



# THE BRITISH DIAMOND

30th June, 2020

PO Box 5317,  
Wilmington, DE 19808

## 2019 – 2020 Elected 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

Geoff Sundstrom  
geoffsund@gmail.com

Website: [www.bccdelaaware.org](http://www.bccdelaaware.org)

## President's Message

Hi, Everyone,

First things first! I want to thank everyone in the British Car Club of Delaware for hanging in there while we wait for the COVID-19 restrictions to lift. If you are like me wondering about the next few months, many questions persist. Will we be able to meet again, or put together an outing or two and more importantly will we be able to organize our fall show in enough time for a good turnout? These and other questions persist with few concrete answers.... I know a few surrounding car clubs have organized drives while observing COVID-19 gathering protocols, including our Southern Chapter. I, too, am getting impatient about not being able to hold meetings or organizing *something* involving our passion for British Cars. Here's a quick synopsis of the Southern Chapter local trip.

Bill, along with several Southern Chapter folks put together an outing back in May. They motorcaded to the newly opened Millville Boardwalk Ice Cream Shop served from Agape Creamery. The Boardwalk Creamery not only offers homemade, small-batch ice cream but a playground, mini-golf screened in porch with plenty of parking. Happily, I see The Boardwalk Creamery as a frequent destination. Yes, health protocols can be easily observed at this site. Bill reported it was a great turnout with thirteen cars and as many folks plus passengers who were more than ready to get out in their Little British Cars after being cooped up for a month or two! Once everyone returned home many pronounced that more drives would be great fun. No argument there!

I want to predict we'll be out there driving our LBCs soon enough. The protocols established by Governor Carney's economic and health phasing in plans are straightforward. As I write this Delaware has already progressed to Phase 1 and by June 15<sup>th</sup> will have moved into phase 2. Meaning businesses will be able to expand from 30 to 60 percent of their designated fire code occupancy assuming no relapse to where we were in January and February. Assuming Phase 2 is in full swing it will be good news for all of us who have been cooped up for a while.

I think it's a universal British Car Club rule #1. – Drive the Car!

So... as we ease into the summer with the top down observing Delaware's COVID-19 Phasing plan please drive safe, be safe and stay safe.

Terry



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.

**Best of Britain - England at Le Mans Celebrated at the Simeon Museum**  
David Glick

It was torrentially raining we departed for two-hour trip to join British car enthusiasts and British car clubs from Virginia, Pennsylvania, New Jersey and Delaware for a visit to the Simeone Foundation Automotive Museum. Truth is that I have been wanting to attend for some time and scheduling always seemed to be a problem. Today was, well would have been if not for the rain "Demo Days" this time celebrating the Best of Britain - England at Le Mans."

Featured for the day was a 1927 Bentley 3 Litre Speed Model, 1934 MG K3 Magnette, 1936 Aston Martin, 1958 Aston Martin DBR1, and of course a 1953 Jaguar C-Type, and 1956 Jaguar D-Type. Attendees were treated to a history of British racing Le Mans by Dr. Simeone himself. It is very evident how much well-deserved pride he takes in his collection, as how much he enjoys sharing his well of knowledge, not just about Le Mans, but the history of racing and how that shaped the car world.

There was quite the collection of other vintage race cars, including others from in England, such as a 3.5 Litre SS 100. Dr. Simeone noted how the C and D-Type Jaguars were game changing for their streamlined aeronautic design and the development of disc brakes, which have both forever influenced race and everyday car design. He seemed particularly fond of the 1934 MG K3, as the scrappy little car that competed with the proverbial big boys.

The presentation ended with starting the Aston Martin for the group. All that I can say is you had to be there to experience the thunderous roar of the car, which everyone clearly felt in their ears and chests. The look of surprise and amazement was universal among the group observing. One could only imagine what it would have felt like to be at Le Mans in 1958. If only it had not been raining....

There are currently over 80 cars in the collection, with others that often visit for special occasions. To quote Dr. Simeone, "there are few illustrations of the effects of competition as dramatic, and beautiful, as the evolution of the racing sports car." The Museum highlights the evolution of that spirit over seven decades and has been recognized as one of the best in the world. For more information about the Simeone Museum, please visit [www.SimeoneMuseum.org](http://www.SimeoneMuseum.org) If you have a passion for automobiles or the history of racing, a visit to the Museum should be on your bucket list.

**From the Editor:**

I asked what you had been up to, LBC-wise, during our enforced quarantine.

Only one member admitted to doing any work on his car. I'm sure there are others so let's hear from you.

The rest of us, it seems, took to the roads to escape. No less than three stories in this issue.

I love it! That's what cars are for - keeping them drivable and driving them.

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Please subscribe to the YouTube channel "jagvet1". My brother, Gary, is trying to get 1,000 subscribers. You don't even have to watch it but his videos deal with many car related issues, especially the Jaguar Mark 2 he is restoring and his beloved XK8. Very British, occasionally salty British English. Tons of informative hands on video recorded with a GoPro camera strapped to his head.

Trevor





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20+ Years of Jensen-Healey Enjoyment...and Counting! (Bob Wall, Newark, DE)

Purchased my first British car, a 1973 Jensen-Healey Roadster #13902, in 1999 and still driving it! She was only off the road for restoration in 2005, in not the most convenient, but adequate basement & backyard shed facilities. Over the years since, performance and interior upgrades have been done. Not a trailer queen, she loves the backroads and the Lotus 2L DOHC has been reliable in travels to yearly Jensen owner events in Staunton, VA; Watkins Glen, NY (multiple times, including track time); Lancaster, PA; Kalamazoo, MI; Lake Placid, NY (multiple times); Monteagle, TN; Shepherdstown, WV; Monroe, WI; Rhinebeck, NY; Auburn-Syracuse, IN; Dorset, VT; Asheville, NC; and St. Louis, MO. Some of those trips included ~13 hours straight of top-down driving when the weather behaved. There were also the ones that it rained so hard we had to pull off and wring out the towels from all the top leakage! She's displayed her body & features at many British events, the largest show being the British Invasion in Stowe, VT, where many people ask "What the hell is a Jensen".



## Event Update

### St. Michaels Concours d'Elegance

2020—Cancelled

2021—October 29th—November 7th

### BMC of South New Jersey Ice Cream Social

July 18th—Cancelled

### Delaware Hospice Center, Milford

August 8th

[www.delawarehospice.org](http://www.delawarehospice.org) (Events, Fundraising)

### Chesapeake City Car Show

8/22/2020—Cancelled

This month's trivia question.

Who made this British classic of the 1960s and 70s?



Answers to [trevormees@outlook.com](mailto:trevormees@outlook.com).

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## A Stealthy Run to the Chesapeake and Back During the Great Lockdown

### Geoff Sundstrom

By some strange coincidence, the area near Route 24 and Angola Road is home to a few Jaguar loving BCCD members. Living close to one another, before and during the Covid-19 lockdown, David Glick, Trevor Mees and I would get together to help Trevor with his E-Type. During one such garage session in mid-April, the three of us started talking about road trips and the various Covid-19 restrictions. Maybe it was the arrival of Spring weather, the cancellation of the Lewes car show and too much sitting around indoors that finally got the better of us. Whatever it was, we agreed it was time to break the chains of confinement, fire up our Jaguars and hit the road. Our wives - Marian, Betty and Beverly - agreed to the plan and it was on.

Understand this was during the time when unnecessary travel was being discouraged and there was talk of police pulling folks over with out of state plates. Groups larger than 10 were banned and most businesses were closed. Driving with face masks on was a consideration as well as whether social etiquette would frown on us driving top down.

Regardless of these issues, we set out with tops dropped on Monday, April 20 (my birthday). We left from from our house and drove mostly back roads through southern Delaware and Maryland to the Blackwater National Wildlife Preserve on Maryland's Eastern Shore. We packed picnic lunches and liquid refreshment. It was a beautiful day with blue skies and plenty of flowering trees and fields. Our destination was just a point on the map none of us had ever visited. A place called Crocherson, MD. The area en route was pleasantly picturesque; a slice of Chesapeake Bay, Maryland with marshes, creeks, bridges, and old farmhouses jumbled together with fishing shacks, wharves, boats and crab pots. One of those places where time stands still; Covid-19 or not.

After a drive of about two and half hours, we literally ran out of road at the water's edge where we found a boat launch and small parking lot. It was a perfect lunch spot. We maintained our social distance by eating in our cars. It was also a bit chilly on the water, so sitting inside our vehicles was a plus. The way home was memorable mostly for the necessity of wearing a face covering when entering a gas station to use the facilities. It occurred to us that in more normal times the attendant might have called the police when he saw us looking like masked bandits.

It felt great to get away and put some miles on our cars, even if it was just the six of us and our three vehicles. We had no idea how the long the lockdown would last, so it was nice to know we had gotten out for a change of scenery and a breath of fresh air.



# SOUTHERN CHAPTER

Photos from our Sunday Ice Cream run from David Haines



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# NORTHERN CHAPTER



We braved the rain, the hot sun and the Delaware roads and made it from McGlynn's Pub to Delaware City's Crabby Dicks. We had a terrific turnout, nine cars! Fun times!



I want to thank our folks who dusted and polished their cars for coming out to our first get together since our Christmas Party. It was good to hear the revving engines as people arrived at Poly Drummond Shopping Center parking as if poised at the Sebring starting line. As we gathered and happily greeted each other we talked about our cars, the weather, the route and where to eat. It was evident from my vast knowledge of Newark roadways we needed someone who actually knows the streets and traffic patterns to Del City. George stated he will get us there by following his little blue XKR Jaguar. Then we



talked about lunch. The most important event of the day. Calvin said after calling Crabby Dicks there would be no problem accommodating our group without reservations. At the cry of "Start Your Engines" nine cars, with George and his navigator Renee in the lead, we single-filed through the parking lot onto New Linden Hill Road; the first leg of our journey to Crabby Dicks.



Along the way we're thankful to a Delaware Police Officer who momentarily held up traffic while we paraded through one tricky Newark intersections. Otherwise the trip was almost uneventful. Almost....

The rain came just long enough to give my three blade wipers a workout. The weather was doing so well holding off, too. For those of us who didn't put their top up before the start we did it then. Fortunately, it only down-poured a for a minute or two and happy to report none of us melted.



Pulling into Crabby Dicks Martha and Georgann were waiting. We had a sorely missed British Car Club of Delaware conversation. So much so Sharon thought she should take notes. Calvin did have a treasurer's report. We have over \$5K in the bank with only a couple expenses since January.



Once lunch was over, we decided it wasn't necessary to go to Bellanca Airport. However, we were ready in case. Earlier in the week, Bill and I met and dropped off a couple canopies. It was unanimous. Time to head for home. The rain was still a looming factor; getting caught in the rain was not an option.

On the drive home I couldn't help but think about my B's engine. During the drive had to pull over to see why it seemed to be misfire. I do carry a full set of tools and was crossing my fingers that I didn't have to dig them out. No wonder, it turned out that number one's plug wire had popped off the plug. Once it was back in place, the 40-year-old 1800 cc engine came back to life running as well as could be expected.

As I arrived home, I thought the day was perfect. The drive, the rain, conversations with friends, the food, my misfire and all. I know we'll do it all gain, soon! Maybe without the rain next time.

Terry



# Lockdown Projects

## Greg Eroe



Here's what's been going on with my MGA Coupe:

Oil and Filter Change.

Cleaning and re-installing K&N air filters.

New Plugs.

Looking for hard to find parts and... finding them!

- A seller on e-Bay from England had a set of Morris made sun visors that I have been looking for lo these many years. Not only did I win the bid, the seller gave me a 10 Pound refund on the shipping!
- While cleaning and re-installing the air filters, I discovered that when the original K&N filters were installed, the breather house pipe to the front carburetor had been cut flush inside the air filter housing to accommodate the new K&N filter which has been why my plugs are always dirty. Back to e-Bay and found an air filter housing with the pipe fully intact. As soon as I can find an open shop, I am planning to get the housing cleaned, re-painted and then I'll re-install the housing.
- Working on the doors so they'll close better.
- Next project, bleeding the brakes.



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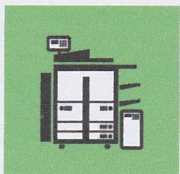
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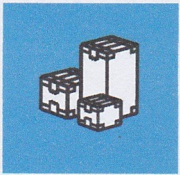
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**Ridiculous News Wire February 2018:** On the heels of Space-X and Tesla launching the new Tesla roadster piloted by Starman into Space, the chaps formerly associated with Top Gear, now the Grand Tour, decided to try something grander. Jeremy Clarkson, Richard Hammond, and James May thought it would make for a great idea to launch an iconic sports car into space as well, and see if it could catch up to, and maybe even pass, the Tesla Roadster. What better car to choose than the magnificent Jaguar EType?

At first glance, it seemed the fixed head coupe or 2+2 might have been the most ideal, being enclosed and having the most cargo space. Then, they realized that the need to carry cargo was irrelevant, and even the driver was not necessary. So, in the words of Jeremy, *“we decided to go for broke and launch a bloody Series 1, flat floor roadster into space to be the first Jaguar to ever reach Mars.”* Sources close to the producers suggested that Jeremy tried talking Hammond into sitting in the driver’s seat, since the Stig had apparently already left, sitting behind the wheel of the Tesla. Richard was quoted as responding, *“think about how much more the E-Type will be worth when it returns from the trip...now the car is as much out of this world as are some of the prices they have brought at auction.”*



Among the special preparations for the trip, the jack and spare were removed to save weight, especially since they were deemed not quite useful in space. The tires were filled with helium in order to assist with lift. The standard complement of tools were left in the boot just in case a repair might be necessary along the trip. For reasons about to be explained, luckily the boot does not lock. All things consid-

ered, the launch went relatively well, except for one small detail. Within minutes after liftoff of the latest generation of the Russian made space plane, currently being thought of as a space shuttle replacement, James realized he forgot to leave the key in the ignition. The good news is the early cars were quite easy to hotwire, and it is likely that someone will figure that out at some point.

In the meantime, if someone is planning to catch up with the E-Type, and maybe bring it back home, as the boys forgot to plan for the same, *“you are welcome to stop by and pick up the keys,”* said May. One does have to admit, the azure blue (specially chosen color) E-Type, with glistening brightwork, looks quite amazing cruising in space. While the Tesla might be eons ahead with the latest technology, not much comes and handy floating through space, and the E-type looks quite a bit sexier, even without the Stig. Enzo Ferrari would be quite pleased! We are all looking forward to seeing the E-Type with the backdrop of the Milky Way.

## BRIT TITBITS

Need some professional help with your LBC? Here is the link to a list of resources for a variety of things from general maintenance to bodywork and upholstery.

[https://1drv.ms/f/s!As9TBs75qnu\\_hDGuKo8H0pOfxKIX](https://1drv.ms/f/s!As9TBs75qnu_hDGuKo8H0pOfxKIX)

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August’s edition (out this month) of **Hemmings Classic Car** has a big article about British cars in the US and articles about a 1967 Jaguar 240, and a 1961 Triumph TR4.

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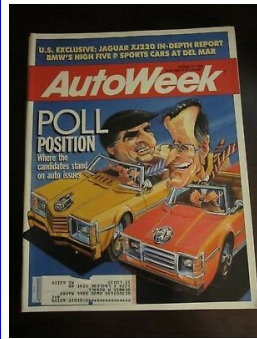
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## BCCD webmaster and Facebook moderator, Geoff Sundstrom



My path to British car enthusiasm is a bit circuitous. First off, I was the guy who didn't own a car until my senior year of college in northern Arizona, and when I did it was a '66 Ford pickup. Before that it was all backpacking, bicycle riding and occasional hitch-hiking during my college days. The car bug didn't bite until after graduation in 1982 when I became a business reporter for Automotive News magazine in Washington, DC. Even then, I didn't write so much about cars as I did economics, tax, trade, safety and environmental policy. Still, those years exposed me to lots of cars, car events and famous car personalities like Lee Iacocca, Roger Smith, Bill Ford and his cousin Edsel II, Roger Penske, Carrol Shelby, Rick Hendricks, Jackie Stewart, Malcolm Bricklin and Ralph Nader. I also met and interacted with many politicians in those years, leaving me forever skeptical of those types.



Although Japanese car makers dominated news making in the 1980s, and the British car builders had fallen on hard times, two memorable experiences relating to British cars were the launch of Bentley's Turbo R in 1987, where we were treated to a polo exhibition and Champaign brunch, and the debut of the new Jaguar XJS (modified) convertible in 1986 at the Detroit Auto Show. I recall it was pretty exciting since it was the first drop head Jaguar since the E-type. (A true factory convertible didn't happen until 1990.) Overall, I was able to see and drive lots of new cars in those days, some of them memorable and many of them forgettable.



At the end of 1989, I traded my post at Automotive News for a new job and more money as public relations manager for the American Automobile Association's new National Office in Orlando, Florida. The job must have suited me as I stayed with AAA for the next 21 years. I met my wife Marian there, and dove deeper into all things automotive, including a stint as regional manager of AAA road service for the western US, and later national director of PR for AAA. Some fun things I was involved in along the way were: re-introducing AAA to professional motorsports in a NASCAR sponsorship with Roush Racing and renewing sponsorship of the Indy 500 after an absence of 50 plus years. I had oversight of a competition for high school auto mechanics that we ran for many years with Plymouth and then Ford. And, I re-involved AAA in sponsoring the annual Glidden antique automobile tours around the United States - something AAA had started in 1904 when the automobile age was being born. On a



personal level, I began riding motorcycles, first on a Kawasaki Vulcan 800 and later on a Harley-Davidson Heritage Softail. Trust me when I say you would not have recognized me or Marian at Daytona Bike Week. Marian and I also owned and drove a 1930 Ford Model A Town Sedan for a few years, bringing it all the way from Florida to Gettysburg, PA in 2007 for a AAA Glidden Tour.



In 2010, I took an early retirement offer from AAA and we prepared to move to Delaware where Marian had family and we already owned a house. The antique Ford was sold a few years before this time, and I also sold the Harley thinking mid-Atlantic weather would not be favorable for riding. So there we were, me without a job or a big boy toy when we were ready to move north.

It was a surprise when Delaware Governor Jack Markel's office called me in Florida and asked me to head up DeDOT's PR department even before we moved to the Lewes area. I knew and was friend's with his PR director, and she had recommended me. Flattered, I took what turned out to be a very interesting and challenging job in more ways than one. Let's just say we needed to rebuild reputations as much as Delaware roads.

So all of this led up to Marian I reading about the British Are Coming Again... Show in Lewes in 2012. We went to the show, met a few people, talked about cars and enjoyed ourselves very much. Soon I was on the lookout for one of those big Jaguar XJS convertibles I recalled from my days at Automotive News. We found one in New Hampshire that summer and have been involved with the club ever since.



It has been fun getting to know the cast of characters that comprise BCCD and adding a couple more cars to our stable. I also have enjoyed helping Frank Jacquette with his Sprite and Trevor Mees with his E-type the last two years. I like moderating the club's Facebook page and doing my best to keep the web site up, even though that's been a learn as I go proposition. Thanks to everyone who contributes photos, comments and event listings to help keep things interesting.

# 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.

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