



THE BRITISH DIAMOND

February 29th, 2024

PO Box 5317,
Wilmington, DE 19808

Website: www.bccdelaware.org

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

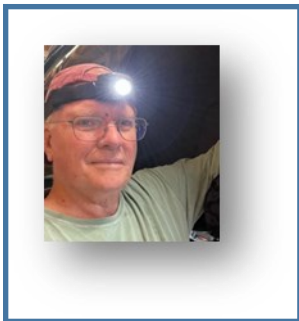
Webmaster:

Terry Young
terryyoung224@me.com

Advertising:

Don McDonald
mcd62218d@aol.com

"No winter lasts forever; No spring skips it's turn." Hal Borland



Cheers Everyone!

Some significant events coming up are daylight savings time on March 10th then get your easter baskets out of the closet for Easter on the 31st. I hope with these events warmer, much warmer, weather will follow. Top-down weather will finally be here!! While we're waiting let me talk about my old car.

It shouldn't be much of a secret that I've been working on my 1949 MGTC EXU 7623 XPAG Engine 8365 for the last few months. It has consumed much of my time, not all of it, just several afternoon hours every day. What I've been learning from the several good folks who are kind enough to provide their knowledge via an article in one of the many on-line periodicals, the available literature and the occasional YouTube videos sometimes is not enough to solve some of the mechanical problems I've encountered. Of course, my limited automotive experience does bridge some gaps but for me those vertigo causing crevasses to come and go. It's crazy the couple of peripheral showstoppers I've come across if gone unchecked would have prevented the engine from working. In the meantime, the car is patiently waiting for its fluids – oils and coolant. Why? I'm trying to keep my garage floor clean until I'm ready to pull the starter cable. Then the fun begins! The question that always seems to come up. Will your car be ready for the spring car show? It could be, but...

Speaking about the car show, our club is all a buzz anticipating the 29th Annual Lewes British Motorcar Show. The team has just released the Eventbrite registration package. As anticipated the show is filling up. If you plan to attend, get your registration in! Bill Tattersall and his team are working hard to cover all the details. Volunteers are always needed so pay attention to the signup sheet when it comes around. There will be a couple of get-togethers before the show – don't be shy; add your name to the list!

As you read our newsletter *The British Diamond*, please take note who has contributes their time writing an article or submitting a photo for us to enjoy. By all means, send them a "thank you" for sharing. Our dedicated editor, Trevor Mees will certainly assist you if you need help. Please don't be shy. Tell us all about what you've been doing British.

While you're pondering all of this, go and get your British car ready to roll. We look forward to seeing you out there – driving safely!!

Terry & Georgia

Every care was taken to insure the accuracy of the contents of this newsletter. The editor(s) accept no responsibility for any effect caused by errors or emissions.

Automotive



GMC

AT ANCHOR... IT'S EASY!

AnchorBulckGMC.com
Rt. 40 at MD-DE State Line in Elkton

JMN0023002 Baltimore_B03_ProgramAd_4.25x5.5.indd 1

4/26/23 2:08 PM

OUR MOKE LOCATIONS



- MILLSBORO
- PITTSVILLE
- WILMINGTON
- LEWES
- PRESTON
- POWERSPORTS



PRESTONMOKEAMERICA.COM



1938 Mercedes 540K
Owner: Bob Jepson, Savannah, GA
Winner of the following prestigious awards

- BEST of SHOW 2019
- BEST in CLASS 2019
- PEOPLE'S CHOICE 2019



DRIVING PASSION FOR EXCELLENCE

Glen Rock, PA • 800.766.0035
alprueittandsons.com

26th Annual Britain on the Green

April 28, 2024

The Capital Triumph Register is proud to announce that the 26th annual Britain on the Green (BOG) will be held at historic Gunston Hall, the colonial home of George Mason, in Lorton, VA, on Sunday, April 28, 2024. BOG, which welcomes all British cars and motorcycles, is well-established as one of the premier all-British shows in the metropolitan Washington, D.C. area.

Participant's Choice honors will be awarded in 25 or more classes of British cars and motorcycles. There will also be a number of special awards including Best Resto-Mod, Best Survivor, Best Display and, of course, Best of Show. Additionally, the Nation's Capital Jaguar Owners Club will again hold their Concours d'Elegance at Britain on the Green.

Please plan on joining us on April 28th for the 26th annual Britain on the Green. It is a great day to bring out your car and celebrate the British car show and driving season with friends, family, and fellow enthusiasts.

Further information on Britain on the Green can be found at:

<https://www.britainonthegreen.org/>

Early registration for Britain on the Green 2024 began in January and is available on the website.

Date/Time:

April 28, 2024

9:30 AM - 3:00 PM

Location:

Gunston Hall

10709 Gunston Road

Lorton, VA 22079

<http://www.gunstonhall.org/>

Sponsored by:

Capital Triumph Register

<https://www.capitaltriumphregister.org/>

Britain on the Green website:

<https://www.britainonthegreen.org/>

Capital Triumph Register contact:

John Buescher

703-475-5609

Ladies Luncheon

Joy Read

The club had its Ladies luncheon on Sunday 10th December (as we did last December).

Seven ladies attended and we listened to the music of the Beatles from the Magical Mystery Band (Fiona Hill, Lee Salino, Carol Wall, Peg Mitchell, Denise Fry, Sharon Kalinowski and Joy Read)

We had a very enjoyable time: from 1.00 to 2.00 we had lunch and then from 2.00 to 4.00 we listened to the band.

We talked about all and everything - but not a car was mentioned!!

The men also had lunch at the other end of the car park (in Suburban Plaza) at Applebees and we understand that they enjoyed themselves also.

Jensen Interceptor article from Hagerty

[https://click.member.hagerty.com/?](https://click.member.hagerty.com/?qs=59463f3c27bf8cd46f973ee19ff42318417143a6122b869a3a08c146a71a805fe21e3e1594a0b6021b26e41f3643919b0c842830e84398e36a3f77ee73cf41d0)

[qs=59463f3c27bf8cd46f973ee19ff42318417143a6122b869a3a08c146a71a805fe21e3e1594a0b6021b26e41f3643919b0c842830e84398e36a3f77ee73cf41d0](https://click.member.hagerty.com/?qs=59463f3c27bf8cd46f973ee19ff42318417143a6122b869a3a08c146a71a805fe21e3e1594a0b6021b26e41f3643919b0c842830e84398e36a3f77ee73cf41d0)



Food and Drink



Paul Cullen Wines



Paul's private label from Italy

Roero Arnies: Piemonte White

Barbera di Asti: Piemonte Red

Rockin' Rose': Nebbiolo, Barbera, Dolcetto

Rosso di Toscana Montalcino Sangiovese with a kiss of cabernet

Lambrusco di Emilia: Dry, Fizzy Red from Emilia Romagna

==Now Available in Delaware==

<https://www.paulcullen.rocks/home>

A collage of four images for Victoria's Restaurant. The top-left image shows a dining room with tables set with white cloths and chairs. The top-right image shows a view of the ocean from a balcony with two cocktails in the foreground. The bottom-left image shows a plate of shrimp and vegetables. The bottom-right image shows a close-up of a plate of food.

VICTORIA'S
Restaurant

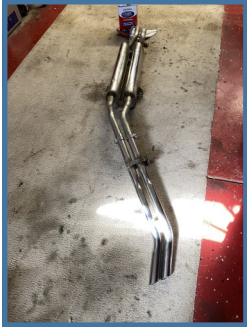
Oceanfront, on the Boardwalk!
IN THE BOARDWALK PLAZA HOTEL
REHOBOTH BEACH, DE
VICTORIASRESTAURANT.COM
(800)33-BEACH

A Mark 2 visit

Trevor Mees

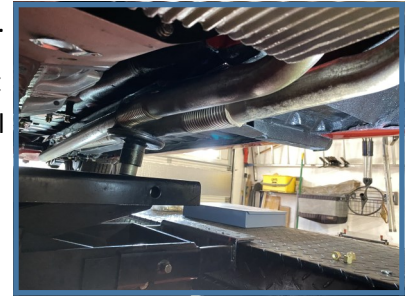
As many of you know my brother, Gary, is restoring his 1964 Jaguar Mark 2 3.8. Unfortunately for me he is doing it in Arizona, which means I don't get to work on it with him very often, about once a year for about a week. This year it was at the beginning of February.

He is videoing progress and publishing the videos on YouTube as "jagvette1" under the title "Jaguar MKII Reassembly". The ones we took while I was there are Parts 237 through 241A. Have a look if you



want a good view of the back of my head.

We started by installing the exhaust (part 237). It was the one he took off the car all those years ago. All we had to do was clean it up and remove the old sealing rings and clamps. Easier said than done. A hammer and chisel were required. Test fitting it had us wondering if it really came



off this car but with some wiggling and pushing we finally got it to fit. Then came the real thing. We slathered the joints and rings with exhaust paste and fitted the new clamps before maneuvering it into position. We had to change the position of the rear clamps since they ended up with the screws too close to the petrol tank. I took them off and put them back on twice before they were OK. The engine is not running yet so we couldn't test it.



We turned our attention to the doors next. Gary fitted the interior door handles while I removed the old, hard rubber from the quarterlights on both the front and rear doors - another hammer and chisel job - the rubber was like rock. BAS had supplied new rubber seals for the quarterlights. For the front it is triangular with a twist and a hole where the hinge is. You can't slide it in but have to ease it into its groove from the side. Lubricating it with WD40 or silicone is a great help but every-

thing gets very slippery and it's easy to smack yourself if you are pushing hard and it lets go. I now have a bruise under my thumbnail as proof.

With the rubber in place I refitted the quarterlights, not without drama. The front ones have a mechanism at the bottom to hold the glass in two open positions. I had a bit of trouble working out which way up to fit the parts. Finally it was done, and it worked! (part 238)



Eventually, it was all done and we slid the window frames into the doors for a test fit (part 241). The glass could not be fitted yet since we had to order the fuzzy channels (oddly, BAS did not supply them). We did, however, clean and polish the glass in preparation.



As a side job I painted the panels that go either side inside the boot. These were the original panels and Gary had repaired them (part 240 and 241A).

Shows and Show Sponsors



29th Annual
"British are Coming...Again" Car Show
THIS TIME, WE INVITED THEM!

Lewes Ferry Terminal
May 4, 2024 • 11AM – 3PM
May 5, 2024 Rain Date

No spectator entry after 2PM • \$5 at the Gate

CONCLUDING WITH THE WINNERS' CIRCLE PARADE
FROM THE TERMINAL TO DOWNTOWN LEWES

Merchants' Spring Sidewalk Sales • May 3 - 5, 10AM – 5PM
Join us before, after and during the car show!

 **Featured Marque**

Sponsored by










  With support from
Southern Delaware
TOURISM

LEWES
Chamber of Commerce
and Visitors Bureau, Inc.
LewesChamber.com • 302-645-8073

Community and Services



The UPS Store

 PRINTING SERVICES	 MAILBOX SERVICES	 PACKING SERVICES
 PASSPORT/ID PHOTOS	 INTERNATIONAL SHIPPING	 COPY SERVICES
 MOVING SUPPLIES	 NOTARY SERVICES	 FAX SERVICES

4023 Kennett Pike
Wilmington, DE
(302) 429-9780

store1391@theupsstore.com
theupsstorelocal.com/1391

Copyright © 2017 The UPS Store, Inc. MS410_15880317

 **PUZZLES**

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

EXERCISE YOUR MIND!

Find us on   

 **LEWES GOURMET**

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

Chapter Seventeen
MGTC
By Terry Young
December 19, 2023

In my previous MGTC chapter (if you can remember that far back) I talked about hanging the doors. I found this not the easiest undertaking. First, I had to remember where I stored the door hardware. The ball and spring hinge contraption, long screws, door swing limiters, etc., and how they fit. Finding the parts are one thing, figuring out how they fit is entirely another story. A technical search revealed that an amount of attaching and repositioning would be necessary. My initial fit required shimming but as you can see in the photos it is not quite right. Next steps will be to remove the door and fill and redrill the mounting holes. Also, part of the alignment will be to reposition the door check rod. Happily, overall, both doors fit. Then the phone rang!



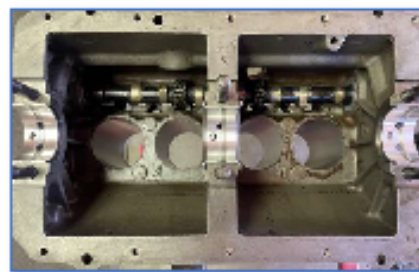
Driver's side door details showing the hinges and the preliminary shimming. Yes, some correcting is necessary!

My engine block was ready to pick up. Over the last sixteen months my 1949 XPAG block lived at Alderman's Automotive Machine shop under the watchful eye of Paul Alderman and his professional machinists. The work done there is highly technical, obtaining tolerances within thousands of an inch.¹ Section by section new surfaces emerged after many years of slumber. The iron

1949 XPAG engine block arriving home.



block was now ready for action. All that would remain is to attach the life-giving ancillary components only Mary Shelly would appreciate. Now to find those items, cobwebs and all, for the first step. To install the crankshaft after fitting the bearing caps. Yep, it drops right in ready to go! Well not really. In true fashion the crank jammed. So, it was back to YouTube University to figure out what the heck I did wrong.



1949 XPAG engine block Bottom view.



1949 XPAG engine pistons and connection rods.

¹ Wood, W.K.F. 1968. *The XPAG Engine Data Service Super tuning*. The Bigwood Press, Worcester, MA.

There are so many references it's impossible to list any single presentation pinpointing why the crank got stuck. One thing for sure, the bearings were the correct size, and the crank should have fit in ready to spin. It's all about the center journals. Let's just say, some fine-edge tuning was necessary.² I got good at pulling and replacing the crankshaft, more than a few times, correcting the spacing for the end thrust it finally became time to torque the bolts.



Polished Engine Block



Broken Piston Rings.

These precision pistons are attached to a connecting rod giving them the freedom to pivot as the crank spins. The other end grips the highly polished crankshaft surface with just enough space for oil to act as a bearing surface for free spinning. The rings keep the engine oil from flowing into the top side where the fuel is fired. This engine is 0.060 in. overbore. The original size was 0.020 then expanded to 0.040 in. in a previous maintenance procedure. Now it is at its max at 0.060 in.!

My first attempt to insert a piston failed. I broke two rings. Yes, I used the ring compression tool. Using it correctly apparently takes practice. Of course, there are a zillion references that explain the inner workings of so many engines I'm not going any further. These photos are a quick visual reference of the inner workings of the 1949 MGTC 1250 cc XPAG engine. Almost ready to start up but only after installing a few more items!



Bottom view showing the fly wheel and starter gear ring of the engine. Also, the oil pump in the back.



Top view showing the copper head gasket, 10 long head bolts and cam followers just visible in front.



The installed head (not torqued). Also showing the CAM followers for exhaust and combustion.



Assisted by my son Eric, the engine with its attached 4-speed transmission is ready to go on the car.



The MGTC EXU engine being lowered onto the MGTC chassis. Weight 1,850.



The unique MGTC chrome shell and grill mounted anticipating the installation of the engine cowlings

² How to Polish a Thrust Bearing | Engine Building 101, https://www.youtube.com/watch?v=tqImB_oKTE

RESTORATION & COACHWORK

Experience • Precision • Quality



WE WILL RESTORE, SERVICE, REPAIR & MAINTAIN YOUR VINTAGE AUTOMOBILE TO THE HIGHEST INDUSTRY STANDARDS WHILE GIVING YOU THE INDIVIDUAL ATTENTION YOU DESERVE.

At Gatsby Autoworx, we pride ourselves on exceptional quality. From the initial concept to the final product, we provide a full-service concierge for antique auto restorations. We also fabricate and manufacture rare antique auto parts using the latest technology.

OUR ATTENTION TO DETAIL IS SECOND TO NONE.

In an ever evolving industry, Gatsby Autoworx has set the bar for innovation and customer satisfaction.



(336) 516-7009 • GATSBYAUTOWORX@GMAIL.COM
4764 Cobb Road, Liberty NC 27298

Visit to Simeone Museum

Don McDonald

Seven Members of the British Car Club of Delaware-Northern Chapter set out on a Saturday morning February 10th, 2024 for a four hour tour. We ventured up I-95 to the Simeone Foundation Automotive Museum in Philadelphia. "Best of Britain 2024 British V8 Power!" was the title of the featured event.



The automotive display was on stock British Cars with Factory V8 engines Quite a feat for the 1960's from the British Motor Corporation.

The members who attended were: Terry Young, Don McDonald, George Alderman, Jim Martin, Alan Hill, Fiona Hill and Mac Morgan.

The last time I was there I had the opportunity to meet and talk with Dr. Fred Simeone, a famous neurosurgeon and world renowned car collector. Sadly to say Dr. Simeone passed away in June of 2022. From 1982 until the museums opening in June 2008 the cars were stored in a garage near 8th and Lombard Streets in Philadelphia.

The Simeone Foundation is now managed by his daughter Christine Simeone. The foundation has a seasoned staff -Kevin Kelly is the Curator, Amanda A. Jimenez is Administrative Director, Christopher Webb is Operations Supervisor, with several other full time staff members.

The foundation also has a large staff of volunteers that want to preserve the great work Dr. Simeone started some 50 years ago.

From the Museum :-

"The Simeone Foundation Automotive Museum is one of the world's greatest collections of racing sports cars.

Through our theme, "The Spirit of Competition", we celebrate the history and evolution of these magnificent machines.

Assembled over 50 years, our Collection contains over 75 historically significant cars including Ferrari, Alfa Romeo, Bugatti,

Mercedes, Jaguar, Bentley, Porsche, Aston Martin, Corvette, Ford and more."

The February 10th, 2024 prime event was the BRDC-British Racing Drivers Club. Among the entire collection 4 were specially featured for this event. A 1928 Riley 9 Brooklands, a 1927 Bentley 3 Litre Speed Model, a 1934 4MG K3 and a 1953 Jaguar XK120 FHC.

We really have a gem right in our own back yard for car enthusiasts.

As with most of our outings we like to conclude the outing with good conversation and food. This one was no different. We went to Stingers Waterfront

Restaurant on the Delaware River.in Ridley Park, PA...The food was excellent and the service was good for a sunny Saturday afternoon..

A good time was had by all that attended the event. Everyone said they are looking forward to the next outing to the Simeone Foundation Automotive Museum.

Ya missed a great day at Simeone!

Terry Young, with photos provided by his friend at Simeone.

2024 Best of Britain
CELEBRATING BRITISH V8 POWER

1953 Alford J2X

Presented by Rob Mann

Between 1952 and 1954, rally and trials driver turned constructor, Sydney Alford, built 43 J2X sports racing cars. The fast and fun-tome J2X featured independent front suspension with de Dion rear suspension. A variety of American V8s were fitted, with this one having a Cadillac 331 cid engine.



2024 Best of Britain
CELEBRATING BRITISH V8 POWER

2016 McLaren 675sh

Presented by Rob Mann

If you thought the 301 mph McLaren 675sh wasn't fast enough, in 2015 the company introduced the 675sh. Powered by a 670ps, 3.6-litre V8 engine, the track-focused 675sh is 220 pounds lighter. One of the pre-production prototypes, this was a US spec car and the 'Top Gear' was car.



2024 Best of Britain
CELEBRATING BRITISH V8 POWER

1963 Jensen CV8

Presented by John Gehris

Originally a coachbuilder, Jensen expanded into a building its own cars. In 1963, the CV8 replaced the six-cylinder 541 series. Powered by a Chrysler 361cid V8, the fiberglass and aluminum body was fitted to a steel chassis. Returned to the factory, in 1972 this example received a 440cid engine.



2024 Best of Britain
CELEBRATING BRITISH V8 POWER

1997 Lotus Esprit V8

Presented by Jaime and Emmett Goffaux

The Lotus Esprit was already 20 years old in 1986 when it received a new 350hp, Twin Turbo DOHC V8. Capable of 175 mph, the Esprit lasted another 8 years. This 1987 model served as a CART PPG Indy Car pace car for the 1997 and 1998 seasons.

2024 Best of Britain
CELEBRATING BRITISH V8 POWER

1964 A.C. Cobra

Presented by Robert Davis

The most famous V8 sports car, most Cobras were built in England and shipped to California for engine installation. However, the 'COX' prefix on this car's serial number means that it was a left-hand-drive export car and was fully finished at A.C. before being shipped directly to Canada.



2024 Best of Britain
CELEBRATING BRITISH V8 POWER

1964 Daimler SP250

Presented by Daryl Guir

Daimler's SP250 sports car broke with Daimler's luxury cars tradition. The chassis and gearbox were Triumph TR3 based, while power came from Daimler's smooth 2.5-liter V8. Between 1959 and 1964, 2,654 SP250s were built. Several were raced, while some were used by UK, Australian, and New Zealand police.

2024 Best of Britain
CELEBRATING BRITISH V8 POWER

1998 TVR Griffith

Presented by Jon Frobe

In 1990, TVR paid tribute to the Griffith 200 and 400 models of the 1960s with the Griffith 500. Weighing 2,400 pounds, it is powered by a five-liter, 321hp version of the Rover V8. Never officially imported into the United States, the owner personally brought in this incredibly fast TVR.



2024 Best of Britain
CELEBRATING BRITISH V8 POWER

1967 TVR Tuscan V8 SWB

Presented by Mark Terlecky

Most early TVRs combined a tube chassis, independent suspension, light fiberglass body, and a small Ford or MG engine. Jack Griffith changed that by inserting Ford V8s at his Ford dealership. TVR followed with its own Tuscan series. This spectacular TVR is one of 28 short wheelbase Tuscan V8s.



2024 Best of Britain
CELEBRATING BRITISH V8 POWER

1980 Triumph TR8

Presented by Richard O'Flynn

When the first production TR8s reached the US in 1980, they'd benefited from five years of development to its four-cylinder TR7 cousin. The 1980 TR8 looked great as a convertible and went well thanks to the 3.5-liter Rover engine. The one still wears its original Platinum Metallic Silver paint.

2024 Best of Britain
CELEBRATING BRITISH V8 POWER

2015 Jaguar XK

Presented by Gary Van Wijk

Launched for the 2010 model year, the all-aluminum XK body was designed by Ian Callum, and powered by the new 5-liter AFV8 Gen III direct-injection engine. The naturally aspirated V8 produced 385 horsepower and reached 60 in 5.2 seconds. This beautiful example is from the final year of production.



2024 Best of Britain
CELEBRATING BRITISH V8 POWER

1972 Morgan Plus 8

Presented by Brian Mendicino

When the Triumph TR4 engine ceased production in 1968, Morgan adopted Rover's lighter, 161hp V8. This 1972 Plus 8 uses the narrower early body, and weighs under 2,000 pounds, allowing it to sprint to 60 mph in 6.7 seconds. Before ceasing production in 2004, Morgan built 6,000 Plus 8s.



2024 Best of Britain
CELEBRATING BRITISH V8 POWER

1971 Jensen Interceptor Mk II

Presented by Josh Kitch

Jensen's Interceptor was new for 1967 and featured styling by Carmichael Torring. Capable of approximately 140mph, the Mk II version was powered by a 383cid Chrysler V8 mated to a Torque-Flite automatic. Unraced, it is one of seven Mk IIs finished in Oakland Green with a beige interior.

2024 Best of Britain
CELEBRATING BRITISH V8 POWER

1973 Triumph Stag

Presented by Gerald Pagano

From the beginning, head gasket and other since-resolved cooling maladies challenged the Stag's reliability. A grand tourist, rather than a nimble sports car, the Stag sought a new audience for Triumph. This remarkably original car has been with one family since 1975 and proves that a Stag can be reliable.



2024 Best of Britain
CELEBRATING BRITISH V8 POWER

1966 Sunbeam Tiger, Mk IA

Presented by Jeff Jones

The Sunbeam Tiger's story is familiar: Replace the heavy four with a light V-8. As with the Cobra, Ford's small V-8 fit and boosted performance. This 1966 Tiger is one of approximately 2,700 Mk IA cars built with the body and trim changes applied to the Series V Alpine.



2024 Best of Britain
CELEBRATING BRITISH V8 POWER

1976 MGB GT V8

Presented by Jonathan Soto

MG entered production with its 125mph Rover V8-powered MGB GT V8 in 1973. Before production ceased in mid-1976, 2,591 MGB GT V8s were built. Of those, the final 732 were fitted with the rubber bumpers seen on this late example. Only 11 had left-hand drive and none were officially exported.



Automotive

RUDY'S
EUROPEAN MOTORCARS



Independent Diagnostic & Mechanical Service Specialist

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

CLASSIC, MEET CLASSIC.



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

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


 "The Olde Original"
Grundy
 INSURANCE
WWW.GRUNDY.COM
 1-888-647-8639

PROUDLY SERVING
 DELAWARE ■
 MARYLAND ■
 VIRGINIA ■
 NEW JERSEY ■
 NEW YORK ■
 PENNSYLVANIA ■

TSB
 Tri-State Battery

800.852.9700

BATTERIES • STARTERS • ALTERNATOR FOR EVERYTHING!

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

CUSTOM MADE WIRE & CABLE

WE KICK SOME AMPS! | WWW.TRISTATEBATTERY.COM

We Repair All Make Cars

- Insurance Work
- Foreign & Domestic Car Work
- Corvette & Fiberglass
- Heavy Duty Truck Repair
- Towing Service

Phone: (302) 762-0100
 FAX: (302) 762-6312

2510 Northeast Blvd.
 Wilmington, DE 19802
WWW.NortheastBodyShop.Com

Northeast Body Shop



COMPLETE AUTO & TRUCK Body Repair SINCE 1964

Mystery Car

An iconic car in Britain in the 1920's, 290,000 Austin 7s were produced from 1923 to 1939. This 1923 model is the Tourer.

A 747cc inline 4 produced 10.5 hp and is bolted to a 3 speed gearbox(4 speed from 1932).

The car was used in many races and hillclimbs.

An attempt was mad to produce the Austin 7 in Butler, PA in 1929 but the Great Depression put paid to that.

In 1927 William Lyons famously based his SS cars on the Austin 7. They were in such high demand that in 1928 he moved his factory from Blackpool to Coventry. In 1945 SS Cars became Jaguar, after the last model, the SS Jaguar. The name SS had some bad vibes about it.



How about this one? Very 60's. What is it?

Drop me an email to
trevormees@outlook.com



FREE to a good home.

A set of original TR6 15" steel wheels with old Coker Classic Redline tires. The rims are not true and the Coker Classic Redlines are very old but have plenty of tread. These are not suitable for driving however they would be perfect for a shop vehicle being re-stored. Contact jgibby31@gmail.com or 240-459-0404.



Triumph 1979 TR7, no rust, 5-speed, TR8 wheels, air conditioning,

59K miles, everything works, Florida car previously, new paint and new top installed.

\$8,900 obo.

484-885-9259, PA;

Food and Drink



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

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

28615 LEWES GEORGETOWN HIGHWAY,
MILTON, DE 19968
(302) 664-1188

[HTTPS://BRIMMINGHORNMEADERY.COM](https://brimminghornmeadery.com)



mcglynnspub.com



deerparktavern.com



cantwells-tavern.com



theroamingraven.com



DELAWARE'S BELOVED FISH AND CHIP SHOP

Go Fish

24 Rehoboth Avenue

Rehoboth Beach, Delaware 19971

302-226-1044

<https://www.gofishrehoboth.com>



At go brit! you'll enjoy all the classic British favorites including beer-battered fish and chips, bangers and mash, shepherd's pie, mushy peas, sticky toffee pudding and more. Paired with a modern Euro-style setting, this British style restaurant will surely make you feel as though you've been transported right to the homeland! Savor our passion for everything British with every tasty bite! Open daily at 11:00, we'll be waiting for you with some chips and a pint... and a jolly good time!

Fresh spuds.

Superior fish.

Beer batter.

It all adds up to bloody good fish and chips!

Go Brit!

18388 Coastal Hwy,

Lewes, DE 19958

(302) 644-2250

<https://www.gobrit.com>



Chick-fil-A Elkton

1100 E Pulaski Hwy, Elkton, MD 21921

410-392-9494

Hours: Mon - Sat 6:30 AM - 10 PM Closed on Sunday

Harry Marcus-Owner/Operator

<https://www.cfarestaurant.com/elkton>

XK Convertible Rear Glass Falling Out

David Glick

If you are like me, I love my XK convertible (X150 2007-2015). It is an amazing car! One of the most frustrating occurrences was the rear window becoming detached from the top, at least 80% of it (*this picture was taken off the web and looked pretty close*). There was two-thirds of the bottom still attached on mine. Quick search of the forums and you find this is a common problem. The solutions tended not to be that effective, and usually created more of a mess.



The one with the most promising came from a company in Atlanta who claimed to solve this problem with the assistance of 3M Window Weld, the same thing they use for windshields. They were gracious enough to provide step-by-step instructions. Aside from that the top cost between \$2000-\$4000 depending upon the source, and was not readily available in gray. Thus, saving money and keeping my otherwise great condition gray top was the goal.

Well, the window weld idea, as with all of the ideas for silicone that others tried, did not work. First couple of days in the sun and the Window Weld becomes soft and failed. So, save your time! I contacted every adhesive company in the world I could find to identify an adhesive that would be rated for canvas and glass. Apparently, there aren't any. I have had experience with 3M panel bonding adhesive (2 part). Bench testing proved the adhesive to be most effective. Now that we have a bonding agent, we have a process.

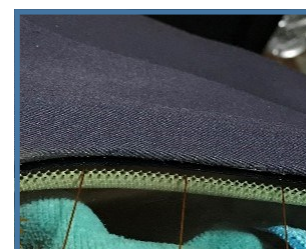
Supplies: 3M panel bonding adhesive 08155 (buy or borrow the applicator gun). You will need to purchase a set (6 or 12) of glass suction clamps (Look them up on Amazon). Also, get a bunch of small paint sticks, you will be using them. Other supplies, blue painter's masking tape, foil tape, spring clamps, a blanket and a couple of rolled up towels or soft blocks of some sort.

Step 1: After you cover your working area on the trunk, you do have to clean all the old adhesive off the glass. Hopefully you will be lucky, and part of the glass may still be attached to help with alignment of the window. Feel free to use window cleaner and a razor blade (*carefully, do not slip*), 3M adhesive remover 08984 is an option.



Step 2: Place the top in a tension free position (*reference the picture from the Jaguar TSB*), placing blocks or the tightly rolled up towels under the top.

Step 3: Correct for the fault that created the problem in the first place. The canvas is rolled/folded around the edge. The adhesive failed gluing the two sides of the canvas together. That permitted shear forces to pull on the edge where the top was glued to the glass rather than the entire adhesive surface, literally pulling the canvas off the glass. To correct this problem, place a bead of panel bonding adhesive (*sparingly thin continuous bead is all you need*). I then used paint sticks to replicate the half inch or so border around the canvas surrounding the window, on both sides of the canvas, pinching the paint stick canvas sandwich with spring clips. Curing time is 90 mins to 4 hours, so best to leave it overnight. Another tip here, use wax paper on the under-side paint stick to prevent the chance gluing of the paint stick to the canvas.



Step 4: After securing the glass with the blanket behind to help keep it close to the canvas, position the glass with the aid of the suction clamps to hold it. Use the foil tape to cover the canvas leaving about an 1/8" to roll over the edge to protect the canvas from excess panel bonding adhesive. Do not use masking tape, it will not stick, and you will make a mess and potentially stain your top. Then place a line of masking tape along the glass where the edge of the canvas meets. *(This picture shows extra masking tape over the outside of the metal tape, which is not really necessary.)*



Step 5: I would do this in sections, allowing each section to cure. Working in sections, place a bead of panel bonding adhesive on the glass. Then use the suction clamps to keep pressure on between the canvas top and the glass. I use the paint sticks here to spread the load of the clamp. Cutting the sticks to 4" sections works well. Key to success here is to make sure the glass and top are firmly attached. So not worry about excess adhesive that comes out of the edge. LEAVE it alone! Once it starts to cure, firm but not running (depends on time and temperature), maybe 10 minutes, take a razor blade cutting along the edge of the top on the glass. You can then peel off the excess adhesive, leaving a nice clean edge as well. Repeat this step until the entire top is secured on the glass. I would say just watch the adhesive to know when you can remove the clamps safely. *(Dale's pictures here, he was short a window clamp and improvised. You can get the idea though).*



Step 6: Once the adhesive is cured, remove the foil tape protecting the canvas. Adhesive remover or alcohol sparingly applied can help to remove the any excess adhesive from the tape. Make sure to let the adhesive cure over night before putting the top back up in tension.



There is a Jaguar TSB that I came across on how to repair small areas that have detached (TSB JTB00283v2) which I found well after we troubleshot the entire process. The Tero-mix 6700 is also a two-part bonding adhesive, and should work as well, though I personally have not tried. I will note when I contacted Teromix they did caution was not intended for canvas, as did 3M.

Will the lessons learned the next window repair (Dale's) went amazing well without window related complications, as my first attempts with Window Weld failed twice. The second attempt suggested a longer (1 week) curing time. Did not matter, adhesion failed first time out with the Window Weld adhesive. It has been over a year since the repair was with panel 3M bonding adhesive and all still looks good. Not evidence of further failure. I know Dale is happy, as am I! His car was the second we did...

Overall cost, including purchasing the window suction clamps was approximately \$120. Figure a bit more if you have to purchase the applicator gun. I would say the entire job can be done in a weekend, the easiest part being Step 3 *(bonding the folded canvas to prevent future failure)*.


Next time one fails, we need to create a YouTube video as there is nothing available and take pictures. Did not think about that when I did my own.




Food and Drink

**Buckley's
Tavern**

We salute the great British car marques like
Aston Martin, Bentley, Daimler, Jaguar, Lagonda,
Land Rover, Lotus, McLaren, Mini, Morgan and Rolls Royce.
After a spin in your favorite ride, stop by Buckley's Tavern
for some delicious food and a pint of your favorite brew!



LUNCH & DINNER 7 DAYS

5812 Kennett Pike
Reservations: 302-656-9776 
buckleystavern.com



1203 North Lincoln Street, Wilmington, DE 19806

[Goober's Diner - Trolley Square, Wilmington, DE \(goobersdiner-de.com\)](http://Goober's Diner - Trolley Square, Wilmington, DE (goobersdiner-de.com))

Established in Downtown Wilmington, Delaware 1935



**Deerhead
HOTDOGS**

Deerhead Hot Dogs has been a Wilmington area tradition since 1935,
beginning with our Secret Sauce. [**https://www.dhhotdogs.com**](https://www.dhhotdogs.com)

<p>Center Pointe Plaza Only</p>  <p>WE DELIVER — WITH — DOORDASH</p> <p>ORDER NOW ▶</p>	<p>1233 Churchmans Rd., Center Pointe Plaza Newark, DE 19713 302-266-9333 https://www.dhhotdogs.com</p> <p>620 S. Maryland Ave., Wilmington DE 19804 (302) 998-4191 https://www.dhhotdogs.com</p>
---	---

CLOVERLEAF AUTO SERVICE, INC.

207 Pennsylvania Avenue
Malvern, PA 19355

Repairs & Restoration

610-647-5954

<http://www.cloverleaf-auto.com/>

Excellence through service since 1975

Automotive



EDWARD J HENRY & SONS
AUTO BODY
- Est. 1943 -

Auto Body Specialist
and Collision Repair
in Wilmington DE

Edward J. Henry &
Sons Auto Body

Zach Dillard, Owner

2300 W. 4th Street
Wilmington, DE 19805
(302) 658-4324

<http://www.henryautobody.com>

HENDRIX WIRE WHEEL

Tire and Wheel Sales and Service
Wire Wheel Truing and Balancing

www.hendrixwirewheel.com

WILLIAMS



CHEVROLET

NO MARYLAND SALES TAX TO OUT OF STATE CUSTOMERS

We are a great choice for new and used Chevy
vehicles near Middletown, Wilmington, &
surrounding cities in Cecil County.

2 AUTOMOTIVE BLVD Rt. 40 at the MD-DE
Line ELKTON MD 21921-6375

Sales (443) 406-1065 - Service (443) 406-1059

<https://www.williamschev.com/>



Hear YE! Hear YE ! The British Are Coming... This time by invitation on Saturday May 4th !

Twenty-nine is an amazing milestone for the **Lewes British Motorcar Show**, sponsored by the **Lewes Chamber of Commerce** in conjunction with the **British Car Club of Delaware**. The show will take place on the grounds of the **Lewes Ferry Terminal for the Cape May-Lewes Ferry**, overlooking the Delaware Bay.

In addition to welcoming **Classic and modern British cars**, this year our featured marque will be Lotus. Remember British cars remain an iconic part of the American automotive scene, especially after WWII when American soldiers began bringing back British sports cars stateside. Among them, the 100 year old MG marque is so iconic, it seemed we all either had an MG ourselves, or had a family member, friend, neighbor, or school mate who did. The show will be a great opportunity to share British cars and their stories with other car owners and spectators.

While there will be much to see at the show, visitors are encouraged to take advantage of historic downtown Lewes, home to a wonderful number of shops and restaurants, as well as all that the Delaware beach area has to offer.

Registration this year is electronic only through Eventbrite.

On show day **food and beverages will be available for purchase on site, courtesy of Grain On the Rocks**, the modern waterfront bar and grille within the Ferry Terminal. Grain has graciously agreed to offer specials for show car registrants.

The Friday evening **Meet & Greet / Cruise in** was an overwhelming success the past two years and is back once again! For those interested, the "Meet & Greet" at **Grain on the Rocks** is held the evening before the show, **Friday evening May 3rd from 5-7 pm at the Dogfish Head Picnic Area at the Ferry terminal**. The Meet & Greet at Grain on the Rocks is open to **ALL BRITISH CARS** and their owners of course. So, cruise on down with your British car of any year, whether local or from out of town. Of course, food and drinks can be purchased at the bar. Attendance is limited. Registration will be free, but we do need to keep close tabs on the registrations given limited space in the picnic area , so please be gracious and not to reserve a ticket if you are not going to use it. In the event you must cancel, please be sure to let us know. Invitations will be sent to those who have registered via eventbrite email as the show date approaches.

Class trophies, are determined by our esteemed celebrity show judges, and will be presented at the conclusion of the show as cars parade through historic downtown Lewes, the first city in the first state. The number of class trophies will be determined by the number of cars in each respective class. Registrants may also elect for "**Display Only**" without being judged.

Show details:

- **Field opens at 8:30 am, with entry no later than 10:30** for the show field. Since this is a high pedestrian traffic area, please be aware that *for everyone's safety, vehicles may not leave the field during the official show hours, from 11:00a-3:00p.*
- **Car registration is \$35.00 in advance. Onsite registration is NOT guaranteed. Last year's show was sold out well in advance. Onsite registration (if available) will be \$40.** There is a small convenience fee added by eventbrite for online registration. Since space is limited on the show field, advanced registration is highly recommended.
- **Registration includes admission for driver and a passenger.** Additional passengers and spectator admission for the show is \$5.00. Kids 12 and under are free.
- **Winners will be announced in time for the parade through Lewes.**
- **Winners must be present to receive their awards.**
- Please remember prominent "**For Sale**" signs are not permitted in or on show cars.
- **Since space is limited, please remember to register early! 120 vehicles are eligible to register. Everyone is encouraged to drive their British car to the show regardless of registration.**
- This year we have a Rain Date of Sunday May 5th. In the event both days have inclimate weather it will be considered a "**Rain or Shine**" event; registration fees are non-refundable.

If you are planning on riding the Ferry from Cape May to attend the show, The Cape May - Lewes Ferry (DRBA) has graciously offered a significant discount in the past for both vehicles and pedestrians attending the show. Stay tuned for more information!

Automotive



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

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

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

ALL ASPECTS OF ENGINE WORK • FROM FLYWHEELS TO REBUILDS!
OVER 40 YEARS OF EXPERIENCE BUILDING ENGINES

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

UNION PARK JAGUAR
Proudly Supports

THE BRITISH CAR CLUB OF DELAWARE



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

Union Park
 Driving Expectations. 

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



COVENTRY MOTOR WORKS
repair and restoration of fine British motor cars



410-253-8519
 4234 Lovers Lane Trappe, Maryland 21673
<https://www.coventrymotorworks.com>

Quality	Engine & Gearbox
Integrity	Differential – Drivetrain
Passion	Chassis – Frame Repair
	Electrical & Hydraulics
	Body & Coachwork
	Upholstery – Convertible Tops

JAGUAR HEALEY BENTLEY TRIUMPH MORGAN MG ALVIS MORRIS

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

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

www.campanellas.com



igBurton.com

NOBODY BEATS A BURTON DEAL!

MILFORD SEAFORD LEWES SMYRNA NEWARK BERLIN

CHEVROLET BUICK GMC ACURA HONDA KIA SPYDER SPRINTER

RAM FIAT

Automotive

LAND ROVER WILMINGTON

4310 Kirkwood Highway
Wilmington, DE 19808
(302) 992-9400

LandRoverWilmington.com

K&T VINTAGE SPORTS CARS LLC
Bethlehem, Pa.

National Award Winning
Restorations & Repairs

Ken Beck, Owner
www.ktvintagecars.com 484-281-8085

Proudly Serving Philadelphia
For Over 100 years.

Rolls-Royce Motor Cars Philadelphia

Bentley Palmyra N.J.

F.C. KERBECK

Route 73, Palmyra, NJ • www.kerbeckcars.com • 1-800-KERBECK

British Army Humour
From Natalia Khmy

An innocent typo was made and all parties involved have gotten as much enjoyment as they could out of it!

Lt. Colonel Robert Maclaren retired from the British Army in 2001 after a long fulfilling career. On the day that he retired he received a letter from the Personnel Department of the Ministry of Defence setting out details of his pension and, in particular, the tax-free 'lump sum' award, (based upon completed years of service), that he would receive in addition to his monthly pension. The letter read,

"Dear Lt. Colonel Maclaren,

We write to confirm that you retired from the Royal Scots Dragoon Guards on 1st March 2001 at the rank of Lt Colonel, having been commissioned into the British Army at Edinburgh Castle as a 2nd Lieutenant on 1st February 1366.
Accordingly your lump sum payment, based on years served, has been calculated as £68,500. You will receive a cheque for this amount in due course.

Yours sincerely,
Army Paymaster"

Colonel Maclaren replied;

"Dear Paymaster,

Thank you for your recent letter confirming that I served as an officer in the Royal Scots Dragoon Guards between 1st February 1366 and 1st March 2001 – a total period of 635 years and 1 month.

I note however that you have calculated my lump sum to be £68, 500, which seems to be considerably less than it should be bearing in mind my length of service since I received my commission from King Edward III.

By my calculation, allowing for interest payments and currency fluctuations, my lump sum should actually be £6, 427, 586, 619. 47p.

I look forward to receiving a cheque for this amount in due course.

Yours sincerely,
Robert Maclaren (Lt Col Retd)"

A month passed by and then in early April, a stout manilla envelope from the Ministry of Defence in Edinburgh dropped through Col. Maclaren's letter box, it read:

"Dear Lt Colonel Maclaren,

We have reviewed the circumstances of your case as outlined in your recent letter to us dated 8th March inst. We do indeed confirm that you were commissioned into the Royal Scots Dragoon Guards by King Edward III at Edinburgh Castle on 1st February 1366, and that you served continuously for the following 635 years and 1 month.

We have re-calculated your pension and have pleasure in confirming that the lump sum payment due to you is indeed £6,427,586,619.47p.

However, we also note that according to our records you are the only surviving officer who had command responsibility during the following campaigns and battles;

The Wars of the Roses 1455 -1485 (Including the battles of Bosworth Field, Barnet and Towton)
The Civil War 1642 -1651 (Including the battles Edge Hill, Naseby and the conquest of Ireland)
The Napoleonic War 1803 – 1815 (including the battle of Waterloo and the Peninsular War)
The Crimean War (1853 – 1856) (including the battle of Sevastopol and the Charge of the Light Brigade)
The Boer War (1899 -1902)
World War One (1914-1918).

We would therefore wish to know what happened to the following, which do not appear to have been returned to Stores by you on completion of operations:

9765 Cannons
26,785 Swords
12,889 Pikes
127,345 Rifles (with bayonets)
28,987 horses (fully kitted)
Plus three complete marching bands with instruments and banners.

We have calculated the total cost of these items and they amount to £6,427,518.119.47p. We have therefore subtracted this sum from your lump sum, leaving a residual amount of £68,500, for which you will receive a cheque in due course.

Yours sincerely"

Community and Services



HARVEY HANNA specializes in real estate development, redevelopment, and property management for *hospitality, commercial, retail, and Industrial* clients throughout the Mid-Atlantic – all focused on boosting underserved areas and cultivating a culture of giving back.

WHAT CAN WE BUILD TOGETHER?
Visit www.HarveyHanna.com to get started!

More jobs. More community growth. More long-term economic impact.

302.323-9300 / 405 E MARSH LANE – SUITE 1 / NEWPORT, DE 19804



Monument
Sotheby's
INTERNATIONAL REALTY

GEORGE HOBBS


Broker
Licensed in DE, PA and MD

(c) 302.545.5263
(o) 302.654.6500
george.hobbs@sothebysrealty.com
Brandywine Valley Office
5701 Kennett Pike, Wilmington, Delaware 19807








Each office is independently owned and operated. 

We Are Here To Serve You!
Perfect Policy Matching ♦ Transparency ♦ Competitive Pricing ♦ Quality Service

CALL TODAY!
302-283-1880



WOLFF
INSURANCE AGENCY

www.WolffInsuranceAgency.com

Advertising in The British Diamond and Sponsoring The British Car Club of Delaware

"We would like to have local businesses advertise in the "British Diamond" newsletter. Please contact Don McDonald (mcd62218d@aol.com) for details on pricing.

Current Sponsors:

Paul & George Alderman
Charles A. Allen, Jr.
Ken Beck
Alison Blyth
Charles Burton
Anthony & Paul Campanella
Paul Cullen
Chris Cuthbert
Coley DuPont
Josh & Jim Grundy
Thomas (Thom) E. Harvey III
Allen Hendrix
George Hobbs
Charlie Kerbeck
Frank Kerbeck
Vance Kershner

Harry Marcus
Frank McMahon
Luke Phipps
David Prueitt
Christopher Riofski
Ken Rudy
The Scala Family
Tim Southerst
Ralph Steinberg
Andrea Stock
Jon Talkington
Sandy Thomson
Jim Ursomarso
JR Walker
Ludie & Eben Warner
Frank Williams
Tom Williams
Peter Wolff
Jennifer Zerby

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