



# THE BRITISH DIAMOND

29th February, 2020

PO Box 5317,  
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## President's Message

Hi, Everyone,

It's impossible to believe our winter is just about over. Was Punxsutawney Phil, right? Did he actually see his shadow? I say, "Heck, Yes!" That means go out to the garage, dig out the microfibers and cleaning stuff. As you're rubbing those fenders start thinking about spark, fuel and go over your mental checklist to get your car ready for the warm days to come, sooner than later! So, come on Phil. Keep that prediction on track! Now that we can view February in the rearview mirror, squinting I can see all the way back to the end of January and our visit to the Simeone Foundation Automotive Museum.

Our Simeone visit, a first for me, started with the threat of rain, lots of rain. We all kept watching our weather app hoping the line of storms would pass quickly. As we watched the green, yellow and red bands slowly move over the the Simeone museum, they finally went out to sea by the time we went home. Go figure... In spite of the prediction of rough weather we had a great turn out. Now that we've had a look back let's peer over hood.

The next couple months will be busy. Looking ahead to May, our club's Southern Chapter car show committee, led by Bill Tattersall along with Betsy Reamer from the Lewes Chamber of Commerce are making preparations for *Celebrating 25 Years of the "British are Coming - Again!" Car Show - 1996 - 2020*, sponsored by *British Car Club of Delaware* and the *Lewes Chamber of Commerce*. Mark the date if you haven't already, Saturday, May 2, 2020 held in historic Lewes, Delaware's Lewes-Cape-May Ferry grounds. This year's car show marks two important milestone. First, we are using on-line registration and payment. The links are on our website and on Facebook. Of course, if you insist on mailing in your registration down-load the registration form and go ahead. The second milestone is that we'll have pre-show Friday evening reception at the Ferry Terminal's *Grain on the Rocks* with complimentary hors d'oeuvre and discounted drinks. I know it will be a great opportunity to be able sit and chat with new friends and old acquaintances. In anticipation of a good time during our Lewes Motor Car Show I have to deliver even better news.

The last bit is the British Car Club of Delaware is a Delaware corporation as of 12:00 PM, February 13, 2020. We are working the details and it will take some time. As the process progresses, I'll keep everyone up to date. So, stay tuned!

With that I'll wish everyone a great motoring month. It won't be long before we'll be able to put those tops down.

Please drive safely.

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.

## #8-Bentley-Picture Courtesy of the Simeon Museum 1927 Bentley 3 Liter Speed Model

Our car is the only vintage Bentley to race in America pre-WWII. It is in unrestored, original condition.

### THESE CARS

The three liter Bentley was a winner as soon as it competed. It won many races in 1927, including the famous Le Mans. It repeated this feat in 1928. The Le Mans cars were like the “speed model” version, bought for its style and swiftness. A red enamel background behind the winged “B” on the radiator shell characterized the speed model. It was the favorite of many British sportsmen, but was later replaced in 1928 by the larger four and a half liter model. Because of its lightness and overall handling characteristics, some Bentley enthusiasts preferred it over the more powerful, later models.

### OUR CAR

I purchased this car from the third American owner. The first American owner, New Englander Alan Bemis, purchased it in New York City in 1934. Bemis was eager to take part in racing and soon joined The Automobile Racing Club of America, where he raced with this car, and with others later on. The illustration shows him competing in an ARCA race at Marstons Mills on Cape Cod where he finished fourth. He kept the car for several years while he worked at Massachusetts Institute Technology.

We gained the car in a mostly original condition except for the post-war paint job from the next owner.

a letter dated February 14, 1990,

Mr. Bemis, now an octogenarian, bemoaned “I have always castigated myself for selling it and tried to buy it back from the subsequent owner”.



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The car has all of its original components, except the troublesome vacuum tank were replaced by electric fuel pumps, although the previous device was retained for potential reinstallation. This would appear to be the only vintage Bentley which was ever in road racing.

The Lewes Chamber of Commerce  
Celebrates The Twenty-fifth Anniversary of  
The Lewes British Motorcar Show  
The British are Coming...**Again!**  
Saturday, May 2, 2020\* at the Cape May-  
Lewes Ferry Terminal show grounds

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

\*No rain date



This year we've made some changes: Awards will be determined based on total entries of the various British marques manufactured up to the 2000 model year and we won't have a Featured Marque for our anniversary celebration. We will be transitioning from paper registration to a digital process. We can accept this form but we encourage you to register on line at

[www.2020LewesBritishCarShow.eventbrite.com](http://www.2020LewesBritishCarShow.eventbrite.com)

To mark our 25th anniversary you will receive a commemorative T-shirt when you check in. We will also have a "Meet & Greet" on Friday before the show from 5-7p.m. at the new Grain On the Rocks Restaurant—*cash bar, complimentary snacks, \$1 off drinks*—at the Lewes Ferry Terminal. When registering electronically you can indicate if you plan to attend. If you are registering by mail please check the box in the form below.

 Winners' Circle Awards Parade through downtown Lewes

 Commemorative Dash Plaques for first 100 cars registered

 Vehicle registration \$25 by May 1, Day of show \$35

 Merchant's Sidewalk Sale

 Free shuttle to downtown Lewes

Make \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_

(Only Original British-made vehicles 2000 model year or earlier. No replicas, kits or reproductions.)

Name \_\_\_\_\_ Phone[day/evening] \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Car Club Affiliation \_\_\_\_\_ e-mail \_\_\_\_\_

I will attend the Lewes Motorcar Show "Meet & Greet" 5-7p.m. Friday May 1

Please complete and mail with check payable to Lewes Chamber of Commerce for vehicle registration \$25 (\$35 after May 2), to Lewes Chamber of Commerce British Motorcar Show, PO Box 1, Lewes, DE 19958

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.

On the web: [www.leweschamber.com](http://www.leweschamber.com)

## LBC As A Time Machine

David Mitchell

I want to relay this experience that occurred recently while enjoying a late afternoon cruise in my LBC. There was a moment that transported me back to a time decades earlier.

Working my way through the gears on a lovely stretch of two lane roadway there came a series of curves that required "white knuckle" grip and no lift off of the pedal. While immersed in the maneuvering, the road took me several directions. During one of the turns with the setting sun to my six there was a split second that the sun's light glistened off of all of the gauges and the steering wheel spokes that took 45 years off of my life, harkening vivid memories of a time long ago when responsibilities were far fewer.

The free time then was spent piloting my LBC to places far and wide. Often accompanied by my canine friend Puka and a couple of fishing poles. In the boot there was always an easy up tent, official Boy Scout mess kit, self inflating pad and sleeping bag, water bowl for the dog and tackle box complete with a waterproof match kit.

This time warp continued for a good while as memorable times came back in vivid detail (of which I will spare you).

During that era that I was taken back to where memories of the sublime and the sometime perplexing realities of LBC ownership are kept, such as; why won't this thing start up again after a couple of hours of smooth operation!!! There was a lot of frustration that went along with ownership and maintaining it's complexities with synchronization etc...but when there was harmony the sheer rush of adrenaline while leaning into it was worth every bit. What it did instill in me is the continuing inspection for any leakage, low tire pressure and walk around any car before I get in it to drive.

My attraction to the LBC craze began with my father who owned 2 Routes group Hillman Minx sedans and a Husky wagon (which essentially was a parts vehicle), and managed to keep them operating dependably. Although things like the flywheel and bell housing from the Husky were not interchangeable, most smaller parts did switch out easily. So I learned while watching and listening his ministrations and frustrations that owning and maintaining car types that are not mainstream can be challenging but extremely satisfying.

At this writing I am reattaching the folding top back onto my time machine to extend the season just a little bit now that the autumnal peaks are behind us and the risk of catching cold is a consideration. Something that would not of been of concern 45 years ago!



## NORTHERN CHAPTER



The January 15th meeting, held at McGlynn's Pub-Pike Creek, was attended by 6 members and 3 officers. The meeting was called to order with a big hello to everyone.

The minutes were approved and the treasurer reported a balance of \$4,516.94. We were reminded membership renewals are due while many are still outstanding.

Terry explained there are three committees: Facebook, newsletter and website. All members are encouraged to participate, newsletter articles should be submitted prior to February 23.

The fall car show date has been changed to September 19<sup>th</sup>, once again the day before the Hagley show. More information to follow.

Members participated in the Poplar Hall Christmas, Lewes Christmas parade and our combined holiday dinner. Calvin reported Poplar Hall was really worthwhile with bagpipes and vendors. He was able to leave at a reasonable time, 3:00, which was a concern of other members. The Lewes parade doubled the number of participating cars. The holiday party combined with BMC was a huge success; we are hoping for a December 12, 2020 combined venue. Terry provided a schedule of known club events with the hope of coordinating as a group. Members expressed an interest in the Wilmington parades.

Terry is leading our club toward being correctly formed with the Secretary of State, an involved process starting with the review of our bylaws. Presently they do not conform with the state requirements. Calvin will check for members who also belong to NAMGBR for show insurance.

The next meeting is set for Saturday, February 22 at the Bridge Way Family Restaurant, 15 E Glenwood Ave, Smyrna, DE 19977 302-653-3466 at 10:30.

February 22, 2020

Terry started the meeting with a good morning as it was held Saturday, February 22<sup>nd</sup> at the Bridgeway Family Restaurant in Smyrna, DE at 10:30 am. A couple of the 6 members and 2 officers who attended were able to drive their British cars on the cold but sunny morning!

Next, the previous months minutes were approved. No new treasurer report was available.

Once again Terry encouraged members to participate by submitting articles for the newsletter. He explained submissions can be anything of interest; photos taken at events, updates on projects, shows attended. Articles short and long are needed. Facebook is another very useful way members can communicate their interests.

Dave Mitchell gave us an update on the September 19<sup>th</sup> fall BCCD car show, which he says will be terrific. We all agreed! Much has been done already. The poster and flyer Terry brought to the meeting were approved by the group. Both will be available at the Lewes show May 2<sup>nd</sup>.

Old business actually is new business in regard to British Car Club of Delaware becoming a not for profit corporation. Once the first step of submitting articles of incorporation with the State of Delaware had been approved, there are three steps remaining. The three required steps are creating a board of directors, updated by-laws, final submission for the not for profit status.

Everyone is excited about spring and the revival of local shows, namely the monthly Elkton, MD and BCCD Lewes. Terry set a group activity for May 16<sup>th</sup> for the open cockpit day at the Air Mobility Command Museum in Dover. More info to follow.

A warm welcome back to Wayne Elvin, a previous member who submitted his membership at the breakfast. Next meeting is set for Wednesday, March 18 at the Pike Creek McGlynn's.

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# SOUTHERN CHAPTER



Planning for the Lewes show on May 2nd is forging ahead. Make sure you register your car(s). The best way is through the Eventbrite registration that has been set up. Here's the link:

[www.2020LewesBritishCarShow.eventbrite.com](http://www.2020LewesBritishCarShow.eventbrite.com)

Classes are different this year to try to make the numbers more even or, at least put similar cars together. Here are the classes.

<u>CLASS NUMBER</u>	<u>CAR TYPE</u>	<u>YEAR</u>
1	TRIUMPH	UP TO 1968
2	TRIUMPH	1968 AND NEWER
3	MG	MGA and Older
4	MG	MGB and Newer
5	AUSTIN HEALEY	ALL
6	SPRITES AND MIDGETS	ALL
7	JAGUAR	2 DOOR TO 2000
8	JAGUAR	4 DOOR TO 2000
9	OTHER LARGE SEDANS	UP TO 2000
10	ALL OTHER	UP TO 2000
11	BEST OF SHOW	

The Annual Breakfast Meeting was held at The Cottage Café in Bethany Beach on February 23rd. Great turn out of about 30 people who enjoyed the breakfast buffet and freshly made omelets.



Bill was mercifully brief at the actual meeting part, concentrating on the upcoming 25 anniversary Lewes car show.

It was a lovely day (for February) so a few of us drove to the Rehoboth Beach boardwalk and walked it from end to end before enjoying a cocktail at Zoggs.



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# Spring Events

My old (technically I am still a member) British car club (CVBCC) is planning their **Spring Fling** (formerly Snowball Run). The plan is to drive from the Richmond area to Norfolk to take a tour and spend the night on the Battleship Wisconsin. I understand there is a two-part tour, those who want to explore the main parts of the ship and those who want to see the less accessible parts. The date is March 28<sup>th</sup> - 29<sup>th</sup>. The event usually includes some sort of reception/dinner that Saturday night as well. Last year they opened the renovated Cavalier hotel with a period themed party. Heard it was great (I was out of town working).

I would envision leaving from this area, driving along Rt 13 to Bay Bridge Tunnel and over to Norfolk. Do you think anyone in the BCCD would be interested?

Information is available at <https://nauticus.org/battleship-wisconsin-overnights/> [https://www.youtube.com/watch?v=7v\\_NzcRslBo](https://www.youtube.com/watch?v=7v_NzcRslBo)

One of the sleepover things is for kids <https://www.youtube.com/watch?v=uJinqo1EGGY>

My wife thinks I am nuts. I know my grandson would like it though.

David Glick

Thursday April 23rd  
Downtown Elkton MD Cruise Night 5—8 pm

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Friday May 1st  
Lewes Car Show Meet and Greet for pre-registered participants  
Grain on the Rocks, Lewes Ferry Terminal

May 2nd  
Lewes Car Show and parade 11—3pm  
Lewes Ferry Terminal



## Brandywine Motorsport Club Shamrock Showdown Tour Rally

Saturday, March 14th, 2020



*This is a fun Tour rally from Glasgow, Dela. to Dover, Dela. with good roads and easy to follow instructions (and no timing). Follow the mischievous Paddy O'Flannel and answer questions about things you see along your route. This cunning leprechaun has laid out a 60 mile trek through Delaware farms and forests, loop around the State House, and end at Mission BBQ where we can enjoy a BBQ buffet in a private room and rehash the day's fun.*

**Start Location:** Conservation District Building, 2430 Old County Rd. Newark DE 19702, at the corner of Glasgow Ave. (Orig. Rte #896) and Old County Rd.

**On-Site Registration/Check-in:** 1:30 P.M.

**Rally Meeting:** 1:45 P.M.

**First Car Off:** 2:00 PM

**Finish:** Mission BBQ, 365 N Dupont Highway, Dover DE 19901 <https://mission-bbq.com>  
We have a private room; thus registration is limited to 50 people for dining.

**Cost:** BMC Members - \$25 per Person for Rally & Food (Drinks are separate)  
Non-BMC members - \$30 per Person for Rally & Food  
Rally Only - \$15 per car

**Register at:** <https://www.motorsportreg.com> or at the BMC Meeting on March 3rd.

**Registration Deadline for Rally & Food entries is March 6.**

**For Rally only, please RSVP early so we have enough route instructions.**

**Rallymaster:** Hanna Alderman [BMCrallymaster@gmail.com](mailto:BMCrallymaster@gmail.com)

# Armstrong Siddeley Cars

Trevor Mees and Wikipedia

How many of you have seen an Armstrong Siddeley? I remember seeing the occasional one when I worked in London in the 60s. Here's what Wikipedia says about them:

**Armstrong Siddeley** was a British engineering group that operated during the first half of the 20th century. It was formed in 1919 and is best known for the production of [luxury vehicles](#) and [aircraft engines](#).

The company was created following the purchase by [Armstrong Whitworth](#) of [Siddeley-Deasy](#), a manufacturer of fine motor cars that were marketed to the top echelon of society. After the merge of companies, this focus on quality continued throughout in the production of cars, aircraft engines, gearboxes for tanks and buses, rocket and torpedo motors, and the development of railcars. Company mergers and takeovers with [Hawker Aviation](#) and [Bristol Aero Engines](#) saw the continuation of the car production which ceased in August 1960.



The first car produced from the union was a fairly massive machine, a 5-litre 30 hp.<sup>[8]</sup> A smaller 18 hp appeared in 1922 and a 2-litre 14 hp was introduced in 1923. 1928 saw the company's first 15 hp six; 1929 saw the introduction of a 12 hp vehicle. This was a pioneering year for the marque, during which it first offered the [Wilson preselector gearbox](#) as an optional extra; it became standard issue on all cars from 1933. In 1930 the company marketed four models, of 12, 15, 20, and 30 hp, the last costing £1450.

The company's rather staid image was endorsed during the 1930s by the introduction of a range of six-cylinder cars with [ohv](#) engines, though a [four-cylinder](#) 12 hp was kept in production until 1936.

In 1932 - or thereabouts, a line of special, rather more sporty designs was started which resulted in the Rally Tourer series. The aim was to help shake of the somewhat pedestrian image of what was in fact a rather advanced product. Of the 16 rally tourers built, many were used by the owners or senior directors, and were entered into various rallies, achieving some good results and making for good publicity. Only one of those 16 special cars is now known to exist: a 1933, Long-15 Rally Tourer which, according to the records, shared the same body as the 20hp version (which had a slightly longer bonnet).



In 1933, the 5-litre six-cylinder Siddeley Special was announced, featuring a [Hiduminium aluminium alloy](#) engine; this model cost £950. Car production continued at a reduced rate throughout 1940, and a few were assembled in 1941.

The week that [World War II](#) ended in Europe, Armstrong Siddeley introduced its first post-war models; these were the [Lancaster](#) four-door [saloon](#) and the Hurricane [drophead coupe](#). The names of these models echoed the names of [aircraft](#) produced by the [Hawker Siddeley Group](#) (the name adopted by the company in 1935) during the war. These cars all used a 2-litre six-cylinder (16 hp) engines, increased to 2.3-litre (18 hp) engines in 1949. From 1949 to 1952 two commercial variants of the [18 hp Whitleys](#) were produced, primarily for export. The Utility Coupé was a conventional [coupe utility](#) style vehicle, while the Station Coupé was effectively a dual cab vehicle, although it still retained only two doors. However, it did have two rows of seating to accommodate up to four adults and the doors were larger to allow better access to the rear. From 1953 the company produced the Sapphire, with a 3.4-litre six-cylinder engine.

In 1956, the model range was expanded with the addition of the 234 (a 2.3-litre four-cylinder) and the 236 (with the older 2.3-litre six-cylinder engine). The Sapphire 346 sported a bonnet mascot in the shape of a sphinx with namesake [Armstrong Siddeley Sapphire](#) jet engines attached. The 234 and 236 Sapphires might have looked to some of marque's loyal customers like a radical departure from the traditional Armstrong Siddeley appearance. However, in truth, they were simply too conservative in a period of rapidly developing automotive design. If the "baby Sapphire" heralded the beginning of the end for Armstrong Siddeley, it was because Jaguar had launched the unitary-construction 2.4 saloon in 1955, which was quicker, significantly cheaper, and much better-looking than the 234 and 236.



The last new model produced by Armstrong Siddeley was 1958's Star Sapphire, with a 4-litre engine, and [automatic transmission](#). The Armstrong Siddeley was a casualty of the 1960 merger with Bristol; the last car left the Coventry factory in 1960.

Eventually, the remaining spares and all motor car interests were sold to the Armstrong Siddeley Owners Club Ltd, which now owns the patents, designs, copyrights and trademarks, including the name Armstrong Siddeley.

# 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](https://1drv.ms/f/s!As9TBs75qnu_hDGuKo8H0pOfxKIX)

\*\*\*\*\*

<https://libwww.freelibrary.org/digital/collection/automobile-reference>

This is primarily about the history of racing around the world way back in the early 1900's to the 70's. Where the drivers were very bold and enjoyed eating bugs and dirt.... Open cockpits, skinny wheels, leather helmets and probably no seatbelts. Oh, to have lived in those days. There is a photo of my hero, George Alderman, with his RC Gremlin at Daytona in 1974 on page 7.

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cantwells-tavern.com

**The Roaming Raven**  
theroamingraven.com

## LED Lights by David Glick

### Part 1: Headlights

A couple of years ago I wrote upon LED light conversions for another club's newsletter. Things have gotten much easier and much less expensive. For ease of explaining, I decided to separate the discussion into two part, headlights, and tail and all other lights. For headlights, let's start with the obvious. Note the difference between sealed beam (these were the uprated whiter Sylvania bulbs), against modern LEDs. The difference is quite significant. Luckily, the aftermarket industry for Jeep Wrangler upgrades is huge, including headlights, which just happen to be the same 7" sealed beam as our British sports cars, so options are plentiful.

There are two basic considerations when it comes to headlight upgrades, appearance and function. The ideal scenario is to have a visual field that mimics modern HID and LED headlights, with a horizon that does not blind oncoming traffic. Hands down the best most expensive option I have found was that of JW Speaker with the 8700J2 series light. They are pricey though. It just so happens that there are a number of knock offs on eBay and Amazon that appear quite similar (lower quality clones), which can be had for ~\$100 (vs \$600). They rely upon 5 individual lights to cover the entire visual field and provide excellent coverage. They even add the option of adding a daytime running light, though you would have to add an extra wire and switch to the stock headlight bucket to add the function. These are the lights I first installed on my MGB 4 years ago. Clearly do not look stock. Function is another story. They have offered the best view of the road yet.



Wanting to soften the look the of a Star Wars drone headlight, I attempted another option for the MG Midget. These happen to be the lights many commercial companies have chosen to upgrade their fleets, like the Disney/Mears transport buses. The visual field is not as complete as the JW Speaks/Speaks eBay clones, but quite the noticeable improvement. They also added a daytime running light to the mix, which in a Midget, sounds like a great idea. (Side note, you can use it a turn signal as well, but that is another story). The looks are still different, and some feel too futuristic for our cars. Besides, the DMV inspectors in DE did not appreciate the lights installed on the Midget. Thus, the greater emphasis to read about the next option.

Enter the Lucas replacement housings. I had seen several sources in the US, but they were prohibitively expensive. As such, I have been purchasing them from the UK directly. We now have a reasonable stateside source as well. The last set I purchased from Welsh Jaguar. They look identical to the headlights we are familiar with, and even are branded with Lucas on the front. It does not get better than

that. They come with pilot and non-pilot versions and can be used with an H4 LED bulb quite effectively, which cost ~40 on Amazon. The LED bulbs vary in size, so just any bulb will not necessarily fit. The ones pictured do. There is an up/down installation, so make sure the bulbs are installed properly. Relative to the latest generation, I would call these second best of my test for light quality, but top in class for appearance, and they still function night and day above our standard halogen lights, making nighttime driving much easier and safer as we all get older. When installed properly, they do not blind oncoming traffic.

One last recommendation, LED lights really do not like fluctuating voltages that much. Also, you may find the current draw to exceed that of standard lights. We already tend to put a significant amount of current through our dash switches. You would be surprised to see just how many of your cars do not even have fuses in this circuit. If you are going to upgrade your headlights, I would strongly recommend adding a headlight relay



kit, which includes a fuse and shifts the power demand straight to the battery rather than running off the alternator and through the switch, which would now only power the relay. The easiest kit to install is the Moss Kit (part no 117-515), it is plug and play for most installations, with Lucas bullets already attached. Well worth the \$25. It is also possible to use a universal kit, available most anywhere, but those seem



to cost more these days. A kit is easy to replicate, but by the time you purchase the parts, the Moss kit seems attractive. Lastly, if you are still running positive ground, now you have justifiable reasons to finally convert to negative ground. LED lights are polarity specific.

Now that we have added a fuse and shifted the current draw to protect the circuit, stabilized and maximized the available voltage to the headlights, upgraded the headlights so that they rival modern cars with HID or LED headlights, it is time to think about the taillights.



Chick-fil-A Elkton

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Harry Marcus-Owner/Operator

<https://www.cfarestaurant.com/elkton>

To be continued.....

## Members Market Place



### Triumph TR250

Lots of pictures on <https://markraspi.wordpress.com/2020/02/18/triumph-tr-250-for-sale/>

Contact Mark on [markraspi@aol.com](mailto:markraspi@aol.com) for pricing and details



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## Application for New or Renewal Membership

Membership is \$20 per year, due in January

Please make check payable to:

**“British Car Club of Delaware”**

Send check with completed application to:

**British Car Club of Delaware**

**c/o Treasurer**

**P.O. Box 5317**

**Wilmington, DE 19808**

Name:
Street Address:
City:
State & Zip:
Telephone #:
Email Address:

\_\_\_\_\_ *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/>

## 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](mailto:terryyoung224@me.com)) for details on pricing etc.

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