



THE BRITISH DIAMOND

January / February 2018

2017 – 2018 Elected Officers

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Calvin Jackson
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Lewes Car Show

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Delaware City Car Show

Don & Sue Henderson
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suehen7@gmail.com

Annual Picnic

Sue Henderson
suehen7@gmail.com

Webmaster

TBA

Presidential Musings

Record temperatures and salt free roads should get you in the mood for a drive. If you live in Southern Delaware this is your opportunity to enjoy driving your LBC before the tourist season hits. We plan on driving every opportunity we can get. Just going out to lunch in your car can spark conversation and inspire another to get involved in our passion. Remember we are "keepers" of these cars, they will need owners well after we are gone. Educating the public about how fantastic and rewarding our vehicles can be is part of owning them.



This warm weather has the wildlife around here confuse. We have seen more Canadian geese and Swans around here the past month than we have in the whole 20 years we have been here. Frogs are croaking, song birds are starting to awaken. We are not immune to the climate, the bug to get out into the yard is strong. Our peacock is busy strutting for his wife with his new feathers, she seems indifferent. Unfortunately our beehive did not survive the last cold snap. This seems to have been a common issue for all the local beekeepers.

The final big bill for the Alvis has come in, the mains and big ends. Cloverleaf should receive them by the end of the week which means they can start putting her back together.

If anybody has experience with being a webmaster we are in dire need of one. Our website is the face of the club to those looking for common interests in this area. It is what non-members see first when they do a google search. It is something we should be proud of. If you have the talent please consider assisting in the growth of our club by volunteering.

If there are any shows which would interest our members please contact Sue at suehen7@gmail.com. We are going to compile a list of local shows/meets in this region for our members to participate in. The surrounding clubs always do the same for us.

Don & Sue

Every care was taken to insure the accuracy of the contents of this newsletter. The editor(s) accept no responsibility for any effect caused by errors or omissions.

1935 Riley Falcon For Sale

My 1935 Riley Falcon BXF621 was owned by one family since new until this summer. It has a 12/4 Special twin carb twin cam motor and is a very nice older exterior restoration. The interior leather and wood is in beautiful original condition and I got it inspected and drove it around a bit once it arrived in my garage. I have all the receipts for service since 1990 and the car came to the US in 2006.

I will provide what info that is requested and I would like to get about 20,000 GBP for the Riley.

Ken Lemoine
Framingham MA
cl:508-259-6314



For Sale

I have for sale a 1978 MGB that I can no longer drive.

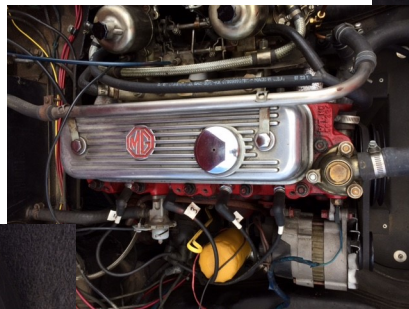
Some of the features are:

Black label OD, new top, hood cover, full tonneau, new windshield, 15" minilites, new tires, newer dash and seats, newer rotors and brakes.

Engine reconditions with new head (big valves), new bearings and rings.

\$7,000 obo

Juan Dominguez (mgbjuan@yahoo.com)



SOUTHERN CHAPTER

Preparations are under way for the Lewes Car Show. The first meeting of the committee was held on Tuesday Feb 20th.

1. The show will be at the **Lewes Ferry Terminal** on **Saturday May 5th**. Mark your calendars
2. Registration table opens at 8:30 a.m. and the show opens at 11:00 a.m.
3. The parade into Lewes starts at 2:30 p.m.
4. This year there will be 2 pedestrian entrances. The second one at the waterfront giving direct access to the On The Rocks grill and bar.
5. The shuttle into Lewes will run at 1/2 hour intervals, starting at 11:00 a.m.
6. On The Rocks will also have a food table at the show this year.
7. The flyer will be published soon.

This year's featured marque is the Bugeye Sprite, a.k.a. Frogeye Sprite, a.k.a. 1958—1961 Austin Healey Sprite Mark 1.

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**Online store discount is only given for orders made using online store and shipped, NO pickups.

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It's time to renew your membership

Please fill in

the other side of this page

and

send it with your check to Calvin



☐ Application for new Membership

or

☐ Renewal of Membership

Membership is \$20 per year, Due in January

Please make check payable to

“British Car Club of Delaware”

Send it with this form to:

**Calvin Jackson
Treasurer, BCCD
6 Biltmore Ct.
Wilmington, DE 19808**

Name:
Street Address:
City:
State & Zip:
Telephone #:
Email Address:
Note: Providing your e-mail address will allow you to receive Bimhost group messages from the club and members. If you do not want to receive group club email, Please mark it as private.

☐ Check this block if you are willing to have your name, phone, e-mail and address shared in a directory of cars available to all members. If unchecked, no information will be shared.

Are you a member of NAMGBR (MGB) ☐ or NAMGAR (MGA)

☐ or other car organizations? _____

British Cars for our Registry

Marque	Model	Year	Comments

New Memberships received in September through December are good through the next year.

Club Website <http://www.bccdelaware.com>

106 year old Rolls Royce

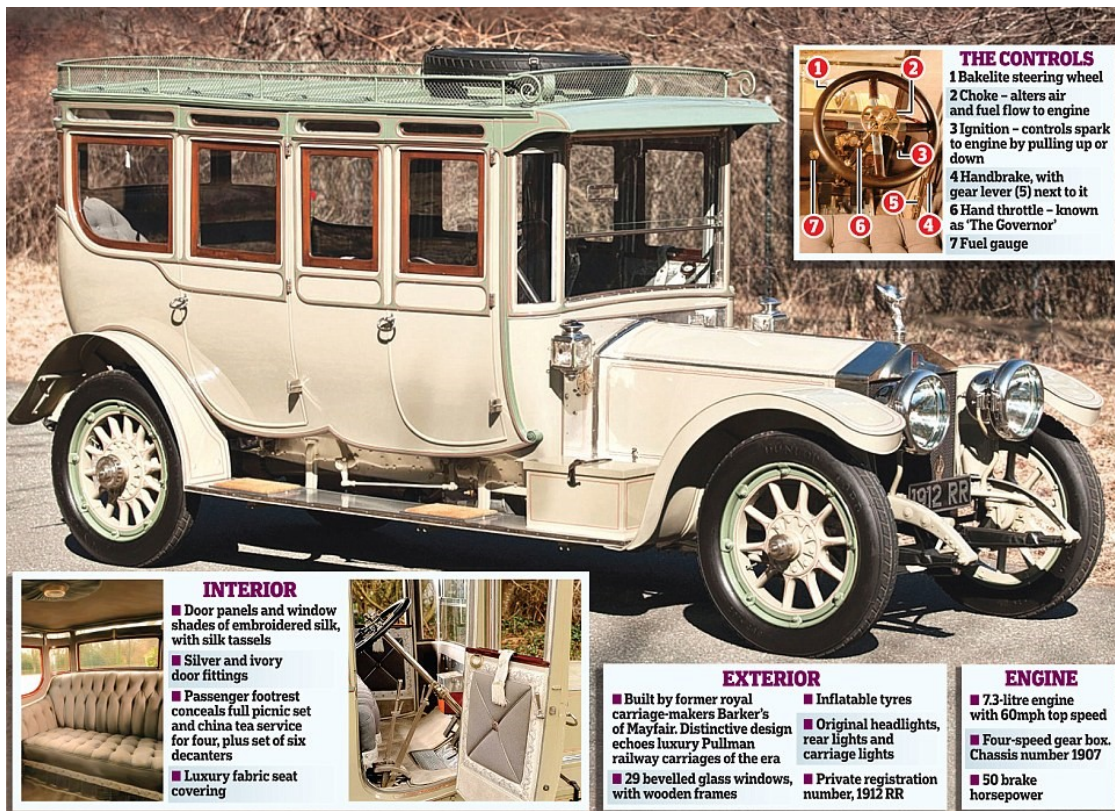
It was originally bought for \$1,000 in 1912 (almost 93,000 in to-day's money) but has now gone under the hammer for \$4,705,500, making it the most expensive Rolls- Royce ever sold at auction.

The sale took place at the Goodwood Festival of Speed in West Sussex. Auctioneers had expected it to sell for around 2 million and were astonished when the bidding between two rival collectors topped 4 million. James Knight, from Bonhams auctioneers, said: "There were three bidders, then one of them dropped out at 2.3 million and we thought it would end there.

"But then another bidder entered and the bidders were dueling. It went up in increments of 50,000, and then 100,000, and then back down to 50,000.

"It went on and on and on and was the longest car sale I have ever witnessed. It was pure theatre. Everyone was very respectful but when the price reached a milestone, like 3 million, there was an intake of breath.

"The bidders were dueling and when the hammer came down there was spontaneous applause. "It was fitting because the car is celebrating her centenary.



106 year old Rolls Royce

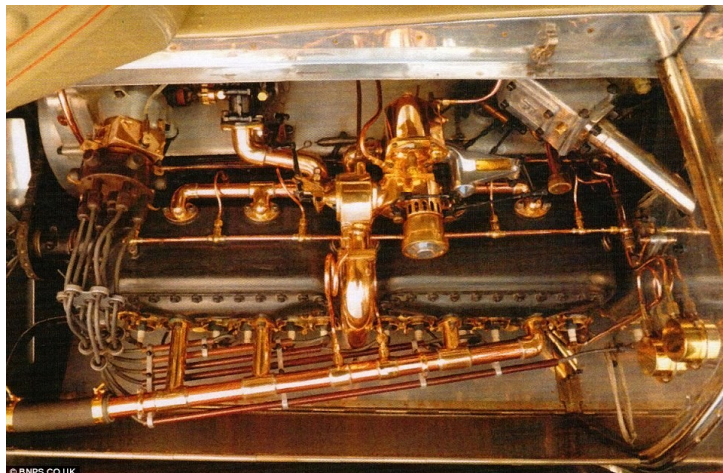
The car was commissioned by Rolls Royce connoisseur John M. Stephens, who also bought the first Silver Ghost the luxury car-maker produced in 1906. The body was built by former royal carriage-maker Barker's of Mayfair, which had previously built coaches for King George III and Queen Victoria.

The six-cylinder, 7.3-litre car is still purring smoothly, doing about 15 miles to the gallon.

What it lacks in gadgetry, the British-made classic more than compensates for with an extraordinary level of luxury that leaves its modern-day counterparts looking a little unsophisticated.

Its gleaming interior fittings are made of silver and ivory, while the door panels are embroidered silk, with brocade tassels attached to silk window shades for privacy.

THE PASSENGER FOOT REST HIDES A FULL PICNIC SET FOR FOUR, A CHINA TEA SERVICE, COMPLETE WITH AN ALCOHOL-FUELLED BURNER AND KETTLE TO HEAT THE WATER, AND A SET OF SIX DECANTERS – THREE IN STERLING SILVER AND THREE IN LEATHER-WRAPPED GLASS.

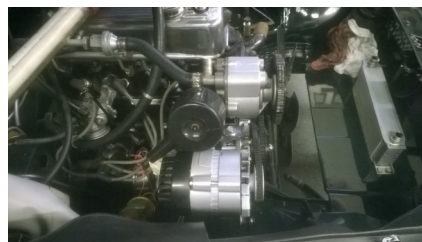


Members Corner

Its been a long time coming but I'm finally refurbishing the " Factory Air Conditioning" in my 74 MGBGT. I located a supplier in Dallas, Tx. that was willing to work with my existing system and provide a



new compressor and supports and not have to buy all the under dash equipment which is still quite good on my old set-up. I'll also have new custom hoses made by some folks in Milford which will include a new inline dryer. Getting all the end connections right and the lengths correct is a bit tricky but they assure me they've done it for the "street rod" guys so a Little British Car should be easy.



I didn't take any photos of the old compressor but the attached two photos show how tight it is with the new compressor installed with the air pump and inlet filter above and the alternator aside the compressor. Three new belts connect it all together and the clearances between them takes a bit of spacing to get everything aligned. This is tight but the old set-up was much worse! By the way, the old York compressor and it's supports would make a great boat anchor. Any takers. My hope is that the new compressor will draw much less HP than the old and I'll get more use of the GT in hot weather this summer. Keep your fingers crossed, still some work to do.

Jerry Hirst



This is our '73 TR6 when we were picking it up from the garage that did some work on it. We are in the process of changing the wheels, and, eventually, I want to paint it green and do a tan interior.

We are Duane and Becky Brown, and we live in Middletown. I had a TR4a right after I graduated from college and always wanted the TR6. We searched for a while until we found this one.



Attached you will find some pictures of my 1964 Healey. I had to load my car on a Flat Bed so that I could get it home and finish reassembling it. The car had been at MAACO Newark for a year. They lost a number of the parts to put it back together so I told them I would finish it at home.

I have been at MAACO every day since May which is when they said they would have it done. They would promise one thing and then work on another car.

The paint job and body work look great but it had to be repainted numerous times.

I have a disease, I love the look of the Healey Rally Cars.

Jim Martin



British Car Club of Delaware
Newsletter Editor
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Lewes, DE 19958



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