



# THE BRITISH DIAMOND

August 31st, 2024

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

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This unrestored 1952 Jaguar XK150 fixed head coupé was spotted by a friend of mine while on vacation in Holland.



Powered by a 150hp 3.4 litre XK engine it was, at the time, the fastest production car in the world. The 120 in its name denotes its theoretical top speed of 120mph. A version driven by Jaguar test driver Norman Dewis actually achieved 220kph (nearly 137mph) in Jabbeke, Belgium.

Trevor

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

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## President's Musings

### Terry Young



So, what's new? Lots of things! Where to begin... First, we'll talk about the September car show – all three days. The Southern Chapter's Crab Fest, the 3-day drive up in the Poconos and the coveted Road Rally down south. So, let's begin!

We are finalizing the British Car Club of Delaware's Annual Fall Car and Motorcycle Show for September 14<sup>th</sup>. September always seems like a long way off but by the time you read this issue of British Diamond Newsletter it will be a mere two weeks away. We are fortunate to have a great team to see it through. Bob Wall, who has taken on the field layout and more than I know. Also, he introduced the Jenson Interceptor as this year's Marque with several already registered. Alan Hill has created the awards - the previews are stunning. The entrants who are fortunate to win will revere their trophy for life or until shelf space is needed for the next one. Now that we're musing about what's in store, I'm imagining walking up to the podium to help present the awards. I can't wait! I'm getting ahead of myself. Let's talk about the entire car show weekend.

No doubt you've received the emails with the car show details. The show 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 Hagley's theme is "**British Invasion**" with special parking for British cars including our club. We would be pleased if you register your car for our Annual Fall Car and Motorcycle Show and Sunday's Hagley Museum show. It will be a great weekend!! Let's spend it having a little fun. Speaking of fun – it never stops.

It's inevitable that our busy car club pulls and pushes our members in several directions. One such events happening on the same weekend as our Annual Fall Car and Motorcycle Show is the Healey Encounter 2024 "Back to the Boardwalk" held in Ocean City, NJ. I know our Healey owners will represent our British Car Club of Delaware proudly and bring home some of that Healey gold. A couple weeks later, on September 28th, is the 45th Annual "MG on the Rocks" British Car Show, in Street, Maryland. MG on the Rocks is one of the shows talked about when I first joined BCCD and if I was going to enter my MGB. How far was it? Over by Baltimore? Probably not...

As fall continues in earnest, we have the Southern Chapter's September 24<sup>th</sup> annual Crab Fest. Last year Diane Sarsfield reported a good turnout with 27 members eating crabs and 5 or 6 members who brought their own food (maybe PB&J sandwiches? She went on to say. "We were able to eat inside the Clubhouse due to the windy/ rainy conditions." As last year, this year's Crab Fest will go off rain or shine. Looking forward to more details as the date draws near. Now, for the next surprise, read on.

This is a first for the British Car Club of Delaware. Mike Salino has organized an October 8-10th Tuesday to Thursday trip – a Grand Tour and Drive Outing to "Little Switzerland" in the Allegany - Pocono mountains in Northeastern Pennsylvania. Mike says it is approximately a 250 miles round trip with a 2-night stay in Jim Thorpe PA. I must say, a few years ago while in the British Motoring Club of Montgomery, this type of trip was an annual event with just about everyone in the club participating with MGs out numbering Jags. We visited famous landmarks such as the Coon Dog Cemetery, Rattle Snake Inn and a couple other memorable hot spots. I do not remember any breakdowns only Tired Butts. Thus, the name of their annual event. If this drive seems a bit long, we have another drive – a much shorter one.

The traditional drive outing in October is the annual Southern Chapter Rally held on October 20<sup>th</sup> a Sunday. These rallies are great fun if you know how to do them. Georgia and I haven't given up trying to complete one, but for us it's a pleasant drive in the Delaware county side.

These next couple of months are jammed packed with more fun than any British Car Club of Delaware member can stand! So, until next time... Please drive safely!!!

Terry & Georgia

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### 45th Annual MGs On The Rocks

September 28th, 2024, 9:00AM until 3:00PM

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<https://ea1cff.p3cdn1.secureserver.net/wp-content/uploads/2024/02/Rocks-2024-Flier-Final.pdf>



# 55th Anniversary of Wendy-The 1962 Austin Healey MK3000 Roadster

By Don McDonald



Today is the 55th Anniversary of Woodstock...a 3-day event of classic rock music in Bethel New York. August 15th to the 19th 1969 at Max Yasgur's dairy farm in Bethel, New York, 40 miles southwest of the town of Woodstock. A real HIPPIE fest from the 60's. The reminder got me to thinking that was the same year I purchased my 1962 Austin Healey MK3000 Mark II Tri Carb.

Wendy, the nick name for my Austin Healey is named after a dear friend. Wendy had a 1958-100-6 she purchased for \$800.00. The car needed a lot of work that she later sold.

Wendy to this day loves Austin Healey Motor Cars. She wrote and recorded a song last year Hottie in A Healey recorded in Nashville. A link is at the bottom of this story. A lot of good country music.

I would drive Wendy to McLean Virginia, Washington DC, Dewey Beach, Avalon, New York and she never let me down. I was coming back from Wilkes Barre area Berwick Pennsylvania when visiting my grandparents one weekend. It Started snowing the Sunday morning I was planning to leave. The Healey had problems in the snow, so I turned around and put it in my uncle's garage. I went back up the next week on a Trailways bus to pick it up. In those days it was about a 4-hour plus trip from Delaware. Wendy tried to make it in the snow but no weight for traction it was an exercise in futility. As I recall the one speed wipers and defroster were no match for old man winter. The roadster has plexiglass side curtains that would always fog up in the rain. The last time Wendy ever ventured out in the snow. Wendy was my daily driver until I finished the Willys Jeep



British Cars were not designed for snow, so my other vehicle was a 1946 Willys CJ2A that I restored a 4 cylinder-4-wheel drive, I even put a snow plow on it to make money in the winter. 1969 was the year I formed The Centerville Company and performed landscaping. Later affiliated companies Maryland Landscape Company and Centerville Company Contractors, Inc. Wendy always was stored in a garage or barn never out in the weather when not in use. I am the second owner of my Healey. I purchased the car from Frank Porter Jr. who collected Austin Healey cars and parts.

One weekend while dancing at the Bottle & Cork at Dewey Beach my keys slipped out of my cut offs to the floor...I could not find them. To get the car started I unscrewed the ignition key and used an alligator clip with wire to jump the key as it has a push button for the starter...The next weekend Jim Lovell the owner with Mike Castle asked me if I lost a set of Keys. He said he found them on the dance floor and had an M on the leather band they were attached to on a ring. After that I always had a spare key under the carpet on the rear floor. The only lock on a 1962 Healey is the trunk so you can turn the electrical switch off to prevent theft. The door handles do not have any type of locking mechanism. The 62 was the last year for the roadster the top comes completely off. When the top is off the only protection is the tonneau cover. The cover keeps the interior dry. I can't say as much for the driver who must endure the weather. The Sound of the Austin Healey Exhaust and performance make up for those little problems.



A little History on the Austin Healey. The car was manufactured starting 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 Healey" since the inception in 1952. Healey became chairman in 1972. Austin Healey cars were produced until 1967. The Jensen Healey was a short-lived British Sports Car that was produced from 1972 to 1976 with a completely different design from the "big Healey"

Thank you, Donald Healey and Team, for producing such a classic British Roadster the Austin Healey.

A lot of fun times with Wendy!










Here's the song: <https://on.soundcloud.com/TJaoGN8Y9fERkI4aA>



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## Hot Running TR-6

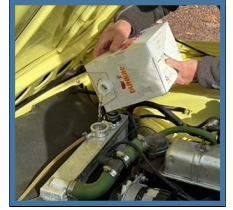
By Terry Young (pictures by Terry and Richard Speck)

We successfully got the TR-6 running. I can't say there was not much to it. We had plenty of help. Besides Bill Wilson, our gracious host and his donor car, a good-looking Triumph TR-6. Besides me, there was Bob Wall, Richard Speck, Greg Bell, a surprise visit by Duane Brown. Lest I forget, Bob's 8-year-old grandson, Finn who was ready to lend a hand but was more interested in his iPad.

Bill even offered to let him drive the golfcart around the neighborhood to no avail. With that, we decided to get started.



As Bill told the story about his adventures getting to and from the November Wilmington Jaycees Christmas Parade with no cooling fan. Limping home with some help from Dunkin' Donuts, his troubleshooting began by deciding to replace the original fuse block with a new one since the old one was coming apart.



Needless to say, when Bill popped the hood, we found all the fuse block connecting wires floating about the engine bay. We, mostly Bob, studied the numbers and where they might connect plus their color-codes to the schematic was able to restore back to the original configuration. Talk about a moment of "head scratching." We finally narrowed down the culprit – or why the fan wasn't spinning. The Temp Sender or EFI trigger sensor failed in the open position\*\*. The internal sensor switch should close when the antifreeze hits the magic temperature – about 195° F running the fan long enough to cool the engine then once cooled down shutting off until the engine heats again in a continuous cycle helping to keep the engine running at peak performance.



Bill made the decision to cut the wires and pig-tailed the ends for continuous running. We checked the fuses one last time and gave Bill the thumbs-up to start the ignition sequence (sounds like the checklist to start a 747). Bill pumped the accelerator setting the Zenith Stromberg dual carbs with fuel. In that first position we could hear the fan spinning with its usual high pitch sound. With the second then third click to engage the starter, the straight-6 cylinder, 2.5-litre engine started perfectly. Bill let it run for very short time shutting it down before overheating, but it ran – cool!

With our mission complete Bill said it was time for lunch. *To get us in the mood, Bill played Andrea Bocelli in the background while he portioned out plates of Baked Lasagna. This wonderful feast was made by Bill's lovely wife, Lynda in anticipation of our Tech Day visit. A wonderful surprise! Thank You!*



Until the next Tech Session, we'll see you out there!



\*\* How to Properly Wire Electric Cooling, <https://shop.championcooling.com/articles/Relay-Wiring>

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## Replacing Clock and Lighter - 1980 MGB (Bertie)

Richard Speck

I ordered a new clock for my 1980 MGB a while back and am just now finding time to replace it. I found removing the old clock easy by un-screwing the nut holding it to the dashboard. I discovered the positive and negative leads and the lead for the light. I was surprised to see the old clock was made in Germany.



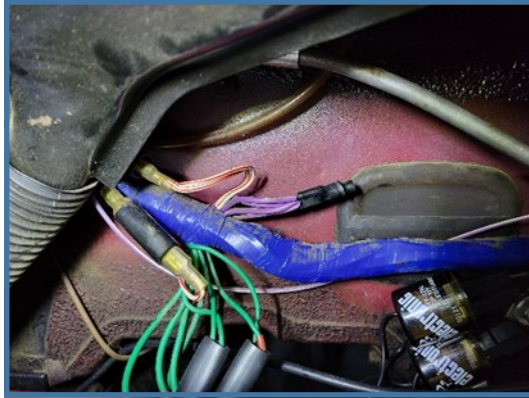
I had the new clock ready to install but discovered the female plug for the negative wire was too small. I had to cut the two wires on it and attach a larger female plug to make the connection. I was doing this in stages since it was so hot in the garage. I thought I had a vintage looking clock that worked shortly. However, when I connected it, the clock wouldn't run. I have sent it back to England for an exchange. It should be real easy now that I have done it once before. All I need is a functioning clock.

The second minor project was replacing the cigarette lighter on the panel. I ordered a 12V USB Car Socket Round USB C 12V Outlet, 3-Port Marine USB Fast Charger Waterproof Cigarette Outlet USB Replacement Aluminum with Switch & Voltmeter from Amazon.



The original lighter rusted out and had become disconnected behind the panel. I guess it was good I had small hands to plug the old lighter back in to see if it had any current. It didn't. While doing all this, I lost the power to several items connected to the purple wires. I reached out to my fellow LBC friends for help.

It seems that somewhere along the line, I must have blown a fuse. But I didn't realize it until David Glick phoned me and helped me troubleshoot over the phone. I went searching for a broken line and took the glove box out tracing the bundle of wires. I discovered this interesting connection behind the glove box. It was only after I had spent long hot hours that I reached out for help and David came through.



I learned that I could test the wires for continuity by switching the lowest plug where the line is hot from the battery with the one above it which is hot when the ignition switch is turned on. That little test taught me it was the fuse, not some short in the line somewhere. Replacing the fuse allowed me to have power going to everything again. Then I finished putting the new USB port in place of the cigar lighter. It has a voltmeter to indicate voltage from the battery. I can also turn it off, so it doesn't drain the battery when not needed.



So, I have learned a lot about the electrical system and the fun one has reaching into hard-to-reach places and skinning up one's arms. I can't wait to get my new clock installed and have the time of my life driving my Little British Car while charging my phone to use for directions.

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# Mystery Car

## Last Issue

In the 1980s BL introduced the Metro. In true BL fashion it was badge engineered as an Austin, a Morris, a Rover and an MG. Then, in 1985, they decided to go rallying in it.

They pretty much redesigned the car inside. A 3 litre, V6, DOHC, Cosworth engine was mounted in the mid/rear and 4 wheel drive installed, along with a full roll cage and a GRP body. Outside it still resembled the Metro with a bunch of scoops and wings added on.



None of the cars managed to complete a course in the 1986 season due mainly to engine problems. Later, in private hands, some success has been achieved. In 1992 Will Gollop took the FIA Rallycross title with a BiTurbo version (picture, left, by Eddi Laumanns aka RX-Guru).

---

## Here's One For You

Very sleek, but who built it?

What is it? You may recognize the marque but which model?



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# Food and Drink



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BCCD Club member

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5 speed

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Florida car, new paint and top

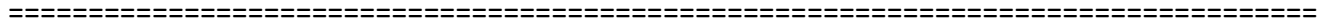
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### 1973 MGB Roadster

Would make a GREAT project and could be beautifully restored!! Original color was white, with navy interior. Has areas of rust, and tears in the top, doesn't run, clear Delaware title. 26,941 on the odometer. Manual transmission. Located in Wilmington, DE (19806).

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Contact Kyle for more info: 610-806-2680

Email: [kylemmckean@gmail.com](mailto:kylemmckean@gmail.com)





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## From the NAMGBR:

MGB Registrar

March 2024

Jack Long

Electric cars have been controversial for some time, and recent reports show that the general public in the USA are reluctant to commit to them, based on cost concerns, range anxiety and lack of charging infrastructure. Meanwhile, MG's current owner has jumped on the EV bandwagon big time with the new Cyberster roadster, which is gradually becoming available in Europe and Asia but will probably never make it to our shores. By all accounts it is a compelling car to drive, with amazing performance, although it is priced well above the traditional MG sports car market space, with a sticker price of around £50,000 when deliveries to the UK start this summer.

I have also been following a series of YouTube videos from Australia, where a specialty builder has converted a 1969 MGB to electric drive for a Canadian owner. The build is impressive, using a HyperNine motor and 6 Tesla battery cells, two under the bonnet, two on the package tray and two in the boot. Their work is done to a high standard and the car appears to perform very well, although there is little discussion of range or the cost of the conversion. It retains the stock 4-speed although it generally just stays in second gear since electric motors make 100% of torque at zero rpm.

This leaves me feeling very conflicted. MGBs are not rare cars, so its not like someone is chopping up a rare and valuable car like a Duesenberg or Stutz. And there are plenty of examples of repowered B's with Ford V8, Chevrolet V6 and Honda S2000 engines. However, nice original B's are a window back into a simpler time, one that people of my generation recall fondly, and a part of that charm is the rorty little four-cylinder B series that they left Abingdon with.

That said, I would love a chance to drive an electric B just to see what it's like. Perhaps the new owner is a member of NAMGBR, and once the car is sent to Canada, we will get a chance to see it at one of our events.

What say you? If it were available here in North America, would you pay \$64,000 for a new Cyberster? Would you consider converting your MGB to EV spec? Have you converted an MGB to electric drive? I'd love to hear from you at [mgb@namgbr.net](mailto:mgb@namgbr.net).

Safety fast!

Jack

## 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 : September 10. See you there!

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