



THE BRITISH DIAMOND

February/March 2021

PO Box 5317,
Wilmington, DE 19808

Officers

President:

Terry Young
terryyoung224@me.com

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

Northern Chapter Car Show

Sharon Kalinowski
sdkal@verizon.net

Webmaster

Geoff Sundstrom
geoffsund@gmail.com

Website: www.bccdelaaware.org

President's Message

Hello Mates,

As I write this note the sun is out in anticipation of a warmer day. Yes, I'm dreaming... When we left the south a couple of years ago, we didn't think we'd ever get used to the cold again. But slowly... This time of the year reminds me about the Mardi Gras celebrations Georgia and I used to attend. Mardi Gras is French for "Fat Tuesday", reflecting the practice of the last night of eating rich, fatty foods before the ritual Lenten season. We drove our LBC in many parades delighting in tossing beads and Moon Pies left and right trying not to injure anyone while hitting the open hands of the roadside spectators. I came across a news report where the rumor of New Orleans Mayor's office canceled the annual celebration. That was a big "No" because of social gatherings. The residents, however, would not be disheartened by this minor problem. They responded by decorated their houses like parade floats. I know, not the same, but very creative, nonetheless. The annual pageants were always great fun driving top-down followed by hours digging out crunched beads from under the seat. My reminiscing aside let's turn the attention to this year and we have plans.



Scheduled for May 1, 2021, the 25th Annual Lewes British Motorcar Show on the Lewes Cape May Ferry grounds is just around the corner. Please keep in mind this event is sponsored by the Lewes Chamber of Commerce and is subject to approval by the Lewes City Council and is contingent on approval of Delaware's state Department of Public Health. Please go to the [British Car Club of Delaware, Inc.](http://www.bccdelaaware.org), for the details and pre-registration through [Eventbrite](https://www.eventbrite.com). The show committee is working very hard to make the 25th Annual Lewes British Motorcar Show a success.

Sadly, we lost another member of our British Car Club of Delaware, Inc. [Stanley Breita](#). If you would like to leave a note, his name is linked to his obituary. Stan grew up in northeastern Pennsylvania and went into the Air Force after high school. He met his wife, Jackie while stationed in England. While in the UK they found a mutual love for British cars subsequently owning a couple Jaguars, XJS's (1989 and 1990), and a 1974 Austin Marina Coupe. Also, he loved gardening and collecting antiques. Stan remained active in BCCD until experiencing ill health the last few years. He will be missed.

Exciting times ahead. Till' next time, please drive safe and observe the COVID-19 protocols. The vaccine is upon us. Get yours as soon as possible!

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.

2021 BCCD Tentative Events Schedule

Northern Chapter Meetings 3rd Wednesday of the Month
Southern Chapter Meetings Last Tuesday of the month

March

17th Northern Chapter Meeting, McGlynns Pub, 8 Polly Drummond Shopping Center, 270 Polly Drummond Hill Rd, Newark, DE 19711
30st Southern Chapter Meeting, JD Shuckers, 21710 Roth Ave, Georgetown, DE 19947

April

21st Northern Chapter Meeting, McGlynns Pub, 8 Polly Drummond Shopping Center, 270 Polly Drummond Hill Rd, Newark, DE 19711
23rd Newsletter Deadline
27th Southern Chapter Meeting, JD Shuckers, 21710 Roth Ave, Georgetown, DE 19947

May

1st 25th Annual BCCD Lewes Car Show, Lewes Terminal, 43 Cape Henlopen Dr., Lewes, DE 19958
19th Northern Chapter Meeting, McGlynns Pub, 8 Polly Drummond Shopping Center, 270 Polly Drummond Hill Rd, Newark, DE 19711
25th Southern Chapter Meeting, JD Shuckers, 21710 Roth Ave, Georgetown, DE 19947

June

16th Northern Chapter Meeting, McGlynns Pub, 8 Polly Drummond Shopping Center, 270 Polly Drummond Hill Rd, Newark, DE 19711
23rd Newsletter Deadline
29th Southern Chapter Meeting, JD Shuckers, 21710 Roth Ave, Georgetown, DE 19947

July

21st Northern Chapter Meeting, McGlynns Pub, 8 Polly Drummond Shopping Center, 270 Polly Drummond Hill Rd, Newark, DE 19711
27th Southern Chapter Meeting, JD Shuckers, 21710 Roth Ave, Georgetown, DE 19947

August

18th Northern Chapter Meeting, McGlynns Pub, 8 Polly Drummond Shopping Center, 270 Polly Drummond Hill Rd, Newark, DE 19711
23rd Newsletter Deadline
31th Southern Chapter Meeting, JD Shuckers, 21710 Roth Ave, Georgetown, DE 19947

September

18th BCCD Annual Fall Car Show, Bellanca Airport, New Castle, DE
21st Northern Chapter Meeting, McGlynns Pub, 8 Polly Drummond Shopping Center, 270 Polly Drummond Hill Rd, Newark, DE 19711
28th Southern Chapter Meeting, JD Shuckers, 21710 Roth Ave, Georgetown, DE 19947

October

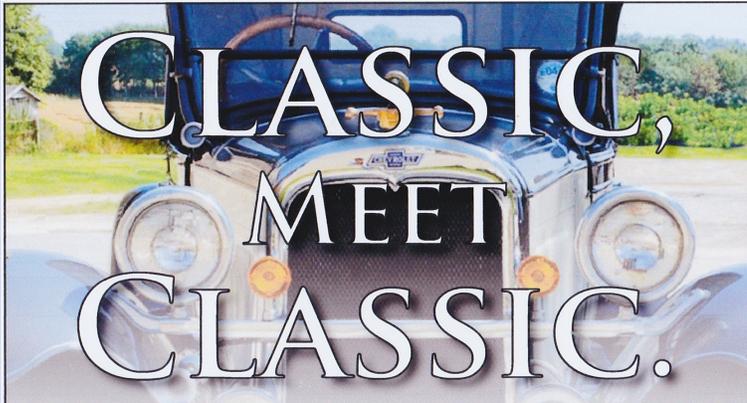
20th Northern Chapter Meeting, McGlynns Pub, 8 Polly Drummond Shopping Center, 270 Polly Drummond Hill Rd, Newark, DE 19711
23rd Newsletter Deadline
26th Southern Chapter Meeting, JD Shuckers, 21710 Roth Ave, Georgetown, DE 19947

November

17th Northern Chapter Meeting, McGlynns Pub, 8 Polly Drummond Shopping Center, 270 Polly Drummond Hill Rd, Newark, DE 19711
28th The Wilmington JC's Annual Holiday Parade
30th Southern Chapter Meeting, JD Shuckers, 21710 Roth Ave, Georgetown, DE 19947

December

TBA Lewes Christmas Parade
TBA BCCD Holiday Dinner Party
TBA Poplar European Christmas Market
TBA The Cristfield, MD, Chamber Commerce Holiday Parade
23rd Newsletter Deadline



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Mystery Car.



How many of you recognized that grille? Imagine it stretched sideways and squashed down, adorning a low slung sports car.

Yep, It's a Healey. A 1948 Elliott Saloon. What a beauty!

Donald Healey founded the business in 1945 to build expensive, high quality, high performance cars. The cars mainly used a tuned version of the proven Riley twin-cam 2.4-litre four-cylinder engine in a light steel box-section chassis of their own design using independent front suspension by coil springs and alloy trailing arms with Girling dampers. The rear suspension used a Riley live axle with coil springs again. Advanced design allowed soft springing to be combined with excellent road holding. Lockheed hydraulic brakes were used.

When it was introduced in 1948, the Elliott saloon was claimed to be the fastest production closed car in the world, timed at 104.7 mph over a mile.

In 1953 Healey and Austin formed a joint venture to build the Austin-Healey 100 (there's that grille) and the (frogeye) Sprite. The rest is history.



How about this one? A little bit of American influence in the design perhaps?





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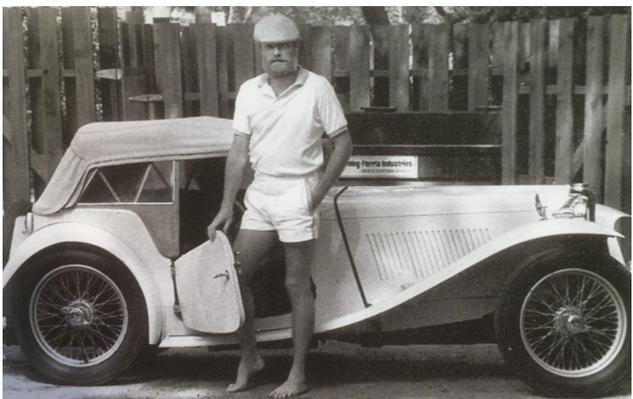
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Our own Don McDonald



When it comes to cars, I'm an unabashed Anglophile.
 Here I am with my 1948 MG TC.

BCCD Board Meeting Via Zoom

January 13, 2020 - Meeting Start 15:55 End 16:25

Board & BCCD Members Signed in

Terry Young, Bill Tattersall, Calvin Jackson, Trevor Mees, Mike Tyler, Marion Woodruff, Steve Woodward, Jim Martin

Members invited unable to attend

Sharon Kalinowski, Jerry Hirst, Geoff Sundstrom, George Alderman, Dave Mitchell, Don McDonald

Treasure Report

BCCD Ending Balance \$4,430.06.00

South Ending Balance \$665.00

Expenses 2020 (Est)

Incorporation \$598.00

Website \$151.04

PO Box \$92.00

Bin host (\$6.00/month) \$72.00

NAMGBR BCCD Membership \$30.00

Expenses 2021 (Est)

PO Box Annual \$92.00

Bin host (6.00/month) \$72.00

Website \$151.04

NAMGBR BCCD Membership \$30.00

Membership Status

105 as of 1 May 2020

About 65 had paid membership for as of December 31, 2021

See discussion note 1.

Newsletter/Advertisements

Republish adds for two more issues then renew.

See discussion note 2.

Monthly meetings

No face-to-face meetings until Delaware restriction are lifted.

See discussion Note 3.

BCCD Car Shows 2021

Lewes Motor Car Show

New Castle Fall Show

See discussion notes 4 a & b.

Discussion Notes.

Note 1: 2020 unpaid members will be purged from the roster and BINHOST. Calvin will create a roster of members who did not pay dues in 2020 and offer them a chance to pay for 2021. The grace period will be until February 1, 2021. After that unpaid members will be purged from BINHOST.

Note 2. Existing donations and advertising display adds will run in the *British Diamond* thru April. After that our generous advertisers will have the option to renew. New ads and patron sponsors are always welcome anytime.

Note 3. Bill and Sharon checked with the restaurants where meetings are normally held monthly meetings. The facilities are effectively closed or restricted for food service unable to accommodate our groups.

Note 4.

a. Currently there is no word whether the Lewes Motor Car show will be held on May 1, 2021 due to Delaware COVID-19 current phase restrictions. <https://news.delaware.gov/2021/01/08/governor-carneyupdates-covid-19-restrictions/> And we're all waiting for the Covid-19 vaccine. In February the Southern Chapter Lewes Motorcar Show Committee will hold a meeting, TBA for method, time and date for preliminary planning.

b. The September Fall Show is in the same holding pattern but for a different reason. Bellanca Airport may not be available due to on-going renovations. Right now, September is a long way off.

Poplar Hall European Christmas Market

Terry Young

December 12, 2020: The Poplar Hall European Christmas Market held at Pel Gardens, Chesapeake City, MD. George, Terry and Georgia represented The British Car Club Delaware.



It turned into a perfect day with the morning fog burning off revealing a quaint waterfront with many vendors offering their Christmas Holiday wares for sale. We had a great time strolling the venue, sampling the goods and buying an item or two. This event showcased our British Cars parking right in the center of attention while visitors passed by admiring our LBC (for course Jaguars are not so little, there was however, one MGB from the Baltimore MG club.)

We want to extend our thanks to Greg Shelton, the Poplar Hall organizer for the invitation. Hope to attend next year.



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Hear Ye! Hear Ye!

The **25th Annual Lewes British Motorcar Show for May 1st 2021 is officially a go.** That means the **British are coming...Again.**

While not spearheading a British rebellion, it is a great opportunity for owners and admirers of classic British cars to enjoy an afternoon at waters edge on the grounds of the **Lewes Ferry Terminal for the Cape May-Lewes Ferry**, overlooking the Delaware Bay.

As you know the event is cosponsored by the **Lewes Chamber of Commerce** in conjunction with the **British Car Club of Delaware**. Last year was scheduled to celebrate the silver anniversary (*H.M. The Queen's silver of course*), but alas was postponed because of Coronavirus. Many details relating to the show are dependent upon current state of the pandemic and social distancing requirements. Any updates will be sent to those registered and posted on the club's Facebook page <https://tinyurl.com/4o9beu7h> (or simply scan the QR code...)

The field is limited to the first 100 cars. Since space is limited, only **vehicles model year 2000 or older are eligible to register. Everyone is encouraged to drive their British car to the show regardless.** This is a "Rain or Shine" event; registration fees are non-refundable. However, in the event the show is cancelled due to COVID-19, registration fees will be automatically refunded. That means there is no risk to register early, and the benefit is that you can secure your spot on the show field.

**Details for the event and registration are available at:
www.25thLewesBritishMotorcarShow.eventbrite.com**

Or scan the code below

Please remember that registrants and guest will be required to respect all community social distancing and mask requirements in force at the time. Please remember, this is an outdoor event with fresh air blowing in off the water in a moist climate.

For those coming in from out of town, visitors are encouraged to take advantage of **historic downtown Lewes**, home to a wonderful number of shops and restaurants, as well as all that the **Delaware beach area** has to offer. If you are coming in from points north, the trip on Cape May Lewes Ferry is always fun. Besides why not taking advantage of arriving to the show by both (*Was that "One if by Land, Two if by Sea," Three if by Land and Sea...?*)

Registration is online only this year. www.25thLewesBritishMotorcarShow.eventbrite.com

In the event you have difficulty registering, or would like to register by phone, please reach out to me personally at LBMC>Show@gmail.com. I will be more than happy to help registering your car for the show, or answer question you may have. Remember, register early to reserve your place on the field for the show. All Registrants will be kept informed with any changes or additions for the show!

On behalf of the Lewes Chamber of Commerce and the British Car Club of Delaware, we look forward to seeing you there!

David Glick



Facebook Page



Register

The Dash

In the last chapter I talked about refurbishing the MGTC's radiator.

Looking at the following photos you can see the radiator and grill prior to polishing and media blasting. Again, the grill is one of the most recognizable aspects of the MGTC. Once blasted and primed it awaits final painting. The color of the grill is the same color of the upholstery. In this case it will be a vellum beige. Here are a couple of grilling details. There are 18 triangle shaped vertical slats or veins, nine on each side of the center. The flat side of each faces toward the center. Once installed it is fitted inside the chrome radiator frame. I had read that one MGTC owner actually drilled out all the vein rivets then reattaching with small nuts and bolts. After careful consideration. I decided it wasn't necessary. That would be way too much work! So in front of the blaster it went. The Black Diamond 4080 fine grit did a great job of cleaning where hand sanding would have been impossible to reach. Once readied for paint it was onto the Dash.



The MGTC dash is another unique aspect of the T-Series cars. It's made out of plywood with double curved composition



reminiscent of an ocean wave with the speedo and tach on either side of the center portion of the inner dash. The center is complementary sitting in between the double wave accommodating two important instruments; the oil pressure and amp gauges, switches, pull levers and external dash lights. I found a few variations. but I'll keep this as found.



Once I pulled several, what used to be chrome plated, wood screws the dash dropped held in place by a spaghetti farm of cloth covered wires. I went ahead and cut and disconnecting them from their set screw connections. I have a new wiring loom. I hope it works without too many modifications.



After removing all the dash bits, I cleaned them up with a wire wheel and polisher. After a closer examination of the instrument faces more cleaning might be in order. The faces discolored. After 70 years they were showing their age (like me). I've had some experience trying to clean printed metal facings. Most not good. Solvents and too much rubbing tend to dissolve the finish and painted lettering. These dial faces wouldn't clean up. Fearing the worst and not wanting to trash them I opted to use the decals found in the spare parts collection. They were a perfect fit! I have one last item to work.

The clock in the tach. I couldn't help it myself. I took it apart and cleaned what I could. Even found a broken wire coming from the capacitor. Reassembling and reconnecting the wire it didn't work. Come to find out the contacts are a bear to clean and if the battery connections were reversed it blows the capacitor. Undeterred, I found a solid-state repair kit that works better. Just got to pop it in.

The last piece, well maybe not quite last but darn near it, is the main dash panel. Let's just say I'm learning how to do some careful wood working. Again, let's say fitting a final panel will be challenging and rewarding once done. I do have a couple other options, however. Some MGTC restorers use an epoxy to seal and strengthen the existing wood for reuse. Another is to purchase the dash outright from one of the many MGTC parts suppliers, but what fun is there in that? My original dash covering is a material called Rexine. It is an artificial leather-leathercloth fabric made near Manchester, England. It was made of cloth, with layered surfaced including a mixture of cellulose nitrate a low explosive also used as the propellant in firearms rounds and embossed to look like leather. Yikes, a low explosive propellant? Yikes, again! Let me continue. Rexine was used by the British car manufacturers beginning in the 1920s up to the 1970s, particularly as a surface for crash padding on dashboards and doors. Rexine was reported to be a contributor for the rapid spread of a railway carriage fire 1951. Needless to say, I won't be using Rexine. I'm opting for polished polyurethane although a nicely finished wood veneer similar to a Jaguar dash would look nice. Still going with the polished poly. It will look great!



Next time I'll talk about a couple of items that restored fairly well. Here is a quick preview. The steering wheel, the Arnold heater, the starter and S.U. fuel.



<https://www.gracesguide.co.uk/Rexine>

<https://en.wikipedia.org/wiki/Rexine>

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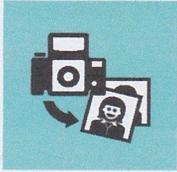
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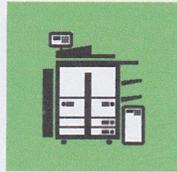
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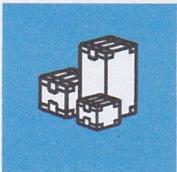
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We are looking for more local businesses to advertise in the newsletter so if you know of one and can approach them please do so. You will see their ads throughout the newsletter. We are also looking for sponsors/donors to pledge fixed amounts to the club. Contact Terry (terryyoung224@me.com) for details on pricing etc.

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Bristol is that car company that is usually met with the question 'does it still exist?' Well, the answer is yes. Sort of.

Bristol Cars was actually dissolved back in 2011, with a new company set up to take its place and restore older cars. It intended to resume manufacturing later with the new Bullet sports car – a roadster inspired by the old Bristol 405 Drophead Coupe.

The project was first announced in 2015 to celebrate the company's 70th anniversary. 70 were supposed to be built. In 2016 Top Gear tested the prototype when the price was projected to be just under £250,000.

Powered by a BMW 4.8 litre V8 it could hit 62mph (100 kph) in 3.8 seconds and topped out at 155mph.

Hybrid and electric models were forecast later but I haven't been able to find anything more.



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!](https://1drv.ms/f/s!As9TBs75qnu_hdGuKo8H0pOfxKIX)

[As9TBs75qnu_hdGuKo8H0pOfxKIX](https://1drv.ms/f/s!As9TBs75qnu_hdGuKo8H0pOfxKIX)

Guess what those irreverent Brits called the Rolls Royce "Spirit Of Ecstasy" radiator mascot'



"Nellie In Her Nighty"



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Bill Tattersall's Motorcycle Racing Career

It seems as if I might have been destined to be involved with motorcycles at the age of 4. While I don't remember it, my Dad told the story all his life and had the picture to prove it. He always rode Indians and one day, while he was at work, little Billy took a selection of tools and worked all day taking Dad's bike apart. I don't remember how involved the disassembly was, but it must have been significant because Dad never let me forget it. I wish I still had the picture because, in my puffy snowsuit, wrench in hand, I looked like Ralphie in Christmas Story. Just add a wrench.

When I realized that I did not have the skill or financing to become the next Bob Tullius, I gave up my SCCA aspirations with my Triumph Spitfire and decided that I was aiming in the wrong direction and maybe I was destined to become the next John Surtees. For those of you who do not know the name, John Surtees was a famous English driver and rider who became both a motorcycle champion and a Formula 1 champion in the 1960's.

I got my first dirt experience in pit behind George Alderman's original shop in Newport, DE where a bunch of us used to thrash around until we were covered with dirt or broke something (bike or body). I also participated in off road enduros like the one held every fall by the Delaware Enduro Riders which covered many miles along the C & D Canal and through the swamps along the river.

My next step was actual motocross.

My first bike in that activity was a 250 cc Ducati that I got from Willis Weldin (see photo). I raced in an AMA District that covered Delaware, PA, New Jersey and Ohio and maybe some others. I followed Willis' 4 stroke Ducati, with a Bul-taco and later a Montesa, all 250 cc 2 stroke bikes. I was in my early 20's at that time, an age where you are just starting to realize that your body can break. Unfortunately, the 250-cc class was dominated by a lot of 14- to 20-year-old kids who, as we know, usually consider themselves indestructible, so being beaten was the normal course of events. The really fast 500 cc bikes like the Maicos and Husqvarnas were a little out of my price range so I stuck with the Montesa until my moment of awakening at a local track in MD that I can't remember the name of. When I arrived that day, I was told that I needed leather to ride whereas up to then I had just ridden in an old army field jacket. Well, the girl I was dating at the time was with me and knew I really wanted to race, so she loaned me her beautiful leather jacket which had been made from deerskin that her father had collected and had made for her. It was a nice jacket until a number of falls later it was no longer so nice; can you say trashed? If I remember that relationship did not last very much longer



I had a lot of fun during these years on bikes but decided that racing anything probably was not meant for me. I made a career shift back to boats and fishing and took up scuba diving. Eventually I made the full swing years later back to British sports cars.

MG International 2021

David Glick



Registration is open for the North American Council of MG Registers **MG International 2021**. This is the great time when all MG owners and enthusiasts get together every five years for a week of fun and camaraderie. Bev & I went to our first in 2011 in Reno Nevada. That was when we started the cross-country drive on the boardwalk in Ocean City to Reno, and then on to San Francisco. It was the drive of a lifetime. The last one was in Louisville Kentucky in June 2016, that too was a great, and much closer.

MG International 2021 is Monday June 14th to Thursday June in Atlantic City. We plan to organize a ride over on the **Lewes Cape May Ferry** Monday afternoon for all those interested. The host hotel for MG 2021 is **Harrah's** with a variety of activities to meet everyone's interests, including a number of tours and cooking classes.

Information and registration information can be found at <https://ac2021.regfox.com/mg-international-2021>

The **promo video** is on the registration site and can also be seen here. https://youtu.be/BcbC6_oGWA



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E Type Winter Projects

Trevor Mees

Since I have been nagging you all about your winter projects I suppose I should tell you about mine..

Last autumn I was a happy camper, E Type wise. The car was running, if slightly noisily, and I was looking forward to concentrating on the interior. I was getting ready to put her away for the season, then came the white smoke.

White smoke from the exhaust usually indicates that coolant is getting into one or more of the cylinders. I considered the options.

Cracked cylinder head – Aarrgh!! NOOOOO!!!!!!!

Leaking head gasket – a bit of a job but cheaper than 1. Could it just need the head re-torquing.

Leaking inlet manifold gasket – a fairly easy fix and the most likely culprit since I had assembled them with dry gaskets. I'll use sealant this time.



There are three inlet manifolds. Each feeds 2 cylinders with a water passage between them. I started disassembly.

After draining the coolant the throttle linkage is removed, along with the vacuum rail. I disconnected the heater and radiator hoses from the water rail and removed it. The choke cable was next. Hard to get to since it is underneath the carbs.

I had already removed the air cleaner so the carbs came off next. The front and centre ones came off easily but the rear one was obstructed by the clutch master cylinder. I remembered it had been tricky to get on. I later discovered that the studs I was using were the wrong ones – they were too long. Then I took off the inlet manifolds.

I decided to replace all the gaskets and studs and make sure I got the right ones this time. Unfortunately, some of them are on backorder. I'll be reassembling it all as soon as they arrive.

My torque wrench is fairly ancient and is of the type where you twist the handle to set the torque. The required setting according to the shop manual is 54 ft/lb. With my glasses on and a flashlight I think I got it close but decided to shell out for a new digital torque wrench. I'm looking forward to playing with that new toy.

In the meantime, I have started on the interior.

Earlier there had been a leak in the heater pipes that run behind the dash and I noticed that some of the leaked coolant had gone underneath the black pitch like substance on the passenger side floor that was presumably there to deaden noise. I jabbed it with a screwdriver and the pitch came up easily, revealing a rust patch. It was then I determined to pull it all up, both sides, convert all the rust and seal it with a rust encapsulator.



I've made a start. The pitch is all up on the passenger side and the next step is a thorough wire brushing, including the footwell and door sill, followed by 2 coats of rust converter, followed by the encapsulator.

When both sides are done and any other rust inside the car treated and encapsulated it will be time to decide how to insulate.



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Triumph TR-6—\$4575

Triumph Spitfire—\$3350



Don McDonald wanted to see a Triumph 650 in these pages.

Will this suffice? Here I am astride my brother's 1979 Triumph Bonneville 750 (a.k.a. T140 V). I took it for a ride after these pictures were taken and scared myself half to death. I hadn't ridden a motorcycle for about 50 years (and that was a 250).



Trevor



Paul Campanella's
PIKE CREEK AUTOMOTIVE

📍 2379 LIMESTONE RD
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