



# THE BRITISH DIAMOND

August 31st, 2023

PO Box 5317,  
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Website: [www.bccdelaware.org](http://www.bccdelaware.org)

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Cheers, Everyone!

Here we are the end of summer and the beginning of fall. That means our September 16<sup>th</sup>, **2023 All British – All Years Annual Fall Car & Motorcycle Show** is here! Although this show is a British Car Club of Delaware's show, our Northern Chapter's car show team's been planning and working very hard to make **our** show a success. Of course, we need folks like you to register your fine British Car to complete that success! Two cars, if you got 'em! I've registered the two of mine. The ones that run. The TC... that's another story. I'd have to carry it under my arm to

get to New Castle.... Maybe next year.

This fall also marks the busiest time of the year for anyone who likes to do a drive "out in the country" (isn't that a '70's song title)? There are so many shows and events this time of year it's difficult to choose. Too, bad they are not all in Dover... Hey, that's a thought. Maybe I can become an Instagram Influencer and see what I can do to get those car shows relocated. It's a crazy thought that will never work. First. I'll have to post more than one cat photo per year then learn how to take a photo with my flip-phone and learn how to create a post. Maybe, I could learn TicToc and post a video of my MG's speeding around town. I'll just have to find the 'ole VHS camera. Who knows what happened to it. I wonder if I have the right wire connectors to hook it up my flip-phone? I do have two shoe boxes full of wires, connectors, and chargers of all kinds – never threw them away. Then, if it works, I'd have to worry about a foreign country ripping-off my account. Such silliness....

Aside from our September 16<sup>th</sup>, **2023 All British – All Years Annual Fall Car & Motorcycle Show**, we have a couple driving events in October. The Covered Bridge Tour hosted the Northern Chapter's Dave Mitchell and the annual Fall Rally hosted by the Southern Chapter. Both events are always well attended. October is a perfect time to drive a Little British Car in and around Delaware, Maryland, and Pennsylvania. I encourage all members of our club to participate. What's a little extra driving? Speaking of, here are a couple future drives that may be of interest.

November 24th – The Jaycee's of Wilmington annual Christmas Parade.

December 2nd – The Lewes Chamber of Commerce's 91<sup>st</sup> Christmas Parade.

December – The BCCD combined Northern & Southern Chapter's Holiday Dinner Party at McGlynns Pub & Restaurant – Dover, 800 N State St, Dover, DE 19901.

Until next time.... Drive safely...

Terry & Georgia

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## On July 26th David Glick wrote to the club:

About a year ago I offered a fictional submission to Trevor for the newsletter detailing the creation of an electric MGB. Clearly it was one mistake after another and was meant to be humorous. Well, who would have thought, someone would do this in real life to an Austin Healey Sprite? [Electric-Conversion 1969 Austin-Healey Sprite Mk IV for sale on BaT Auctions - ending July 26 \(Lot #114,641\) | Bring a Trailer](#)

I nearly fell off of my chair reading a single statement that so closely paralleled the idea of creating an electric car without engineering forethought and even having to provide power with a tow behind trailer portrayed in what was intended to be humorous fiction.

Good news is that it may prove to be the least expensive Healey ever sold on BAT.

*Hey Trevor, did you ever publish that one? Cannot recall.*



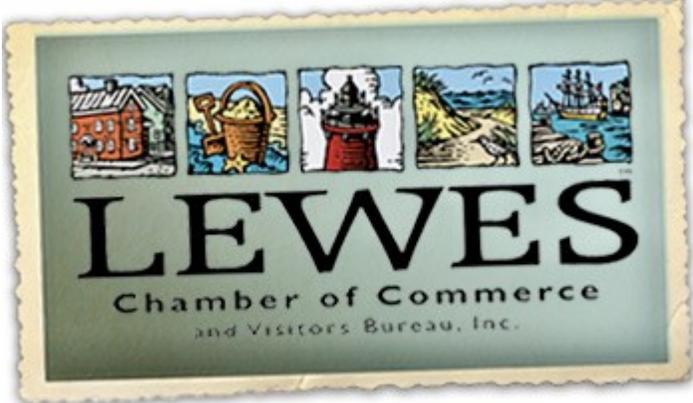
That last sentence got me thinking. I remembered receiving the article and preparing it for the British Diamond, even formatting the pages but I couldn't find it in any of the back copies I keep. I dug out David's original submission. It was dated August 2022.

So, with apologies to him, you will find the full story in this edition (page 16).

Trevor



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**British Car Club of Delaware, Inc.**  
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**ALL BRITISH – ALL YEARS**  
**Annual Fall Car & Motorcycle Show**  
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**Saturday, September 16, 2023**  
**9AM until 2PM**

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Thomas Fatchild's 1963 MGTD, 2022 Annual Fall Car Show  
 "Other MG's" 1st Place Winner.

<p><b>Award Classes</b></p> <ul style="list-style-type: none"> <li>MG</li> <li>Other MG</li> <li>Austin Healey</li> <li>Jaguar</li> <li>Other British Vehicles</li> <li>Other British Sports Cars</li> <li>Triumph</li> <li>Future Classics 1998 &amp; later</li> <li>British Motorcycles</li> </ul>	<p><b>Special Awards</b></p> <ul style="list-style-type: none"> <li>Best in Show</li> <li>Diamond in the Rouge</li> </ul>
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**Free admission to the Public**  
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 Car Show Application

  
 British Car Club of Delaware

  
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Visit our website [BCCDelaware.org](http://BCCDelaware.org) for more information  
 Printing Courtesy of the UPS store 1391, 4023 Kennett Pike, Greenville, DE

The British Car Club of Delaware  
Southern Chapter  
*presents*



Fall 2023 Road Rallye/Poker Run

# The Ghoulish Side of Sussex County

**When:** Sunday, October 22, 2023

Coffee and snacks starting at 9:30 AM

Route instructions at 10:15

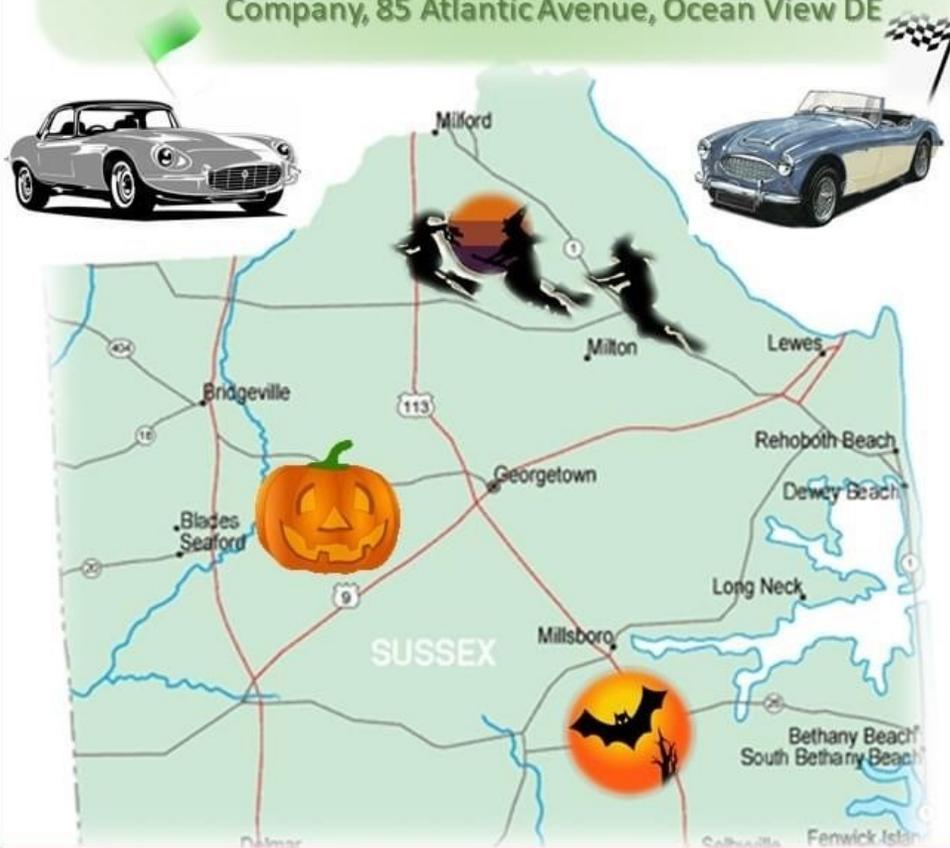
First car off at 10:30 sharp

**Where:** Start is at Stonewater Creek Clubhouse, 24825

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## 53rd Swigart Museum Meet - August 5, 2023

By Trevor Mees

Geoff and Marian Siundstrom, Betty Burleigh and I took a train trip to Huntingdon, PA to take in this event. Geoff and Marian have been friends with the owner, Pat Swigart whose late husband founded the museum, and board member Dave Kontor for many years but have not been to the museum before.

The museum's mission is "Collection, Preservation and Celebration of the American Automobile" and, as such, British cars are scarce. If you count a DeLorean as British they have one, otherwise a model Rolls Royce was it.



However it is well worth a visit, especially as they have not one, but two Tuckers - the original Tin Goose prototype and #13.

As a bonus we met John Tucker, Preston's grandson, who regaled us with interesting anecdotes including the fate of the 4 Tuckers that have not survived (51 were built, 47 are still in existence).



The exhibits range from a 1905 Oldsmobile Curved Dash to the aforementioned DeLorean.



The Car Meet was well attended but, alas, no Brits. Quite a mix with cars from the early days right up to a Corvette C8. A few hot rods and some pretty cool paint jobs.



# Automotive



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## Remedying a Bad Brake Experience (...at multiple levels)

David Glick



For those of you knowledgeable about E-Type and XJS rear ends and rear brakes, the novelty of inboard brakes soon fades. Changing pads is easy, you do not even have to remove the wheels/tires. Replacing or rebuilding rear calipers not so. There are only two options, drop the entire rear end, or work in really tight spaces (*pictures are not of my own car*). Just for the record, the calipers are attached to the differential, and the metal frame is installed over the differential, when it comes to normal assembly that is.

Well, since the parking brakes on my E-Type froze, I thought I would attempt the impossible and remove the calipers. The parking brake mechanism is bolted to the caliper and it turns out cannot be removed while still in the rear cage, unless disassembled from the calipers, and extracted separately. Further complicating the job, wait until you see how difficult it is to get out the two bolts securing each of the calipers.

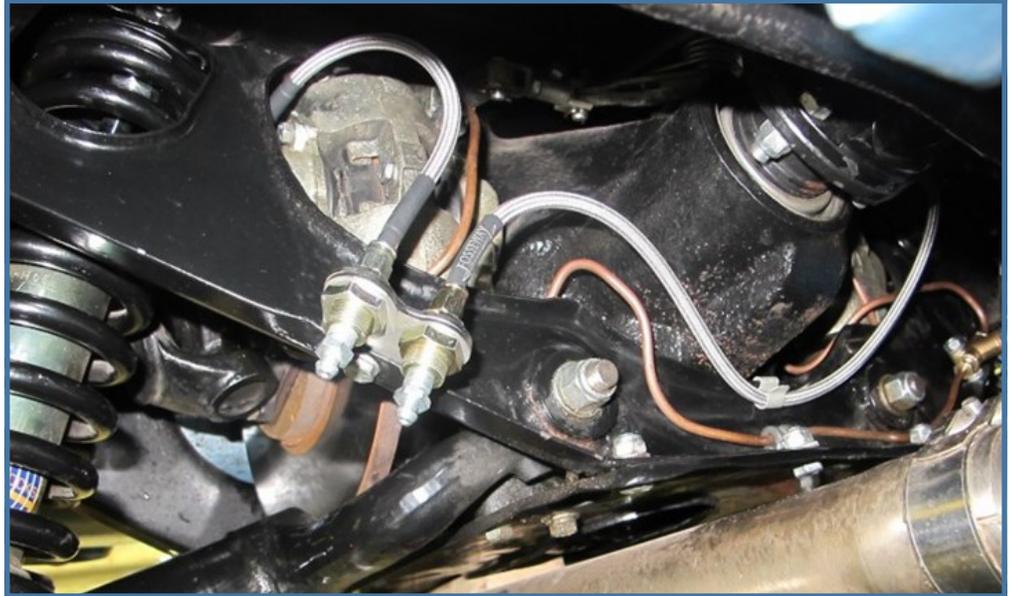
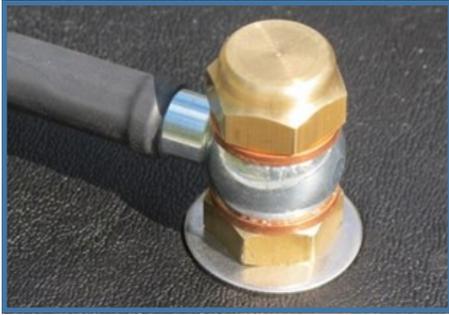
As some of you may recall I have written in the past about how much of a mistake it was to rely upon soda blasting to remove the paint when my E-type was repainted in 2010. Since the mechanicals including the brakes, were done before paint, I never thought about them after. Turns out the baking soda is extremely corrosive and the rear brakes in general did not fare well, which likely led to the parking brakes freezing to begin with. The insides were full of caked soda blasting material. The brake pads were even frozen in the calipers and had to literally be removed with extreme force. Since they had to come out just to get to the parking brakes, thought it best

to rebuild them completely once again. On inspection, stainless pistons previously installed were great. All the rubber components were shot. It seemed the rubber boots welded the pads in place acting like a rubberized glue.

Cleaned and blasted the calipers, rebuilt each half, and reassembled them (*these are mine*). Given two additional issues, like how difficult it was to get the input line to stop leaking in one of the calipers in the past, and the fact the swapping the bleed and lines sides of the caliper made sense for access for bleeding, I did that. Fabricated new fixed lines to the calipers anyway, so that was quite easy, at least in theory.



Once everything was reinstalled, not a simple task, I was all set to bleed the system. Bad news, the one bleeder valve I was worried about to begin with would not seal and leaked like a sieve, I even tried different bleeder valves without success. Faced with having to remove the entire brake mechanism once again, I was not happy. Looking back, I would say that it seemed the threads were well worn from having lines overtightened (*will cover that in a moment*). About ready to give up, I remembered something I purchased to make life easier for my current E-Type project, Fosseway remote bleed lines. Removed the leaky bleeder valve and installed the Fosseway banjo bolt fitting, attached the line and the leaking stopped. The banjo bolts are longer and attached to lower intact threads in the caliper. Only have side of the remote bleeder lines installed at the moment. Will get to the other shortly.

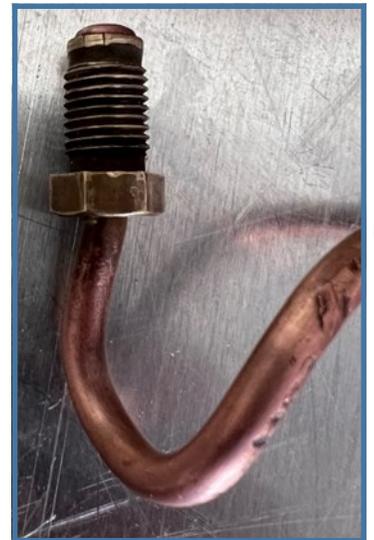


Dave Maule has been addressing brake problems on his Austin Healey 100 recently. After rebuilding his front calipers while he was reinstalling the lines, I noticed the fittings on the short lines that connect the

flex hose to the caliper did not look great. The ends of the line fitting were flared and split. That is clearly a result of overnighting, which often occurs when attempting to reuse bubble fitting ends on brake lines. I would near guarantee that was how the threads became compromised by similar overtightening on my E-type (crediting the 4 prior owners and shops that worked on the E-type previously). We fabricated an entire new short line for Dave's Healey. The following week when he found the rear brakes and seals needed addressing as well, we noticed one of the rear brake lines suffered the same problem. So, we fabricated a new line for the rear as well. The moral of the story is do not overtighten brake line fittings, and lines and when fittings have been reused a couple of times, it may be necessary to fabricate a new line, or at least make a new fresh bubble or flare connection.

Lastly, yes, I did use speed bleeders. They fit the remote lines as well as the calipers quite well. Well at least I proved that E-Type parking brakes can be removed and refit without removing the entire rear suspension completely, though I have a few recommendations that might help there as well.

*Here is hoping we all stop safely!*



ry

# British Car Club of Delaware, Inc Visit Alderman's Automotive Machine

June 24, 2023, New Castle DE

Members of the British Car Club of Delaware, Inc., participated in Part Two of the Alderman's Automotive Machine shop. Thanks to Joy and Brien Read, for making the arrangements beginning with lunch (the most important event of the day) at the Legend.

Our hosts, George, who welcomed our club members and Paul, who demonstrated the shop's sophisticated head and engine block grinding equipment that bring an engine to "Blue Print" specifications.

Paul's explanations were thorough coupled with a instructional demos that made us realize immediately that engine work is highly technical and not for the faint of heart. We won't try this at home!

We all appreciated Paul, who took the time to show us the intricacies of engine rebuild and his patient explanations of many questions.

Touring Alderman's is a visit through time starting with George's automotive racing history and the experience gained by building great engines then bringing that invaluable experience forward. Paul and George have our undying gratitude.

We welcomed new BCCD members Andrew Gold and Michael Pollack who joined us for the tour.



# Automotive

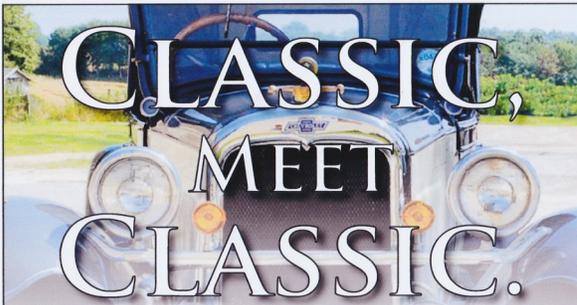
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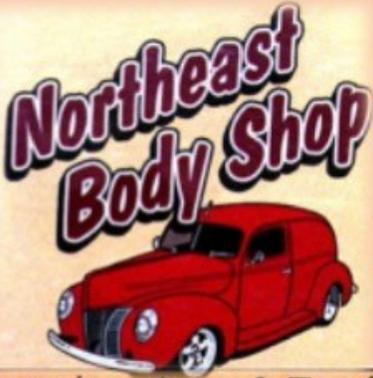
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It was propelled by a wet sleeved two litre inline four (same engine as in a Triumph) through a 4 speed manual box. I remember helping my dad change one of the cylinder sleeves, working in the road outside our house.

The Motor magazine tested one and achieved a top speed of 82.8 mph, 0-60 took 20.8 seconds and mpg was 28 (UK) or 23.3 (US).

It cost a princely £1147, including tax (£383)



Here's one from the seventies:

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



George Alderman receiving a sponsorship appreciation plaque from Terry Young, club president. Alderman Automotive has been a long time sponsor of the club.

“Here's the photo the presentation of your Sponsorship Appreciation Plaque!  
Your advertising money is much appreciated and goes along way to help our British Car Club of Delaware, Inc., be successful.  
Thanks!  
Terry”

Cool huh?

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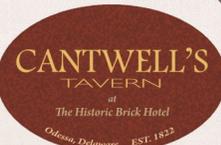
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# Electric MGB Conversion

By R Goldberg III

Inspired by a request for newsletter articles including converting little British sports cars to electric, I thought why not? Coming from a long line of inventors, I figured I can do this. Starting with a couple of small requirements influenced by several factors. There are no charging stations anywhere close to my home. The closest is a Wawa station 32 miles away. When the electric heat or the AC comes on in my old house, the lights dim a bit, suggesting capacity might be limited. Did I mention power goes out in every severe storm, sometimes for days? Range anxiety could be a problem here, as at best I would be hoping for 60-80 miles on a charge, half of which is required to make it to Wawa.

So, here was the idea, how about using gas to power a generator that can then power the car. GM seems to have leveraged the idea. What can go wrong? So, after picking up what was an MGB parts car, cutting off the back and fabricating a trailer, installed engine mounts and bracket for the generator. Tight fit, but it was in, mounting it sideways like a Mini. Soon realized there was not enough room for the fuel tank, but then again there was already one sitting in my MBG, I just needed to run the fuel line back to trailer. Sort of looks similar to the fuel line for my boat. Besides, have to run high tension leads to back to the electric motor and storage batteries from the trailer back to the car. With the desire to start the newly mounted engine, I then realized I forgot that I needed power to run from the battery back to the starter and a wire to fire the solenoid. The fabricated exhaust manifold had to be rethought as well. Third try was a charm. Engine started; generator output verified. Only issue then was how to rev the engine to higher RPMs, without an accelerator cable. Will come back to that later.

After making friends with a local machine shop owner. I think that is because he was able to purchase a new boat for what it cost me to create an adapter mounting plate to connect the electric motor to the transmission, after all, even though the used Chevy Volt electric motor would not require gearing, I still like to shift and maybe the motor could run at a lower speed and use less current. There was enough room under the hood to mount two Lithium battery packs for storage and address output capacity issues with the generator set up. With the inverter/controller getting rather hot, I figured we still had the radiator so we can rely upon liquid cooling under the hood. Then realized I forgot the radiator for the engine in the trailer. A trip to the junk yard yielded a radiator from an old Honda CRX along with a rather compact electric cooling fan. Problem solved. While there I secured a "fly by wire" gas pedal switch from a BMW, along with the actuator from the throttle. Turns out that was the answer to the remotely operating the engine in the trailer as well, so just added a switch to where the choke cable had been on the dash. While running the extra wire, back to the trailer decided to get the tachometer working as well by connecting yet another wire back to the tailer. Besides it was a good idea to see what the engine was doing well behind where I was sitting.

With the assistance of my neighbor who followed with a tow strap, we took the electric MGB out for its maiden voyage. Figured that would be a great way to test the range on battery power alone. We made it all the way to the old Conley barn, which while looked to be a pretty good distance if you had to walk, was 2.3 miles. Was I worried, of course not, as the generator will provide the needed power for greater distances?

Well, time for the maiden voyage of everything connected. At first, I thought my wife was bringing out the bottle of champagne to christen the MGB, but it turns out I may have been driving her to drink with my project. Clearly the champagne was for her to celebrate not having the kitchen table occupied by my car parts and drawings. Off I went far past the Conley barn and made it all the way to Bethany Beach. Do we tempt fate and head back to home (12.8 miles) or do I go further? Well, since being on a roll (literally) went on to Fenwick and then Ocean City. By the time I made it home the odometer showed 42.4 miles, and still had more than a half tank of gas. Good thing we did not have to stop at Wawa, since it turns out they can only charge Teslas.

My neighbor, who was riding in the passenger seat with his cell phone charged and AAA on speed dial, was gracious enough to ask if I remembered to connect the trailer brake and turn signal lights. Oops, forgot about that one. We relied upon hand signals for the rest of our journey. I think most onlookers thought we were waving at them.

Overall, the task seemed to be a success. I built an electric MGB that can function off the grid, technically can help power my home in the case of a power outage and spent just slightly less than a new Tesla. Now onto building a new garage deep enough to house the MGB/engine trailer, and possibly with a room above in the event my wife remains upset with my project.



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## 1911 Albion A3 Wagonette 16HP

Sandra and Rob Fulton

(Sandra and Rob are not (yet) club members but I was put in touch with Sandra through a friend of mine. She provided this description of a car she and her husband own. Ed.)

“Rob’s grandfather was N. O. Fulton (Norman Osborne Fulton); Rob’s father, Hugh Wilson Fulton, was Managing Director until Albion was bought out by Leyland.

Not much has been done to the vehicle since import – Rob is now working on fabricating the correct seat.”



Vehicle as imported. Restoration done by Rob’s cousin in South Africa. Front seat is not a bench seat plus body work contains fiber glass. Metal chassis etc. was discovered in a field in Tasmania we believe.

What we would like to restore to. This is from an original glass slide showing correct body work. Body work should be wood



## History of Albion

Sandra and Rob Fulton

Originally known as **Albion Motor Car Company**, the company was founded in 1899 by Thomas Blackwood Murray and Norman Osborne Fulton – Robert's Grandfather - (both of whom had previously been involved in Arrol-Johnston). Murray's father, John Lamb Murray mortgaged the Heavyside estate, Biggar, to provide the initial capital.<sup>[1]</sup> They were joined a couple of years later by John F Henderson who provided additional capital. The factory was originally on the first floor of a building in Finnieston Street, Glasgow and had only seven employees.



In 1900 they built their first motor car, a rustic-looking dogcart made of varnished wood and powered by a flat-twin 8hp engine with gear-change by "Patent Combination Clutches" and solid tyres.

In 1903 the company moved to new premises in Scotstoun and introduced a 12hp 2610cc, and in 1904 a 16hp 3141cc vertical-twin was introduced, followed in 1906 by a 24 hp four. One of the specialities the company offered was solid-tired shooting-brakes. The last private Albions were powered by a 15 hp monobloc four of 2510cc.

Although the manufacture of motor cars was the main industry in the first ten years of its existence, it was decided in 1909 to concentrate on the production of commercial vehicles. During World War 1 they built for the War Office large quantities of 3 ton trucks powered by a 32 hp engine using chain drive to the rear wheels. After the war many of these were converted for use as charabancs.

Passenger car production ceased in 1915 but in 1920 the company announced that estate cars were available again based on a small bus chassis, it is not known if any were actually made.

The **Albion Motor Car Company** was renamed **Albion Motors** in 1930.

During World War II, Albion Motors manufactured Enfield No 2 Mk I\* revolvers to aid the war effort. By 1945, 24,000<sup>[3]</sup> Enfield No 2 Mk I\* revolvers were produced by Albion (and subsequently, Coventry Gauge & Tool Co.)

Trucks and buses (single and double deckers) were manufactured in the Scotstoun works until 1980 (1972 for complete vehicles). The buses were exported to Asia, East Africa, Australia, India and South Africa. Almost all Albion buses were given names beginning with "V", these models being the Victor, Valiant, Viking, Valkyrie, and Venturer.

In 1951, Leyland Motors took over Albion Motors. After the British Leyland Motor Corporation was founded in 1968, production continued with the Albion Chieftain, Clydesdale & Reiver trucks and the Albion Viking bus models. Production of these was then moved to the Leyland plant at Bathgate in 1980. In 1969, the company took over the neighbouring Coventry Ordnance Works on South Street, which it continues to operate from.

A complete change of profile went on in 1980. Since then, only automotive components, such as rear axles, have been produced.

Leyland dropped the Albion name when the company name was changed to **Leyland (Glasgow)** and later to Leyland-DAF from 1987 when it became a subsidiary of that Dutch concern.

A management buy-out in 1993 brought **Albion Automotive** as it was thenceforth known back into Scottish ownership. A new owner, the American Axle & Manufacturing Company (AAM) of Detroit, Michigan, took over Albion in 1998.

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