



THE BRITISH DIAMOND

January / February 2019

2019 – 2020 Elected Officers

President:

Don Henderson
dhenderson@wildblue.net

Secretary

Sharon Kalinowski
skkal@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

Geoff Sundstrom
geoffsund@gmail.com

Presidential Musings

Although it may seem bleak outside at the moment it is not too early to ensure that your car is in show shape. Before you know it our Lewes show will have crept up on you. The Southern Chapter is hard at work to make it a memorable day for you. Please get out to support your club and in doing so show how you appreciate all their hours of work.

Check out our new club website at bccdelaware.org. It is turning out to be a great wealth of information. If you know of any events to add to the page for the coming year please contact the webmaster. For your convenience there is a link to download the Lewes Show flyer.

Have you ever wondered how you got hooked on British cars? Give it some thought and type up a story for Trevor. Who has the most unusual story to tell? Did it happen by accident or did you hunt for a specific vehicle? Your passion is shared and your stories are interesting.

Just a bit of useless news, GM plans on launching the Meld and Merge electric motorbikes in Belgium, Germany and Netherlands. With a top speed of 15mph and a range of 40 miles. Doesn't this defeat the purpose of a bicycle? Maybe Grandpa will be able to ride with the kids with this. There would be a whole market for accessories. Training wheels? Banana seat?

Please be active in this club. Volunteer to do something. It is a group effort!!

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.

Fun tech tip of the week for bleeding brakes and clutches

David G

Historically, my biggest problem when it comes to bleeding brake and clutch hydraulics usually centers around not having a second person handy to pump the pedal. Getting easy access to the slave cylinder for my Midget or E-Type can be quite the challenge. As I learned helping a friend the other day, a Spitfire is on that list for the clutch slave cylinder as well.

Having ordered rather expensive remote bleeder kits for the E-Type rear brakes and clutch, I started researching other options easily tailored to most all of our cars. The result was something called Speed Bleeders, marketed by Speed Bleeder as well as Russel (Eddlebrock), Goodridge and others.

So, what are they? Take something that looks like a normal bleeder valve, add a spring-loaded ball valve and sealant to make a tight seal when installed. I have been a fan of vacuum bleeders for a while, but they are not perfect as air always gets around the threads of the bleeder valve. However, when used in combination with Speed Bleeders, the outcome is game changing.



Let me set the stage. The other day I went to move the Midget and I had no clutch. Looked in the master cylinder and found it empty. There was no fluid on the floor, so I can only assume I must have a mouse that has a liking of synthetic brake fluid. Thinking the master and slave have been on the car since the early 90's. I decided it would be best to replace them both along with the clutch flex hose. Flash forward to installing all of the components, which included installing the Speed Bleeder on the slave, snugging it up and backing off a half turn as instructed. With new master, slave and even fixed pipe (another story) there was nothing but air in the entire system. Attached my vacuum bleeder and pulled the fluid through in seconds until I saw no air bubbles. Gave the pedal two pumps. Reached in and tightened the bleeder valve. Checked the pedal and I had a perfect pedal feel and clutch operation. The entire process took less than two minutes, never spilling a drop of fluid, without the assistance.

Even without the vacuum bleeder, just pump the pedal and tighten when done. A short piece of clear hose into a bottle helps to keep the mess to a minimum. On an empty system, the vacuum bleeder is a must and great time savings, as it can be otherwise difficult to prime the system.

We tend to have three basics sizes of bleeder valves, 1/4 x 28 Part no. **SB1428** or Russel **639540** (for example drum brake cylinders on MGB and Midget), 5/16 x 24 Part no. **SB51624** or Russel **639590** (Midget and MGB front calipers, Midget slave), and 7/16 x 20 Part no. **SB71620** or Russel **639510** (MGA/MGB slave). Ok, the is another variety such as 5/16 x 24 long Part No. **SB51624L** (think Jaguar E-Type front calipers). Of course, the cars listed here are for example only. We could compile a more complete list.

Amazon and eBay seem to be the best sources at a cost averaging \$12 for a pack of two with free shipping. They are available from a variety of other sources. Just be careful when ordering as there are SAE and metric sizes.

All I can say is wait until you try these. For hard to get to applications like the clutch slave cylinders, they are an absolute must. Who could have ever imagined one-person, perfect bleeding of brake and clutch systems in minutes? Now we can reserve calling a friend to come over just to watch how great these things work.

**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 Binhost 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>

The Lewes Chamber of Commerce Presents...
The Twenty-fourth Annual
Lewes British Motorcar Show
The British are Coming!...Again!
Saturday, MAY 4, 2019*

11:00 a.m. Till 3:00 p.m.

*No rain date

Cape May-Lewes Ferry Terminal



Nash Metropolitan

Nash announced in October of 1952 that two companies based in Birmingham, England would build its new **Metropolitan** sub-compact economy car. Fisher & Ludlow would produce the bodywork, and the Austin Motor Company the mechanicals and final assembly. This was the first time an American-designed car, to be exclusively marketed in North America, would be entirely built in Europe. The **Metropolitan** came in convertible and hardtop. Several standard features, optional on most cars of the era, were a map light, electric windshield wipers, cigar lighter, and a "continental-type" covered rear-mounted spare tire. Some 95,000 **Metropolitans** were sold in the United States and Canada from 1953 to 1961, making it one of the top-selling cars to be imported into both countries at the time. Its sales in 1959 spurred the introduction of new compact models from GM, Ford & Chrysler.

Prizes in 8 Categories & "Best of Show"



- I - Up to 1956
- II - 1957-1962
- III - 1963-1968
- IV - 1969-1974
- V - 1975-1980
- VI - 1981-2000

VII - **Nash Metropolitan** - *Featured marque*

Premier Class - For last year's First Place & Best of Show winners

Winners' Circle Awards Parade through downtown Lewes

Merchant's Sidewalk Sale

Registration forms available on line or at Chamber Office

Commemorative Dash Plaques for first 100 cars registered

Free shuttle to downtown Lewes

Name _____ Phone[day/evening] _____
 Address _____ City _____ State _____ Zip _____
 Car Club Affiliation _____ e-mail _____

Please complete and mail with check payable to Lewes Chamber of Commerce for appropriate amount, Car registration \$20 (\$30 after May 3), to

Lewes Chamber of Commerce British Motorcar Show, PO Box 1, Lewes, DE 19958

Check appropriate box. (Only Original British-made vehicles 2000 model year or earlier. Replicas, kits, reproductions NOT accepted):

- I - Up to 1956 II - 1957-1962 III - 1963-1968 IV - 1969-1974 V - 1975-1980
 VI - 1981-2000 Metropolitan (*Featured Marque*) Premier (Last year's 1st Place/Best of Show)

Make _____ Model _____ Year _____

The Lewes Chamber of Commerce is proud to sponsor the Lewes Motorcar show in conjunction with The British Car Club of Delaware. Phone: 302-645-8073. E-mail: inquiry@leweschamber.com

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

Peter Martin's TR6 is progressing.

The new chassis was being constructed by RatCo up in New York and money had begun changing hands. Everything is nearly complete now and as soon as the final invoice is paid, the new frame will be shipped to Sussex County Customs to begin phase two of the restoration of our little TR6.

Car Events 2019

April 27th—Rustic Farms Car Show—Townsend
May 4th—Lewes Car Show—Featured Marque—Metropolitan
May 4th (rain, May 16th)—Show N' Shine—Newark,
June 1st (rain June 8th)—Greenville Auto Show
August 10th (rain August 17th) - Wilmington Cruise In
August 17th— Peach Festival parade and show—Middletown
September 8th (rain September 15th) —Wheels and Wine—Felton
September—Cripple Creek Car Show, Dagsboro
October—Wings and Wheels—Georgetown

SOUTHERN NEWS

The Lewes car show is the next big thing for the southern Chapter where the featured marque is Metropolitan, sold as a Nash in the US and as an Austin in the UK.



Here is a Metropolitan with matching boat I saw at the Atlantic City Car Show and Auction a couple of weeks ago.



This year we will be giving early entrants to Lewes Motorcar Show T-shirts courtesy of local businesses. Geoff Sundstrom explains:

Twelve small business owners in Delmarva have agreed to fund 100 commemorative shirts for early entrants to the 2019 Lewes British Motorcar Show. All of the companies have a connection to our British cars, or to British culture.

The shirts are being designed by club member Ron Jernigan and will depict our featured marque - the Nash Metropolitan - as well as the logos of the sponsoring businesses.

Confirmed contributors include The Brimming Horn, Coventry Motor Works, Daughters of the British Empire, Go Brit / Go Fish, Import Professionals Service Center, Lewes Gourmet & Puzzles, Luxury Motors of Rehoboth Beach, Peninsula Gallery, Rudy's European Motor Cars, Sussex County Customs, Sussex County Detail, and Victoria's Restaurant.

You will find the flyer elsewhere in this newsletter.

Jack Long will be retiring to Sussex County with his wife Liz in about a year so he took the opportunity to join the club in anticipation.

He currently owns a 1974 MGB and a 1954 MG TF-1500 and is the registrar of the MGB register of NAMGBR.

Welcome, Jack and Liz. We look forward to meeting you at one of our Southern Chapter gatherings soon.



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- Brake Caliper and Kingpin Rebuilding
- Brake Work, Tune-ups and Repairs
- Wanted: British Project and Parts Cars
- Wanted: Any Motorecycles 1972 or older (any condition)

We are stocking dealers for:
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(*Applies only as below)

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15% on orders above \$350

Online store discount**

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10% on orders \$100 to \$150
15% on orders above \$150

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

Go to our on line store at:
<http://www.brgparts.co>

E Type Update

Trevor Mees

It's been while since I wrote about the "E". Last time was just a mention that the engine had been installed. Things have moved along a bit since then.

I had installed a gear reduction starter so the first thing was to try it out. I connected the original solenoid and installed a new cable to the starter. Turn the key, press the button. Silence! I tried the button on the solenoid. It was frozen solid. Removed the solenoid and tested the wires. AOK, there was power. XKs Unlimited to the rescue. A new solenoid solved everything and now I can turn the engine over on the starter.

On to the front brakes. New hubs, vented discs and Wilwood calipers were ordered. The installation instructions were excellent and installing them was fun. And they look great.. I have yet to install the flexible pipes (some brackets need painting).



I examined the old exhaust system and it looked OK except for the front pipes which were badly rusted. The rest of the system is stainless and I'm surprised they weren't. I decided to remove them but that was easier said than done. I couldn't shift them. So out came the trusty sawsall and I sawed them off just outside the joints. Then I sawed, carefully, lengthwise inside the piece of old pipe still in the joint in two places to let me pry a section out of it. Then I could get the rest of it out easily. It worked!

I had ordered new stainless front pipes and a full mounting kit so I could replace all the old clamps and rubber mounts with new ones . Unfortunately I seem to have lost one of the brackets so I will have to get a new one. The new pipes slid in easily after I had cleaned out the connections . The system is sitting on my bench awaiting the missing bracket and some nice new stainless nuts and bolts.

In the meantime I removed the aluminium engine parts (cam covers, intake balance pipes etc.) and sent them to Polished Treasures for, you guessed it, polishing, and I've sent the carbs to Joe Curto for rebuilding. I got the cam covers and manifolds back last week. They look great.

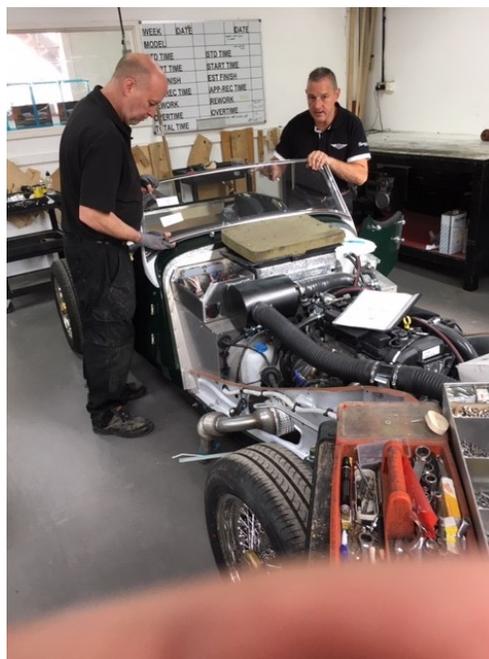


XKs Unlimited have just announced that if I buy a Petronix distributor they will throw in a coil for free. I had planned to upgrade to electronic ignition anyway so I've ordered one.

I'm thoroughly enjoying this phase of the restoration. Each time I work on the car something else clean and shiny gets added to it. I'm taking it slowly, though, and savouring every moment. I don't plan to restore this car again. This is the second time. The first time, in the eighties, was VERY low budget and performed by 2 rank amateurs (me and my brother).



John Hohman visited the Morgan factory in Malvern, England:



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



North American MGB Register



Morgan EvaGT