



# THE BRITISH DIAMOND

May/June, 2022

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## President's Message

Cheers, Everyone!

I've been driving around Dover in my MGB, - the top down, of course, all the while breathing in gobs of pollen. When not driving, I'm sneezing - a lot! It was worth it! Especially after enduring a long winter and the disappointingly cool beginnings of spring. Currently, as the days countdown to warmer weather. My only concern - rain clouds! Top-down motoring in the rain might be fun for some but not for me! I'm definatly a fair-weather charioteer. Speaking of driving, we have a very busy motoring season ahead. Can't wait!!!

This month we have the Spring Showers Rally. At this writing we have ten signed up. The rally master, Dave Mitchell will have more to say about the event. Trevor says, at the end of the month coinciding with the publication of *The British Diamond* newsletter there will be a special edition featuring the Lewes Motor car show. As far as I know, the Lewes Motorcar Show sponsored by the Lewes Chamber of Commerce and the British Car Club of Delaware, Inc is still on scheduled for May 6<sup>th</sup> and 7<sup>th</sup>. Cruise in Friday night at *Grain on The Rocks*, the main event on Saturday. Both events are expected to be more successful than last year. Prior planning, dedication, and hard work definitely pays off! Well done!!

At our April 20<sup>th</sup> monthly meeting we kicked off our first Annual Fall Car Show meeting. The Annual Fall Car Show will be at Bellanca Airfield again this year. The show's Eventbrite sign-up page is up and running. Go ahead and sign up!!

One last reminder. Any member of the British Car Club of Delaware, Inc., may attend any meeting or event sponsored by our club. The more the merrier. Then current schedule is on our website. [BCCDelaware.org](http://BCCDelaware.org). If you have an idea for an event, outing, drive, lunch rendezvous, tech session. Etc., please speak up!

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 emissions.

## 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
- “Jagvette1” from AZ, my brother Gary restoring a Jaguar Mark2 and working on many other cars
- “Classic Car Cave” and Englishman in Austria, E Type and XK
- “To The Garage” from the UK, Modern XKs

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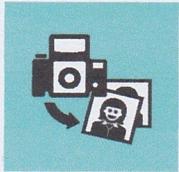
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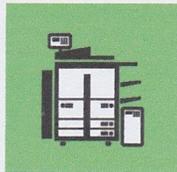
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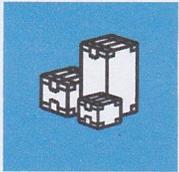
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## Bad Brake Vibrations ...*Myth Busted!*

By David Glick

Those of you who know me well may recall I tend to lean toward small upgrades in brakes. Nothing over the top, just higher quality pads, rotors, stainless steel brake lines, etc. When it came time to replace the brakes on my Jaguar XK Convertible in 2016, I went with my current pad favorite EBC (*after all they are British*), which I have had great experience with for over 15 years now. As for rotors, there was not much out there at the time. With limited choice I went with StopTech premium sport rotors. Not only were they slotted (*we talked about the proper way to mount slotted rotors in the past*), but they also have a black e-coating to prevent corrosion and always look great behind the wheel.

In 2019 I started to experience a small vibration in the steering wheel when applying brakes. The rotors and pads had less than 10,000 miles on them. Over time the problem kept on getting more severe. My first impression was a rotor that had excessive runout or as we all have heard, may have been warped. Then again, I always keep my wheels/lug nuts torqued properly, never wash a car with hot brakes, never raced my car or abused the brakes in any way. The dealer's diagnosis was "*warped rotors*" of course. Truthfully, that made sense to me as well and was what I thought as well. Almost everyone I asked shared the same opinion. I was quite bothered though by the fact that I spent approximately \$500 on rotors, which were supposed to be better than stock, only to be quite unsatisfied.



I reached out to StopTech (Centric) and voiced my being upset describing my experience. Matt, who staffed their technical hotline, addressed my email and voice call graciously, providing a white paper about the "*Myth of Warped Rotors*." While such can occur, he maintained that it is highly unlikely, and rare. He instructed me to repeat the bedding-in process typical of new pads and rotors. Meanwhile, I was determined to prove at least one of my front rotors was warped. Removed the wheel of the side most likely to be the problem (*felt the vibration on the floor not just the steering wheel*), tested the runout on both sides of the rotor. It was perfect. How can that be?

Well apparently, there are two properties of friction at work for braking, abrasive friction, and adherent friction. For abrasive friction crystalline bonds are broken on both the pad material and the metal surface of the rotor. When pads meet their effective temperature, they can transfer material onto the pad in a random or uneven pattern on the rotor face, which can be perceived as vibration when braking. With adherent friction, some of the pad material diffuses across the interface between the pad and the disc and forms a very thin, uniform layer of pad material on the surface of the disc. As the friction surfaces of both disc and pad then comprise the same material, the material can now cross the in a more uniform manner.

There is another potential complication factor as well. At higher heat the iron in the rotor begins to transform into cementite (*an iron carbide with three atoms of iron and one atom of carbon*), which is hard abrasive and a poor heat sink. An uneven build up of cementite can create a problem for vibration as well. There is a way to remove cementite, that involves vigorous scrubbing with garnet paper. Luckily, not necessary in this case.

Now that we spent some time with technical jargon that I am just starting to understand myself, what happened to my Jaguar brakes? I think it may have all started with cleaning of excess oil spilled on my engine block during a routine oil change when the car was serviced. Oil is supposed to go in the engine, not on the engine. Excess engine degreaser may have acted on the rotor, not helped by the use of brake cleaning fluid, which may have compromised the normally uniform pad layer on the rotor. The unevenness of the pad material deposits on the rotor became worse over time. The harder I braked, the greater the vibration, which by now was very visible in the steering wheel as well.

Followed StopTech's bedding in process precisely. Basically, 10 partial braking events from 60 mph to 10, without allowing the brakes to cool, and not stopping in between. After which driving the car at high safe speeds to allow for uniform cooling (*not aggressive braking in between*). Repeat again if necessary...(*which I was able to avoid*). The intent being to make sure the pad material on the rotor uniform. When returning to normal driving, all of a sudden, there were NO VIBRATIONS in the steering wheel while braking. Not only was I impressed, clearly, I was pleased.

Learned a new lesson, that apparently many technicians are not familiar with either. Do you feel vibration in your steering when braking? If so, let's test the theory and try re-bedding your brakes. You may be pleasantly surprised, save a bit of money, and help to discredit the myth of warped rotors.

## A couple of pictures from Don McDonald



1963 Bentley S3 6.23- liter V-8

The Bentley S3 was the last model of British manufacturer's S Series which was in production for a decade. The S3 replaced the S2 in 1962 and, in turn, was replaced by 1965 with the T-Series Bentley that was also a close relative to the Rolls-Royce Silver Shadow. The S Series came as a replacement for the antiquated R Type which had been in production since shortly after the war but was largely based on pre-war designs.

The S3 is, thus, the last of the truly classic Bentleys, so it's only fitting that the car is one of the most elegant ever to come out with the Flying B on the hood. Performance is not that relevant on such a car but what matters, the comfort of the ride, is there aplenty. You won't feel a bump in the road aboard the S3 even if you want to.

Famous owners of the 1963 Bentley S3: Hollywood actress Gloria Swanson, Keith Richards, Sir Elton John, Actor and comedian Dudley Moore.



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## NASCAR on 95 Trevor Mees

In the Autumn of 2019 Betty and I decided we should book our Spring vacation for 2020. We decided on New Smyrna Beach in Florida in March. We rented a lovely little cottage and bought tickets for ourselves and the XJS on the Auto Train.

We all know what happened in 2020! We had to cancel the whole thing. The owner of the cottage graciously refunded our full rental amount but we weren't so lucky with Amtrak, who held back \$250 for some reason. "Never mind" I thought, "we have travel insurance", so I put in a claim. I still wonder if they knew something since pandemics turned out to be specifically excluded.

In the Spring of 2021 things were only just beginning to improve so we re-booked the cottage for 2022 and decided we would drive down.

After getting the car thoroughly checked over by Ken Rudy, who fixed the cruise control (it hadn't worked since we bought the car), much to my delight.

We headed South on March 21<sup>st</sup> with planned overnight stops in Wilmington, NC and Savannah GA. We crossed the Chesapeake Bay Bridge Tunnel and hit Route 17 the rest of the way. A reasonably relaxing route which got us to NSB on the 24<sup>th</sup> in a rainstorm. The car had behaved impeccably and the working cruise control was much appreciated. Thank you, Ken.



The cottage was delightful and we had a great time which included a trip to the Daytona Speedway, home of the Daytona 500 NASCAR race. The tour took us around the track and into the Motorsports Hall of Fame of America where I was happy to see a Group 44 Jaguar XJR amongst other famous racing cars.



We left for home on March 31st after deciding to take I95 this time. Overnight stops were planned in Florence SC and Norfolk VA. Here's where the title of this piece comes in.



If you watch NASCAR it mainly consists of two columns of cars travelling nose to tail at high speed. Yep, that's I95, except that NASCAR's drivers are highly skilled and the cars are almost identical. On I95 the drivers' skills are questionable and the vehicles range from tiny econoboxes to 18 wheelers.

Yipes!

I covered in the right lane at a mere 70mph.



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# Mystery Car

Several members got this one. It is an Aston Martin Lagonda, produced from 1976 until 1990. 645 were built.

This hand built car was one of the most expensive luxury cars in the world, retailing for £90,000 in 1980.

It was named by [Bloomberg Businessweek](#) as one of the 50 ugliest cars of the last 50 years and [Time](#) magazine included it in its "50 Worst Cars of All Time", describing it as a mechanical "catastrophe" with electronics that would be impressive if they ever worked.



How about this one?

Introduced in 1948, it lost half of its name in 1955 and continued production until 1957 as a 2 door drophead coupé or a 4 door saloon.



Drop me an email to [trevormees@outlook.com](mailto:trevormees@outlook.com) if you know what it is.

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## 1966 Amphicar

Not strictly British but it is powered by a Triumph 1147 cc engine.



Here we see BCCD member David Glick enjoying a ride in one.

From Wikipedia:

The **Amphicar Model 770** is an amphibious automobile which was launched at the 1961 New York Auto Show, manufactured in West Germany and marketed from 1961 to 1968. Production stopped in 1965.



Designed by Hans Trippel, the amphibious vehicle was manufactured by the Quandt Group at Lübeck and at Berlin-Borsigwalde, with a total of 3,878 manufactured in a single generation.

A descendant of the Volkswagen Schwimmwagen, the Amphicar offered only modest performance compared to most contemporary boats or cars, featured navigation lights and flag as mandated by the US Coast Guard — and, after operation in water, required greasing at 13 points, one of which required removal of the rear seat.



## 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 British Car Events

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

### **Lewes Ferry Terminal**

BCCD Southern Chapter Annual Car Show— Registration Sold Out but come as a spectator!

[LBMCShow2022.eventbrite.com](http://LBMCShow2022.eventbrite.com)

## **LBC Cruise In**

### **DASEF, 585 Big Oak Road, Smyrna, DE**

<http://www.dasef.org>

## **British Motorcar Gathering (June 12)**

### **Hellertown, PA**

<https://keystonebritish.com/hellertown.html>

## **MG 2022 (June 19—23)**

### **Ontario, Canada**

<https://mgtoronto.com/mg2022/BMCShow2022.eventbrite.com>

## **BCCD Annual Fall Show (September 17)**

### **Friends of Ballanca Airfield, Wilmington, DE**

[www.BCCDelaware.org](http://www.BCCDelaware.org)

## **Brits On The Beach (September 17)**

### **Ocean Grove, NJ**

[pedc.org/botb/](http://pedc.org/botb/)

## **MGs On The Rocks (September 24)**

### **Harford County, MD**

[pedc.org/botb/](http://pedc.org/botb/)

Previously, on tales of the broken MGTC, I had just started reconditioning the 1949 XPAG 8365, 1250 CC 1.3L, soon to be red, engine. I very soon discovered a sinister culprit lurking about. With my hand magnifier spy glass at the ready and micrometers out of the box, the perpetrator found loitering nearby in the limitations of the next steps - specialized machine shop equipment and the necessary skills – for refurbishing the internal workings of the grisly 4-cylinder engine. While the XPAG motor escaped to professors Paul and George Alderman’s Machine Shop, I moved on to getting the remaining restoration work lined up.



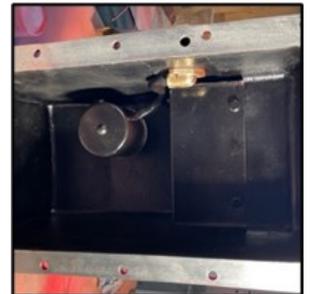
The line is long. Like the first Star Wars movie. I picked up the next item, the oil and dirt encrusted transmission and oil sump. I was amazed just how thick 73 years of accumulation gets. No, the dirt has no antique value, as my friend in Alabama suggested. It’s just a pile of yuck! The original non-detergent oil tended to accumulate into a thick layer of sludge at the bottom of the sump. Nothing some scraping and solvent can’t correct. The start-to-finish photos tell the clean-up story. Note: Do regular oil changes!

The gear box is in pretty good shape, I’ll just add oil when the time comes and zoom along. A few parts were replaced tightening up the clutch lever action as well as a resurfaced flywheel and new ring gear and clutch pressure plate. Now to figure out where I put those pedals...



L to R: The transmission after the first scraping. Painted trans & bell housing. Assembled trans

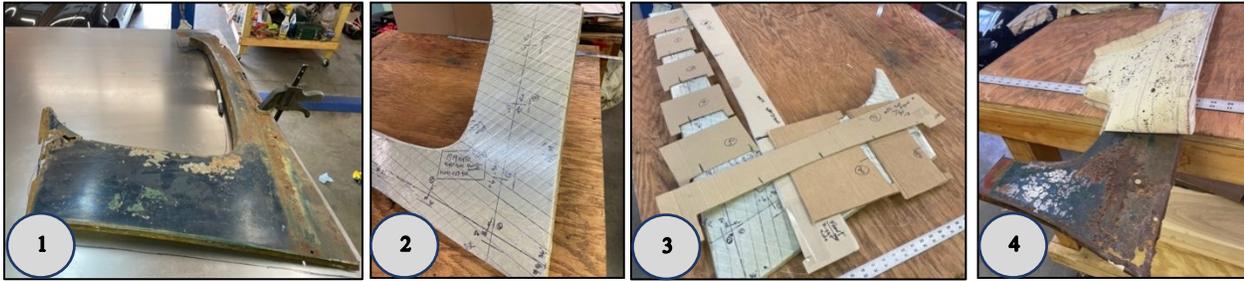
These are the close-ups of the oil sump. I know everyone has taken one of these apart for fun at one time or another. This one, was great fun as I had no idea what was in store for me. The oil is pressurized through the oil pump then flows into the galleries and rails regulated by a couple coil springs and ball bearings making sure the internal workings have 45 pounds per square inch oil pressure, plus or minus 15 PSI depending on engine temp and RPM. While the sump dropped from the engine, a perfect time to clean it. This one hasn’t seen daylight for a while. To clean it remove the split pin that releases a tension spring, and it falls apart. Finally, put it in the clean-up pile, paint, then reinstall.



Getting these major engine hunks out of the way cleared my workbench. Now I’m able to finish the body. Picking up where I left off, I dug out the body panels that must be replaced. After examining the rusted areas, I made the decision to replace the two front quarter panels with new sheet metal. It could be a big job, but what the heck. Nothing ventured nothing gained. Besides patching them up would be possible. My experience welding old metal to new is not easy. Been there done that. Much easier to replace entirely.

I have limited sheet metal working skills. I do know the process will take several steps to complete. First, I acquired 18 gage (1/20”) rolled steel sheet metal, then I made a flexible shape pattern using the original panel as a template. Just like in eighth grade art class, following the original quarter panel outline and cut the new piece of sheet metal slightly bigger, bend the edges 90 deg, then shape the compound contours to match the pattern and the original. Using this method, the flexible shape pattern can be turned inside out to mirror the opposite side quarter panel for a near perfect fit. Well, as close as I can get it. Just today I discovered another technique that should enhance the panel.

(continued on the next page)



Following left to right. P1. The quarter panel on the new sheet metal. P2. The flexible shape pattern with the layout information. P3. Shows fitted ribs 6" apart. P4. The flexible shape pattern being peeled off the original panel.



5. Original panel compared to replacement panel. 6. Forming the 90 deg bend around the curve and door latch location. 7. Using an English Wheel to shape the panel contours. 8. The panel beginning to take its final shape.



The final sheet metal work will be replacing the rear tire wheel wells. They are about in the same condition as the front quarter panels – not worth saving. As you can see from the example, lots of rust. The blow-through corrosion has made the metal too thin to patch. It will be simple enough to make. If you look closely, you can see the seam where the flat splash guard attaches (either originally welded or brazed) to the rounded curve section that follows the circumference of the rear tire. I'll use the same process of creating a flexible shape pattern and guides to get the exact shape and knock it out. Then comes building the Tub and cleaning and refurbishing the chasses, brakes and figuring out the wiring. Stay tuned...

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**British Car Club of Delaware, Inc.**

# Annual Fall Show



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