

# THE BRITISH DIAMOND

February 28th, 2026

Here's big engine for you. In the 1930s the Napier Railton sported a 23.94 litre W12 engine producing 580 hp. In its time it broke 47 world speed records. It now resides in the Brooklands Museum and is in full working order.





# British Car Club of Delaware

PO Box 5317,  
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## Editor's Notes

We've looked at tiny engines and massive engines so in the next edition we'll look at the most common engine sizes in British cars of the "Classic" era - 1250-2000cc. Between 1962 and 1985 I owned many cars with 1300 through 1800cc engines, BMC and Ford featured prominently, and one Vauxhall.

May 2nd is a big date for the club. Our 31st Annual British Motorcar Show is on that day. Registration starts on March 20th and this year the featured marque is Morgan. See the flyer in this publication a couple of pages on.

I use MS Publisher to produce the British Diamond. Microsoft have just announced its demise. From October 1st they will no longer support it and it will be removed from Microsoft 360 (from whence I use it). Quincyquontly I'm looking to find another piece of publishing software. There's a lot out there so if you have any suggestions I'd love to hear from you.

Thanks,

Trevor (trevormees@outlook.com)

## Presidential Musings.

In the last edition of *The Diamond*, our editor Trevor—as he reliably does—announced the theme for this issue: **Big Cars and Big Engines**. As someone who daily drives one of the largest vehicles available with a British nameplate, my initial thought was that I could certainly contribute something on that topic.

My second thought, however, was: *Who really wants to read about a modern, 6,000 pound SUV?* And, as is often the case, the second thought was the wiser one.

So instead, I look forward to reading the stories and insights from our club members about their experiences with truly iconic big cars and big engines.

This winter feels like the coldest we have had in quite some time. Perhaps I am simply getting older, but the opportunities to get out to the garage and make progress on the growing list of tasks have been limited. My envy of those with heated garages continues to grow, and I share the sympathy of fellow members who face the season armed only with thermal layers.

Spring, however, is just around the corner, and if our recent planning meeting is any indication, there will be plenty of opportunities to bring our cars out and participate in a full calendar of events this year. Be sure to keep a close eye on the website calendar, which Web Master Bob Wall has recently updated to include direct links to many of the events.

If there is an event you would like the club to attend, or a destination you would enjoy visiting as a group, please share your ideas—we can make it happen.

In the meantime, stay warm, hope the groundhog proves incorrect, and let's get our cars back on the road soon.

Alan Hill





**31<sup>st</sup> Annual**

**Lewes British Motorcar Show**

**Cape May Lewes Ferry Terminal**

**Lewes, DE**

**Saturday May 2, 2026**

**11AM – 3PM • Rain or Shine**

**Featured Marque**



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# Events

 Please join us for the 28<sup>th</sup> Annual 

## Britain on the Green

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# Events



**ENTRANT DATES:**  
**SEPTEMBER**  
**25-27, 2026**

**PUBLIC DATE:**  
**SUN., SEPT. 27,**  
**2026**



**Chesapeake Bay**  
**MOTERING FESTIVAL**  
**June 6th 2026**

SHOW DAY 10:00 AM – 4:00 PM (Rain or Shine)

8:00am Cars and Coffee  
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# Chapter Twenty

## MGTC

By Terry Young

January 5, 2026

In this chapter I'm going to talk about the Smiths Industries' Dual SU H2s, Carburetors standard equipment on the MGT-Series cars. They were used on many small British motor cars and motorcycles during British automotive manufacturing hay-days. I'm certain the 70-year-old carbs were working good enough when the car was parked a few years ago. Since I'm reworking the entire car, I thought I'd install rebuild kits. That is, replacing the usual parts that deteriorate over time: rubber seals, copper, and cork gaskets, etc.

The nice thing about having two carbs you can start with one. When you find mistakes as you work along you can correct them on the first while you do the second.<sup>1</sup>



Since SU carburetors

and their variants have been around since the early 1900's,<sup>2</sup> there is no shortage of technical information including the illustrated information that comes with the restoration kit. Let's not forget YouTube University to fill in the blanks.

The rebuild guide says, "Get organized by setting up a clean workspace." (Not so easy when you're me.) "Go find the necessary tools, like screwdrivers, tweezers, wrenches, oil, etc." "Lay out the rebuild kit parts in a



logical order then get started!" One important detail I found, among others, is you must soak the cork gaskets in oil. Otherwise, they will tear when fitted!

While watching one of the YouTube there was mention of the various needle sizes and tapers to vary the fuel mist entering the cylinders. I found my worry was for naught. The standard needle for SU H2, 1 1/4" carb, is ES and is conveniently stamped on both needles.<sup>3,4</sup> I initially set the Jet Adjusting Nut during reassembly in an initial starting position. All that remains is fine tuning while the engine is hot and of course running. That's a story for another day.<sup>5</sup>

<sup>1</sup> Tuning SU Carburetors ~~Carburetors~~, Including Full Needle Charts, LTD, Acorn House, Victoria Road, Acton, London W.3. © Copyright 1968 by Speed and Sports Publications Ltd. All rights reserved

<sup>2</sup> [https://en.wikipedia.org/wiki/SU\\_carburettor](https://en.wikipedia.org/wiki/SU_carburettor)

<sup>3</sup> Bosworth. SU H4 Carb Jet Rebuild. part 1, YouTube-Oct 18, 2021 <https://www.youtube.com/watch?v=QbZUk2Dfics>

<sup>4</sup> D3Sshooter SU Carburetor Baseline & Initial Adjustments, <https://www.youtube.com/watch?v=e15QIVLjjiU&t=36s>

<sup>5</sup> W.H.M.Burgess LTD. Brunel Road, Old Oak Common Lane East Acton, London, W.3 The Horizontal and Downdraught Controllable Jet S.U. Carburetors. Instruction Pamphlet List #47

# Automotive



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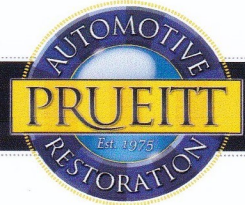
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## TO WINTERIZE OR NOT WINTERIZE?

### Is that a question?

Somewhere around November in LBC circles the question will inevitably be asked, "when are you going to winterize the car? As this is something I don't normally do I thought I'd better ask Google and see what's involved. This is what I got.

#### Essential Winterization Steps:

**Fuel System:** Fill the tank with premium fuel and add a stabilizer to prevent condensation and carburetor gumming.

**Engine Maintenance:** Change the oil and filter just before storage to remove contaminants. Ensure the coolant/antifreeze is rated for low temperatures.

**Storage Environment:** Choose a dry, dark, and secure location, preferably with a concrete floor.

**Protection:** Wash and wax the exterior to prevent corrosion. Cover with a breathable, high-quality cover, not plastic.

**Battery Care:** Disconnect the battery or use a battery tender/trickle charger to maintain charge.

**Tires:** Inflate tires to 32-35 PSI, or use jack stands to prevent flat spots during long-term storage.

**Pest Control:** Use dryer sheets, mouse traps, or mothballs inside the car to deter rodents.

#### Important Tips:

**Interior:** Remove all trash and food to avoid attracting mice. Use baking soda to absorb moisture.

**Lubrication:** Spray WD-40 or similar on bare metal parts to prevent rust.

**Operation:** Do not start the car frequently; if started, let it reach full operating temperature to avoid condensation buildup.

**Handbrake:** Leave the handbrake off and the car in gear to prevent brakes from sticking. MY

#### MY THOUGHTS

This seems like a lot of faff especially as I will have to reverse it all in the Spring, and I won't be able to drive the car until I do it.

Back in the day I had a MGB GT as a daily driver. The Winter weather in England and Delaware are pretty much the same.

The car has a pretty effective heater.

If it sits in the garage for 3 months there's a good chance that some of the mechanical stuff like brake drums, suspension bushes, handbrake linkages, speedometer cable, throttle linkages and a dozen other ancient mechanical devices will go sticky. Then it will be a thing.

What's better than firing up an old British sports car on a crisp DRY Delaware day and blasting around a few back roads for an hour?

So, did I park the MG for the Winter? Absolutely not. As soon as the snow bank in front of the garage door melts, I'll be "on the road again".

I'm not suggesting this approach will work for everyone or even that it makes sense.

When did owning a 55-year-old tiny British car ever make sense?

Mike Salino



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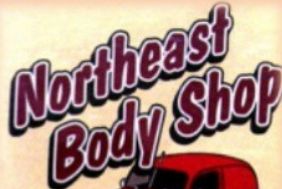
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# **Featured Cars**

Engines 2,000cc and up

# Not All British Engines Were Small

Trevor Mees

While most of the British cars we are interested in had small 4 cylinder engines there were a few manufacturers building big engines to power big or fast cars.

## V12's



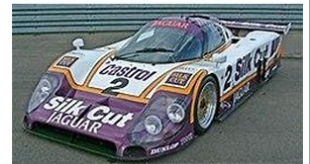
Aston Martin Vantage

Jaguar is well known for its V12 engine. It debuted at 5.3 litres in the 1971 E Type Series 3 and the 1972 XJ12. In 1973 the Daimler Double Six joined in. The E Type was replaced by the XJS in 1975. Jaguar stopped selling cars with the engine (now 6 litres) in 1997 but Aston Martin continued with a 7.3 litre version in their V12s. Panther powered their J72 and De Ville cars with it from 1972 - 1985.

TWR and Lister famously raced them and Jaguars won the 24 Hours of Le Mans in 1988 (I was there) and 1990.

Rolls-Royce got a V12 in 1998, though it was owned by BMW by then.

V12s are also used in some supercars. McLaren F1 and 765LT, Aston Martin Valkyrie, Gordon Murray T.50 to name a few.



Jaguar XJR9

## V8's

Prestige cars like Rolls Royce and Bentley had big V8s up to 7 litres. Other luxury brands had slightly lesser V8's, usually derived from the Buick V8 brought in by Rover in 1965 and used in their P5B (Rover 3-Litre and 3.5 Litre) cars. This engine also found its way into Land Rovers, Range Rovers, Marcos's, MGs, Triumphs, TVRs and Morgans, as well as numerous one-offs. In the early 80's my brother and I contemplated building a GT40 replica that used that engine but we went for an E type restoration instead.



1986 Range Rover 3.5 litre V8

Variations of Jaguar's V8 powered all their XJ and XK cars and the S and F Types from 1997 until 2024 in 3.5 to 5 litre guises.



Bristol Blenheim

Other V8 powered British cars include the Jensen Interceptor, Bristol 411 and Blenheim (named for the Bristol Blenheim bomber from WW2), Reliant Scimitar and Ginetta G33 and several Aston Martins

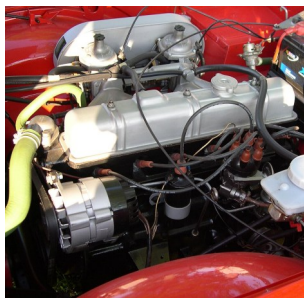
## Inline 6's

The inline six engine is well known for its smoothness.

Jaguar developed their DOHC XK I6 immediately after the war (maybe even during it), introducing it in the XK120 in 1948 and Mark VII in 1950 with a capacity of 3.4 litres. 2.4, 3.4, 3.8 and 4.2 litre versions followed over the next 20 years with the last engines being fitted to the Daimler DS420 Limousine in 1992. The engine was used in many racing applications, including winning Le Mans in the C and D Types, and the Panther J.72 and De Ville. It also found its way into a number of military vehicles, including the Scorpion tank.



Jaguar 3.8 litre



From 1960 to 1977 Standard Triumph produced inline six engines that powered the Standard Vanguard Six (2.0 litre), Triumph 2000 and GT6 (2.0 litre), Triumph 2.5, 2000 PI, 2000 TC, Vitesse, TR5, TR250 and TR6 (2.5 litre).

Aston Martin's DB series (except DB3 which was a racing car) up to the DB7 and the DBS Vantage could have inline sixes under the bonnet.

## V6's

Porsche designed a 3 litre V6 under contract to Ford, who named it Duratec and used it in the Mondeo and Granada as 2.5 or 3.0 litre. A modified version (AJ-V6) was available in the Jaguar S Type, X Type, XF and XJ cars when Ford owned them.

Ford's British Essex V6 (not to be confused with the Canadian Essex V6 which was larger) came in 2.5, 3.0, 3.1 and 3.4 litre sizes and, along with the Cologne V6, powered the Transit van, Sierra, and notably, the Capri from 1968 to 1986. In 1973 the Capri RS3100 was released. Cosworth breathed on it, increasing the displacement to 3.4 litres and fitting 4 valves per cylinder and fuel injection. It produced 435 HP at 9,000 rpm.

The Essex engine was also used in TVR, Marcos and Noble cars.

From 2012 to 2019 Jaguar offered a supercharged V6. It was available in the F Type, XF and XJ models.

Lotus used a Toyota 3.5 litre V6 for its Evora and its new Emira.



1970 Marcos GT3-Litre V6

## I4



Aston Martin DB1

We have all heard of the Bentley 4 1/2 litre 4 cylinder car but that was an exception, and I have deliberately excluded diesels. You won't find many over 2 litres outside the racing community.

Aston Martin sold just 15 2 litre DB1 cars with I4s from 1948-50.

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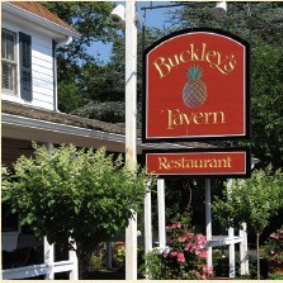



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# Jensen History

Bob Wall

## JENSEN CARS: Big Engines; Fast & Elegant – by Bob Wall

Jensen Motors, founded in 1934, was a British automobile manufacturer known for producing stylish, **high-performance** cars. The company's vehicles combined elegant design with powerful engines, making them popular among enthusiasts and collectors. Jensen's first production car is known as the "White Lady", powered by a Ford 3½ litre flathead V8.



In 1962 the **Jensen C-V8** grand tourer debuted. The C-V8 boasted a 6-litre (383 cubic inch) Chrysler engine and was the fastest road-going four-seater then tested by Autocar. Jensen C-V8 featured **fibreglass** bodywork with aluminum door skins, **similar to** its predecessor, the 541 series. The Jensen C-V8 delivered impressive performance: Acceleration from 0 to 60 mph (97 kph) in 6.7 seconds, Top speed of 136 mph (219 kph). These figures made it faster than many British rivals and positioned it **among the fastest sports cars of the 1960s**. Remarkably, it was as fast as the Lamborghini Miura and outpaced other performance cars of the time, including the Aston Martin DB5 and Jaguar E-Type.



In 1966, the **Jensen Interceptor** was reborn with an Italian-styled steel body design and featuring a Chrysler 383ci V8. *The original Interceptor (1950-58) was powered by an Austin 244ci 6-cyl, with a couple special orders with a Chrysler 331ci V8.* In 1971 the **Interceptor SP** version debuted, but not in the USA due to inability to meet USA emissions (*ironic, considering it was a USA-sourced Chrysler engine*). The SP featured a high-compression 440



Chrysler V8 engine with three twin-barrel **carburetors**, the **largest and most powerful engine configuration ever used by Jensens**. The Jensen Interceptor SP ("Six Pack"), was the fastest road-legal car ever built by Jensen. "SP" refers to the three twin-barrel carburetors fitted to the 440ci V8 engine which produced 385 bhp—more than other cars of that era, including both the Ferrari Daytona (with 352 bhp) and the Lamborghini Miura P400SV (with 380 bhp).



In 1972, the **Jensen Interceptor MK III** received a 440ci V8 upgrade, as shown in my car below. As you can see, not much space was available requiring the oil filter having to be relocated (*note the Wix oil filter between the air*



*cleaner suction and brake reservoir* – I much appreciate that as changing oil is much more convenient!).

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# My Big Engined cars

Trevor Mees

Before moving to the States in 1985 I had never driven a car with more than 4 cylinders or more than 2000cc. I did **own** one – a 1964 Jaguar E Type 3.8 Fixed Head Coupé - but it was in pieces when I bought it and still was when I left Britain, so it didn't count. More on that later.



It's been pretty much all big-engined cars since then, but all the British ones have been Jaguars (the one MGB doesn't qualify for this article). I found my first one in 1988, and, engine-wise, it was a biggie - 5.3 litres of V12 power in a 1982 Jaguar XJS. Super smooth and super thirsty, even though it was the HE version. HE stood for High Efficiency, but I told everyone it meant His Excellency. I could never have afforded to drive it in Britain where petrol was touching \$3.00 a US sized gallon in 1988 when it was less than \$1.00 here. Betty and

that car arrived in my life at about the same time and we spent many a happy hour cruising in it up and down the East Coast. Pretty much a perfect example of a Grand Tourer.



A 1995 XJ6 came next with the 4 litre AJ16 engine. What a lovely engine!

Betty's 1996 XJS Convertible also has it and we're still cruising the East Coast. We took the XJS down to Florida a couple of years ago. Went down the pretty way (Route 17) and sped back up I95. I'll do it again in a heart-



beat.

In the meantime, I needed a new Daily Driver. In 2002 Jaguar announced that it would import the 5-speed manual version of the then face lifted S Type into the US. It had been available in Britain since 1999. I had to have one, and ordered it in August of that year as a 2003 model. I didn't get it until December, but it was well worth the wait. With a 3 litre V6 under the bonnet and the 5 speed it is a blast to drive. The now old girl and I have put 136,000 miles on the clock and she's still great fun. Every service costs more than she's worth but I don't care.



Few years ago (2022) I caught the bug again and bought a 2008 Jaguar XKR Coupe with a 4.2 litre supercharged V8.

The car is wasted on me. 420hp is too much for my feeble brain but if the road is clear I do enjoy a quick blast, and she sounds wonderful.



But as promised, back to the E Type.



When I left Britain, we had dismantled her and the body went into the body shop to be restored and painted (BRG of course). My brother Gary had the rest of her in his garage and he spent much time disassembling and then reassembling the 3.8 litre XK engine and preparing other parts ready for re-assembly. He did most of the work to get her on the road in England, but that's another story.

I first drove her in about 1992 on one of my annual trips home. Gary moved to the US in 1996 and brought the car with him. I took over the stewardship and drove her around Delaware for a few years before getting her painted Emerald Green Metallic and having the engine professionally rebuilt by Aldermans, followed by a new interior, leaving her as you see her now. Of course there are still things to do.

Those of you who attend the Lewes show will have seen her there.

In the last 40 years living in the US I have owned and driven many non-British cars with engines from a 3-cylinder 1189cc (Subaru Justy) to a 5 litre V8 (Jeep Grand Cherokee) but I still have a soft spot for Brit cars, especially Jaaags.



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## SALINO'S CARS OVER 2000CC

### Mike Salino

After my article on cars under 1250 cc was published in the last issue there were comments to the effect of "you sure had a lot of cars". I wear that as a badge of honor.

However, the Editor's call for cars over 2000cc is quite a high bar for British cars so I can only muster 5. Here they are. Dates in bold are the years I owned the cars to the best I can recall, but it was a few years ago. Mostly I can't remember when they were built.

**1965 – 1966 – Mark II Ford Zephyr – 2553cc.** I'm pretty sure this was built in 1957. It was my dad's car and he "sold" it to me when he was upgrading to a Mark III Zodiac. It was the car I passed my test in (at the second attempt) and the "price", I think was 150 Pounds to be paid at 2 pounds a week. I probably still owe him.



This was the first car I can remember being in, that actually had some get up and go. It had 86 bhp and a top speed around 90, but what was most striking was its ability to get off the line. It was a big 4 door, 6-seater saloon, nearly 15 ft long but weighed only 2500 pounds. It had a three on the tree transmission and there was an exhilarating push in the back in both first and second, and it could get to 60, still in second, in about 17 seconds.

What was really exiting though, was that I discovered that I could throw it around the road with abandon and hang out the rear end like the guys on the racetrack. I thought I had found my first rally car.

I set about "preparation", which basically meant taking the hub caps off and installing lights. I acquired a "flame thrower" spotlight and a couple of giant driving lights, and rigged up a light bar on the grill, so that now I could throw 5 lights on the road. Then I went for an extended test drive, and came to the conclusion a couple more would finish the job. This enthusiasm was tempered, just a little, when on the following morning I discovered the battery was flat. Old style DC generators just aren't up to the job.

I never got to do a rally but I did do several autocross and driving test events, mostly with limited success, which I put down to the size of the car.

However, the real purpose of the car was revealed to be in another direction. My position in the "crew" was transport manager, basically because I was the only one with a car. This meant we were now able to reach places like Newcastle, Blackpool, Nottingham and others rumored to be hotbeds of sin. Leaving sometime on Saturday we would make our way to the destination, try, almost always fruitlessly, to find some action, sleep rough in the car, under the car, in a field, whatever. Then wend our way home proclaiming we had a great time, while arguing about where're we going next week.

I kept the car for nearly 2 years, but then I got a job in Manchester which meant a weekly commute of 120 miles each way. It burned a load of petrol, needed new tires and a brake job and the rust was coming through badly so I made the mistake of trading it in for Ford Anglia Featured in the previous article.

## SALINO'S CARS OVER 2000CC

**1973 – Rover 75 P4 – 2200cc.** I'm not sure what year this car was built but I'm guessing it was mid-fifties. Recently married, we had sold our first ever brand-new car to buy our first house. We were living in Croydon and I was commuting to Central London about 10 miles on a Honda 125.

Short on funds a work colleague offered me his father's old Rover for 50 Pounds. Definitely at the end of its life, it had patches where the paint had been touched up and other evidence of a long hard life. If you've watched the original version of All Creatures Great and Small, the Rover 75 featured as Siegfried's daily driver.

The Rover P4 was the car that doctors and bank managers drove in the fifties. The engine was a straight 6 with a F head arrangement, meaning the input valves were OHV and the exhaust flathead. It was a big heavy car but the engine was torquey and very flexible which is fortunate because the gearbox was horribly noisy, so the plan was to get it into the direct 4<sup>th</sup> gear ASAP at around 20 mph.



There was a leather bench seat in the front and the gearshift rather than on the column was a central lever sticking out from under the dash so the floor was clear. The transmission had a freewheel which when engaged allowed clutch less gear changes. Bit of a double-edged sword though because freewheel meant no engine braking, and it would coast forever, meaning I had to make more use of the suspect brakes.

There was also a button on the dash that when pushed, converted the fuel gauge to show the engine oil level. Never seen that on any other car.

We kept the car about a year using it sparingly. Just before Christmas we were on the way to Glasgow to pick up Lee's mother and continue to Wick in the very North of Scotland to my parents' house for the Holidays. About 40 miles short of the first stop I noticed the brake pedal was going all the way to the floor. I coasted to a halt on the hard shoulder, and got out to find the rear wheels on fire.

We called a tow truck and had it hauled straight to a junkyard. We completed the trip in a nice big rental car.

**1974 – Triumph TR4 – 2138cc.** Put this one down as "seemed like a good idea at the time". Thrilled at the prospect of owning a big powerful sports car I bought it with blinders on, and then discovered it was a real clunker. There was loads of rust in places you don't want rust. Something was off in the engine and it wouldn't run reliably. We still had the yellow Sprite and so really didn't need another car.

A few weeks later I stumbled across a Porsche 356 coupe dirt cheap. The Triumph got dumped really quickly..

## SALINO'S CARS OVER 2000CC

**1984 – Vauxhall Firenza Coupe/Vauxhall Magnum Sedan – 2279cc.** After about a year of Dick and I literally winning every 12-car rally, my friend Chris sidled up and gave me the old nudge-nudge. One of the club members is moving up to a HP (High Performance) Droopsnoot Firenza and his current fully prepared Firenza is going to be for sale. Any chance I might be interested?.....



A standard Firenza was a pretty impressive, “big engine in a modest body” type of car. But this one was owned by a guy who worked on the Vauxhall works rally cars. It was spectacular and frankly too much for me in the beginning. I remember big low-down torque

from 2000 rpm which got stronger and stronger all the way to 6000, with fabulous roadholding and brakes.

After I had it a couple of weeks the next 12 Car came up and Dick and I were, as usual running number 1 and error free. Remembering that we’d been winning these events in a Standard Mini there was no need to push it, and it was going great, until, the driver’s side brake disk sheared off, rendering it useless.

I was now faced with a 40-mile drive home in the dark (and now wet) with brakes that pulled violently towards oncoming traffic. The smart move would have been to call a tow truck, but I figured I could make it home using the very effective handbrake only. I was wrong. About halfway there, in traffic, the guy in front braked suddenly. I instinctively kicked the brake pedal. The car instantly began a sharp turn to the right into path of an oncoming vehicle which I think may have been a truck

The car went home on a tow truck anyway and was parked outside my garage about a foot shorter than it had left. Lee will still recount the horror she felt when she saw it the following morning. Miraculously neither the other driver or I were injured and I avoided telling the cops about the brakes so I got away with “careless driving” and 3 points on my license.

What to do now? I determined there was some stuff that could be transferred to another car. I remember the racing seats, harnesses etc, the roll cage, strut brace, sump guard and stuff like that.

I discovered a red Magnum 2300 going cheap because the rust was getting into it. It was basically the same car but with 4 doors. I used a load of Bondo to fill the holes and satisfy the scrutineers. I transferred most of the good stuff from the donor and we went rallying for about a year, mostly stages.

The standard engine didn’t have nearly the grunt of the Firenza and a transplant was beyond my capability. However, the shocks and the wheels and tires from the donor meant it handled well and I had a load of fun with it.

It was nowhere near competitive because I had little experience on stages. On road rallies one drives at 80% over 200 or more miles and I was good at that. On stages you need 110% for 3 or 4 miles, and I started too late in life and didn’t have the bottle (look it up). Still enjoyed every second of it though

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Close-up of Hand Holding  
Pencil over White Background

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In September of 2013 under previous ownership minor changes were made to the ignition system to improve drivability and low-end torque.

Over the winter of 2013/4 the car was repainted from it's original Maple (brown) to it's current British Racing Green. The finish has been carefully preserved.

In current ownership close attention to detail has continued. Ongoing maintenance and repairs have included:

- Replacement of all shock absorbers and front suspension rebuild - new clutch -
- Carburetor overhaul - Brake system overhaul including rear shoes - new tires all round -
- New convertible top and reupholstered seats - All necessary routine maintenance.

This car drives as well as it looks and is ready for the road.

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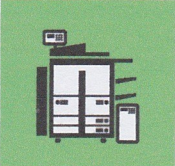
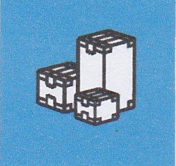

I had my first experience in an MGA seducing Joan Blackman (Maile Duval) when we made the movie Blue Hawaii. I loved the car so much I bought it from the studio after the movie. Since then, it changed hands a few time (regretfully), but I did get it back. Back then Priscilla was jealous that it reminded me of Maile (I mean Joan), so the MGA had to go. Mom (I mean Angela) was pretty insistent about the whole thing too. I did get it back though. It now sits on display at Graceland. The downside of course is that they do not let me drive it any longer. While it is a great car to look at, it is even more fun to drive, especially in Hawaii (just ask Maile). My 1960 MGA (VIN GHNL75732) is here to stay. Maybe I can talk Maile, I mean Joan, into going for a ride again. After all, she is divorced now. By the way, do you think someone can help me convert the steel wheels to chrome wires?



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# Jaguar Upkeep

Richard Speck

I had RJ, the Jaguar, in for some maintenance in January at Paul Campanella's. Here is what they found:



- Both front lower forward control arm bushings torn. (I have ordered replacement parts.)
- During our inspection we noticed your front struts are worn. Recommend replacement of front struts. (I did this last summer.)
- Rear struts leaking.
- Left reverse light out. (The Jaguar only has a right reverse light.)
- Engine/cabin air filters due for replacement by time and mileage. Recommend replacement of filters. (I did this last summer.)
- All tires 4 - 5/32. Tires have edge wear.
- Front brakes 12mm. Rear brakes 6mm. (I replaced front brake rotors and pads last summer.)
- During coolant pressure test technician found the water outlet housing to be leaking. (I have a new part.)
- Routine annual alignment check due by time and mileage. Alignment should be checked and adjusted as needed every 15,000 miles or 12 months.
- I had them flush the brake system, power steering system, and differential fluids.


As the weather warms up, I will tackle the replacements of the front lower forward control arms, replacement of the water outlet housing, and probably look at the rear brake pads. I understand replacing the rear struts are more difficult than the front.

Richard

PS I just bought a 1978 Rolls Royce Silver Shadow from the UK. Isn't she a beauty?



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Last edition's mystery car didn't fool Mike Salino, He has actually seen one.

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During the inaugural photo shoot a pet tortoise walked into the shot and became the emblem on the bonnet. British irony!

+++++

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# Great British Car Journey Museum

Alan and Fiona Hill

It's Christmas Eve, and I'm in Derbyshire. More specifically, I've found myself in Ambergate, visiting the Great British Car Journey Museum, which opened in 2021. This place first caught my eye not long after it opened because of something rather unusual: "Drive Your Dad's Car" was the tagline.

My dad wasn't a car person, so the likelihood of any of his old cars still running made me smile. The only one he owned that I'd actually want to drive, the only new car he ever bought, disappeared from the DVLA records in 1990. It was a 1980 Ford Escort 1.6 GL. He didn't need the 1.6, but I certainly did. That engine was a version of the Ford Crossflow, the same one that powered the mighty Escort Mexico and served as the block for the Lotus Twin Cam... but I digress.

As we turn into the parking lot of the industrial brick building that houses the museum, we see only a handful of cars, unsurprising for Christmas Eve, not exactly a prime day for visiting car museums. At the far end of the lot, a few vehicles are parked three deep in an open-sided shed. *Those must be the ones you can drive*, I think to myself. But today isn't for driving; that's an adventure best saved for a return trip in the summertime. So, we head toward the museum entrance.

Once inside, on the way to the cashier, you're greeted by a row of Austin Sevens. After picking up your guide tablet and headset, which includes a QR-code reader, you're set for a self-guided tour. The museum is arranged from the oldest cars to the newest, with nine chapters that are broken by manufacturers as you progress. The first chapter spans from the start of the 20<sup>th</sup> century to the start of the second world war and includes those five different Austin Sevens. I knew Colin Chapman had used the Seven as the basis for his early cars, but I hadn't realized Richard Lyons had as well. I'm off to a great start, I've learned something before I've even rounded the first corner.



The headset provides commentary for each chapter you pass through, and every vehicle has an information sheet with a QR code that offers additional details or audio commentary for that specific exhibit. The basic commentary for the nine chapters lasts around 90 minutes, but if you stop at every QR code, plan for a full day. Fortunately, there's a café on-site, the aptly named "The Filling Station".

Almost all the cars in the museum are everyday vehicles, with one requirement: they had to be manufactured in Britain. As I make my way through the exhibits, one thought keeps coming to mind: "how on earth did these cars survive?"



Many were ordinary, unremarkable machines that should have rusted away within a few years, even with the most diligent owners. Chapter 6 drives this home with a Vauxhall Chevette, a car produced for nine years, selling over half a million units, yet the only way the Great British Car Journey could obtain one was directly from Vauxhall. It really highlights the challenges of assembling a collection like this, with many cars donated or loaned to the museum. The collection includes more than 200 vehicles, and the displays are rotated regularly.



As you make your way through the displays of ordinary cars, you're suddenly met with some decidedly un-ordinary machines. Sitting together are a Jensen Interceptor and a Ford Granada Coupé, a Fiesta Super-sport convertible conversion (why would anyone do that?), an unexpected MGB GTV8, and even an ex-Princess Anne Scimitar GTE. One of the standout oddities is the Gilbern Invader, one of the few cars ever built in Wales. The other nations within Britain are represented too, with a Hillman Imp and Husky from Scotland and a DeLorean from Northern Ireland.

As you would expect, the Mini was well represented, with several versions on display, including one of the very last produced, still showing delivery mileage and even the plastic wrap on the seats. The final Mini Metro is also featured, alongside many of British Leyland's more unfortunate offerings from the 1970s: the Allegro, Marina, and Princess. Oh dear.



In the center of the hall for Chapter 6 was a 4-door Vauxhall Viva HB, my first car, finished in the same red. Only this one was the SL version: 1600cc overhead cam, disc brakes... dreamland. As for a 1980 Escort 1.6 GL Mark 2 in Cordoba Beige, that was sadly missing, though a Mark 1 and Mark 3 were both present and correct.

Derbyshire is a beautiful place to visit with market towns and spectacular scenery; the Great British Car Journey is time well spent and next time I'll be driving the Stag.

+++++

**Editor's Note:** The car in the pictures on the right is one of 350 Morris Minor 1000000 limited editions produced in 1960/1 to celebrate the millionth Minor 1000 off the assembly line. They were ALL painted Lilac over white leather upholstery.





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