



THE BRITISH DIAMOND

June/July 2021

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Greetings!

Here we are at midyear, the COVID-19 pandemic is all but done so let's do our part to make it history! If you haven't already, please get the shot.

Thanks to all the members who supported the 25th Anniversary Lewes Motorcar Show. A great deal of credit goes to Bill Tattersall for leading a very successful show. Also, to Michael Tyler, who has been the show's chairman for the past 25 years. Quite an accomplishment. I can't forget Ms. Betsy Reamer, The Lewes' Chamber of Commerce Executive Director's

tireless determination made certain the annual primer car show was an outstanding event. If you haven't already, visit BCCDelaware.org's [photographic gallery](#) and the bonus of Trevor Mees' 25th Anniversary Commemorative and Special Edition *British Diamond* newsletter to get a sense of just how successful the 25th Anniversary Motorcar show turned out.

In the last few days, we've been reviewing the up-dated membership roster, thanks to Calvin's Herculean effort. As a gentle reminder if you were a member in good standing in 2020, we waived your 2021 dues and receiving email notifications via BINHOST. If you've been reviewing [BCCD's Facebook page](#) and our [website](#) for [BCCD activities](#) but not getting emails, please fill out an application and pay the \$20.00 membership fee. That will get your membership up to date extending it through December 2022. For everyone else, we'll accept renewal BCCD applications before December 2021.

Over the last several [British Diamond](#) newsletters you should have noticed several company's display ads. This is the annual renewal month. I'm happy to report all previous advertisers renewed. I'm even happier that we have several new ones. You may think, "I've seen those ads before, somewhere?" It's true. They were on the 2019 Lewes Motorcar Show Commemorative T-shirt as well as being listed on our website as a thank you. Through Geoff Sundstrom every show participant received a free shirt. Speeding up to today, 2021. Since revising our website, we decided to recognize our [British Diamond](#) newsletter display ads sold by Don McDonald, listing and providing a hyperlink to their website on the [sponsor's page](#). Don went one step further by contacting the good folks that helped fund the T-Shirts back in 2019. Thus, the new advertisers. Please patronize these fine companies. Their advertising dollar supports the activities of our club.

We just completed the last of the three Spring Drive Outings. These drives are magical. People notice our Little British Cars as they traverse the back roads of Delaware and Maryland. People love it as we drive by waving or beeping the horn as we drive past. If you have an idea for a drive outing bring it up during one of our Northern or Southern Chapter monthly meetings. Remember the drive is all about seeing the countryside while driving in our Little British Cars, visiting landmarks, enjoying each other's company and most importantly – eating!

I'll leave you with the last bit of good news you may have already heard about. We have scheduled our [Annual Fall Car Show for September 11, 2021](#) at the Bellanca Airport in New Castle. [Registration is on-line only](#). Mark your calendar! We are looking forward to seeing you and your car, of course.

Until next time – drive safe.

Terry

President's Message

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.

Spring Drive #3—June 12th

Terry Young



What a great end to the last British Car Club of Delaware, Inc.'s Spring Drive Outings for 2021. Sharon and Don, America Luxury; George, XKR; Jim, Healey, BJ8 3000; and myself in my MGB, rendezvoused at the Smyrna Rest stop at 11:00 AM. I was a little bit late. I needed fuel and a quick money tree stop. Once we were all assembled, our caravan of three British cars and one American headed out of the rest stop turning north on Route 13, then an immediate left on Duck Creek toward downtown Clayton, DE. Clayton is located between Kent and New Castle Counties positioned almost entirely in Kent County.



Once the Clayton mini tour concluded we were on our way for lunch at 98 Cannon Riverfront Grille in Chestertown, MD. Since the last time Georgia and I ate there the owners completely renovated, including asphaltting the mud and gravel parking lot. Big improvement! I can't say enough about the great food. The best to date! I'm pretty sure we'll go back! Chestertown, MD is the county seat of Kent County located on Maryland's Eastern Shore. Founded in 1706 it served as a major port of entry during colonial times. Its brick sidewalks and attractive antique stores, restaurants and inns welcome visitors from all around. It is the second largest district of restored 18th-Century homes in Maryland, and it is home to Washington College, the nation's tenth oldest liberal arts college, founded in 1782. Again, definitely worth another visit.



After lunch we packed away our leftovers, jumped into our cars and finished our windshield tour of historic of Chestertown. After a few turns we were cruising steadily along on mostly straight roads in route to our day's final stop; Pizzadili Vineyard & Winery, in Felton. Arriving we turned on to the vineyard-lined drive welcomed by a Tuscan style winery with its vine draped pergolas. We were ready to sample their fine vinos.

Upon entering we were greeted by the staff who offered us samples of five Delaware bottled wines. They were named Delaware, Strawberry Mist, Vidal Blanc, Red Raspberry Table Wine, and Rosato. All very good. I dare say Pizzadili

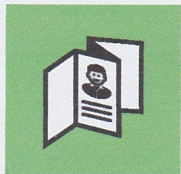


Vineyard & Winery should be a stop on your personal Delaware wine trail destinations.

We bid our fond farewell's, started our engines and headed home. Back down the vineyard lined drive and on to Rt 13 North. Quite a day! But wait. The day wasn't totally uneventful. I no sooner arrived home when received a call from Jim needing a rescue. Seems the throttle linkage separated in good old number 64. Couldn't make the Healey go. After some head scratching and a couple of temporary twist ties Jim was on his way home. Now the day can finally end...

We hope to see you on the next drive outing. You never know what fun awaits

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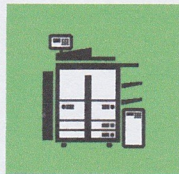
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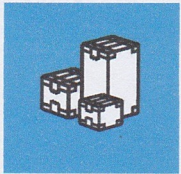
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The latest new step in the simplest basic repair...Dry Fitting. By David Glick

While this may seem to be a trivial issue, I was thinking about this yesterday when helping one of our fellow club members with what I thought would be a simple, straight forward rear brake replacement for an MGB. At a glance, the parts looked great just like the originals.

Let's start with the adjuster assembly. Out of the box looked perfect. Went to install and the nuts would not tighten on the studs. Originals are 1/4" fine thread, whether new nuts or even trying to the old, same problem. Turns out they were metric (M6 x 0.75). I do not know about you, but I have all sorts of new and used nuts and bolts for our cars, usually all SAE, mostly fine thread. I did not keep metric nut and bolts laying around. 1/4" x 28 is very close, so the nut seems to thread until you try and tighten it. After trying the second one Jack happened to have, with the same issue, the third time was a charm as I had a spare new one in my parts stash, with a Rover part number made in the UK. Much better result this time.



Next we replaced the rear wheel cylinders. Installed without issue, so on to the pads and springs. Then reinstalled my favorite speed bleeder and proceeded to bleed the brakes (see prior tech article), only the bleeder would not seal. Did what any of us would have done, tighten a bit more and it just snapped off. Bench tested the one for the other side Jack had purchased, and to our surprise, the fitting for the bleeder



was metric, not 1/4" x 28. After Jack left, checked the threads and it was again M6 x 0.75. We know the fitting for the brake line was SAE and proper since we replaced the hard line between the wheel cylinder and flexible hose that was kinked and twisted with the standard fittings for our cars. Once again, a visit to my parts stash to find a rear wheel cylinder, this time Lockheed/Delphi, and it was as expected identical to the original. Unfortunately, we had to repeat a complete installation, twice.

This problem is not unique. While working on Trevor's brakes for his E-Type, one of the line fitting would not seal. It was a short metal line that connected the two sides of the rear calipers. We removed the line, only to find out on the same line, one fitting was 5/16" x 24 (proper) and the other was metric M8 x 1.0, if I recall. That was one metric and one standard fitting on the same premade line. Obviousity, we had to fabricate another. Hands down, the most expensive damage to date happened when replacing a simple speedometer cable for my '69 E-Type. Appeared to look like a nice part, until installed. Even with just a gently tightened connection on the back of the speedometer, the cable was binding in the speedometer caused by a improper nylon collar in the end of the cable, just 1/16" too tall. That caused the cable to bind shredding the angle drive and stripping the drive gear in the transmission and the input on the back of the speedometer. Poorly made replacement cable ~ \$28.00, replacing drive gear, angle drive, and rebuild of speedometer, ~\$650.00, and hours of additional frustrating work. At least this time, I bench tested every component and all the parts together before installing on the car.

When purchasing parts, I tend to go for the higher quality within reason. So for brake, line the MGB wheel cylinders, \$10.00 for aftermarket, or \$30 for Lockheed, I am going to go with Lockheed. I wrestled with a similar decision for my MG Midget clutch master last year, \$169 for the Lockheed, which was backordered, or two aftermarket replacements, one for \$30, the other for \$75, I figured to go the \$75, higher quality aftermarket. Getting it to fit properly required a bit of extra work and creativity, not to mention having to find an adapter fitting from another used hydraulic part I just happened to have saved in order to connect to the new clutch hardline, which at least had the correct fittings.

Looks like the first new rule for parts replacement, check everything carefully before installing. It will dramatically lessen frustration and installation time.

Safety Fast,
David G

Chapter Six MGTC By Terry Young April 14, 2021

Last time I talked about the dash. After some thought I finally came to my senses and realized I needed a real wood craftsman, Rick Shuman, take over and finish the wood dash. Yes, they are available for purchase and so are veneers in many wood types,



but what's the fun in that? Now just have to assemble the whole thing getting it ready to install. Oh, boy! In the meantime...

A while back I discovered what I thought was a rather large ashtray tucked nicely under the dash. It had little flip doors on the front and sides with fancy pearl-like knobs. I was thinking how quaint. The British being patriotic, having survived the war and all, must have had many folks smoking a Whiston Churchill style cigar. I thought, wrongly it turns out, that the little doors with the delicate pearl button knobs were the ashtrays. Although just big enough to flip open to accommodate the ash they were actually vents. What the heck was I thinking? Once I removed this rusty old box – no easy task by the way – I finally recognized what it was – a large Arnolt heater. Wow! Much bigger than the MGB's. This baby should put out the heat. I think these are especially made for a top-down-cars. The Arnolt was an add-on for MG-T Series Cars. Heaters began when the necessity for warming passengers became important. Using portable heaters such as gas lamps and burners to warm up the interior was probably a good idea at the time. The use of exhaust fumes could be used as well. Yikes! In 1933 Ford made the first in-dash heater, a small gas-fueled boiler. But it wasn't until 1930 that GM pioneered the now-standard heater core with a fan propelling heat into the compartment. Since then, little has changed in the basic design.



It was challenging to get it apart. Once apart testing was possible, especially the heater fan. I revised my thoughts. This baby will put out an infant's breath of cool air when cranked up full blast. I could only hope for a little warm flowing out those little pearl-knobbed doors.

Note: Arnolt Heaters were made in the late 1940s thru the 1950's, Autocesseries, Ltd., A division of Arnolt Corp., Warsaw, Indiana
The History of Car Heaters, It Still Runs, Copyright 2021 Leaf Group Ltd. / Leaf Group Media, <https://itstillruns.com/history-car-heaters-5421362.html>



*Clockwise:
Before, all surfaces
very rusty.
All cleaned and painted
with etching primer.
The Finish paint is
Hammertone Bronze.*

The next item was the “Export Gold Pearl” steering wheel. This wheel was found on export cars to North America but was also found elsewhere in the world. It was made by injection molded in a swirled pattern achieved by using different viscosity colors.

The material proved to be unstable with temperature and UV light and perished after a few years of use. The chrome was a flash plating over the steel spoke, also prone to flaking off after a few years. This wheel was available from October 1948 to the end of TC production in November 1949. Mine fell right into place as predicted, disintegrating and flaking. I, again, made the decision to farm it out for restoration. I asked my son if he would take it on using his CNC. He did and it came out great!

Cordson, B. 2003, T-Series Steering Wheels MG TA, TB and TC ... originality,
http://www.mg-tabc.org/library/mg_steering_wheels.htm



Last but not least I tackled the fuel pump. One of the things I like the most is taking things apart to see how they work. Did that sort of thing for many years. The items I used to repair weren't much bigger, so on to the work bench it went. Fortunately for me I found a YouTube video instruction and a book how to service the SU Electric Fuel Pump Rebuild. One last test is to put fuel through it to make sure it works. Like all the items I repair I do a static test for functionality. This pump pulsates as expected and I'm 99.99 percent certain it will work.



Next time I'll talk about the starter motor and the Generator or Dynamo. Both are great fun and very heavy. Heck, I may even put the instruments in the dash. I want to see what it will look like, too. There are more good stories to tell so stay tuned.

Hillard, T., Sep 21, 2018, SU Electric Fuel Pump Rebuild,

<https://www.youtube.com/watch?v=oU5uLjuOQdM&t=615s>

Knight, C.F., Overhaul of SU Fuel Pumps Used On MG TA, TB, and TC Type Midgets, and Y Types
<https://www.mg-cars.org.uk/imgytr/hints&tips/sufuelump.pdf>



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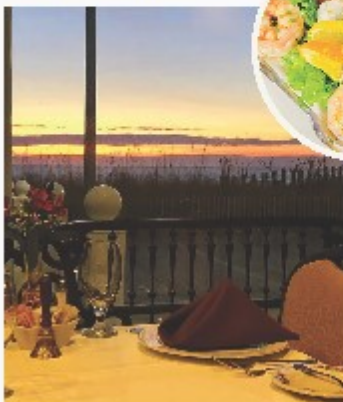
We had such a great response to the email on scale models of our British cars, why not use this to kick off the **latest photo contest**? Someone needs to come up with a catchy name, like “*My Car and Mini My Car*” or “*Your Marque and Mini Your Marque (Jaguar and Mini Jaguar)*.”

Rules are simple, just take a picture of your real and scale car together. Best story so far was someone built a model as a child, kept the model, and finally purchased that car 30 years later (same color as well). Do feel free to include a short story if you like. These may be boring. Will have to come up with a better picture. Hopefully, this does kick off the challenge is set.



Trevor Mees

Here is my contribution. You will notice the teeny, tiny Webasto roof on the teeny, tiny dark green model. It was painted the same colour as the full sized car, Emerald Green Metallic, by Chris Haislett, who painted the car.



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Meeting Minutes May 26th 2021 at McGlynn's

WELCOME BACK! Welcome back after a long hiatus is how Terry began our first meeting of 2021! McGlynn's Pike Creek has agreed once again to allow us to meet monthly, the fourth Wednesday of the month.

Our first meeting was attended by two officers and six members, down from our past attendance. Hopefully more structured meeting dates will improve attendance.

The estimated treasury as of April 28, 2021, is \$4,230.02. Terry recognized Don McDonald for his efforts in acquiring newsletter sponsors. To date, he has added more than \$1,500 to our renewable balance with advertising sponsors!

Old business included we are eligible for show insurance, the drive to Middletown-Chesapeake City as great and tickets are available for the Kent Island Car Show on June 6th.

New business of course included our show set for September 11, 2021. Our next meeting will be mostly dedicated to that event. Terry has a drive planned for June 12th, and Dave Mitchell agreed to review the six or seven drives he already has ready. Jim Martin and George Alderman are asking for volunteers for the Coatesville Grand Prix in September. More info to follow. Sounds like fun!

The next meeting is set for Wednesday, June 26, 2021.

Respectfully Submitted

Sharon Kalinowski



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Mystery Car

I've only ever had 2 responses to this, both from the same person and both right. Let's see if I can tickle anyone else into responding.

Last issue's car was, as David Glick rightly observed, a TVR Griffith. The company was founded by Trevor Wilkinson in 1946 and named Trevcar Motors. The name was changed to TVR (TreVoR) in 1947. In the early 60s the company was taken over by the Aitchison-Hopton bought a controlling share and in 1962 the founder resigned. In 1965 the company collapsed. It was to be resurrected several times culminating in the current ownership by Les Adgar and John Chasey from 2013.

Here's an old one for you:

It's what British bank managers were driving just before the war (and just afterwards since no British cars were built during the war). I recall seeing them on the road in the fifties.

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



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Austin-Healey, The Handsome 3000

Don McDonald

A very interesting article on the Austin Healey. Our featured Marque for this year's September 11th 2021 car show. I have owned my Healey since College. Only 5096 of the 1962 BT7 MK 3000 Mark II Tri Carb roadsters were produced. 1962 was the last year for the roadster where the top and side curtains come completely off. The tonneau cover protects the car from the elements. When caught in a rain storm the driver is exposed to the elements. The cover has a zipper between the two seats. If a passenger is not in the car you can snap that side of the car and secure it. The rear trundle seats are also covered by the cover. 1963 was the first year the Austin Healey was available with roll up windows and a convertible top - the BJ7 Model

When I get behind the wheel I feel 22 again. The roar of the exhaust and winding through the gears is always a fun experience. The Austin Healey was my daily driver. Now I do not drive it on warm days as the cockpit is very warm as all Austin Healey owners know. You are sitting right on top of the exhaust. When the cars were manufactured a 1/4" plate of Asbestos was placed between the bottom of the floor pan and exhaust pipes. The original is long gone when you have to replace the floor pans. The aluminum insulation Moss sells is more of a sound proofing. The above does little to disburse heat on a warm day.

Thank you Donald Healey for designing such a fun car to drive and own.

Excerpt from a Hemmings article by David LaChance in 2014

Edited by Trevor Mees



Donald Healey reportedly fretted endlessly before his first 100 model went on display at the 1952 Earls Court Motor Show, fearful that the public and the critics would give it the thumbs-down. He needn't have worried. The "Big Healey" went on to 15 years of success in the showroom, on race tracks and over rally stages, and has continued to enjoy enormous popularity today among those taken by its performance and its looks. The 3000, the subject of this buyer's guide, was the final iteration of the design.

Launched in 1959 as the successor to the six-cylinder 100-Six, which itself was the follow-up to the four-cylinder 100, the 3000 stayed in production until

1967, with various alterations and improvements made along the way. That means that today's 3000 shopper has a variety of options, from the purity of the Mk I and Mk II roadsters with their side curtains to the comfort of the later Mk III convertibles with their roll-up windows and wood-veneer dashboards.



The 3000 was named for its 2,912-cc, cast-iron, OHV straight-six, a bored-out version of the engine that had powered the 100-Six. Known as the BMC C-Series, this engine had been designed for motivating BMC's big sedans, like the Austin Westminster A99, the Wolseley 6/99 and the Vanden Plas Princess 3-Litre. With a 10 percent increase in displacement over the 100-Six and a bump in compression ratio to 9:1, this understressed, four-main-bearing six was rated at 124 hp and 167-lb.ft. of torque. As with its predecessor, induction was through a pair of SU HD6 carburetors.

The other mechanical change of note was the inclusion of Girling front disc brakes, as befitted the car's higher performance. The steering was by cam-and-peg, with a straightforward suspension that included coil springs in the front and seven-leaf springs in the back. The rear axle was a standard-issue BMC unit with hypoid bevel gears. Two gear ratios were offered: 3.545:1 for four-speed cars, and 3.909:1 for cars equipped with the optional Laycock de Normanville electric overdrive. As with the 100 and the 100-Six, the four-speed was worked through a side gearchange with an angled lever.



The 3000 Mk I was offered as a two-seater, given the series designation BN7, and a two-plus-two, the BT7. Both were built on the same 92-inch wheelbase. (In reality, the back seats of the two-plus-two were not much more than gestures to practicality. Motor magazine waspishly noted that the space "will accommodate two small children or one adult (sitting slightly sideways) without too much complaint on short trips during a rail strike.") The cars were fully carpeted, and the bucket seats were upholstered in leather.

Austin-Healey, The Handsome 3000

The car initially sold well, particularly in its target market of North America. But when sales began to flag, BMC sought to turn around its fortunes with the launch of the 3000 Mk II in 1961. Externally, the only real news was the replacement of the wavy horizontal bars of the Mk I's grille with a row of fine vertical bars, and a revised hood intake. But it was behind that grille that the real change lay: a trio of SU HS4 carburetors, which took the horsepower rating up to 132. As before, the car was offered in BN7 roadster and BT7 two-plus-two form. A brake booster was offered as an extra-cost option, and in November 1961, the side gearchange was replaced by a change with a central lever.

As it turned out, the triple SUs were a blessing mainly to the factory, which wanted to homologate their use for competition. Tuning three carburetors was a finicky job, and complaints led BMC to replace the HS4s with a pair of SU HS6 carburetors in June 1962. This change lopped just one horsepower off the engine's rating; In fact, when Autocar magazine tested the new model, designated the BJ7, they discovered that it was six seconds quicker to 100 MPH, and a second quicker in the standing quarter-mile, than its predecessor.



Beyond the change in carburetion, the BJ7 was in fact a significantly redesigned car, for the first time offering roll-up windows. This was a direct response to the 1961 introduction of Triumph's handsome, Michelotti-styled TR4, seen as a direct competitor to the Healey. The convertible's windshield was more curved, and was now complemented by a pair of vent windows with chromed frames. Chromed finishers added to the tops of the doors helped to square off the lines. The optional 48-spoke wire wheels were replaced with stronger, 60-spoke wheels. With the launch of the BJ7, the two-seater was dropped from the lineup.

Breathing new life into the increasingly dated design, BMC launched the Mk III, designated BJ8, in February 1964. Though identical to the BJ7 on the outside, the BJ8 boasted a completely redesigned interior, the centerpiece of which was a wood-veneer dashboard holding a set of modern, black-on-white gauges. The seat upholstery was now Ambla, though leather continued to be available as an option. The backrest of the rear seats could be folded flat to create a cargo platform, much like the Porsche 356.



The engine was tweaked with a revised camshaft and the provision of SU HD8 carburetors, and was now rated at a full 150 hp at 5,250 RPM and 173-lb.ft. of torque at 3,000 RPM. The brake booster became a standard feature. Wire wheels continued to be an option, but were fitted to all North American-market cars at this point.

Even at this late date, Austin-Healey was committed to improving the car. Longstanding complaints about the vulnerability of the low-slung exhaust led in May 1964 to the introduction of the so-called Phase II Mk III, with revised frame rails providing space for a revised rear suspension.

Softer, six-leaf springs were fitted, and the Panhard rod that had located the rear axle was replaced by a pair of radius arms. These changes resulted in a visible lift to the rear of the car.

Healeys have their faults; the seating position comes in for complaints, the clutch can be heavy, the trunk is on the small side and the cockpit can get plenty warm with the heat radiating off that big chunk of cast iron on the other side of the firewall. But on a summer's evening, with the straight-six on song and the long hood pointing the way to adventure, who cares about any of that? The car's looks and performance, coupled with its proud racing history and its connection with the legendary Donald Healey, are more than enough to guarantee its continuing popularity.

Specifications

Engine: 2,912 cc Inline-six, cast-iron block and head producing 124 horsepower @ 4,600 RPM - 150 @ 5,250 RPM with 158-lb.ft. of torque @ 3,000 RPM - 173-lb.ft. @ 3,000 RPM

Fuel system: Two SU carburetors/Three SU carburetors

Transmission: Four-speed manual with optional overdrive

0-60 MPH: 12.9 seconds - 9.8 seconds, Top speed: 103 MPH - 125 MPH

Length: 157.5 inches, Width: 60.5 inches, Height: 50 inches, Wheelbase: 92 inches, Curb weight: 2,548 pounds

MG International—Atlantic City - June 14-17

Jack Long: I was fortunate to get a first place in the TF class awarded by the New England MG T Register at MGs by the Sea in Atlantic City. My car is a 1954 MG TF-1500, one of 3400 built with the larger 1488cc XPEG engine. The car was sold new in San Francisco and spent most of its life in the Bay Area. I have owned it since 2013. Interestingly, it is one of 90 T series "Circuit of Britain" cars that were shipped back to the UK in 1990 and toured around England for several weeks as well as attending the dedication of the MG Car Club headquarters at Kimber House in Abingdon. Her name is Harriet and she is an older restoration dating back to around 2000, so she has her share of nicks and chips. Given that, I was thrilled to win our class again this year. I think people appreciate that she is not a show car - we drive her quite a bit - but still cleans up pretty good. It's the grey car in the photo..



Calvin Jackson: I acquired the car about 1989 for \$700, and slowly set about getting it back on the road. In 1993, we moved to the San Francisco Bay Area where I tried to get it approved for road use. They were sticklers for ALL original equipment (hoses, flame traps, etc) most of which is NLA, so they refused to approve it. It sat in my garage for eight years, where I would occasionally drive my daughters around the neighborhood, unlicensed. In 1993, we returned to NC and I decided to go all out and resurrect the car. I stripped everything out of it, then had it media blasted to bare metal and repainted to the original color - Brooklands Green. I started slowly reassembling it over the next several years, and moved to Delaware in 2010. I finished reassembling it in my garage, had it inspected and licensed, and entered my first Car Show about 2015. I never expected that I would ever get the opportunity to participate in a show like MG International 2021, much less win in my class!!



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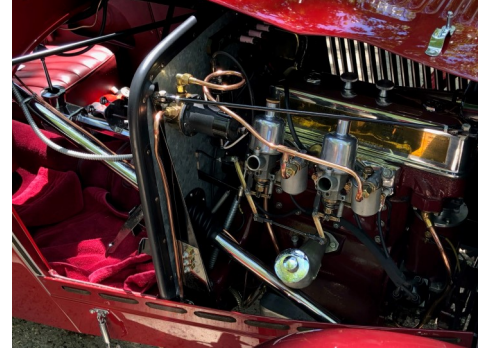
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BCCD Impromptu Meeting Minutes

6/10/2021

12:30~2:00 PM

Meeting Called by Terry Young

Attendees: Select Committee and Board Members

The meeting was held at Chili's, 3220 Fashion Center Blvd, Newark, DE 19702. Terry called the meeting to order. BCCD Members in attendance were Bill Tattersall, Calvin Jackson, Sharon Kalinowski, Don McDonald, Jim Martin, and Dave Mitchell.

Calvin Provided an updated treasures report that included payments from sustaining newsletter advertisers and a projected income for the new ones as well as sustaining sponsors and new additions.

A brief discussion about BCCD members being NAMGBR Members. We have 13 BCCD members with NAMGBR members more that enough for insurance. NAMGB Membership Don talked about the New Advertisers for the newsletter. In addition to the Newsletter (The British Diamond) display ad and a complementary a listing on our <http://www.BCCDelaware.org> website Sponsor page hyperlinked to those companies' websites. His goal is to have all new advertisers and sponsors paid by the published *British Diamond* deadline on or about July 1, 2021.

Terry explained the <http://www.BCCDelaware.org> website has been redesigned. Terry gave a brief demonstration of the new features.

Dave Mitchell reported that he secured a DJ for the Fall Show. His name is Mike Parrish, and he has created a collection of British period appropriate and relevant music that represents the eras of our group's vehicles. He has the equipment needed to ensure quality sounds. He will do this at no charge!

No other business the meeting adjourned about 2:00 PM.

Respectfully Submitted,

June 16, 2021

by Terry Young

The advertisement is divided into two main sections. The top section is for Lewes Puzzles, featuring a yellow circular logo with a question mark and the word 'PUZZLES'. Below the logo is a photograph of a puzzle store interior with shelves of puzzles. Text overlays include the website <http://www.lewespuzzles.com> and the phone number (302) 645-8013. A yellow banner at the bottom of this section says 'EXERCISE YOUR MIND!'. The bottom section is for Lewes Gourmet, featuring a circular logo with 'LEWES GOURMET' and 'LG'. It includes a photograph of a gourmet food store interior with various products on shelves. Text overlays include the website <http://www.lewesgourmet.com> and the phone number (302) 645-1661. Above the website information are social media icons for Facebook, YouTube, and Instagram, with the text 'Find us on'.