



THE BRITISH DIAMOND

November/December 2022

PO Box 5317,
Wilmington, DE 19808

Officers

President:

Terry Young
terryyoung224@me.com

Secretary

Sharon Kalinowski
sdkal@verizon.net

Treasurer/Membership

Calvin Jackson
Calvin_jackson@hotmail.com

Southern Chapter

President

Bill Tattersall
billtattersall@gmail.com

Treasurer

Jerry Hirst
jerryhirst@comcast.net

Secretary / Publicity

Mike Tyler
AH3000TriCarb@comcast.net

Volunteers

Newsletter

Trevor Mees
TrevorMees@outlook.com

Historian

Martha Gimbel
dediva245@verizon.net

Lewes Car Show

Mike Tyler
AH3000TriCarb@comcast.net

Northern Chapter Car Show

Sharon Kalinowski
sdkal@verizon.net

Webmaster: TBD

Website: www.bccdela.org

President's Message

Cheers, Everyone!



WOW!! We have reached the end of another great year! When looking back over 2022, our car club activities seemed a bit exhausting. Well maybe not, exhausting but more like exhilarating! We like spending time with our British cars. Akin to a loving partner, we consider our little British car a paramour (so I've heard). Any reason to spend time with the LBC is simply just great fun! Oh, to be a few years younger. So, how do we keep the momentum going in 2023?

Responses of British car club activities you prefer?	Count	Percent
Drive to Specific Location, Setting, Event, etc.	25	45%
Drive Outing with Food	10	18%
Monthly Car Club Meetings	6	11%
Cruise-ins	6	11%
Technical Sessions	5	9%
Informal Get-Togethers i.e. Cars and Coffee	3	6%
Grand Totals	55	100%

Chart 1

Just so happens we have a few ideas from one of the questions from our Annual Fall Show registration process that asked, (What) "British Car Club Activities Do You Prefer?" Reference Chart 1. The 55 respondents chose from a selection of six possibilities. The most selected, 45 percent, chose: "Drive to Specific Location, Setting, Event, etc." The next most selected response, 18 percent, was "Drive Outing with Food." Also "Cruise-Ins" at 11 percent. I'll

consider that a "Drive" qualifier. Combining these three responses, you could conclude that 74 percent believe driving is important aspect of British car club activities. Well, no surprise here. Yes, it is a small sample, but we should be able to plan 2023 accordingly. So, if your head's spinning from this info, that's ok. We'll just keep doing what we've been doing. Schedule drive outings to places we want to see – with food, of course!

Speaking of outings... We had three this last few of months. In August 20th we ventured way over to Chesapeake City, MD, for lunch and then to Crow Vineyard & Farm for a bit of refreshment Schaefer's Canal House restaurant. Then on September 10th we drove to the Hideaway at River Run for lunch and then to Salted Vines Vineyard & Winery for a little recreation. Followed up by one of our bigger events – the annual Southern Chapter Rally on October 16th. All had great turnouts.

As mentioned, a few seconds ago. The 2022 Annual Fall Car Show. We are extremely proud the show was well attended – 57 cars on the field - considering the many fall car shows – some even on the same day, it's a remarkable turn-out! The star of the show was Alex Cole's 1938 SS Jaguar Drop Head Coupe. Additionally, our chairman, Dave Mitchell, expresses his thanks for the folks who entered their cars for all the volunteers who stepped forward to make the show run smoothly.

As 2022 ends, we have a couple more events to conclude our 2022 journey. Not necessarily in any particular order. They are the Lewes Christmas Parade, the Wilmington JC's Holiday parade and our annual Christmas parties. Some details have been announced but stay tuned for more details.

In closing, please remember our nations Soldiers, Sailors and Airman on November 11, Veterans Day - wear the Poppy proudly.

As you and your family celebrate the coming family oriented holidays traveling to and from each other's homes, 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.

August Drive To MD

By Terry Young



August 20, 2022, Chesapeake City, MD.

Members of the British Car Club of Delaware, Inc. enjoyed a beautiful

day with a double drive. First stop was Schaefer's Canal House restaurant for lunch. A wonderful location on the Delaware-Chesapeake Canal in Chesapeake City. We enjoyed the warm weather and cool breeze watching the boats traverse the water. We were under the shade on the restaurant's lower deck. The food is very good! I didn't see many leftover boxes as we left.



Once lunch ended, we made our way to our cars and were off to the Crow Vineyard & Winery @ Crow Farm in Kennedyville, MD. As we turned down the driveway, we knew we were in for a treat going past the grapevine lined entry into the manicured winery grounds. We enjoyed the flights of selected wines even bring a few bottles home. These locations are definitely on our "trip list" for next time. Maybe we'll do the "grape Stomping" next visit!

For Sale

- An original steel Hardtop for a Triumph TR6. Needs some restoration before it can be used on a car. Asking \$550.
- Set of four (4) original TR6 steel wheels with very old Coker Classic Redlines. Tires have plenty of tread but have very old date codes. \$100 for all 4.

Contact **Jim Gibby** with questions or offers at jgibby31@gmail.com or cell phone 240-459-0404

ALDERMAN
AUTOMOTIVE MACHINE
Professional Automotive Machine Shop

BLOCK BLUEPRINTING AVAILABLE!

on our RMCV30 CNC Block Machining Center
BUILD YOUR ENGINE TO THE FACTORY BLUEPRINT!

Cylinder Blocks Honed on our NEW Rottler HP7A Precision Cylinder Hone
Cylinder Head Rebuilding, Crankshaft Grinding,
Connecting Rods, Flywheels, Engine Balancing, Crack Checking



ALL ENGINE MACHINING DONE IN-HOUSE USING STATE OF THE ART EQUIPMENT

ALL ASPECTS OF ENGINE WORK - FROM FLYWHEELS TO REBUILDS!

**OVER 40 YEARS OF EXPERIENCE
BUILDING ENGINES**

**2317 N DUPONT HWY • NEW CASTLE, DE
302.652.3733 • WWW.ALDERMANMACHINE.COM**

New Castle, DE, September 17, 2022: The **2022 – All British – All Years Annual Fall Car Show** was an outstanding success. Held at the perfect venue - The Friends of Bellanca Airport, New Castle, DE.

There were a combination of 61 British cars and motorcycles with 55 preregistered. The highlight of the show was the 1938 SS Jaguar Drophead Coupe – The Best in Show winner, one of just twenty known survivors of its kind, beautifully restored to a high standard.

Of course, the remaining British cars were absolutely stunning. Voting must have been the most difficult task of the day. Many thanks go to the Annual Fall Car Show committee for their hard work making the show one of the better ones of the fall season.

The success really goes to the good folks who brought out their spectacular British cars to show and enjoy the beautiful fall day with fellow automobile enthusiasts. Naturally, the results are important, so here they are.

To view the photos click this link to [\(2\) British Car Club of Delaware | Facebook](#). Photos of the winners and an excellent photo gallery by Geoff Sundstrom.

Best in Show

Alex Cole, 1938 SS Jaguar Drophead Coupe

Jaguar

1st Victor England, 1960 Jaguar XK150
2nd Ralph Boone, 1972 Jaguar E-Type
3rd Alex Neill, 1968 Jaguar E-Type

Austin-Healey

1st Walt Lubun, 1954 Austin Healey 100
2nd Tom Jacob, 1959 Austin-Healey 100-6
3rd Jim Martin, 1964 Austin Healey 3000

British Motorcycles

1st Andrew Berman, 1930 Norton Model 19
2nd Richard DeMont, 1974 Norton 850 Commando

MGB

1st Thomas Orisich, 1972 MGB
2nd Brian Gumpert, 1967 MGB-GT
3rd Donald Boudwin, 1977 MG MGB

Other MG

1st Tom Fairchild, 1953 MGTD
2nd Phil Worrell, 1971 MG Midget
3rd Calvin Jackson, 1978 MG Midget

Other British Sport Cars

1st Thomas Cloud, 2010 Lotus Evora
2nd Robert Wall, 1973 Jensen-Healey Roadster
3rd Alan Hill, 1967 Lotus Elan S3

Other British Vehicles

1st Tim Waller, 1973 Jensen Interceptor
2nd Susan Coates, 1960 Nash Metropolitan
3rd Vito Roca, 1975 Mini Cooper

Triumph

1st Hugh Jarman, 1974 Triumph TR6
2nd John Chickadel, 1965 Triumph TR4A
3rd Jeffrey De Pol, 1970 Triumph GT6+

Diamond in Rough

Terry Young, 1980 MGB



COVENTRY MOTOR WORKS

repair and restoration of fine British motor cars



410-253-8519

7837 Ocean Gateway, Easton, Maryland 21601

www.coventrymotorworks.com

Quality

Engine & Gearbox

Differential - Drivetrain

Integrity

Chassis - Frame Repair

Electrical & Hydraulics

Passion

Body & Coachwork

Upholstery - Convertible Tops

JAGUAR HEALEY BENTLEY TRIUMPH MORGAN MG ALVIS MORRIS



Paul's Kitchen
ITALIAN MARKET & BRUNCH

32882 CEDAR GROVE ROAD

LEWES, DE 19958

(302) 228-9775

<https://www.paulcullen.rocks>

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..

S Type Odyssey

Geoff Sundstrom

Ten years ago, Marian and I were bitten by the British car bug; specifically the Jaguar species. In 2012, we attended the Lewes British Motorcar Show for the first time. Inspired by the cars we saw and their friendly owners, we decided to purchase a car and join the BCCD. Our choice was a 1994 drophead Jaguar XJS V-12 which we found in New Hampshire. We enjoyed that car very much, taking her on several long-distance trips, driving her a few times in the Lewes Christmas parade, rallying and entering nine BCCD shows; taking home second place in 2017. Eventually, however, worries about ongoing mechanical faults and the durability and availability of replacement electronics, caused me to sell her in 2019 to a fellow in far away San Diego.

By that time I had begun driving a 2000 Jaguar XJ8 Vanden Plas saloon, which I now drive on almost a daily basis. I also began thinking about how nice it was to ride in such a big car and thought of owning a much older luxury saloon as a replacement for the XJS. My conviction in this direction grew stronger when I drove with other club members to the Winterthur Classic Historic Autos event in 2019, although I had not settled on any particular model. As I continued to mull over a future classic car purchase, we decided to sell our 2017 Mini Cooper and buy Marian a low mileage 2006 Jaguar S-Type to use as a daily driver. This was a good decision as we found her S-Type to be every bit as reliable and delightful to drive as the XJ8, and honestly a better car than the newer Mini. "Grace, Space and Pace" as the slogan goes.

With all this as a backdrop, this summer I started thinking again about a fifties or sixties luxury car as a replacement for my XJS and finally decided to take the plunge. I was in pursuit of an original Jaguar S-type from the mid-1960s. The car, as designed by Sir William Lyons, is essentially a mash-up of the storied Jaguar Mark II compact sports saloon and the much larger Jaguar MKX luxury saloon, with a bit of E-type thrown in for performance sake. It was available with either the 3.4 or 3.8 XK engine that powered so many fine Jaguar models, including the E-type. It had four wheel disc brakes and the E-type's Independent Rear Suspension. From the luxury equipment standpoint, it featured an automatic choke courtesy of a third SU auxiliary starting carburetor, power steering and available four speed manual or three-speed automatic transmission. Inside the roomy interior there were large, comfortable, reclining bench seats with leather and wood in abundance. Although the car never achieved the sales numbers Lyons envisioned - the Mark II continued to compete with it for buyers - it was really one of the first sports sedans to offer both performance and luxury in a mid-size package.

After searching this summer around the web on auction, classics, car club and dealer sites, I found an example I really liked; a 1965 3.8S. A lot of expensive work had been done to the car by a restoration shop in the past few years, including rebuilding the transmission, installing new brake and suspension components, adding a stainless exhaust and re-chroming the bumpers. It also had a few upgrades from the original equipment, including rack and pinion steering, aluminum radiator and an alternator.

Following prolonged conversations with the seller, I determined his car was the one I would buy. Although I could have shipped the car home and saved myself a lot of time and effort, I elected instead to drive it from Nashville, Tennessee to Delaware; an 800 mile trip home. I realize this was a gutsy choice, but I was following the advice "if you can't afford to buy the best car you can find, you can't afford to buy a car you need to fix up." Also, I reasoned I might never have another opportunity to drive this car long-distance at such a beautiful time of year. It was also reassuring to know I had family members residing not far from various points along my route.

My trip began a few weeks ago with an early morning flight from Salisbury airport to Nashville. Arriving before noon their time - one hour behind us - I took an Uber to meet the dealer Jeff Frazier at Frazier Motorcars - and see my car in person.

Jeff has a large inventory of European classics. It is his specialty. My 3.8S was parked amongst an XK120, an E-type, an MGA and others... So cars had to be moved around to extricate it. Once that was done, it was time to hit the starter.



Wouldn't you know it, the battery was dead.



Okay, so we hooked it up to a rapid charger while I had time to check all the fluids, controls, lights, wipers etc. and put a few more pounds of pressure in the tires. With the battery now holding a charge, we started the car and I took a test drive on some local back roads and then up onto a highway. I had to make sure the car was easily capable of the 70 plus mph I would be traveling most of the way, and that brakes and steering were in good order. This car had been presented to me as an excellent driver, so my expectation was for confident highway handling and the elderly cat did not disappoint.



S Type Odyssey—continued

Most of my paperwork was transacted online before my arrival so I was on my way by approximately 2 pm. My goal was to arrive in Bristol, Tennessee (near the border with southwestern Virginia) before dark. Unfortunately, one of those inexplicable traffic situations arose as I was navigating my way through Knoxville - stop and go, bumper to bumper traffic for over an hour, for no apparent reason whatsoever. Never mind, the car did not overheat and I had plenty of fuel. Besides this, I was riding in the lap of 1965 luxury. I was quite comfortable.



Past Knoxville, darkness began to overtake me and I soon found myself driving the last hour to my hotel by moonlight and rather dim headlights. In my hurry to get on the road, I had failed to look for the floor mounted high-beam switch and could not find it with my foot despite tap dancing around in the car while completing my remaining miles (in the morning it proved to be low on the firewall, not on the upward slanting portion of the floorboard where I had expected to find it).

The next day, I departed at first light knowing I had approximately nine hours of sustained driving ahead of me. The ride up 81 through the mountains and the Shenandoah Valley was pretty with leaves beginning to change. I was, however, the slowest car on the road despite occasionally drifting up to 80 mph. Many trucks passed me as I sat dutifully in the right (slow) lane. Of course, I had the usual friendly horn honks and waves you might expect. Only a few times did I have an annoying tailgater glued to my rear bumper. Eventually, they always shook off.



At Staunton, Virginia, I left 81 and headed to Charlottesville. From there, I headed north to Fredericksburg driving along some gorgeous back roads through miles of horse farm country. From Fredericksburg, I drove east to Dahlgren, Virginia where 301 crosses the Potomac River into southern Maryland. By going this way I was able to avoid the dreadful Washington, DC beltway. All went well, and by 4 pm I was on Route 50 crossing the beautiful Bay bridge to our beloved Delmarva peninsula. The sun was just about to go down as I completed my last few miles. Marian was of course anxious to see me and the car in daylight - which we just managed to accomplish.



Overall, it was an exhilarating trip driving a vintage classic - previously unseen and untested - through the mountains to the coast. All I can say is Jaguar quality - and a reputable seller - did not disappoint. And, yes, I did say a few prayers along my way.



In full disclosure, I did find a few issues with the car as I drove. The most annoying was an inability to accurately read the fuel level in the right side tank - it always read full despite driving on it for over an hour on it. These cars have two independent fuel tanks, along with two fuel pumps and two fuel filling ports; one on each side to create more luggage space in the boot. My solution to the problem was to drive primarily on the left side tank and stop more often for fillups. Not a big deal really.

The next day, after I got home, the car needed washing. Bugs and road gunk were on the car, so it really had to get wet. I started the car and moved it to where I could easily do the job. Afterwards, I wanted to move it into the garage. Well, wouldn't you know it, the car would not start no matter what I tried. I had driven all that way, shutting off the engine and restarting many times without problem, only to lose my ignition once I got home. What were the odds?

Anyway, Trevor Mees and I poked around the engine bay for most of the following day trying to find the cause of it without success. The matter was of some urgency in my view because that weekend Marian and I were hosting the start of the southern chapter rally at our home. I really wanted my car to start so I could roll it out for the rally, but what could I do?

Nothing apparently, until I described my trevail to fellow Jaguar lover David Glick, who had arrived early at my house for the rally. I asked him to give the starter a try and tell me what he thought. He passed on my suggestion and told me to give the button a push myself as he looked and listened beneath the bonnet. I did as he said, and the car magically purred to life as though it was merely awaiting David's presence before doing so. We had a good laugh about the situation. I told David he now possesses mystical healing powers when it comes to our British cars! He disagreed. "I think something got wet and finally dried out," he said. I am not so certain.



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!

**Fresh spuds.
Superior fish.
Beer batter.
It all adds up to bloody good fish and chips!**

Go Brit!
18388 Coastal Hwy,
Lewes, DE 19958
(302) 644-2250
<https://www.gobrit.com>



DELAWARE'S BELOVED FISH AND CHIP SHOP

Go Fish
24 Rehoboth Avenue
Rehoboth Beach, Delaware 19971
302-226-1044
<https://www.gofishrehoboth.com>

Drive to the Hideaway Restaurant and Salted Vine Winery September 10th



A beautiful sunny day saw a small group of cars leave Trevor's house and head towards Millsborough, where we were joined by Mike and Pat in their Austin Healey.



A cruise down some country lanes, and a quick blast down Route 113 took us to the Hideaway at River Run. A lovely little restaurant on the St Martin River in Ocean Pines, where we hooked up with the rest of the party.

After a delightful lunch we headed north back in to Delaware. More country lanes and we were at The Salted Vine winery, where we sampled the wines before finally heading home.





<http://www.lewespuzzles.com> (302) 645-8013

EXERCISE YOUR MIND!

Find us on   

<http://www.lewesgourmet.com> (302) 645-1661



Mystery Car



It is a Jensen SV8.

Launched at the British International Motor Show in 1998 only 110 orders were placed by the following year. Production began in August 2001 but only 20 cars were completed before the company went under in July 2002. In 2003 the company was bought by SV Automotive who completed the 12 unfinished cars and sold them.

The specs were impressive—Ford Mustang 4.6 litre V-8 producing 325 hp. Top speed 160 mph and sub 5 second 0-60.

Tee hee! Who can guess this one? It's road legal (in the UK) and, despite appearances, it's a two seater.

But what is it? Less than 50 were made.

Drop me an email to trevormees@outlook.com.



RUDY'S
EUROPEAN MOTORCARS



Independent Diagnostic & Mechanical Service Specialist

17475 Nassau Commons Blvd.
Lewes, DE 19958
302-645-6410
<http://rudyseurocars.com/location.html>

TSB
Tri-State Battery

PROUDLY SERVING
DELAWARE
MARYLAND
VIRGINIA
NEW JERSEY
NEW YORK
PENNSYLVANIA

800.852.9700

BATTERIES • STARTERS • ALTERNATOR FOR EVERYTHING!

- Aerial
- Alarm
- Alkaline
- ATV
- Automotive
- Barcode Scanner
- Battery Packs
- Button Cell
- Calculator
- Camera & Camcorder
- Construction
- Cell Phone
- Coin Cell
- Cordless Phone
- Door Lock
- Emergency Light
- Farm Equipment
- Floor Sweeper/Scrubber
- Forklift
- Garden
- Golf Cart
- GPS
- Hearing Aid
- Industrial Equipment
- Jet Ski
- Laptop
- Lawn Mower
- Lithium Powersport
- Motor Scooter
- Motorcycle
- MP3
- Power Tools
- Power Wheels
- RV
- Security
- Sealed Lead Acid
- Snowmobile
- Two-Way Radio
- UPS
- Utility Vehicle
- Vape Mod
- Video Camera
- Watch
- Wheelchair

CUSTOM MADE WIRE & CABLE

WE KICK SOME AMPS! | WWW.TRISTATEBATTERY.COM



Chick-fil-A Elkton
1100 E Pulaski Hwy, Elkton, MD 21921
410-392-9494

Hours: Mon - Sat 6:30 AM - 10 PM Closed on Sunday
Harry Marcus-Owner/Operator
<https://www.cfarestaurant.com/elkton>

Have you checked your MG or AH trunnion bushings lately?

David Glick

One of the reasons my brother and I purchased the MGB a while ago was that, when we took the car with mediocre paint, interior and in need of a top, the owner had supposedly rebuilt all the mechanicals, and the test drive was quite remarkable for a nice solid stable feel on an interstate. He thought paint and interior trim was a breeze to finish. The engine was done, as were several other things, but let's just say we later learned it was overall less of a rebuild than we thought. He always wanted an MGB LE, so why not? Well, it sat for four years without much attention.

In 2010 I decided it would be the drive of a lifetime to participate with Rallye to Reno, Ocean City to San Francisco drive, stopping in Reno for MG2011. After all for me the MGB was disposable, and when I got to CA, it was my intention to leave it there and sell it. Well, the MGB ran so well on the trip, we decided to keep it. Granted I had bonded with the MG getting it ready. Over the past 10 plus years I can say that while it might not look pretty it has been a very reliable and solid driver.

This summer I noticed the MGB started feeling a bit sloppy when hitting bumps in the road, primarily coming from the right side. Inspection quickly revealed deteriorated trunnion bushings. To check the bushings, start with a visual examination. The trunnion should be well centered between the shock arms. Look for signs of deteriorated/dry rotted rubber. Both were obvious issues on my MGB. Next, have someone rock the wheel/tire and look for play/movement of the trunnion. That was pretty obvious as well. There is only 12,000 miles on the MGB since they were replaced in the mid 2000's, before we purchased the MG, so who would have thought? The trunnion is basically the upper suspension or control arm for our cars with kingpins that support the wheel hubs. The setup is virtually the same for most MGs, and Healeys. I do think the Triumph design may be better here, but that is another discussion. This image was from the web, mine looked terrible.



Should the rubber trunnion bushings have lasted longer, that is open for debate. In my opinion this tends to be one of the weakest links in the suspension of the MGs and Healeys. Have tried both urethane and different rubber compounds in the past, each failing in their own way. This time the option I decided to go with SuperPro, as their urethane bushing are sleeved, which theoretically should eliminate the center bolt holes become oval, leading to wobble of the trunnion, while remaining firmer than rubber, and not deteriorating as severely over time. Yes, they do offer a firmer feel as well. Since the bolt goes through a metal sleeve, anti-seize goes a long way to eliminating the squeaking that even well lubricated non-sleeved urethane bushings produce over time.

It is only a bolt with a castle nut, what can go wrong? Ordered the SuperPro bushing on Amazon, best price and free two-day shipping. I thought I would just reuse the old trunnion bolts as I did last time on the Midget. That was mistake number one. The old bolts, not installed by me, were completely frozen, locked in the shock arms and metal sleeves of the old, deteriorated bushings. Tried multiple ways to get them out, without success (producing a lot of noise and a leveraging much force). My quick call to Jim Swenson (British Car Service) came with the recommendation of a "get out your cut off wheel." After 2 hours of attempting everything to get the bolt out, the cut-off wheel had the trunnion separated from the shock arm in minutes, and impact hammer made for a quick removal of the three sections of the bolt and old bushings.

Thanks to a quick parts order from Engel Imports for new trunnion bolts were soon to be on their way, as were several ignition parts to help a fellow club member. Ordered standard rubber bushings just in case the urethane would not fit in, and an extra pair of bolts, in the event I destroyed one with the attempted installation. Not taking any chances this time. Besides worth keeping around as spare parts. On to the reassembly. Using a longer 5/16 bolt with fender washers on each end to create an "on the car press," the well lubricated urethane bushings were pressed into place, then repeated the same for the inner sleeve using a properly sized socket to recess/center the sleeve in the bushings. Side note, you will NEVER be able to get the bushings installed with the sleeve in place (I tried). Applied liberal amounts of anti-seize on the new trunnion bolts before tapping in with a hammer, all seemed down hill from there. Washer, castle nut and cotter pin completed the job. Did have to loosen the bolt between the two shock arms to spread them apart to get the trunnion in place.



Well, the right side was now done. On to the left. Yes, that side was also completely frozen as well. This time I just started with the cut-off wheel. That side went much faster, except for a frozen bolt between the shock arms being frozen and needing to be cut off as well.

Off the lift came the MGB, with the test drive with steering nice and firm once again. Lessons learned, plan on **not** reusing the original bolts, so order them at the same time as the bushings, whether rubber or urethane. Use anti-seize when installing the bolts so if you ever have to remove them again you could leave the cut-off wheel in the toolbox. If using urethane, consider SuperPro, or similar with an internal sleeve. It is very important to use the included lubricant on both the internal and external surfaces of the urethane bushings. Aside from allowing for easier installation, helps prevent squeaking, which you are likely to get if you forget this step.

If your trunnion bushings were worn, as they are a weak spot in the suspension, the difference in stability and steering and stability of your MG or Healey is likely to be vastly improved. We can add this to the list for future tech sessions if there is interest.

September 17

Southern Chapter Rally

We called it “Postcards from the Inland Bays”, the idea being that the route would take participants around two of Delaware’s famous inland bays and that photographs would be taken on the way and awards given to the rally winner and the best photographer.



The 12 teams met at Geoff and Marian’s house, hidden away in the woods on the banks of Love Creek. Pre rally sustenance was provide in the form of coffee and pastries. Routes were handed out and the cars lined up for the off, one every five minutes. When the last one had headed off we hightailed it to Iron Hill Brewery to await the arrival of the first car. As each car arrived we picked up their score sheet and sent them inside for a pint and some lunch.



Once we were all there the sheets were tallied up and the winner announced—congratulations to Bill Tattersall and Dana, who made it by half a mile. Three teams made no errors so it came down to mileage. Bill and Dana were the closest to the official number of 53.5 with 59 (5.5 over). David Maule and Cathy were second with 47.5 (6 short) and Peter Zoll and Lori third with 64. We can probably put the discrepancy down to ancient speedometers.

I must mention Bonnie Lee who drove the rally solo in her Lotus Evora. Great stuff!



We’ll report on the photo competition in the next edition.

Old Car Memories David Haines

There are certainly advantages to driving the “modern” little British cars – windows that wind up, tops that erect easily, air conditioning, no rain leaks – the list goes on. However, the thing you can count on with an older classic and that are comments from a passersby.

During our recent rally, I stopped across the street from the Serendipity restaurant in Oak Orchard to get a photo. Along come this older gentleman on a bike – he stops to reminisce about his youth and his long gone Austin-Healey. He bought his used when he was 20 (in the 70s) and did his share of work on it to get it in decent shape – good enough to attract the girls!

Later on we got the usual “nice car” from other motorists. It never gets old.



Coming to the end of disassembling the MGTC EXU 7623. There are no parts left on the chassis. Hard to believe it was this time in 2019 – three years ago when I brought it home! Doug Pelton fromtheframeup.com posted a note on his Facebook page that his team disassemble a MGTC in five hours. Three years certainly didn't break any records, but five hours is remarkable. So where to go from here.

It's time to get the parts organized to put them back on the car! When I removed the pieces, each were cleaned and etch painted and stored. Now I to find them and get some advice on the order they go back together. The first order of business is wire-brushing and etching the chassis then the final paint. That's just the beginning of the fun. Make up break and fuel lines, string the wiring harness and reassemble the suspension parts to get the wheels back on. Not to mention the engine! Oh yes, I momentarily forgot. Got to put the tub together and on the rear of car. In all cases I'll have to dig out all the parts that were put away over the last couple years and get them ready for final fit and paint. Yikes! I might get 'er done!



Old (L) and new Brake Master cylinder.

Since the last time we talked it was about the brake master cylinder. Let's say the problem solved by getting a new one. Still looks like a soup can but should work flawlessly. I read an article on the *MG Experience* website where the author said. "The TC brake design is just one step better than dragging a stick against the ground." Perhaps, but there should be enough breaking surface – brake shoes and drum - to bring the car to a screeching halt. If not, I'll have to have a stick handy.



Rear Brake Assembly

What's next? I'll show you the last of the reconditioned parts. I just finished the rear leaf springs. I finally conquered the 74 years of oxidation. Now they are painted with a graphite paint and are ready to install. With the amount of rust, I was surprised all the bolts didn't break when it was on the road. Yikes!! The springs are happy now with new paint, hardware, and bushings.

The remaining pieces are painted and ready to install. Some of you may wonder. "How do you figure out where all the individual parts go?" Good question! First you must pay attention where they came off the car. The fact is, the parts do get mixed up even when they are stored and in labeled in baggies. The memory fades. I use a parts/screws sorting method. I've used this through the years. Maybe you have, too. I put all the similar parts together. The larger parts are easy. The bolts are another story. So many sizes. This can be a bit tedious. Once you've lined them up by sizes it all begins to make sense. With the MGTC, the hardware is British Standard – bolts are either BS Fine or BS Course with different lengths and shoulders. Using a process of elimination, the parts may be matched together, and unserviceable pieces tossed out. Learning how to identify the various bolts sizes has been a journey, to say the least. The local hardware store is not much help. The parts catalogs usually list the hardware but not necessarily the bolt sizes, the thread pitch, threads per inch (TPI), etc. They might include a ruler in the catalog's photo. So, the quest continues...



Rear Leaf Springs (L) Rear Leaf Springs with new bushing



Parts for rear suspension and brakes

Now that year four has begun, the restoration progress should go much quicker. All the parts are ready to install, with few exceptions. Fingers crossed they all fit!

https://m.facebook.com/profile.php?id=100064467860927&eav=AfYgRrb38auGpMnv17008fGjgq8lky4M61JtzdSyQ_M2EPd_xNZCR06zeATcOMReds&paipv=0&_rdr

Downey, LaVerne, Sep 16, 2014, adjusting brakes on 1947 TC, *MG Experience*, <https://www.mgexp.com/forum/t-series-and-prewar-forum.46/adjusting-brakes-on-1947-tc.2798586.2798628/#msg-2798628>

EZ-Slide Graphite Based Coating, Alkyd graphite - based lubricating paint, prevents corrosion, Bonds quickly to any clean metal, wood, concrete, and most plastic surfaces. Apply on gravity boxes, truck and wagon beds, dump bins, snowplow blades, under mower decks, tree spades, sand and salt spreaders, car transports, cranes and booms, and more.

Seemed Like A Good Idea At The Time

Trevor Mees & Betty Burleigh

Betty and I needed a break. We hadn't been for a drive for ages so we decided to drive up to the New Hope region in Pennsylvania and peep at a few leaves. I discovered a drive-yourself tour of covered bridges in the area, starting from Washington Crossing and booked us into a hotel a few miles away in Trenton NJ. We decided to drive our recently acquired 2008 Jaguar XKR.



It rained all the way up on the Wednesday but the forecast was good for the next day. And so it turned out so we set off for Washington Crossing Historic park. On the way we had to cross the Delaware. The bridge was very narrow, really only one lane but was open both ways. On the way over we met a large pickup coming the other way and in trying to squeeze past one another I scraped the passenger side mirror. Aaargh!



However the scenery that greeted us was spectacular so off we went. The route takes you down many tiny roads (covered bridges are only on tiny roads I discovered). We found the first bridge easily but on the way to the second one there was a major detour. Eventually, however we got back on the route and were well on our way to the



second bridge when BANG! The passenger side of the car lurched and the steering felt strange after that. We had hit a pothole and blown the tire.

The GPS said there was a WAWA gas station a mile or so away so we limped there and I tried to put some air in the tire, nope. Another mile or so away was a tire dealer. Limped there but discovered he couldn't get the tire we needed, even after calling around. He did, however, help me fit the 50 mph spare.



I needed a beer.

We headed home the next day, avoiding highways so I could keep below 50. Where we had to drive on a highway I drove in the right lane with the hazard lights on while everyone else zoomed by. We were glad to see our house at the end of it.

The moral: A Jaguar XKR is not a good car for driving down tiny potholed country lanes. We're taking the Subie next time.

Paul Campanella's
PIKE CREEK AUTOMOTIVE
📍 2379 LIMESTONE RD
☎ (302) 304-3341

Paul Campanella's
AUTO & TIRE CENTER
📍 1015 WEST 28TH STREET
☎ (302) 268-9434

www.campanellas.com

**CLASSIC,
MEET
CLASSIC.**

THE Gold STANDARD SINCE 1947

"The Olde Original!"

Grundy INSURANCE

Protect your classic with insurance created specifically for collector cars. Grundy combines the strongest insurance companies with our Agreed Value coverage which protects 100% of the value of your car. Plus, there is no deductible*, you get unlimited mileage, low costs, and much more. Call us at 888-647-8639 or visit us at www.grundy.com and see why Grundy Insurance is the classic choice to protect classic cars!

WWW.GRUNDY.COM
1-888-647-8639

*No deductible in most states. © 2017 The James A. Grundy Agency, Inc. All Rights Reserved.

Why I bought another rubber bumper MGB

Mike Salino

My first encounter with MGBs was in 1988 in England when I bought a British Racing Green chrome bumper BGT built (I think) in 1974. For some reason I thought it would be an excellent transport for my wife and our new baby son. I was soon disabused of this idea after being invited to demonstrate how easy it is to manhandle an uncooperative 6-month-old child into a rear facing car seat in the back of an MGB GT. The MG was fairly quickly exchanged for a vintage Morris Minor. At least that had 4 doors and a standard sized back seat.

Years later in the fall of 2015 we were living in Florida. I had the idea that a MGB might make a good daily driver to replace our aging Dodge Durango whose prodigious mileage was starting to cause concerns. I found a 1977 (rubber bumper) example on Craigslist. It drove well and the seller had receipts for a whole load of new parts and work as part of an ongoing restoration which included a BRG paint job that didn't look quite right. He was selling because he had to move back home and couldn't take the car with him. The deal was done.



Once again, the premise for buying the car turned out to be flimsy at best. It seemed reliable, but throughout my ownership, on a completely random basis, when the key was turned to start the motor, the result was just a muffled clunk from the starter solenoid. It would always go in the end but it would take anywhere from 2 to 10 (and sometimes more) attempts to get the starter to function. Obviously, there was a dirty connection somewhere but it would never manifest when I had a meter in my hand looking for it.

Also, anyone who has ever lived in Florida can tell you that even in Winter you MUST have AC in your vehicle and guess what? Plus, the part of Florida, we lived at the time was home to large numbers of impatient people who drive huge pickup trucks and don't like to see any spaces in traffic and will "encourage" slow coaches to close up the gaps. Unfortunately, when driving a car with 40-year-old brakes I like to have a bit of safety margin, so I spent a fair amount of time when driving, looking at an F150 grill in the rear view and listening to air horns playing "la cucaracha".

After a couple of years, I gave up, sold it on eBay to lady in California who wanted a daily driver, and bought a Pontiac Solstice. That's the closest America ever got to a LBC but with air conditioning and decent brakes.

So, when we moved to Delaware from Florida (don't ask) earlier this year and it was decided another fun car would be in order. The question is (or was) what? Certainly not another rubber bumper MGB.

My first choice was a TR6. But then I thought maybe a TR3 might be possible. I'd wanted one of those since a guy in my first car club showed up with a cherry red one back in 19???. I found one on Craigslist in rural Pennsylvania not far away with wire wheels and overdrive. More money than the budget but I figured my superior negotiating skills would knock off a few thousand. The test drive started with the seller in the driving seat. I'm a lousy passenger, so I was more than impressed by the performance and handling. Then it was my turn. Despite a wheel 2 feet across, the steering was so heavy I could hardly turn it in the parking lot. Plus, there was about 4 inches of play before it did anything. The clutch was really heavy too but the real issue was the brakes. I had a really hard time getting it to stop. I guess I've got soft driving modern cars. Add to that no seat belts (and no way to install them), then this car was starting to look like a death trap. Next.

A few days later we following this really cool looking convertible. The conversation went something like this.

"What's that?"

"I think it's a Jaguar XK8"

"How much are they?"

"Dunno. I'll check it out on the web when we get home".

Turns out you can find a XK8 with reasonable low mileage for less than the price of a TR3. The search was on.

I found an example at a dealership somewhere in darkest Pennsylvania. It had around 60K miles and as I recall the asking price was \$18K. We drove a couple of hours with great anticipation. It didn't start well when the price marked on the windshield was \$28,999. After a fairly frank discussion it was agreed that the car might be purchased for the price on the web. I have to say the car was a bit of a disappointment. It felt like the computer couldn't decide whether it was in sport mode or not. The seats wouldn't adjust properly and it rattled. The interior looked like the car had done 200,000 miles. Not sure if you can rewind a Jaguar speedometer but I have my suspicions. Bottom line was that I suddenly had visions of some fairly serious repair bills. Next!!

I looked at a TR6 a few miles away. It was a lot of money but had no spare wheel, no seat belts and the bodywork was a little iffy. I wasn't inspired so I passed. Still not sure if I made a good decision to give up on Triumphs.

(continued on next page)

Why I bought another rubber bumper MGB (continued)

Mike Salino

I found a chrome bumper MGB with overdrive on the Pennsylvania border outside Baltimore. It was in decent shape and nice shade of green. Very reminiscent of my first MGB. The seller was upfront and told me the overdrive was unreliable. When I drove it, I got it engage once but after that nothing. Once again, the biggest surprise was the brakes. No power assist. I blew right through a stop sign. Apparently MGBs got power brakes at the same time as rubber bumpers. The seller probably wasn't impressed but politely said nothing.

On a whim I started looking at S Type Jaguars. For some reason these are quite cheap. I found a black V8 on the wrong side of Philadelphia and drove over to look at it. We arrived right around 5PM at a dealership on a very busy corner. Sergei came out dressed in shorts and flip flops and after a brief conversation handed me the keys. I asked if he was going to go with me but the response was "I don't do that".

With some trepidation Lee and I set off in Philly rush hour traffic for the test drive. The car was certainly quick and drove well. However about 5 minutes into the drive the ventilation system spontaneously flipped from AC to full heat. We turned knobs and pushed buttons but nothing would make it cold again. We wound down the windows and carried on. We were almost back at the dealership when the transmission stopped transmitting. I fiddled with the stick and managed to get 1st gear, so we limped back. I advised Sergei of the issues. His response was basically "they do that".

At this point I came to the conclusion that maybe rubber bumper MGBs weren't such a bad idea. I drove a couple and ended up with the black example now in my garage. I paid more than twice what I got for the green one in 2017. It has wire wheels. I'm not sure if that's a good idea. It also has overdrive which fixes one of my beefs with the green MGB. At any speed over 60 the engine was spinning quite fast and it was really loud. The overdrive was working on the test drive but has since stopped. It also has a spare wheel. I owned the Florida car for well over a year before I realized MGBs carry their spare in the boot (trunk) and there wasn't one there. However, the brakes work, the steering is acceptably light and it has seat belts. The engine pulls strongly, but I suspect it may be burning a little oil. The wirings a mess and I had to use duct tape on the seats to prevent the tears getting worse.

I'm back in the game.

A collage of four images related to Victoria's Restaurant. Top left: Interior view of the dining room with tables and chairs. Top right: Ocean view from a balcony with two colorful cocktails. Bottom left: A plate of shrimp and vegetables. Bottom right: The Victoria's Restaurant logo and contact information.

VICTORIA'S
Restaurant
Oceanfront, on the Boardwalk!
IN THE BOARDWALK PLAZA HOTEL
REHOBOTH BEACH, DE
VICTORIASRESTAURANT.COM
(800)33-BEACH

The logo for Brimming Horn Meadery features the words "THE BRIMMING HORN" in a large, stylized, yellow font with a black outline. Below this, the word "MEADERY" is written in a smaller, yellow font. The logo is flanked by two yellow horns and a central yellow mead keg with a circular emblem.

THE BRIMMING HORN
MEADERY

A LOCAL PURVEYOR OF FINELY CRAFTED MEAD,
FRUIT WINES AND CIDER.

OLD WORLD TRADITION WITH A MODERN
TWIST, MADE WITH PRIDE AND HONOR.

28615 LEWES GEORGETOWN HIGHWAY,
MILTON, DE 19968
(302) 664-1188
[HTTPS://BRIMMINGHORNMEADERY.COM](https://brimminghornmeadery.com)

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.

Current Sponsors:

Paul & George Alderman
Alison Blyth
Anthony & Paul Campanella
Jim and Josh Grundy
Luke L. Phipps
Christopher Riofski
The Scala Family
Tim Southerst
Gary Sutch
Sandy Thompson
Jim Ursomarso
Jon Talkington
JR Walker
Ludie and Eben Warner
Peter Wolff
Jennifer Zerby

Brandywine Motor Sport Club
Chesapeake Bay Motoring Festival
Kent Island Yacht Club



UNION PARK JAGUAR
Proudly Supports
THE BRITISH CAR CLUB OF DELAWARE

ROB SHIPLEY
Jaguar Client Advisor | Jaguar Master Sales Consultant | Jaguar Guild Member
rshipley@unionpark.cmdlr.com | 302.573.5288

Union Park | 
 Driving Expectations.

Union Park Jaguar | 1900 Pennsylvania Avenue | Wilmington, DE 19806 | UnionParkJaguar.com

McGlynn's Pub
 Restaurant
mcglynnspub.com

THE DEER PARK TAVERN
 ESTABLISHED 1891 NEWARK, DE
deerparktavern.com

AHG
 ASHBY HOSPITALITY GROUP

CANTWELL'S TAVERN
 at
 The Historic Brick Hotel
 Odessa, Delaware EST. 1822
cantwells-tavern.com

The Roaming Raven
theroamingraven.com

<https://www.dbenational.org>