



THE BRITISH DIAMOND

December 31 2019

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President's Message

Seasons Greetings Everyone,

I hope everyone is doing well as we motor through the Holiday season. I get this mental picture of two people as they head home motoring through town in their small British car as it makes tracks in fresh snowfall - the top down of course - loaded with wrapped presents protruding behind the front seats. The image wouldn't be complete without a freshly cut pine tree barely attached to the trunk's luggage rack just missing passersby as it swerves through the snow. Well, with that scene in mind let's talk about a few things.

Our club kicked-off the year with a visit to the Air Mobility Command Museum and by the time you read this we'll have participated in the Lewes' Christmas Parade and attended the British Car Club of Delaware's Holiday Dinner Party as December comes to an end. To think these were only the furthest and nearest turns in our Delaware road. With that in mind, what should we expect for 2020? Well, let me tell you!

Recently I distributed a draft calendar in anticipation of this years BMCM events sponsored by either chapter. I'll emphasize "draft calendar" since there are already a couple changes and the year has not yet begun! But that's the whole idea - making our schedule a dynamic - living - breathing plan. I'll keep the up-dates flowing as the changes occur. The draft calendar, as it stands, has at least one event per month with a couple that are jammed packed. That should keep us pretty busy and be great fun in the process.

I'd like to wish the members of the British Car Club of Delaware a happy and prosperous New Years in 2020!

And please drive safely! Winter roads can be challenging and unpredictable. Enjoy every moment with your family.

Terry



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.



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Membership is \$20 per year, due in January

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_____ *Check here 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), 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.

BCCD Website: <http://bccdelaware.org>

Facebook: <https://www.facebook.com/groups/153372541384545/>

**Profile on my 1962 Austin Healey 3000 Mark II BT7 Tri Carb Roadster
Don Mc Donald Jr. British Car Club of Delaware**



I first became interested in British Cars when a next door neighbor had a 1968 Jaguar Fixed Head Coupe with a 4 speed manual transmission. I worked around his house and on occasion I had the opportunity to take it into Greenville for gas on Friday after school. One afternoon I was driving the Jag down the hill coming out of Centerville at a pretty good clip. Low and behold my neighbor was coming home early from the office in his Yellow Mustang GT when I passed him. The Jag was really starting to talk as I opened up the dual Zenith Carburetors on the down hill straight away. Ellis told me the next time I was behind the wheel to lighten up on my foot. What a cool car to drive. You could say from that point on I was hooked on British Cars. Since my neighbor owned a Jaguar and his daughter Betsy owned an Austin Healey 3000 the Preston family knew a lot about British cars. I was told they were expensive to maintain and operate. I wanted an Austin Healey and that was it. John Hynansky was a car salesman in those days on Market Street in Wilmington. He tried to sell me a Triumph when I was looking for a Healey. I told him John, no way thank you for your time. I remember my Father told me you are in college you can't afford a British car they are always in the shop.

Between semesters in College I worked for Rollins in automobile sales in Newark Delaware. I met Frank Porter who had a collection of Austin Healey Cars. I remember a customer traded a VW bug in on a AMX I sold. I purchased the VW and drove it until I sold it in the fall. The VW was sold for \$995.00 . I paid \$1195.00 for the Austin Healey. I believe I was the second owner as Frank worked at Dupont and purchased the Healey from someone at the Dupont Experimental Station. In 2015 the carpet kit for the interior cost the amount of what I paid for the car! My Healey was in storage in a barn for 15 years. Kevin Fernsler a great British Mechanic went over the car from stem to stern The car runs great and a pleasure to drive. I have to thank Dr. Stephen Hershey for kidding me "you better get the Healey running again while you still can get in it". We all know to get into an Austin Healey you have to do a kind of squat as they are so low to the ground. The scant 5 1/2 inches of ground clearance remained a problem for some to enter the car.

The Austin Healey BT7 four seater sold new for \$3,371.00. Standard high-speed 5.90-15 Dunlop Road Speed bias ply tires allowed the 3000 to hit 60 MPH in 9.8 seconds, as well as 115 MPH top speed.

The real change in 1961 was what was behind the grill. A trio of SU HS4 carburetors were introduced. 1961 and 1962 were the only two years the tri carbs were built. The horsepower rating was increased to 132. A brake booster was offered as an extra-cost option, and in November 1961, the side gear shift change was replaced by a change with a central lever. Externally, the only real news was the replacement of the wavy horizontal bars of the MK1's grille with a row of fine vertical bars, and a revised hood intake.

**Profile on my 1962 Austin Healey MK3000 Mark II BT7 Tri Carb Roadster
Don Mc Donald Jr. British Car Club of Delaware**



I have owned the Austin Healey since college in the 1970's. The Austin Healey was my only driver to Washington D.C., Alexandria, Dewey Beach, Avalon, the Poconos and other destinations.

One thing for sure an Austin Healey is not the car to be caught in a snow storm with! The Healey stays in the garage now and only goes out on clear sunny days. No bad weather for the old girl this time around. A funny story - we had 3 girls in the back seats leaving the Bottle & Cork after a Saturday afternoon jam session of partying and dancing! The Dewey Beach police stopped me and said the car was overloaded with 5 people. Lucky for me a friend J.R. Julian was in the car a pre-law student at the time. I did not receive a ticket. Needless to say, I limited the car to 4 which is tight for the back seat occupants. The rear seats of an Austin Healey are designed for kids not 3 adults. Anyone that knows an Austin Healey 3 girls in the back trundle seats was something to see!

The Healey has always been Old English White with silver metallic wire wheels. All the paint including the wire wheels is Dupont Imron. The Tri Carb was manufactured between 1961 and 1962 with only 5,096 vehicles built.

A true roadster, the top comes completely off, the side curtains come off and a tonneau cover protects the interior from rain. "Donald Healey reportedly fretted endlessly before his first 100 model went on display at the 1952 Earls Court Motor Show, fearful that the public and critics would give it the thumbs-down. He needn't have worried. The BIG HEALEY went on to 15 years of success in the showroom, on race tracks and over rally stages and has continued to enjoy enormous popularity today among those taken by its performance and its looks".

The Austin Healey MK 3000 Roadster finished number 4 in the top 10 at the Winterthur Invitational Show in June of this year. A great demand for these classic British cars still remains today

A British Car is not cheap to maintain as we all know. How can we put a dollar value on fun as we grow older. My father said one time about people that do not like to spend a few dollars on something they enjoy.. "I have never seen a Brooks Armored Car follow a hearse." A very wise man and great Dad .Not a day goes by I do not think about him.

A lot of fun times with my Austin Healey. When you get behind the wheel, start the engine, drive down the road with the top off, hear the great tone of the exhaust, your hair blowing in the wind you feel 25 again!

Great job Donald Healey for building such a fun car to own and drive.

NORTHERN CHAPTER



Welcome to new member James Deese from Greenville, DE. James owns a 1963 Austin Healey 3000 MkII BJ7

Meeting Minutes November 20th

The November 20th meeting, held at McGlynn's Pub-Pike Creek, was attended by 4 members and 3 officers. Once again, Terry started the meeting with a warm welcome. Once a quorum was confirmed, first order of business was the approval of the minutes. The treasurers report showing a balance of \$4,361.62 was also approved.

A couple reminders, newsletter articles to Trevor by December 28th and the newsletter is distributed to members electronically.

The fall car show, tentatively scheduled for September 12th, will be held once again at the Bellanca Air Museum, which should be open. Dave Mitchell has volunteered to chair and the marque will be Austin Healey. Members expressed an interest in attaching a separate cause to the show, perhaps Wounded Warriors.

Much of the meeting was dedicated to discussing the procedure of registering the club with the State of Delaware. An EIN (employee identification number) has been obtained for British Car Club of Delaware. Next will be a review of the existing bylaws and the formation of a committee for input from both the North and South chapters. Completion of the revised bylaws is the first required step to the formation of the club.

The annual Christmas parade in Lewes will be December 7th and the holiday dinner party to be held at the University & Whist Club. is Friday, December 20th.

Special thanks to Glen and Natalie Gimbel for once again planning an awesome fall drive. Looking forward to the next one!

There will not be a meeting in December due to combined BCCD BMC Holiday Dinner Party on December 20.

The next meeting is set for January 15, 2020.



Poplar Hall Market

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Wilmington DE, December 20, 2019 - The British Car Club of Delaware combined with the Brandywine Motorsport Club's annual Holiday Dinner Party

Terry Young

The British Car Club of Delaware combined with the Brandywine Motorsport Club's annual Holiday Dinner Party on December 20, 2019 held at the University & Whist Club of Wilmington was an outstanding success! The historic University & Whist Club were two separate organization that merged in 1958. Its history is interesting and when you have time it's an interesting read. There were 21 BCCD members and about 35 BMC members in attendance. The buffet dinner of three entrees, salmon, beef and chicken, was excellent topped off by an excellent dessert selection. Definitely a two plater!

The evening concluded by the presentation of Certificates of Appreciation to dedicated BCCD members who volunteered their time throughout 2019 including long hours spent in preparation for the Annual Fall Car Show. He certificates were given to Don McDonald, Marion Woodruff, Steve Woodman, George Alderman, Sharon Kalinowski, Calvin Jackson and Jim Miller – who is not to be confused with Jim Martin.

The Brandywine Motorsport Cub's, Paul Alderman also presented a couple trophies as well; the Lofland cup was engraved for this year's winner Alden Axford Sr. and the revived PAX trophy was presented to Elias Roman as the driver of the year.

We would like to thank George Alderman, a member of University & Whist Club of Wilmington for making the dinner possible. Also we would like to thank Brandywine Motorsport, more specifically Duke Wilford, for making it possible to pay on-line through Brandywine Motorsport website.

Photos by Sharon Kalinowski

Certificates of Appreciation were presented to:



Jim Martin Marion Woodruff George Alderman Calvin Jackson Don McDonald Steve Woodman Bill Wilson



Terry Young



Paul Alderman



George Alderman & Jim Martin



Bill & Lynda Wilson



Calvin & Georgann Jackson
Marion Woodruff
Steve Woodman
Karen Kaminsky
Sharon Kalinowski
Don & Lynn Boudin
Duane & Beck Brown



Jim Deese & Don McDonald



Jean, Dave and Jeff Barlow

SOUTHERN CHAPTER



Don and Cynthia Gaster own a 1958 Jaguar XK150 OTS. They have owned the car since 1968 and it has just gone through a major restoration. All that's left is the tonneau cover.



Lewes Christmas Parade

A number of cars participated in the Lewes Christmas Parade on December 7th. It was a cold but clear evening. The crowd was enormous and stretched from beyond St. Peter's church all the way to the school where we assembled. The club met with some success!



In the Classic Car Older than 1967 Peter Zoll took first place with his 1947 Bentley Saloon and Bill Tatersall took 2nd with his 1963 Elva.



In Decorated Vehicle 1968 or newer Betty Burleigh (and I) bagged 1st place with her 1996 Jaguar XJS Convertible

Congratulations to all.



After the parade we repaired to the Wheelhouse for

dinner.

Trevor Mees

Welcome new member David Crosby from Dagsboro, who drives a 1965 MG Midget.

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AHS&TC Encounter 2019 in Ocean City, NJ

David & Nancy Haines

The Austin Healey Sports & Touring Club recently held their annual Encounter event in Ocean City, NJ from September 22 - 26. As this event was easy to access from southern Delaware, we jumped on the Cape May - Lewes Ferry on Sunday and had a pleasant trip over to Cape May. Then a short 40 minute drive up the Garden State Parkway landed us on Ocean City where the event was hosted at the Flanders Hotel on the Boardwalk.



While the hotel has been there since 1923, they have renovated into updated condominium suites. On Sunday night we ventured back to Cape May for a sunset whale/ dolphin watching sunset cruise. Although we failed to see any whales or dolphins, we did enjoy a pleasant boat ride along the shores of the Delaware Bay.



On Monday we participated in a 3 hour long Rallye along the southern New Jersey coast which ended in Cape May. This Rallye was a bit longer and more complicated than the BCCD Rallye we ran two days earlier - and we did not place in the top finishers.



On Tuesday morning we took a short ride up to Margate City where we toured Lucy the Elephant - the world's largest animal theme building. Originally built in the late 1800's it had fallen into disrepair until being restored in the late 70's.



The afternoon was taken up with several tech sessions. There were also a Gymkhana and Funkhana available for those inclined.

On Wednesday a car show was held on the boardwalk. There was a one mile parade of 49 Healeys along the boardwalk before staging the cars on the boardwalk for the show. That evening the Awards banquet was held at the ballroom in the hotel.



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Over the Mountains and Through the Woods, to Stowe, Vermont We Went

By Glen Gimbel



On the weekend of September 13-15, Stowe Vermont hosted its annual three-day car show event. Over 500 British cars were expected with the marquee being the MG. After two days of driving with multiple tour stops along the way and a Thursday full of rain, Martha and I arrived at the show field on Friday, September 13 (yes, you read right, Friday the 13th) in one piece and still talking.



Our first stop was to register the MGB at the main tent. Little did we know, our driving adventure had just begun for the day. We were given instructions for a one-hour self-guided tour thru the Vermont countryside where we enjoyed scenic landscapes of farms and mountains but sadly no changing leaves. After resting from our morning drive, we were invited to the Queen's Reception at the show field sponsored by the Von Trap Brewery. Here, guests enjoyed finger foods and a free beer while the Queen officially pronounced the weekend festivities underway. Participants were then encouraged to head over to the town of Stowe, where the main road was closed off for an informal car show. British Cars lined 4-5 blocks of Main Street while onlookers enjoyed music and food while they walked up and down the strip. Our VIP treatment did not end there. We were very



lucky to stay in a spacious two-bedroom condo that was a stone's throw from town and about 3/8 of a mile from the show field.



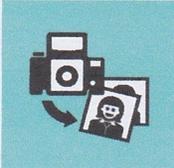
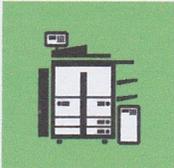
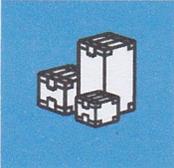
The show was the next day and much to everyone's delight, the weathermen were wrong again. The forecasted "all day Saturday rain" ended up being a short morning rain shower followed by a windy, cool afternoon (British sweatshirts were selling like hot cakes). The show was held on a soccer field with vendors lining the perimeter. Cars were divided into 70 classes of cars with 559 preregistered. There were a few empty spots scattered throughout the field (presumably by weather forecast believers). Although the cars were entertaining to see, the outfits of several people who participated in Period Costume Contest were too. A little

chilled and tired from the full day on the field, we skipped the awards banquet and headed to bed.

Early Sunday morning we enjoyed a drive to the top of Mount Mansfield, which turned out to be a mostly 1st gear, curvy roads drive thru Smuggler's Notch where we found some fall leaves changing colors. We returned to the show field for another show. This time, cars were divided into class by color as well as a tailgating contest.

As the show wrapped up, we departed starting our long journey back to Delaware where our daughter and dogs awaited. When we arrived back home, 1,061 miles had been added to the MGB, 29 gallons of gas spent, and the trip a success. We had a really good time meeting lots of people, talking about British cars, and seeing some really rare cars. I even earned a new nickname: The V6 Guy.

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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





In 1948 Jaguar introduced a “concept” car at the London Motor Show called the Super Sport to highlight their new XK motor. The car caused such a stir that Chairman William Lyons immediately put it in to production. The first 242 were built with an aluminum body but with demand exploding production quickly switched to all steel. This car, now called the Jaguar XK 120, would set the design standard for ALL sports cars until Jaguar rolled out the E type in 1961 (even Ford and GM bought them to see what all the fuss was about).



The XK 120's name was chosen to reflect that the car could easily exceed 120 mph, making it the fastest production car at the time. These cars were raced and rallied all over the World, both as factory and privateer entries, winning LeMans three times as well as winning the first ever NASCAR road race in Linden, NJ in 1954. NASCAR banned all “foreign” cars after this race until Toyota broke through in 2007



On Sunday, November 3, the Hilton Head Island Concours d'Élegance featured this iconic Jaguar with one of the finest groupings of these cars to gather in one place. There were nineteen XK's with all the models and variations represented (XK 120, XK 140 and XK 150) to include: all three versions for each edition (Roadster, Fixed Head Coup, Drop Head Coup); one of the original 242 “alloy” cars; a car that once belonged to a “very famous movie star” (and arguably the biggest fan of the XK ever), and a XK

120C (C-Type) version built specifically for racing.

MGB Roadster Windshield Rubber Seal - Replacement and Reinstallation.

Terry Zitzelberger

For those wanting (or needing) to install a new windshield rubber seal and windshield frame on a B convertible, here is some information I hope might help. And if you are wondering, you can do it!

Couple of tricks that I used a few years back when I reinstalled mine after a full body chrome/trim removal and repaint:

- 1) Do it on a warm sunny day in the sun. Start with a nicely cleaned frame and fresh new rubber seal and windshield side frame end seals.
- 2) When the seal is installed on the lower grooved recess of the bottom rail it tends to stay rolled and curled up. That is ok. And it can work to your advantage. At least for how I did it. Leave it that way for now. Measure a center line on both the car body and the windshield. Place tape makers showing the center lines of alignment.
- 3) Have a long piece of good finely wound heavy rope. Something about 3/8 inch or thereabouts is good. Place that within the curled windshield rubber seal. Allow both ends to dangle free. 4 or 5 feet excess on both sides is good.
- 4) I used I believe a 3M black barium based windshield sealant.
- 5) Lay the windshield frame face down (front windscreen down) on a soft padded blanket and towels.
- 6) Insert the sealant with a caulk gun. I placed a heavy bead just behind the rope (toward rear of the car/windshield frame) and on the upper channel of the rubber seal. (The reasoning..... you are going to pull the rope to invert or roll the seal lip toward front of the car..... and you don't want to pull out all of the sealant out or across the paint.)
- 7) Heavily caulk the two "Q" shaped windshield stalk rubber seals above and below the seal and install them over the stalks. (I can't recall whether they were placed above or below the long rubber seal ends. I think I have seen them both ways on differing cars. Whatever suits I guess is best.)
- 8) If all screws for the frame corners and the center post support is secure place the windshield on the car with the windscreen stalks into the fender recesses. When you do this be sure each end of the rope is forward of the pillars or stalks and forward of the Q shaped seals.
- 9) I used wooden shims and small c-clamps to carefully pull the windshield assembly downward toward the body. Shims are placed below the thin channel beneath the stalks at the recess that surrounds the windshield frame stalk ends. That will help prevent the tray from deforming.) Tighten the clamps slightly but not fully.
- 10) Tie one end of the rope to a door handle (or another secure point) on that side of the car and behind the windshield.
- 11) On the opposite end or side begin to slowly pull the rope forward towards the front of the car and across the hood. (If sealant does move or spread you can clean it carefully with lighter fluid.)
- 12) Slowly draw the clamp on that same side slightly tighter to bring the windshield frame down tighter onto the body. At this point it is good to place the 2 threaded bolts that secure the center rod stabilizer to the upper dash; these should be loosely inserted only not tight. Also be sure there is excess adjustment and free play in the center rod. You don't want to overtighten it and possibly crack the nicely refreshed windshield.
- 13) Continue working across the car to the other side pulling the rope forward and rolling the seal forward. Tighten the clamps both sides gently but not securely. The frame will start to also lay flatter as the rope is removed. Eventually the rope should be pulled free from the seal recess and the bottom front of the seal laid flat on the forward upper cowl of the car.
- 14) At this point hopefully you can place the two fine thread large bolts each side and secure the frame to the car. Check alignment and placement. Tighten them as needed. Tighten and adjust the center rod bolts.
- 15) Careful alignment of the windshield assembly, rubber seals, and vent windows is critical to help prevent leaks and other problems. I believe also that an ill fitted frame assembly can also contribute to the door 'crack of doom'. My belief is that poor alignment and fitment will place undue stress on the vent window pillar and frame.

That is my recollection from some years back. I did the job myself and it took about 2 or 3 hours as I recall.



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Fun tech tip for bleeding brakes and clutches

David Glick

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 (Edelbrock), 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 on our LBCs:

1/4 x 28 Part no. **SB1428** or Russel **639540** (*for example drum brake cylinders on MGB and Midget*)

3/8 x 24 Part no. **SB51624** or Russel **639590** (*Midget and MGB front calipers, Midget slave*)

7/16 x 20 Part no. **SB71620** or Russel **639510** (*MGA/MGB slave*)

3/8 x 24 long Part No. **SB51624L** (*Jaguar EType 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.

(Ed. Just fitted these to the new Wilwood calipers on my '64 E Type. Magic!)

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Steve Schultheis (member BCCD, DVJC, DVTR)
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An aerial photograph of the Paul Campanella's Automotive and Auto & Tire Center. The image shows two adjacent commercial buildings with red awnings and a red roof. The parking lot in front is filled with several cars. The surrounding area includes trees and utility poles.

Sponsoring The British Car Club of Delaware

We are looking for more local businesses to advertise in the newsletter so if you know of one and can approach them please do so. You will see their ads throughout the newsletter.

We are also looking for sponsors/donors to pledge fixed amounts to the club.

Contact Terry (terryyoung224@me.com) for details on pricing etc.

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Thank you very much for your contribution to the British Car Club of Delaware. Your monetary support goes a long way to encourage the preservation and use of fine British motorcars through public displays, British car shows, rally's and other British Car Club of Delaware automotive events.