



THE BRITISH DIAMOND

December 31st, 2023

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From the President



Happy 2024 New Year, Everyone!

As we glance back at 2023 then quickly direct our attention toward 2024, we may wonder what's in store for the British Car Club of Delaware? One thing's for sure, we'll rekindle our love for British Cars in as many ways possible...

Where to begin? Last year most of you may remember we met in January at McGlynns for an annual planning session. This year we'll do the same. The date should be announced by the time you read this letter. The session proved to be somewhat successful. Did we do everything we planned? No, not really. The major events were put foremost with several tabled for another time. As for those ideas, sometimes it takes time to muster support before giving them a try. I'm fairly certain our 2024 calendar will fill up ready to go. Speaking of finishing the 2023 plan.

We successfully completed 2023 with our first ever combined Annual Holiday Dinner Party thanks to the efforts of Sharon Kalinowski and David Glick. Those who attended didn't leave hungry! The highlight of this dinner for me and Bill was awarding Certificates of Appreciation to several of our members who helped make the British Car Club of Delaware successful this past year. Of course, the year ain't over. We just had a quick tech session installing a four-post lift in Dave Maule's garage and a Christmas Eve drive headed up by Geoff Sundstrom. What a happy way to end the year!

Please, everyone, have a happy prosperous New Year, we are looking forward to 2024.

It should be the best year yet!

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.

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Jaguar XK8 Shifter Bezel Repair

Jack Long

Like many of the first-generation (X100) XK8's, the top of plastic shifter bezel on my car was cracked and brittle from too many years of UV exposure. Mine was held together with super glue, had a few small pieces missing and made the interior, which was otherwise in very good condition, look shabby. The shifter works just fine, and all the indicator lights are illuminated, so the damage was just cosmetic. I first thought to try to find a good used part, but they are hard to find for the later, 6-speed cars and the ones I did find were in equally bad shape. I found lots of good condition 5-speed parts, so Jaguar must have switched plastics for the later cars. Of course, Jaguar no longer stocks this as a new part, so that was not even an expensive option.

Since my car has polished alloy trim around the shifter instead of the black plastic, I decided to make a cover piece that would match the finish on the shifter surround. I bought a sheet of 1/16 inch aluminum alloy (from Amazon, the home of Everything), made a paper pattern of the bezel including the locations of the gear positions, and cut it out with an angle grinder and cutoff wheel. It has a compound curve that required a little finessing with a rounded dolly clamped in a vise and a rubber mallet, but the alloy is pretty malleable and easy to shape. After a bit of fine tuning of the shape and polishing with my bench grinder/buffer, I drilled holes for the gear positions using a step drill and installed it with 3M auto trim tape.

I think it came out pretty well, considering how it looked before. The finish very closely matches the factory alloy surround, the shifter gear positions are legible, and the lights show through. Most non-Jaguar people won't know it didn't come from Coventry like that. The total cost was about \$12 for the sheet alloy, \$5 for the 3M tape, and a couple hours of my time. And I have enough left to make about 5 more



Wilmington JayCees Christmas parade

Terry Young

Wilmington JayCees - We, Bill Wilson and Georgia and I, escorted Lt. Gov. Bethany Hall-Long and the Governor the Honorable John Cary.

The Wilmington Jaycees is a premier young people's organization, affiliated with the United States Junior Chamber of Commerce, made up of men and women between the ages of 21 and 40. The Jaycees help people through personal growth, leadership development, and community involvement.



John Hohman sent these cuttings from eons ago:

Score a triumph over Triumph

hollywood MG-B super sport

New 1963 MG-Bs (your choice of color) are now available completely prefabricated to SCCA specifications by Hollywood Sports Cars. Each car is personally prepared and dyno tested by Boone Spencer and Frank tested by Ronnie Burkman in Spencer and Frank tested by Boone Burkman to insure that you get the same high performance and superb roadholding achieved in Hollywood's 1963 Pacific Coast Champion MG-B.

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NOVEMBER 1963

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Marcus gained a few... Kelly gained a few... and Marcus passed into second place only to spin off on Turn 7, coming back into the race a long third. Kelly drove steadily to win by a good margin, and Marcus pulled

... messy in Turn 1 with a good ending which put Scoville in... upon he filed a protest that is disallowed. Downs appeared with Devendorf in his trunk, and Jim Fitzgerald (Datsun) ; with defending champ Jerry get). Barker got off course on ap and reentered at the back. Devendorf and Truitt began their tight battle from the pack, e half-way point Truitt had ck with a tired engine, but still d third. The leading Spiffires faces constantly and appeared dragging for the line from Turn ery lap. Downs held the lead on he last turn, but Devendorf won o the flag by about a foot. So nderford of Los Angeles won the ionship in his first full year of nd once again the battle had ecided until the conclusion of 30 minutes.

up on Hammer and theirs was a drag race to the finish, with Hammer hanging in to retain second. The Jag was later found to have too wide a track and was first disqualified and then reinstated in second place by the stewards of the meet. John Kelly has been racing since 1961, mostly in Porsches, but this year switched to the TR built by Brian Fuerstenau of Group 44. He said he was able to turn faster laps on the eastern tracks with the TR than he had with his B sedan Porsche. Another tough race and a well-driven run to the flag by Kelly.

Race 9 -- G Production RESULTS

Laps	Time/Laps	Behind	Driver	Car	Div.
0.6	Don Devendorf		Spiffire	SP	
24.3	Mike Downer		Spiffire	NE	1
41.3	Jerry Truitt		MG Midget	NE	1
41.4	Wilbur Pittsett		Spiffire	SE	2
41.4	Jerry Barker		Spiffire	SP	2
44.9	Bill Weaver		Spiffire	SE	3
61.5	Jim Fitzgerald		Datsun	NP	4
64.4	Dick Jennings		Alfa Romeo	SE	4
79.6	Richard Pence		Spiffire	CE	6
79.1	Bert Jones		Datsun	CE	7
79.4	Ron Jones		MG Midget	WV	8
133.2	Mark Rogan		Spiffire	CE	9
133.3	Costa Dumas		Spiffire	WV	10
137.1	Charles Kline		Spiffire	SE	11
151.2	Ray Hoeking		Alfa Romeo	SP	12
156.2	Walt Hood		Spiffire	SE	13
158.4	Kee Bravetti		Spiffire	SE	14
162.3	John Tustin, Jr.		Spiffire	SE	14
162.3	Nick Sankara		Spiffire	NP	15
164.1	Don McGarvey		Spiffire	NP	16
171.1	Jack Scoville		Spiffire	NE	17

Race 10 -- D Production RESULTS

Time/Laps	Behind	Driver	Car	Div.
13.2	John Kelly		TR-4A	NP
13.3	Paul Hammer, Jr.		Jag XK120S	NP
15.3	Buzz Marcus		TR-4A	NP
15.3	Donald Kearney		TR-4A	NE
18.3	Bruce Phillip		Lotus 5-7	SE
18.8	Gary Whitsett		TR-4A	CE
19.2	Don Jordan		TR-4A	NP
20.2	Frank Berenstein		Lotus 5-7	NP
21.1	Richard Skyles		Lotus 5-7	SE
26.2	Ed Braman		TR-4A	SP
27.2	Jim Bandy		Lotus 5-7	SE
27.3	Stephen Madden		TR-4	WV
28.0	Ames Johnson, Jr.		Lotus 5-7	SE
28.0	Gerard Scheiber		Evo Couler	SE
28.3	Fred Warren		Lotus 5-7	NP
28.3	Dick Kibling		TR-4A	NP
28.6	Ed Kibling		TR-4A	NP
28.6	Robert Howard		TR-4	WV

Did Not Finish/Laps Completed

10.1	Nick Sankara	Spiffire
10.1	Don McGarvey	Spiffire
11.1	Jack Scoville	Spiffire

Food and Drink



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Lambrusco di Emilia: Dry, Fizzy Red from Emilia Romagna

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A collage of images for Victoria's Restaurant. The top left shows a dining room with tables and chairs. The top right shows a view of the ocean from a balcony. The bottom left shows a sunset over the ocean. The bottom right shows a plate of food with shrimp and vegetables. In the center, there is a hand holding a drink with a straw.

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Southern Chapter Ghoulish Rally

October 22nd 2023

Jim Gibby and Ellen

Ellen and I had a great time participating in our third BCCD Road Rally. Kudos to the team that put it all together. Some interesting things happened to us along the route. When we entered the Georgetown Circle we missed the Tin Man on our first spin around the circle. So, Ellen said go around again. On our second lap we spotted the Tin Man and then we proceeded to pull into the parking spaces in front of the Checkpoint. Picked up an envelope and started to head out of the Circle when we realized we still needed the original name of the Hotel and whatever material was used for the artwork on the front wall. So, we headed around the Circle for a Third time. We once again pulled into the parking space in front of the Hotel and retrieved the needed info. Finally thinking I'm done with the circle my wife informs me our pen has stopped working. Fortunately, Jack Long was witnessing this entire activity from the front steps of the Hotel and provided me with a working pen and very nicely reminded me that this was not a timed event!

So after three laps around the circle, lots of engine idling and my temp gauge rising, we continued our journey. The rest of the course was relatively uneventful until we parked at the Antique store. Upon getting out of my car a woman from inside the shop screams "IT'S A TRIUMPH" and proceeded to greet us at the front door. The shop owner could not have been nicer and was so thrilled to see all of the British cars coming to her establishment. She informed me the Triumph TR6 was her favorite and was even wearing a Triumph tee shirt to prove it!

+++++

David Maule and Cathy



When I took the photo of the headless swamp girl I did not notice the strange orb in the photo. I took several frames but the only one that's now showing with the orb was in my photo album when I opened it up this morning. I am not pulling any one's leg here, all the other frames I took of the girl disappeared. The black snake was there when I got out of the truck to set up the still. I moved him out of danger about 20 feet further away from the road and he stayed there for well over an hour.



+++++

Bob Wall and Carol

We made the drive from Newark, DE and had a great time on the rally. A well done route and fun questions. We especially enjoyed the idea of including a poker run with the rally! It was nice to get to know folks from the southern chapter.



+++++

Jack Long and Liz:



+++++

And yours truly and Betty:



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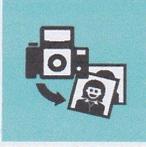
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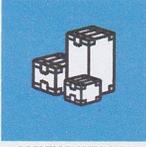
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I FINALLY BOUGHT A JAGUAR

Mike Salino

I vividly remember the first time I rode in a Jaguar. It was silver Mark 2 saloon, with dark brown leather inside. I'm pretty sure it was one with the big 3.4 or 3.8 litre engines and I know it had a manual gearbox (or stick shift if you prefer). Other than that, it was somewhere in England in the sixties. I have no clue where or when it was, or why I was in the car. I do remember it was a fairly short trip and I sat in the left side back seat, where I could see the huge Smiths Rev Counter and Speedometer. What sticks in my memory was the way the car effortlessly gathered speed and seemed to float over the road in near silence. We drove along a twisty English country road and the car was able sweep around the bends at high speed seemingly glued to the road with never a rattle or squeak.

At the time I was probably driving a clunker with a tiny engine and its fair share of rust and rattles. I was hooked.

I suspect that today that old Mark 2 wouldn't hold up very well against a Toyota Corolla but back then it was a revelation.

Before I left the UK I owned more than my fair share of (mostly) British cars, but the closest I ever got to a Jag was a Honda Accord with Rover badges on it.



Fast forward to 2022. So far, I still hadn't got up the courage to take the plunge. I was looking for something British and looked at a bunch of cars including several Jaguars. In the end I bought my 3rd MGB and I tried to set aside temptation. I understand most of what I'm looking at under the hood of a MGB, plus collectors' insurance on it was ridiculously cheap. These days for Lee and I second car is pretty much a vanity project and having recently made a very expensive move from Florida we need to carefully consider the financial implications of an exotic cat.



Yeah right.

The itch wouldn't go away. When I was looking for the MGB I had searched the web extensively like you do. Various websites kept sending me listings of "interesting" cars for sale. I'm sure we're all aware that it's possible to buy a Ford era Jaguar for really cheap. There's probably a reason for that.

I tried to persuade my collector insurance company that a S Type or XJ8 was a potential collector car and eligible for the cheap insurance policy. They weren't having any of it. So, then I decided maybe I could swallow the monthly cost of regular insurance. A little more digging and I found out that as far as State Farm is concerned, they don't really care if it's an X type or a XK8 and it's not going to be much more expensive than a Camry especially with a big deductible because they're not going to try to repair anything more than a fender bender. Probably not even that.

Hey it can't do any harm to look at a couple of cars can it.

I decided I wanted an XK8 coupe because it's probably the prettiest car ever made. Is that controversial?

Next problem. There are very, very few XK8 coupes around. I found a nice looking red one in Massachusetts about 4 hours away with a really good price. Good news! It had had an engine replacement several years ago (probably because the timing chain tensioner broke) and there was documentation that all the early engine issues had been taken care of. Bad news. The owner had recently taken a deposit on it. Not so bad news. The buyer was prevaricating and the deal had not yet been consummated. The seller he would let me know if the deal falls through.

In the meantime, I found a black 2000 XK8 coupe in New Jersey only about 2 hours away, a much more reasonable day trip which could be combined with a visit to Ikea and then on to the Jersey Shore. A nice chap by the name of Serge claimed to be a private owner and the address he gave me appeared to be a condo. Everything seemed to be in order so an appointment was set.

From previous page...

Then it got interesting. We arrived quite late at the appointed address to find a slightly agitated Serge standing in the car park of what was actually a small commercial complex, down a side street maybe a quarter mile from the nearest through road. The Jag was being driven around the complex in a very spirited manner and I noticed that it didn't have a tag on it. We parked in a vacant parking spot and the car screeched to a halt beside us.

A younger guy who was introduced to us as Serge's "son" got out and it was explained this was actually his car. The car looked "okay" so after the usual look round the inspection was commenced. I turned the engine on and waited for all the warning lights to go out. After several seconds there were still quite a few lit including "check engine" and "transmission fault". Junior assured me that all that was needed was a "computer reset" and that we should take a test drive.

After resisting exhortations to "punch it" we got out onto a relatively quiet 2 lane road. The car pulled quite strongly to the right and there was a lot of clunking from the suspension. The engine did pull nice and strong and the transmission shifted smoothly, but my mind was already made up.

Junior wanted to talk a lot and explained that he had several cars but didn't usually bother to get plates for them all. Also, he wanted me to know the Jag was "a real hot rod" and he liked to drive it really fast late at night. Seriously?



When I pulled pack into the parking lot, I told Serge this was not the car for me. I immediately started getting the hard sell, including "I have several other Jaguars and one of them is bound to be great for you".

We got back in the Hyundai and drove a few hundred yards and then pulled over to our plan our escape. While we sat there the Jag came hurtling past, screeched to halt at the nearby junction, and then smoked it's tires back on to the main road.

So back to the laptop to continue the search. XK8 coupes are really hard to find so of course I started to think about alternatives. I found a 2008 XK convertible with a lot of miles on it but a really low price, an hour or so away in Maryland. It just so happened we didn't have much on at the time so "what harm can it do".

We had a really nice drive through the back roads of Maryland and arrived late afternoon at large house in suburban Baltimore. The seller is a nice lady who tells me the car was used by her 30-year-old son, but now they had their eyes on a newer car. I'm still convinced I'm not going to buy this car.

I do the walk around. This really is a handsome car and it's in good shape for a such high mileage. There's no rust (yes, I know it's made of aluminum). I sit inside check all the electric bits. The lady tells me that the top won't go down and they don't know why. Not a big deal for me because I really wanted a coupe. I check the seats, the windows, the mirrors, the wipers and all the little stuff. Everything else seems to work. What harm can come from a test drive.

First impression is that big punch in the back from the V8. Transmission is smooth. I get it on the highway and almost immediately it's at the speed limit and more, it runs straight and smooth. I'm trying to ignore the rattle from somewhere under the car on the bumps. It's probably a loose exhaust mounting or something easily fixed. The tire pressure warning is on as is the airbag light. Good negotiating points.

The test drive is over and I'm walking around the car trying to convince myself this is a bad idea.

This is a really, really cool car.

Continued on next page.

From previous page:

I'm trying to tell the seller it's a very nice car but not for me. However, I hear myself offering a thousand bucks less than the asking price. She says "it's cash, right?". I confirm that yes, it is cash thinking she's asking if I plan to finance it. There's then a slightly awkward conversation where we agree that a personal check isn't cash, and no I don't have the cash with me and neither can I get it out of an ATM, and by the way the banks are already shut.

We reached a compromise that I would return the following day with the cash, and in exchange I would get the title, and I would figure out later how to get the car back to Delaware.

The next day we returned at the appointed time and made the exchange. There was a story which I didn't pay sufficient attention to about how they hadn't been able to find the title so had applied for a duplicate, but then they had found the original title in the glove compartment. Fair enough.

The seller wanted to hang on to the Maryland plates because they wanted to buy another car at the weekend. Seemed okay to me because I planned to get a temporary plate from Delaware DMV which would let me drive it back from Maryland and get it checked out before going through the inspection.

Best laid plans.

After a 90-minute wait at the New Castle DMV I finally got to the window with my paperwork. The nice lady behind the glass took a long hard look at the documents and did stuff on the computer. Then she got up and went to have a long with conversation with (I guessed) her supervisor, punctuated with looks over at me and shaking of heads. This can't be good.

When she come back, she informed me that the title is no longer valid because the owner's had applied for a new one. Worse still was I aware there had been a lien on the car and that I didn't have the separate piece of paper that confirmed the lien had been discharged. Bear in mind at this point the seller had the money and I didn't have the car. Yikes.

In my defense in Florida (where I spent the last 30+ years), the State holds the title of any vehicle with a lien and only sends the title to the owner when the lien is discharged. But I digress.

My first move was to the bank that held the lien. They were able to confirm the lien was discharged but couldn't give me written proof. A phone call to the seller and further negotiation and it was agreed I would come and get the car and drive it back with the Maryland plates, and she would send the title when it came in the mail.

Next day is a Saturday so Lee and I, and my son and his wife pile in the Hyundai and we go get the car. The seller is a little antsy, because she says they need the plates on Sunday to buy a replacement, so it is agreed she will dispatch her daughter to collect the plates as soon as we return home. I'm a little miffed because I won't be able to do anything with the car for a few days but at least I can sit in it and play with stuff.



In the event it takes a week and a half for the title to show up in the mail, and then the bit of paper that says the lien is discharged isn't with it. Another tense phone call, and a few more days, before I can get to the DMV. The car sails through the test, with only issue being one of the 2 plate bulbs is out, and I get the coveted pass certificate. Another 90 minutes waiting to get to the window and I walk out with a shiny new Delaware plate.

To be continued.

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Lewes Christmas Parade

Trevor Mees

Betty Burleigh carried the Grand Marshall in/on her 1996 Signal Red Jaguar XJS Convertible. David and Nancy Haines took 3rd prize in the "Older than 1967" class with their 1960 Austin Healey 3000 and Jim and Ellen Gibby were 3rd in the "1967 or newer" class with their 1971 Triumph TR6



Automotive

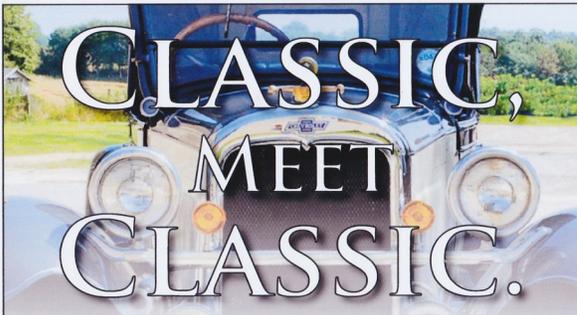
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Mystery Car

Yes, It's a Hillman Imp, Rootes Group's answer to the Mini. First sold in 1963, it came in many guises as a Hillman, a Sunbeam or a Singer (badge engineering was going strong). There were also vans sold as Commers.

Unlike the Mini the engine was in the back, an 847cc (later 998) inline 4.

Like the Mini, it was successful in motorsport, winning the British Saloon Car Championship 1970, 71 and 72 in the hands of Bill McGovern. And broke the world record for endurance from New York to Los Angeles (set in 1933) at an average speed of 63.7 mph.

It continued in production until 1976 and went through several upgrades - Mark 1(63-65), Mark 2 (65-68) and Mark 3 (68-76).



in

Here's an oldie but goodie:

Drop me an email to

trevormees@outlook.com

if you know what it is.



Austin Healey from Don McDonald

Austin-Healey was a British sports car maker established in 1952 through a joint venture between the Austin division of the British Motor Corporation (BMC) and the Donald Healey Motor Company (Healey), a renowned automotive engineering and design firm. Leonard Lord represented BMC and Donald Healey his firm.

BMC merged with Jaguar Cars in 1966 to form British Motor Holdings (BMH). Donald Healey left BMH in 1968 when it merged into British Leyland. Healey then joined Jensen Motors, which had been making bodies for the "big Healeys" since their inception in 1952, and became their chairman in 1972. Austin-Healey cars were produced until 1972 when the 20-year agreement between Healey and Austin came to an end.

The Austin Healey was extensively raced by the Donald Healey Motor Company in Europe at Le Mans and at Sebring in the U.S., in classic rallies by the BMC competitions department, and was recognized from the very beginning by the Sports Car Club of America (SCCA). Healey models raced in club racing in D, E, and F production classes, winning National Championships in both D and E Production. The last Big Healey to win an SCCA National Championship was the class E Production Austin-Healey 100-6 driven by Alan Barker at the Daytona ARRC in 1965.

In 1953, a special streamlined Austin-Healey set several land speed records at the Bonneville Salt Flats in Utah, USA.

The name *Austin* is now owned by Nanjing, which bought the assets of MG Rover Group (British Leyland's successor company) out of bankruptcy in 2005. After Donald Healey sold his original business, Donald Healey Motor Company, the Healey brand was registered to a new firm, Healey Automobile Consultants, which the Healey family sold to HFI Automotive in 2005.



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There was certainly plenty of food as you can see from the pictures below. A prime rib carving station with all the trimmings and a great variety of dishes to satisfy everyone's taste.

The Pollyanna was well stuffed with gifts and at the end of the meal when the gifts were claimed some were "stolen" several times.

The mugs pictured below and accompanying certificates were awarded to members who had gone "above and beyond".



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1954 Jaguar XK120

Don McDonald



The Jaguar XK120 is a sports car manufactured by Jaguar between 1948 and 1954. It was Jaguar's first sports car since the SS100 production ended in 1939. The XK120 is a highly desirable model. In 2016, Bonhams sold a matching numbers-left hand drive alloy-bodied roadster - one of only 184 - for \$396,000 (£302,566). This marks the highest price achieved for an XK120 at auction thus far.

Launched at the London Motor Show in 1948, the XK 120 was built as a show car to debut the new 3.4 L straight-six, XK engine. As their first sports car since ending the SS 100 production in 1939, this now iconic silhouette struck quite the chord around the world and was instantly put into production. Throughout its six-year production, the 120 was offered in three variations—a Roadster, Fixed head Coupe and Drophead Coupe.

Photographed here is a 1954 Jaguar XK 120 Drophead Coupe finished in a Grey Metallic over an Oxblood leather interior. Powered by its believed to be original 2.5 inline-six motor and mated to a four-speed manual gearbox, this wonderful final year example has just gone through an extensive mechanical refresh and restoration.

The picture is a restoration job performed by Eastern Auto Works-Cambridge Maryland. Pat Mowery and his skilled team members performed this Concours Restoration Job. Pat and his team have a long-standing history providing the Mid Atlantic with quality restorations on all types of vehicles. Obviously, the level of care they take is reflected in this project and every restoration project performed in their shop. Located on Maryland's Eastern shore just a short drive from Delaware, New Jersey, Virginia and Eastern Pennsylvania. The photograph is courtesy of Eastern Auto Works.

Cambridge Maryland is a unique town on the Eastern Shore. The colony dating back to 1684 Cambridge is historically a maritime town and one of Maryland's oldest European developments.

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David Maule's Lift Assembly

December 16th

David Haines

Participating were:

The 4 Davids: Glick, Haines, Maule, Crosby

Mike Tyler

Jack Long

Vince Tamburo

Kirk Slicer

Trevor

Tom Hulsbeck

Geoff Sundstrom

Jeff Schaefer

Bill T

Plus Cathy



Real men don't need instructions!
Or do they? And doughnuts. We studied the destructions that came with the lift and watched the video before starting.

Trevor



The weather was good - a little chilly - but most of the work was done inside the garage with the door closed. Prior to getting started we ate donuts and watched a video on how to assemble the unit. There was a great turnout - about 14 members gathered for the effort - about 10 more than was really required but everyone pitched in. The effort was led by David Glick and supported by Vince Tamburo who was the direction reader. We got started a little after 9 AM and finished around 1 PM. (I left at 1230 and the only remaining task was installing the wheel assemblies). The lift was a Wildfire 9000 lb. capacity unit - a bit of overkill for British sports cars.



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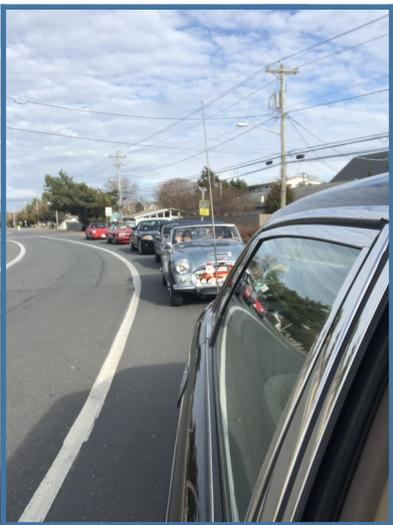
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The Santa Cruise

Christmas Eve

Geoff Sundstrom

Beautiful day for the first-ever BCCD Santa Cruise. At one point - in Georgetown - we had nine cars, but gradually dropped a few as several of our participants had other commitments that day. Afterwards we had a great lunch at GO Brit. Thanks to all who turned out for this fun ride!






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