

OFF SIDE



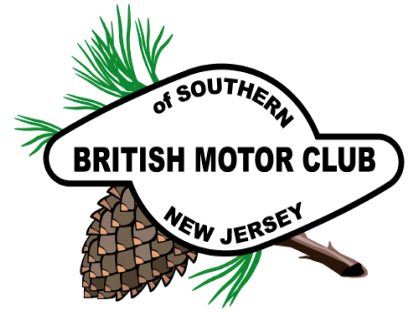
British Motor Club of Southern New Jersey

NEAR SIDE



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

July/Aug. 2015
VOL. 24 ISSUE # 4



Williamstown Show (above & below)



Jack Kontes' Riverside Ranch Event
(above and below)



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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 -

Bill Carroll

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 - Bill Carroll

14 Lenore Court
Hammonton, NJ 08037
856- 235-9148

pmy1971mgb@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: Bill Carroll

“*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.

SECRETARY'S SATCHEL

From the earliest times I can remember I've been fascinated by automobiles. Trains and airplanes fascinate me too, but just not as much as autos; Hi, I'm Tom and I'm a motorhead Any mode of movement - petrol, diesel, electric; any shape - sport, sedan, pickup; any test - F1, drag racing, autocross; it's all fun to me. When I was in college I had the opportunity to actually use my *avocation* and my *education* simultaneously. My physics professor, who also headed the department, wanted to create an electric automobile; he touted it as "a fresh, up-to-date physics experiment in DC electricity." Dr. Walter Ernst had a remarkable career as a physicist for DuPont working on the Manhattan Project, church pastor and college professor. It was 1973 and all of this was new in *modern* transportation. "Igor" was a 1966 Opel Kadette with a fork-lift motor and my job was to design a solid state device to control the motor speed. It was a meaningful education, but above all I met a man who knew how to be a mentor, a teacher and a friend. Dr. Ernst passed in 2010 at the age of 92 but he still reminds me of how I need to take an interest in passing down my passions, like a love of these LBC's. Who have you shared yours with lately, attend the shows and outings, take long drives and let others see what you enjoy. Then pass it on to the next generation, whether they enjoy the autos of their youth or catch the LBC fever. Hi, I'm Tom and I'm a motor head.

In the last issue of Near Side/Far Side we saw the success and fun of the Motorcar Garage Tech Session, Ted Lane's Chilli-Fest and the Ted Ley Memorial Smithville Gathering to benefit Samaritans Hospice. Thanks to all for making it possible and for contributing your donation of \$1,000 to Samaritans Hospice! The Williamstown Historical Society Show and the gathering at Jack Kontes' are documented in this issue of Near Side/Far Side. Looking ahead, July will be the Ice Cream Social in E. Vineland hosted by Rob Walsh and our Tour of South Jersey with a very scenic route formulated by our resident cartographer and President Bill Carroll. Thank you to all who participated, contributed and assisted in organizing these events. See photos and more about these events in this issue of and see all of the upcoming events in the calendar. Save the date for the big show in September in Millville.

Keep the petrol topped; break out the Autoglym and keep things pretty; See you on the road.

Happy Motoring

TOM EVANS, BMC SECRETARY

MEMBERSHIP NOTES

MEMBER COUNT (as of 6/22/15): 166

NEW MEMBERS

Jack Ward '62 Triumph TR-3A, Petersburg, NJ

Joe & Marie Picogna '94 Jaguar XJS, Cherry Hill, NJ

Tom Arasz '75 MGB, Haddon Heights, NJ

John Menz '73 MG Midget, Rio Grande, NJ

Fred Boyle '52 MGTD, Cape May, NJ

PRESIDENT'S MESSAGE

My older brother owns 3 British cars (a '65 A-H 3000 MkII, an '80 MGB and a '75 TR-6). Recently he's wanted to replace his '80 MGB with an earlier chrome bumper model and found a candidate car in Easton, PA. He lives outside Kansas City, Kansas so he called and asked if I could inspect the car for him. A dealer was brokering the car for the owner, so I traveled to the Lehigh Valley to have a look.

This '72 MGB roadster was a one owner car that had gotten thorough undercar corrosion repair and a down to bare metal repaint in 2006. Photos of this process and a volume of maintenance records were available for my review. The dealer put the car on a hoist for my inspection and actually left me alone while I went about my work. After a couple of hours of review, including a road test, I reached the conclusion the car was worth the \$8,000 asking price. I called my brother and gave him the news. He promptly contacted the dealer, made arrangements for electronic transfer of the funds and bought the car. The dealer arranged shipping to Kansas and now 2 weeks later, my brother has his '72 MGB.

Everyone knows of horror stories where people have bought cars through brokers and been disappointed, if not outright defrauded. This doesn't have to be the case if the buyer feels they have the skills to do such a pre-purchase inspection themselves. Members can contact me and I'll forward the inspection documents I use to conduct inspections.

BILL CARROLL, BMC PRESIDENT

WILLIAMSTOWN SHOW



Ed Doody's concours quality TR-6 (above and below) with rare Stromberg tri-power carb. set-up

Bill Magee's '76 Rolls-Royce Silver Shadow (above)
Walt Bryson and son's '60 Austin-Healey Sprite (below)



Saturday May 9th was cloudy but rain free. 15 British cars attended BMC's show in Williamstown which was co sponsored by the Monroe Township Historical Society. We had use of a nicely shaded lot which gave us plenty of room to spread out. This is a show held in public parking lot where there's always a lot of pedestrians checking out the historical events and period costumes of the Historical Society. Young people ask about where the cars are from and ask how old they are. Older folks comment about having owned a British car at some time in their past or the fun they had on trips to the shore in a friend's British car. Those unfamiliar with British cars always seem fascinated by how small they are. The Bug Eyed A-H Sprite always draws questions, especially when the hood is up.

This show drew a couple of very interested guys who want to get into a British car project and asked for recommendations on which car is the best candidate for a project. I always answer (although I'm bi-ased) that the most sensible car to buy is the MGB. More of them were sold in the U.S. (almost 250K) than any other British car and at least half on them are still around. I always warn prospective buyers about the British car penchant for rusting through (both in uni body and body/chassis forms). I also warn about the curse of Lucas Electrics and how that effects the reliability of British cars. One should only undertake the restoration of any car (British or other) after preparing themselves to spend more than the original budget in both time and money. If one is most interested in the destination (a finished car) buy a complete car and get out and drive. If one is more interested in the journey, then buy a project and get ready for a long haul.

BILL CARROLL

Ted Lane and Gary Warren's Austin MINI Restoration

Ted and Gary's Great Adventure Stage - 4

The painted Mini is back in the shop, picked it up after the Chili Feast April 4. I had hoped to have it there for the event but painter needed till Friday to clean it up.

Got right to work on it, ran the new wire harness front to back, then the new brake line and the old cleaned up fuel line, both are copper. Then installed the rear sub frame, everything is new except the frame and swing arms, both cleaned and media blasted then painted. The swing arms have new bearings/bushes and trunnions. We're using stainless nuts and bolts everywhere if they show, they stay nice longer and are very strong.

Next was the new steering rack, then Gary and I installed the front sub frame and engine, aligned and bolted it in, the car was covered in cotton towels and in the engine bay cardboard—no scratches please. Installed the new steering knuckles and eyeballed the alignment for now.

Made a call to Newton Industries in England to get leather and vinyl samples and pricing for seats, interior kit and new molded carpet set. I used Newton on the TR6 we did, great products.

The door bell just rang, new parts on the porch from UPS, gotta go.



What a great paint job, worthy of any Jag or Aston Martin.



How nice to work with all new parts, we'll have a brand new 1966 soon.



Have a new appreciation for Alec Issigonis and his concept and design of what is now the accepted way to mass produce automobiles worldwide.

This area will be the last to be worked on. Insulation and interior to come.

Jack Kontes' Riverside Ranch Event



New member Fred Boyle's '52 MGTD "survivor"

**Jerry Peifer's '59 Triumph TR-3A (foreground)
Tom Douglas's '71 MGBGT (background)**

Ideal weather, a beautiful venue and a warm welcome from Jack and Vivian Kontes all combined to make this BMC event the best in memory. 32 cars and over 40 members attended. There was a wide variety of cars including 2 minimally restored '52 MGTD's owned by new member Fred Ward and long-time member Doug Longenecker. Both of these "survivor" (right hand steer) cars wear their original paint, chrome and interiors.

Our host Jack Kontes invited attendees to bring self designed special tools used to work on their British car projects. Many members did so and were kind enough to explain how these devices made their projects easier to accomplish and lead to a higher quality end product. Jack was particularly proud of his self designed door panel/skin alignment tool. I'm no body panel expert but it seems to me Jack's tool would lead to a faster and higher quality door panel installation.

The front page of this newsletter shows a photo of a row of MGA's (l to r) Roy Sperbeck's '62, Frank Cocclione's '61 and Bob Coles' '61. These cars were photographed with Jack and Vivian's beautiful riverside home in the background. The other photo on the front page is of Charlie Seabrook's very rare (one of only 7 built) Hi-Tech Superformance PERANA Coupes. Hi-Tech Superformance (HTS) builds Carroll Shelby endorsed Cobra's in South Africa. Charlie is also the proud owner of an HTS Cobra Daytona Coupe and an HTS Ford GT-40.

continued on page 7



Fred Schuchard's '71 Morgan Plus 8



Eric Sunberg's '58 MGA

More Photos from the Jack Kontes' Event



Joe Chiarello's '54 Austin-Healey 100M



Trunk (boot) lid badge on Joe Chiarello's '54 A-H 100M

Another noteworthy car at the Jack Kontes' event was Joe Chiarello's '54 Austin Healey 100M. A very early example of what became an historic association between Donald Healey and Austin of England. This left hand steer car, clearly built for export to the U.S., is a minimally converted racing car. Its racing heritage is evidenced by an aluminum louvered bonnet (hood) and trunk (boot) lid. The car never had bumpers but Joe added custom designed rear nerf bars. The 100M grille badge is legit based on Joe's research with Austin Healey heritage experts in both the U.S. and Great Britain. This car is so early it bears very few ways of identifying it as a product of Donald Healey's design genius. It's hard to project back to a time when Healey wasn't a force to be reckoned with in British car design, before the Nash-Healey, the later 3000's models, the Bug (frog) Eyed Sprite and Jensen Healey. Thanks Joe for bringing out this historic car.

Jack's barn was a treat to tour. Among the cars displayed there was Jack's '60 Austin-Healey 3000, Jack's son's MGB and Porsche 911 track day car and a pre-war Buick. Behind the barn is Jack's "bone yard" of the raw material for numerous projects including what I thought might be a Swallow Doreti but Jack explained was a Triumph TR-3 chassis with a LaDawri fiberglass body built in British Columbia, Canada. It was a busy day for me, interacting with as many members as possible. I hope no one felt left out but there was so much to do and see. I photographed every car in attendance but due to a camera malfunction, I only detected after getting home, only the photos shown here came out. I guess it's time to invest in a new camera.

Jack and Vivian Kontes were consummate hosts, offering a wide selection of fruit, soft drinks and pizzas (with about every kind of toppings imaginable), all served on the porch of their beautiful home. The whole property is meticulously landscaped and maintained through Vivian Kontes' constant hard work. Attendees were welcome to wander over the whole property from the barn, with numerous examples of Jack's project cars (both complete and in process) down to the dock on the Maurice River. The temperature was in the mid 90's but a breeze along the river kept everyone comfortable.

THANKS JACK AND VIVIAN for your hospitality !!!

BILL CARROLL, BMC PRESIDENT

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	BMC's Ice Cream Social 5 Points Custard 6 PM— 8:30 PM	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 Counties, NJ	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	phillymglclub.com

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: good coffee table and/or watercloset book - Essential MG by Graham Robson, like new (means the jacket cover is not ripped or faded) Originally \$25, now only **\$10**. One copy, first come...Bill Saidel bill.saidel@gmail.com 856 522-3789 (cell) 856 751-8981 (home)

FOR SALE: WEBER carb with manifold--little use--asking **\$250** --also mgb 4 speed transmission--asking **\$75--** fob cape may, n.j --Tom 609-408-9353 btdoug@comcast.net

FOR SALE: 1979 MG Midget easy project, barn find. Asking **\$1500** Last driven in 1989, indoors since. Rust-free tub, but needs every system cleaned and rebuilt. 1500 motor replaced by running junkyard pullout in 1989. 50K miles on car, NJ title. Call Pete, 856-453-8323

FOR SALE: Workshop and other books for MGB's. All in good to fine condition.

1. MGB Handbook, '71 (reprint version); Tourer (GHN 5UD) & GT (GHD 5UD), Brookland Books ISBN 1-870-642-538 (originally ~\$17)
2. How to Improve MGB, MGC, & MGB V8; by R. Williams, Speed Pro Series ISBN 1-901295-76-1 (originally \$25)
3. SU Carbs Tuning Tips & Techniques; Brookland Books ISBN 1-853520-255-7 (originally \$24.85)
4. MGB 1975-76 Drivers Handbook (reprint version); Tourer (GHN 5UF) ISBN 1-870-642-546 (originally \$16.85)
5. Practical Classics and Car Restorer; Manual MGB 1968-1981 owner's workshop Brookland Books ISBN 1-85520-0945 (originally \$19)

I am selling each of the above books for **\$6** each. Bill Saidel bill.saidel@gmail.com 856 522-3789 (cell) 856 751-8981 (home)

1980 MGB Roadster, 37K original miles, always slept indoors, excellent condition, everything works (except the clock). Starts and runs perfectly, Weber downdraft, Peco header and exhaust. Why buy a restoration project for \$4 or \$5K then sink thousands more into it **OR** buy this beauty for **\$6,000** (which needs nothing), just turn the key and drive. CONTACT: Ira Kaufman at 609-234-5820 or E-mail: doctorkay@comcast.net



Advice on Safety & Reliability From Pete Cosmides

ELECTRICS: MGA, MGB and A-H batteries are not in very convenient places but checking the battery's load capacity is essential to your car's reliability. A **load tester** (not a voltage MULTI-METER) is required which measures **cold cranking amps** not just voltage. Unless you own a load tester, the battery(s) must be removed and taken to a mechanic for the load test. Next clean the battery posts and battery terminal connections thoroughly and re-install. When it comes your car's electrical system **cleanliness** really is most important. Wear rubber gloves when working on your battery and connections. DON'T wipe your gloved hand on any clothing (if you do, you'll get a surprise after they are laundered—holes will appear where ever your gloved hands touched clothing). Your red dash "charging" light really is your friend, The red light should be "ON" when the ignition is "ON" without the engine running. When the engine is started and running, the red light should go "OFF", if not, the generator/alternator is NOT charging.

Many electrical issues can be traced to dirty/corroded wiring connections, either at the fuse box or at various bullet connector junctions. **DISCONNECT THE BATTERY** before doing any electrical system work. Make a diagram of your wiring at the fuse box (or use a cell phone camera) to note the position of the connections to the fuse box. Remove these connectors and the fuse box from the bulkhead to clean it via media blasting or a wire brush. Be sure to clean the back of the fuse box before re-installing. Use CRC ELECTRO-MOTIVE CLEANER (or similar product) on the bullet connectors and wire ends before reassembly.

BRAKES: Do you have any leaks?...is the brake fluid reservoir low where fluid must be added?...If so, you have a problem! The most common places to find leaks is the rear wheel cylinders OR the brake master cylinder. The only way to verify if the rear brakes are leaking is to remove the rear brake drums and check for fluid around the rubber boots at the wheel cylinder ends. Master cylinder leaks will show up at the back of the unit where the actuator rod meets the cylinder housing. around the rubber boot. Another indicator of master cylinder leaks is corroded paint on the engine firewall near the master cylinder. A leaking brake system must be attended to before any driving is done.

Continued on page 11



North American MGB Register

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North American MGB Register

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RESOLVE THESE ISSUES SOON.**

Bill Carroll, Editor

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Pete Cosmides' Advice (continued from pg. 10)

BRAKES cont.: The brake flex hoses and pipes also need to be inspected. It's very common for us to find old and cracked brake fluid flex hoses which are ready to burst/fail and you don't want a failed brake hose to ruin your day. If your brakes pull to one side or feel as though they are dragging then you need new flexible hoses. The rear brake pipes on MGB's are often crimped from a previous tow truck operator using his hooks carelessly.

CLUTCH: Like brakes, the clutch master and slave cylinders and connecting pipe should be checked for leaks. If the clutch slips when fully engaged, chatters during engagement or is noisy when the clutch pedal is held down, the problem is internal (worn pressure assembly, friction plate or throw out bearing). Clutch pressure assembly, friction plate and throw out bearing replacement is indicated.

FUEL SYSTEM: A common trip stopper is failure of the SU electric fuel pump. Most Triumphs are immune to this due to the use of an engine driven mechanical fuel pump. Most other British cars rely on a Stewart-Union (SU) breaker point type fuel pump. If you want the look of the SU pump, they now offer a more reliable solid state version of their pump. There are also electronic pumps by other makers which fit in place of the SU pumps. I prefer the use of a Facet Brand solid state 2-4 psi replacement pump (Moss #377-420) which you should have in your spare kit. A Facet pump, some rubber fuel line, extra insulated wire and wire connectors allows this pump to be mounted in the engine compartment on the road if the your existing pump fails. The other fuel related issue is aged, cracked or brittle rubber fuel hoses. The TR-6 is particularly susceptible to this condition as there are 3 to 4 inch long rubber fuel line connectors under the car between the fuel tank and engine that are out of sight and often ignored. Check the entire route of the fuel line on your TR-6 and replace all sections of rubber hose you find.

COOLING SYSTEM: Old or incorrect concentration of anti-freeze/coolant is a common cause of cooling system malfunctions. I'm sure you change your oil and oil filter regularly but what about your anti-freeze coolant? If you can't remember the last time your anti-freeze coolant was changed then your system needs flushing and it's coolant replaced NOW !!! The correct concentration of anti-freeze/coolant in your system is 50% anti-freeze coolant, 50% water. Your auto parts retailer generally stocks pre-mixed (50/50) anti-freeze/coolant. If you buy the pre-mix, you don't have to worry about adding impurities from tap water. Check your service/owner's manual for the quantity needed then add a gallon to keep in trunk/boot.

More of Pete's advice on cooling systems, suspension/steering, ignition and tires will appear in the next issue.



Name _____ Date _____
 Address _____ Spouse or s/o: _____
 City _____ e-mail: _____
 (if none, check here ___)
 State _____ Zip Code _____ Daytime Phone _____
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YOUR BRITISH MOTOR VEHICLES:

Car #1 Year _____ Make _____ Model _____
 Car #2 Year _____ Make _____ Model _____
 Car #3 Year _____ Make _____ Model _____

Mail completed applications with
 \$15.00 check payable to "BMCSNJ".
 or remit via Pay-Pal

Send Application to:

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

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IF YOU DON'T HAVE AN EMAIL ADDRESS, CHECK HERE:

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British Motor Club of Southern New Jersey
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Hammonton, NJ 08037



The BMCSNJ Web Site can be found at
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