



# THE BRITISH DIAMOND

December 31, 2021

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Wilmington, DE 19808

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## President's Message

Cheers, Everyone & Happy New Years!

Thinking back several years I never imagined reaching the year 2022. Then again, I never imagined anything that didn't include a car or a beer. Those were the days! Now here we are at the beginning of 2022 I don't think about beer so much anymore, just cars. Oh, to turn back the clock where my energy used to be. I could sure use it now! Lately, it's a case of my expectations compared to what I end up getting done. My inset photo reflects that. Speaking of... I have several goals for the next year. The main one is about getting the 1949 MGTC EXU 7623 on the road. That'll require me putting it back together since it is in pieces all over the garage. Cake... Now on to important goals. Our British Car Club of Delaware, Inc. has a great year ahead. Here are a couple of ideas to get us moving down the road...

We've received great ideas for a full schedule of drive outings. What remains is figuring out what to do first. We may not be able to fit it all in. First, we're kicking-off the year by visiting the Simeone Foundation Museum for their first demo day January 22, 2022, at 11:00 AM. Please look for the announcement email with the necessary details. If you want to go, it's important to respond. The good folks at Simeone will need a head count.

A little more good news. Beginning in January Calvin and I are going to move our club into the 20<sup>th</sup> century by transitioning our membership process to "on-line." We hope this is the beginning of automating many BCCD functions. As these changes occur, you'll be right with us every step of the way.

Our British Car Club of Delaware, Inc., has done well in 2021 despite COVID-19 restrictions. We had two successful car shows and several well attended drive outings. We went to Zoom then back to in-person meetings. We lost the Southern Chapter's meeting place, then gained a better one at Paul's Kitchen. It wasn't until July when we finally began to get our grove back. We should be proud that we've all pushed through last year's uncertainty and still had a successful year.

If you haven't, please go get vaccinated. And above all, keep and maintain a healthy lifestyle and please drive safely.

Have a happy and joyous 2022 New Years.

Terry & Georgia

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

YouTube channels:

- “Old Classic Car” from the UK, vehicles from the 30’s through the 50’s,
- “Richard Michael Owen” from Canada, mainly Jaguar restorations

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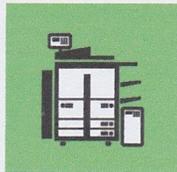
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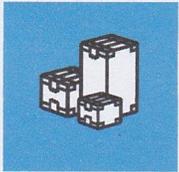
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# Interesting Stopping Tip for Brake Upgrades

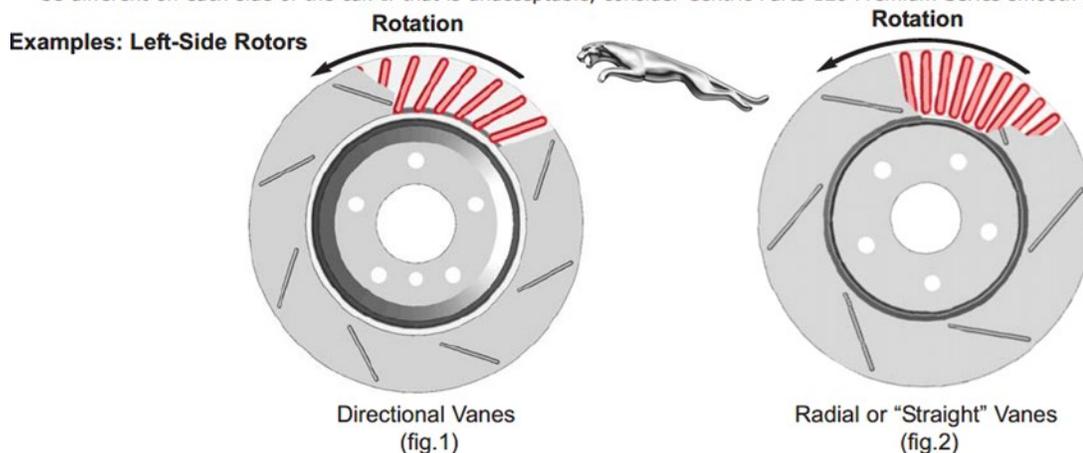
## David Glick

Over the years it is interesting to admit that I have received more late-night calls relative to car problems than medical issues. Last night was just that. One of my friends and fellow British car owner (MGB and Jaguar sedan), was helping his college age daughter's boyfriend change rear brakes on his Subaru. If you ask me, good move on the boyfriend's behalf to bond and influence an overprotective father to know that his daughter's safety is high on his list. Clearly not the purpose of this tech tip, but worth noting.

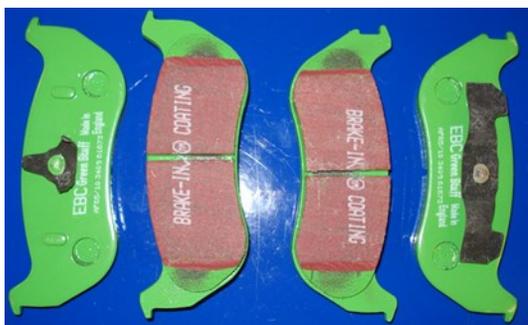
So here is the problem. After replacing the rear brake pads and rotors the brakes are very noise making somewhat of grinding/rubbing noise. He purchased his pads a local national chain parts store, the rotors from Amazon. They were slotted and cross drilled, marked left and right by the way. Slotted rotors are an interesting upgrade we often think about for our cars, especially modern. While there is a minor loss of surface area relative to the rotor contact surface, they are more efficient in sweeping away dirt and debris as well as assisting minimizing brake fade in general and especially in wet driving conditions. Side note, always consider higher performance pads when using a slotted or cross drilled rotor to compensate for the lower surface area. While it looks counterintuitive the slots should most always have the leading edge pointing forward. I remember the concept by picturing a Jaguar clawing forward. When you see them on the car the rotors seem like they are installed backwards. I cannot tell you how often I see the rotors installed backwards, even by dealers and trained technicians.

To test the theory relative to his car (Subaru WRX) I took to the web. There were dozens of self-proclaimed experts on YouTube declaring it makes no difference which way they are mounted, which is not actually true. Next time you are walking through a parking lot, look at any high performance late model sports car with stock high performance brakes and note the direction of the slots. There may be some manufacturer somewhere that engineers their design differently but that is likely the rarity. They are engineered to function that way for a reason.

This image below is taken from the installation instructions from Stop-Tech, the rotors I installed on my Jaguar XK. Notice I superimposed the Jaguar Leaper. See how it parallels the proper slot orientation? Turns out the left/right labels on the Subaru rotors were incorrect as well.



So, what else went wrong with the WRX other than the rotors being on the wrong side? There may be an inner and outer pad. In this case they looked the same except for an anti-squeal shim on the piston side of the inner pad. So, installing the two inners on one side and the two outers on the other, not exactly well done, which may or may contribute to an issue. Some pads have a sacrificial metal tab to make a scratching noise to alert you when pads are low, others rely upon electronic sensors to do the same. Putting the tab on the wrong side would likely create a problem. If are speaking of pad for an MGB, when the inner and out pads are the same (two-piston calipers), so there is no inner and outer, they are the same. For the average car with a single piston sliding calipers, one pad often has a clip to attach to the piston side of the caliper and flat surface to contact the other.



I fully admit to upgrading brakes on my own cars for almost 30 years. I love the feel of a nice firm pedal, and thus prefer stainless steel braided lines over rubber. We can have another discussion on brake lines in the future. I have had the opportunity to sample various upgrades over the years, sometimes by choice, others by necessity depending upon what was available for my car at the time. Since the mid 2000's I have been relying upon EBC Brakes. EBC is a UK company with an amazing range of pads for most any driving (and racing) applications. We like them for two reasons. They stand behind their products, and they have proven to work well for anything I have thrown at them.

Continued on next page.....

## Interesting Stopping Tip for Brake Upgrades

- continued

Back in the day, I remember sending a customer service inquiry about a problem and the Managing Director (equivalent of an American CEO) called me back personally. That was impressive. He sent me a new set of pads and took responsibility for the issue. Apparently, It was a newly designed pad and several similar problems were showing up in real world applications that involved certain circumstances like mine not behaving well with the composition of the rotors, which they promptly corrected. Truly impressive. Another pad I have used in the past was from Hawk performance. There are others as well.

EBC pads have a unique coating on the surface used to condition the surface of the rotor (*red colored in the picture*). The surface coat wears off with initial driving, ensuring the pad will seat better with less fading going forward. <https://ebcbrakes.com/products/automotive-brake-pads/> During the "break in period" expect to hear a muted rubbing noise as the pad is prepping the rotor surface. Do they cost more? Of course, but they also tend to last longer under normal driving applications. On my Jaguar XK stock pads in the front were worn in under 15,000 miles. With 40,000 miles driven since, the pads still have more than half the life left. Lastly, we can have an entire discussion on slotted vs cross-drilled or dimpled rotors. For every day aggressive driving, my preference is slotted. Cross drilled can improve cooling but lessens the surface of pad to rotor contact (think coefficient of friction) and can leave the rotor more subject to warping or cracking. Having had my experience with cross-drilled causing just that in the past, slotted for me. The slots help remove unwanted debris and dust, help with cooling (when installed with the correct orientation) and reduce brake fade, especially when driving in wet conditions. Racing or track applications might be different.

Did I upgrade the brakes and rotors when it was time on my Jaguar XK, of course? Stop-Tech rotors (*only one available at the time*) and EBC ceramic pads all around. Does a 1980 MGB require a performance brake upgrade, who knows? Here is a cautionary tale right from the engineer at EBC. "*your front brakes do most of the work, so while we have front pads, rear brake shoes are another story, so hard braking in rain or snow applications should be thought of with caution as your brakes should be the same all the way around so as to keep your brake system (think coefficient of friction) balanced.*" In other words, if upgrading to performance pads, the best recondensation is to make sure you do so for front and rear. At least I did go with stainless steel brakes lines all around! Even though I avoided performance pads, I did select higher quality metal pads.

Also please remember the application is very important. Track pads assume higher heat, which means that they are designed to work on a track having to function in higher heat ranges and dissipate heat differently than for everyday driving, so bakes may feel less effective at the temperature of normal driving. In this scenario your expensive brake upgrade could deliver less performance than stock when driving to the grocery store. Therefore, be realistic when deciding what might be best for your car and driving habits.

So, with the rotors now mounted with the correct and proper orientation, pads installed in the correct places, the Subaru was on its way... albeit sometime after midnight I assume. Remember, while YouTube is often a great resource, the information is not always correct.



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## Another Modern S Type In The Club At Last

Trevor Mees

Betty and I enjoyed immensely helping Geoff and Marian Sundstrom collect Marian's new car from Birdsboro, PA. I was particularly happy because it is a Jaguar S Type and I own the only one currently in the club. Mine is a 2003 with a 5 speed manual gearbox and Marian's is a 2006 with a 5 speed automatic. We're looking forward to seeing it at future club events.

Geoff drove us all up there in his Jaguar XJ8, what a comfortable car! We took the scenic route up following Route 52 from Wilmington most of the way. Plenty of twisties to use the car's superb handling.

Once the deal was done I took great pleasure in piloting the XJ8 back down to the Cantwell Tavern in Odessa, DE with Betty riding shotgun, while Geoff drove the S Type with Marian, all the while learning where everything is in that car.

After a great meal we moseyed back down to Lewes to show the car its new home.



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## BCCD 2021 Britcar Awards

Both chapters held their Holiday parties this month, The Northerners at the Wilmington Country Club and the Southerners at Rehoboth Beach and Country Club. Awards were presented for outstanding service to the club.



Certificate of Appreciation presented to, Mr. Dave Mitchell for his leadership as the British Car Club of Delaware, Inc.'s Annual Fall Show chairman held at the Friends of Bellanca Airfield, New Castle, Delaware presented on the 11<sup>th</sup> of December 2021.



Photo montage of Mr. George Alderman's 2007 Jaguar XKR presented for his sustained and dedicated service and as a member of the British Car Club of Delaware, Inc., on the 11<sup>th</sup> of December 2021.



Photo montage of Ms. Sharon DeLussey Kalinowski's 1957 Triumph TR3 for her 24 years of sustained and dedicated service on behalf of The British Car Club of Delaware, Inc., Presented on this day the 11<sup>th</sup> of December 2021.



Photo montage of Mr. Jim Martin's 1964 Austin Healey 3000 for his sustained and dedicated service as a member of the British Car Club of Delaware, Inc., presented on the 11<sup>th</sup> of December 2021.



Photo montage of Mr. Don McDonald's 1962 Austin Healey 3000 Tri Carb for his sustained and dedicated service as a member of the British Car Club of Delaware, Inc., presented on the 11<sup>th</sup> of December 2021.



A Certificate of Appreciation given to, Mr. Michael Tyler for his 27 years of dedicated service to the British Car Club of Delaware, Inc., and 25 years as the Chairman of the Lewes Chamber of Commerce British Motorcar Show "The British are Coming, Again" on December 15, 2021



Photo montage of Mr. Jack Long's 1954 MGTF 1500 for his sponsorship of the Southern Chapter's Fun Rally on behalf of the British Car Club of Delaware, Inc., presented on 15<sup>th</sup> of December 2021.

## EME1B Progress

Trevor Mees

**EME1B** is the British registration of my 1964 3.8 E Type fixed head., which I am restoring for the second time, as many of you know, I have done a few upgrades this time. A 5-speed gearbox, electronic ignition, better fan and Wilwood brakes.



This year the car was running and driving and you may have seen the car entered by “David Hobbscap” at the Lewes show. David Hobbscap was a character in “Cars 2” voiced by former racing driver David Hobbs (Formula 1, Le Mans) and animated as a dark green E Type Series 1 fixed head. I had to do it.



I have turned my attention to the interior. On the heritage certificate it is listed as Maroon but when we restored the car in the 80s we changed it to Biscuit (the heritage certificate says the car was Gunmetal Grey but we painted it BRG). The interior is getting a bit tatty so I am replacing it all and changing the colour to Red. I looked at Maroon but it's a bit dark.



Step one, of course, was to get the old interior out. It is surprising just how many pieces of carpet, hardura, vinyl and fuzzy cloth are in such a small car. There were also premade panels for the doors and sides. It had been installed by a couple of amateurs (me and my brother) and there was an excess of glue everywhere.



Under the various fabrics I found a fair amount of old paint and surface rust, particularly under the carpets and on the centre console. I cleaned it all up with glue remover, wire brushes and rust converter. I painted the floors with POR15 and sent the removable metal parts for powder coating. I had them done red so that I could install them and see what they would look like in that colour. Then I lined the whole interior with Kilmat sound deadening.



The seats presented a problem. The current seats are not in bad shape, although the frames have some holes in them that don't belong, and are quite usable. They would just have to be reupholstered in red. Except that they are roadster seats and don't really belong in a coupe. Coupe seats are wider and, incidentally, won't fit in a roadster. New coupe seat frames are available. Which way to go? Then I saw a pair of seats on eBay that were in worse shape than mine for nearly \$3,000. I think I'm looking at new ones and will sell the old ones to offset the price a bit.



I am now researching kits from Jaguar interior specialists. The car is a late 3.8 and, as such, has some later parts. The centre and radio consoles, for example. Hopefully there will be some parts in place by the Lewes show.



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# Mystery Car

An Austin A35 van was our family car when I became of driving age and my dad gave me my first lessons in. Dad had a back seat fitted so we could fit all five of us in for our annual holidays. It was a step up from our motorcycle and sidecar.

Austin produced this van from 1956 to 1968. It was powered (?) by an 848cc engine. The saloon version sported a 948cc engine which, in a road test, produced a breathtaking 0-60 time of 30.1 seconds. Top speed was just over 70mph. However it did get over 40mpg (Imperial). Eventually a 1098 cc engine was used.



This car was actually designed for the American market, where it flopped.

I remember seeing a few of them around in England in the fifties.

What is it?



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## Application for New or Renewal Membership

Membership is \$20 per year, due in January

Please make check payable to:

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### 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/>

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

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# Lewes Christmas Parade 2021

## By Jack Long



BCCD was well represented at the 89th annual Lewes Christmas Parade on December 4, sponsored by the Lewes Chamber of Commerce and the City of Lewes. This year's parade was dedicated to all pandemic frontline workers.



Members who participated in the parade included:

- Mike and Pat Tyler in their 1962 Austin Healey 3000
- Robert English in his 1962 Triumph TR4
- David and Nancy Haines in their 1957 MGA roadster
- Jack and Liz Long in their 1974 MGB
- Jim and Ellen Gibby in their Triumph TR6
- Steven Rose and Sandra McGee in their 1971 Rolls-Royce Silver Shadow



The parade started at 5 p.m. and the route went down Savannah Road through Delaware's oldest town, past the reviewing stand and turning into the beautifully deco-



rated downtown dining and retail district along Second Street. The streets were filled to capacity, with many spectators arriving hours early to claim their spots.

ning first through third

place trophies respectively in the Classic Car (older than 1967) category, and Steven Rose and Sandra McGee winning first place in Decorated Vehicle (1968 and newer).



Congratulations to the winners!



Ed: Here's what the Cape Gazette had to say:

<https://www.capegazette.com/article/perfect-night-89th-annual-lewes-christmas-parade/231831>

## Vauxhall Cars in the US



The British brand began building boats, then, in 1903, cars. Due to what "Standard Catalog" calls "financial ills," Vauxhall was sold to GM in 1925. The 1932 Vauxhall Cadet came with what the catalog says was the first synchronized gearbox, and in 1938, the Vauxhall Ten sedan was built with unibody construction. After WWII, the six-cylinder

We didn't get that model in the U.S. Instead, GM sold the compact Vauxhall Victor in Pontiac dealerships here from 1958 to 1962. A four-door sedan was \$1,988 at port-of-entry, and a four-door wagon was \$2,400 according to "Standard Catalog," which did not publish U.S. sales numbers. Like Opel and the Buick Special, Pontiac dealers apparently didn't want the Vauxhall Victor to compete with its Tempest compact introduced for 1961. Some '62-model Victors were sold into the 1963 calendar year as leftovers, according to the catalog.

A year later, the 1964 Vauxhall Viva launched. It was a badge-engineered, right-hand-drive second-generation Opel Kadett, and marked the beginning of the end of Vauxhall as a GM brand with Vauxhall-distinct models.

(SOURCE: Motor Trend and "Standard Catalog of Imported Cars 1946-2002" Second Edition, updated by Mike Covello. Published by Krause Publica-

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**D**uring the summer of 1992, hundreds of MGs converged on scenic Peterborough, in the Kawartha Lakes region of Ontario, for the inaugural convention of the North American MGB Register. Thirty years later, we are going back to where it all began. Come join us June 19th to 23rd to honour our history and celebrate the future. We will have a slew of activities for enthusiasts of all ages including a car show, tech sessions, lift lock tours, funkhana, local rally, self-directed drives, a parking lot party and an awards banquet with a very special guest speaker. We look forward to seeing you in Peterborough at THE MG event of 2022!

***JUNE 19 - 23, 2022***



**North American MGB Register**  
Including MG, MG Midget, 1100/1300MG, and Modern MG



Please visit our website at [www.mg2022.org](http://www.mg2022.org) for more information.

