ON" waiting for the electric fuel pump to bring fuel up to the carbs. I've found there's a choice between cranking the starter while the fuel arrives or just waiting for the fuel pump to stop clicking then cranking. Easier on the starter but tougher on the points. I guess I could consider rewiring the fuel pump with a separate switch isolated from the ignition. Oh, wait then I'd have to remember to shut off the fuel separately. Race cars are set up with a separate switch for the fuel pump aren't they? I'd need a big red or green light as a reminder to shut off the fuel pump. Wait !!! that would be a bigger deal than it has to be. I think I'm better off with changing the points every couple of years.

BILL CARROLL, PRESIDENT

MEMBERSHIP NOTES

MEMBER COUNT (as of 2/22/15): 159

NEW MEMBERS

Mel Baiada, '58 MGA, Moorestown, NJ

SECRETARY'S SATCHEL

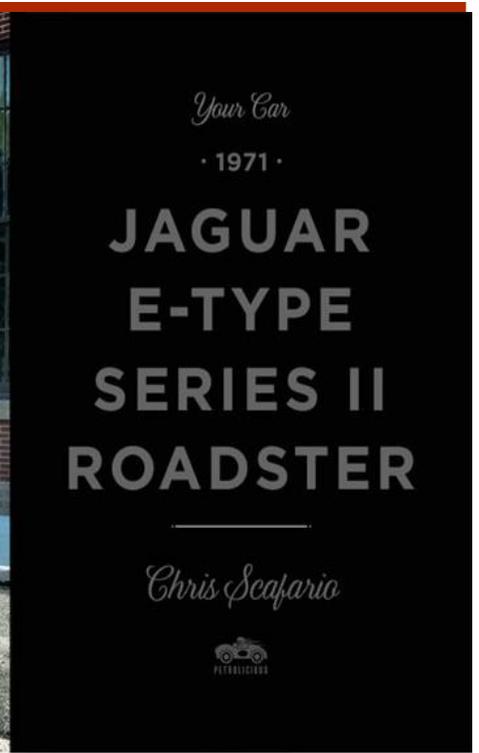
Wintertime gives us a chance to get those things done on our LBCs we would otherwise, because we are driving them, not have the time to do. My phone booth of a garage sometimes makes it difficult for me to multitask. I need to keep everything off the floor and off the bench, on shelves or in containers and organized so it is not in a pile and more accessible. That works in theory but placing it in practice is very difficult. I'm not a packrat but I do "collect" the necessary spare parts needed to support my addiction by purchasing them when available or on sale at a suitable price. On the top of my Triumph list is to put new syncho's into the original GT6 transmission and put it back in the car. It is installed by removing the interior, removing the tunnel, then reaching the top bolts easily. The bottom bolts require lying on the ground. That means placing it outside in the driveway to reach both sides. It's cold and wet; you can see where this is going; going to be done in the Spring. For now it's put the battery on the tender and watch the Six Nations Rugby Tournament. I love winter!

The last of winter and the coming of spring will bring several of our regular events. See the Events section of this issue of Off Side/Near Side and don't miss the March 21st Tech Session at Motorcar Garage in Maple Shade, NJ and Ted Lane's Chili-fest on April 4th in Newfield, NJ. After those it is off to Smithville and back to Williamstown for shows.

A huge "thank you" to Bill Carroll for editing Off Side/Near Side in Pete Bahr's absence. We miss Pete. Our newsletters have been incredibly good, for a long time, with coverage of our shows and events like the drag race at Atco. I received several generous compliments on my UK trip article, thank you. Anyone can contribute to your newsletter, sit down and type your thoughts, email them to Bill at my1971mgb@comcast.net, with some photos; done! Also, 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. See you on the road.

Happy Motoring

TOM EVANS, SECRETARY



Owner: Chris Scafario

Year, Make, and Model: 1971 Jaguar E-Type Series II Roadster

Location: Cherry Hill, New Jersey, USA

Photographer: Michael Mauro

I found the car parked along a country road in Pennsylvania. I was running late for a client meeting but knew I would hate myself if I didn't stop for a look. A quick once-over and I was in love and now running very, very late for said meeting.

Following the meeting, I was to head down to Northern Virginia to pick up a 1972 Long Hood 911. In a matter of seconds, I knew my plans had changed. I bought the E-type later that day from its longtime owner and active Jaguar Club member. Since then, I never looked back.

It was obvious that the car had never been fully restored. Some might refer to it as a survivor but I see it as car that's been well preserved. It is not a Pebble Beach Car but it has been faithfully looked after by its previous owners and always kept on the road in strong working order.

The Jag was resprayed a dozen or more years back but the prep work was excellent and the job still looks great. Aside from buying the car with tired rag top and shoddy seats, its biggest strike against it was that the previous owner had grown past the age of being able to properly keep things neat and tidy.

When I got the car home, I was so excited that I stayed up until 3:00 in the morning detailing it from top to bottom. It not only made things a little more presentable, it helped me to take inventory of what I had to work with. Since then the paint has been very carefully brought back to a rich luster and the original rugs and padding have been replaced with a Wilton Wool set and a more modern heat shielding insulation padding. I have also replaced the vinyl top with what I think is a more attractive, more durable German Cloth.



Mechanically, the carbs were gone through and I gave the car a full tune-up. I also tackled a host of small, preventive maintenance items. New hoses, all new fluids, plugs, wires, starter, and rear U-joints were all addressed during my first year of ownership. As she sits, the E Type has won a few local shows and is a very clean driver. My plan is to use the E-type as frequently as I can and avoid ever taking her to a point where I would need to trailer her to shows or anything like that.

This car is my childhood automotive dream come true and driving it gives me a sense of car-bliss and for having the opportunity to own this car I consider myself a lucky man. I drive the car everywhere and use it as often as I can. Last year the Jaguar and I covered about 5,000 miles. I think E types are great because they can be visceral when you need a seat of your pants rush or they can double as excellent long distance drivers. If forced to choose the best of my miles driven, I would pick the 4 miles or so that I drive every two weeks to get to the Cars and Coffee venue that I started with a couple of friends just over a year ago. Living between New York and Philadelphia we are lucky because there are multitudes of classic cars to be seen. Until recently however it was very rare to see a group gather in one spot.

During Memorial Day Weekend back in 2013, I pulled some dates together and built my first website, intended to promote High Octane South Jersey. A year later we see between eighty and one hundred cars at each meet. If anyone is interested in our Northeastern spin on Cars and Coffee they can follow us on our Facebook page. That is why, whenever I find myself turning the old Jag over, to get my fill of High Octane, I can't help but smile and think of all the friends I have made and the tremendous good we have done in using our hobbies as a center point to support the charitable interests of the sick and needy children in our community.

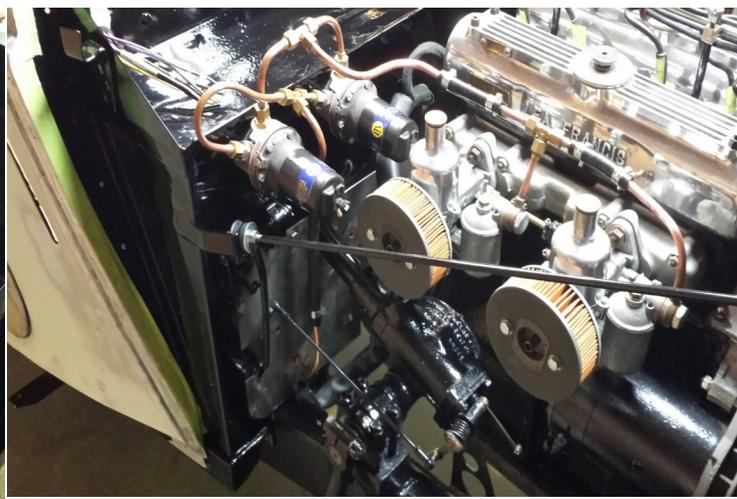
Aside from starting High Octane South Jersey I have dedicated much of my free time and discretionary income to go fast cars and boats built before 1974. I personally start to lose interest in most vehicles that require the impact bumpers and horse power stealing devices changed the playing field for us motor heads. So besides the Jag in my toy chest, my collection includes Mark Donohue's 1972 Cigarette Racing Team, Production Class Offshore Race Boat. It's in as original, excellent condition with tons of documentation.

And, I am just wrapping up a frame off, nut and bolt restoration of what is likely to be the best Marcos 3Liter GT in the country, if not the world! The car is a 1970 Volvo powered US Spec version with an amazing story behind it. It was "the" car that I would spend hours staring at, reading about and drawing in my school note books. Now as a grown up, it is the toy that I get a smile just thinking about!

CHRIS SCAFARIO

The Friendships Made by Owning My 1947 Lea Francis 14 Sport. By Peter Plomchok

Little did I know back in 1990 when my friend and business partner at the time, Bob Durbin, first told me about an interesting little sports car made by an obscure British auto company by the name of Lea Francis; that a Lea Francis was soon to bring loving new friendships into my life. Bob explained to me that he ran into the widow of an old friend he knew in the 60's who owned a Lea Francis. The owner, Leslie Keating, had passed away and the car had been in storage in Mount Holly at a friend's barn for many years. His widow explained that the friend storing the car was looking to sell the car for her. He would be very happy to have the space back in his barn. There were many stories of the car's past mostly related to how and why the original engine and gearbox were removed and replaced with a late 40's Plymouth flathead six and a three speed transmission. Not only was the power train gone but so was the entire twelve volt electrical system, all the original gauges and many other components which are too many to list. The system was converted to a six volt system! At the time no one could tell me anything about the Lea Francis Company or the car. I then wrote to an auto club in England, I think it might have been the Humber Owners Club, to my surprise the president of the club wrote back and put me in touch with Robin Sawers who was the secretary of the Lea Francis Owners Club. He was excited to hear from me. When I gave him the vehicle's four digit VIN number from the title, he became ecstatic explaining that my car was one of the missing 14 Sports and only the 3rd 14 Sport made. There were a total of 109 14 Sports built. As of present day, there are still about 66 cars known to survive.



Offside of '47 Lea Francis engine compartment

Nearside of '47 Lea Francis engine compartment

After I joined the Lea Francis Owners Club, I started to find out just how much was missing from my car. I decided to try and find an original Lea Francis engine and gear box. I don't remember how I made contact with Jim Jenkins but he has been a godsend and great friend to present day. He has given me much advice and has sent me a multitude of parts over the years. Jim even found me my engine and gearbox in England which I purchased and had shipped here. That is Jim sitting in his green 14 Sport which I have included with my other photos. Jim has also written a wonderful book on his experiences as a Lea Francis owner.



1947 Lea Francis 14 Sport Restoration

Through the club I learned that there was another club member Al Ridinger living in Connecticut with a 14 Sport. He also has been of great help. I have taken many trips to his home and many pictures of his car. Presently, Al owns five Lea Francis vehicles including a 1920's motorcycle. Another special friend I made was John Motzer, a man I met on a vacation while fishing at Cape Hatteras, NC. John was approximately eighty when we met and was a complete character. He lived in Altoona, Pa and was a retired railroad worker who actually was a stoker on some of the steam powered trains operating out of Altoona and the famous curve. He loved British cars and owned a red Triumph TR3. Through John, I found a machine shop in Altoona and I carted my engine out there. John and I removed the necessary parts in his garage for the machine shop and dropped off the block to Paul at Fischer's Auto Parts where my dual overhead cam engine was rebuilt.

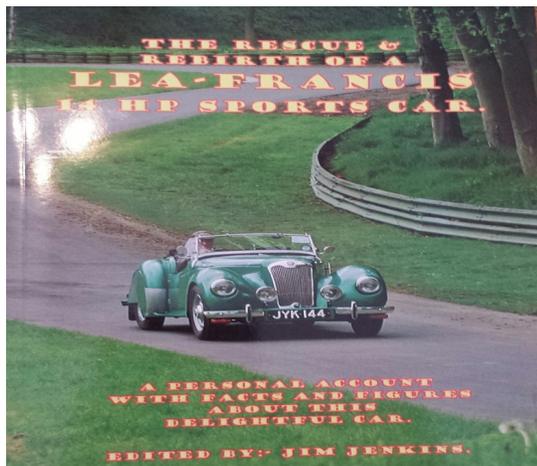


Through these wonderful friendships I have been able to move the restoration along to the present point as seen in my photos. Without these new friends, I would not have been able to have so much fun nor have been able to take so many cool road trips. The ultimate trip was to attend our main Lea Francis Owners Club 60th anniversary gathering in June of 2007 at Stanford Hall near Rugby England. (photo above right)

Presently the car is just about ready for paint. I have been lucky having a kind and very talented neighbor Richard St. Maur. He is a trained body technician and is an incredible metal fabricator. He is very patient and has continuously helped me along the way in my restoration process. I had not realized that in order to fit the Plymouth engine in the car the perpetrator cut out the fire wall and the floor panels. Richard and I were able to fabricate new panels. I have installed a modern oil filtering system designed by Jim Jenkins. The new wiring harness is in place. The mechanical brakes and rubber bushings have all been replaced. The aluminum /steel body is back on the chassis and secured. All of the chrome is completed along with the beautiful Jaeger gauges. My goal is to have the car re-assembled and running by the end of this summer and then off to the trim shop. It has been a long time coming but a wonderful and memorable journey, and I've made excellent friends along the way.

Peter Plomchok

BELOW: Jim Jenkins' Book (left) and Jim himself in his Lea Francis (right)



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 10 AM	42 North Pine St. Maple Shade, NJ 08052	Pete Cosmides 856-667-6657
APRIL	4	Early Spring Chili Fest hosted by Ted Lane 11 AM	1318 Columbia Ave. Newfield, NJ 08344	Ted Lane 856-691-6631
APRIL	11	Ted Ley Memorial Gathering to benefit Samaritan Hospice 10 AM	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 10 AM BMC & Monroe Twp. Historical Society	313 South Main St. Williamstown, NJ 08094	Bill Carroll 609-567-2676
JUNE	13*	Jack Kontes River Ranch Meet * rain June 20 11 AM	7 Eagle Beach Drive Millville, NJ 08332	Jack Kontes 856-327-1607
JULY	25	Rob Walsh's Ice Cream Social Maplewood Custard Stand 6 PM until dusk	580 Tuckahoe Road Vineland, NJ 08360	Rob Walsh robgt71@verizon.net
AUG.	15	Tour of South Jersey Leaves from Peter's Diner Williamstown, NJ 10 AM	Roadways of Gloucester, Cumberland & Salem Cty's	Bill Carroll 609-567-2676 my1971mgb@comcast.net
SEPT.	19	BMC Annual Show 10 AM	New Jersey Motorsports Lightning Track Millville, NJ	Ted Lane 856-691-6631 lanead@comcast.net
NOV.	7	Motorcar Garage Swap Meet 10 AM	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

OTHER BRITISH CAR EVENTS

SEPT.	10 thru 13	Six Pack Trials Garden State 6 PACK TR-6 & TR-250 Owner's Club	Stockton Seaview Hotel 401 S. New York Rd. Absecon, NJ	Dr. Stuart Honick 609-457-0417 drhonick@gofeet.com
OCT.	10 or 17	Brits at Peddler's Village	US Rt. 202 & PA Rt. 263 Lahaska, PA	phillymgbclub.com

Vintage Racing Group (VRG) to honor the ELVA marque during it's visit to New Jersey in September

Vintage Racing Group (VRGonline.org) will be honoring the ELVA marque on it's Diamond 60th anniversary this year at the NJMSP vintage races Sept. 18-20, 2015. A large contingent of Elva SPORTRACERS (full closed bodies), FORMULA JUNIORS (open wheel), and COURIERS (production cars) will take to NJMSP's LIGHTNING TRACK. A special award remembering Mark Donohue (see ed. note) will be presented following the all ELVA race.

BMCSNJ has 4 Elva Courier owners among it's membership. More information on the VRG meet in September will be published in the July/Aug issue of Offside/Nearside.

(ed. note): Mark Donohoe, a native of Haddon Twp., NJ, drove the "000" Elva Courier 1600 to the 1961 SCCA "E" production class National Championship. Donohoe went onto a great racing career driving for Roger Penske. He died in 1975 after a tire failure during practice for the Austrian F-1 Grand Prix while driving a Penske-March 751.

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.



North American MGB Register

The only MEMBER-RUN organization for MGB, Midget and 1100/1300 owners

ANNUAL MEMBERSHIP \$30 (\$45 overseas)

- Dash plaque • Membership card
- Window decal • Six bi-monthly issues of 64-page MGB Driver magazine
- Annual national convention – a four-day MG party!

North American MGB Register

PO BOX 876 • Downers Grove, IL 62897-0876

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

www.namgbr.org

Parts and Repairs to
Full Restorations

British
Specialist

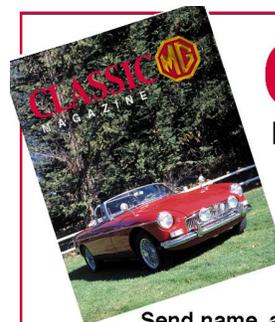
Eddie's
Est. 1963

*Antique and Classic Car
Restorations*



(609) 965-2211

4725 Route 30
Elwood, NJ 08217



CLASSIC 
MAGAZINE

- One year – Six great issues \$26 (Canada \$30, Overseas \$36 U.S. dollars)
- Two years – Twelve great issues \$50 (Canada \$58, Overseas \$68 U.S. dollars)
- Sample issue \$6 U.S. dollars

Send name, address and check or MC/Visa information to P.O. 2308, Huntersville, N.C. 28070

Fax 704-948-1746

subscribe@ClassicMGMagazine.com

THE "BISQUICK" CHEVROLET

I grew up just over the line from northern RI in Millville, Mass. In March of 1965, Fournier Chevrolet in Woonsocket, RI quietly offered a new car that later became known as the "Bisquick" in Southern California. You had to see a particular sales guy to place an order for this car. The terms of the sale were: \$1,000 cash down, to place the order, with the balance C.O.D. (NO DEALER FINANCING AVAILABLE). Word of mouth about it was rampant among the "car guys" in the area.

The car was a stripped down 2 door Chevy Biscayne "B" pillar sedan. A "Plain Jane" in arctic white paint, bench seats in black vinyl, rubber floor mats, no radio and dog bowl hub caps. A closer examination revealed a gear lever unceremoniously growing out of the transmission tunnel with a plain white knob (no center console). The car also had very large tires with a slightly raked stance (a little higher in the back than the front). At the time Chevy used engine badges on the front fenders, no badge: 235 C.I.D. 6 cyl. engine, a plain "V" badge: 283 C.I.D. V-8, a 327 over the "V": a 327 C.I.D. engine. Like every other Biscayne this example had no engine badge markings. When the hood was opened, the secret was revealed. An L-72 "Z-33" 427 C.I.D. 425 HP Turbo-Jet V-8 engine.

Up on the hoist more secrets came to light: oversized sway bars front and back, posi-traction differential with 4:11 gears, oversized dual exhaust. How did this car come to be? The sales guy knew how to use Chevy's **COPO** (Central Office Production Order) specification system. Taxi cab interior with front bench seat, no radio, cop car suspension and tires from the fleet car part of the COPO list. A Muncie close ratio 4 speed gearbox, 4:11 posi-traction rear axle and the L-72, Z-33 427/425 engine from the COPO "Z" list of performance parts.

I know these cars existed because one of the guys who worked at the garage my Dad used to maintain the family car owned one. I saw and heard the car run. It made that rolling, clattering noise at idle that said "solid lifters and full race cam". The perfect street sleeper. It's alleged the Chevy dealer made a lot of money selling these cars because they had huge profit margins. He bought them at a price slightly above a Biscayne (similar to cop cars or taxi cabs) while pricing them out like Impalas. Soon thereafter Chevy put restrictions on ordering cars this way because they wanted to sell their S/S (Super Sport) packaged Impalas, Malibus, Camaros and Novas instead.

BILL CARROLL

(go to the superchevy web-site: superchevy.com to see photos of a red '65 Chevy Bisquick)

	<h2>BMC MEMBERSHIP APPLICATION</h2>		
Name _____		Date _____	
Address _____		Spouse or s/o: _____	
City _____		e-mail: _____ (if none, check here <input type="checkbox"/>)	
State _____	Zip Code _____	Daytime Phone _____	
		Home Phone _____	
YOUR BRITISH MOTOR VEHICLES:			
Car #1	Year _____	Make _____	Model _____
Car #2	Year _____	Make _____	Model _____
Car #3	Year _____	Make _____	Model _____
BMC NEWSLETTER is DELIVERED AS AN EMAIL ATTACHMENT.			<p>Mail completed applications with \$15.00 check payable to "BMCSNJ". or remit via Pay-Pal Send Application to: BMCSNJ C/O Bill Carroll 14 Lenore Court Hammonton, NJ 08037</p>
IF YOU DON'T HAVE AN EMAIL ADDRESS, CHECK HERE: <input type="checkbox"/>			
THIS APPLICATION IS FOR:			
NEW <input type="checkbox"/>	RENEWAL <input type="checkbox"/>	INFORMATION / CHANGE <input type="checkbox"/>	

**British Motor Club of Southern New Jersey
14 Lenore Court
Hammonton, NJ 08037**



*The BMCSNJ Web Site can be found at
WWW.BMCSNJ.ORG*

**British Car Repair and Restoration:
New Jersey, Pennsylvania, New York**

Motorcar Garage, LLC

British automobiles are our passion,
let us share our passion with you.

Motorcar-Garage.com
856-667-6657 Maple Shade, NJ