



THE BRITISH DIAMOND

February 28, 2022

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President's Message

Cheers, Everyone!

Our year is off to a great start! The British Car Club of Delaware, Inc. began with an overwhelming turnout for the January 22nd visit to the Simone Heritage Museum's demo day. It was quite a thrill to tour the museum lingering by each of the vintage cars and being on hand to witness the 1956 Jaguar D, the 1952 Cunningham C4R Roadster, the 1954 Ferrari 375MM Spider and the 1952 Allard J2 run through their paces behind the museum. If that wasn't enough the Lewes Motorcar Show committee took the first steps in organizing the British Car Club of Delaware, Inc. - Lewes Motorcar Show scheduled for May 7th. Once the Eventbrite show notice hit the streets the registrations started rolling in. If you plan on attending, you should move it along and sign up soon. One change that may be of interest if you have a British car younger than 2000 there are 20 positions open for registration. By the way the Lewes Motorcar Show held at the Lewes Ferry Terminal includes the Friday night cruise-in at Grain on The Rocks, expected to be more successful than last year. Let's hope for a little warmer weather! As I said, "We're off to a great start!"

March will be an exciting month. Brandywine Motorsports Club has their Shamrock Rally scheduled for March 12, 2022. Why do we care about this? Many BMC and BCCD members have dual affiliation with both clubs. We originally scheduled a BCCD Rally for the following weekend, but back-to-back rallies are a bit much. Now BCCD's rescheduled for April. Additionally, March 13th daylight savings time begins, and the 20th is the first day of Spring. I hope that means top-down weather! With that in mind we have a few ideas for drive outings and a couple tech-days. Notifications with details forthcoming.

As many of you know we are trying to use the BCCDelaware.org website and Facebook for notifications and recording past events. It's a simple process. Simply submit the information to Geoff and me for posting.

Email addresses – We use BINHOST, and Bill uses a separate list for the southern chapter – both include all BCCD members. If you are on the either one of these lists, you should be receiving all BCCD notifications. However, we're finding not everyone gets notified. Therefore, we would like you to verify the email address you wish to use. We found that one person had three email addresses listed and the one that was listed in BINHOST was going into the discontinued email service and never delivered. Of course, this could present a bit of a problem. How do you know if you were supposed to receive an email from the club? To answer that you'll have to inquire, at a club meeting, about what emails were sent. Most of the time emails are delivered but there is that occasion when the one or two are not. What we want you to do is send a test email to our Membership board member Calvin cjacksonbccd@outlook.com so he may research ensuring the correct email is on file. In the meantime, Calvin will provide a roster to Bill and myself to review. You're thinking what I am thinking. This may take a while, but we'll get there!

One final note: In as much as Delaware has lifted the indoor mask mandate, please get COVID vaccinated, and above all, keep and maintain a healthy lifestyle, it is the best defense.

Please drive safely.

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—[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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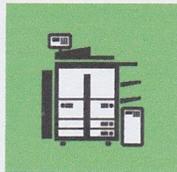
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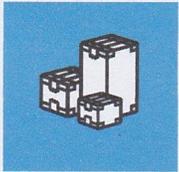
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Chapter Nine
MGTC
By Terry Young
February 20, 2022

In the last chapter I threatened I was going to work on the 1949 XPAG 8365, 1250 CC 1.3L engine, and I am! What I've found is 72-year-old oil embedded road dirt caked on everything. So far, I've been removing the external components cleaning them, and painting – some black and some dark red. The latter will be the color of the entire engine assuming I can get it clean enough to paint. In researching I found some XPAG and XPEG engines were painted a greenish yellow reminiscent of the zinc paint I used while in



Oil pump and oil filter, pulley and valve cover.

the Air Force and some engines are painted grey. Which paint scheme depends on the MG-T series model year, and paint available in the UK after WWII. Of course, there is the owner's preferences and modifications – there are lots...

I began by removing the valve cover revealing the lifters. Oily but seemingly in good condition. Who knows if they can be adjusted? The next was removing the head, carbonized valves, combustion chamber and all. Of course, I have no idea what I'm looking at since this is the first time I've had an engine apart this far. Pulling the lifter rail, lifters, and guides. I now had to pay attention to the order the parts and kept them that way. At least that's what I've been told. Inspecting the head and engine block I didn't have to be a detective to figure out what would be next. All that carbon must be cleaned. So, it's off to view a couple YouTubes to see what's next. Let me tell you, there are hundreds on that very topic showing many cleaning techniques. Noting all precautions then selecting what seemed the best method I set about cleaning carbon. What a messy job. Once I disassemble the crankcase it will be measurement time. Actual measurements of the cylinders and bearing surfaces vs. their specifications. It will be great fun! So, I'll leave it here until next time.



1949 XPAG 8365, 1250 CC 1.3L engine.



1949 XPAG 8365, 1250 CC 1.3L engine lifters.



1949 XPAG 8365, 1250 CC 1.3L engine followers and lifter rail removed.



1949 XPAG 8365, 1250 CC 1.3L engine head showing carbon covered valves and combustion chamber.



1949 XPAG 8365, 1250 CC 1.3L engine valves after cleaning with the valve spring components organized in order.



1949 XPAG 8365, 1250 CC 1.3L engine block and cylinders showing the carbon build up and evidence of blow-by between three and four.



Mark 2 Mayhem By Trevor Mees

My brother Gary is restoring a 1964 Jaguar Mark2 (he has been for years). He finally received the body back from the shop in December and we arranged for me to travel to Queen Creek AZ in January to help him start re-assembly. Initially we planned to install wiring, brake and fuel lines but all that changed when the Tremec gearbox he had ordered arrived earlier than expected. Suddenly we were installing the engine and gearbox.



While waiting for me to get over there he installed some of the “bling” - grille, lamps, boot emblem etc. I arrived to a gleaming bright red (Jaguar Signal Red) car. We immediately set to work preparing the engine to receive the gearbox by taking it off the stand and installing the flywheel and clutch, then mating it to the gearbox. It looked great sitting on a dolly in readiness for installation.

The decision was made to install it from underneath the car, which was on a four poster lift. To achieve this we had to remove the front subframe. This was achieved by jacking up the car just behind the front wheels to a sufficient height to enable us to roll the subframe out, wheels and all, forwards. Then we lowered the car down on to jack stands to keep it roughly level for the next step.



The engine was rolled under the lift and positioned below the space it would occupy. After much measuring and scratching of heads we decided to remove the exhaust manifolds and dynamo to make sure the engine cleared the sides of the bay as we lifted it. The carbs were



already off.

Hook up the hoist and away we go! All seemed to be going well. The engine/gearbox rose smoothly up into the bay and we bolted the mounts into place. But.... The engine seemed tilted too far back,

and the rear stabilizer was way off. A glance inside the car told us that the gearbox wasn't fitting into the tunnel, it was too long and too high at the gearstick so it was stuck under the rear end of the opening. We realized that the supplier's claim that no modifications would be required was poppycock. We backtracked and dangled the engine/gearbox while my brave brother got his grinder and saw out and cut the tunnel away until the box would sit in the right place. It's not pretty but he assures me he will polish up his welding skills and make it look presentable. It will be covered by carpet anyway.



You can see us in action on YouTube **Jagvette1**. Please subscribe even if you don't watch the videos. He's very close to 1,000 subscribers.

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Rudy Swanson
1928—2022

Sadly, Southern Chapter member Rudy Swanson passed away on January 9th. He will be well remembered for his 1985 Rolls Royce, in which he participated in many club activities, including the Lewes Christmas Parade, as seen here.



1948 MG

Andrew Gold Collection, Centerville, DE



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 3:00, we'll be waiting for you with some chips and a pint . . . and a jolly good time!

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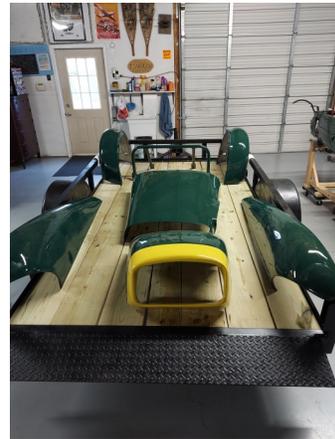
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Mystery Car

I was surprised nobody got the Austin A90 Atlantic since it was designed specifically for the American market. It went on sale in 1949 and lasted until 1952, by which time only 350 of them had come to the US. Its 4 cylinder engine just couldn't compete with Yank Tank V8s.



The 2.7 litre engine produced 88hp and was later used in the Austin Healey 100. Top speed was 91mph, not bad for the era.

An unexpected car from a well known builder who was on the brink of collapse, it would either save the company or drive it over the edge. It did a bit of both.



The company is still around and doing very nicely, thank you.

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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<https://www.dbenational.org>

Notes from Northern Chapter meeting February 6th

Treasures Report -

Now using Chase Bank. Money from Artisan Bank has been transferred.. Chase has more features. Mobile Deposit, Zelle transfer, PayPal, etc
Current Balance - \$6,187.38

Membership -

Calvin indicated up-dated rosters should be forthcoming in a couple weeks.

There is a problem with accurate email addresses. May account why members are not notified.

Membership roster should match BINHOST and Southern Chapter's email lists. It is suggested members sent a test email to Calvin. <cjacksonbccd@outlook.com>

Drive Outings -

- Delaware Air & Space Tour being arranged -Brian and Joy Reed TBA
- Broken Spoke Winery and Vinyard, 942 Glebe Rd, Earleville, MD 21919 -TBA
- Rally - April 23 - Dave Mitchell, Details TBA
- Tech Day - TBA (Probably Terry's house)

Improved Name Tags -

Presentation by Brien and Joy Reed

Procedure for Legacy Honors -

Notify Sharon of family's wishes. Estimated donation \$25.00.

Annual Permanent Awarded Trophy -

Still under consideration.

For Owners of Older LBCs

[British Tools & Fasteners \(britishfasteners.com\)](http://britishfasteners.com) have all manner of obscure British fastener sizes (including Whitworth) along with the spanners to undo them.

I thoroughly recommend browsing their website..



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Upcoming Events

Shamrock Rally (March 12th)

TBA

Brandywine Motorsports Club

<https://www.brandywinemotorsportclub.org>

BCCD Northern Chapter Rally (April TBA)

TBA

www.BCCDelaware.org

Britain On The Green (April 24)

Gunston Hall, Lorton VA

Capital Triumph Register

<https://www.britainonthegreen.org>

The British Are Coming.....Again (May 6th—7th)

Lewes Ferry Terminal

BCCD Southern Chapter Annual Car Show— Limited to 100 cars so hurry!

LBMCSHOW2022.eventbrite.com

Chesapeake Bay Motoring Festival (June 4th—5th)

Kent Island Yacht Club

Tickets are now ON SALE! Get the early bird price on the website and please share with your friends and family!

"Please join us for the 6th Annual Chesapeake Bay Motoring Festival, a celebration of Motoring Excellence on

Maryland's Eastern Shore [Home - Chesapeake Bay Motoring Festival](#)

MG 2022 (June 19—23)

Ontario, Canada

See the flyer and update on the next 2 pages

Radnor Hunt Concourse (September 9th—11th)

Radnor Hunt Club, Malvern PA

www.radnorconcours.org



CAR SHOW

TECH SESSIONS

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MODEL COMPETITION

PHOTO CONTEST



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WWW.MG2022.ORG



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PARKING LOT PARTY

SPECIAL GUEST

SPEAKER

During 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, 1100/1300 MG, and Modern MG



Please visit our website at www.mg2022.org for more information.

*** MG2022 Update - January 2022 - Happy New Year! ***

The organizing committee of MG2022 continues to work behind the scenes to ensure all our participants enjoy a memorable and fun-filled convention. Registration opened at the beginning of December and our team has been overwhelmed by the fantastic response we have seen thus far.

At the time of writing this update, we are down to our last 10 convention rate hotel rooms. All this allocation at the Holiday Inn has now sold out and the remaining rooms are at the Best Western. Standard rates at both of those hotels are still available by making your own arrangements directly with these host hotels themselves. Peterborough also offers several other choices for accommodations including hotels, motels, traditional bed & breakfast, AirBnB and some excellent campgrounds in the local area.

Our activities are also filling up fast. We kick things off on Sunday when registration opens at the Holiday Inn, followed by the NAMGBR Meet & Greet where you will be able to meet the organization's officers and registrars. Monday will have a full schedule of programming including numerous Tech Sessions, Guided Tours, a Rallye and Funkhana during the day, followed in the evening by our Parking Lot Party at the Holiday Inn. We will also have self directed driving routes mapped out for those who wish to explore Peterborough and surrounding areas in their MG. Tuesday brings us another full day of activities including the famous John Twist Rolling Tech Session plus more Indoor Tech Sessions, Guided Tours and the Hagerty Driving Experience followed in the evening by our Group Dinner at Lang Pioneer Village and then later by our Pub Night.

Wednesday is the day you have all been waiting for. The Car Show is the main feature of all NAMGBR conventions. We will have all the standard NAMGBR classes for MGB, MGC, Midget, 1100/1300 and Post Abingdon cars plus classes for MG T-Series, MGA, MG - Other and British - Other. You do not need to bring a NAMGBR sanctioned car to participate in our car show and we encourage owners of all MGs to consider bringing their cars to MG2022. This year's show will take place at Nicholls Oval Park, only a short 5-minute drive from the host hotels. This was the site of the Car Show at the inaugural convention in 1992 and we look forward to making our return to this beautiful location and filling it with hundreds of MGs. There are washrooms on site, plus lots of trees for shade, a playground with splash pad for our youngest enthusiasts and a covered pavilion just in case of any inclement weather. We have lined up a DJ to play British Invasion tunes, some food trucks and British Car related vendors to offer a complete MG Car Show experience.

The Car Show is followed by the Awards Banquet at the Holiday Inn. Ticket holders will be provided with a hearty meal and once the dinner has finished, we will open the Awards Ceremony to all participants. Covid restrictions might make it a bit challenging to fit all participants into the banquet facility, but we are working on finding a way of having the ceremony broadcast on a live feed into one or two of the hotel's conference rooms. You will not want to miss our Guest Speaker coming all the way from the UK, Dr. Ian Pogson, who spent many years working on Post Abingdon cars for MG. His stories and tales from the modern factory are not to be missed.

Thursday morning, we say farewell with a Pancake Breakfast to promote MG2023 in Calgary. We look forward to hearing more about MG2023 from the Calgary MG Club. I have personally visited the host hotel for MG2023 and can say it will be a fantastic location for another NAMGBR convention.

As previously mentioned, our activities are filling up fast. Some are available on a limited/first come first served basis so please consider registering as soon as you possibly can at www.mg2022.org to avoid missing out.

Safety Fast!
Jeremy Holdsworth
MG2022 Vice Chair

