



# THE BRITISH DIAMOND

June 30th, 2024

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## President's Message:



Hello all you brave BCCD souls braving the heat in your little British Cars. Of course, if you own a little bit bigger British Car you may have those triangular vent windows that directs a bit of the outside air in your face. The "vent window" is making the rounds on Facebook as a question. "Are you old enough to remember ...?" Please... I'm old enough to remember too much stuff. The dimmer switch on the floor, three on the tree, the trunk monkey, etc... The hot temps are preventing me from working longer hours than I'd like, sometimes measured by the number of tee-shirt changes during the day. What does any of this have to do with anything? I'm just heat-delirious. Let me try to get refocused...

I'm finding that we, The British Car Club of Delaware, have some really exciting times ahead.

Something I never thought would happen is that both Northern and Southern chapters scheduled events in two different places on the same day and time. A visit to the Brimming Horn Meadery in Georgetown Hwy, Milton, DE and the driving tour of Elk Neck State Forest ending at Nauti Goose waterfront restaurant in Northeast MD. By all accounts, both events had pretty good turnouts. It's just too bad we all can't be in two places at once.

Let's talk for a moment about the successful 29<sup>th</sup> Annual British Motorcar Show, co-sponsored by the Lewes Chamber of Commerce and the British Car Club of Delaware. Beginning with a well-attended Friday night cruise-in, the show day went on even with threatening British style rainy weather. Of the 114 registered cars expected more than 80 made it to the show. The BCCD folks who made this show a success are almost too many to name. I will tell you that Bill Tattersall, Dana Mason, Mike Tyler, Trevor Mees, David Haines are but a few who always go above and beyond. I would really like to name everyone who made the premier annual British Car Show this year a complete and total success, but I will inadvertently forget someone hurting their feelings. I certainly hope you read the press release written by Ms. Besty Reamer. The wining list is impressive however, the Best in Show was Bill Smarr's 1937 Austin London Taxi - a truly impressive restoration reminiscent of the early years of automotive invention and innovation. Congrats to Bill and all the winners!!

One last item to talk about. We have just begun organizing BCCD's September 14<sup>th</sup>'s Annual Fall Car and Motorcycle Show. You should have a copy of the show flyer. The show weekend will begin with a Friday evening Meet & Greet "Cruise-In" at Christiana's Hilton Hotel. Those who would like to attend the "Cruise-In" and stay over, the Hilton has set aside rooms for Friday evening setting the stage for Saturday's car show held again at Bellanca Airport. There's more! BCCD has a special discount rate with the next day's 2024 Hagley Museum car show. To that end, the Hilton has set aside rooms for Saturday evening, too. This year's feature is "**British Invasion**" with special parking for British cars including our club. What's important that you register your car for our Annual Fall Car and Motorcycle Show and Sunday's Hagley Museum show as well. It will be a great weekend!! Let's spend it having a little fun. Until next time...

Please drive 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.

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# The British Are Coming.....Again!

The Lewes Car Show Pre-show Get Together - Friday May 3rd 2024

The weather was not on our side this year. In spite of that the Friday get together was well attended by BCCD members and show participants. This year the it was held in the Wheelhouse restaurant on the Lewes canal. We had the upstairs room to ourselves, with a full bar and self serve tacos.



# The British Are Coming.....Again!



**BEST IN SHOW**  
**1937 Austin London Taxi**



# The British Are Coming.....Again!

## Results

Class	Place	Winner - Car Yr. Make & Model
<b># 1 Triumph up to 1968</b>	<b>1<sup>st</sup></b>	<b>Robert Gannon • 1960 Triumph TR3 A</b>
	2 <sup>nd</sup>	Steve Hunter • 1966 Triumph TR4 A
	3 <sup>rd</sup>	Bob Canfield • 1966 Triumph Spitfire
<b>#2 Triumph 1969 &amp; newer</b>	<b>1<sup>st</sup></b>	<b>Edward Doody • 1974 Triumph TR6</b>
	2 <sup>nd</sup>	Tom Huelsenbeck • 1974 Triumph TR6
	3 <sup>rd</sup>	Lance Landgraf • 1976 Triumph Spitfire
<b>#3 Early MG up to MG-A</b>	<b>1<sup>st</sup></b>	<b>Jack Stern • 1957 MG A 1500 Coupe</b>
	2 <sup>nd</sup>	Douglas McCoach • 1956 MG A
	3 <sup>rd</sup>	Herb Zinder • 1953 MG TD
<b>#4 Late MG A, B, C &amp; Midgets</b>	<b>1<sup>st</sup></b>	<b>Scott Knopp • 1971 MG Midget</b>
	2 <sup>nd</sup>	Edgar Moss • 1964 MG Midget
	3 <sup>rd</sup>	Don Dean • 1969 MG C GT
<b># 5 Austin Healey</b>	<b>1<sup>st</sup></b>	<b>Michael Tyler • 1962 Austin Healy 3000 MK-II Tri-carb</b>
<b>#6 Jaguars to 1974</b>	<b>1<sup>st</sup></b>	<b>Ray Rachuba • 1950 Jaguar XK 120</b>
	2 <sup>nd</sup>	Jeffrey Rose • 1968 Jaguar E Type
	3 <sup>rd</sup>	Trevor Mees • 1964 Jaguar E Type
<b># 7 Jaguars 1975 - 2000</b>	<b>1<sup>st</sup></b>	<b>Matt Siegel • 1995 Jaguar XJS V12 2+2</b>
	2 <sup>nd</sup>	Jacqueline Breita • 1990 Jaguar XJ12
	3 <sup>rd</sup>	Anthony Tinari • 1995 Jaguar XJS
<b># 8 Sedans Open</b>	<b>1<sup>st</sup></b>	<b>Bob Clark • 1959 Riley One Point Five</b>
	2 <sup>nd</sup>	Robert Wall • 1972 Jensen Interceptor
	3 <sup>rd</sup>	Gary Watson • 1959 Riley One Point Five
<b># 9 Sports Open</b>	<b>1<sup>st</sup></b>	<b>Jerry Hirst • 1966 Morgan 4/4</b>
	2 <sup>nd</sup>	Robert Miller • 1956 AC Ace
	3 <sup>rd</sup>	Vince Tamburo • 1970 TVR Vixen S2
<b># 10 Featured Marque - Lotus</b>	<b>1<sup>st</sup></b>	<b>Bill Tattersall • 1962 Lotus Super 7</b>
	2 <sup>nd</sup>	Ray Stevens • 1962 Lotus Elite SE
	3 <sup>rd</sup>	Alan Hill • 1967 Lotus Elan
<b># 11 Future Classics</b>	<b>1<sup>st</sup></b>	<b>Arthur Becker • 2013 Bentley Continental</b>
	2 <sup>nd</sup>	Kenneth Kyle • 2018 Jaguar F Type
	3 <sup>rd</sup>	Steven Rose • 2002 Bentley Arnage
<b>Best in Show</b>		<b>Bill Smarr • 1937 Austin London Taxi</b>

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# Rhododendrons and Ice Cream

Trevor Mees

Pictures by Bob Wall and Trevor Mees



If you didn't come on Mike and Lee Salino's drive on May 25th you missed a treat. The roads were beautiful and perfectly suited for a Little British Car, with lots of ups and downs and twisties.



The trip began with us gathering at



Calvert Regional Park in Maryland. We went to different parking areas (there are many in the park) and it took a few phone conversations to get us all together in one place. Then we set off.



We headed north first, into Pennsylvania and the countryside around Oxford and then turned East. This where it got interesting and the roads narrowed and twisted. Wonderful stuff! We crossed back into Delaware near North Star and ended the drive at Woodside Farms ice cream store. Best ice cream ever!



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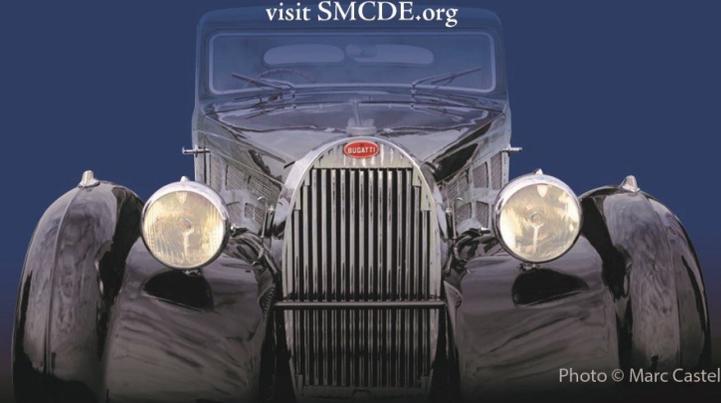


Photo © Marc Castelli

## The Mini Cooper proved that bigger wasn't always better or quicker

By Otto Stein  
Wheelbase Communications

Although created to fill a need for efficient, inexpensive wheels, the British Motor Corporation's (BMC) Mini became an overnight fashion statement and a cultural icon.

When the car was launched in the late-1950s, it was supposed to be an answer to fears that the global supply of oil would be reduced to a trickle.

It was 1956 during the Suez Crisis and Britain, along with a number of other countries, had succumb to gas shortages and, as a result, invoked rationing. What was needed was a small car that was cheap to own and good on gas. That's it, that's all.

Little did anyone know it would become the coolest car in the world — a fashion statement, the ultimate in front-wheel-drive chic and an icon — racking up sales that topped five million over a period spanning four decades.

The first Mini rolled off the assembly line on August 26, 1959 to rather lackluster reviews. The car was beset with a raft of problems, including water leaks, faulty clutches and transmissions. But the public loved the little box on wheels, which debuted under two names: Morris Mini Minor and the Austin Seven (BMC owned both Morris and Austin brands). The two were sold side-by-side for a decade before the car simply became the Mini.

This sales sensation was designed by the legendary Alec Issigonis — later to become Sir Alec — either on a napkin or a tablecloth. Take your pick. The idea was to design the smallest possible car that would hold four adults plus some luggage. It had to be economical to operate, yet fun to drive.

Issigonis' rough sketch turned out to be uncannily close to the real thing. And the radical "wheel-

at-each-corner" design remained the same for decades.

In a major departure from tradition, the car boasted front-wheel drive, a four-cylinder, transversely mounted engine, rubber-sprung suspension, tiny 10-inch wheels and a gearbox mounted under the engine as part of the oil pan. The design allowed for compact external dimensions with an amazing amount of interior room.

Shortly after its debut, the cheap-and-cheerful Mini came to the attention of famed race-car builder John Cooper, who immediately saw the potential for a sportier version of the car.

Despite the glitz and glamour of Formula One, Cooper wanted to create a fun, sporty car for people on small budgets. In 1961 he convinced BMC to allow him to develop a performance-oriented version of the Mini called the Cooper and, eventually, three versions of the Cooper S, the most potent of which came with a 76-horsepower 1.3-liter engine. Base Minis came with less than half (34) the power from a tiny(er) 848 c.c. engine. All Coopers came with wider wheels and tires and disc brakes.

For his efforts, Cooper was rewarded the princely sum of two British pounds (about \$4) for each car sold.

Soon, Paul McCartney, John Lennon and Peter Sellers were driving the Cooper S. Even Queen Elizabeth II was photographed taking a spin.

The car had become a must-have for the trendy, jet-setters of the Swinging '60s.

It didn't hurt that the Mini was also an instant success as a race car, becoming the first British auto to win the European Rally championship and taking the checkered flag three times between 1964 and '67 at the Monte Carlo Rally, which was run in the winter. Legendary Austrian racer Nicki Lauda



The Original Mini

drove a Mini to his first competition victory, as did Graham Hill and Ken Tyrrell.

In 1969, the Mini gained an even bigger cult following with the release of the movie *The Italian Job* (which starred Michael Caine and Noel Coward), when the little red, white and blue cars zoomed through the streets of Turin (in northern Italy) at death-defying speeds in a wild and daring escape sequence in which robbers flee with a stash of gold bullion.

By the early 1970s, Cooper's association with the Mini was over. British Motor Corp had morphed into British Leyland Motors (1968), and the bean counters were hard at work adjusting the bottom line. The Cooper name was dropped in an effort to save a few quid.

In 1990, Rover, which then owned the marque, made a valiant effort to re-launch the Mini Cooper and it continued production until October 2000 with little success. An era had come to a close, punctuated by the death of John Cooper on Christmas Eve that year.

### A note from Calvin regarding the new Group communication system

By now, you may have noticed if you tried to post anything to binhost, it didn't go through. This is because our contract with binhost ended on June 10.

We have a new system, and to post anything there, simply use: [bccdelaware@mail-list.com](mailto:bccdelaware@mail-list.com)

To reply, there are two options now – if you just click "Reply", your post will be sent only to the original sender. This is handy if you won't need the entire club to be aware of your conversation with the original sender. This alone may reduce the amount of mail traffic sent back and forth.

If you want to reply to the club, simply click "Reply All" and your post will be sent to everyone as you are used to.

Binhost was getting more and more unreliable in sending messages out, and they didn't want to accept any responsibility for the problem. Once when I logged in, 59 members had been disabled from receiving mail (including ME!!) for excessive bounces. The search began for a new system...

The new mailserver has been running error free, and it is much more modern to administer.

If you have any difficulties with or questions about the new mailserver, please contact me at [cjacksonbccd@hotmail.com](mailto:cjacksonbccd@hotmail.com).

Thank you!

Calvin

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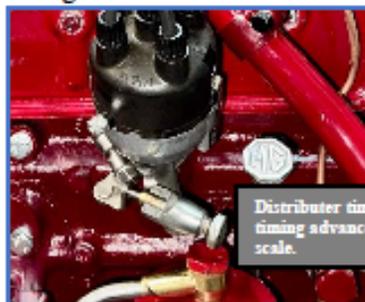
Chapter Eighteen  
MGTC  
By Terry Young  
June 6, 2024

Even though the latest 1949 MGTC EXU 7623 chapter 17 was included in the last *British Diamond* 2024-2-29 newsletter it seems it's been quite a while since an update was written. Well, I'd say it's time to get with it! In this chapter I'll talk about some of the engine improvements, a couple corrected engine component assembly errors, a little about the on-going body work and an up-date on the wiring.



These preparations are in anticipation of turning the key then pulling the starter cable to see what happens. Let's just say, that event is much closer with all the engine's major components connected. The generator, starter, carburetors, and exhaust pipe. A much-needed addition of a modern spin-on oil filter, and thermostat.

There were a couple head-scratchers that took a while to sort out. The distributor's micro-tuning advance mechanism was installed 180



Distributor timing showing the micro tuning advance adjuster with vernier scale.

degrees out of position. The other was the SU carburetor's choke was also

assembled backwards.

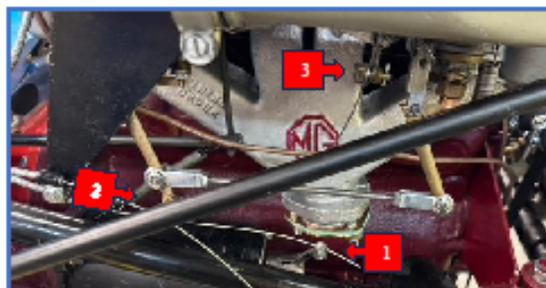
Both were discovered during the attempts to test their use.

The distributor didn't seem to be seated correctly. The fine adjustment knob was jammed against the tappet cover with absolutely no space to tweak the vernier barrel for ignition timing. Gradually I discovered the remedy. It was a matter



of pulling the distributor out of the engine block, then reverse the mounting base putting it back into the engine paying attention to the rotor's position in relationship to the number one piston's top dead center point - Easy enough. The choke connection was another problem.

When I ran the dashes' three connecting cables from the dash to the engine bay: one for the



XPAG Engine's right view showing the three cable control: The starter switch cable (1), the choke cable (slightly blocked) (2), and the slow run cable (3).

slow run, one for the starter and one for the choke. That last cable was a puzzler. Couldn't figure out why the cable didn't do anything except bunch up at the end of the steel sheath. It's a puller not a pusher, doh... Reversing the pivots on the two bronze choke levers should do the trick. A few screws here and a couple bolts there, le voilà! Back in business!

During The British Car Club's April's technical session, Bob Wall gave me a jump start on



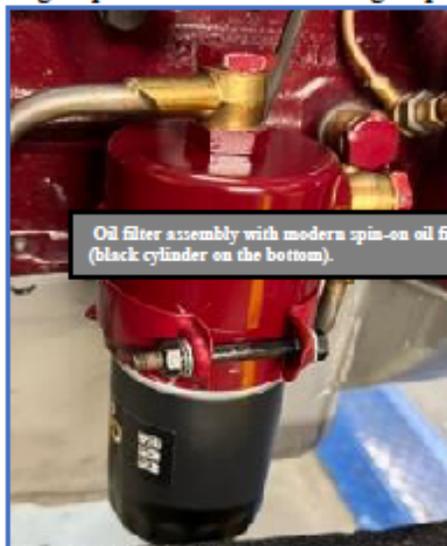
The daunting MGTC wire loom!

wiring the MGTC. He happened to see the TC's wiring loom sitting on the back of car. It was living there until I worked up the ambition to tackle the connections. Bob asked if he could help me. Me not

refusing any assistance, especially with wiring I said, absolutely, yes! I found the wiring diagram and the labeler, spun around three times and Bob had the whole bundle labeled with connection ends within inches of their final resting places. What I perceived as a black cloud now had the aura of a silver lining making much more sense. I'm so grateful that Bob took the time to do this for me. This will be another favor that will be difficult to repay.

One of the dangers I face is not getting too far ahead of myself. Meaning assembling parts – big and small – before their time. The old saying “some assembly required” should be more like “some disassembly will be necessary before the next step.” Yes, I've had to undo a few items not necessarily to start over but accommodate what I should have done first. I think of it as practice. Let's say I'm getting pretty good at taking apart and putting back together! Let's look at a couple photos. The first photo shows the newly improved spin on oil filter and thermostat. I spent some time reconditioning both originals. Really not much to it. Let's talk about the oil filter first then the thermostat.

The oil filter changes drawback come when replacing a spent oil filter after driving a specified



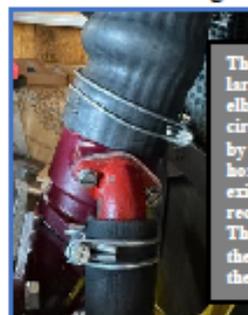
Oil filter assembly with modern spin-on oil filter (black cylinder on the bottom).

milage or time. Changing oil is always a mess since once you unscrew the filter's bottom cap, everything falls out – filter and oil. Additionally, the 1940 filters

<sup>1</sup> Worpe, E., August 2017, Totally T-Type, Issue 43, XPAG Cooling, PP 8-12

were a bit small and rattle around in cavity of the cylinder. Maybe back in the day that was ok, but not today! A further difficulty unique to the original is how the bottom sealed. The seal had to cover the entire circumference of the base. I found a suitable ring that may have worked but I had no confidence if it would seal the base. I had no confidence the seal wouldn't leak. (Two negatives make a positive) It would defiantly leak! I scraped gobs and gobs of oil-laden road dirt and debris off every part of the underside to prove it. Although, that was a couple of years ago, I still get the ickiest thoughts thinking back then... Moving on; the new spin-on oil filter is a direct replacement for the original. Looks and fits the same with one exception. It has a modern spin on filter Part Number RR1243 (Does that number mean anything to you? Probably not.) Many British and American cars made in the 1950's and later have this feature.

That brings me to the next modern improvement. The



The improved thermostat sits inside the large metal (red) housing where the elbow attaches. The water pump circulates hot water through the engine by first pulling it up through the large hose into the radiator. The cooled water exits the radiator at the bottom recirculating it back through engine. The bypass elbow aligned with the thermostat controls the flow regulating the temperature.

thermostat. The original was referred as a bellows type or sleeved. It is fitted in most all XPAG engines.<sup>1</sup> When hot water (antifreeze) circulates, an internal cylinder with a temperature sensitive spring, expands or contracts, opening or closing the bypass tube, maintaining 74 degrees protecting the engine from failure. The modern thermostat is fitted in a similar housing, opening and closing in the same manor but runs a bit hotter. I would have used the original. After I cleaned it, it worked moving up and down as responding to heat opening the bypass opening. I realized right away it would have to be calibrated but I had no reliable way to do that.<sup>2</sup>

Now I'm ready to start the engine!

<sup>2</sup> Worpe, E., December 2011, Totally T-Type, Issue 9, Overheating: Part 2., PP 7-8

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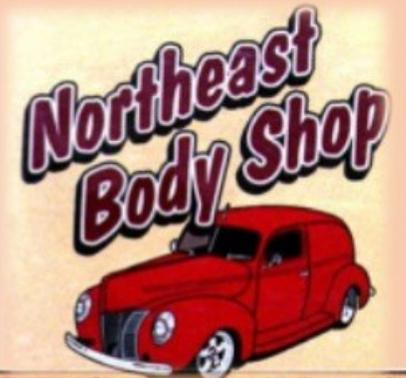
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# Mystery Car

Yes, it's a London Taxi. A pretty modern looking one too but still unmistakable.

But, in keeping with modern thinking it is not gas or diesel powered, it's a full-electric hybrid.

Officially known as the LEVC TX it propels itself using pure electric power (33 kW-hour battery, 110 kW electric motor) but the battery can be recharged using a Volvo sourced 1.5 litre, 3 cylinder turbocharged engine.

Other than that it behaves just like a traditional London Black Cab, including the famous turning circle (27.7ft).



=====

This rally car is from the 80's. Do you recognize it?

Drop me an email to

trevormees@outlook.com



Dover DE, June 21, 2024

Welcome to Mr. Ed Trottier. I met him at this past Saturday's community impromptu annual car show. When I drove up, I was surprised to see the 2006 Jaguar XKR Coupe parked at our show neighborhood's location. Introducing myself, I found out Ed had just moved to our community. I was even more surprised there was another Jag owner that lived close by. As we conversed, I introduced him to the British Car Club of Delaware's web site and invited him for our Sunday's Elk Neck Forrest tour. Pulling up at the rendezvous Ed was there with his wife, Cheryl, ready and rearing to go. So, for the next hour or so we followed the beautiful XKR through the Delaware and Maryland countryside to the Nauti Goose for lunch. When we arrived home I found an email saying Ed's application for BCCD membership was in the mail! That's great news! Another BCCD member with a beautiful Jag.



in-

## Hagley highlights British Cars

The feature at the 2024 Hagley Car Show will be British Cars and the British Car Club of Delaware has partnered with the Hagley Museum to provide a discount to members showing their cars at the event. Event registration is now open for the show which on Sunday September 15, the day after the British Car Club of Delaware show at the Bellanca Airfield in New Castle.

Registration for the Hagley show can be found at the link below and the discount code for \$10 is BCCD. Enter it during checkout.

[Hagley Museum and Library \(blackbaudhosting.com\)](https://blackbaudhosting.com)

With both events on the same weekend it's the perfect opportunity for all members of the British Car Club of Delaware to display their cars at 2 unique settings and also to promote the club to the visitors at Hagley. The Hagley Museum is going to be providing the club with space in the events tent to be able to promote the club and attract new members. The goal for the club is to have a minimum of ten members cars on show which will allow members to share time in the events tent promoting the club.

Alan Hill

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JENSEN CARS Get Together for Annual Event in Fond Du Lac, Wisconsin



We clocked over 2,550 miles in our 1972 Jensen Interceptor (13mpg, but how about that Jensen reliability!) to attend an annual Jensen East Car Event held this year in Fond Du Lac, Wisconsin (June 6/5-2024). Each year the group meets somewhere in the mid-west to eastern portion of the country to share their love for these unique LBC's and the friendship that has developed among owners over the years. Seventeen Jensen-Healey's, a Jensen 541, and my Interceptor had a great time together. We spent two of the days driving backroads with stops at historical attractions, which included driving the 6.5 mile 1950's race circuits at Elkhart Lake.



9,  
ing

A Poker Run brought us to a variety of interesting stops, including a local British Car Club's Clubhouse. The Fox



Cities British Car Club converted an old motorcycle shop into a meeting area, garage with multiple lifts, machine shop, and car storage for members – at an outrageously low price of \$30/yr dues and \$710/yr to store your car. I'm

still drooling!

Folks also enjoyed a BBQ, live and silent auction, and Jarts tournament. The last day included a car show as part of



the large Walleye Weekend Festival on Lake Winnebago, followed by a Banquet & Awards

Ceremony. The group will meet again next year, in Kentucky.

For our trip back to Delaware, we took the Jensen across Lake Michigan on the historic SS Badger Ferry...a 4 hr tour...with a visit to the Silver Lake Sand Dunes on Lake Michigan.

...Bob & Carol Wall



## Food and Drink



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## Chesapeake Motoring Festival 2024

June 9, 2024, Chester, MD: Dave Prostko and his son Andrew from Clayton, DE, displaying their Meteorite Metallic 1999 Jaguar XK8 Convertible at the 8th Annual Chesapeake Motoring Festival, Kent Island Yacht Club, Chester, MD. It was a breezy, warm, beautiful day on the Bay. A good showing of 70 plus cars with half as many beautiful classic boats.

Chesapeake Bay Motoring Festival and the St Michael's Concourse d' Elegance are longtime sponsors of the British Car Club of Delaware.



### Cars at The Grain

Second Tuesday evening of the month at 5:00 pm in the parking lot of the Cape-May Lewes Ferry Terminal in Lewes. Open to ALL cars. Enjoy a browse around the cars and dinner/drinks in The Grain afterwards.

Next one : July 9th. See you there!

### Carfax for private sales

We are all familiar with Carfax and similar services these days. It is usually pretty simple to get Carfax reports from most dealers to-day just from their website or online listing. What about private sellers though, or dealers that do not offer Carfax reports.

Here was an interesting link I found on the NMVTIS [National Motor Vehicle Title Information System \(NMVTIS\) | Overview | Bureau of Justice Assistance \(ojp.gov\)](#) website. They license data to companies like Carfax.

<https://vincheck.info/> Keep this link. Great free screen for any vehicle you may be looking to purchase.

Best,

David G

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The final Jaguar F-Type has rolled off the firm's Castle Bromwich production line, ahead of the brand's transition into a maker of low-volume electric luxury cars.

The last F-Type was assembled exactly 50 years after the final E-Type, with its specification referencing its ancestor – a Giola Green convertible with a tan leather interior and a black roof.

The final example will join the Jaguar Daimler Heritage Trust's collection at Gaydon, along with the last XE, XF and XF Sportbrake.

F-Types will remain available in Jaguar showrooms until early next year.

A total of 87,731 examples of the sports car were built – 15,000 more than of the E-Type.

The end of F-Type, XE and XF production at Castle Bromwich means that Jaguar is – in the short term – an SUV-only brand. Production of the F-Pace will remain at Solihull and the E-Pace and I-Pace will continue to be assembled in Graz, Austria, until next year.

[Jaguar's next electric car](#), a grand tourer on the brand-new JEA platform, will be unveiled later this year.



SAD to see the new electric version it does not even look like a Jaguar...Point of the story: get your Gasoline Jaguar now as will later be a true collectors item as the great XKE is today.

It will have a range of 430 miles, its starting price will top £100,000 and it is expected to pack a dual-motor powertrain with a combined output of more than 575bhp.

JLR chief creative officer Gerry McGovern has previously referenced the E-Type and XJS as blueprints for the new car but also promised it would be a "copy of nothing".

"Jaguars need to have a jaw-dropping moment, a sense of wow," said McGovern.

It is understood that the GT will be followed by an opulent SUV to rival the Bentley Bentayga, as well as a large saloon that indirectly replaces the stillborn XJ EV.

Don Mc Donald Jr.

British Car Club of Delaware, Inc.

Source: various, including Autocar

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