



THE BRITISH DIAMOND

September/October 2022

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President's Message



Cheers, Everyone!

The weather has finally cooled down. This is good news! Now driving with the top down has become a little more fun, again. Zoom. Zoom, Zoom!! No more melting...

Our British car club has busy times ahead. It's not difficult to count the fall car shows, special events and meetings in the next couple of months. The most important is our, and I emphasize, "OUR" [The British Car Club of Delaware, Inc.'s, 2022 – all British – All Years - Annual Fall Car Show on September 17, 2022](#). Our [Annual Fall Car Show](#) is the British Car Club of Delaware, Inc.'s official car show. Our Chairman, Dave Mitchell, is asking for everyone's help. How can you help? Sign-up your car. Just think, if every British Car Club member registered their Fine British car, our show would have over 100 cars for all to admire! 104 in fact! Of course, there is one more thing. Please come forward to volunteer your help on Show Day.

The other day while visiting my MGTC engine at Alderman's Machine Shop, Paul Alderman handed me the latest issue of "Greenville & Hockessin Life, lifestyle• community• culture" magazine. June 29, 2022, featuring an article written by Tricia Hoadley titled; "The flag-to-flag victory of George Alderman." There, right on the front cover was a photo of George! Many of us know George, but I found out I didn't know him very well until I read the article that chronicled his business and racing career. From the day I met George, I was struck by his support of the BCCD, always being a gentleman and continuously willing to offer repair valuable advice and solutions, histories of British cars. Now I know why he is so knowledgeable. I am humbled in his presence. Ya think ya know a guy...Please take a few minutes to read the article. You'll be as awestruck as I was. [The flag-to-flag victory of George Alderman | Greenville & Hockessin Life \(ghlifemagazine.com\)](#)

Keeping our [2022 – all British – All Years - Annual Fall Car Show on September 17, 2022](#), let me make a couple event pitches. The first is for September 10, 2022, Saturday. TBA, Drive Outing Rendezvous Cape May Lewes Ferry, 43 Cape Henlopen Dr, Lewes, DE 19958. [Salted Vines Vineyard & Winery, 32512 Blackwater Road, Frankford, DE 19945](#) (Recreation) [The Hideaway at River Run, 11605 Masters Lane, Berlin, MD 21811](#) (Lunch). Then the [October 16th rally](#) sponsored by the Southern Chapter. These are great fun. All welcome to participate.

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.

Jaguar S Type Parkbrake Problem

Trevor Mees

My daily driver is a 2003 Jaguar S Type, 3 litre V6 with a 5-speed manual transmission and for some time now I have been afflicted with an error message – “Parkbrake Fault” and a warning light telling me the ABS is not working. The trouble was that both the parkbrake and ABS were working just fine.

At first, I took the car to the dealer and they fiddled with it and replaced all kinds of bits, for money of course. The message went away but came back not long afterwards. This happened several times over the years. Eventually, after surfing the internet I discovered how to make the message go away myself (disconnect the battery, wait a few minutes, reconnect it and...bingo! Of course, you then have to reset the clock, windows etc.). After doing this on a regular basis I asked the dealer to do a thorough test to really pinpoint the problem – everything worked but it was becoming VERY annoying since the message hides the odometer and other information, and the warning lights are just plain annoying.



The dealer eventually informed me that the Parkbrake Control Unit (PCU) was the culprit and offered to replace it for a mere \$1,000. “I’ll live with it”, I thought, but made some enquiries. The unit in question is no longer available but several used ones were there on eBay for prices from \$35 to \$150. I had already found its location on the car and knew how to replace it, so I bought one and did so. Took me all of 15 minutes. Then I hit a snag.

Sitting in the garage I applied and released the parkbrake and all went well. I drove the car outside and parked it. Later on, I got in to go somewhere and the parkbrake would not release. I wondered if there was something I should have done to tell the car it had a new PCU. Back in went the old one and back came the old problems. Nothing on the web to help.

I decided to give it another go. Same thing until I tried to release it with my foot on the brake (not something I usually do with a manual gearbox). It worked! The lightbulb went on. In a manual car the PCU shouldn’t need you to have your foot on the brake because you can use the clutch to hold the car still as you release the parkbrake, just like old times. Because there are so few manual S Types in the US the likelihood of getting the right PCU is tiny.

I tried a few UK websites, including eBay.co.uk, but none of them differentiate manual from auto either. I’m getting used to it, but I have yet to attempt a hill start on a steep hill (this is Delaware). You don’t want to be behind me when I do.

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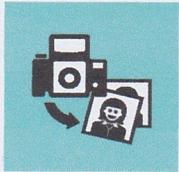
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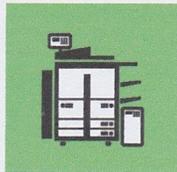
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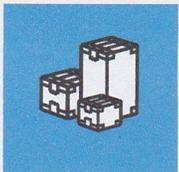
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The Healey Enigma

The car that never was (Would have been cool, though). It was based on the Mazda MX-5 (Miata)

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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..

Is the MGB Really Seaworthy?

Edwin J Smith, III

Having escaped the city of New York, Lewes seemed like the most appropriate for my family to enjoy retirement. My grandfather and father both served in the Royal Navy, with granddad captaining one of the greatest sailing ships, and my own experience in the Merchant Navy, how could I not choose Lewes as the bet place to retire?

My wife inherited an MGB from her father. I wanted a boat but living on a fixed income we really could not afford to have both. Then I had an idea...if an Amphicar is seaworthy, why could we not accomplish the same with an MGB? That way we could have the best of both worlds.

Well, I have seen VW beetles floating, so clearly we have a good starting point to work from in addition to the Amphicar. In both cases, front wheels still steer, so we have that covered. I suspected there may be some water leaking, so installing a bilge pump was first on the list. Amphicar's moved the exhaust to above the trunk, well we could do that. Luckily, the MGB was a rubber bumper, which we assumed would produce more buoyancy.

Since we were skeptical of the door seals to keep water out, we decided to try sealing the doors with duct tape just for the first attempt at floating the MGB. If all was successful as hoped, we could work on the idea of how to reinforce the door seals.

Our neighbor, long time member of the British Car Club of Delaware and MGB owner, suggested we may want to make sure the lower shroud was installed to keep water out of the engine compartment. A quick order from British Parts Northwest and the lower shroud was installed. Just in case, we found a rubber boot to cover the distributor and wires to help keep water out as well.

If you have ever driven an Amphicar, the most unnerving task is aiming for the water and hitting the accelerator. You can only imagine just how that might have felt with the MGB. After a couple of Dogfish Head Namaste's, we were ready to give it a shot. Off to the Canal Front Park boat launch we went. Without any icebergs in Lewes, what can go wrong?

With a head start from 40' away we headed for the water, top up just in case the splash was really great. Within seconds we were floating in the water, how glorious the feeling. Well, the amazing feeling of success and accomplishment was soon threatened by fear as we started to take on water, faster than the bilge pump can empty. The poor MGB started to sink lower and lower into the water. Within less than a minute the water was up to the door sills, and all seemed to go wrong from there. Good thing we were at low tide and the wheels were now on the ground and water 2/3rd the way to the top. With a few blurbs from the engine all went silent.

Can you imagine how the call went to roadside assistance? Let's just say the tow truck driver was not so cooperative when he arrived to see the MGB shoulder deep and water, and more than a few fellow sailors upset at our blocking of the boat ramp. Sea Tow was not enthused either. Luckily, one of the boat owners volunteered his electric winch to pull the MGB back up the ramp. Once out of the water, roadside assistance reluctantly agreed to bring the MGB back to our house.

I thought my wife would be upset at our epic failure to create an MGB Amphicar. She was not. Apparently, she was so gratified to be able to simply say "I told you so!" All is not lost though. We will be searching for all possible openings that may have contributed to water leaking in. So far, I have counted 27, not including the door seals. Once we get them all sealed, get ready for attempt number two. It will be the ship of dreams. Stay tuned.



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September 17, 2022



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Chasing down Amp leaks.....an Easy Fix, Plus a Word About Replacing the Ignition Switch/Steering Lock

By Steve McDowell (THE MG Car Club, <https://www.mgcc.co.uk/>)



I was chasing down an amp leak as after 3 days the battery amperage was too low to start the car, not completely dead but too low. When parked in the garage, I use a battery tender to keep the battery topped off but, I was worried that if we took an overnight trip the next day it would not turn over.

I had the battery and alternator (generator) checked and these were fine, no issues. So, what was causing the amp leak?

A few years back the folks, at one of my "for profit" local shops, were convinced that I had an amp leak at the **Ignition Switch/Steering Lock** so, last week I replace that but.....no change, still dead after 3 days.

So, instead of staying frustrated with chasing down the gremlin, I installed a battery cut off switch on the deck next to the battery access panel. This would isolate the battery from the gremlin and hold a charge until needed.

The SPST switch selected is rated at 12/24 volt, 200 Amps continuous duty, 1000 Amps intermittent duty (i.e. surge). I also went with #2 wire gauge battery leads from and to the battery over the normal #4 wire gauge battery leads. This is installed, of course, on the Negative side (or grounded side).



A word about the **Ignition Switch/Steering Lock** replacement, the bolts that hold these are "shear heads" meaning that the hex head shears off when you install the bolts. To remove these, I had to use a Dremel to slice a groove into the heads so they could be unscrewed.



All seems well in the MGB world again (*at least for now.....*)



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Mystery Car

Had a couple of accurate submissions for this one. It is a Jowett Jupiter (also know as a Javelin Jupiter)

Produced from 1950—54 it was powered by a 1486cc flat four with a 4 speed manual. With 60hp it could reach 85 mph.

It was unusual in that the radiator was behind the engine, and the car had adjustable anti-roll bars which could be used to influence over- and under- steer.



Here's a new one for you. Very few were made in the early 2000's.



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

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For Sale and Wanted

For Sale:

Vintage (circa 1970's or earlier to the best of my knowledge) factory/work's style fiberglass hardtop for an MGB. And I am desiring to sell it. As I understand, it is one of the 'SS' or Swallow Sidecar styles and is the type that was originally fitted to the factory works race prepared MGBs that were raced back in the day. (It is not one of the some feel unsightly or large oversized bulbous type often also seen.)

The rear glass is sound, the fiberglass is in decent shape, and it has most if not all of the trim as best I can tell.

That includes both front windscreen/windshield latches or hasps. The side glasses (Perspex I believe?, also known as plexiglass?) are in the usual sun scorned condition and might need replace depending on preference.

It is in I believe the original matte black finished color. With a white or tan colored interior. I think it also has an air pocket between the inner and outer shells/skins to help with insulating capacity and sound deadening.

\$475.00 o.b.o

Terry Zitzelberger (sapce@comcast.net)



Tech Day—June25 2022



Chapter Twelve
MGTC
By Terry Young
August 23, 2022

Let's say I survived the summer heat and now feel more like working longer hours on the 1949 MGTC EXU 7623. I only have a few items to remove then it will be time to check the frame for square. Seems the Dampers have taken up more than their share of "bench time." Seventy-three years of accumulated road grime was messy to remove revealing metal that looked as new as the day it was installed those many years ago. I've said this before. "I'll touch every piece of this car either to clean it, operationally check it and finally reinstall it - every part - before it's finished!"

Thinking about the last couple of years I faced a few challenges. One was finding MGTC parts, British Standard hardware, and technical data. Come to find out it's not hard to find. I joined The New England MG 'T' Register. The members use an email system where members engage in dialog about everything MG-T series cars. In the meantime, refurbishing these last few parts will be just as challenging as the first. I'll be very, very glad when I'M finally able to drive the darn thing!

I've encountered finding parts easy. Yes, a few items are on perpetual back-order. I suppose when there is enough demand the parts will be remade. It happens I have one such part that needs to be replaced. The damper mounting bracket. If need be, I could probably make it, but I would rather not. So, I wait. Let's take a look at the Luvax-Gurling PR6 damper itself.

This Damper is not available as a new, well, relatively 1940's new. They must be refurbished. Basically, taken apart, cleaned and seals surrounding the arm replaced. This procedure can be a DIY if you want to take it on. A press is needed to separate the arm from the main Gurling housing. The other option is to send it off to one of the many companies to restore it for you. At a minimum of \$250.00 each it can be a bit expensive for all four. Once done, they will still leak a bit, just like the many other lever style dampers found on many British 40's ~ 60's cars. The standard drill is to check every after 25,000 miles to see if they need topping-off. The following of photos show a damper in explosion mode and the other just before installing on the car.

This is a good time to remind you that taking things apart is right in my wheelhouse. I can't get enough of it! It's a sickness... Give me something to take apart I'm doing hand flips!!

Before twisting any bolts, you must figure out where to start. There is plenty of technical guidance, but you should do some serious Google searching. I found a period (1949) maintenance manual. Loads of information. Another is "MG TCs Forever, An Appreciation and Reference - January 1, 1990, by Michael Sherrell, and a couple more MGTC vintage repair and parts manuals. These references have plenty of tips of "how-to" but... you must keep looking if



any of the servicing procedures fall short on details. Further, many of the manuals appear to have new material but it is just copied from these original manuals with a few new photos submitted by the author. The additional research is part of the fun. Every little bit helps when pieced together it all makes sense." Again, a whole bunch of parts when assemble seem to work as expected. The next step - the brakes! Yikes!!



My next effort will be to take the differential apart to remove both half-shafts and hubs; clean and paint the dust covers and drums. In the process, replacing the brake shoes and reconditioning the cylinders. Easy enough.... So, the other day I spent some time removing grime laden brake lines, brake master cylinder, the brake and clutch pedals then placed them in Evapo-Rust to soak. Very soon it be time to start putting it back together.

Suffield Exports Ltd., April 1948, Cowley, Oxford, England, Instruction Manual for the MG "TC" Series Midget, pp 25.

T. J. Van Parys Replacing Rubber Seals on The Luvax/Girling Dampers, TC 3452 <http://www.mg-tabc.org/library/luvax.htm>

Lynne & Norman Verona http://www.lotus7news.co.uk/MG_TC_Shock_absorbers.htm The French Blatting Company



Southern Chapter

Postcards From The Inland Bays Rally Sunday October 16th, 2022



Circumnavigate Rehoboth and Indian River Bays, taking postcard style pictures on your way, while you follow the route and answer questions about what you see.

Gather at 10:30 am at Geoff and Marian Sundstrom's house, 21900 Whisperwinds Way, Lewes near John J Williams Highway.

Starting at 11 am cars will leave at 5 minute intervals. Follow the route and instructions to arrive at Iron Hill Brewery, Rehoboth Beach about 2 hours and 50 miles later, ready for lunch and a pint.

Email trevormees@outlook.com to join in the fun



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Upcoming British Car Events

BCCD Annual Fall Show (September 17)

Friends of Ballanca Airfield, Wilmington, DE

www.BCCDelaware.org

Brits On The Beach (September 17)

Ocean Grove, NJ

pedc.org/botb/

MGs On The Rocks (September 24)

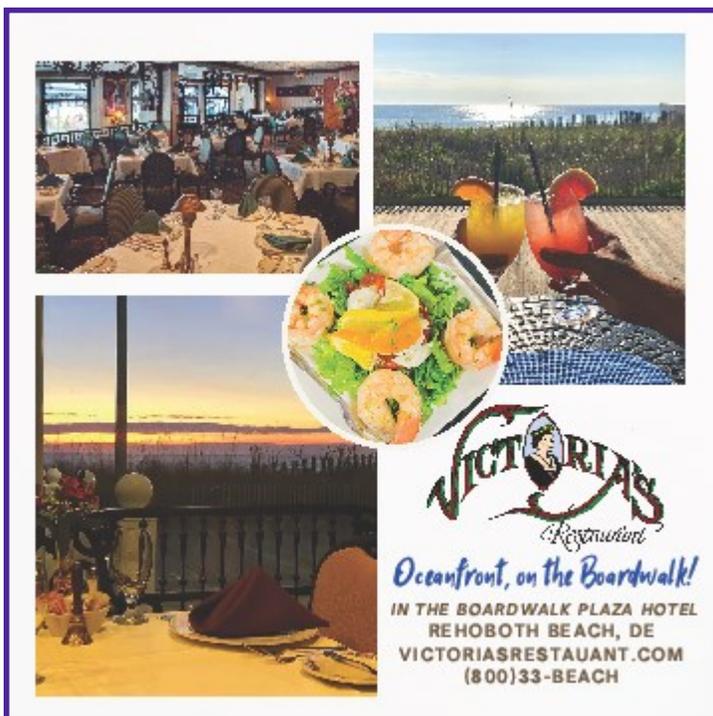
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[43rd "MGs On The Rocks" British Car Show - 2022 * MGs of Baltimore, Ltd. Car Club](#)

Postcards From The Inland Bays Rally (October 16)

Delaware Inland Bays

Southern Chapter Fall Rally



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