



THE BRITISH DIAMOND

October 31, 2021

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Cheers, Everyone!

President's Message

Here we are. Racing toward the end of another *British Car Club of Delaware, Inc.*, successful year. Two successful car shows at Lewes and Bellanca, half a dozen well-attended drive outings and rallies. We also supported our neighboring car clubs and our meetings at McGlynn's and Paul's Kitchen are back on track. Of course, we're not done. Not by a long shot. So, what's in store for us these last two months? There are a couple of holiday parades and celebratory dinners coming up to applaud our success.

I always look forward to November and December. Why? Several nationally recognized holidays, of course! The first one is Veteran's Day falling on November 11th signifying the end of the First World War. Originally known as Armistice Day until the end of the Korean War when it was renamed Veterans Day to honor all veterans. There is a long list of countries that were drawn into WWI, all commemorate the November 11th armistice. It shouldn't come as a surprise, the U.K. is on that list, too. All around the British Empire it's called Remembrance Day. In the U.K., just as our veterans service organizations and military branches do in the US, the Royal British Legion lay wreaths at most war memorials. Those ceremonies are followed by the BBC TV's televised closeup of Big Ben chiming 11:00 AM. After the last chime there is a moment of silence after which you can hear the *Rouse*, calling tribute to the fallen. We're more familiar with Taps. November is just getting us started. Thanksgiving is right around the corner.

Thanksgiving, ah, a traditionally long weekend for school and work breaks, cooking traditional meals, family celebrations, parades, and all important, "leftovers." Speaking about parades. We have two! The Wilmington JC's parade on Saturday the 27th of November and the Lewes Christmas Parade on December 4th. These are two great opportunities to support our local communities and show off our British cars. I encourage your participation. As most of you know, driving along the parade route gives you a personal connection with local people who cheer along the route. Believe it or not, by doing this small activity you'll be making a positively impact. Not only their perspective but from your, too! Look for the announcements to sign-up!

November is also the kick-off of our annual membership drive. The BCCD's membership becomes effective in January annually. Please recall, those of us who were members in good standing at the end of 2021 had their membership extended to the end of 2021. We were the only car club that did this. Now that time is almost up, so get your membership applications in. Please include your spouse or significant other on the application. Yes, membership is still \$20.00! Having paid-up membership makes certain you'll receive emailed notifications of our events.

In conjunction with our last Northern Chapter meeting, we held a well-attended Open House. There were so many good parts of the gathering I'll just highlight a couple. First, it was a really nice surprise to find many people in attendance some I met for the first time. Second, after welcoming everyone we were delighted to present four of 13 Annual Fall Car Show awards (look for a subsequent article). Further, many folks submitted their membership applications and lingered on after the meeting to chat. Part of the meeting agenda was to talk about December's proposed activities.

December marks the time for holiday dinner parties and parades. In the past we joined with Brandywine Motorsport at the University Whist Club then last year we went to Rehoboth Beach Country Club, face masks and all. This year we have two dinner parties planned, one north and one south accommodating our folks who live on either end of the state who are averse to long late-night driving in winter. Yes, of course, everyone may attend each festivity. Be alert to the notifications and don't miss the sign-up deadlines!

In closing 2021, Georgia and I want to wish everyone a happy and joyous holiday season and a prosperous and healthy 2022. And...please drive safely!!

See you soon,

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 omissions.

Videos You Might Find Interesting

Austin Healey Design—

(58) [Gerry Coker Interview 2008 - YouTube](#)

Goodwood Revival 2021 (YouTube)

- many videos of show and races.
- Big saloons going sideways.
- Diminutive minis thrashing huge yank tanks!
- Vintage formula cars and sports cars
- Antique racers from the teens and twenties hurtling around the track

This Just In

I spotted this TR6 for sale on my morning walk. It is on Monroe Street in Lewes, near the library.

The phone number on it is (302)542-9536

It looks to be in good condition.

Trevor



The UPS Store



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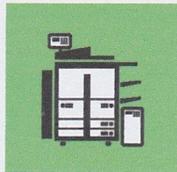
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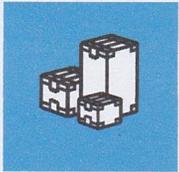
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The Coatesville Grand Prix

Jim Martin

One of our BMC member's from NYC sent the following link to his writeup about the Grand Prix that said it all. I really appreciate all of the volunteers that made it happen.

<https://gothamcitymini.com/coatesville-invitational-vintage-grand-prix/>



Southern Chapter Fall Rally

Jack Long

On Sunday, October 10, eleven intrepid teams of driver and navigator, many in classic British cars, set out to brave the elements and the byways of Sussex County on the 2021 version of the Fall Fun Rally. Despite a grim weather forecast, the rains held off and the sun even came out just in time for the after-rally party.



The event started at Bill and Dana's house with a lavish pre-rally array of pastries and breakfast goodies. The first car was waved off at 11:00 sharp. The route meandered from Frankford, through Dagsboro, Millsboro, Oak Orchard (narrowly dodging a flooded road), back to Millsboro, and then explored the woods and fields of central Sussex before winding up at Mike and Pat Tyler's beautiful home and gardens outside of Georgetown.



The official route mileage was 34.6 miles, and most teams finished the event in 75 to 90 minutes. Some of the clues collected along the way included historic dates and locations, a multitude of creative mailboxes, an entire pride of stone



lions and a church with an "ATM Inside". Contestants also had to complete a page identifying 5 photo clues of scenes along the route ranging from fisherman statues to collapsed ruins.



All eleven teams finished the course, and the scores were very close. The team of David Glick (driving) and Trevor Mees (navigating) finished in first place, one point short of a perfect score, followed by a 3-way tie for second place only 1 point behind.



Clearly, next year's route needs to be tougher. The winning team was also impressively only 0.4 miles off the official mileage, although mileage was only to be used as a tiebreaker in the event of a tie.



The after-rally party at Mike and Pat's featured grilled burgers, sausage and chicken along with covered dishes brought by each team. All the food was delicious, and no one left hungry.



Many thanks go to Mike Tyler and Liz Long for helping me lay out the course, which required a last-minute rewrite to avoid a flooded road; to our pre- and post-event hosts; and to all who contributed food for the party. Thanks most of all to those who came out and joined us.

Finally, I want to apologize for the clue about "Lord Nuffield's Mill Road" and assuming that everyone would know that Lord Nuffield was Sir William Morris, one of the founders of the British auto industry. Since it was the only Mill Road, everyone was able to make the turn onto Morris Mill Road and stay on course, so no permanent harm was done!



**Membership Renewals
are due January 1st.**

**Get yours in now by
using the form on the next
page.**



Application for New or Renewal Membership

Membership is \$20 per year, due in January

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Wilmington, DE 19808

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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.

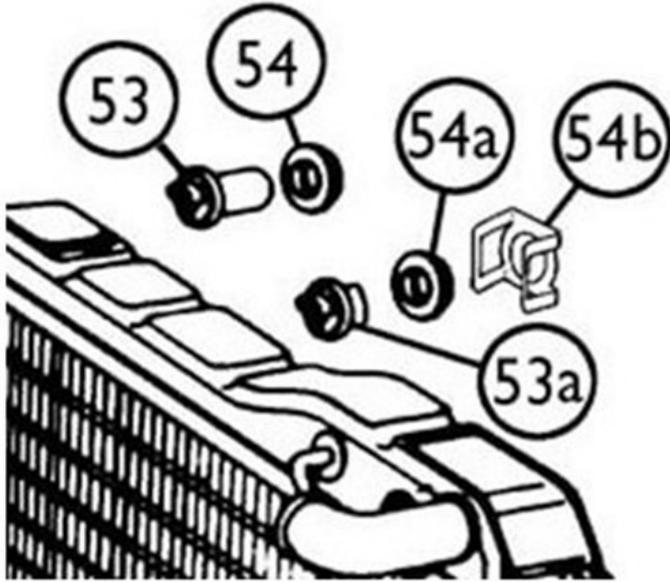
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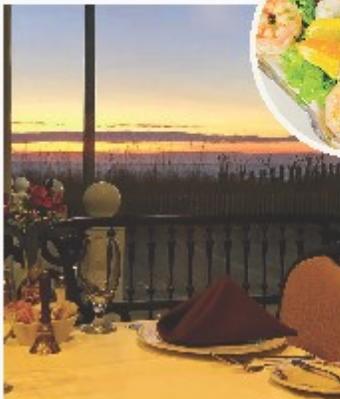
Securing the Radiator Temperature Sensor On Your MGB

By Steve McDowell (1979 MGB)

One (there seem to be several) weak engineering designs of the MGB is the radiator temp sensor mount and keeping it in place. If you ever had one blow out, or had sleepless nights worrying about it, then you know what I mean. Besides the Moss retaining clip, and *never reusing* the bush seal you can rest better at night by adding two zip ties crisscross through the radiator to lock it in place.



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Mystery Car

Brian and Joy Read got the decade and the maker right but stumbled on the model. It is indeed a Vauxhall. It does look very like the Victor but is somewhat smaller. This is a **1970 Vauxhall Viva**.



The Viva was built from 1963 to 1979. This model, designated HC was from 1970—79. It came in 2 and 4 door saloon and 3 door estate configurations. A coupe version was introduced in 1971 called Firenza.

Engines were an 1159cc OHV, and 1600cc OHC four cylinder mills with a 4 speed manual gearbox. These were later upgraded to 1256cc and 2 litres (and then 2.3 litres) respectively.



Here is another blast from my personal past. One like this was our family car in the late fifties/early sixties. My dad bought it new and had a rear seat put in so that the whole family (mum, dad, 3 kids) could fit in it. We did not get the optional side windows because that would have increased the sales tax on it as without them it was considered a commercial vehicle. Dad taught me to drive in it circa 1962.

Drop me an email to trevormees@outlook.com if you know what it is.

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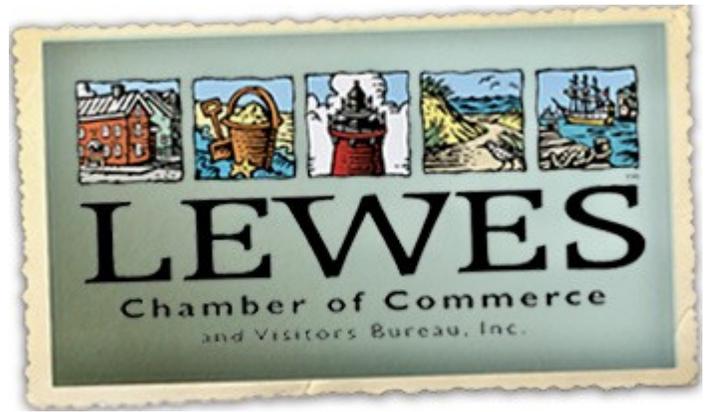
Advertising in The British Diamond and Sponsoring The British Car Club of Delaware

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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One of the many questions I get asked. “Does the engine run?” My answer. “I can spin it.” “I’m pretty sure it will.” “Pretty sure?” I’m pretty sure I’ll be on the next Blue Origin space flight.” (I did sit in the mock-up) “I’m pretty sure that dark figure walking through the woods behind my house is just a large dog.” “I’m pretty sure...” Ok, Ok, I’ll go wait in the car...”



1250cc
MGTC XPAG
Engine 8365

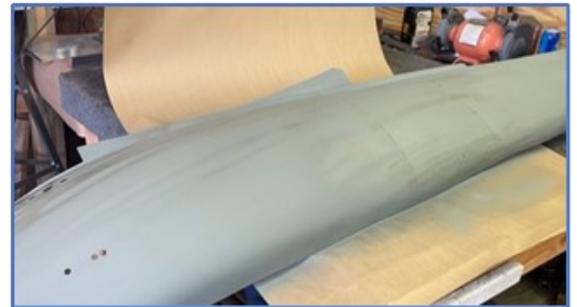
My engine test is easy. Just spin the harmonic balancer pulley using an oil filter wrench. Just so happened, it turned quite easily. Yes, the plugs are out, and the exhaust manifold is sitting over on the bench. No real compression, but not to worry. I have a bunch of pieces to get through before I start working on the engine. So, it’s only a matter of time before I introduce my Wentworth BS tools to its bolts. But this is only a tease... in this chapter I’m going to talk about my battle with rust.

Restoring the MGTC EXU 7623 requires removing big parts and little parts. So far, many big parts and countless little parts have come off, cleaned up, primed waiting for final paint. A couple of big parts I’ll talk about are the front and rear fenders. They are big and awkward and at some times have a mind of their own as they are wrestled clear.



The MG-T series front fenders mirror each other. Using a good fender, the opposite can be perfectly matched. A pattern is made using a layer of low stick tape. Measuring and marking key locations for ribs that are fashioned matching the curvature. Then a covering with a layer of nylon tape is applied. Peeling off the pattern, flipping the pattern inside out then transferring to the opposite side provides the mirror shape. Then it’s a matter of shaping the metal to fit the pattern. The panel below is the finished fender.

One front fender was in pretty good shape only needing minor work. After welding in a small patch, it was sanded and primed. The other wing was a different story. It had been hit sometime in its life. It was dented on top and on the side (Chapter 3). As I learned about how to straighten sheet metal my education didn’t come soon enough. This is a good case for my confidence overtaking my ability. I made such a mess I ended up cutting the section out to replace it. I had no choice. A replacement fender is over \$1,500.00. To get a good fit I made a pattern of the good fender matching the contours. Made the patch from a \$20.00 18-gage sheet metal then welded it in place. The rear fenders were next up. The rear outer fenders looked fair when I started. But then.... after three weeks of applying Naval Jelly, diluted Phosphoric Acid, and scrubbing with grade-3 Steel Wool the rust finally lifted ready for priming.



1. Schelin, W., June 2021, Scout Restoration Series: Measuring the surface, Proshaper.com, <https://www.youtube.com/watch?v=CxhEEORLRg>
2. Schelin, W. January 2021, How to remove surface rust, Proshaper.com, <https://www.youtube.com/watch?v=JLKp81y-tPQ>

Chapter Eight
MGTC
By Terry Young
October 17, 2021



The two rear fenders had surface rust and three layers of paint (first frame is the right fender). Paint remover dissolved the layers of paint. Frame two shows the Navel Jelly at work. The Jelly contains around 30% phosphoric acid, which alters rust molecules and changes them into iron phosphate that can be washed away with water (third frame). Once the metal is cleaned it can be primed with etching primer (last frame).

Once the fenders were painted and stored it was time to remove the “Tub” to evaluate its wooden skeleton.

I may have mentioned this feature in previous chapters. The Tub is the compartment where the driver and passenger sit while zooming down the road. Sheet metal is fitted to the Tub’s wooden sub-frame. By removing six bolts it lifts off the chassis – with some help from my son, Eric – onto the work bench. Once there, a better evaluating of the ash lumber, marine plywood, also right the inner most metal could be determined. Let’s say most of the wood will be replaced. It won’t be long before the wooden Tub will take shape. The sheet metal on the other hand – well that’s another story for another day



The passenger compartment affectionally called the “Tub” consists of a wooden frame encased in a sheet metal skin that’s bolted to the chassis. The sheet metal is fitted by hammering the sheet metal around the outer shape of the wooden frame. The skin is held in place with nails, screws, and bolts. Oddly, there is no use of adhesives, rivets, or expandable plastic fasteners to hold the tub together. Seventy years of exposure to the elements has taken its toll. The wheel wells will have to be replaced.



Frame one is the pile of unserviceable Tub wood. Frame two shows new replacement wood and a few original pieces for duplication. The last frame is all the sheet metal that will either be refurbished or replaced.

Versatile Hose

Mike Humphries

I was visiting my son in California and he needed an emissions hose for his TR-7. We made one up from 5/8 fuel hose, a reducer, and 3/8 hose but straight hose just buckled. I found that hose with multiple different bends is available, the idea being that you cut out the bend you need.

I got it on Amazon. The brand is RetroMotion innovations and it was a Sidewinder 3/8" molded curved fuel line. It came in other sizes as well.



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I thoroughly recommend browsing their website..



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BCCD ANNUAL CAR SHOW 2021

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The show featured an outstanding field of vehicles that dazzled the eyes. Carefully prepared, the show cars were a group of genuine beauties.

There was an obvious sense of enthusiasm among the group, many expressing that the event was the first that they have participated in and or attended since pandemic worries kept them cautious about crowds.

As the date marked the 20th anniversary of the terrorist attacks of September 11, 2001, we felt compelled to honor First Responders. New Castle's own Goodwill Fire Co. #18 was willing to join us and arrived bringing a fully restored and functional 1919 Ahrens pumper truck. Two volunteers from Goodwill Fire Company were present to field questions.

Many show participants as well as spectators supported their efforts by donations and through that received a special ballot to vote for their show favorite to whom an award was given. (Show awards results are available on bccdelaware.org).

A curated collection of British Invasion tunes filled the air. An added bonus was the inclusion of actual British automotive advertisements. Professional photographer Ninja was on hand to capture the cars and a few spectator photos.

Our hosts at Bellanca Airfield graciously opened up the hangar allowing all interested and curious to view the marvelous aircraft and learn about the vibrant aviation history in the First State.

The Airfield is staffed by a dedicated group of volunteers committed to its preservation and promotion. Delaware Provisions provided an array of delicious entrees from their food truck that has quite a following. That was evidenced by a passerby who quickly did a U-turn to have "his usual" and then stayed to enjoy both the cars and the museum.

We are very thankful for all who presented their vehicles as well as the graciousness they exhibited to each other as well as to those who came to see the show making for an enjoyable outing for all.

I encourage you to go to our website to view an array of photos that chronicle the event. Finally, I want to express my heartfelt appreciation to our hosts at Bellanca. In addition, I want to express my gratitude for the many hands that made the event possible from advertising sales, food, set-up to tear down and everything in between including attending several meetings to iron out details, etc.

You ALL deserve a big thank you.

Dave M.



Award winners from the British Car Club of Delaware, Inc.'s Annual Fall Car Show.

(L-R top)

Mr. Armand Pouliot, Newark, DE, First Responder Award: 1967 Austin Healey 3000 MKIII, (Show Marque);

Mr. Don Boudwin, Dover, DE, Pre 1980, 1977 MG B;

Mr. David Prostko, Clayton, DE, Post 1980, 1997 Jaguar XK8 Convertible;

Mr. Wayne Segal, Wilmington, DE, 1999 XK8 Convertible.

Photos by Mike Parrish

A Moving Experience

Trevor Mees

We gathered at Geoff Sundstrom's garage to move the four poster lift from there to David Glick's garage. Step one was to take it apart and prepare it for transport. The lift is not complicated but boy, are the bits heavy!

There is a rod that runs the length of the lift under one of the ramps. To slide it in Geoff had found it necessary to make a hole in the back of his garage and slide it through from outside. We used the same hole to slide it out.

Once disassembled we took a well earned break while waiting for the trailer to arrive. David kindly supplied us with beer and subs to fortify ourselves for the task to come.

A convoy of not-very-British vehicles followed the trailer over to David's for the reassembly. The pictures tell the story.



At go brit! you'll enjoy all the classic British favorites including beer-battered fish and chips, bangers and mash, shepherd's pie, mushy peas, sticky toffee pudding and more. Paired with a modern Euro-style setting, this British style restaurant will surely make you feel as though you've been transported right to the homeland! Savor our passion for everything British with every tasty bite! Open daily at 11:00, we'll be waiting for you with some chips and a pint... and a jolly good time!

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BCCD Monthly Meeting Minutes
9/15/2021

The regular meeting of the Northern Chapter of the British Car Club of Delaware, Inc., was held at McGlynns Pub, 8 Polly Drummond Shopping Center, Newark, DE 19711, 7:00 PM ~ 8:30 PM. The meeting was called to order by BCCD president Terry Young. Several members were in attendance.

Old Business: Dave Mitchell spoke at length about the September 11th Annual Fall Cars Show held at Bellanca Airport, New Castle. There were 54 registered British Cars. He specifically thanked our hosts, The Friends of Bellanca Airfield Museum, managed by Ms. Barbara Finnan and Bellanca board member Bill Wilson for their help. He also thanked the club members who pitched in to make the day run smooth. Dave also recognized the First Responders from the Good Will Fire Company Station 18 attend. Firefighter David Majewski and two volunteers, Mike and Wyatt, brought their 1919 Ahrens "Fox," MK-4 Reg# 861, Pumper to the show.

Dave indicated he will send formal thank you letters to Bellanca and Good Will.

Terry thanked everyone present and the BDDC for a job well done.

Jim Martin, again briefed about the Coatesville Grand Prix Vintage Race. He said volunteers are still welcome but by his count there should be enough to cover the check-in locations around the track. The BCCD members who volunteered are Dave and Jeff Barlow Dave Mitchell, Terry and Georgia Young. Also, several dual memberships in Brandywine Motorsport folks, like Jim Martin, Dave Mitchell and George Alderman will also be there bright and early.

Terry talked about October 10th Southern Chapter Fun Rally. The point of contact is Trevor Mees, Bill Tattersall, and Michael Tyler. As of the meeting they met with a max of 20 cars.

We talked at length about hosting an open house in the next meeting for two reasons. The first to kick-off the BCCD membership renewal for 2022 and to present the Annual Fall Car Show awards for those not presented at the show. Invites and thank you letters sent to those winners.

Respectfully submitted
Terry Young

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