



THE BRITISH DIAMOND

December 31st, 2024

Bob Wall's 1972 Jensen Interceptor, restored in 2022 after 30 years of neglect. Italian-styled body, built in West Bromwich, England, Stock Chrysler V8-440 engine. 1 of 368 USA spec Left Hand Drive series G & H delivered in 1972.





British Car Club of Delaware

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Editor's Notes

Hello Everyone,

I hope you all enjoyed the Thanksgiving weekend. Betty and I took a trip to Annapolis, MD, and guess what we saw there, quite unexpectedly? Yes, an E Type Series 1 OTS, and with the top down no less. It was unexpected mainly because the weather was freezing cold, though it was dry.

In this edition you will see me refer to my home country as "Blighty". It's an endearment used by Brits to refer to Great Britain when they are away. It dates from the 1800's and the British Raj in India where the British were referred to as "vilayati" in Urdu, meaning foreign. However it didn't come into common use until 1915 during WW1 when the British soldiers in Europe adopted it, corrupting the pronunciation, as soldiers do.

Bob Wall is doing a stellar job as webmaster and if you want to see pictures and read descriptions of BCCD past events that is the place to go. As for British Diamond I would like to focus more on future events, what individual members are doing with their cars, and other British related items, so please send me pictures and words for publishing. I may not publish them immediately but you should see them in future issues.

Enjoy the Holiday Season!

Trevor The Editor



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President's Musings

Cheers Everyone,

On behalf of the Officers and Board of Directors we would like to wish everyone a Happy and Prosperous 2025 New Year! If 2024 was any indication, we are well on our way to another endless British Car Club of Delaware journey.

Thinking back, it's amazing how much we've accomplished this past year. We increased our monthly drive outings to almost two per month including a fall, three-day trip to the Poconos Mountains thanks to Mike & Lee Salino's meticulous map routings. Let's not forget the annual drive events such as the Southern Chapter's Rally this past year hosted by Bill Tattersall and Dana Mason and Bob & Carol Wall's inclusive Covered Bridge tour. Of course our trips to Simeone Heritage Museum.

That forecasting also identified the dates of our car shows and the dates for the annual holiday parades – we know these date years in advance since they fall on predictive calendar days. This was the chance to get them on our schedule. Of course, none of this matters if we don't tell anyone. Thanks to Bob Wall who has taken over the web-site responsibilities. This is our billboard announcing our scheduled events and a showcase record for what we've done. Our Facebook site monitor Geoff Sundstrom has his hands full with the day-to-day monitoring and posting our unique activities. Seems it would be difficult to keep up, but they do thanks to everyone's submissions!!

So, what's up for the next couple of months? First, please pencil in BCCD Annual Planning session for January 6, 2025. Let's make it a lunch meeting (12:00 PM) at McGlynn's Pub in Dover, by Silver Lake. All members are invited. The another change is the continuation of the Northern Chapter's meetings at mid-day. They are still held on the third Wednesday of the month; however, our first one will be at Buckleys Tavern, Centerville, DE at 1:00~2:00 PM, then McGlynn's Pub, Glasgow, thereafter. The Southern Chapter's meeting remains the same – last Tuesday of the month starting at 6:00 PM held at Iron Hill Brewery, Rehoboth Beach.

Looking a bit further ahead, let's schedule a visit to the Simeone Heritage Museum on Saturday, February 8th. Although it's their second demo day titled "The Tourist Trophy" featuring vintage British racers. This will show-off a few of the unique British cars in the Simeone collection such as a 1928 Riley Nine, 1934 MG K3 Magnette, 1952 Jaguar C-Type, and the 1958 Aston Martin DBR1. Some of us have witnessed these marvelous cars on previous visits watching and hearing them going through their paces on Simeone's make-shift back lot track. Those sights and sounds are not soon forgotten. So before they completely fade from our memories. Let's go see and hear them again.

With that, we'll conclude with one more wish for a joyous 2025.

Please drive safely and we'll see you soon!

Terry & Georgia

We Have A Winner!

Bill Tattersall and Dana took their 1948 Triumph 2000 Roadster to Stowe, Vermont for the 2024 British Invasion Concours d'Elegance and came home with the Best In Show trophy.

It is a beautiful car, powered by a 2088cc I4 and sporting what we Brits call a Dickey Seat, apparently named for the Dicky or rear deck of a carriage or early motorcar where the servants would ride. The American Rumble seat has the same origins and referred to the vibration or “rumbling” the riders experienced.



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The Southern Chapter Rally - October

David & Nancy Haines

We could not have asked for a better day for the BCCD Fall Rally – the sky was sunny without a cloud to be seen and the temperature was in the mid 70s. Eleven club cars started from Bill and Dana's place near Dagsboro and toured the countryside in southern Delaware and as far south as Ocean City. The rally worksheet included finding local sites such as the home of the Little League Softball Tournament. In addition to answering questions about the local sites we had the challenge of counting flagpoles (69) and Victorian houses (4). The route gave us a spectacular view of the backside skyline of Ocean City. We ended the rally back at Bill and Dana's where we shared a feast of local dishes. The winners were Geoff and Marion Sundstrom who were presented with the trophy plaque containing half of a Lotus camshaft (way to recycle those old parts, Bill).

Those in attendance:

David & Nancy Haines
Dave & Cathy Maule (Austin Healey 100)
Mike & Pat Tyler (Austin Healey 3000)
Jack & Liz Long
Dale & Connie Schultheis
Jackie Breita
Mike & Jennifer Humphries (Bentley)
Jim & Ellen Gibby
Geoff & Marion Sundstrom (Jaguar XKR Convertible)
Alan & Fiona Hill (Lotus Elan)
Mike & Lee Salino (Jaguar XK Convertible)
Steven Stone & Sandi McGill
Trevor & Betty (Jaguar XJS Convertible)
Bill & Dana

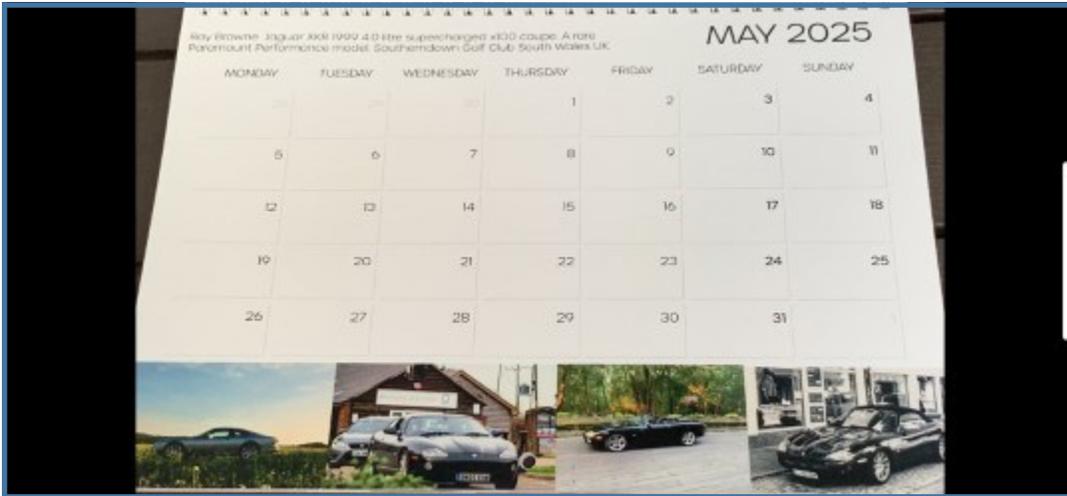


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Fame at Last!

Earlier in the year I put out that the website "To The Garage" was looking for Jaguar XK8s to feature in its 2025 Calendar. BCCD member Larry Pettit responded and a picture of his car will appear in the calendar for May 2025. It didn't quite make the big picture but can be seen here at the bottom of the page.



I asked for photos of your cars for the front page of British Diamond. As Mike Humphries said "I guess this probably isn't what you wanted"

Not exactly, but it's a beautiful car, isn't it. Vive La France!

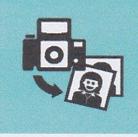
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Driving in Blighty

Trevor Mees

We returned from our trip to Great Britain in mid September. I hadn't been back to my home country for 8 years and we spent an enjoyable 2 weeks driving around my old stamping ground (the counties of Dorset, Hampshire and Sussex) and then north to Lincolnshire to see my cousin. While there I realized how different driving is there compared to here. Here are some of the differences you need to know before you go.

1. There is no turning on a red light. If you do you will upset the natives.
2. The traffic light sequence is slightly different. After red and before green you will see red and yellow together. This is to warn you that the light is about to go green. Why? You may ask. It's from the early days when moving off meant more than just mashing the accelerator. In the days of manual gearboxes the Highway Code said when you stop at a red light you should put the car into neutral and put on the handbrake. The red/yellow gave you time to engage first and hold the car on the clutch until the green. The stoplight Grand Prix was a national sport.
3. The line(s) down the middle of the road are white, not yellow. Otherwise the meanings are much the same though I am still sometimes confused (after 40 years) by some of the markings on American roads.
4. The attitude of the British police traffic divisions is very different to that here. They discovered many decades ago that prevention is better than cure so they drive very visible cars, with highly visible panels in yellow, blue and green and flashing blue lights if they are attending an accident or other event. There's no mistaking them. You may notice them sitting on ramps beside the highway. That's so that you can see them better and behave yourselves as a result. A bit different to the American cops who try to hide and then leap out and chase you. Makes more money that way, I suppose.
5. There are speed cameras everywhere. But they are not hidden, quite the reverse and you get plenty of warning if one is ahead of you. Signs as you approach and when you get to it the camera is in a big yellow box on a pole by the roadside. Of course you don't know if there is actually a camera in the box, but better safe than sorry. You will also encounter "average speed" cameras, again clearly marked and warned of. The camera clocks you as you enter the "average speed zone" and again as you leave it. It calculates your average speed and mails you a ticket if you have been naughty.
6. Lane protocol is fairly strictly observed. The left lane is for driving. The right lanes are for passing with faster cars in the rightmost. Always move back to the left when you have passed. It works!
7. Road signs have much less verbiage on them. Britain adopted the European pictorial signs many decades ago. The Highway Code has them all listed with their meanings but they are pretty understandable. Triangular ones are warnings of what's ahead and round ones are mandatory.
8. Direction signs are blue (motorways), green (other primary roads) or white with black borders.
9. Speed limit signs are ubiquitous. The lower the limit the more signs you will see. In some urban areas you will see a small speed limit sign on every lamppost. The sign is a white disc with a red edge and a black number in the middle. There are 2 national speed limits, 70 on divided highways and 60 on 2 way roads so if you are on a road and there are no speed limit signs assume the national one.
10. Oh, and by the way..... Drive on the left in Blighty.

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Lewes Christmas Parade

We won prizes:

Robert Gandinetti - 1964 Triumph TR4 (3rd - Classic Car pre-1968)

Robert English - 1980 MGB (3rd - Recent Vintage 1968 or newer)

Trevor Mees and Betty Burleigh - 1996 Jaguar XJS (2nd - Recent Vintage 1968 or newer, Parade Grand Marshal Car)

- we forgot to take a picture - imagine a bright red Jaguar XJS Convertible covered in lights with two guys sitting on the rear deck waving. You got it!



Wilmington, DE, November 30, 2024; The 60th Annual Wilmington Jaycees Christmas Parade was held on the traditional anniversary of Thanksgiving Saturday. This year's turnout was best yet! Here are the following participants:

- Tony Phillips - 1951 MGTD
- Sharon Kalinowski - 1957 Triumph TR3
- Rev. Richard Speck - 2006 Jaguar XK
- Terry Young - 1999 Jaguar XK8

One note, Bill Willson planned to drive his 1972 Triumph TR6 but was preempted by a family emergency. If you recall last year's parade, Bill's car suffered an overheating event and was unable to participate. Maybe next year, Bill!

The phrase, "weather permitting" is always a factor and on the mind of a British car owner and whether to take the auto out of the garage or not. But this day, as expected, was 41°, partly sunny with no rain. The winds were negatable. Getting to 4th street between king and walnut was a bit challenging because of the street closures, but we made it ready to drive the parade route at 11:00 AM.

Richard and Barbara had the honor of escorting Senator Tom Carper, who Richard reported walked the entire two mile plus parade route and was recognized as *Santa Claus* several times! The route ending at Rodney Square - Market & 11th where we all waited for the next stop.

At the conclusion, we followed Sharon keeping her TR3 in sight, we arrived at Goober's Diner 1203 North Lincoln Street, Wilmington, DE 19806. No one left hungry!

Photos CW: Tony Philips & Grinch 1951 MGTD, Ricard Speck AKA Santa, Terry's Snowman, Goobers pies and cakes, and Sharon with her candy canes.



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Mystery Car

Last Issue

Bristol 404/405

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Bristol began life as an aeroplane manufacturer and built war-planes for both wars. After the second war it continued to build airliners like the Bristol Britannia and diversified into car manufacture using BMW prewar designs. The 405 is the first Bristol car not to wear the BMW like kidney grille.

The 405 has film and TV credits in Josephine And Men (1955), Peak Practice (1990s), An Education (2009), Grantchester (2017), Phantom Thread (2017) and Crooked House (2017).



How about this one?

Easy Peasy Lemon Squeezy - they were everywhere in their day.

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Jensen Interceptor

Trevor Mees

Regrettably I have never owned, driven or even sat in a Jensen Interceptor but I remember well when it first hit the roads in Britain. It has serious presence and puts the "Grand" in Grand Touring. It's a pretty big car with a very big engine (for British roads anyway). A striking blend of Italian Design and American muscle, yet it is a British car.

The Jensen brothers, Alan and Richard, built a sexy boat tailed body for an Austin Chummy in 1926. The Chief Engineer of Standard saw it and persuaded the brothers to design an Open Two Seater, the Standard Avon (1929 - 33). In 1931 they moved to W J Smith and Son (lorry body makers) to build bodies for small sports cars including Wolseley Hornet Specials. In 1934 they took over the company and renamed it Jensen Motors. The company expanded to build bodies for several manufacturers including Singer, Morris, Standard and Wolseley. In 1934 they built a car based on a Ford V8 chassis for Clark Gable. That resulted in them getting a



Jensen Interceptor 1950 - 1957



Jensen C-V8 1962 - 1965

deal with Ford to produce cars with Jensen bodywork and Ford engines and chassis. They designed their own production car (named White Lady) which eventually evolved into their first true production car - the Jensen S Type in 1935.

For the war effort the brothers produced military vehicles, ambulances, fire-engines and turrets for tanks.

In 1946 the Jensen PW, a luxury saloon, was offered but raw materials were very limited and few were made. The first Jensen Interceptor made its debut in 1950 and continued to be built until 1957. In 1962 the CV-8 introduced the Chrysler V8 engine to the brand. In 1965 four wheel drive was made available

in the C-V8 FF (a first for a production car). FF stands for Ferguson Formula, Ferguson Research being the inventors of the four wheel drive system used. The car also featured the Dunlop Maxaret ABS (maybe not the first but nearly so).

The Interceptor as we know it debuted at the Earls Court Motor Show in 1965 as a replacement for the C-V8. The body was designed by Italian coachbuilder Carrozzeria Touring and initially



Jensen Interceptor FF

built by Vignale, the engine was a Chrysler 383 cu in V8. It was available as a convertible, fast-back or coupé (very rare). In 1966 the FF version was released. It looks exactly the same but is actually 4 inches longer.

The giveaway is a second row of air vents behind the front wheels.

In 1971 the engine size increased to 440 cu in until 1976, when a small block (360) was fitted.



Jensen Interceptor 1966 - 1976

Oddly I can't find any reference to our favourite spy (Bond, James Bond) driving one in any of the many Bond films (perhaps the only thing we have in common). However, Sean Connery did buy a C-V8 after filming *You Only Live Twice*. Bond finally got his chance in the new book, *SOLO*, by William Boyd, published in 2013, where he drives a Jensen Interceptor FF Mark 1. About time!

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Lotus Super Seven

Trevor Mees



The Lotus Super Seven was introduced in 1957 as a replacement for the Mark VI. It was originally powered with a 36 horsepower Ford 1,172 cc side valve four cylinder engine (my second car was a Ford Prefect powered by the same engine). Since it was sold (in the UK) as a kit car many owners opted for something a bit more powerful and fitted the BMC A series or Coventry Climax engines. This car was more of a club racer than a road car.

In 1960 the Super Seven S2 was released with larger Ford engines (1,340 or 1,499 cc) and was a bit more of a road car. The Cosworth modified 1,340 engine was available, producing 85 hp and later the 1,499 made 105 hp. Some, known as Series 2 1/2, came with a crossflow "Kent" engine (1,599 cc).



The rear axle (from a Standard Companion) was no longer up to the job and in the Series 3 (1969) was replaced by a Ford Cortina unit and generally had the crossflow engine. In 1969 the Lotus twin cam engine became available. It was the Series 3 that became the Caterham in the 70's.

I know of 2 of these cars in the club. There may be more.



Southern Chapter president Bill Tattersall has recently finished restoring a 1962 Series 2 with a Cosworth 1,500 pre-crossflow engine. The picture shows Bill and Dana on WRDE Coast Life after their interview.



Richard Allen, a new member, has a replica Series 1 with a 140hp engine. A bit like driving a roller skate I imagine.

Long standing club member George Alderman and his son Paul have been known to build a Caterham or 2 at their shop in New Castle.

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Southern Chapter Christmas Awards

Awards were presented at the Southern Chapter party in the Rehoboth Country Club. See all the pictures and a description on the club website.



David Haines for the Lewes Car Show



Mike and Lee Salino for organizing the drives



Dianne Sarsfield and Kirk (no, that's not him) for organizing the Crab Fest



Alan Hill for the Northern Chapter Car Show



Terry Young for being the president and all that entails

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