



THE BRITISH DIAMOND

November / December 2018

2017 – 2018 Elected Officers

President:

Don Henderson
dhenderson@wildblue.net

Secretary

Sharon Kalinowski
sdkal@verizon.net

Treasurer/Membership

Calvin Jackson
calvin_jackson@hotmail.com

Southern Chapter

President

Bill Tattersall
billtattersall@gmail.com

Treasurer

Jerry Hirst
jerryhirst@comcast.net

Secretary / Publicity

Mike Tyler
AH3000TriCarb@comcast.net

Volunteers

Newsletter

Trevor Mees
TrevorMees@outlook.com

Historian

Martha Gimbel
dediva245@verizon.net

Lewes Car Show

Mike Tyler
AH3000TriCarb@comcast.net

Delaware City Car Show

Don & Sue Henderson
dhenderson@wildblue.net
suehen7@gmail.com

Annual Picnic

Sue Henderson
suehen7@gmail.com

Webmaster

TBA

Presidential Musings

By the time you get this the Holidays will be over. Hope you and your cars got all the goodies that you deserve and that everybody has a safe and happy season. Looking forward, it is time to send in your membership renewal. Please do this ASAP.

Through bin-host I informed the membership about our club officer nominations and nobody wanted to volunteer. Glen has stepped down as Vice President and that office is now vacant. Calvin will continue as our treasurer. I will stay as President until somebody else would be willing to step up to the plate.

At the beginning of the year I suggested that the Northern Chapter set up meetings at locations and times that were convenient to them, nothing happened. The turnout for Delaware City from our own club members was very poor. Sadly the Northern Chapter could not get the minimum of 20 participants for a Christmas Party. It makes no financial sense to spend over \$500 on a party for less than a dozen people. It is time for somebody to pick a direction for the Northern Chapter. This is not MY club it is OUR club.



The Dec 1 Christmas Market at Poplar Hall was loads of fun despite the mud. There was such a large crowd that many had to be turned away. Local artisans had wonderful cheese, bread, beer, wine and crafts. If you can attend next year I would highly recommend getting there early.



Geoff Sundstrom has agreed to attempt updating our website. This is a huge task he has taken on and I would like everybody to give him any support he might need.

If I sound rather negative it is because I feel that we need new leadership. We need new ideas and new leadership. Please help keep our club exciting.

Happy New Year

Happy Motoring,
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 emissions.

For Sale

1933 Riley Lynx 9 Restoration project located in Columbia, MO.Car #6022426

\$12,000

Derek Hebert

email: dqhebert@mac.com

Riley's '33 Lynx was a 1 year-only, 2-door tourer with a disappearing top. This car is thought to be the only one in the USA and restored examples in the UK are currently valued in the range of \$45k-\$55k. My car's bodywork is all "factory" original except for the removal of the running boards and the related fender modifications to achieve its very sporty appearance. Like all '33 "9hp" cars, the mechanicals include a twin-cam / hemi engine of 1100cc engine, an all helical/non-



synchro 4 speed gearbox, 4-wheel cable-operated brakes, and light open-channel frame sidemembers (boxed frames started in '34). This was the first year of the Riley Lynx and it shared much technology with the Riley Imp sports car. By today's standards, it is not a fast car, but 65mph top, 55mph cruising were expected as new for the

twin carb version that I have. W/4 seats it is perfect for club and social outings. Car was imported from New Zealand in drivable condition in 2001 with twin Zenith carbs and low oil pressure. The first 3 pictures depict the car at that time and the 4th was taken in my garage as I began to address my plans for restoration. I did drive it but was concerned with cold oil pressure dropping from 50 to 10psi when warm.

The car's body is dismantled and consists of a front section and a rear section that assemble to the chassis separately spanned by a floor assembly/seat risers that also bolts to the chassis. I've included pictures of all major body components. The aluminum sheetmetal is 90% intact and straight, while the ash body framework is quite sound except for lower areas directly ahead of and behind the doors where some aluminum reconstruction is also required.

The steel fenders and aluminum hood are all pretty straight and sound,



though fatigue repairs in the hoodlatch areas is apparent.. The apron in front of the radiator appears to be a non-original panel that may need work/replaced.



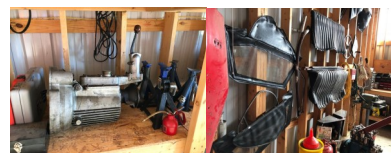
The chassis is straight and was powder-coated about 10 years ago along with the

wheels. Tires were new at that time and are essentially unworn.



The engine's block likely needs new Babbitt bearings and general attention, it is as-bought. The head has been renovated w/hardened valve seats and new rocker arms by Blue Diamond in the UK while a set of new SU carbs has been installed. Starter and generator are present, look correct, and did work. The car's floor is visible in the engine pics. The clutch/flywheel assembly has some stripped threads needing correction. The radiator is present & works.

The car comes with 2 gearboxes, the one w/shift knob was in the car and functioned. The box pictured below has misc bolts/fittings etc. The top assembly, vinyl rear seat covering, steering wheel, and sidecurtains are pictured after the transmission pics. All



upholstery, top, sidecurtain, carpet and other soft bits need replaced

The front seats received with the car were not original and those pictured are originals, sourced from the UK. Rotax headlamps are correct, Lucas fender lamps are not, though they are common replacements for the original, 3" Rotax units. The dash's panel and major instruments are believed correct for the car, a couple switches have been added, and the wood surround is solid but not as-original ...it might become close if modified.

NOTE: I have the full description and more pictures—Trevor (trevormees@outlook.com)

For Sale

About a year ago I replaced the tan interior of my BJ8. It was in pretty good shape but I didn't like the color. It was so new that I didn't use the new seat foams. The seats are leather but some other parts are vinyl. I'm open on price.

Buzz Marshall 610-513-6660 buzzmar@frontier.com



Friend of mine from the British Motoring Club of Montgomery, AL, has his Spitfire for sale. He just drove it on the clubs annual tour weekend aox. 300 miles uneventful.

The car has 74,500 miles. He's asking \$8,500. He has done extensive work exceeding the sale price.

If you would pass this good deal on to our club members. If more info or photos are needed let me know.



Terry Young
terryyoung224@me.com

1979 MG Midget



86,659 miles

Rebuilt Engine and transmission by Alderman Machine Shop, Tan interior, black leather tonneau. Floor mats, Spare wheel.



Completely professionally detailed

\$9,000 ONO

2013 Caterham 40th Anniversary Edition



1600 Ford 4 cylinder engine, 5 speed manual transmission



\$40,000

Call George—302-373-2111

BRIT TITBITS

Need some professional help with your LBC? Here is the link to a list of resources for a variety of things from general maintenance to bodywork and upholstery.

https://1drv.ms/f/s!As9TBs75qnu_hDGuKo8H0pOfxKIX

Car Events 2019

Feb 7th—10th—Atlantic City classic car show and auction

Feb 7th—10th—Baltimore International Auto Show

May 4th—Lewes Car Show—Featured Marque—Metropolitan

May 4th (rain, May 16th)—Show N' Shine—Newark, DE

June 1st (rain June 8th)—Greenville Auto Show

August 10th (rain August 17th) - Wilmington Cruise In

Farina's BMC Cars



I learned to drive in 1963 in an Austin A40, one of the cars designed for BMC by Battista Farina. It was released in 1958. Although it looks like a front wheel drive car it isn't. It was one of the first mass produced hatchbacks.

I passed my test.

Farina designed its big brother (Austin Cambridge) and cousins in each of the BMC marques.. Badge engineering at its best..

In order of poshness

Morris Oxford



Austin Cambridge



Austin Westminster



MG Magnette



Wolesley 15/60 and 16/60



Wolesley 6/99 and 6/110



Riley 4/68 and 4/72



Vanden Plas Princess



**IT'S TIME TO RENEW YOUR
MEMBERSHIP.**

**PLEASE FILL IN THE FORM
OVERLEAF AND MAIL IT TO
THE TREASURER WITH YOUR
CHECK**



☐ 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 Bincost 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>

SOUTHERN NEWS

Monthly Meeting: In the interests of adding some variety we will be meeting at The Georgia House in Millsboro for our January meeting. Tuesday January 29th at 6pm. Be there or be square.

Fall Rally: Last month my piece about the rally missed some vital facts.

1. There were 8 participants in a variety of cars, mostly Jags (2 XJSs and an XK8)
2. Maximum point to be scored was 31 (nobody achieved that)
3. The winner scored 27.
4. Second place went to Jim and Cindy Collins with 26
5. The lowest score among all the participants was 23 (not bad!)



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15% on orders above \$150

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

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<http://www.brgparts.co>

Lewes Christmas Parade

The southern chapter took part in the Lewes Christmas Parade again this year. It was threatening rain so only 5 cars showed up (shame on you who chickened out—British cars are built for rain. It flows in through the convertible top and out through the rust holes in the floor). As it happened it didn't rain and the parade was a great success as usual.

The evening was rounded off with dinner at The Wheelhouse.

Here are the prize winners:

CLASSIC CAR – OLDER THAN 1967

1ST PLACE – 1948 PLYMOUTH; JAMES MITCHELL

2ND PLACE – 1962 AUSTIN-HEALEY; MIKE TYLER & PAT TORELLI

DECORATED VEHICLE – 1968 OR NEWER

1ST PLACE – 1996 JAGUAR XJS CONV.; TREVOR MEES

2ND PLACE – 1970 TRIUMPH TR6; RHON & CAROLYN JERNIGAN

3RD PLACE – 1976 TRIUMPH TR6; JIM & CINDY COLLINS



Devlin Dreamin' Hunter Lott

It was 1955. Mom got a new Chevy wagon with the V-8! I had been fixated about the Corvette. Her transport choices were a huge upgrade over the 1951 beige convertible with its weezy Blue Flame 6. Meanwhile, I'd been having 13 year old dreams at Road & Track's back page classifieds. There Bill Devin promised speed, style and sex appeal on the cheap! "Got a clapped out rusty MGA or TR3? Send \$295 and all your dreams will come true."

Those childhood imaginings were gone a glimmering in the next six decades full of school, work, marriage and kids.



In 2001, my friend, Bob Brumbaugh and I discovered vintage sports car racing, learned the "ocular driving technique" at Pocono Raceway. We decided to go racing in an Elva Courier. It was fast, forgiving, durable and handsome and capable of mid pack competition all for \$14,000. Wrongly thinking that faster equaled more fun, the Devin kept returning; it's *once clear* call but now *just a* whisper.

Then in the winter of 2005, eBay advertised a TR3 in Michigan. We won the auction. This was the last time that win and Devin were used in the same breath.

It's EBAY Description included the following, "very fast, needs paint, check the brakes, and the fuel tank."

In reality it's low points included cracked block, frame completely rusted wiring shot and rolled out of the trailer on drag slicks.

And so it began. We bought a replacement chassis and powder coated it. Had Alderman's build us a race engine and at that point we dreamed we were halfway done.

Now *the* body needed to be fitted to the new chassis. We needed a new steering rack, brakes, shocks, wiring harness fuel cell, pedal box fabricated, instrument panel, new instruments (then we lost the wiring). Then we got fancy and I bought also from EBAY, a set of 45DCOE Webers.

They disappeared. I bartered 2 cases of Heineken for a set of 1.75 SUs.

Costs mounting. Interest waning! Nightmares ensued.



Years went by. The racing dream came violently apart in 2010 when I crashed our race car at Pittsburgh. Uninjured but with the life scared out of me and with family encouragement, I began to rethink the paradigm of the 68 year old amateur race driver. Absent the "let's go racing thrills" I quit.

Our almost ready Devin sits.
Waiting for the next Devin dreamer.

British Car Club of Delaware
Newsletter Editor
2 Country Lane
Lewes, DE 19958



**Top Gear's XJS train
Beaulieu Motor Museum, UK**